



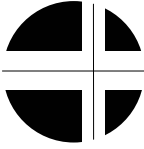
CLARK COUNTY-SPRINGFIELD
TRANSPORTATION COORDINATING COMMITTEE

Clark County Environmental Justice Analysis

September, 2006

Prepared by

Clark County-Springfield Transportation Study
76 E. High St.
Springfield, Ohio



Transportation Coordinating Committee

John W. Sessler, Chairman

Citizen Member

Robert A. Warren, Vice Chairman

Springfield Area Chamber of Commerce

Dwain Bartley*

Citizen Member

Tom Junk

Citizen Member

Bruce Smith

Clark County Engineer

Elmer Beard

Village of Enon

Toni Keller

Village of South Vienna

Geoff Steele

Clark County Job and Family Services

Bob Bender

City of New Carlisle

Gene Kelly

Clark County Sheriff

Roger Tackett

Clark County

Nancy Brown

Bethel Township

John Krabacher

City of New Carlisle

Orphus Taylor

City of Springfield

Jim Campbell

National Trail Parks & Recreation

David Locke

Pleasant Township

Alan Thompson

WESTCO Port Authority

John Detrick

Clark County

Robert McKie

Citizen Member

Marjorie Travis

Village of Enon

William George

Springfield City Area Transit

Kevin O'Neill

City of Springfield

Ned Weber

Clark County Engineer

Timothy Gothard

City of Springfield

Matt Parrill

ODOT District 7

Sarah Wildman

Village of South Charleston

Herb Greer

Springfield Township

Nancy Pence

Pike Township

Paul Wilson

Harmony Township

David Hartley

Clark County

Leo Shanayda

City of Springfield

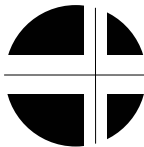
* Non Voting Member

W. Darrell Howard*

Clark County

Kent Sherry

Springfield Area Chamber of Commerce



Transportation Study

J. Lamar Daniel
Transportation Planner II

Eric B. Ottoson
Transportation Planner II

Scott G. Schmid
Transportation Planner II

Chris W. Harkness
Transportation Planner I

Joyce A. Davis
Administrative Secretary

Sue E. Harber
Fiscal Officer

Phone	937-324-7751
Fax	937-328-3940
Email	ccstcc@ci.springfield.oh.us
Website	http://www.clarktcc.com
Address	Springfield City Hall, 4 th Floor 76 East High Street Springfield, OH 45502

This report was prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, the Ohio Public Works Commission, the West Central Ohio Port Authority, transit and rail freight service providers, and the local governments of Clark County.

The preparation and publication of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Ohio Department of Transportation, Clark County, the West Central Ohio Port Authority and the City of Springfield.

The contents of this Plan reflect the views of the Clark County-Springfield Transportation Study, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio Department of Transportation or the U.S. Department of Transportation. This Plan does not constitute a standard, specification or regulation.

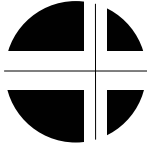
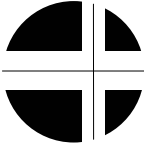


Table of Contents

Introduction	4
Background	5
Methodology	6
Planning Guidelines	7
Data Tables	8
Appendix A: Protected Population Maps	



Introduction

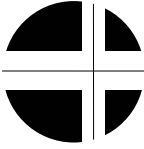
The Clark County-Springfield Transportation Coordinating Committee (TCC) was established in February 1964 to comply with the requirements of the Federal-Aid Highway Act of 1962. The TCC is the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Clark County-Springfield area as designated by the Ohio Department of Transportation acting in behalf of the Governor in accordance with federal law (23 USC 134). The study area encompasses all political subdivisions in Clark County with a total population of 144,742.

The MPO is the forum for cooperative transportation decision-making by the principal elected officials of general purpose local government. The TCC is composed of local elected and appointed officials, transportation professionals, and citizen members. The TCC reviews and approves plans and programs involving expenditures of Federal-aid transportation funds in Clark County.

The TCC is responsible for meeting all the federal requirements of the cooperative, comprehensive and continuing transportation planning process, which became known as the 3-C process. The 3-C process was first required by the 1962 Surface Transportation Assistance Act and 1964 Federal Transit Act. The TCC staff maintains this planning process through work elements that are developed annually for the Planning Work Program (PWP). The PWP describes the work necessary to maintain the transportation planning process and serves as a budgeting mechanism. The transportation planning process implemented through the PWP is described in the Prospectus, dated June, 1996.

As the MPO, the TCC must fulfill the requirements of the planning regulations for the Clark County-Springfield area to maintain eligibility for Federal highway and transit funds through the Ohio Department of Transportation. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) recognizes that transportation improvements impact the economy, environment, and community quality of life.

As stated in the 2030 Clark County Transportation Plan, Environmental Justice issues should be considered at all times throughout the planning process. Specifically, Objective 4, Strategy 3 of the 2030 Plan states: ensure that transportation infrastructure and services are provided without regard to race, color, religion, or national origin, conduct periodic Title VI reviews of the transportation expenditures and service provided, and review each transportation improvement for its impact on neighborhoods,



travel times, and access to community services. Additionally, Objective 4, Strategy 2 states: continue development and implementation of transportation facilities and services that are accessible to persons with disabilities. Additional strategies regarding environmentally and socially significant features of the environment are also included in Objective 4.

With regards to these strategies listed in the 2030 Clark County Transportation Plan, an Environmental Justice review is listed as an end product in the Fiscal Year 2006 PWP. This document serves to support these strategies and to meet all Federal, state and local requirements.

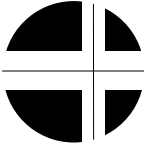
Background

Environmental Justice assessments traditionally focus on identifying distributive effects to minority populations and low-income populations. These effects should include both benefits and adverse effects to these protected populations. Additional Federal laws and regulations have expanded the protected types to include populations defined by age, disability, religion, class, limited English proficiency, and national origin.

Environmental Justice is defined and motivated by several statutes and regulations. Title VI of the Civil Rights Act of 1964 states that no person shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The Federal Highway Administration and the US Department of Transportation have issued regulations regarding the implementation of Title VI.

The National Environmental Policy Act of 1969 (NEPA) requires Federal agencies to consider environmental impacts before taking major actions that have the potential to significantly affect the human environment. NEPA defines procedures that must be followed before making a decision, but does not restrict the decisions that can be made once the required procedures are completed.

Title 23 of the Federal-Aid Highway Act of 1970 requires that any possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid roadway be considered in the project development. It also requires that the final decisions on a project are made in the best overall public interest. Within this process, the need for fast, safe, and efficient transportation, public services should be weighed against the costs of eliminating or minimizing adverse effects.



Finally, President Clinton's Executive Order 12898 in 1994 titled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." This order requires each Federal agency to make 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. At this time, there are no established Federal guidelines for measuring proportionate or disproportionate benefits or adverse effects across a population.

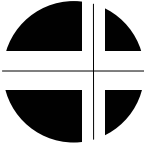
Methodology

The demographic profile to identify protected populations under Environmental Justice regulations was developed using 2000 Census data. Using the demographics, four protected population types were used as the focus. These types are minority, poverty, elderly, and disabled. Areas were divided using the block groups defined in the 2000 Census and applying a threshold equal to the state of Ohio's average for each demographic.

Minority populations are identified as those persons who are Black or African American, American Indian or Native Alaskan, Asian, Hispanic, and Other. Minority protected populations were defined by comparing the percent of minority population in each block group against the state of Ohio's minority population of 17.0%. Block groups that have a minority population greater than 17.0% are considered a minority protected population.

Poverty populations are identified as those persons who were living below the poverty level as defined in the 2000 Census. Poverty protected populations were defined by comparing the percent of poverty population in each block group against the state of Ohio's poverty population of 10.6%. Block groups that have a poverty population greater than 10.6% are considered a poverty protected population.

Elderly populations are identified as those persons who are aged 65 years or older. Elderly protected populations were defined by comparing the percent of elderly population in each block group against the state of Ohio's elderly population of 13.3%. Block groups that have a elderly population greater than 13.3% are considered a elderly protected population.



Disabled populations are identified as those persons with any of the following conditions:

- Five years old and older and reported a long-lasting sensory, physical, mental or self-care disability
- 16 years old and older and reported difficulty going outside the home because of a physical, mental, or emotional condition lasting six months or more
- 16 to 64 years old and reported difficulty working at a job or business because of a physical, mental, or emotional condition lasting six months or more

Disabled protected populations were defined by comparing the percent of disabled population in each block group against the state of Ohio's disabled population of 18.3%. Block groups that have a disabled population greater than 18.3% are considered a disabled protected population.

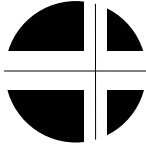
The tables beginning on Page 9 show the data for each demographic used in the analysis. Maps located in Appendix A show the geographical location of each protected population area.

Planning Guidelines

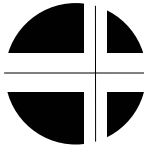
The purpose of this Environmental Justice document is to define and locate protected populations within Clark County and the city of Springfield, and to ensure review of all transportation planning functions for effects to these protected populations. The objective of these reviews is to assess the benefits and costs of a proposed transportation system change that the protected populations would experience.

During the development of the Transportation Plan and Transportation Improvement Program (TIP), as well as during any other planning studies conducted by the TCC, impacts to Environmental Justice areas must be considered. For locally sponsored transportation projects, it is the responsibility of the project sponsor to submit documentation stating:

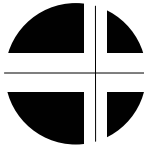
- What, if any, protected population types the project will affect
- What, if any, possible impacts (both positive and negative) the proposed project will have on the identified protected population type(s)
- What actions the local sponsor will take to enhance beneficial impacts and/or minimize or avoid adverse impacts.



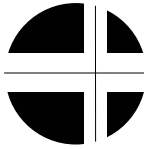
Census Tract	Group Number	Total Population	Percent Below Poverty Level	Percent Minority	Percent Over Age 65	Percent with Disability Over Age 5
1	1	530	3.5%	22.6%	14.7%	15.3%
1	2	526	27.6%	28.7%	26.2%	36.7%
2	1	661	41.3%	72.3%	10.6%	18.8%
2	2	512	22.3%	77.7%	9.0%	27.2%
2	3	692	44.4%	80.8%	11.7%	22.9%
3	1	436	31.8%	19.0%	9.4%	17.1%
3	2	686	37.0%	38.9%	9.6%	14.2%
3	3	465	29.6%	16.3%	4.7%	19.0%
3	4	389	51.2%	19.5%	6.9%	5.8%
4	1	623	16.9%	14.1%	14.9%	21.3%
4	2	810	19.5%	10.4%	7.7%	17.0%
4	3	882	23.3%	15.9%	9.1%	18.9%
5	1	759	16.1%	9.6%	6.3%	19.9%
5	2	755	21.2%	4.2%	6.8%	18.4%
5	3	683	25.7%	7.0%	8.3%	19.3%
6	1	612	10.0%	10.3%	9.3%	23.7%
6	2	680	30.6%	57.6%	12.8%	15.0%
6	3	750	10.6%	14.5%	5.6%	9.3%
6	4	866	7.6%	7.9%	6.7%	14.5%
7	1	725	32.8%	12.4%	3.7%	19.1%
7	2	536	76.6%	11.2%	1.9%	14.5%
7	3	1592	36.3%	10.7%	1.6%	13.3%
8	1	974	15.4%	10.8%	7.5%	16.7%
8	2	901	47.3%	15.2%	11.3%	5.7%
8	3	854	15.4%	11.4%	6.8%	18.5%
8	4	547	4.3%	2.9%	12.1%	18.1%
8	5	599	1.5%	4.8%	17.4%	15.6%
9.01	1	578	60.9%	30.4%	7.1%	15.8%
9.01	2	464	27.9%	24.6%	7.8%	6.9%
9.01	3	832	27.4%	19.4%	14.3%	32.9%
9.01	4	1023	39.1%	13.3%	12.3%	16.4%
9.02	1	516	18.5%	81.4%	14.0%	25.1%
9.02	2	838	17.2%	79.4%	18.1%	28.8%
10	1	503	25.8%	60.2%	17.9%	17.0%
11.01	1	845	24.2%	64.3%	6.9%	11.8%
11.01	2	679	5.0%	80.6%	12.8%	27.5%
11.02	1	933	12.9%	72.7%	9.0%	8.5%
11.02	2	1279	8.4%	62.1%	20.1%	19.1%



Census Tract	Group Number	Total Population	Percent Below Poverty Level	Percent Minority	Percent Over Age 65	Percent with Disability Over Age 5
12	1	661	5.8%	14.5%	9.8%	15.8%
12	2	1036	21.0%	40.6%	8.3%	17.0%
12	3	650	33.3%	46.2%	10.0%	22.8%
12	4	702	50.7%	61.4%	5.7%	13.6%
12	5	822	30.3%	62.2%	8.3%	14.8%
12	6	1131	28.9%	38.4%	9.1%	12.7%
13	1	728	6.1%	6.7%	15.0%	15.1%
13	2	673	4.9%	1.6%	24.8%	13.7%
13	3	971	13.3%	7.9%	17.4%	17.7%
13	4	543	2.5%	7.4%	16.8%	22.4%
13	5	587	10.4%	3.9%	14.8%	7.9%
13	6	850	9.7%	12.2%	5.8%	14.5%
14	1	664	20.3%	10.5%	13.7%	19.4%
14	2	907	5.2%	1.7%	20.5%	17.1%
14	3	577	9.4%	9.0%	20.3%	16.4%
14	4	581	33.4%	30.1%	23.4%	32.0%
14	5	486	1.3%	9.5%	24.3%	29.7%
14	6	554	3.6%	6.3%	13.5%	13.3%
15	1	1002	9.2%	1.5%	21.2%	20.0%
15	2	880	3.8%	1.8%	10.6%	6.4%
15	3	608	0.7%	4.4%	13.2%	14.9%
15	4	1229	19.6%	6.1%	10.2%	16.4%
15	5	808	16.5%	3.6%	8.0%	26.2%
16	1	658	20.3%	4.7%	15.3%	28.5%
16	2	920	2.7%	1.4%	14.0%	15.1%
16	3	1274	12.9%	6.8%	14.1%	14.7%
17	1	579	6.6%	8.3%	14.3%	8.7%
17	2	796	8.9%	7.9%	19.2%	14.6%
17	3	1414	20.6%	17.8%	12.2%	17.4%
18	1	1158	10.9%	15.1%	21.8%	10.1%
18	2	575	4.0%	5.6%	9.4%	10.1%
18	3	614	8.2%	5.9%	16.3%	20.3%
18	4	692	4.6%	1.0%	15.2%	9.2%
18	5	732	0.0%	8.7%	28.3%	17.9%
19	1	924	0.8%	4.4%	21.4%	15.9%
19	2	860	8.9%	6.4%	22.7%	14.7%
19	3	471	19.0%	8.9%	15.3%	19.2%
19	4	747	4.0%	2.9%	24.2%	18.8%



Census Tract	Group Number	Total Population	Percent Below Poverty Level	Percent Minority	Percent Over Age 65	Percent with Disability Over Age 5
20	1	1193	7.7%	3.1%	14.8%	11.2%
20	2	1028	1.2%	3.6%	12.6%	14.7%
21	1	647	17.1%	6.5%	11.0%	10.2%
21	2	1139	1.8%	9.7%	50.7%	11.3%
22	1	679	3.0%	8.7%	20.5%	7.3%
22	2	1389	1.7%	5.0%	9.6%	12.5%
22	3	620	15.7%	5.5%	12.9%	8.9%
22	4	1091	2.8%	5.0%	11.7%	5.0%
22	5	935	10.2%	1.2%	13.3%	13.2%
23.01	1	1158	5.8%	2.0%	10.4%	15.3%
23.01	2	1976	3.1%	2.7%	8.3%	11.0%
23.02	1	634	0.0%	2.1%	17.7%	9.4%
23.02	2	1527	1.5%	3.7%	18.7%	17.1%
23.02	3	652	1.1%	3.4%	4.1%	6.7%
23.02	4	1524	2.5%	2.0%	11.6%	15.7%
24.01	1	778	0.0%	0.6%	15.8%	16.2%
24.01	2	597	14.8%	4.7%	27.1%	20.8%
24.01	3	647	2.1%	0.5%	17.9%	15.9%
24.01	4	1202	0.7%	2.7%	20.2%	15.5%
24.01	6	760	4.8%	2.0%	16.2%	13.9%
24.01	7	2756	10.8%	7.0%	39.0%	20.4%
24.01	8	1001	4.2%	16.2%	17.7%	9.3%
24.02	1	1577	0.9%	6.5%	10.7%	13.3%
24.02	2	1060	1.5%	6.5%	24.0%	8.4%
24.02	3	896	0.0%	8.0%	35.2%	12.2%
24.02	4	643	0.0%	10.6%	27.8%	22.3%
24.02	5	594	4.3%	12.1%	33.8%	18.4%
24.02	6	1142	9.1%	13.8%	27.9%	27.6%
24.02	7	841	29.5%	24.6%	26.8%	21.9%
24.02	8	735	4.8%	8.4%	12.1%	21.7%
25	1	944	2.3%	1.4%	24.0%	19.5%
25	2	713	1.8%	3.9%	13.3%	10.0%
25	3	888	8.3%	7.5%	11.4%	11.2%
25	4	828	7.5%	2.4%	27.5%	14.6%
26.01	2	1150	0.8%	2.2%	10.9%	9.0%
26.01	3	1554	5.6%	1.7%	10.9%	11.2%
26.02	1	1095	1.5%	1.6%	9.8%	13.0%
26.02	2	1192	4.9%	2.1%	11.2%	9.5%



Census Tract	Group Number	Total Population	Percent Below Poverty Level	Percent Minority	Percent Over Age 65	Percent with Disability Over Age 5
26.02	3	1786	4.0%	2.6%	9.2%	14.8%
27.01	1	1021	8.3%	3.5%	6.5%	11.1%
27.01	2	1406	11.4%	4.0%	16.5%	14.0%
27.01	3	909	14.1%	1.4%	15.6%	19.1%
27.02	1	1119	12.0%	4.6%	15.3%	10.5%
27.02	2	972	5.4%	3.7%	24.3%	9.7%
27.02	3	671	13.8%	6.1%	13.3%	7.9%
28	1	1334	9.8%	6.4%	13.8%	18.9%
28	2	1537	1.7%	1.5%	11.4%	10.7%
28	3	1585	4.3%	2.1%	13.8%	9.9%
29.01	1	976	5.0%	4.1%	10.2%	8.8%
29.01	3	850	0.0%	3.3%	9.2%	14.0%
29.01	4	849	2.3%	2.9%	10.2%	30.8%
29.02	1	827	9.6%	2.5%	5.2%	16.1%
29.02	2	1235	14.1%	3.8%	11.1%	7.7%
29.02	3	1149	7.0%	1.7%	26.0%	17.9%
29.02	4	773	5.9%	15.9%	20.4%	20.5%
29.02	5	715	1.6%	1.7%	17.9%	22.9%
30.01	1	1369	13.3%	3.9%	24.0%	11.3%
30.01	2	781	4.5%	4.4%	12.8%	17.8%
30.01	3	1163	3.2%	4.0%	9.3%	9.7%
30.02	1	1284	8.4%	3.8%	10.5%	11.6%
30.02	2	636	3.2%	2.2%	17.8%	12.2%
30.02	3	1171	2.9%	1.5%	9.9%	9.7%
30.02	4	1207	2.8%	3.1%	13.3%	11.7%
31.01	1	997	3.1%	3.3%	21.8%	16.2%
31.01	2	990	4.5%	2.4%	6.7%	8.8%
31.01	3	591	8.2%	2.7%	10.8%	10.7%
31.02	1	978	1.9%	3.3%	17.1%	11.5%
31.02	2	608	2.0%	1.3%	24.0%	13.4%
32	1	998	7.4%	4.6%	15.0%	10.7%
32	2	980	3.1%	6.1%	11.9%	10.6%
32	3	758	6.3%	5.4%	10.7%	11.8%
33.01	1	1083	3.9%	2.0%	9.8%	15.1%
33.01	2	1247	3.5%	3.0%	9.8%	11.4%
33.01	3	1218	1.7%	2.5%	12.3%	12.1%
33.02	1	983	8.6%	2.2%	10.1%	19.5%
33.02	2	861	8.0%	4.2%	13.4%	11.1%
33.02	3	952	6.8%	3.2%	11.2%	15.5%