

Addendum to the Technical Memorandum “U.S. 287 at Lamar: Environmental Justice” memo dated March 23, 2004

PREPARED FOR: U.S. 287 at Lamar - CDOT Region 2

PREPARED BY: Jen Abernathy/CH2M HILL
Laura Dreher/CH2M HILL

COPIES: CH2M HILL Project File

DATE: June 25, 2007

Introduction

This addendum memorandum updates the Technical Memorandum “U.S. 287 at Lamar: Environmental Justice,” dated March 23, 2004 to reflect updated poverty and income characteristics with new data. Limited updated data was available to supplement the March 23, 2004 Technical Memorandum. As stated in the Economic Analysis Technical Memorandum Addendum, population growth in Lamar and Prowers County has been limited and has occurred at a much slower rate than the state as a whole. Because of the steady nature of socioeconomic conditions in Prowers County and Lamar, the analysis from the March 23, 2004 Technical Memorandum remains valid. The following summarizes the limited new data made available since the original analysis but does not change the conclusions of the Technical Memorandum.

Median Household Income and Poverty Threshold

In 2004, Prowers County Median Household Income decreased from \$34,202 to \$29,647 and the Interpolated Poverty Threshold increased from \$12,491 to \$14,165. Table 1 reflects the current information.

TABLE 1
Poverty and Income Characteristics for U.S. 287 at Lamar, 1999

Characteristic	Study Area ¹	Prowers County
Individuals in Poverty	424	2,755
Proportion of Individuals in Poverty ²	15.7%	19.5%
Average Household Size (persons)	2.77	2.67
Median Household Income	\$38,467	\$29,647 ^a
Interpolated Poverty Threshold ³	\$12,733	\$14,165 ^a

Source: U.S. Census Bureau, 2000; ^aRevised data from 2004

Footnotes

¹ Includes Census Tracts 1 and 4

² Persons for whom poverty status was determined, may vary slightly from percent of total population

³ Department of Health and Human Services national weighted average poverty threshold in 2004 for a family of three people is \$15,067 and for family of two is \$12,334; interpolated poverty thresholds shown include \$12,733 for a household of 2.77 persons, as in the Study Area, and \$14,165 for a household of 2.67 persons, as in Prowers County.

Right of Way and Environmental Justice

The Proposed Action requires acquisition of 486 acres. Properties to be acquired include 139 acres in public ownership, 125 acres of which are owned by the County comprising the existing truck bypass, and 347 acres owned privately. Most of the privately owned land (98 percent of 347 acres) is in agricultural use, predominately unimproved dryland range and one feedlot. Private land to be acquired for right of way is summarized in Table 2.

TABLE 2
Right of Way Full Acquisitions

Type of Property	Major Acquisitions ¹		Acres ²	
	Total	Minority Owned	Total	Minority Owned
Commercial	3	0	6.3	0
Residential	1	0	1.7	0
Agricultural	1	0	339.0	0
Total Private Property	5	0	347.0	0

Source: Kirkham Michael Consulting Engineers, 2003

Footnotes

¹Includes complete land acquisition and/or relocations

²Total acreage acquired for right of way, included full and partial acquisitions

The area in which the Proposed Action would be constructed is rural and largely unpopulated. Most residences in the Study Area are located near the north or east interchanges in scattered low-density rural tracts that do not constitute neighborhoods. Residences near the east interchange are divided by existing U.S. 50 and the Lamar Canal. None of the business owners or residents near the north interchange are minority or low-income, and there is adequate space to relocate on the remainder one manufactured home within proposed future right of way (Kirkham Michael Consulting Engineers, 2003). Of more than 30 property owners near the east interchange, three may be minorities (based on surnames); partial acquisition will be required from only one minority property owner. These direct impacts and potential social disruptions do not disproportionately affect minority or low-income populations.

Land uses will transition from present agricultural, residential, and commercial to highway infrastructure, but this impact is not disproportionately concentrated on minority or low-income populations.

Constructing the grade-separated interchanges of the Proposed Action will introduce visual impacts to most of the residents near the north and east interchanges. Of more than 50 property owners near the two interchanges, three may be minorities (based on surnames); this does not constitute a disproportionate impact to minority or low-income populations.

Conclusion

The data presented above does not change the conclusions in the March 23, 2004 Technical Memorandum. The Environmental Assessment has been updated to reflect the new data.

References

U.S. Census Bureau. Small Area Income and Poverty Estimates. Poverty Thresholds 2004.
<http://www.census.gov/hhes/www/poverty/threshld/thresh04.html>

U.S. Census Bureau. State and County QuickFacts. Prowers County, Colorado.
<http://quickfacts.census.gov/qfd/states/08/08099.html>

State Demography Office. Estimates of Population and Households for Colorado Counties and Municipalities, 2005.
http://dola.colorado.gov/dlg/demog/housing_colo_estimates.html