

Appendix G:

SOCIOECONOMIC STUDY

I-265 Programming Study Ohio River to I-65



Socioeconomic Study

Jefferson County, Kentucky



November 2014



I-265 Programming Study Ohio River to I-65 Socioeconomic Study

Jefferson County, Kentucky

November 2014

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INTRODUCTION

This socioeconomic study documents the identification of potential Environmental Justice populations and other potential affected populations within the defined study area corridor for I-265 (Gene Snyder Freeway) from the Ohio River to I-65 in Jefferson County, Kentucky (Figure 1). This report has been prepared by the Kentuckiana Regional Planning and Development Agency in support of a Kentucky Transportation Cabinet programming study.

PURPOSE

The purpose of this study is to:

- assist the Kentucky Transportation Cabinet in carrying out its mission “To provide a safe, efficient, environmentally sound and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky;”
- fulfill applicable federal commitments to Environmental Justice populations and other identified populations; and
- further the goals and objectives and cooperative nature of the metropolitan transportation planning process.

The report is focused on identifying, through demographic analysis, the extent to which potential Environmental Justice populations and other potential affected groups reside in or near the study area corridor.

BACKGROUND

Environmental Justice is based primarily on the principles of Title VI of the *Civil Rights Act of 1964*, wherein each Federal agency is required to ensure that no person on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. In the context of transportation planning, Environmental Justice broadly refers to the goal of identifying and avoiding disproportionate adverse impacts on minority and low-income individuals and communities. For the purposes of this document, Environmental Justice has been addressed through the following:

- **Executive Order 12898:** *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994)

The order reads, in part: “Each Federal agency shall make achieving environmental justice part of its 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.”

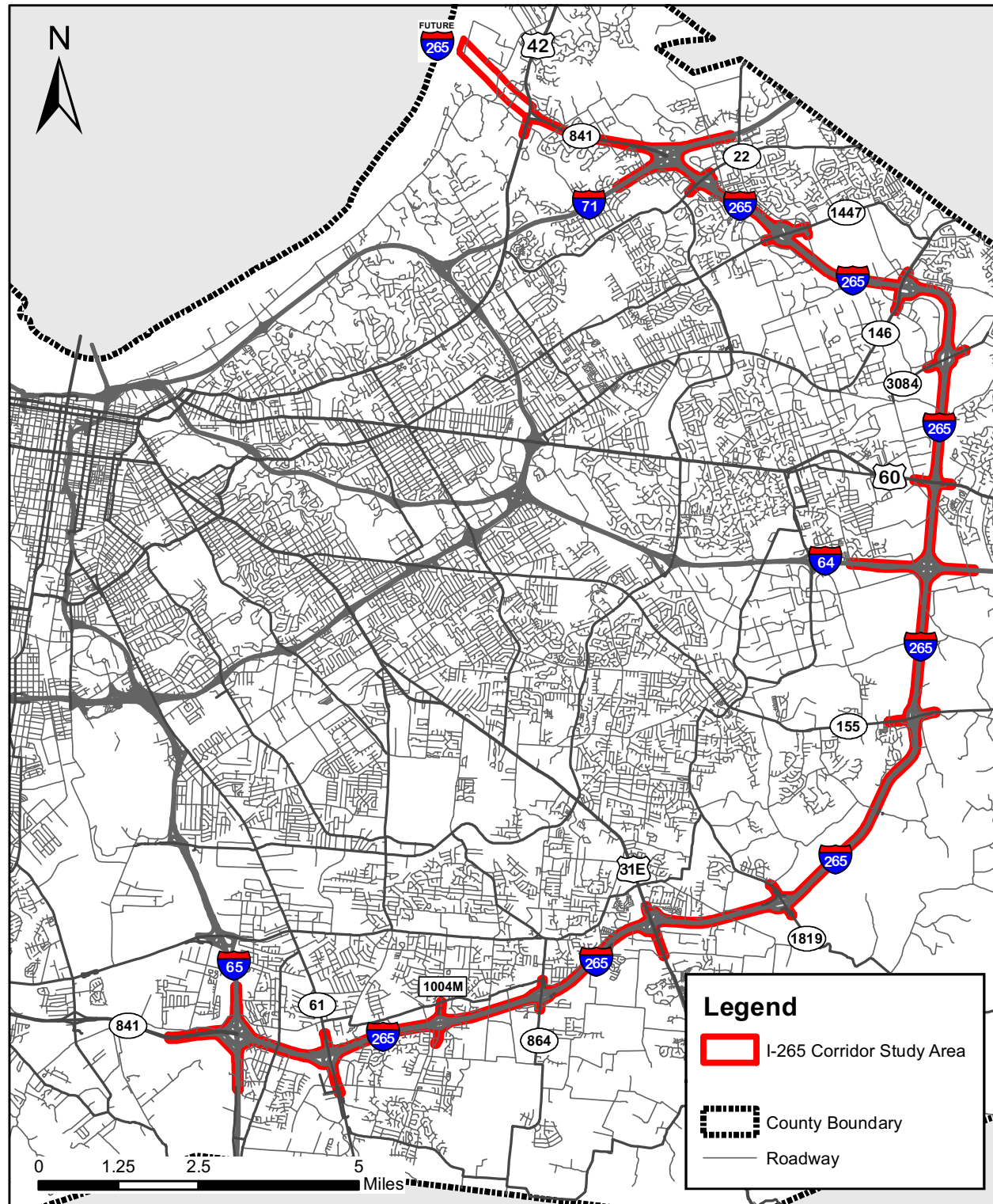


Figure 1

STUDY AREA CORRIDOR
I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65



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- **U.S. Department of Transportation Order 5610.2:** Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (April 15, 1997—superseded by USDOT Order 5601.2(a))

The order reads, in part: “Planning and programming activities that have the potential to have a disproportionately high and adverse effect on human health or the environment shall include explicit consideration of the effects on minority populations and low-income populations.”

- **Federal Highway Administration Order 6640.23:** FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (December 2, 1998—cancelled by FHWA Order 6640.23A)

The order reads, in part: “...it is FHWA’s continuing policy to identify and prevent discriminatory effects by actively administering its programs, policies and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decision making process—from early planning through implementation.”

- **U.S. Department of Transportation Order 5610.2(a):** Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (May 2, 2012)

The order cancels USDOT Order 5610.2, but is, for the most part, a reaffirmation of the original order. The definitions of Minority populations have been adjusted to comply with Office of Management and Budget (OMB) race and ethnicity classification standards. The order also clarifies the distinction between a Title VI analysis and an environmental justice analysis conducted as part of a NEPA review.

- **Federal Highway Administration Order 6640.23A:** FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (June 14, 2012)

The order cancels FHWA Order 6640.23, but is, for the most part, a reaffirmation of the original order. The governing authorities have been updated to include Executive Order 12898, DOT Order 5610.2(a), Title VI of the Civil Rights Act of 1964, Title 23 USC Section 109(h), NEPA, Title 49 CFR Part 21.9(b), 23 CFR 200.9(b)(4), and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. The definitions of Minority populations have also been adjusted to comply with Office of Management and Budget (OMB) race and ethnicity classification standards.

- **Civil Rights Act of 1964, Title VI (42 USC § 2000d et seq):**

Title VI declares it to be the policy of the United States that discrimination on the grounds of race, color, or national origin shall not occur in

connection with programs and activities receiving federal financial assistance, and authorizes and directs the appropriate federal departments and agencies to take action to carry out this policy.

This report attempts to apply current state of the practice procedures and data to provide the information needed to "... ensure that the interests and well-being of minority populations and low-income populations are considered and addressed during the transportation decision-making process."

Additional groups included in this socioeconomic study are older persons, persons with disabilities, zero vehicle households, and persons with limited English proficiency. While the above Environmental Justice orders and Title VI of the Civil Rights Act do not directly address these additional populations, they are included in this analysis per guidance issued by the Kentucky Transportation Cabinet Division of Planning and the Kentucky Transportation Cabinet Division of Environmental Analysis, and as a matter of good planning practice. These other groups are addressed through the following:

- **Age Discrimination Act of 1975 (42 USC § 6101):**

This act affirms that no person in the United States shall, on the basis of age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

- **Rehabilitation Act of 1973, Section 504 (29 USC §794 et seq):**

The act states that no qualified handicapped person shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity that receives or benefits from federal financial assistance.

- **Americans with Disabilities Act of 1990 (42 USC §12131 et seq):**

The Americans with Disabilities Act (ADA) declares that no qualified individual with a disability shall, by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination by a department, agency, special purpose district, or other instrumentality of a state or local government.

- **Executive Order 13166: Improving Access to Services for Persons With Limited English Proficiency (August 11, 2000)**

The Limited English Proficiency (LEP) order directs federal agencies to evaluate services provided and implement a system that ensures LEP persons are able to meaningfully access the services provided consistent with, and without unduly burdening, the fundamental mission of each federal agency.

RESOURCES/REFERENCES

In addition to the orders and acts listed above, the following resources have been consulted for information and guidance in conducting this study:

- *Methodology for Assessing Underserved Populations Including Environmental Justice, Title VI, Age, and Disability Considerations in Conjunction with KYTC Planning Studies* – Kentucky Transportation Cabinet Division of Planning, September 2014
- *KYTC Guidance for Environmental Justice Analysis* – Kentucky Transportation Cabinet Division of Environmental Analysis, September 2014
- *Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and Other Communities of Concern* – Kentuckiana Regional Planning and Development Agency, July 2006
- *Environmental Justice/Title VI Plan* – Kentuckiana Regional Planning and Development Agency, October 2004
- *Effective Methods for Environmental Justice Assessment* – National Cooperative Highway Research Program (NCHRP) Report 532, September 2004
- *Technical Methods to Support Analysis of Environmental Justice Issues* – NCHRP Project 8-36 (11), April 2002
- *Community Impact Assessment: A Quick Reference for Transportation*, FHWA, September 1996
- *Webinar Series on Environmental Justice: Guidance for Conducting Community Impact Assessments* – USDOT, December 6, 2012
- US Census Bureau, 2008-2012 American Community Survey (ACS)

TERMINOLOGY

This assessment makes use of several terms, some of which may be unique to the Environmental Justice process. Their definitions may similarly have specific application limited to these procedures. For example, according to the United States Department of Transportation and the Federal Highway Administration, the following terms and definitions shall be used:

Minority Persons include persons whose race can be identified as any one or more of the following categories:

- *Black*—persons having origins in any of the black racial groups of Africa;
- *Asian-American*—persons having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- *American Indian and Alaskan Native*—persons having origins in any of the original people of North America, South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition; and
- *Native Hawaiian and Other Pacific Islander*—persons having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Minority populations also include persons of any race or combination of races who identify their ethnicity, culture, or origin as *Hispanic or Latino*. Hispanics are persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin.

Minority Population means any readily identifiable group of minority persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT or FHWA program, policy, or activity.

Low-Income Persons include persons whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines (Table 1).

**TABLE 1
2013 HHS Poverty Guidelines**

Persons in Family	48 Contiguous States and DC	Alaska	Hawaii
1	\$11,490	\$14,350	\$13,230
2	15,510	19,380	17,850
3	19,530	24,410	22,470
4	23,550	29,440	27,090
5	27,570	34,470	31,710
6	31,590	39,500	36,330
7	35,610	44,530	40,950
8	39,630	49,560	45,570
For each additional person, add	4,020	5,030	4,620

Source: *Federal Register*, Vol. 78, No. 16, January 24, 2013, pp. 5182-5183

Table 1 depicts the 2013 version of the *poverty guidelines* issued annually in the *Federal Register* by the U.S. Department of Health and Human Services. The guidelines are used for administrative purposes, such as determining financial eligibility for certain federal programs, and are a simplification of Census Bureau *poverty thresholds* (Table 2). As with the guidelines, the thresholds are updated each year, but are used for statistical purposes such as estimating the number of persons in poverty.

**TABLE 2
Poverty Thresholds for 2012, by Size of Family and Number of Related Children Under 18 Years**

Size of Family Unit	Weighted Average Thresholds	Related Children Under 18 Years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or More
One person (unrelated individual)	\$11,720									
Under 65 years	\$11,945	\$11,945								
65 years and over	\$11,011	\$11,011								
Two persons	\$14,937									
Householder under 65 years	\$14,450	\$15,374	\$15,825							
Householder 65 years and over	\$13,892	\$13,878	\$15,765							
Three persons	\$18,284	\$17,959	\$18,480	\$18,498						
Four persons	\$23,492	\$23,681	\$24,069	\$23,283	\$23,364					
Five persons	\$27,827	\$28,558	\$28,974	\$28,387	\$27,400	\$26,981				
Six persons	\$31,471	\$32,847	\$32,978	\$32,298	\$31,647	\$30,678	\$30,104			
Seven persons	\$35,473	\$37,795	\$38,031	\$37,217	\$36,651	\$35,594	\$34,362	\$33,009		
Eight persons	\$39,688	\$42,271	\$42,644	\$41,876	\$41,204	\$40,249	\$39,038	\$37,777	\$37,457	
Nine or more persons	\$47,297	\$50,849	\$51,095	\$50,416	\$49,845	\$48,908	\$47,620	\$46,454	\$46,165	\$44,387

Source: U.S. Census Bureau

The U.S. Department of Health and Human Services and the Census Bureau follow different labeling practices for their respective poverty measures. The poverty guidelines are designated by the year in which they are issued, but reflect price changes through the previous calendar year; so, for example, 2013 guidelines would be applied to 2012 income to determine eligibility for programs, including Head Start, Food Stamps, or the Low-Income Home Energy Assistance Program. Conversely, the poverty thresholds are named for the year of data collection; 2012 thresholds are used to determine poverty status for 2012 populations. Regardless of the disparate naming conventions, the 2013 guidelines from HHS and the 2012 thresholds from the Census Bureau cover approximately the same year of income, 2012.

The 2013 HHS income guidelines and 2012 Census income thresholds are included here as examples of how the two measures of poverty compare to each other for a single year of data. The poverty data in this profile report, however, is based on 2008-2012 ACS data, and includes five years of accumulated census sample responses. As such, the poverty status of each respondent is determined using the poverty thresholds and poverty factor for the applicable month and year of response (see Appendix for methodology, thresholds, and factors).

According to the HHS, "Neither the Census Bureau nor the U.S. Department of Health and Human Services prepare tabulations of the number of people below the HHS poverty guidelines... The best approximation for the number of people below the HHS poverty guidelines in a particular area would be the number of persons below the Census Bureau poverty thresholds in that area." Therefore, the Census Bureau poverty thresholds are used for identification and analysis of potential low-income populations in this report.

Low-Income Population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT or FHWA program, policy or activity.

Adverse Effects are the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of USDOT or FHWA programs, policies, or activities.

Disproportionately High and Adverse Effect on Minority and Low-Income Populations means an adverse effect that:

- is predominately borne by a minority population and/or a low-income population; or
- will be suffered by the minority population and/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 population and/or non-low-income population.

Programs, Policies, and/or Activities mean all projects, programs, policies, and activities that affect human health or the environment, and which are undertaken, funded (in whole or in part), or approved by USDOT or FHWA. These include, but are not limited to, permits, licenses, and financial assistance provided by USDOT or FHWA. Interrelated projects within a system may be considered to be a single project, program, policy, or activity.

Regulations and Guidance means regulations, programs, policies, guidance, and procedures promulgated, issued, or approved by USDOT or FHWA.

Other terminology used in this study includes the following:

Older Persons, for purposes of this report, include persons age 65 and older as of the month and year of their interview or response to the American Community Survey. Basic Medicare eligibility for persons without disabilities begins at age 65, and this age also forms the lower threshold for many definitions of older/senior populations.

Persons with Disabilities, for purposes of this study, include the population age 16 to 64 for which the presence of any of the 6 following conditions was disclosed as of the month and year of their interview or response to the American Community Survey:

- serious hearing limitations
- serious vision limitations
- serious limitations in cognitive functioning
- serious ambulatory limitations
- serious self-care limitations
- serious independent living limitations

Zero Vehicle Households are occupied housing units with zero vehicles available as of the month and year of their interview or response to the ACS.

Persons with Limited English Proficiency (LEP) are generally considered to be persons who reported speaking a language other than English and indicated their English-speaking ability to be something other than "Very Well" at the time of their interview or response to the American Community Survey. Responses of LEP populations may include speaking English "Well", "Not Well", or "Not at All".

Census Tracts are small, relatively permanent statistical subdivisions of a county or equivalent entity that are used to provide a stable set of geographic units for the presentation of statistical data. While tracts generally contain between 1,200 and 8,000 people, with an optimum size of 4,000 people, their spatial size can vary widely depending on the density of settlement. Figure 2 shows the currently defined census tracts in and around the study area.

Margin of Error (MOE) is the difference between an estimate and its upper or lower confidence bounds. Confidence bounds can be created by adding the margin of error to the estimate (for the upper bound) and subtracting the margin of error from the estimate (for the lower bound). All published American Community Survey margins of error are based on a 90-percent confidence level.

Coefficient of Variation (CV) is the ratio of the standard of error (square root of the variance) to the value being estimated, usually expressed in terms of a percentage (also known as the relative standard deviation). The lower the CV, the higher the relative reliability of the estimate.

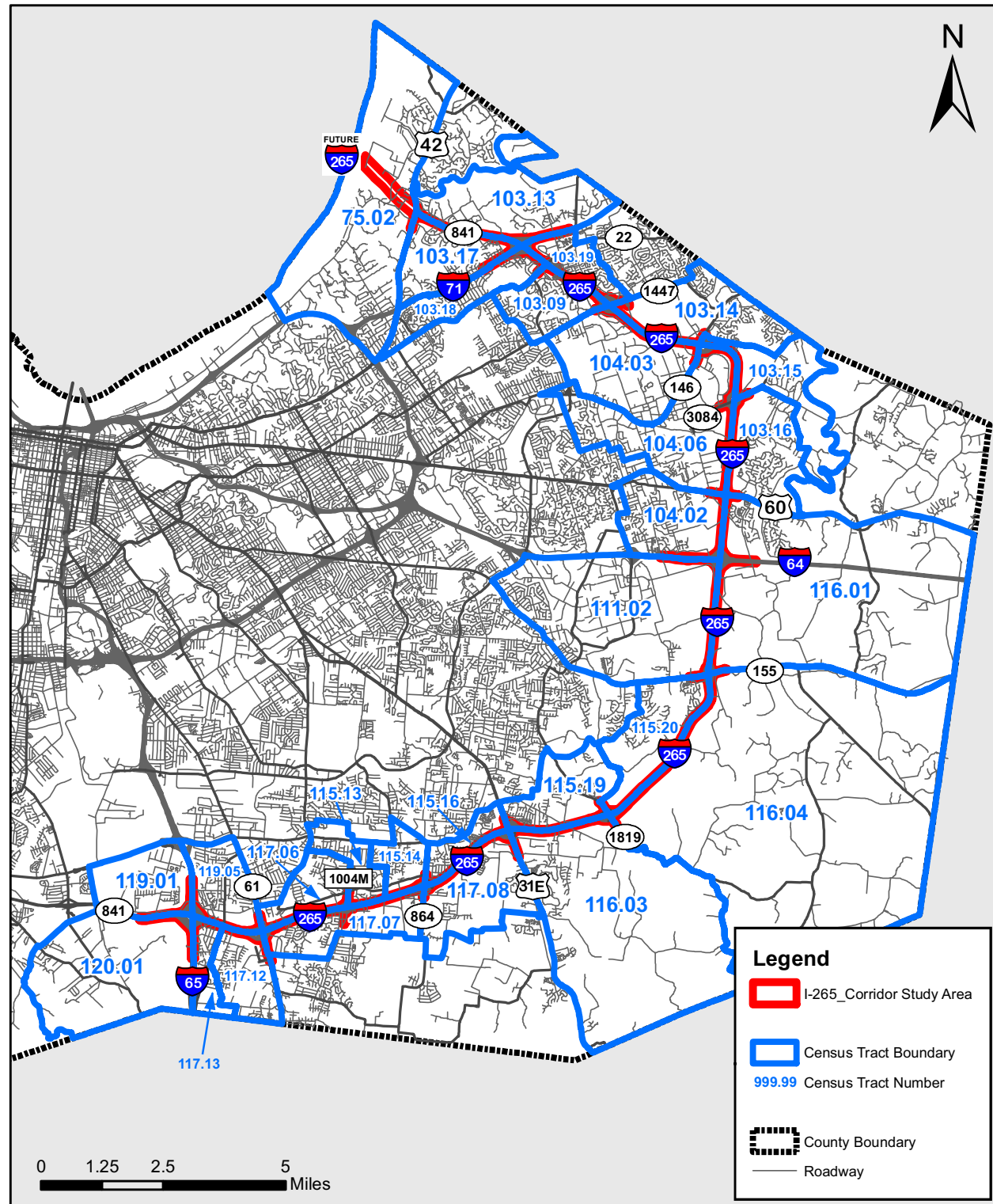


Figure 2

**STUDY AREA CORRIDOR
CENSUS TRACT BOUNDARIES**
I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65



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ANALYSIS METHODOLOGY

The procedures involved in conducting the socioeconomic study for the I-265 corridor centered on the identification of potential Environmental Justice populations and other potential affected populations. Data from the 2008-2012 American Community Survey was used to develop demographic profile tables and maps of the potential locations of the groups of concern.

Profile tables were developed for each population of interest and for several geographic levels in and immediately adjacent to the study area. Tables showing the total number of persons by minority status, low-income status, older persons, persons with disabilities, zero vehicle households, and persons with limited English proficiency were created for several geographic areas, including the United States, Kentucky, and Jefferson County, as well as applicable census tracts.

The tables were assembled using census data. The 2008-2012 ACS data was obtained from short form questionnaires administered over a 5-year period to an annual sample of about 3.5 million households—the data is available down to the tract and block group level for selected variables. Margins of error are provided with all ACS estimates to provide guidance on data reliability and sampling error. Ninety percent confidence intervals define a range expected to contain the true value of an estimate.

Profile maps were produced for each population variable at the tract level. ESRI ArcMap software was used to combine the census data described above with the appropriate census tract boundary to map potential locations of the populations of interest.

The methodologies used in this planning document are appropriate for identifying possible areas of concern in small urban areas and potential project corridors. However, during future phases of project development a more detailed and robust analysis would be required for the NEPA documentation when assessing the potential for adverse and disproportionate impacts to low-income and minority populations.

SOCIOECONOMIC PROFILES

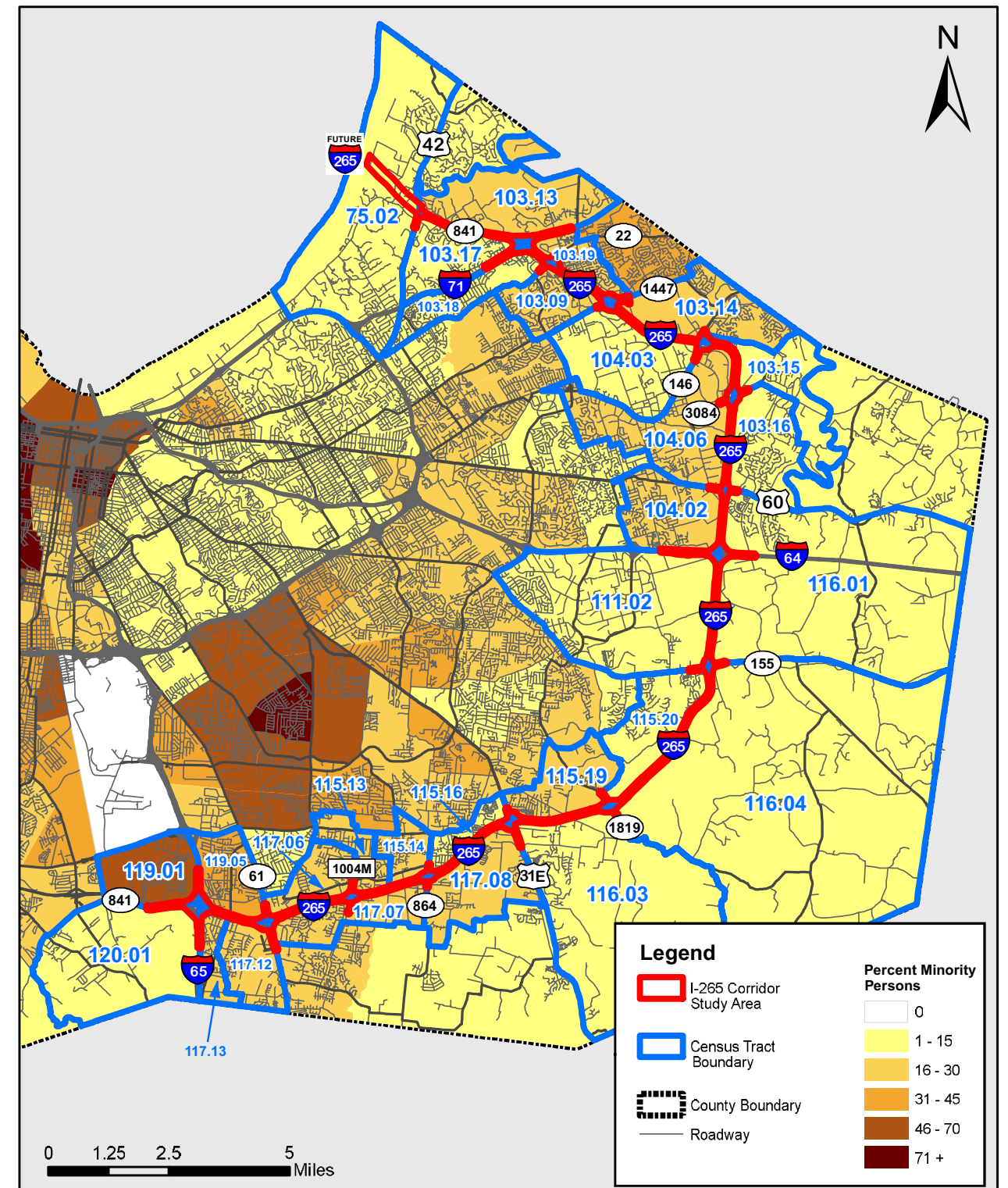
This section provides an examination of the demographic characteristics of potential Environmental Justice populations and other selected groups within and surrounding the study area corridor. These profiles provide a basis for identifying the number and, where appropriate, the geographic location of potential Environmental Justice populations and other affected communities.

MINORITY PERSONS

Geographic analysis of the 2008-2012 ACS data shows the highest potential densities of minority residents, as defined by *Executive Order 12898* on Environmental Justice, to be located along the southern end of the I-265 corridor, near the KY 61 (Preston Highway) and I-65 interchanges (Figure 3). Specifically, tracts 119.01 (54%) and 119.05 (33%) exhibit the highest densities. At the northern end of the corridor, Tract 103.19 (30%), spanning an area from I-71 to KY 1447 (Westport Road), has a significant minority density as well.

According to the 2008-2012 ACS data, more than one-third (36%) of Americans are minority persons (Table 3). In Kentucky, this percentage is much lower—almost 14%; while Jefferson County’s minority rate, at 29%, is closer to that of the United States. At the census tract level, in and near the study corridor, percentages of persons considered to be minorities range from under 3% to over 54%. Only Tract 119.01, with a 54% minority population, exhibits a density higher than that of the United States, Kentucky, and Jefferson County. Tracts 103.19 (30%) and 119.05 (33%) have minority percentages higher than both the State and the County, while 17 out of the 26 remaining tracts show densities higher than that of Kentucky.

Margin of error information is provided for the ACS minority person estimates. Analysis of the coefficients of variation calculated from the MOEs suggests higher reliability of the estimates for the State and County, with medium reliability for the United States estimates. Estimates for the majority of the tracts in and near the I-265 corridor are considered to be of medium to low reliability. Specifically, estimates for tracts 103.19 and 119.05 are indicated to be of medium reliability, while those for Tract 119.01 may be of lower reliability and should be used with caution.



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Data Source: 2008-2012 ACS, Table B03002
Data Note: American Community Survey (ACS) data are estimates based on a survey sample. Reliability of ACS data can vary widely—especially for smaller geographic levels. Therefore, Margins of Error (MOEs) from the appropriate source tables should be consulted to assess the dependability of the data.

Figure 3
**PERCENT MINORITY PERSONS
BY CENSUS TRACT--2008-2012**
I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65



TABLE 3
Minority Persons—2008-2012
I-265 Programming Planning Study—Ohio River to I-65

Area	Total Persons	MOE	Minority Persons		
			Total	MOE	% Total Persons
United States	309,138,711	N/A	112,234,743	+/- 32,395,133	36.31
Kentucky	4,340,167	N/A	593,909	+/- 77,199	13.68
Jefferson County	741,285	N/A	217,659	+/- 21,768	29.36
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	+/- 343	580	+/- 195	10.74
	Tract 103.09	+/- 170	940	+/- 216	19.89
	Tract 103.13	+/- 381	863	+/- 425	23.83
	Tract 103.14	+/- 700	1,327	+/- 533	20.43
	Tract 103.15	+/- 252	402	+/- 261	14.14
	Tract 103.16	+/- 324	724	+/- 284	14.56
	Tract 103.17	+/- 279	490	+/- 267	10.85
	Tract 103.18	+/- 353	857	+/- 247	14.36
	Tract 103.19	+/- 266	1,310	+/- 383	29.81
	Tract 104.02	+/- 344	1,008	+/- 414	16.51
	Tract 104.03	+/- 227	513	+/- 197	13.63
	Tract 104.06	+/- 407	1,482	+/- 411	25.19
	Tract 111.02	+/- 505	835	+/- 424	12.83
	Tract 115.13	+/- 268	940	+/- 236	20.30
	Tract 115.14	+/- 214	543	+/- 281	17.17
	Tract 115.16	+/- 312	551	+/- 240	14.06
	Tract 115.19	+/- 409	815	+/- 233	16.01
	Tract 115.20	+/- 213	291	+/- 167	8.12
	Tract 116.01	+/- 397	799	+/- 316	13.35
	Tract 116.03	+/- 243	187	+/- 130	4.57
	Tract 116.04	+/- 194	90	+/- 135	3.45
	Tract 117.06	+/- 222	663	+/- 390	17.11
	Tract 117.07	+/- 457	1,328	+/- 410	22.05
	Tract 117.08	+/- 302	891	+/- 351	20.36
Tract 117.12	+/- 469	745	+/- 370	16.66	
Tract 117.13	+/- 429	600	+/- 331	20.69	
Tract 119.01	+/- 361	770	+/- 483	54.38	
Tract 119.05	+/- 658	2,622	+/- 792	33.43	
Tract 120.01	+/- 217	102	+/- 62	2.85	

Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B03002

PERSONS WITH LOW INCOME

Geographic analysis of the 2008-2012 ACS data shows the highest potential densities of persons with low-income, as defined by *Executive Order 12898* on Environmental Justice, residing along the southern end of the I-265 corridor, near the KY 61 (Preston Highway) and I-65 interchanges (Figure 4). Specifically, tracts 119.01 (46%), 119.05 (25%), and 117.13 (23%) exhibit the highest densities. This is the same portion of the I-265 corridor that has the highest minority person percentages.

According to the 2006-2010 American Community Survey, 15% of persons in the nation are considered to be low-income, having incomes below poverty level (Table 4). Jefferson County and Kentucky exhibit poverty levels higher than that of the United States trend. Jefferson County's poverty average is 16%, while Kentucky's percentage is almost 19%. Tract-level low-income percentages in the study area range from less than 1% to 46%. Tracts 117.13 (23%), 119.01 (46%), and 119.05 (25%) exhibit higher poverty rates than those of the United States, Kentucky, and Jefferson County, while Tract 115.13 has a poverty rate of 15%—the same as that of the Nation. The remaining 25 census tract percentages range from less than 1% to 13%.

Margin of error information is provided for the ACS poverty estimates. Analysis of the coefficients of variation calculated from the MOEs suggests higher reliability of the estimates for the Nation, State, and County. Approximately one-third of the tract-level estimates are of medium reliability, while the remainder are low reliability. Specifically, the estimates for tracts 119.01 and 119.05 are considered to be of medium reliability, while the Tract 117.13 estimate is just above the low reliability threshold and should be used with caution.

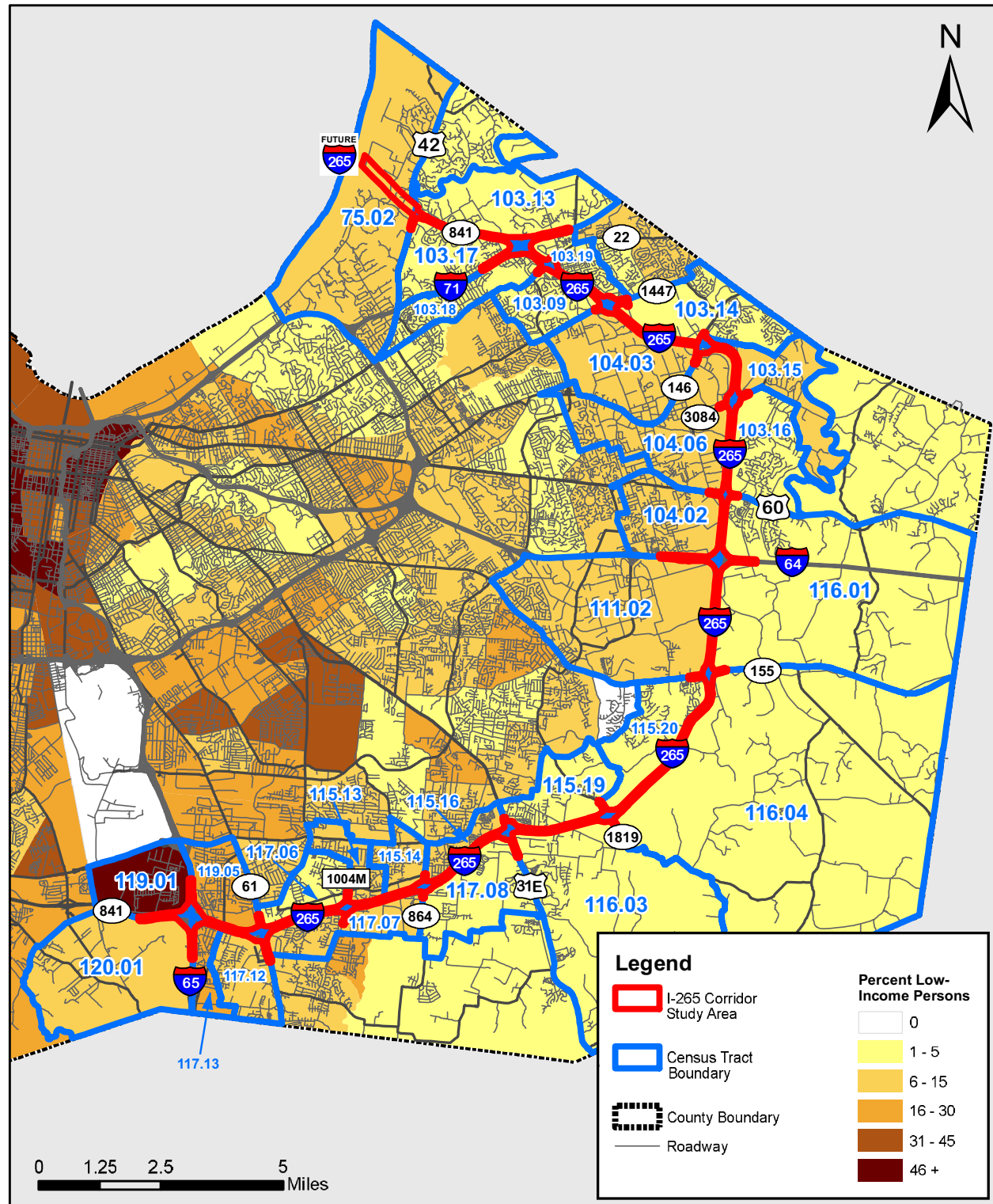


Figure 4

PERCENT PERSONS WITH LOW-INCOME BY CENSUS TRACT--2008-2012

I-265 PROGRAMMING STUDY OHIO RIVER TO I-65



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Data Source: 2008-2012 ACS, Table B17021
Data Note: American Community Survey (ACS) data are estimates based on a survey sample. Reliability of ACS data can vary widely—especially for smaller geographic levels. Therefore, Margins of Error (MOEs) for the appropriate geographic levels should be consulted to assess the dependability of the data.

**TABLE 4
Persons with Low-Income—2008-2012
I-265 Programming Planning Study—Ohio River to I-65**

Area	Total Persons for Whom Poverty Status is Determined	MOE	Persons with Low-Income (Income Below Poverty Level in the Last 12 Months)			
			Total	MOE	% Total Persons	
United States	301,333,410	+/- 13,789	44,852,527	+/- 269,119	14.88	
Kentucky	4,209,861	+/- 1,319	781,485	+/- 10,842	18.56	
Jefferson County	726,848	+/- 1,037	119,569	+/- 3,469	16.45	
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	5,213	+/- 316	325	+/- 168	6.23
	Tract 103.09	4,633	+/- 161	22	+/- 20	0.47
	Tract 103.13	3,621	+/- 381	178	+/- 152	4.92
	Tract 103.14	6,494	+/- 700	80	+/- 76	1.23
	Tract 103.15	2,843	+/- 252	218	+/- 129	7.67
	Tract 103.16	4,965	+/- 320	215	+/- 113	4.33
	Tract 103.17	4,517	+/- 279	28	+/- 38	0.62
	Tract 103.18	5,965	+/- 353	110	+/- 62	1.84
	Tract 103.19	4,380	+/- 270	173	+/- 106	3.95
	Tract 104.02	6,105	+/- 344	389	+/- 258	6.37
	Tract 104.03	3,707	+/- 225	207	+/- 99	5.58
	Tract 104.06	5,747	+/- 400	589	+/- 284	10.25
	Tract 111.02	6,399	+/- 500	449	+/- 219	7.02
	Tract 115.13	4,582	+/- 264	683	+/- 266	14.91
	Tract 115.14	3,147	+/- 214	278	+/- 131	8.83
	Tract 115.16	3,882	+/- 310	219	+/- 190	5.64
	Tract 115.19	5,048	+/- 410	165	+/- 87	3.27
	Tract 115.20	3,584	+/- 213	43	+/- 49	1.20
	Tract 116.01	5,941	+/- 398	94	+/- 70	1.58
	Tract 116.03	4,091	+/- 243	64	+/- 58	1.56
Tract 116.04	2,612	+/- 194	9	+/- 11	0.34	
Tract 117.06	3,747	+/- 217	172	+/- 136	4.59	
Tract 117.07	6,013	+/- 458	643	+/- 415	10.69	
Tract 117.08	4,340	+/- 302	156	+/- 85	3.59	
Tract 117.12	4,401	+/- 429	323	+/- 233	7.34	
Tract 117.13	2,759	+/- 374	638	+/- 335	23.12	
Tract 119.01	1,416	+/- 361	649	+/- 283	45.83	
Tract 119.05	7,843	+/- 658	1,953	+/- 668	24.90	
Tract 120.01	3,578	+/- 218	461	+/- 183	12.88	

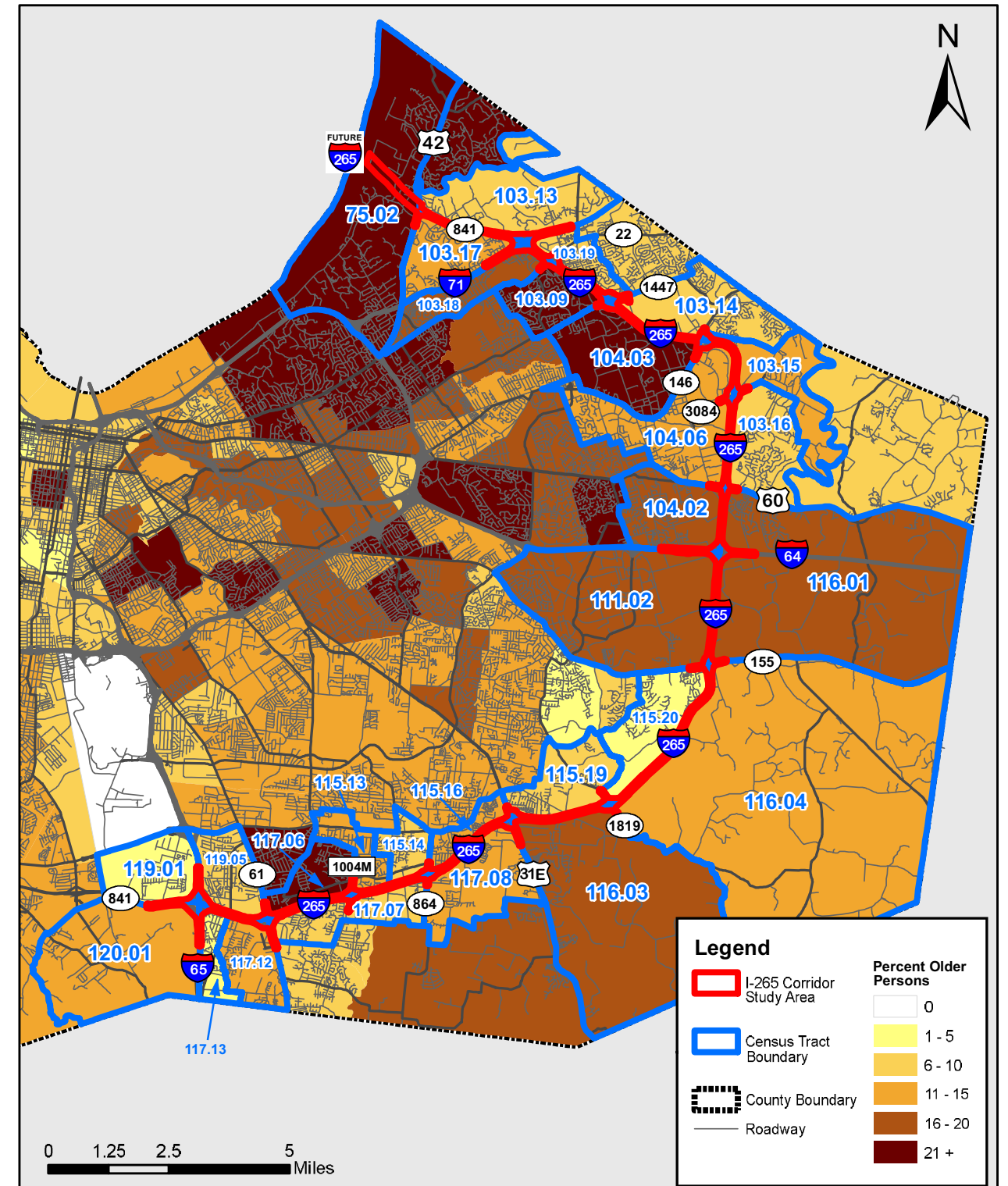
Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B17021

OLDER PERSONS

Geographic analysis of the 2008-2012 ACS data for persons age 65 and above reveals the highest potential densities of older residents to be located in the northern sections of the I-265 corridor (Figure 5). Tract 75.02 (25%) is in the vicinity of the US 42 interchange and the East End Crossing of the Louisville-Southern Indiana Ohio River Bridges Project, while tracts 103.09 and 104.03 each contain 22% older persons and are located along the study area corridor between KY 22 (Brownsboro Road) and KY 146 (LaGrange Road). Another potential concentration exists in the southern portion of the corridor, as Tract 117.06, between KY 61 (Preston Highway) and CR 1004M (Smyrna Parkway), has 25% older persons.

Older persons, age 65 and older, are approximately 13% of the 2008-2012 ACS populations of the United States, Kentucky, and Jefferson County (Table 5). At the tract level, older persons comprise between 4% and 25% of resident estimates. Almost half of the corridor's 29 tracts have densities above those of the Nation, State, and County.

Margin of error information is provided for the ACS minority person estimates. Analysis of the coefficients of variation calculated from the MOEs suggests higher reliability of the estimates for the United States, Kentucky, Jefferson County, and 15 of the 29 total tracts in the study area. Twelve tracts are considered medium reliability estimates, while estimates for only two tracts, 117.13 and 119.01, should be used with caution due to their lower reliability.



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Figure 5
**PERCENT OLDER PERSONS
BY CENSUS TRACT--2008-2012**
I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65



**TABLE 5
Older Persons—2008-2012
I-265 Programming Study—Ohio River to I-65**

Area	Total Persons	MOE	Older Persons (Age 65+)			
			Total	MOE	% Total Persons	
United States	309,138,711	N/A	40,671,441	+/- 31,230	13.16	
Kentucky	4,340,167	N/A	583,077	+/- 3,654	13.43	
Jefferson County	741,285	N/A	99,592	+/- 1,463	13.44	
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	5,399	+/- 343	1,357	+/- 196	25.13
	Tract 103.09	4,726	+/- 170	1,021	+/- 142	21.60
	Tract 103.13	3,621	+/- 381	331	+/- 105	9.14
	Tract 103.14	6,494	+/- 700	450	+/- 150	6.93
	Tract 103.15	2,843	+/- 252	326	+/- 115	11.47
	Tract 103.16	4,974	+/- 324	490	+/- 135	9.85
	Tract 103.17	4,517	+/- 279	486	+/- 103	10.76
	Tract 103.18	5,969	+/- 353	1,014	+/- 162	16.99
	Tract 103.19	4,395	+/- 266	401	+/- 112	9.12
	Tract 104.02	6,107	+/- 344	1,087	+/- 176	17.80
	Tract 104.03	3,763	+/- 227	814	+/- 132	21.63
	Tract 104.06	5,883	+/- 407	892	+/- 172	15.16
	Tract 111.02	6,508	+/- 505	1,163	+/- 188	17.87
	Tract 115.13	4,631	+/- 268	687	+/- 145	14.83
	Tract 115.14	3,163	+/- 214	306	+/- 97	9.67
	Tract 115.16	3,919	+/- 312	573	+/- 147	14.62
	Tract 115.19	5,089	+/- 409	360	+/- 128	7.07
	Tract 115.20	3,584	+/- 213	173	+/- 67	4.83
	Tract 116.01	5,983	+/- 397	974	+/- 208	16.28
	Tract 116.03	4,091	+/- 243	718	+/- 147	17.55
	Tract 116.04	2,612	+/- 194	351	+/- 103	13.44
Tract 117.06	3,875	+/- 222	950	+/- 144	24.52	
Tract 117.07	6,024	+/- 457	339	+/- 112	5.63	
Tract 117.08	4,377	+/- 302	638	+/- 139	14.58	
Tract 117.12	4,473	+/- 469	576	+/- 144	12.88	
Tract 117.13	2,900	+/- 429	150	+/- 92	5.17	
Tract 119.01	1,416	+/- 361	53	+/- 40	3.74	
Tract 119.05	7,843	+/- 658	690	+/- 160	8.80	
Tract 120.01	3,581	+/- 217	466	+/- 100	13.01	

Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B01001

PERSONS WITH DISABILITIES

A geographic analysis of 2008-2012 ACS disability data reveals the highest potential densities of such populations to be found at the southern end of the study area corridor (Figure 6). Tracts 117.06, 117.08, 117.12, 117.13, 119.01, 119.05, and 120.01 have among the highest percentages of persons with disabilities along I-265, extending from US 31E (Bardstown Road) to the I-65 interchange.

According to the ACS, persons with disabilities comprise 10% of the civilian noninstitutionalized population aged 16 to 64 in the United States (Table 6). This rate is higher, 15%, for Kentucky, and closer to 13% for Jefferson County. Persons with disabilities represent between 2% and 22% of study area resident estimates at the census tract level. Tracts 117.12 (16%) and 119.01 (22%) exhibit higher densities than the United States, Kentucky, and Jefferson County. Tracts 117.06, 119.05, and 120.01, with 14% each, and Tract 117.08 (13%) exceed the statewide and County disabled averages, while Tract 115.13 (12%) and 117.13 (10%) exceed the national average.

Coefficients of variation based on ACS margins of error indicate a high reliability of disability estimates for the United States, Kentucky, Jefferson County, and Tract 120.01. Almost half of the 28 remaining tracts are considered medium reliability estimates—this includes most of the tracts in the southern part of the study area mentioned above. Estimates for the remaining tracts should be used with caution due to their lower reliability.

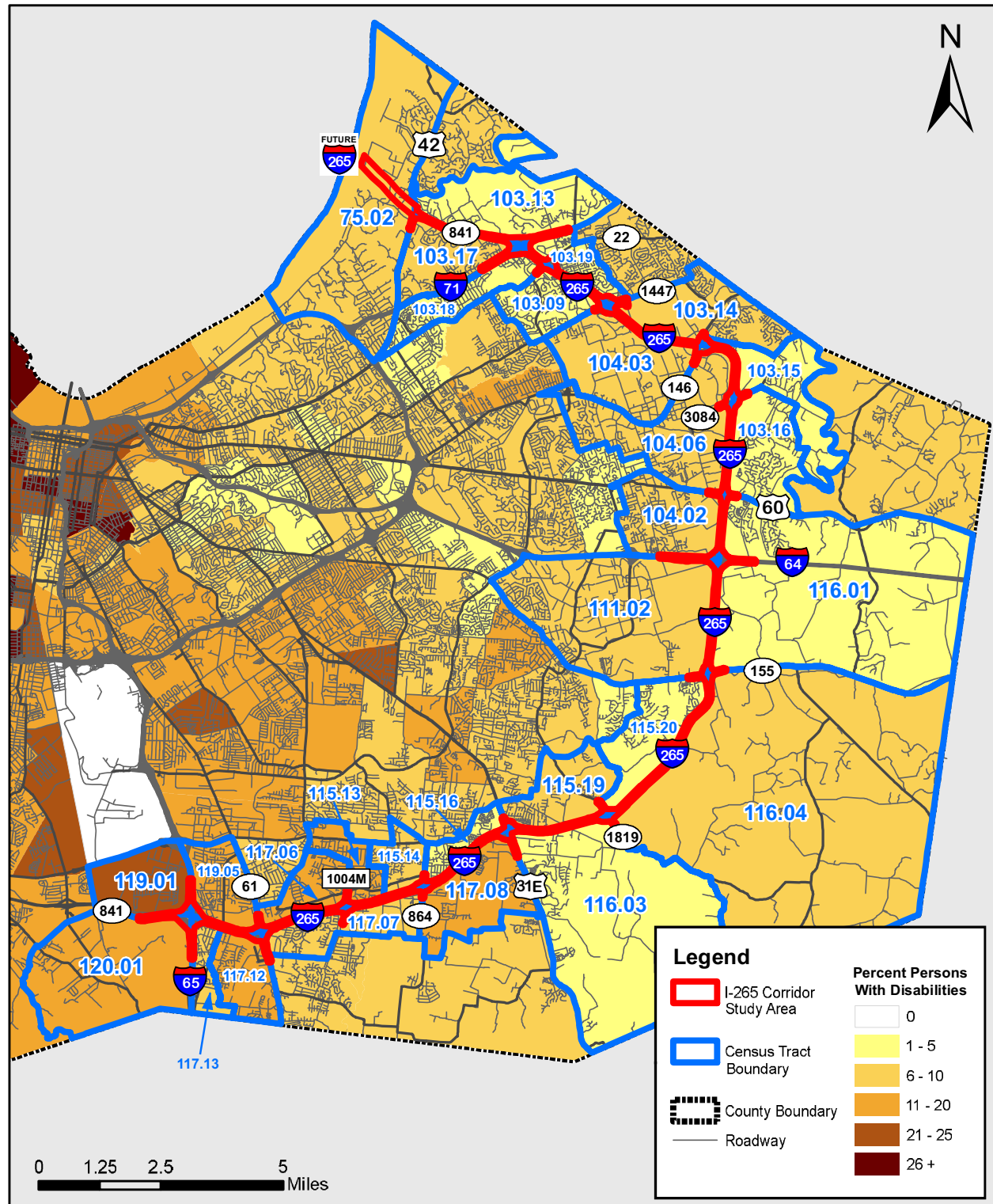


Figure 6

**PERCENT PERSONS WITH DISABILITIES
BY CENSUS TRACT--2008-2012**

**I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65**



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Data Source: 2008-2012 ACS, Table C23023
Data Note: American Community Survey (ACS) data are estimates based on a survey sample. Reliability of ACS data can vary widely—especially for smaller geographic levels. Therefore, Margins of Error (MOEs) for the appropriate geographic levels should be consulted to assess the representativeness of the data.

**TABLE 6
Persons with Disabilities—2008-2012
I-265 Programming Study—Ohio River to I-65**

Area	Total Persons Age 16 to 64	MOE	Persons with Disabilities (One or More Disabilities in the Past 12 Months for Persons Age 16-64 Years)			
			Total	MOE	% Total Persons	
United States	203,138,612	+/- 15,076	20,480,999	+/- 45,805	10.08	
Kentucky	2,850,449	+/- 1,654	438,077	+/- 4,432	15.37	
Jefferson County	488,597	+/- 518	63,084	+/- 1,733	12.91	
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	3,067	+/- 240	196	+/- 71	6.39
	Tract 103.09	2,923	+/- 189	108	+/- 48	3.69
	Tract 103.13	2,541	+/- 375	64	+/- 47	2.52
	Tract 103.14	3,859	+/- 530	224	+/- 114	5.80
	Tract 103.15	1,929	+/- 195	101	+/- 77	5.24
	Tract 103.16	3,405	+/- 256	99	+/- 62	2.91
	Tract 103.17	2,990	+/- 223	178	+/- 79	5.95
	Tract 103.18	3,778	+/- 230	179	+/- 77	4.74
	Tract 103.19	3,243	+/- 252	117	+/- 63	3.61
	Tract 104.02	3,954	+/- 282	297	+/- 111	7.51
	Tract 104.03	2,271	+/- 190	204	+/- 111	8.98
	Tract 104.06	3,691	+/- 260	275	+/- 164	7.45
	Tract 111.02	4,054	+/- 487	356	+/- 155	8.78
	Tract 115.13	2,984	+/- 201	346	+/- 115	11.60
	Tract 115.14	2,263	+/- 160	134	+/- 73	5.92
	Tract 115.16	2,597	+/- 218	139	+/- 79	5.35
	Tract 115.19	3,470	+/- 315	254	+/- 95	7.32
	Tract 115.20	2,593	+/- 175	131	+/- 82	5.05
	Tract 116.01	3,624	+/- 307	78	+/- 50	2.15
	Tract 116.03	2,776	+/- 202	149	+/- 71	5.37
Tract 116.04	1,803	+/- 201	143	+/- 79	7.93	
Tract 117.06	2,227	+/- 144	304	+/- 92	13.65	
Tract 117.07	3,994	+/- 275	331	+/- 119	8.29	
Tract 117.08	2,685	+/- 250	361	+/- 130	13.45	
Tract 117.12	2,913	+/- 331	457	+/- 149	15.69	
Tract 117.13	1,886	+/- 257	191	+/- 119	10.13	
Tract 119.01	807	+/- 210	180	+/- 66	22.30	
Tract 119.05	5,194	+/- 483	706	+/- 219	13.59	
Tract 120.01	2,448	+/- 173	331	+/- 79	13.52	

Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table C23023

ZERO VEHICLE HOUSEHOLDS

Geographic analysis of the 2008-2012 ACS data for zero vehicle households yields the highest potential densities to be located in the southern part of the I-265 corridor (Figure 7). Tract 119.01 (20%), near the I-65 interchange, has the highest percentage of households without access to a vehicle. Tracts 115.13 (8%) and 115.14 (6%), between the CR 1004M (Smyrna Parkway) and KY 864 (Beulah Church Road) interchanges, as well as Tract 104.02 (8%) in Middletown, form other, less dense, clusters.

In the United States, zero vehicle households comprise 9% of total households (Table 7). Kentucky's average, 8%, is slightly less than this, while Jefferson County's average (10%) is slightly more than the national average, according to the ACS. At the tract level, zero vehicle households represent between 0% and 20% of total household estimates. Tract 119.01 has the highest density of all tracts—with 20% of its households having no access to a vehicle—significantly higher than the averages of the United States, Kentucky, and Jefferson County. Tract 115.13 has a zero vehicle household density greater than that of Kentucky. The other 27 tracts do not exhibit above average rates.

Margin of error information is provided for the ACS zero vehicle household estimates. Analysis of the coefficients of variation calculated from the MOEs suggests higher reliability of the estimates for the United States, Kentucky, and Jefferson County. Three tracts are considered to have medium reliability estimates, while the estimates for the remaining 26 tracts, including those in the highest density areas, should be used with caution due to their lower reliability.

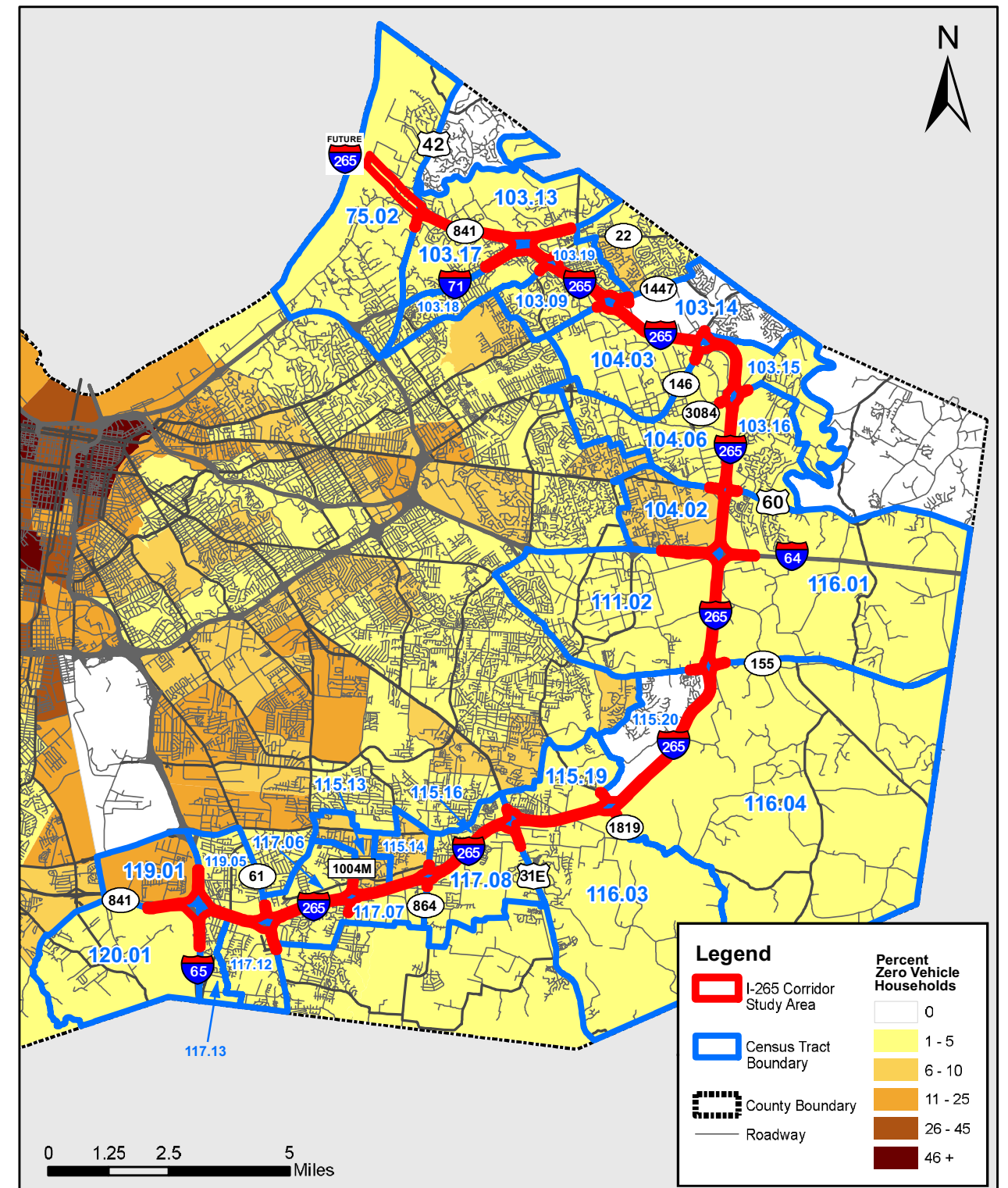


Figure 7

PERCENT ZERO VEHICLE HOUSEHOLDS BY CENSUS TRACT--2008-2012

I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65



**TABLE 7
Zero Vehicle Households—2008-2012
I-265 Programming Study—Ohio River to I-65**

Area	Total Households	MOE	Zero Vehicle Households		
			Total	MOE	% Total Households
United States	115,226,802	+/- 238,575	10,405,375	+/- 25,841	9.03
Kentucky	1,691,716	+/- 5,160	132,605	+/- 2,393	7.84
Jefferson County	303,915	+/- 1,323	31,273	+/- 1,108	10.29
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	+/- 106	12	+/- 19	0.55
	Tract 103.09	+/- 68	63	+/- 28	3.28
	Tract 103.13	+/- 110	54	+/- 43	3.79
	Tract 103.14	+/- 135	0	+/- 24	0.00
	Tract 103.15	+/- 95	15	+/- 28	1.26
	Tract 103.16	+/- 57	26	+/- 26	1.41
	Tract 103.17	+/- 110	39	+/- 35	2.38
	Tract 103.18	+/- 107	144	+/- 94	5.46
	Tract 103.19	+/- 117	71	+/- 52	3.79
	Tract 104.02	+/- 172	201	+/- 89	7.81
	Tract 104.03	+/- 84	19	+/- 18	1.21
	Tract 104.06	+/- 151	105	+/- 79	4.74
	Tract 111.02	+/- 138	56	+/- 37	2.20
	Tract 115.13	+/- 57	152	+/- 52	8.29
	Tract 115.14	+/- 82	86	+/- 54	6.43
	Tract 115.16	+/- 59	101	+/- 79	5.42
	Tract 115.19	+/- 128	47	+/- 38	2.58
	Tract 115.20	+/- 64	0	+/- 17	0.00
	Tract 116.01	+/- 96	36	+/- 39	1.61
	Tract 116.03	+/- 96	10	+/- 20	0.56
	Tract 116.04	+/- 72	10	+/- 19	1.10
	Tract 117.06	+/- 74	46	+/- 29	3.02
	Tract 117.07	+/- 98	36	+/- 33	1.70
Tract 117.08	+/- 132	53	+/- 43	3.20	
Tract 117.12	+/- 120	51	+/- 46	3.29	
Tract 117.13	+/- 102	46	+/- 47	4.10	
Tract 119.01	+/- 83	87	+/- 62	19.55	
Tract 119.05	+/- 161	151	+/- 94	4.94	
Tract 120.01	+/- 71	69	+/- 51	5.04	

Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B25044

PERSONS WITH LIMITED ENGLISH PROFICIENCY

Geographic analysis of the 2008-2012 ACS data for persons with limited English proficiency shows the highest potential density of such persons to be located near the I-65 interchange, in Tract 119.01 (23%) (Figure 8). Lesser concentrations are found in census tracts surrounding KY 61 (Preston Highway), near US 31E (Bardstown Road), in Jeffersontown, and along the corridor between KY 1447 (Westport Road) and US 42.

Almost nine percent of persons in the Nation, as surveyed by the 2008-2012 American Community Survey, are considered to be limited English proficient (Table 8). The corresponding rates for Kentucky and Jefferson County are much lower—2% and 4% respectively. At the tract level, persons with limited English proficiency comprise between 0% and 23% of surveyed resident estimates. Tract 119.01 has the highest density of all tracts—with 23% of its population identified as speaking English less than “Very Well”—significantly higher than the averages of the United States, Kentucky, and Jefferson County. Tracts 103.13, 103.17, 103.19, 111.02, 117.06, 117.12, and 119.05 have percentages higher than Kentucky and Jefferson County. Tracts 103.09, 103.15, 104.02, 104.06, 115.13, and 117.08 have densities higher than Kentucky only. The other 15 tracts do not exhibit above average rates.

An analysis of the coefficients of variation calculated from margins of error suggests high reliability of the estimates for the United States, Kentucky, and Jefferson County. Two tracts, 119.01 and 119.05, are considered to have medium reliability estimates, while the estimates for the remaining 27 tracts, should be used with caution due to their lower reliability.

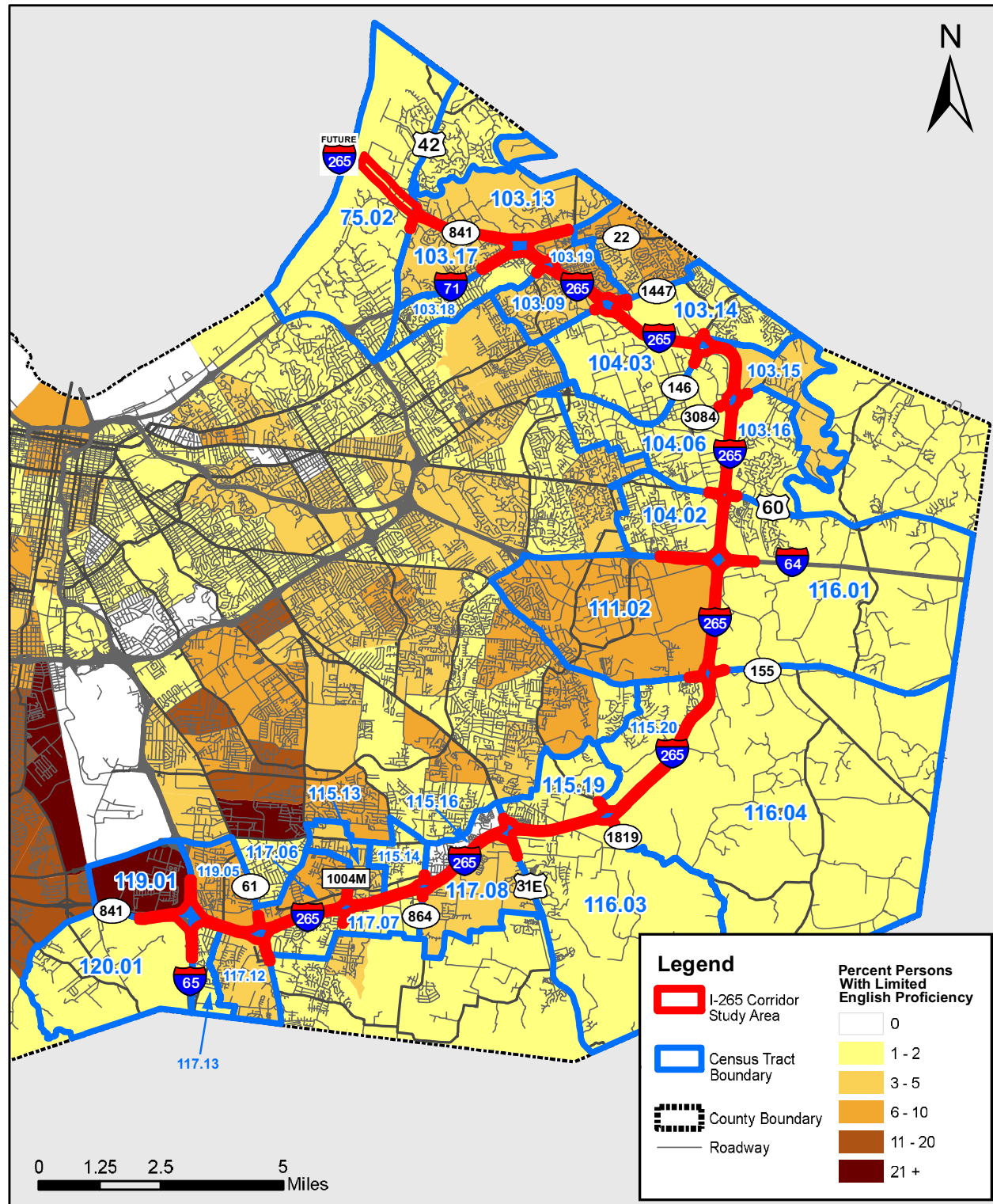


Figure 8

PERCENT PERSONS WITH LIMITED ENGLISH PROFICIENCY BY CENSUS TRACT--2008-2012

**I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65**



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**TABLE 8
Persons with Limited English Proficiency—2008-2012
I-265 Programming Study—Ohio River to I-65**

Area	Total Persons Age 5+	MOE	Persons with Limited English Proficiency (Ability to Speak English Less Than Very Well)			
			Total	MOE	% Total Persons	
United States	289,000,827	+/- 3,697	25,081,122	+/- 55,546	8.68	
Kentucky	4,059,527	+/- 604	84,591	+/- 2,316	2.08	
Jefferson County	692,605	+/- 37	25,089	+/- 1,307	3.62	
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	5,116	+/- 288	23	+/- 99	0.45
	Tract 103.09	4,476	+/- 159	130	+/- 87	2.90
	Tract 103.13	3,422	+/- 365	129	+/- 120	3.77
	Tract 103.14	5,621	+/- 648	92	+/- 119	1.64
	Tract 103.15	2,712	+/- 256	81	+/- 108	2.99
	Tract 103.16	4,674	+/- 261	62	+/- 88	1.33
	Tract 103.17	4,228	+/- 252	154	+/- 109	3.64
	Tract 103.18	5,626	+/- 296	76	+/- 99	1.35
	Tract 103.19	4,188	+/- 275	321	+/- 183	7.66
	Tract 104.02	5,830	+/- 347	126	+/- 120	2.16
	Tract 104.03	3,612	+/- 210	40	+/- 75	1.11
	Tract 104.06	5,577	+/- 401	137	+/- 148	2.46
	Tract 111.02	5,881	+/- 496	371	+/- 261	6.31
	Tract 115.13	4,390	+/- 291	155	+/- 116	3.53
	Tract 115.14	2,964	+/- 202	48	+/- 90	1.62
	Tract 115.16	3,609	+/- 285	0	+/- 72	0.00
	Tract 115.19	4,747	+/- 382	77	+/- 111	1.62
	Tract 115.20	3,349	+/- 204	61	+/- 80	1.82
	Tract 116.01	5,679	+/- 369	78	+/- 116	1.37
	Tract 116.03	3,868	+/- 247	24	+/- 75	0.62
Tract 116.04	2,527	+/- 161	17	+/- 73	0.67	
Tract 117.06	3,719	+/- 202	291	+/- 187	7.82	
Tract 117.07	5,379	+/- 413	110	+/- 123	2.04	
Tract 117.08	4,046	+/- 313	115	+/- 101	2.84	
Tract 117.12	4,025	+/- 391	147	+/- 120	3.65	
Tract 117.13	2,732	+/- 388	40	+/- 93	1.46	
Tract 119.01	1,122	+/- 269	258	+/- 126	22.99	
Tract 119.05	7,157	+/- 573	468	+/- 189	6.54	
Tract 120.01	3,346	+/- 207	21	+/- 73	0.63	

Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B16004

CONCLUSION

This socioeconomic study utilized demographic data from the 2008-2012 American Community Survey to identify the locations and magnitudes of potential Environmental Justice populations and other populations. Identification of such possible areas of concern may provide a basis for more detailed and robust analyses in future phases of project development. To briefly summarize the findings:

- The highest percentages of minority persons were found at the southern end of the I-265 corridor—near the I-65 and KY 61 (Preston Highway) interchanges. The average minority concentration of one tract in this area was greater than those expected within the general population for the United States, Kentucky, or Jefferson County.
- Similar to the minority population findings, higher concentrations of persons with low-income resided in census tracts near the I-65 and KY 61 (Preston Highway) interchanges. Three tracts in this area had distributions of persons with low-income greater than those found at the national, state, and county levels.
- The tract distribution of older persons was highest at the northern end of the I-265 corridor—near the US 42 interchange/East End Crossing of the Louisville-Southern Indiana Ohio River Bridges Project and from KY 22 (Brownsboro Road) to KY 146 (LaGrange Road). Almost half of the corridor's tracts have densities of older persons above national, state, and county levels.
- Higher percentages of persons with disabilities were found to exist in the census tracts closest to the I-65 and KY 61 (Preston Highway) interchange areas. Two tracts in these sections had distributions higher than those of the Nation, State, and County.
- Zero vehicle households appear in the highest density in one tract near the I-65 interchange. The percentage of zero vehicle households in this tract exceeds that of the United States, Kentucky, and Jefferson County.
- The highest concentration of persons with limited English proficiency is located in one tract near the I-65 interchange. This area demonstrates a higher average LEP population than is found at national, state, and county levels.

While this analysis identified potential populations of interest throughout the I-265 corridor, the recurrence of above average percentages in the southern sections of the study area—particularly near the I-65 and KY 61 (Preston Highway) interchange areas—should be noted if more detailed analysis and verification are required in the future.

APPENDIX

How Poverty is Calculated in the ACS

2008-2012 ACS Poverty Factors

HOW POVERTY IS CALCULATED IN THE ACS

(Source: U.S. Census Bureau)

Poverty statistics presented in ACS reports and tables adhere to the standards specified by the Office of Management and Budget in Statistical Policy Directive 14. The Census Bureau uses a set of dollar value thresholds that vary by family size and composition to determine who is in poverty. Further, poverty thresholds for people living alone or with nonrelatives (unrelated individuals) and two-person families vary by age (under 65 years or 65 years and older).

Poverty thresholds from 1978 through 2013 (current) are found here: <http://www.census.gov/hhes/www/poverty/data/threshld/index.html>

If a family's total income is less than the dollar value of the appropriate threshold, then that family and every individual in it are considered to be in poverty. Similarly, if an unrelated individual's total income is less than the appropriate threshold, then that individual is considered to be in poverty. The poverty thresholds do not vary geographically. They are updated annually to allow for changes in the cost of living (inflation factor) using the Consumer Price Index (CPI).

Poverty status was determined for all people except institutionalized people, people in military group quarters, people in college dormitories, and unrelated individuals under 15 years old. These groups were excluded from the numerator and denominator when calculating poverty rates.

Since the ACS is a continuous survey, people respond throughout the year. Because the income items specify a period covering the last 12 months, the appropriate poverty thresholds are determined by multiplying the base-year poverty thresholds (1982) by the monthly inflation factor based on the 12 monthly CPIs and the base-year CPI.

The 1982 base-year poverty thresholds are found here:

<http://www.census.gov/hhes/www/poverty/data/threshld/thresh82.html>

2008-2012 ACS Poverty Factors

ACS Interview Month	ACS Interview Year				
	2008	2009	2010	2011	2012
January	2.14841	2.23089	2.22296	2.25942	2.33074
February	2.15589	2.23095	2.22775	2.26247	2.33630
March	2.16297	2.23138	2.23167	2.26642	2.34179
April	2.17003	2.23067	2.23592	2.27146	2.34691
May	2.17705	2.22931	2.24004	2.27741	2.35138
June	2.18455	2.22691	2.24377	2.28413	2.35470
July	2.19359	2.22421	2.24574	2.29083	2.35795
August	2.20366	2.22023	2.24803	2.29766	2.36070
September	2.21330	2.21742	2.25017	2.30477	2.36401
October	2.22219	2.21499	2.25231	2.31207	2.36791
November	2.22879	2.21465	2.25449	2.31872	2.37214
December	2.23073	2.21802	2.25663	2.32514	2.37558

Sources: American Community Survey and Puerto Rico Community Survey—2008 Subject Definitions
 American Community Survey and Puerto Rico Community Survey—2009 Subject Definitions
 American Community Survey and Puerto Rico Community Survey—2010 Subject Definitions
 American Community Survey and Puerto Rico Community Survey—2011 Subject Definitions
 American Community Survey and Puerto Rico Community Survey—2012 Subject Definitions