

**US 50 West: Purcell Boulevard to Wills Boulevard (Milepost 309 to
Milepost 313) and McCulloch Boulevard Intersection
Improvements (Milepost 307)**

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Environmental Justice Technical Report

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List of Acronyms and Abbreviations

Ave.	Avenue
Blvd.	Boulevard
CDE	Colorado Department of Education
CDOT	Colorado Department of Transportation
EA	Environmental Assessment
FHWA	Federal Highway Administration
HUD	United States Department of Housing and Urban Development
MFI	median family income
NEPA	National Environmental Policy Act
PEL	Planning and Environmental Linkages
Rd.	Road
ROW	right-of-way
USDOT	United States Department of Transportation
USC	United States Code
US Highway 50	US 50

1. Introduction

The Colorado Department of Transportation (CDOT) is conducting an Environmental Assessment (EA) for proposed improvements to US Highway 50 (US 50) from Purcell Boulevard (Blvd.) to Wills Blvd. and the intersections of US 50 and Purcell Blvd., Pueblo Blvd., and McCulloch Blvd. (i.e., US 50 West EA) (**Figure 1** and **Figure 2**).

The Proposed Action includes elements of the recommended Preferred Alternative identified in the *US 50 West Planning and Environmental Linkages (PEL) Study (US 50 West PEL Study)* (2012a). The PEL recommended Preferred Alternative identified improvements to address peak-hour congestion and above average crash rates along US 50 from Swallows Road (Rd.) to Baltimore Avenue (Ave.) (**Figure 3**). Appendix A2, *US 50 West PEL Study* (CDOT, 2012a), and A3 of the EA, *US 50 West Implementation Plan* (CDOT, 2012b), include additional information on the PEL Preferred Alternative.

This environmental justice evaluation has been prepared in support of the US 50 West EA. This technical report includes an overview of the demographics within the Community Study Area (defined in **Section 2**) and an assessment of the potential impacts and possible benefits to minority and/or low-income populations as a result of the proposed improvements. The environmental justice evaluation reviews the project in sufficient detail to determine whether the Proposed Action would have disproportionately high and adverse impacts on minority or low-income populations (**Section 5**).

1.1 Project Description

1.1.1 Proposed Action

The Proposed Action would include widening 3.4 miles of US 50 to include a third eastbound lane from Purcell Blvd. to Wills Blvd. The Proposed Action would also provide intersection improvements at the Purcell Blvd./US 50, Pueblo Blvd./US 50, and McCulloch Blvd./US 50 intersections (**Figure 1** and **Figure 2**). The intersection improvements at Purcell Blvd. and McCulloch Blvd. would modify the northbound to eastbound turn lane geometry to US 50, and add a channelizing curb island for improved traffic flow and pedestrian/bicycle refuge. Intersection improvements at Pueblo Blvd./US 50 would include an eastbound through lane, an eastbound deceleration lane and ramp onto Pueblo Blvd., and a northbound ramp and acceleration lane onto eastbound US 50. The proposed improvements would also include widening the eastbound bridge at Wild Horse Dry Creek (CDOT Structure K-18-CW). The bridge improvements would include extending the existing piers within the Wild Horse Dry Creek drainage area, adding a third eastbound lane, and incorporating a multi-use pedestrian/bicycle trail on the bridge to accommodate a proposed future multi-use trail on the southbound side of US 50. The multi-use trail would be a separate project to be built by others. The Proposed Action would also include drainage improvements and water quality features.

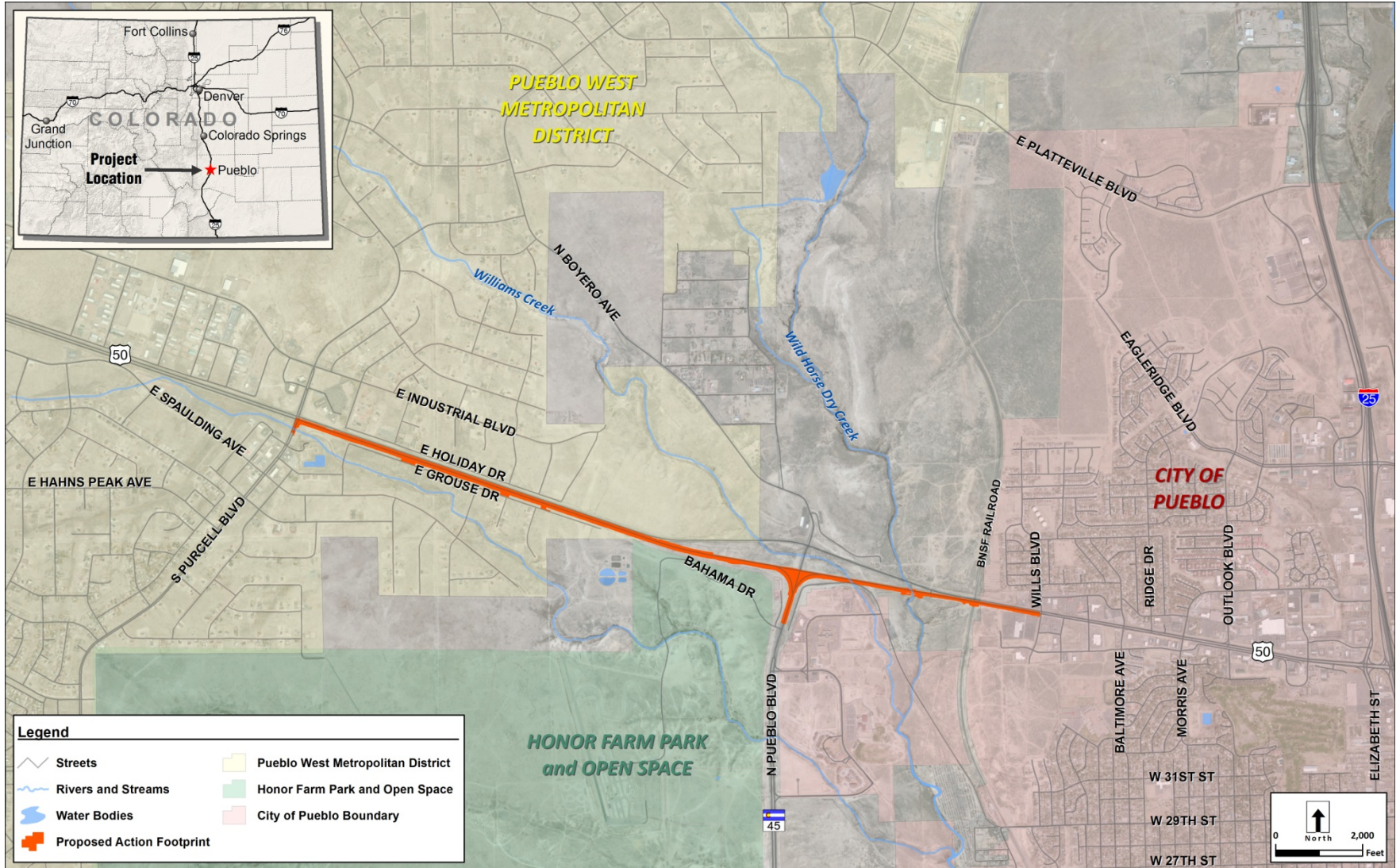
The proposed transportation and water quality improvements would be constructed within the existing CDOT right-of-way (ROW). Permanent easements for drainage would be required in three locations adjacent to CDOT ROW. The main text and figures of the EA provide additional detail about the Proposed Action, while Appendix A1 of the EA includes project drawings.

1.1.2 No Action Alternative

The No Action Alternative would include any transportation projects that have not been built, but for which funding has been committed. As identified in the *US 50 West PEL Study* (CDOT, 2012a), the No Action Alternative assumes that no major capacity improvements would occur along US 50 from Swallows Rd. to Baltimore Ave. (CDOT, 2012a). However, the No Action Alternative would include routine maintenance to keep the existing transportation network in good operating condition. The main text of the EA provides additional detail about the No Action Alternative.

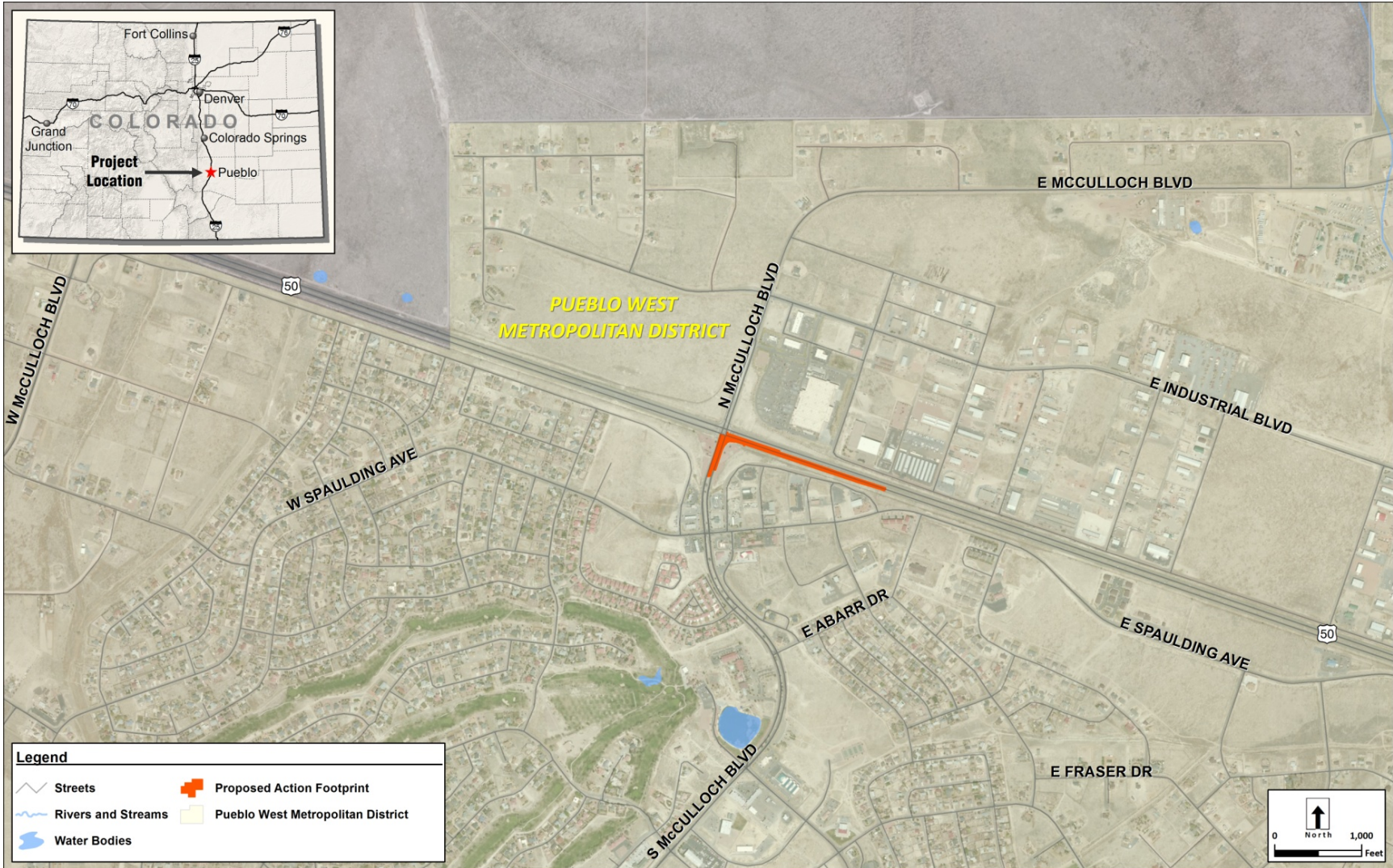
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Figure 1. Proposed Action - Purcell Boulevard to Wills Boulevard



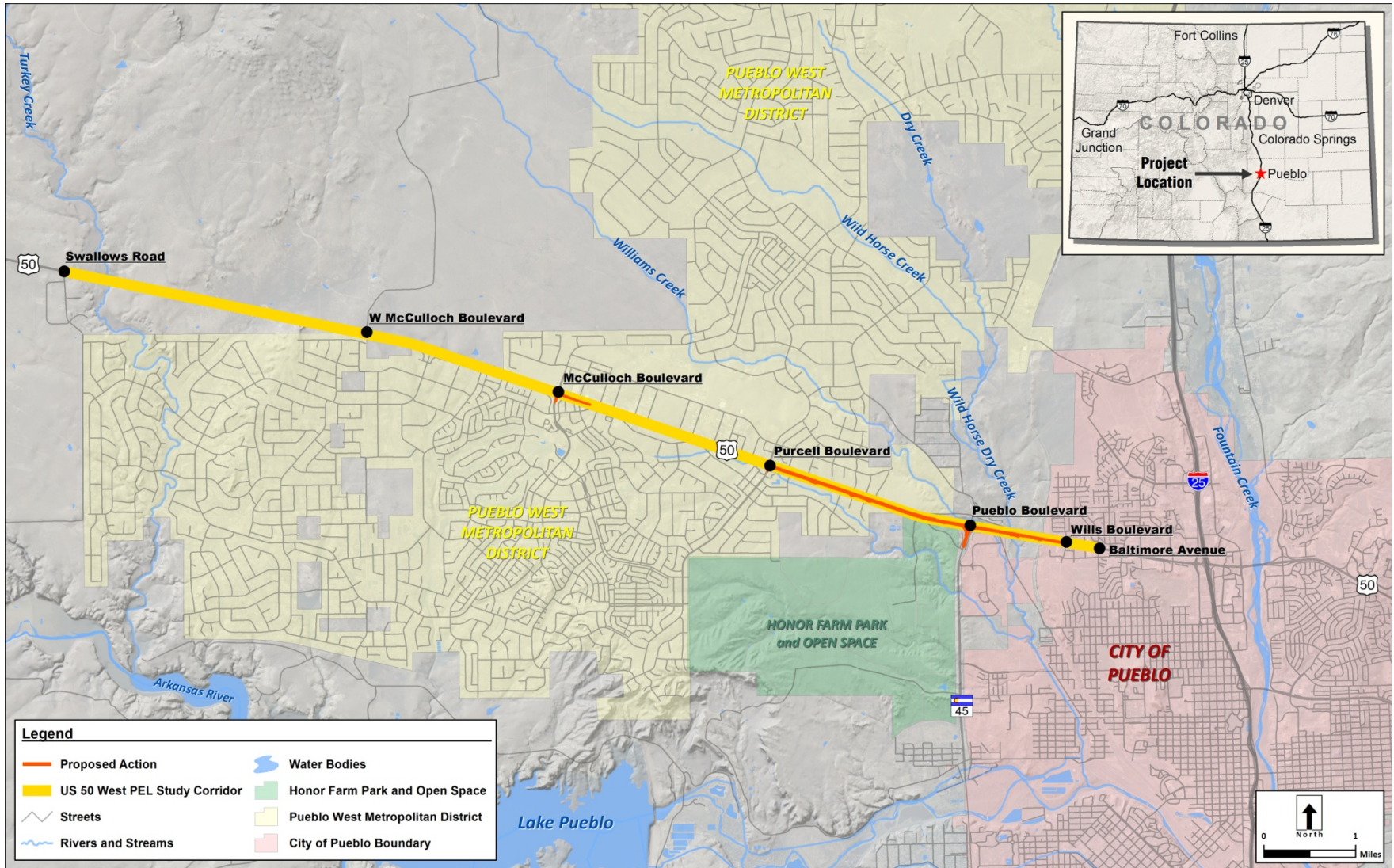
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Figure 2. Proposed Action – McCulloch Boulevard/US 50 Intersection



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Figure 3. US 50 West PEL Study Corridor



2. Background on Environmental Justice

Environmental justice refers to social equity in sharing the benefits and burdens of specific projects or programs, which is an important component of all CDOT projects. The analysis followed the Federal Highway Administration (FHWA) policy regarding environmental justice (FHWA Order 6640.23A) and the U.S. Department of Transportation (USDOT) *Guidance on Environmental Justice and NEPA* (USDOT, 2011), as identified in the *CDOT NEPA Manual* (2013a).

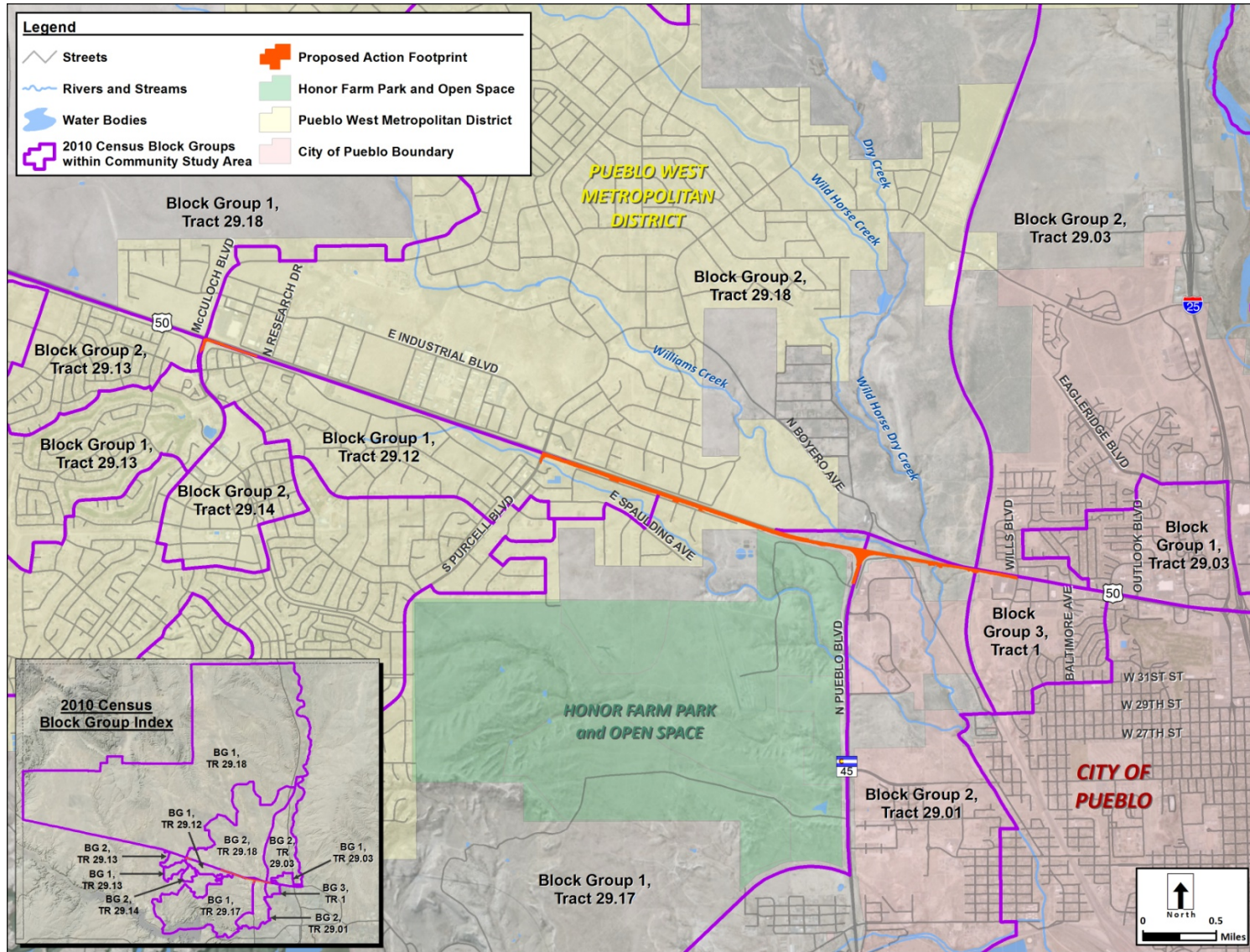
Developing an understanding of the demographic character of an area is important in assessing both potential impacts and possible benefits of the project to the local community, including any identified minority and/or low-income populations. The Community Study Area for this project, as shown in **Figure 4**, is defined as the census block groups that are adjacent to the Proposed Action (described below). As shown on **Figure 4**, many of the census block groups within the Community Study Area are large and extend well beyond US 50, which provides a broader characterization of the communities that the project may affect.

The principles of environmental justice applied during this process were based on the following objectives for environmental justice:

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

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Figure 4. Community Study Area



3. Existing Demographics

For the minority analysis, demographic information was collected primarily from the 2010 U.S. Decennial Census (US Census Bureau) data or the US Census Bureau 2007–2011 American Community Survey data for the State of Colorado, Pueblo County, and the Census Tracts/Blocks Groups within the Community Study Area. The data used in this environmental justice analysis were collected in July/August 2103 before a preliminary draft was submitted to CDOT in September 2013. Previously, an environmental justice evaluation was completed for the *US 50 West PEL Study* (2012a) using US Census Bureau data from 2000. Therefore, the analysis was updated based on the availability of more current demographic data for the Community Study Area.

Minority is defined as a person who is Black/African American, Hispanic/Latino, Asian, American Indian/Alaskan Native, or Native Hawaiian/Other Pacific Islander (FHWA, 2012). Minority population is defined as any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed FHWA program, policy, or activity.

The race information from the 2010 US Census Bureau includes the following categories: White, Black/African American, Asian, American Indian/Alaskan Native, or Native Hawaiian/Other Pacific Islander. The 2010 US Census Bureau data also contain information about ethnicity. It is important to note that people of Hispanic/Latino origin, which FHWA defines as minority, may identify with any race.

Table 1 presents population data and race percentages for the Census Tract Block Groups within the Community Study Area, Pueblo County, and the State of Colorado.

According to the 2010 US Census Bureau data, the population of Pueblo County includes 159,063 individuals, compared to 24,801 individuals in the Community Study Area (15.6 percent of the county population).

According to the 2010 US Census Bureau data, the Hispanic/Latino population within Pueblo County is much higher than that of the State of Colorado. Approximately 41.4 percent of the population within Pueblo County is Hispanic/Latino, compared to 20.7 percent for the State of Colorado. The Census Block Groups in the Community Study Area generally have similar proportions of minorities as the Pueblo County average. The Hispanic and Latino population contains the largest proportion of the total minority population in the Community Study Area compared to those of the Black/African American, American Indian/Alaskan Native, Asian, Native Hawaiian/Other Pacific Islander groups.

Table 1. Demographics for the Community Study Area

Area	Total Population	Race (percent)					Ethnicity (percent)
		Non-Hispanic/Latino White ¹	Black/African American ²	Asian ²	American Indian/Alaskan Native ²	Native Hawaiian/Other Pacific Islander ²	Hispanic/Latino (of any race) ^{1,3}
Colorado	5,029,196	70.0	4.0	2.8	1.1	0.13	20.7
Pueblo County	159,063	54.1	2.0	0.79	1.9	0.10	41.4
Census Block Groups in the Community Study Area							
Census Tract 1, Block Group 3	1,492	53.4	3.2	0.40	2.1	0.07	42.2
Census Tract 29.01, Block Group 2 [*]	1,926	39.6	2.8	0.67	3.1	0.42	54.6
Census Tract 29.03, Block Group 1	1,944	64.0	0.87	2.8	1.5	0.26	30.9
Census Tract 29.03, Block Group 2	3,957	50.4	3.4	3.0	1.3	0.18	41.6
Census Tract 29.12, Block Group 1	1,689	64.2	1.7	0.65	2.4	0.18	31.0
Census Tract 29.13 Block Group 1	1,708	78.5	1.05	2.2	0.70	0.0	16.9
Census Tract 29.13 Block Group 2	1,610	76.6	0.75	1.2	0.99	0.0	20.4
Census Tract 29.14 Block Group 2	894	67.0	1.7	.56	0.89	0.22	28.4
Census Tract 29.17, Block Group 1	2,935	72.7	2.0	1.6	1.1	0.03	22.4
Census Tract 29.18 Block Group 1	2,424	76.2	1.6	.62	1.3	0.41	18.9
Census Tract 29.18, Block Group 2	4,222	71.9	1.8	0.76	1.7	0.17	23.1

¹ – Source: 2010 Census Dataset P5: Hispanic or Latino Origin by Race (Summary File 1)

² – Source: 2010 Census Dataset P3 Total Population (Summary File 1)

³ – People who identify their origin as Hispanic or Latino populations may be of any race.

Note: Percentages will not add up to 100 percent because people who identify their origin as Hispanic or Latino populations may be of any race. “The sum is larger than the total population because people who provided more than one race response are included in the total of each race they reported” (US Census Bureau, 2012).

* Census Tract 29.01, Block Group 2 is the only block group within the Community Study Area with a minority population over 50 percent.

Based on the Block Group data from the 2010 US Census Bureau, most block groups within the Community Study Area have a lower Hispanic/Latino minority population as compared to those of Pueblo County. Three block groups have a Hispanic/Latino minority population that is slightly higher than that of Pueblo County as a whole, ranging from 41.6 percent to 54.6 percent. According to the Interagency Working Group on Environmental Justice (established by Executive Order 12898), a “Non-Hispanic/Latino White” percentage of less than 50 percent implies a minority population of greater than 50 percent, which indicates that there is a “Minority Population”(CEQ, 1997). Census Tract 29.01, Block Group 2 is the only block group within the Community Study Area with a Non-Hispanic/Latino White population less than 50 percent. As previously discussed,

the block groups within the Community Study Area are large and extend well beyond US 50, which provides a broader characterization of the communities that the project may affect. The residential areas/scattered residences associated with Census Tract 29.01, Block Group 2 are not located adjacent to the project. Within Census Tract 29.01, Block Group 2, the nearest residences are more than 0.5 mile from the Proposed Action footprint.

3.1 Limited English Proficiency Households

According to the US Census Bureau, households with “limited English proficiency” include households “...in which no member 14 years old and over (1) speaks only English at home or (2) speaks another at home and speaks English ‘very well.’” Previous Census Bureau data products have referred to these households as “linguistically isolated.”

The US Census Bureau data for households “limited English proficiency” are available only at the census tract level (**Figure 5**), which encompasses a larger area than the Community Study Area. **Table 2** presents data for linguistically isolated households, with Spanish as the primary language within the census tracts adjacent to the project and within Pueblo County.

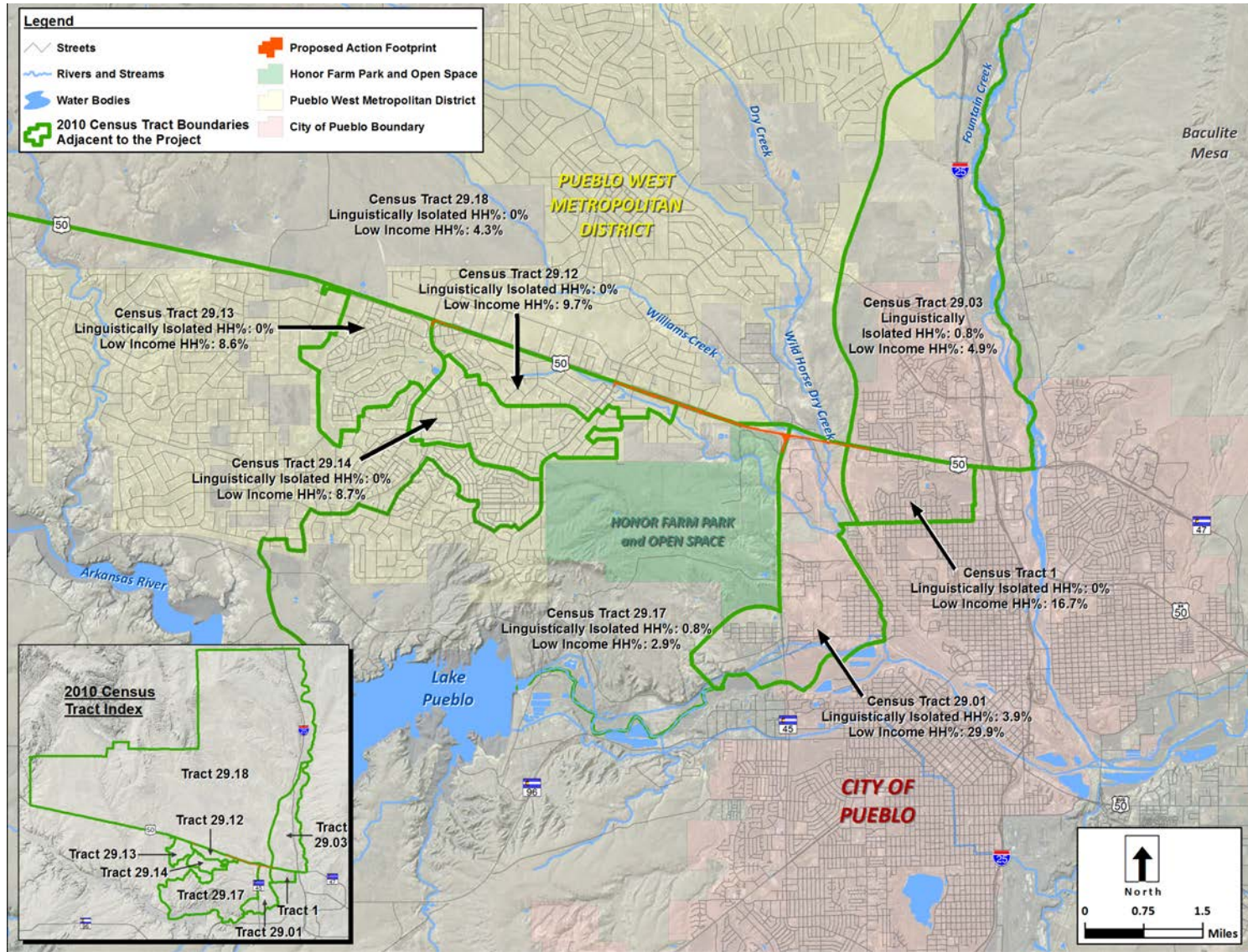
Table 2. Households with Limited English Proficiency (Spanish as the Primary Language)

Area	Total Households	Percent Limited English Proficiency (Spanish as the Primary Language)
Pueblo County	61,858	2.6
Census Tract 1	1,260	0
Census Tract 29.01*	1,081	3.9
Census Tract 29.03	2,402	0.8
Census Tract 29.12	661	0
Census Tract 29.13	1,326	0
Census Tract 29.14	1,515	0
Census Tract 29.17	950	0.8
Census Tract 29.18	1,866	0

Source: US Census 2007–2011 American Community Survey 5-Year Estimates

* Census Tract 29.01 has a higher percentage of households with “Limited English Proficiency” than that of Pueblo County.

Figure 5. Census Tracts Adjacent to Project



According to US Census Bureau data, households with “limited English proficiency” range from 0 to 3.9 percent within the census tracts adjacent to the project, as compared to 2.6 percent for Pueblo County (**Table 2**). The highest percentage of households with “limited English proficiency” is found in Census Tract 29.01. As identified previously, Census Tract 29.01 is the only tract adjacent to the project with a Non-Hispanic/Latino White population less than 50 percent, indicating the presence of a minority population per the Interagency Working Group on Environmental Justice. However, as previously discussed, the block groups within the Community Study Area are large and extend well beyond US 50, which provides a broader characterization of the communities that the project may affect. The residential areas/scattered residences associated with Census Tract 29.01 are not located adjacent to the project. Within Census Tract 29.01, Block Group 2, the nearest residences are more than 0.5 mile from the Proposed Action footprint.

Also evaluated were data from the Colorado Department of Education (CDE) to compare the demographics of K-12 students in Pueblo County compared to K-12 students within the state, as shown in **Table 3**. According to the 2012 CDE data, the total percentage of English language learners is 5.4 percent in Pueblo County, which is less than the statewide total of 14.4 percent (**Table 3**).

Table 3. English Language Learners in K-12 Schools

Area	English Language Learners (%)
Colorado	14.4
Pueblo County	5.4

Source: Colorado Department of Education, 2012.

While the overall impact analysis for the US 50 West EA did not use the CDE data, the analysis included the data to provide a broader characterization of Pueblo County as compared to the State of Colorado.

4. Economic Conditions

Low-income, as defined by FHWA *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* Order 6640.23A (2012) includes “...a person whose median household income is at or below the Department of Health and Human Services poverty guidelines,” and a low-income population is defined as “any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed FHWA program, policy, or activity.”

Data used for the economic analysis were obtained from the US Census Bureau and the US Department of Housing and Urban Development (HUD), respectively (US Census, 2010; HUD, 2010). Typically, calculations for low-income households use the census block group information. However, the 2010 US Census Bureau information for income levels at the block group level within the Community Study Area was not available at the time of writing this technical report (December 2013 and updated in January 2014). It was determined that the 2000 Census information was outdated; therefore, the low-income information is described at the census tract level.

The methodology identified in the *CDOT NEPA Manual* (2013a) was used to identify the low-income threshold for Pueblo County based on an average household size of 2.46 people. Based on the HUD Income Limits Documentation System, the median family income (MFI) estimate for Pueblo County in 2010 was \$50,700 (HUD, 2010). Per the environmental justice guidance in the *CDOT NEPA Manual* (2013a), a low-income threshold was calculated based on the MFI identified above. The 2010 rounded MFI estimate for Pueblo County for Fiscal Year 2010 was \$50,700. The low-income threshold for the 2.46 average household size in Pueblo County was determined to be \$14,332 based on the extremely low-income limits (that is, families whose incomes do not exceed 30 percent of the MFI for the area). Because census income statistics are divided into increments of \$5,000, any household (regardless of the number of people) in Pueblo County with an income less than \$15,000 is considered low-income. Approximately 17.6 percent of households in Pueblo County are considered low-income.

The low-income threshold derived for Pueblo County was used to calculate the percentage of low-income households (based on the County derived extremely low-income threshold of \$14,332) for each census tract adjacent to the project (**Table 4**).

Table 4. Percentage of Low-Income Households

Area	Low-Income Households (%)
Pueblo County	17.6
Census Tract 1	16.7
Census Tract 29.01*	29.9
Census Tract 29.03	4.9
Census Tract 29.12	9.7
Census Tract 29.13	8.6
Census Tract 29.14	8.7
Census Tract 29.17	2.9
Census Tract 29.18	4.3

Source: US Census 2007–2011 American Community Survey 5-Year Estimates Dataset B19001: Household Income in the Past 12 Months (In 2010 Inflation-Adjusted Dollars) and 2010 Census Dataset P17: Average Household Size by Age and www.huduser.org FY 2010 Income Limits Documentation System. The data used in this environmental justice analysis were collected in July/August 2103 before a preliminary draft was submitted to CDOT in September 2013.

** Census Tract 29.01 has a higher percentage of low-income households than that of Pueblo County.*

Based on the analysis, low-income households range from 2.9 percent to 29.9 percent within the census tracts adjacent to the project, as compared to 17.6 percent for Pueblo County (**Table 4**). Census Tract 29.01 is the only census tract with a higher percentage (29.9 percent) of low-income households than Pueblo County. As previously discussed, the block groups within the Community Study Area are large and extend well beyond US 50, which provides a broader characterization of the communities that the project may affect. The residential areas/scattered residences associated with Census Tract 29.01 are not located adjacent to the project. Within Census Tract 29.01, Block Group 2, the nearest residences are more than 0.5 mile from the Proposed Action footprint.

In addition, **Table 5** includes data from CDE that identifies the total percentage of students considered disadvantaged, as identified by participation in a school free and reduced lunch program under Title I of the Elementary and Secondary Education Act of 1965 (20 United States Code 6301 et seq.) Pueblo County has a higher percentage of students (36.1 percent) participating in the program, as compared to the statewide total of 22.9 percent.

Table 5. Title I Students in K–12 Schools

Area	Disadvantaged under Title I (%)
Colorado	22.9
Pueblo County	36.1

Source: Colorado Department of Education, 2012.

While the overall impact analysis for the US 50 West EA did not use the CDE data, the analysis included the data to provide a broader characterization of Pueblo County as compared to the State of Colorado.

5. Impacts

Section 5 describes the potential impacts and benefits of the Proposed Action to the local community, including any identified minority and/or low-income populations. According to the *CDOT NEPA Manual* (2013a), when minority populations exist in a study area, then the environmental justice evaluation must consider how each alternative might impact the low-income or minority populations (positively or negatively) and if there is a potential for disproportionately high or adverse impacts. FHWA defines a disproportionate impact as an adverse effect that (1) is predominantly borne by a minority population and/or low-income population OR (2) 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. A disproportionately high and adverse effect on low-income and minority populations can be carried out only if further avoidance, minimization, mitigation, and enhancement measures are not practicable.

Several criteria were used to determine if the alternatives would have a disproportionate or adverse effect on low-income and/or minority populations including, but not limited to:

- Displacement of community facilities and public services (for example, schools, places of worship, community centers, and grocery stores) that are important factors in maintaining the cohesion of communities
- Relocations of residences and businesses low-income and/or minority owned
- Displacement of businesses that provide jobs for minority and/or low-income populations
- Changes in the natural and man-made environment that would impact minority and/or low-income populations

5.1 Proposed Action

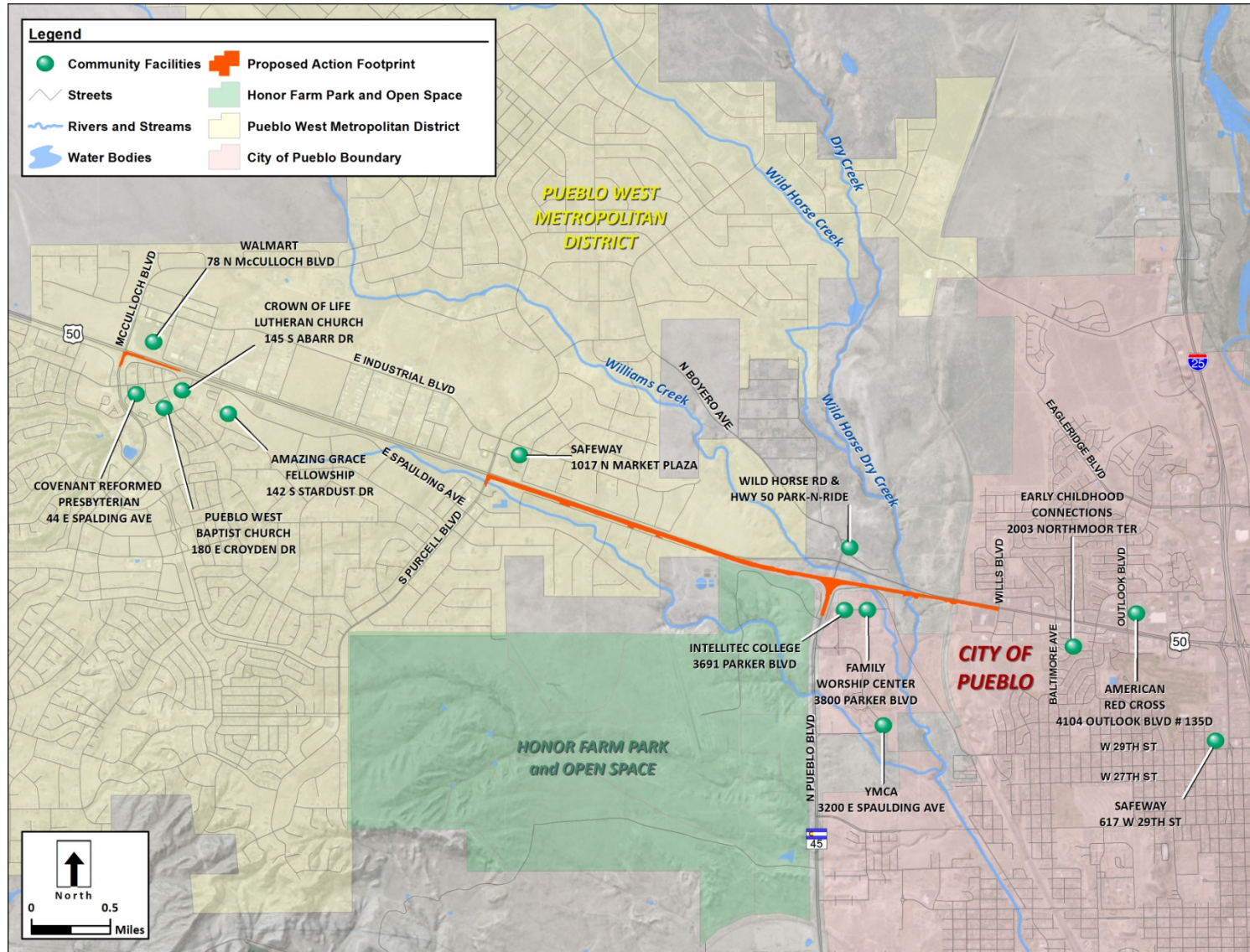
The following community facilities and public services were identified in the vicinity of the project (**Figure 6**): Intellitec College, the YMCA, the Family Worship Center, a park-and-ride facility, a Safeway grocery store, and Walmart. Many of these community facilities and public services are located in the southeast corner of the Pueblo Blvd./US 50 intersection. The Safeway grocery store is located in the northeast corner of the Purcell Blvd./US 50 intersection and the Walmart is located in the northeast corner of the McCulloch Blvd./US 50 intersection (**Figure 6**). Several community churches are also in the vicinity of the McCulloch Blvd./US 50 intersection (**Figure 6**). **Figure 6** also depicts community facilities and public services that fall within the Community Study Area but are a greater distance from the project, but may be destinations for people using US 50 in the Pueblo West area. Within the Community Study Area, the options for cross travel by bicycles/pedestrians between areas to the east and west of the project are currently limited, which also limits access to the community facilities and public services in the area for individuals who do not own automobiles.

The Proposed Action would cause some relatively infrequent traffic delays during construction. During these times, community facilities would take longer to access from US 50 and would require some extended travel time.

Overall, the Proposed Action would include several direct benefits to the local community, Pueblo County, and the City of Pueblo. Bicyclists, pedestrians, and automobile users would benefit from enhanced mobility along US 50 to the community and public services facilities within the vicinity of the project due to the improved connectivity. Additionally, access to the businesses located in the areas near the Purcell Blvd./US 50, Pueblo Blvd./US 50, Wills Blvd./US 50, and McCulloch Blvd./US 50 intersections may be improved for employees who commute to work via the future proposed trail system. It is important to note that benefits for bicyclists/pedestrians would not be fully realized until implementation of future proposed improvements identified in the *US 50 West PEL Study* (2012a), which identified the future 10-foot-wide paved multi-use trail along the south side of US 50 from McCulloch Blvd. to the existing sidewalk near Wills Blvd. The trail would include connections at intersections and proposed trails crossing US 50, such as at Wild Horse Creek. While the US 50 West Project does not include the construction of the trail connection through this portion of the project, the bridge over Wild Horse Creek does accommodate for the future trail. Therefore, in combination with other future proposed improvements identified in the *US 50 West PEL Study* (2012a), this project would help improve future access to community facilities and public services for bicyclists/pedestrians in the area. Project benefits are expected to be equitably shared across all demographic groups and communities.

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Figure 6. Community Facilities in the Vicinity of the Proposed Action



The Proposed Action would offer additional benefits to the local community, including reduced congestion and improved safety along this stretch of US 50. The *US 50 West PEL Study: Swallows Rd. to Baltimore Ave. Logical Termini Memo* (CDOT, 2013b) identified the following project benefits:

- Increasing capacity for existing eastbound a.m. peak hour congestion starting at the Purcell Blvd. intersection
- Establishing three-lane eastbound connectivity on US 50 starting at Purcell Blvd. with the recently constructed third eastbound lane from Wills Blvd. to Baltimore Ave., and to I-25
- Providing improved connectivity for eastbound a.m. peak hour Pueblo West to Pueblo commuters between Purcell Blvd. and Pueblo Blvd.
- Addressing a.m. peak hour crashes at Purcell Blvd.

Within the Community Study Area, residences are present primarily in the areas north and south of US 50 in the area between Purcell Blvd. and Pueblo Blvd and in the southwest quadrant of the McCulloch Blvd./US 50 intersection. As previously discussed, Census Tract 29.01, Block Group 2 is the only block group within the Community Study Area with a Hispanic/Latino population that is meaningfully greater than that of Pueblo County (54.6 percent versus 41.4 percent). In addition, Census Tract 29.01 is the only census tract with a higher percentage (29.9 percent) of low-income households than Pueblo County (17.6 percent). The closest residences associated with this census tract and block group are more than 0.5 mile from the Proposed Action footprint. Other dispersed residences located within Pueblo West in the area south of US 50 between Purcell Blvd. and Pueblo Blvd. are within 0.25 mile of the Proposed Action footprint; however, demographic information was not collected down to the block level.

Project improvements would likely provide benefits to any minority/low-income populations in any areas of the adjacent census tract/block groups that use US 50, regardless of the distance from the project.

5.2 No Action Alternative

The No Action Alternative would cause traffic delays due to increased traffic without the added lane capacity. Low-income and minority populations present within the Community Study Area would continue to experience the traffic congestion problems currently experienced by all populations; however, the impacts would increase proportional to higher levels of congestion as traffic and congestion increases.

6. Mitigation

Although the project does not expect permanent impacts related to environmental justice, construction will require CDOT to coordinate with the local communities for construction practices that will disrupt traffic flow. Likewise, providing advance notifications of delays will help address any potential disruptions to the local community during construction.

7. Public Outreach

An extensive public involvement program was implemented and is discussed in the *US 50 West PEL Study* (2012a). In addition, a public meeting is planned in spring 2014 following completion of the US 50 West EA.

CDOT will ensure that there is open public involvement for the US 50 West EA as a part of the public involvement process. CDOT Region 2 does not routinely use a translator as part of the public involvement process because Pueblo County considers itself an English speaking community, not a Hispanic community. This has been established through previous CDOT Region 2 NEPA processes in Pueblo County. More information on public outreach is included in the main text of the EA.

8. Conclusion

The following conclusions have been made about impacts (positive and negative) to low-income and/or minority populations in the Community Study Area:

- The Proposed Action would result in several direct benefits to low-income and/or minority populations residing in the Community Study Area.
- The Proposed Action would not require the relocation or displacement of residential dwellings, businesses, or places of worship and community centers that would specifically have an impact on low-income and/or minority populations within the community.
- The Proposed Action would not result in changes in the natural and man-made environment that would impact minority and/or low-income populations.
- The Proposed Action would cause some relatively infrequent traffic delays during construction. During these times, community facilities would take longer to access from US 50 and would require some extended travel time.

Overall, it has been concluded that the low-income and/or minority populations within the Community Study Area would not incur any disproportionate impacts. Generally, project impacts and benefits would be equally shared among all populations and would not be disproportionately borne by low-income and minority populations. Therefore, this project would meet the provisions of Executive Order 12898 and FHWA Order 6640.23, and no further environmental justice analysis is required.

9. References

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