Appendix G5. Environmental Justice Technical Report

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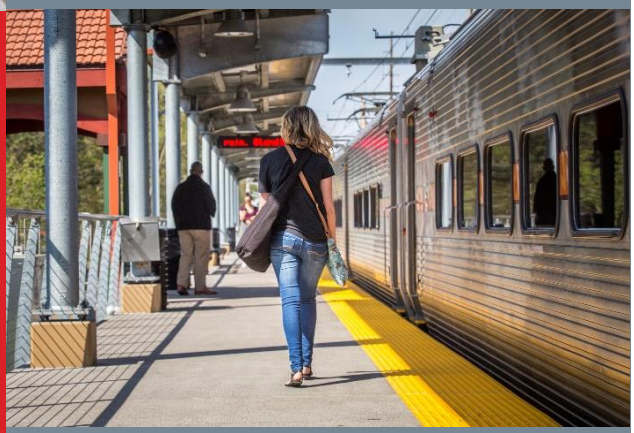
Environmental Justice Technical Report

West Lake Corridor Project

Federal Transit Administration
and
Northern Indiana Commuter Transportation District

March 2018



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Acronyms and Abbreviations

ACS	American Community Survey
CMAP	Chicago Metropolitan Agency for Planning
CN	Canadian National Railway
DEIS	Draft Environmental Impact Statement
EJ	environmental justice
FEIS	Final Environmental Impact Statement
FTA	Federal Transit Administration
I-94	Interstate 94
IN	Indiana
MED	Metra Electric District
MSF	maintenance and storage facility
n.d.	no date
N/A	not applicable
NEPA	National Environmental Policy Act
NICTD	Northern Indiana Commuter Transportation District
NIRPC	Northwestern Indiana Regional Planning Commission
Project	West Lake Corridor Project
RDA	Regional Development Authority
ROW	right-of-way
SSL	South Shore Line
TOD	transit-oriented development
TPSS	traction power substation
USDOT	United States Department of Transportation

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Executive Summary

The West Lake Corridor Project (Project) is sponsored by the Northern Indiana Commuter Transportation District (NICTD) to expand its commuter rail service through an approximate 9-mile southern extension, creating a new passenger rail service to the municipalities of Dyer, Munster, and Hammond in Lake County, Indiana. This new service would provide rail access to downtown Chicago. The Project would also expand service coverage, improve mobility and accessibility, and stimulate local job creation and economic development opportunities for Lake County.

This *West Lake Corridor Project Environmental Justice Technical Report* has been prepared in support of the Final Environmental Impact Statement (FEIS) for the Project. The objective of this technical report is to evaluate the Project's potential disproportionately high and adverse effects on minority and low-income populations within the Project Area. The analyses presented in this technical report were prepared in compliance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994); the United States Department of Transportation's (USDOT) Order to Address Environmental Justice in Minority Populations and Low-Income Populations [USDOT Order 5610.2(a), May 2, 2012]; and the Federal Transit Administration's (FTA) Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA, August 15, 2012). The environmental justice (EJ) process and analysis for the West Lake Corridor Project, and specifically for the FEIS Preferred Alternative, were developed and completed to accomplish the following:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts, including social and economic impacts, on EJ populations.
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by EJ populations.

Analyses presented in this report indicate that minority and low-income populations are present in the Project Area, with the northern part of the Project Area (the city of Hammond) containing large concentrations of minority and low-income populations. The FEIS Preferred Alternative could result in disproportionately high and adverse effects on minority and low-income populations regarding land acquisitions and displacements (long-term effects) as well as socioeconomics and economic development (short-term effects). There would be no other resource-specific disproportionately high and adverse effects resulting from the FEIS Preferred Alternative and all avoidance, minimization, and mitigation measures prescribed in this technical report.

The FEIS Preferred Alternative would displace four commercial and nine industrial businesses, all located in EJ neighborhoods. Impacts on business owners would be mitigated according to the Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended (42 United States Code § 4601 et seq.), commonly known as the Uniform Act; however, uncertain long-term effects on minority and low-income employees and customers could be disproportionately high and adverse. The FEIS Preferred Alternative could also result in short-term effects on socioeconomics by temporarily impacting business access and/or causing noise, dust, and/or fumes that could disrupt business operations. Many of the affected businesses are

in EJ areas (that is, South Hammond Station, North Hammond MSF, and Hammond Gateway Station). EJ populations could be disproportionately impacted during construction of the FEIS Preferred Alternative. This technical report recommends additional mitigation measures in these two areas to minimize the effects on minority and low-income populations.

The provision of faster travel times, improved regional connectivity and access, and reliable high-capacity service for transit-dependent populations affirm the benefits of the Project on all populations, including EJ populations. Moreover, with the incorporation of continued public outreach through design, construction, and operation to maintain proactive communication and engagement with the public, including the traditionally underserved EJ populations along the Project corridor, the benefits of the FEIS Preferred Alternative would be maximized.

With the consideration of all Project adverse impacts, mitigation measures, and offsetting benefits, the Project-wide finding is that the FEIS Preferred Alternative would not result in disproportionately high and adverse effects on minority and low-income populations.

1 Introduction

This *West Lake Corridor Project Environmental Justice Technical Report* has been prepared in support of the Final Environmental Impact Statement (FEIS) for the West Lake Corridor Project (Project). The objective of this technical report is to evaluate the Project's potential disproportionately high and adverse effects on minority and low-income populations within the Project Area.

1.1 Project Background

The Northern Indiana Commuter Transportation District (NICTD) operates the electrically powered interurban commuter South Shore Line (SSL) between Millennium Station in downtown Chicago, Illinois, and the South Bend International Airport in South Bend, Indiana (a distance of about 90 miles). NICTD operates in concert with the freight carrier Chicago South Shore & South Bend Railroad.

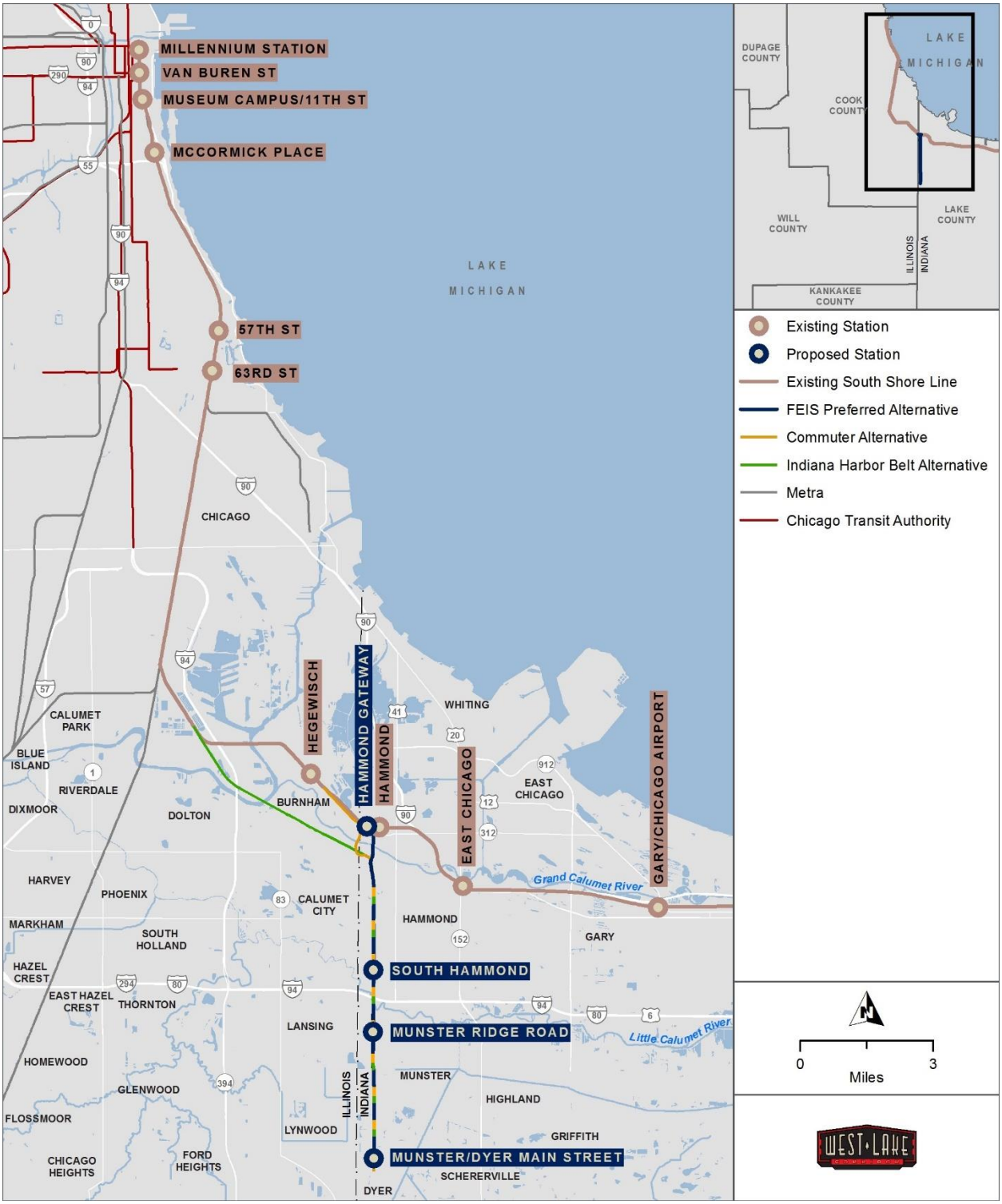
The purpose of the Project is to provide preliminary engineering services to support a New Starts grant administered by the Federal Transit Administration (FTA) Capital Investment Grant program for a new service from the town of Dyer, Indiana, to the city of Hammond, Indiana. The West Lake Corridor is a 9-mile southern extension tying the existing SSL in Hammond to Dyer. The new route is proposed to reach high-growth areas in central and western Lake County, Indiana.

The Project would expand NICTD's service coverage, improve mobility and accessibility, and stimulate local job creation. Numerous transit-oriented development (TOD) and economic development opportunities should be created in Lake County by this Project. This Project includes the design of a mainline track, railroad bridge structures, elevated rail structures, drainage culverts, at-grade roadway and pedestrian crossings, contact power and signal design, and construction of four commuter stations.

1.2 Project Description

The environmental review process builds on NICTD's prior West Lake Corridor studies that examined a broad range of alignments, technologies, and transit modes. The studies concluded that a rail-based service between the Munster/Dyer area and Metra's Millennium Station in downtown Chicago, shown in **Figure 1.2-1**, would best meet the transportation needs of the northwest Indiana area. Thus, NICTD advanced a Preferred Build Alternative (referred to as the FEIS Preferred Alternative) for more detailed analysis in the FEIS. The National Environmental Policy Act (NEPA) also requires consideration of a No Build Alternative to provide a basis for comparison to the Build Alternative.

Figure 1.2-1: Regional Setting of West Lake Corridor Project



Source: HDR 2017.

1.2.1 No Build Alternative

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements included in the Northwestern Indiana Regional Planning Commission's (NIRPC) *2040 Comprehensive Regional Plan* (NIRPC 2011) and Chicago Metropolitan Agency for Planning's (CMAP) *GO TO 2040 Comprehensive Regional Plan* (CMAP 2014) through the planning horizon year 2040. It also includes capacity improvements to the existing Metra Electric District's (MED) line and Millennium Station, documented in NICTD's *20-Year Strategic Business Plan* (NICTD and RDA 2014).

1.2.2 Build Alternative

The Project is an approximate 9-mile southern extension of the existing NICTD SSL between Dyer and Hammond. Traveling north from the southern terminus near Main Street at the Munster/Dyer municipal boundary, the Project would include new track operating at grade on a separate right-of-way (ROW) to be acquired adjacent to the CSX Transportation Monon Subdivision railroad in Dyer and Munster. The Project alignment would be elevated from 45th Street to the Canadian National Railway (CN) Elsdon Subdivision rail line at the Maynard Junction. North of the CN line, the Project alignment would return to grade and join with the publicly owned former Monon Railroad corridor in Munster and Hammond, Indiana, and continue north. The Project would relocate the existing Monon Trail pedestrian bridge crossing over the Little Calumet River and build a new rail bridge at the location of the former Monon Railroad bridge. The Project alignment would cross under Interstate 80/94 (I-80/94) and continue north on the former Monon Railroad corridor to Sibley Street. From Douglas Street north, the Project would be elevated over all streets and rail lines using a combination of retaining walls, elevated structures, and bridges. The Project would terminate just east of the Indiana Harbor Belt at the state line, where it would connect with the SSL. Project trains would operate on the existing MED line for the final 14 miles, terminating at Millennium Station in downtown Chicago.

Four new stations would be constructed along the alignment; Munster/Dyer Main Street, Munster Ridge Road, South Hammond, and Hammond Gateway Stations. Each station would include station platforms, parking facilities, benches, trash receptacles, bicycle racks, and other site furnishings. Shelter buildings would only be located at the Munster/Dyer Main Street and Hammond Gateway Stations.

The Project would include a vehicle maintenance and storage facility (MSF) with a layover yard and traction power substation (TPSS) to power the overhead contact system, located just south of Hammond Gateway Station, west of Sheffield Avenue. Additional TPSSs would be located at the South Hammond Station parking lot and Munster/Dyer Main Street Station. The TPSS would be enclosed to secure the electrical equipment and controls, with a footprint of about 20 feet by 40 feet.

1.3 Regulatory Context

The analyses presented in this technical report were prepared in compliance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994); the United States Department of Transportation's (USDOT) *Order to Address Environmental Justice in Minority Populations and Low-Income Populations* [USDOT Order 5610.2(a), May 2, 2012]; and FTA's Circular 4703.1, *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* (FTA, August 15, 2012).

In accordance with FTA Circular 4703.1, the environmental justice (EJ) process and analysis for the Project, and specifically for the FEIS Preferred Alternative, were developed and completed to accomplish the following:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts, including social and economic impacts, on EJ populations.
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by EJ populations.

2 Assessment Methodology

The framework for the EJ evaluation in this technical report is based on FTA Circular 4703.1, which describes a methodology that addresses Executive Order 12898 that includes both a robust public participation process and an analytical process that includes three basic steps:

1. Determine whether there are EJ populations potentially affected by the project.
2. If EJ populations are present, consider the potential effects of the project on the EJ population, including any disproportionately high and adverse effects.
3. Determine whether any adverse effect could be avoided, minimized, or mitigated.

2.1 EJ Study Area and Data Sources

A geographic information system (GIS) platform was used to identify a half-mile buffer around the Project alignment, including proposed stations, parking facilities, and maintenance and storage facilities. American Community Survey (ACS) 2010–2014 5-year estimates data were used to map and quantify EJ populations at the block group level, which is the smallest geographic unit for which income data are available. Each census block group that intersects or is completely within the half-mile buffer is included in the analysis and is considered part of the EJ Study Area.

2.2 Method for Identifying Minority Populations

As defined in FTA Circular 4703.1, persons of minority status include those who are (1) American Indian or Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, or (5) Native Hawaiian or Other Pacific Islander. In this analysis, people identified as Other Race or Two or More Races are also considered as minorities.

Minority populations exist when there is at least one of the following:

- A readily identifiable group or cluster of minority population is located in the EJ Study Area.
- Minority populations exceed 50 percent of the total population for the census block group or other relevant geographic unit.
- The percentage of minorities in the EJ Study Area is meaningfully greater than that of a region of comparison; that is, Lake County, Indiana, and Cook County, Illinois.

In addition to United States Census Bureau's ACS data, NICTD engaged in a comprehensive outreach program to further identify minority populations, particularly any clusters, in the EJ Study Area through direct interactions with communities throughout Project development. Through these outreach efforts, discussed in **Chapter 5** of this technical report, direct interaction with the communities confirmed the census data results regarding minority concentrations and shaped subsequent communications to maintain effective engagement throughout the Project.

2.3 Method for Identifying Low-income Populations

As defined in FTA Circular 4703.1, a low-income person is one whose annual household income is at or below the United States Department of Health and Human Services' poverty guidelines. Poverty levels are defined at the national level and vary by the number of persons in a family and the age of the family members. For example, the 2014 poverty guidelines (the last year on which census data used in this analysis were based) for the 48 contiguous states and the District of Columbia provide a poverty threshold for a family of four of an annual household income of $23,850.

Low-income populations exist when there is at least one of the following:

- A readily identifiable group or cluster of low-income persons is located in the EJ Study Area.
- The percentage of low-income persons in the EJ Study Area is meaningfully greater than that of a region of comparison; that is, Lake County, Indiana, and Cook County, Illinois.

As with minority populations, NICTD engaged in a comprehensive outreach program to help identify additional low-income populations to supplement the United States Census Bureau's ACS data. The outreach efforts with the communities confirmed the census data results regarding concentrations of lower-income populations and shaped subsequent communications to maintain effective engagement throughout the Project.

2.4 Method for Determination of Impacts on EJ Populations

The Project-wide EJ finding is based on whether the FEIS Preferred Alternative would result in disproportionately high and adverse effects on EJ populations. When making the final Project-wide EJ finding, NICTD considered the following criteria:

- Would the FEIS Preferred Alternative's adverse impacts be predominantly borne by EJ populations?
- Would adverse impacts on EJ populations be appreciably more severe or greater in magnitude than those experienced by non-EJ populations?
- Would the FEIS Preferred Alternative's benefits offset its adverse impacts?
- What would be the effect of mitigation measures that would be incorporated into the Project and any other enhancements or betterments that would be provided in lieu of mitigation when considering these impacts?

For each resource area, a preliminary EJ impact assessment was determined. After all resources were considered and after examining the FEIS Preferred Alternative holistically by taking into account the adverse effects on EJ populations, committed mitigation measures for each resource area, benefits to EJ populations, and additional mitigation measures to address the potential for disproportionately high and adverse effects on minority and low-income populations, FTA made a Project-wide EJ finding, which is presented at the conclusion of the analysis.

3 Existing EJ Populations

This chapter identifies and describes the EJ populations identified within the EJ Study Area.

3.1 Minority Populations

The racial and ethnic composition of the EJ Study Area, as well as of Lake County, Cook County, Indiana, and Illinois, are shown in **Table 3.1-1**. The table identifies minorities as those that identify as Latino/Hispanic (any race), Black/African American, Asian, and Other (that is, American Indian, Alaska Native, Native Hawaiian, Other Pacific Islander, Some Other Race, or Two or More Races).

Table 3.1-1: Minority Populations by State, County, and EJ Study Area

Geography	Population	Non-Hispanics				Hispanic/Latino (All Races)	All Minority Groups
		White	Black/African American	Asian	Other		
Indiana							
Population	6,542,411	5,286,730	589,861	113,904	140,380	411,536	1,255,681
%	100%	80.8%	9.0%	1.7%	2.1%	6.3%	19.2%
Illinois							
Population	12,868,747	8,088,630	1,822,304	622,689	239,629	2,095,495	4,780,117
%	100%	62.9%	14.2%	4.8%	1.9%	16.3%	37.1%
Lake County							
Population	493,140	270,560	122,333	6,126	8,314	85,807	222,580
%	100%	54.9%	24.8%	1.2%	1.7%	17.4%	45.1%
Cook County							
Population	5,227,827	2,266,635	1,248,338	343,048	88,589	1,281,217	2,961,192
%	100%	43.4%	23.9%	6.6%	1.7%	24.5%	56.6%
EJ Study Area							
Population	71,665	29,568	18,701	1,268	1,060	21,068	42,097
%	100%	41.3%	26.1%	1.8%	1.5%	29.4%	58.7%

Source: United States Census Bureau 2015a.

[a] Other includes American Indian/Alaska Native, Hawaiian Native/Pacific Islander, Some Other Race, or Two or More Races.

The EJ Study Area, which consists of 41 census block groups from Lake County and 16 block groups from Cook County, has a higher percentage of minority populations (58.3 percent) than Lake County as a whole (45.1 percent), Cook County as a whole (56.6 percent), Indiana (19.2 percent), and Illinois (37.1 percent).

The weighted average minority percentage of Lake County and Cook County (55.7 percent), which considers the combined population of both counties, is greater than the 50 percent threshold noted in **Section 2.2**; therefore, the more-inclusive threshold of 50 percent is used in

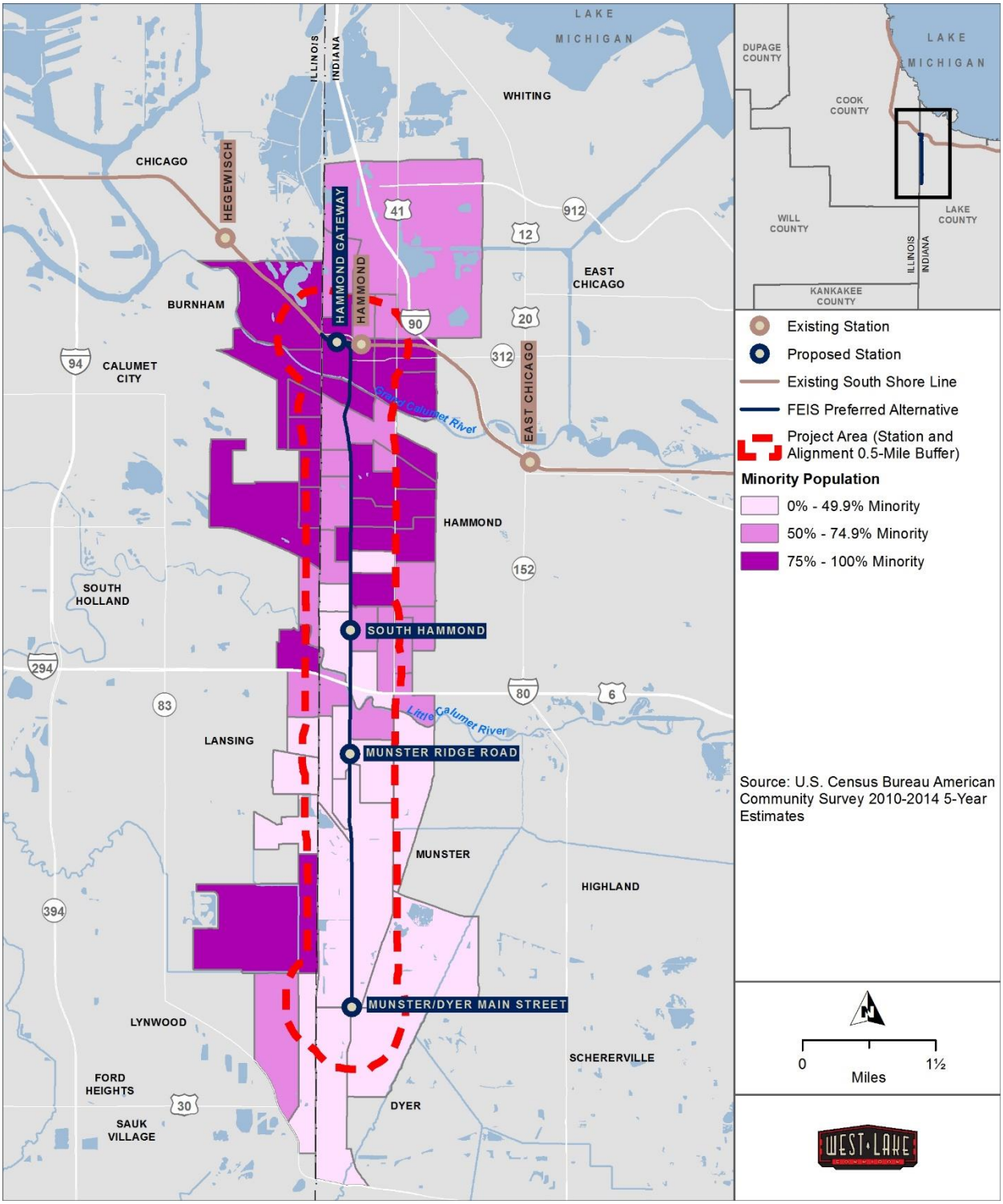
the identification of minority populations in the EJ Study Area. Block groups that have a lower percentage (0 to 49.9 percent) of minorities are considered non-minority block groups.

Figure 3.1-1 illustrates the locations of the block groups in the EJ Study Area that are below the 50 percent threshold, as well as those between 50 percent and 74.9 percent (minority block groups) and between 75 percent and 100 percent (high minority block groups). As the figure shows, the EJ Study Area has several neighborhoods with more than 50 percent of their population composed of minorities, most notably near the proposed Hammond Gateway Station. Other large concentrations of minority populations reside near but not immediately adjacent to the South Hammond Station. **Tables A-1** and **A-2** in **Appendix A** provide the detailed block group data for minority status in the EJ Study Area.

Figures 3.1-2 through **3.1-5** illustrate the percentages of specific minority groups by block group (Hispanic/Latino, Black/African American, Asian, and Other, which includes American Indian/Alaska Native, Native Hawaiian or Other Pacific Islander, Some Other Race, and Two or More Races, respectively). For these minority groups, the threshold used to identify whether the block group has a meaningfully greater percentage of these groups is the two-county average. That is, for Hispanic/Latino populations (**Figure 3.1-2**) the threshold is 23.9 percent, for Black/African American populations (**Figure 3.1-3**) the threshold is 24.0 percent, for Asian populations (**Figure 3.1-4**) the threshold is 6.1 percent, and, for Other minority populations (**Figure 3.1-5**) the threshold is 1.7 percent.

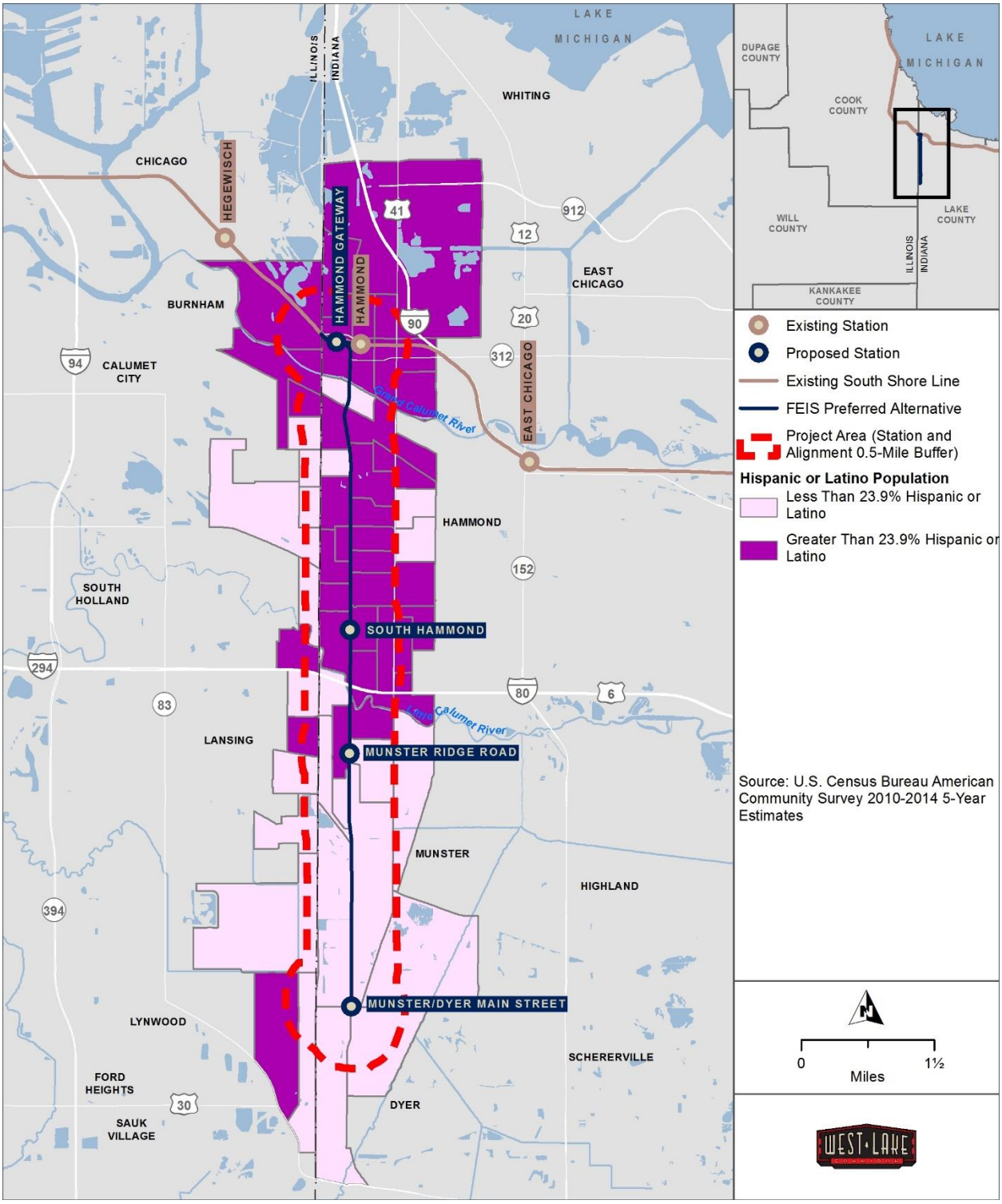
The figures show large concentrations of Hispanic/Latino populations north of Munster Ridge Road Station and near South Hammond and Hammond Gateway Stations, as well as concentrations of Black/African American populations in Hammond and west in Cook County, Asian populations in Munster and Hammond, and those identified as Other throughout the EJ Study Area.

Figure 3.1-1: Minority Populations in the EJ Study Area



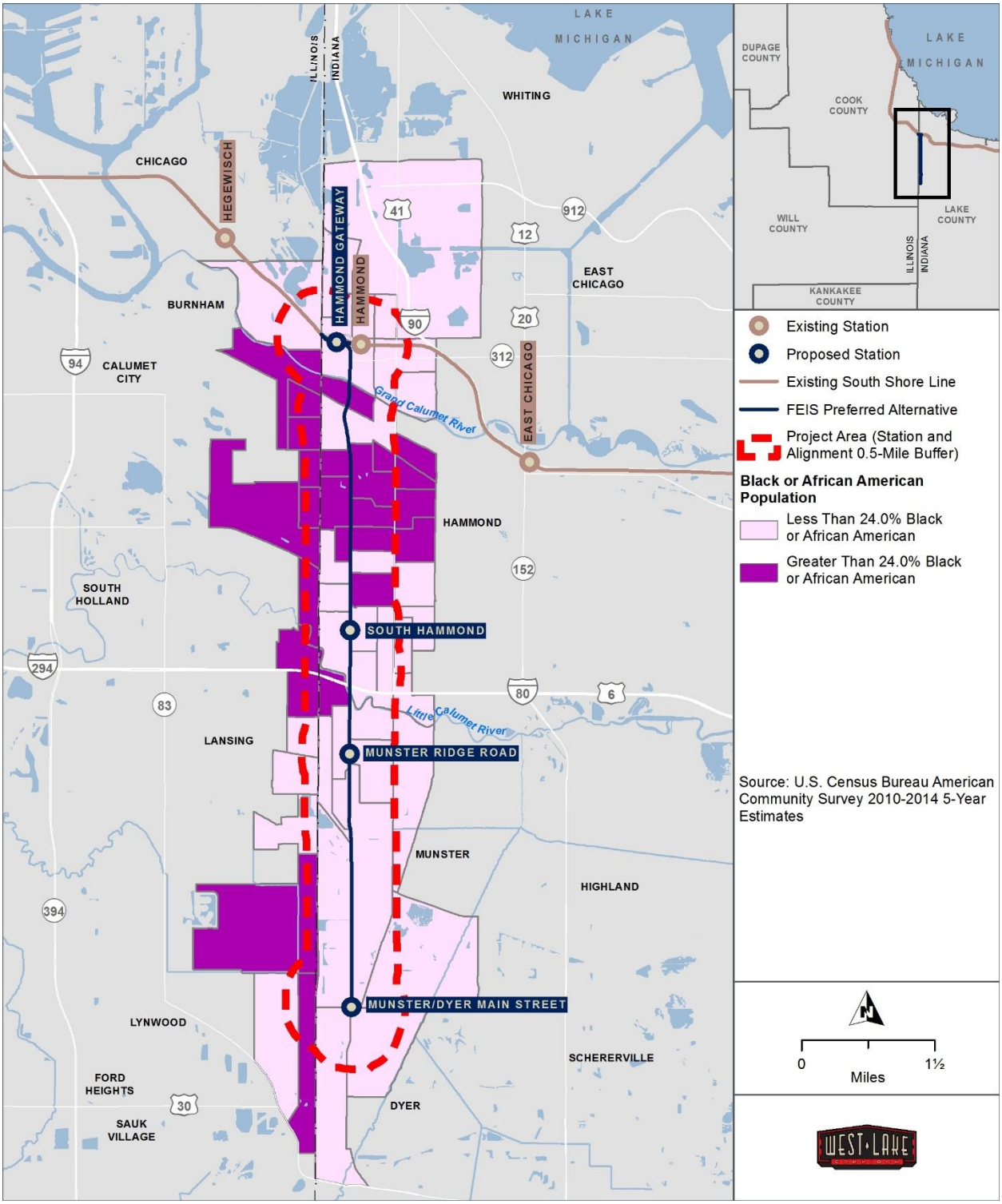
Source: HDR 2017.

Figure 3.1-2: Hispanic/Latino Populations in the EJ Study Area



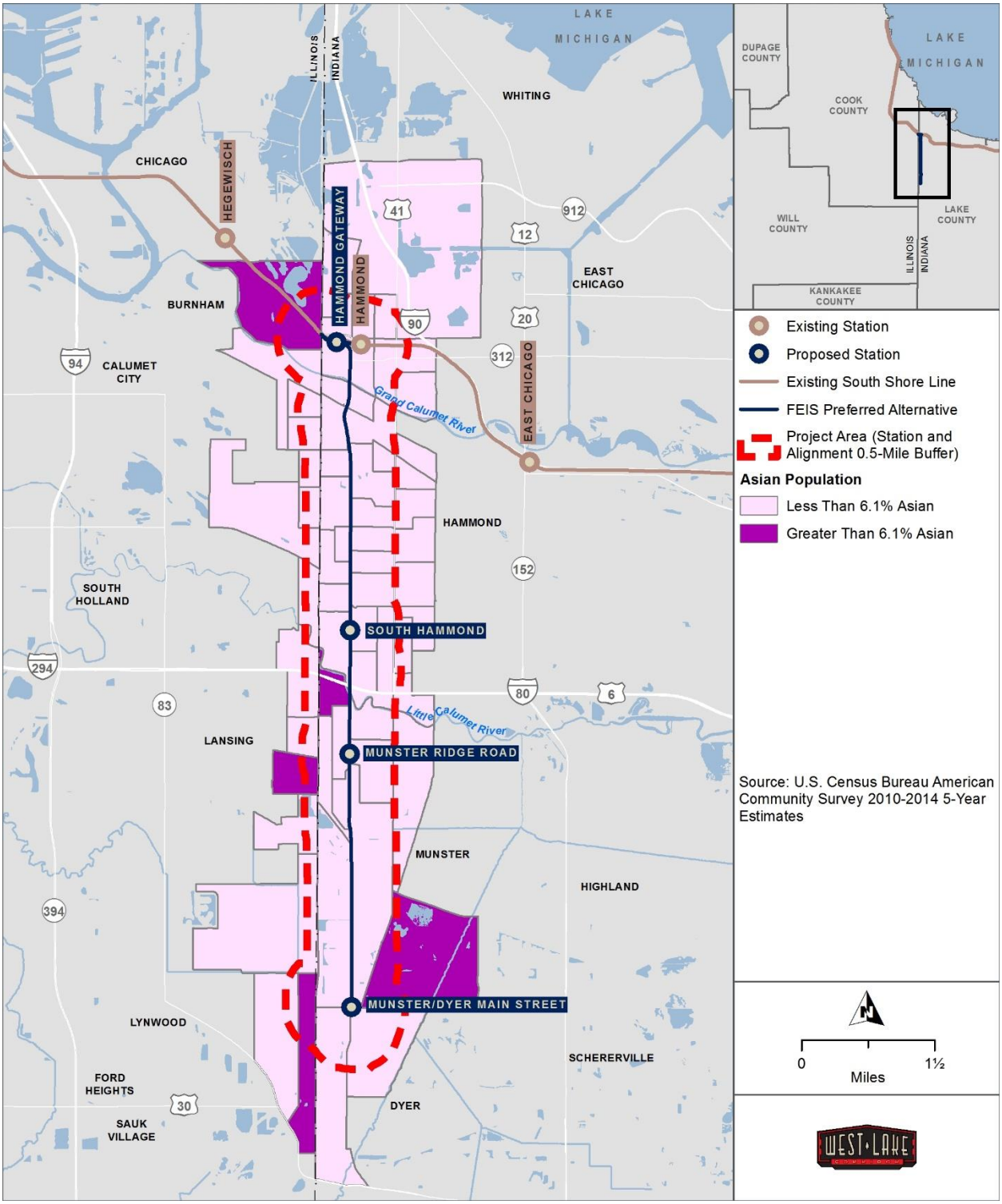
Source: HDR 2017.

Figure 3.1-3: Black/African American Populations in the EJ Study Area



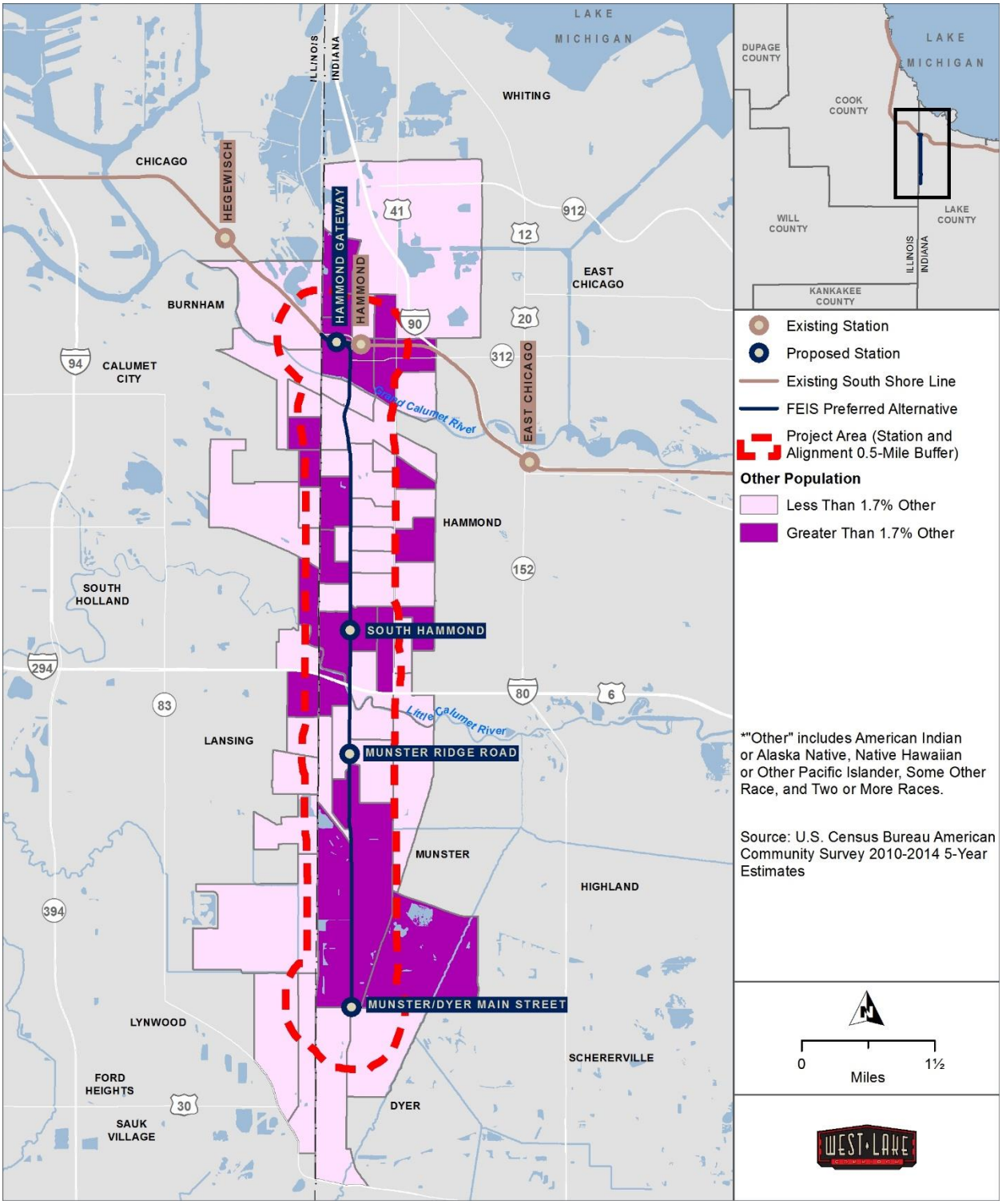
Source: HDR 2017.

Figure 3.1-4: Asian Populations in the EJ Study Area



Source: HDR 2017.

Figure 3.1-5: Other Minority Populations in the EJ Study Area



Source: HDR 2017.

3.2 Low-income Populations

The percentages of low-income populations, identified as those persons whose annual household income is below the federally established poverty level based on household size, are shown in **Table 3.2-1** for the EJ Study Area as well as for Lake County, Cook County, Indiana, and Illinois. The table indicates that the EJ Study Area (41 block groups from Lake County and 16 block groups from Cook County) has a higher percentage of low-income populations (22.4 percent) than Lake County (18.2 percent), Cook County (17.2 percent), Indiana (15.5 percent), and Illinois (14.4 percent).

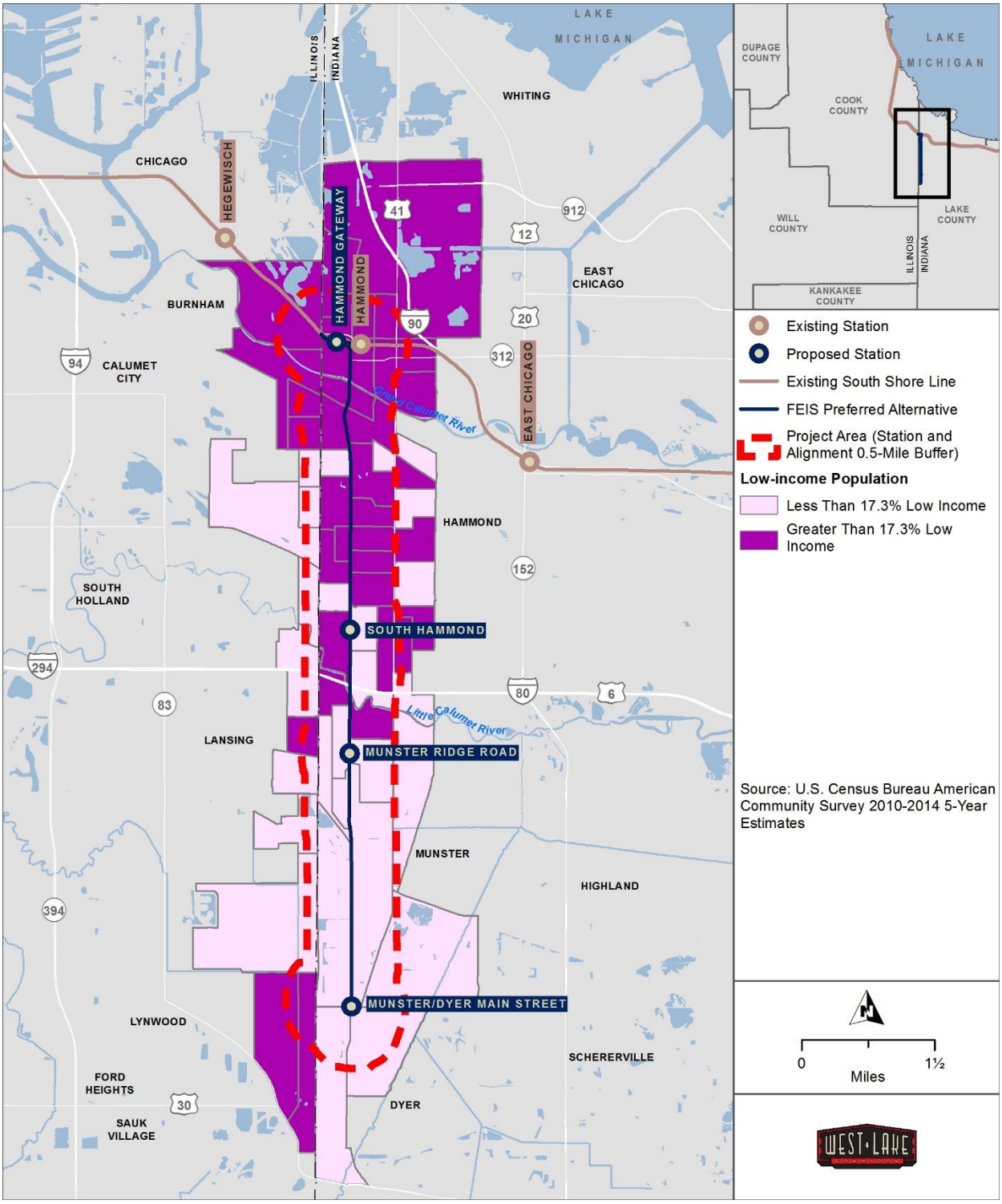
Table 3.2-1: Low-income Populations by State, County, and EJ Study Area

Geography	Population	At or above Poverty Level	Low Income (below Poverty Level)
Indiana			
Population	6,342,824	5,358,998	983,826
%	100%	84.5%	15.5%
Illinois			
Population	12,566,139	10,755,669	1,810,470
%	100%	85.6%	14.4%
Lake County			
Population	487,336	398,568	88,768
%	100%	81.8%	18.2%
Cook County			
Population	5,145,839	4,259,578	886,261
%	100%	82.8%	17.2%
EJ Study Area			
Population	71,058	55,291	15,767
%	100%	77.8%	**22.2%**

Source: United States Census Bureau 2015b.

Figure 3.2-1 shows the locations of the low-income block groups in the EJ Study Area. Low-income block groups are identified as those block groups whose percentage of low-income populations is greater than that of the combined weighted average of Lake and Cook Counties, which is 17.3 percent. Block groups that have a lower percentage (0 to 17.3 percent) of low-income populations than the two-county average are considered as non-low-income block groups. **Figure 3.2-1** shows that the EJ Study Area contains several neighborhoods with more than 17.3 percent of their population composed of low-income populations, most notably near the proposed South Hammond and Hammond Gateway Stations. **Table A-3** in **Appendix A** provides the detailed block group data for poverty status in the EJ Study Area.

Figure 3.2-1: Low-income Populations in the EJ Study Area



Source: HDR 2017.

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4 EJ Impact Assessment

To assess whether the FEIS Preferred Alternative would result in disproportionately high and adverse effects on EJ populations, NICTD assessed the likely Project impacts on the population in general. With the consideration of offsetting Project benefits and the effects of avoidance, minimization, and mitigation measures, NICTD then determined whether those impacts would be predominantly borne by EJ populations and/or would be appreciably more severe or greater in magnitude than those suffered by non-EJ populations.

For a summary of the effects of all alternatives considered in the Draft Environmental Impact Statement (DEIS) on minority and low-income persons, see the November 2016 *Environmental Justice Technical Report* prepared to support the Project's DEIS (NICTD 2016a).

4.1 Resources Considered in the EJ Impact Analysis

All environmental resource areas analyzed in the FEIS were reviewed to identify those that could be adversely affected by the FEIS Preferred Alternative. The environmental resource areas with no adverse impacts identified were eliminated from consideration for EJ analysis. Environmental resource areas with adverse impacts that require mitigation were further reviewed to consider the possibility of disproportionately high and adverse effects on EJ populations. Environmental resource areas that would likely have adverse effects were retained to determine whether the adverse effects could be predominantly borne by EJ populations.

Table 4.1-1 lists all environmental resource areas and identifies those that require additional EJ analysis and the rationale for the determination.

Table 4.1-1: Environmental Resource Areas Requiring EJ Analysis

Environmental Resource Area	EJ Analysis Required	Rationale
Public Transportation	No	No adverse impacts
Freight Rail	No	Adverse impacts would have no effect on EJ populations.
Bicycle and Pedestrian	Yes	Adverse impacts could affect EJ populations.
Traffic	Yes	Adverse impacts could affect EJ populations.
Parking	Yes	Adverse impacts could affect EJ populations.
Land Use and Zoning	No	No adverse impacts with mitigation
Land Acquisitions and Displacements	Yes	Adverse impacts could affect EJ populations.
Socioeconomics and Economic Development	Yes	Potential indirect effects from station area development
Neighborhoods and Community Resources	Yes	Impacts on neighborhood cohesion and community resources could affect EJ populations.
Cultural Resources	Yes	Historic property adversely affected in EJ area
Visual Resources	Yes	Adverse impacts could affect EJ populations.
Safety and Security	Yes	Adverse impacts could affect EJ populations.
Noise	Yes	Adverse impacts could affect EJ populations.
Vibration	Yes	Adverse impacts could affect EJ populations.
Air Quality	Yes	Short-term adverse impacts could affect EJ populations.
Energy	No	No adverse impacts
Soils, Geologic Resources, and Farmlands	No	Adverse impacts not located in EJ areas
Water Resources	No	Adverse impacts would have no effect on EJ populations.
Biological Resources	No	Adverse impacts would have no effect on EJ populations.
Hazardous Materials	No	With best management practices, no adverse impacts
Utilities	No	No adverse impacts

Source: HDR 2017.

4.2 Resource Impact Analysis

4.2.1 Bicycle and Pedestrian

4.2.1.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would result in the relocation of segments of two trails and multiple street closures or modifications in Hammond. Although the trail relocations would occur in EJ neighborhoods, the relocated trails would remain in the same vicinity as the existing trails, maintain access, and not diminish the use of the trails. Moreover, the relocated trails would provide enhanced linkages to the regional trail system. Also, NICTD refined the design of the FEIS Preferred Alternative so that there would be no long-term effects on the Erie Lackawanna Trail.

To accommodate the proposed North Hammond MSF and the Hammond Gateway Station, some streets and sidewalks would be closed or modified. These streets are located in EJ areas; however, the effects would not be adverse with appropriate mitigation to maintain local access and circulation as proposed in the *West Lake Corridor Project Traffic and Parking Technical Report*.

4.2.1.2 Short-term Construction Effects Potentially Affecting EJ Populations

Project construction could affect bicycle and pedestrian facilities because some street segments, sidewalks, and crosswalks might be temporarily closed. Construction mitigation for disruptions to bicycle and pedestrian facilities during construction would include appropriate access provisions in the work zone traffic-control plans as well as best management practices to manage debris. If crosswalks are temporarily closed, pedestrians would be directed to use alternative crossings nearby. These impacts would be temporary and would affect both EJ and non-EJ populations in the EJ Study Area equally.

4.2.2 Traffic

4.2.2.1 Long-term Operating Effects Potentially Affecting EJ Populations

With the FEIS Preferred Alternative, six intersections would operate at unacceptable level of service, three of which would operate at unacceptable level of service in the No Build Alternative as well. The three intersections that would degrade more than with the No Build Alternative are not located in EJ communities.

Ten new railroad-highway grade crossings in both EJ and non-EJ areas would be included in the FEIS Preferred Alternative; however, the new railroad highway grade crossings would not substantially affect traffic operations.

The FEIS Preferred Alternative would require permanent road closures where the proposed alignment would cross the existing street network and sufficient vertical clearance between the existing road and the proposed guideway structure is not feasible or where it is necessary to avoid introducing a new railroad-highway grade crossing. Changes to the street connectivity would occur in Hammond, an area identified as an EJ community, at Russell Street, and north of the Grand Calumet River. In both instances, modifications to the existing street network have been incorporated into the design of the FEIS Preferred Alternative to maintain access and connectivity; therefore, no adverse impacts would result.

4.2.2.2 Short-term Construction Effects Potentially Affecting EJ Populations

Construction of the FEIS Preferred Alternative would cause temporary disruptions to traffic operations, including lane closures, short-term intersection and roadway closures, and detours that would cause local increases in congestion. Work zone traffic-control plans would be prepared and approved by the appropriate agency during the Engineering and Construction phases of the Project. The plans would identify requirements for maintaining access to businesses, medical facilities, and emergency facilities. Lane closures required for construction would be limited to off-peak hours of traffic operation to the extent it would be reasonably feasible. To construct railroad-highway grade crossings of existing roads, full closures may be used. While these closures could affect local access and circulation, they would be temporary and would affect both EJ and non-EJ populations in EJ Study Area equally.

4.2.3 Parking

4.2.3.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would remove 76 on-street parking spaces along Russell Street (6 spaces) and Hanover Street (70 spaces), all in EJ areas. On Russell Street, the spaces would need to be removed as part of required roadway modifications to accommodate local access and circulation with the Project. There is available off-street parking nearby to accommodate the loss of these on-street parking spaces; therefore, the impact would not be considered adverse.

The proposed Hammond Gateway Station would remove 70 on-street parking spaces along Hanover Street that primarily support residential properties. However, all residences would be displaced within the station footprint, thereby reducing all of the demand for these spaces. While the displacement of residences in the EJ neighborhood near the proposed Hammond Gateway Station would be an adverse impact (see **Section 4.2.4**), the removal of the parking would not be considered adverse.

The FEIS Preferred Alternative is also expected to induce parking demand at the four new stations. Each of the four stations would include parking facilities; however, there would be the potential for station parking to spill over onto nearby streets. NICTD would address this impact in coordination with the host municipalities to develop appropriate mitigation measures, including the use of signs and enforcement of parking restrictions. With mitigation, these parking spillover impacts would not be considered adverse. All NICTD parking lots can be expanded should demand exceed capacity.

4.2.3.2 Short-term Construction Effects Potentially Affecting EJ Populations

Construction of the FEIS Preferred Alternative would disrupt the existing parking supply if an area is needed to stage construction vehicles or equipment. On-street parking might be temporarily unavailable because of temporary lane closures or staging of vehicles or equipment during Project construction, generally occurring where the Project would cross at grade or would be elevated over a roadway. These locations are in EJ areas, and any short-term, temporary impacts would be mitigated through construction staging plans to provide alternative parking where feasible.

4.2.4 Land Acquisitions and Displacements

4.2.4.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would require the full acquisition of 202 parcels and the partial acquisition of 24 parcels, totaling approximately 106.7 acres of land, with an additional 5.9 acres of permanent and temporary easements. The property acquisitions would result in 107 displacements: 94 residential, 4 commercial, and 9 industrial land uses.

Seventy-four of the 94 residential displacements, all 4 of the commercial displacements, and all 9 of the industrial displacements would result from the construction of the North Hammond MSF and the Hammond Gateway Station. Both North Hammond MSF and the Hammond Gateway Station would be located in areas identified as EJ communities, with high proportions of both minority and low-income populations. Dyer and Munster would experience 10 residential displacements each; however, these are not located in EJ areas.

FTA and NICTD would conduct the acquisition and relocation processes in accordance with the Uniform Act. The Act requires that property owners, regardless of minority or low-income status, be paid fair market value for the acquired property as well as equitable compensation normally associated with relocating. Because the North Hammond MSF and Hammond Gateway Station areas have high proportions of Hispanic and Latino populations (see **Figure 3.1-2**), property acquisition and relocation discussions would be conducted in alternate languages when necessary.

For those to be displaced and relocated, ample notice would be given to allow for any planning contingencies that might arise. In accordance with Title VI of the Civil Rights Act of 1964, NICTD would provide relocation advisory assistance to all eligible persons without discrimination. Displaced persons would be offered the opportunity to relocate in areas at least as desirable as their original property with respect to public utilities and commercial facilities. Rent and sale prices of replacement property offered to those displaced would be within their financial means, and replacement property would be within reasonable access to displaced individuals' places of employment.

NICTD anticipates that comparable decent, safe, and sanitary housing would be available on the real estate market to relocate those who would be displaced from their residences. However, if comparable housing cannot be offered, last-resort housing assistance would become available to displaced persons. According to 49 Code of Federal Regulations § 24.404, last-resort housing is additional alternative assistance when comparable replacement dwellings are not available within the monetary limits for displaced owner-occupants and tenants.

As mentioned above, the residential, commercial, and industrial displacements would occur primarily in minority and low-income communities in Hammond. The displacement impacts identified for the FEIS Preferred Alternative would be fewer than initially identified with the DEIS Alternatives, because Project designers during the FEIS phase focused on minimizing property acquisitions and displacements to the extent possible. The remaining residential property acquisitions and displacements that would result from the FEIS Preferred Alternative would be mitigated as described above.

Displaced businesses would be provided assistance with relocation and re-establishment expenses. Since all of the business displacements would occur in EJ neighborhoods, employees of each of the businesses might be minority or lower-wage hourly workers that could have a longer or different commute to the new business site after the relocation or might opt for alternate employment. Moreover, depending on the new location of the business and the

availability of similar services or goods from non-affected businesses, customers of these displaced businesses, which might be from the EJ communities in which the businesses are located, might be adversely affected. To minimize these potential effects, the Project has incorporated the following measures: identify preferred relocation options; prepare for a smooth transition to a new location for both the business and its employees; and, provide information to the communities where businesses would be displaced about the businesses' new locations, with transit options to access the new business location and/or other options to meet their needs.

4.2.5 Socioeconomics and Economic Development

4.2.5.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would construct four new commuter rail stations, thereby providing a direct beneficial effect on access to employment opportunities, particularly for people who are transit-dependent. The attraction of convenient and fast transit service might shift the focus of where growth would occur, with more TOD proposed and implemented near the new train stations. The FEIS Preferred Alternative complements the trend of job growth in downtown Chicago and expected limited job growth in the suburban communities of Dyer, Munster, and Hammond, by connecting these areas.

The demand for housing near the train stations could increase over the existing condition, particularly by people who are transit-dependent or prefer to not drive to and from their employment. It is uncertain to what degree, if at all, housing demand would increase in proximity to any of the four new train stations; however, people who live where demand for new development is stronger would likely experience increased property values and corresponding increases in rents and real estate taxes. While these effects would be experienced by all populations near the proposed train stations, low-income persons might experience them to a greater extent and, particularly if they rent rather than own property, more likely as an adverse impact.

Figure 4.2-1 illustrates the percentages of renter-occupied housing units in each of the census block groups within a half mile of the four proposed stations that have been identified as having large proportions of EJ populations.

As **Figure 4.2-1** shows, in the vicinity of the proposed Hammond Gateway Station, the neighborhood in which more than half of the housing is renter-occupied is located south of the proposed station. The remainder of the station area includes a majority of owner-occupied units. The FEIS Preferred Alternative would remove many residential units around the station, including a row of homes along each of the two streets south of the station to construct the North Hammond MSF. Therefore, many of the renter-occupied units in EJ areas would be eliminated, and the land would not be redeveloped. FTA and NICTD are committed to mitigating the land acquisition and displacement impacts (see discussion above), and the potential impacts on property values of the remaining homes are not anticipated to be adverse.

The Regional Development Authority (RDA) and NICTD, in coordination with the Town of Dyer, the Town of Munster, and the City of Hammond, completed an FTA-funded pilot program for TOD planning. Through this program, NICTD and RDA examined ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near the proposed Project stations. The economic

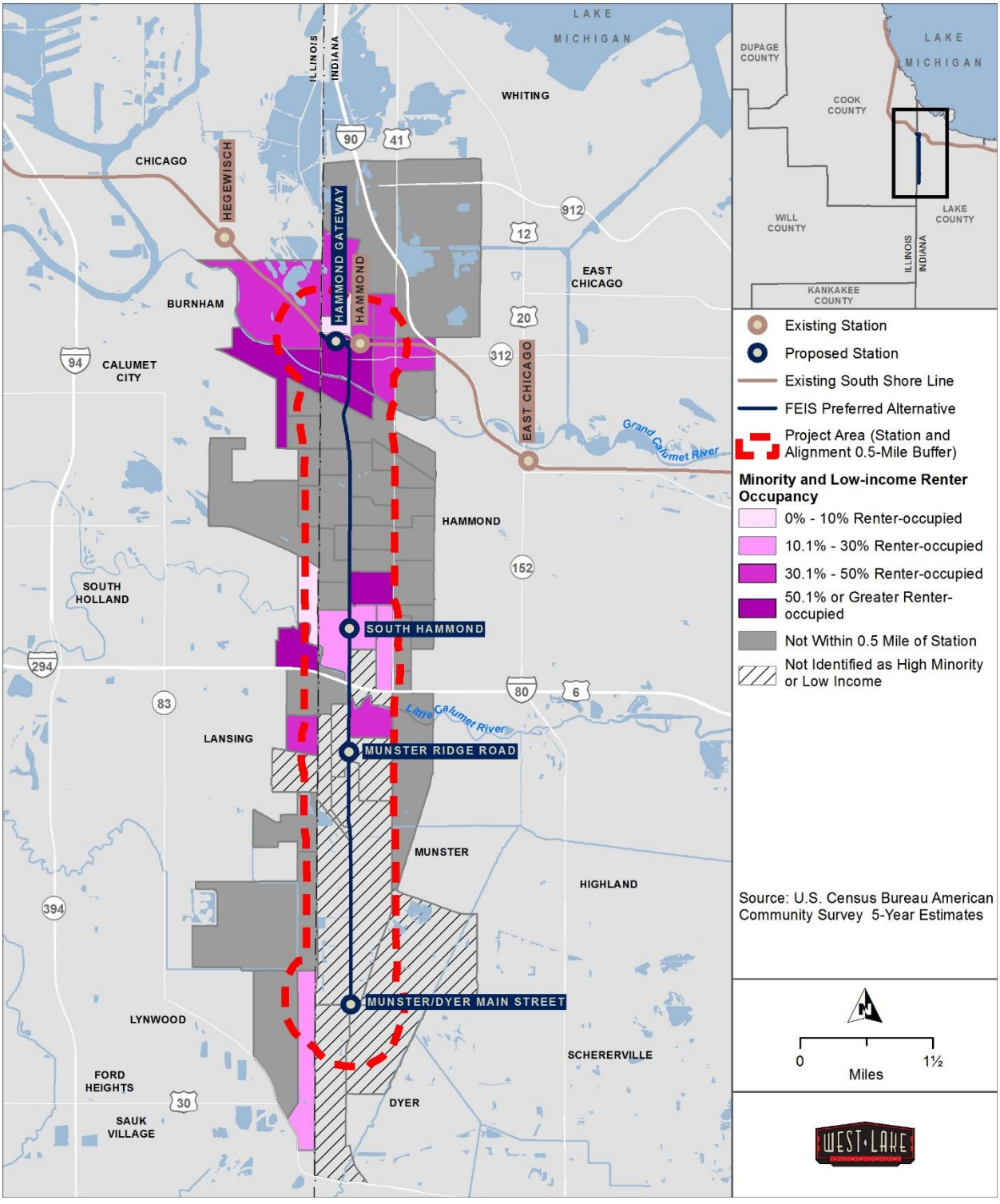
development initiatives would improve the economic conditions around stations which might increase property values due to the potential for higher-demand housing.

4.2.5.2 Short-term Construction Effects Potentially Affecting EJ Populations

Short-term, construction-related effects on socioeconomic conditions and economic vitality with the FEIS Preferred Alternative would result from the generation of construction jobs and increased trade at local retail and service businesses during construction. The FEIS Preferred Alternative would have the potential to stimulate the creation of approximately 4,149 total job-years, with earnings of more than $193 million, or an average of $46,700 per job-year. The construction-related economic benefits would last for the duration of the Project's construction cycle.

Other short-term effects on socioeconomics might be temporary disruptions to business access and environmental impacts of noise, dust, and/or fumes that could disrupt business operations. Some businesses might experience hardship due to these construction effects, and, since many of the affected businesses are in EJ areas (that is, the South Hammond Station, North Hammond MSF, and the Hammond Gateway Station areas) and might be owned by or have employees that are minority or low-income, or might have a predominantly EJ customer base, these impacts of the FEIS Preferred Alternative may primarily affect EJ populations. To minimize these effects, the Project has incorporated the following measures: construction staging plans would be developed to maintain access to all businesses during construction to the extent possible; noise- and dust-control measures would be incorporated into Project design plans and mitigation commitments that minimize environmental effects on businesses adjacent to project construction activities; and continued NICTD communication with affected businesses prior to and during construction to understand and address their needs and concerns.

Figure 4.2-1: Minority- and Low-income-renter-occupied Units within 0.5 Mile of Stations



Source: HDR 2017.

4.2.6 Neighborhoods and Community Resources

4.2.6.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would result in adverse effects on multiple neighborhoods along the rail alignment. These impacts would result from noise and vibration, parking, property acquisition, and traffic effects on neighborhoods and community resources, all of which would be mitigated. Also, the FEIS Preferred Alternative would displace several residents and businesses, which would affect neighborhoods and communities. Moreover, surface parking lots developed at proposed stations could disrupt neighborhood cohesion. Displaced residents and businesses would be relocated in accordance with the Uniform Act, thereby minimizing the effect on those displaced; however, NICTD would continue to coordinate with affected communities to identify strategies to minimize the effects on the neighborhoods.

All neighborhood and community resource impacts would be mitigated with various measures, such as the following:

- Noise and vibration mitigation minimization and mitigation measures are described in the *West Lake Corridor Project Noise and Vibration Technical Report*.
- Parking, local traffic congestion, and access impact mitigation measures are described in the *West Lake Corridor Project Traffic and Parking Technical Report*.
- Ongoing coordination and collaboration with community stakeholders and local elected officials would address site-specific issues and concerns related to community resources and neighborhood cohesion.
- Displaced residents would be relocated in accordance with the Uniform Act, and NICTD would continue to coordinate with affected residents, businesses, and community facilities to identify strategies to minimize the effects.

Neighborhood impacts near the South Hammond Station, North Hammond MSF, and Hammond Gateway Station would affect EJ populations. These EJ neighborhoods would potentially experience disproportionate neighborhood impacts compared to non-EJ communities due to their proximity to the Project alignment. However, the FEIS Preferred Alternative includes NICTD's commitment to community engagement through design, construction, and operation of the Project to help to minimize the adverse effects on these communities. As the Project design advances, NICTD would work with local elected officials, state and county transportation departments, and the community to address site-specific issues and concerns. Through continued outreach activities as design of the Project advances, NICTD would continue to engage local communities.

4.2.6.2 Short-term Construction Effects Potentially Affecting EJ Populations

Although temporary, construction-phase impacts of the FEIS Preferred Alternative on neighborhoods and community facilities could include traffic congestion from traffic detours, sidewalk closures and detours affecting traffic patterns and pedestrian activity, and environmental impacts of noise and dust that could temporarily affect neighborhood character. These effects would be experienced by both EJ and non-EJ communities.

4.2.7 Cultural Resources

4.2.7.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would have an adverse effect on one historic property—the demolition of the OK Champion Building located at 4714 Sheffield Avenue in Hammond on the site of the proposed North Hammond MSF. To resolve adverse effects on historic properties, FTA consulted with the Indiana and Illinois State Historic Preservation Offices, the Advisory Council on Historic Preservation, and other consulting parties to develop a Memorandum of Agreement for the FEIS Preferred Alternative, which includes mitigation measures to reduce the adverse effects of the Project on historic properties.

The OK Champion Building is located in an EJ neighborhood. The effect of its demolition on EJ populations would be minimal. With implementation of the recommended mitigation measures (that is, completion of Historic American Building Survey documentation of the existing building and design of a public exhibit discussing the history and context of the OK Champion Building), the significance of the building would be documented for neighborhood residents and others' appreciation of the historic resource.

4.2.7.2 Short-term Construction Effects Potentially Affecting EJ Populations

Construction-related noise, vibration, visual, and traffic impacts could be experienced; however, these short-term and temporary impacts would not result in adverse effects on cultural resources and, therefore, would not disproportionately affect EJ populations.

4.2.7.3 Preliminary Analysis Results

The FEIS Preferred Alternative would not result in disproportionately high and/or adverse effects on EJ populations regarding cultural resources in the EJ Study Area.

4.2.8 Visual Resources

4.2.8.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would alter the visual environment in areas that are affected by the Project. These modifications would result from the introduction of new elements and/or the removal or replacement of existing elements. Within the predominantly non-EJ Dyer/Munster Landscape Unit described in the *West Lake Corridor Project Visual and Aesthetic Conditions Technical Report*, there is one EJ neighborhood north of the proposed Munster Ridge Road Station.

The FEIS Preferred Alternative would create a visual barrier between neighborhoods adjacent to the track, resulting in local light and glare impacts that would affect both EJ and non-EJ areas. Conversely, the Hammond Landscape Unit includes multiple EJ neighborhoods that would be affected by the visual effects of the FEIS Preferred Alternative. Adding the Project alignment (closely paralleling the existing Monon Trail), having an elevated segment (that would require the use of a combination of retaining walls, elevated structures, and bridges), and adding two proposed stations (South Hammond and Hammond Gateway) would result in adverse visual impacts on the EJ neighborhoods in this unit.

To mitigate the adverse visual impacts of the FEIS Preferred Alternative, visual design guidelines would be created and design specifications for Project infrastructural sites would also be generated in cooperation among NICTD, local communities, and responsible agencies.

NICTD would also coordinate with affected viewers and consider strategies to reduce the visual effects; for example, planting vegetation and landscaping where feasible, designing station and MSF lighting to reduce glare, designing facilities to complement or blend with their surroundings, and others.

4.2.8.2 Short-term Construction Effects Potentially Affecting EJ Populations

Overall, the anticipated short-term effects during Project construction would be similar to those of typical roadway projects, with the presence of large construction equipment potentially perceived as visually disruptive in residential settings. The short-term effects on the visual environment would be minimized by managing the efforts during construction, including limiting Project-related lighting during nighttime work and restoring staging areas following Project completion.

4.2.9 Safety and Security

4.2.9.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative could introduce safety and security concerns, but the incorporation of safety measures would avoid, minimize, or mitigate any adverse impacts. New railroad-highway grade crossings in Munster and Hammond would be designed to include appropriate warning and control devices as required by the Federal Railroad Administration and other agencies. Fencing would be used to prevent unauthorized access to the railroad ROW adjacent to nearby activity areas, including schools, parks, churches, residential developments, and pedestrian and bicycle trails.

The implementation of positive train control would cause no new safety impacts where passenger service would be co-located with freight rail operations. Applicable safety and security precautions associated with the North Hammond MSF would be outlined in the *Safety and Security Management Plan* and *Safety and Emergency Preparedness Plan*. Also, stations would include public address systems, digital message boards, video monitoring, and emergency telephones. All of these mitigation measures would benefit EJ and non-EJ communities equally.

4.2.9.2 Short-term Construction Effects Potentially Affecting EJ Populations

For the FEIS Preferred Alternative, construction contractors would be required to develop and implement a Construction and Site Safety Plan to address road closures, lane closures, bridge construction, excavations, access control, worker safety, public safety, and other relevant safety concerns. No resulting adverse safety and security impacts are anticipated.

4.2.10 Noise

4.2.10.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would cause adverse noise impacts at a total of 483 residences in both EJ and non-EJ communities, as shown in **Table 4.2-1**.

Table 4.2-1: Noise Impacts on EJ and Non-EJ Communities

Type of Community	Number of Residential Units Impacted Severe Impact	Number of Residential Units Impacted Moderate Impact	Number of Residential Units Impacted Total
EJ communities	30	106	136
Non-EJ communities	77	270	347
Total	107	376	483

Source: HDR 2017.

Adverse noise impacts would be spread throughout the EJ Study Area; however, the majority of the impacts would be located in non-EJ neighborhoods. Therefore, noise impacts would not be predominantly borne by EJ populations.

The adverse noise impacts located in the following segments of the FEIS Preferred Alternative which have high concentrations of EJ populations are shown in **Table 4.2-2**.

Table 4.2-2: Severe and Moderate Noise Impacts in EJ Communities

Project Segment	Number of Residential Units Impacted Severe Impact	Number of Residential Units Impacted Moderate Impact	Number of Residential Units Impacted Total
Munster – Ridge Road to I-94	0	18	18
Hammond – I-94 to 165th Street	2	9	11
Hammond – 165th Street to Waltham Street	0	49	49
Hammond – Douglas Street to Hoffman Street	28	23	51
Hammond – Hoffman Street to 143rd Street	0	7	7
Total	30	106	136

Source: HDR 2017.

Among the adverse noise impacts in EJ areas identified in **Table 4.2-2** above, a concentration of 28 housing units at the Jefferson Hotel in Hammond would experience severe noise impacts. The Jefferson Hotel is currently a multiple-family property with 51 total short-term dwelling units, and the severe impact is predicted to occur at the 28 units facing the Project alignment. The remaining 23 dwelling units facing away from the Project alignment are projected to experience lower-range moderate noise impacts.

All adverse noise impacts would be mitigated as described in the *West Lake Corridor Project Noise and Vibration Technical Report*, including mitigation measures specifically for the

Jefferson Hotel. A sound wall on the structure would be constructed near the Jefferson Hotel to minimize noise impacts on the affected residents. Proposed noise mitigation would reduce impacts on lower-range moderate impacts or would eliminate the impacts completely.

4.2.10.2 Short-term Construction Effects Potentially Affecting EJ Populations

Noise impacts during construction of the FEIS Preferred Alternative would be temporary and would occur along the entire Project Area in both EJ and non-EJ communities.

4.2.11 Vibration

4.2.11.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would cause adverse vibration impacts at 12 residential units between 45th Street and Ridge Road in Munster and at one residential unit between I-94 and 165th Street in Hammond. The majority of the adverse vibration impacts (12 affected units in Munster) would occur in non-EJ communities; therefore, vibration impacts would not be predominantly borne by EJ populations with the FEIS Preferred Alternative.

All adverse vibration impacts would be mitigated as described in the *West Lake Corridor Project Noise and Vibration Technical Report*. Proposed mitigation has the potential to reduce adverse vibration impacts; however, further engineering during final design would be necessary.

4.2.11.2 Short-term Construction Effects Potentially Affecting EJ Populations

Vibration impacts during construction of the FEIS Preferred Alternative would be temporary and would occur along the entire Project Area in both EJ and non-EJ communities.

4.2.12 Air Quality

4.2.12.1 Long-term Operating Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would not result in long-term adverse air quality impacts. Based on the expected reduction in personal vehicle miles traveled compared with the No Build Alternative, and the fact that the FEIS Preferred Alternative would be electrified, the FEIS Preferred Alternative would slightly reduce criteria pollutant and greenhouse gas emissions compared with the No Build Alternative.

4.2.12.2 Short-term Construction Effects Potentially Affecting EJ Populations

The FEIS Preferred Alternative would cause adverse air quality impacts at construction sites. Primary emission sources during construction would include standard types of heavy-duty diesel construction equipment, highway trucks that would deliver construction materials to the site, and construction worker commute vehicles. Construction and earthmoving activities would cause local increases in pollutant concentrations that would persist for the duration of the construction activities. In addition to the emissions from construction equipment, emissions would be generated during construction due to diversion of traffic to avoid temporary road or lane closures.

To reduce adverse air quality impacts during construction, NICTD would direct the contractor to prepare and implement a Dust Control Plan, a work zone traffic-management plan, and a strategy to control emissions from diesel-powered equipment. To protect residential neighborhoods and businesses from temporary air quality impacts, the following measures

would be implemented: limit idling of construction equipment during periods of inactivity; maintain construction equipment in proper working condition; use water or other dust suppressants to contain fugitive dust; limit the speed of construction vehicles on unpaved areas; and promptly clean up spills and dirt tracked onto paved roads. Because construction would occur in both EJ and non-EJ areas, any short-term air quality impacts would not be predominantly borne by EJ populations.

4.3 Offsetting Benefits

The FEIS Preferred Alternative would have a number of offsetting benefits as it meets the Project's purpose and need to improve public transportation in the Project Area. Offsetting benefits for EJ populations discussed below include:

- Faster travel times along the Project Area
- Improved regional connectivity and access to employment, educational, recreational, shopping, and cultural opportunities
- Reliable high-capacity service for transit-dependent populations

4.3.1 Faster Travel Times

The FEIS Preferred Alternative would provide a faster trip along the Project Area. For example, travel time by automobile would be 86 minutes from Munster/Dyer Main Street Station to Millennium Station. Without the FEIS Preferred Alternative and combining driving by automobile from Munster/Dyer Main Street Station to the existing Hammond Station with boarding the existing commuter rail service to Millennium Station, the travel time would be 67 minutes. With the FEIS Preferred Alternative, the travel time would be 47 minutes from Munster/Dyer Main Street Station to Millennium Station, saving travelers 39 minutes over driving and 20 minutes over the driving/rail combination.

4.3.2 Regional Connectivity and Access to Jobs and Services

The FEIS Preferred Alternative includes a new rail service that would enhance the regional connectivity, providing access to jobs and services both within and outside the Project Area. The Project Area would experience changes in land use over the next two decades to accommodate residential density mixes, additional commercial development, and sustainable growth. In addition, developments such as a new events center and a library are planned in the Project Area.

According to the Illinois Department of Employment Security (n.d.), Cook County is expected to experience an increase of 171,244 new jobs between 2014 and 2024 across all employment sectors. In addition, northwest Indiana is expected to experience substantial job growth, with NIRPC reporting in the *2040 Comprehensive Regional Plan* (NIRPC 2011) about 73,000 additional jobs between 2010 and 2040.

Figure 4.3-1 illustrates the percentages of the population in the census block groups identified as EJ block groups—that is, high minority and/or low-income—within a half mile of each proposed station that self-reported as unemployed. As the figure shows, there were high percentages of unemployed persons living near the proposed stations, with some block groups near South Hammond and Hammond Gateway Stations having unemployment rates over 20 percent. The FEIS Preferred Alternative would provide residents along the Project Area, including the 58.7 percent minority and 22.2 percent low-income populations, with improved

access to the existing and anticipated new job opportunities in Cook County and northwestern Indiana.

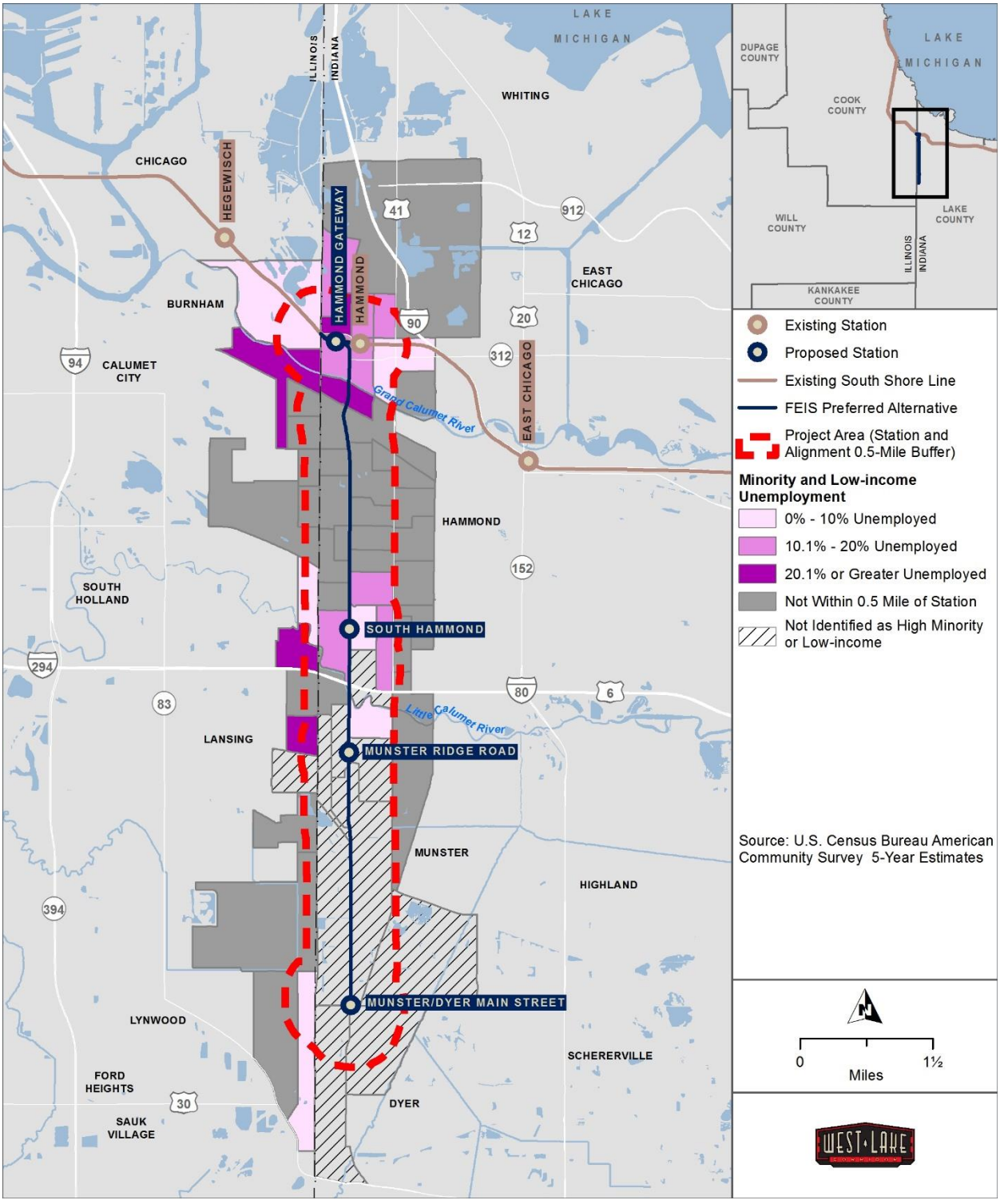
The new rail service would provide improved access to services and activities, including educational opportunities, health care services, governmental and municipal services, parks and recreational facilities, and retail establishments. With the opportunity to transfer to SSL trains at Hammond Gateway Station, Project Area riders would have access to additional services along the SSL corridor in Gary and activities in Gary, Portage, Chesterton, Pine, and Michigan City.

4.3.3 Service for Transit-dependent Populations

In addition to providing a faster trip for those who would otherwise drive the Project Area, the FEIS Preferred Alternative would provide an additional mode choice for non-drivers. Transit-dependent populations along the Project Area would have the opportunity to easily travel to jobs and services that would otherwise be challenging to access.

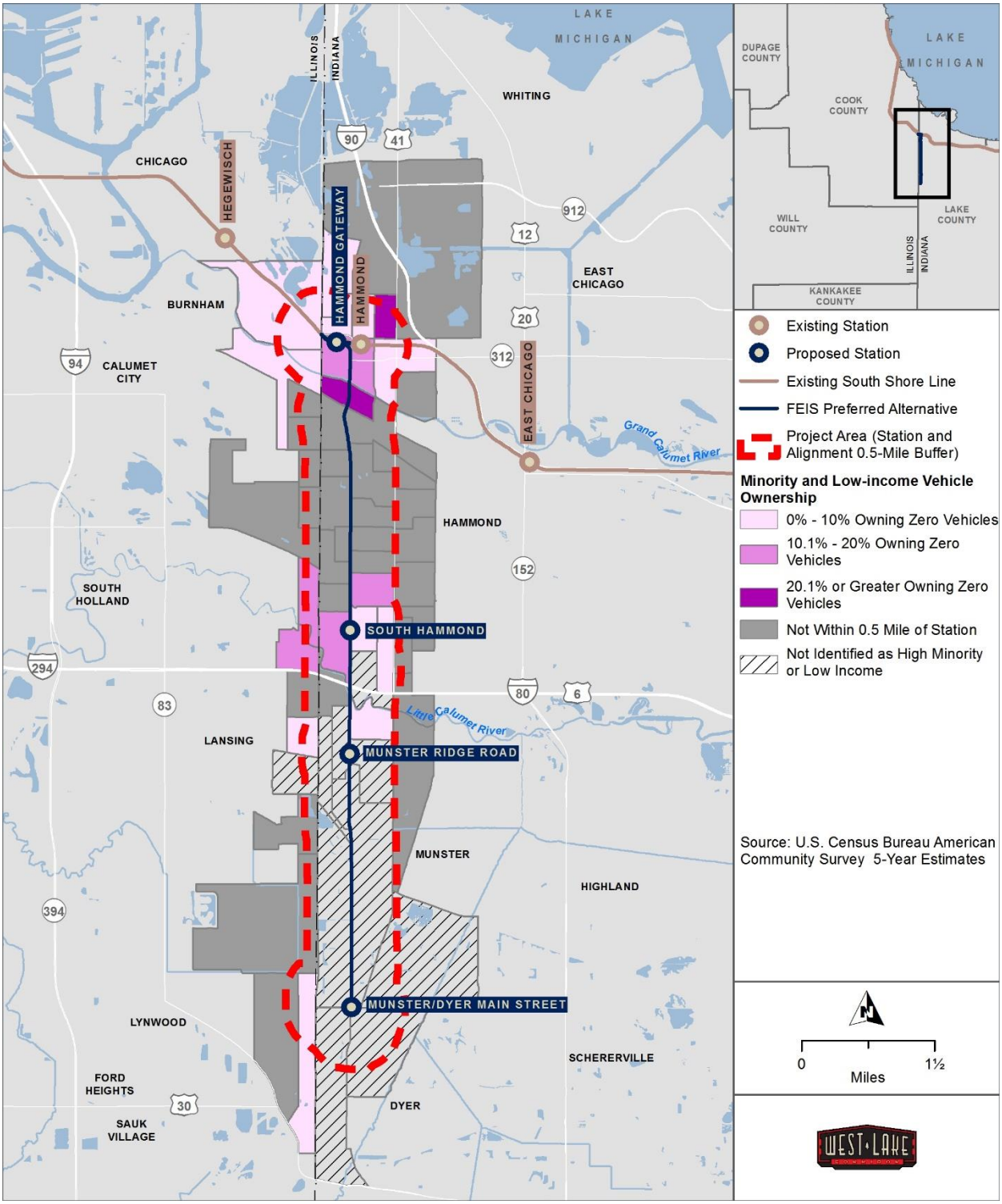
Figure 4.3-2 shows the percentage of households in the census block groups identified as EJ block groups—that is, high minority and/or low-income—within a half mile of each proposed station that reported no access to a personal vehicle. As the figure shows, more than 10 percent of the households in several block groups near South Hammond and Hammond Gateway Stations do not have access to a vehicle. With the FEIS Preferred Alternative, these transit-dependent populations specifically in EJ neighborhoods would have direct access to a fast, reliable rail service to both local and regional destinations.

Figure 4.3-1: Minority and Low-income Unemployment Rates within 0.5 Mile of Stations



Source: HDR 2017.

Figure 4.3-2: Minority and Low-Income Zero-vehicle Households within 0.5 Mile of Stations



Source: HDR 2017.

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5 Public Outreach Strategies and Activities to Engage EJ Populations

While the United States Census and ACS are useful tools to help characterize a neighborhood or other geographic region, they are not comprehensive and do not incorporate the communities' views on the composition of their neighborhoods and potential issues of concern. Moreover, as a project develops, it is important to maintain two-way public engagement to provide the opportunity for members of the communities most affected by the project to provide input through the process. Proactive outreach efforts to engage EJ populations are necessary to involve community members that are often more likely to be under-represented.

The Project's extensive outreach program has helped to identify and engage communities, neighborhoods, and groups with minority and low-income status outside the purview of census analysis from early in the planning process. In addition, to help engage Spanish-speaking populations, Spanish language translation at public meetings and outreach events and Spanish translations of Project outreach materials have consistently been made available on request. Chapter 9 of the FEIS includes a detailed summary of the outreach activities for the Project.

NEPA-phase public involvement for the Project has included targeted outreach to EJ communities to supplement the broader Project public outreach program. Public outreach has been an iterative process, initiated by meetings and events to get to know the communities and to include additional organizations, businesses, individuals, and other community groups into the fold as the Project progressed. Initial mapping to identify EJ populations has helped identify neighborhoods in the EJ Study Area that would benefit from enhanced, proactive, and non-traditional outreach. The sections that follow describe the outreach activities during the DEIS and FEIS phases to identify EJ populations and actively engage them in the Project.

5.1 Overview of Early Outreach Activities

During the initial Project planning and DEIS phase of the Project, a *Public and Agency Coordination Plan* was created to identify the outreach efforts that FTA and NICTD planned to undertake during the environmental review process for the Project. A key focus of the Plan was to facilitate Project understanding with the public and agencies. It also served to solicit ideas, input, and comments on the Project, as well as opportunities to seek feedback on the potential transportation, social, and environmental consequences.

Public outreach efforts were extensive and broad-reaching through the DEIS phase. With the initiation of NEPA scoping with the issuance of the Notice of Intent to prepare an EIS on September 30, 2014, NICTD invited public participation in the environmental review process. To reach EJ populations, email invitations were sent to organizations that represent EJ communities. A total of 27 EJ organizations and individuals, listed below, were contacted.

- Active Transportation Alliance
- Baptist Ministers
- Bishop Tavis Grant II
- Boys and Girls Club Northwest Indiana
- City of Gary
- City of Michigan City
- Civic Leaders
- Deaf Services, Inc. – Tradewinds
- Dyer Redevelopment Commission
- Gary Chamber of Commerce
- Gary Public Transportation Corporation
- Hammond Hispanic Community Committee
- Hammond Redevelopment Commission
- Hoffman Street Baptist Church
- Interfaith Clergy Council
- Michigan City Housing Authority
- Michigan City Human Rights Department
- National Association for the Advancement of Colored People – Gary Chapter
- North Central Community Action Agencies
- Northwest Indiana Baptist Association
- Northwest Indiana Deaf and Hard of Hearing
- Northwest Indiana Federation of Interfaith
- Northwest Indiana Hispanic Chamber of Commerce
- Porter County Aging and Community Service
- Unity Foundation of LaPorte County
- Urban League of Northwest Indiana
- Vocational Rehabilitation Services of Gary

During the 30-day Scoping period from October 13, 2014, to November 11, 2014, FTA and NICTD provided the public with multiple opportunities to submit comments, including online submission through the Project email address, website online comment section, by mail to the Project office, via the automated phone line, transcribed at the Scoping meeting, and through comment cards that were provided at the Scoping meeting held on October 28, 2014. There were 94 people in attendance at the Scoping meeting, and 144 public comments were received.

NICTD conducted four workshops in November 2015 at locations in the Project Area to maintain engagement with the public through the NEPA phase. One workshop was conducted to specifically encourage agency and elected official attendance, and the other three were held in each of the three municipalities along the Project Area to encourage local attendance. At these workshops, the environmental process, Project features, and changes since the Scoping meetings were discussed.

To maximize this outreach to Project stakeholders, NICTD used the following methods to advertise the workshops:

- Press release to three newspapers: *The Times of Northwest Indiana*, *Northwest Indiana Post-Tribune*, and *Gary Crusader*
- Announcement of the meetings on the Project's website
- Flyers at SSL stations and along the Project Area
- Postcards to residents in the Project Area
- Email blasts to all contacts listed in the Project database
- School notifications to families in the Project Area
- Email and direct phone calls to 27 EJ organizations

In total, there were 324 people in attendance, and 16 public comments were received. Spanish-language interpreters were available at the workshops, and Spanish translations of Project outreach materials were made available on request.

5.1.1.1 Draft EIS Public Hearings and Comments

In December 2016, NICTD published the DEIS, and hard copies were made available at the following locations for those unable to access it via the internet:

- Hammond Public Library, Hammond, IN
- Lake County Public Library – Dyer-Schererville Branch, Schererville, IN
- Lake County Public Library – Munster Branch, Munster, IN
- NICTD Administrative Offices, Chesterton, IN

Public hearings were held on January 17, 18, and 19, 2017, in Dyer, Hammond, and Munster, respectively. NICTD advertised the public hearings using the same methods identified in Chapter 9 of the FEIS, and, as a result of the broad outreach to inform the public of the release of the DEIS, about 656 people (146 in Dyer, 106 in Hammond, and 404 in Munster) attended the three hearings. The public comment period ended on February 3, 2017, and NICTD received 936 comments from agencies, Project stakeholders, and the general public on the DEIS from 464 distinct commenters. Comments were collected at the public hearings via comment cards or through a court reporter, by mail, through the Project website, by email, and by phone.

The comments received spanned all topic areas, including the Project purpose and need, alternatives considered, environmental effects, and community effects. Comments relevant to the EJ analysis presented in this technical report included those related to:

- Property values along the rail line and near stations as a result of TOD
- Safety, noise, and neighborhood disruption at stations and rail crossings
- Employment benefits of the Project
- Local access and connectivity with the Project
- Affordable housing requirements of the Project

Appendix H of the FEIS provides the complete list of comments received and NICTD's responses to each substantive comment. The EJ analysis included in **Chapter 4** of this technical report considers these concerns in the evaluation of potential disproportionately high and adverse effects on EJ populations in the EJ Study Area.

5.2 Final EIS Phase Focused EJ Outreach Activities

NICTD followed the three public hearings in January 2017 with continued outreach targeting the EJ communities in the Project Area to keep these community members engaged in Project development. Communications with all communities, including those with EJ populations, included the following:

- Project website (http://www.nictdwestlake.com): fact sheet, frequently asked questions, station renderings, MSF renderings, media kit, and program photography
- Project phone hotline: (219) 250-2920
- Project email: mailto:project.email@nictdwestlake.com
- Spring newsletter (13,312 first-class mail, 250 distributed, and 452 emailed)
- Social media: https://www.facebook.com/WestLakeCorridorProject/

Table 5.2-1 summarizes the specific outreach activities conducted by NICTD and Project partners to maintain Project communications with local community groups, schools, hospitals, and other organizations that would include or serve EJ populations.

As noted in **Table 5.2-1**, NICTD hosted an Information Open House on May 13, 2017, in Hammond. Many neighborhoods in Hammond near the Project Area are identified as EJ communities, and residents, business owners, and community organizations had been underrepresented in previous general Project outreach efforts. Therefore, NICTD conducted this open house to engage the Hammond communities in the Project. NICTD's outreach efforts to maximize attendance and participation in the event incorporated the following:

- Open house invitation mailed to community organizations and interested parties: 100 certified, 338 first-class mail
- Open house flyer distribution to community organizations and interested parties: 83 attempted (36 accepted, 46 not delivered)

After the May 13, 2017, open house, NICTD sent thank-you emails to 37 meeting attendees to encourage their continued involvement in the Project.

NICTD participated in five community events in June and July 2017 by hosting pop-up informational booths at those events:

- Dyer Summer Fest – June 10
- Sunday Market in the Park (Munster) – June 25 and July 16
- Festival of the Lakes (Hammond) – July 19 and 20

Table 5.2-1: EJ-focused Community Outreach Activities

Date (2017)	Host Organization	Event	Attendance
Jan 5	One Region	Lake Co On Track Breakfast	300
Jan 12	One Region	Cocktail event with young families	50
Jan 13	One Region	TOD Bus Tour	45
Jan 15	One Region/Jewish Federation of Munster	Joint Meeting	50
Jan 19	One Region	Purdue Student Luncheon	70
Feb 7	Schererville Town Council GOP	Meeting	30
Feb 8	Rotary Crown Point	Meeting	40
Feb 10	Munster Town Hall Meeting	Meeting	150
Feb 14	RDA	Munster/Dyer TOD Workshop	N/A
Feb 16	RDA	Hammond TOD Workshop	N/A
Mar 10	One Region	TOD Bus Tour	40
Apr 3	Rotary Club	Meeting Valparaiso, IN	120
Apr 5	Real Estate Meeting – Hammond	Meeting with affected home owners	150
Apr 11	Rotary Club	Meeting in Hammond, IN	9
Apr 24	City Schools of Hammond	Meeting on safety concerns	N/A
Apr 28	Partners for Clean Air	Meeting discussing air quality	60
May 13	Informational Open House	Hammond, IN	52
May 30	RDA	Munster/Dyer TOD Workshop	N/A
Jun 1	RDA	Munster/Dyer TOD Workshop	N/A
Jun 7	Hammond Police and Fire Departments	Meeting on safety concerns	N/A
Jun 10	Dyer Summer Fest (pop-up info booth)	Pleasant Hills Park Dyer, IN	18
Jun 14	Little Calumet River Basin Commission	Discussion of relocation of River Trail	N/A
Jun 16	Munster Community Hospital	Discussion of Hospital concerns	N/A
Jun 25	Sunday Market in the Park (pop-up info booth)	Centennial Park, Munster, IN	20
Jun 29	Munster/Dyer Real Estate Meeting	Meeting with affected home owners	N/A
Jul 16	Sunday Market in the Park (pop-up info booth)	Centennial Park, Munster, IN	27
Jul 19	Festival of the Lakes (pop-up info booth)	Wolf Lake Memorial Park, Hammond, IN	8
Jul 20	Festival of the Lakes (pop-up info booth)	Wolf Lake Memorial Park, Hammond, IN	10

Source: NICTD 2017.

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6 Project-wide Analysis Results

The results discussed in **Chapter 4** of this technical report indicate that there is the potential for the FEIS Preferred Alternative to result in adverse effects predominantly borne by minority and low-income populations regarding land acquisitions and displacements (long-term effects) as well as socioeconomics and economic development (short-term effects).

These are both related to Project effects on businesses located in EJ communities. The FEIS Preferred Alternative would displace four commercial and nine industrial businesses, all located in EJ neighborhoods. Impacts on business owners would be mitigated according to the Uniform Act; however, long-term effects on minority and low-income employees and customers have the potential to be disproportionately high and adverse. To minimize these effects, the Project has incorporated measures to provide additional assistance to the communities serviced by the displaced businesses (i.e., the employees and customers).

The FEIS Preferred Alternative has the potential to result in short-term effects on socioeconomics by temporarily affecting business access and/or causing noise, dust, and/or fumes that could disrupt business operations. These impacts may primarily affect EJ populations. The Project has incorporated a number of measures to minimize these adverse effects, including efforts to maintain access to businesses during construction, minimize dust and noise impacts, and maintain communication with the community through construction to understand and address their needs and concerns.

The FEIS Preferred Alternative provides key benefits to all populations, including EJ populations, including faster travel times, improved regional connectivity and access, and reliable high-capacity service for transit-dependent populations. Moreover, with the incorporation of continued public outreach through design, construction, and operation to maintain proactive communication and engagement with the public, including the traditionally underserved EJ populations along the Project Area, the benefits of the FEIS Preferred Alternative would be maximized.

After examining the FEIS Preferred Alternative in its entirety, taking into account the potential adverse effects on EJ populations, committed mitigation measures for each resource area, and anticipated benefits to EJ populations, FTA and NICTD have concluded that the Project would *not result in disproportionately high and adverse effects on minority or low-income populations*.

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Appendix A. Census Tract Block Group Data

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Table A-1: Minority Status (Population) by Block Group

Census Block Group	Total Population	Total Non-Hispanic White, One Race	Total Non-Hispanic Black/African American, One Race	Total Non-Hispanic Asian, One Race	Total Non-Hispanic Other*	Hispanic/ Latino, All Races	All Minorities
Cook County, Illinois	493,140	270,560	122,333	6,126	8,314	85,807	222,580
Block group 1, Census tract 8281	823	459	0	0	0	364	364
Block group 1, Census tract 8257	984	215	118	68	0	583	769
Block group 2, Census tract 8285.05	765	482	119	0	0	164	283
Block group 1, Census tract 8285.06	3,553	692	2,725	0	0	136	2,861
Block group 6, Census tract 8285.06	1,316	757	434	83	0	42	559
Block group 1, Census tract 8260	1,158	182	568	0	0	408	976
Block group 2, Census tract 8260	1,152	188	744	0	22	198	964
Block group 3, Census tract 8260	1,156	71	641	0	8	436	1,085
Block group 1, Census tract 8261	607	76	467	18	28	18	531
Block group 2, Census tract 8261	1,006	175	743	0	7	81	831
Block group 3, Census tract 8261	1,292	235	756	0	0	301	1,057
Block group 1, Census tract 8262.02	1,062	337	542	0	46	137	725
Block group 2, Census tract 8279.02	1,110	162	517	0	6	425	948
Block group 1, Census tract 8280	1,266	627	357	0	24	258	639
Block group 2, Census tract 8281	1,777	1,168	385	112	0	112	609
Lake County, Indiana	5,227,827	2,266,635	1,248,338	343,048	88,589	1,281,217	2,961,192
Block group 4, Census tract 203	1,900	880	121	0	5	894	1,020
Block group 2, Census tract 428.01	2,661	2,159	119	0	7	376	502
Block group 4, Census tract 204	1,809	223	138	0	76	1,372	1,586
Block group 3, Census tract 403	3,574	2,948	151	126	63	286	626

Census Block Group	Total Population	Total Non-Hispanic White, One Race	Total Non-Hispanic Black/African American, One Race	Total Non-Hispanic Asian, One Race	Total Non-Hispanic Other*	Hispanic/ Latino, All Races	All Minorities
Block group 3, Census tract 214	1,448	363	455	9	7	614	1,085
Block group 3, Census tract 428.01	3,084	2,820	63	71	0	130	264
Block group 1, Census tract 403	902	405	51	40	0	406	497
Block group 2, Census tract 403	1,523	1,303	9	0	21	190	220
Block group 5, Census tract 403	773	325	194	199	19	36	448
Block group 6, Census tract 403	514	394	50	0	0	70	120
Block group 4, Census tract 403	697	410	44	0	0	243	287
Block group 4, Census tract 404.01	1,278	873	118	56	14	217	405
Block group 1, Census tract 404.02	2,292	1,656	6	374	42	214	636
Block group 4, Census tract 217	897	333	95	0	23	446	564
Block group 2, Census tract 207	774	251	189	0	4	330	523
Block group 4, Census tract 208	1,236	103	773	0	193	167	1,133
Block group 2, Census tract 206	1,059	438	179	0	2	440	621
Block group 5, Census tract 207	959	256	507	0	0	196	703
Block group 1, Census tract 216	1,388	564	147	28	54	595	824
Block group 1, Census tract 203	611	206	0	13	20	372	405
Block group 2, Census tract 203	1,198	330	33	0	0	835	868
Block group 5, Census tract 203	1,358	672	9	10	84	583	686
Block group 3, Census tract 203	1,105	229	0	0	36	840	876
Block group 2, Census tract 204	998	155	143	0	38	662	843
Block group 3, Census tract 204	1,045	257	91	0	0	697	788
Block group 1, Census tract 206	1,091	150	904	0	0	37	941

Census Block Group	Total Population	Total Non-Hispanic White, One Race	Total Non-Hispanic Black/African American, One Race	Total Non-Hispanic Asian, One Race	Total Non-Hispanic Other*	Hispanic/ Latino, All Races	All Minorities
Block group 1, Census tract 207	1,588	424	712	0	70	382	1,164
Block group 3, Census tract 207	922	20	344	0	0	558	902
Block group 4, Census tract 207	687	2	469	0	0	216	685
Block group 2, Census tract 208	916	19	710	0	0	187	897
Block group 1, Census tract 208	1,112	50	662	0	46	354	1,062
Block group 2, Census tract 214	642	340	12	0	0	290	302
Block group 1, Census tract 214	1,677	370	814	0	12	481	1,307
Block group 1, Census tract 215	519	250	68	0	24	177	269
Block group 2, Census tract 215	627	352	103	0	0	172	275
Block group 4, Census tract 214	862	422	76	9	0	355	440
Block group 3, Census tract 215	997	550	64	0	22	361	447
Block group 2, Census tract 216	1,046	652	37	0	0	357	394
Block group 3, Census tract 216	1,037	508	199	0	29	301	529
Block group 1, Census tract 217	870	392	208	52	0	218	478
Block group 5, Census tract 217	901	282	91	0	0	528	619

Source: United States Census Bureau 2015a.

[a] "Other" includes people who identify as American Indian/Alaska Native, Hawaiian Native/Pacific Islander, Some Other Race, or Two or More Races.

Table A-2: Minority Status (Percentage) by Block Group

Census Block Group	Total Population	Total Non-Hispanic White, One Race	Total Non-Hispanic Black/African American, One Race	Total Non-Hispanic Asian, One Race	Total Non-Hispanic Other*	Hispanic/ Latino, All Races	All Minorities
Cook County, Illinois	493,140	54.9%	24.8%	1.2%	1.7%	17.4%	45.1%
Block group 1, Census tract 8281	823	55.8%	0.0%	0.0%	0.0%	44.2%	44.2%
Block group 1, Census tract 8257	984	21.8%	12.0%	6.9%	0.0%	59.2%	78.2%
Block group 2, Census tract 8285.05	765	63.0%	15.6%	0.0%	0.0%	21.4%	37.0%
Block group 1, Census tract 8285.06	3,553	19.5%	76.7%	0.0%	0.0%	3.8%	80.5%
Block group 6, Census tract 8285.06	1,316	57.5%	33.0%	6.3%	0.0%	3.2%	42.5%
Block group 1, Census tract 8260	1,158	15.7%	49.1%	0.0%	0.0%	35.2%	84.3%
Block group 2, Census tract 8260	1,152	16.3%	64.6%	0.0%	1.9%	17.2%	83.7%
Block group 3, Census tract 8260	1,156	6.1%	55.4%	0.0%	0.7%	37.7%	93.9%
Block group 1, Census tract 8261	607	12.5%	76.9%	3.0%	4.6%	3.0%	87.5%
Block group 2, Census tract 8261	1,006	17.4%	73.9%	0.0%	0.7%	8.1%	82.6%
Block group 3, Census tract 8261	1,292	18.2%	58.5%	0.0%	0.0%	23.3%	81.8%
Block group 1, Census tract 8262.02	1,062	31.7%	51.0%	0.0%	4.3%	12.9%	68.3%
Block group 2, Census tract 8279.02	1,110	14.6%	46.6%	0.0%	0.5%	38.3%	85.4%
Block group 1, Census tract 8280	1,266	49.5%	28.2%	0.0%	1.9%	20.4%	50.5%
Block group 2, Census tract 8281	1,777	65.7%	21.7%	6.3%	0.0%	6.3%	34.3%
Lake County, Indiana	5,227,827	43.4%	23.9%	6.6%	1.7%	24.5%	56.6%
Block group 4, Census tract 203	1,900	46.3%	6.4%	0.0%	0.3%	47.1%	53.7%
Block group 2, Census tract 428.01	2,661	81.1%	4.5%	0.0%	0.3%	14.1%	18.9%
Block group 4, Census tract 204	1,809	12.3%	7.6%	0.0%	4.2%	75.8%	87.7%
Block group 3, Census tract 403	3,574	82.5%	4.2%	3.5%	1.8%	8.0%	17.5%

Census Block Group	Total Population	Total Non-Hispanic White, One Race	Total Non-Hispanic Black/African American, One Race	Total Non-Hispanic Asian, One Race	Total Non-Hispanic Other*	Hispanic/ Latino, All Races	All Minorities
Block group 3, Census tract 214	1,448	25.1%	31.4%	0.6%	0.5%	42.4%	74.9%
Block group 3, Census tract 428.01	3,084	91.4%	2.0%	2.3%	0.0%	4.2%	8.6%
Block group 1, Census tract 403	902	44.9%	5.7%	4.4%	0.0%	45.0%	55.1%
Block group 2, Census tract 403	1,523	85.6%	0.6%	0.0%	1.4%	12.5%	14.4%
Block group 5, Census tract 403	773	42.0%	25.1%	25.7%	2.5%	4.7%	58.0%
Block group 6, Census tract 403	514	76.7%	9.7%	0.0%	0.0%	13.6%	23.3%
Block group 4, Census tract 403	697	58.8%	6.3%	0.0%	0.0%	34.9%	41.2%
Block group 4, Census tract 404.01	1,278	68.3%	9.2%	4.4%	1.1%	17.0%	31.7%
Block group 1, Census tract 404.02	2,292	72.3%	0.3%	16.3%	1.8%	9.3%	27.7%
Block group 4, Census tract 217	897	37.1%	10.6%	0.0%	2.6%	49.7%	62.9%
Block group 2, Census tract 207	774	32.4%	24.4%	0.0%	0.5%	42.6%	67.6%
Block group 4, Census tract 208	1,236	8.3%	62.5%	0.0%	15.6%	13.5%	91.7%
Block group 2, Census tract 206	1,059	41.4%	16.9%	0.0%	0.2%	41.5%	58.6%
Block group 5, Census tract 207	959	26.7%	52.9%	0.0%	0.0%	20.4%	73.3%
Block group 1, Census tract 216	1,388	40.6%	10.6%	2.0%	3.9%	42.9%	59.4%
Block group 1, Census tract 203	611	33.7%	0.0%	2.1%	3.3%	60.9%	66.3%
Block group 2, Census tract 203	1,198	27.5%	2.8%	0.0%	0.0%	69.7%	72.5%
Block group 5, Census tract 203	1,358	49.5%	0.7%	0.7%	6.2%	42.9%	50.5%
Block group 3, Census tract 203	1,105	20.7%	0.0%	0.0%	3.3%	76.0%	79.3%
Block group 2, Census tract 204	998	15.5%	14.3%	0.0%	3.8%	66.3%	84.5%
Block group 3, Census tract 204	1,045	24.6%	8.7%	0.0%	0.0%	66.7%	75.4%
Block group 1, Census tract 206	1,091	13.7%	82.9%	0.0%	0.0%	3.4%	86.3%

Census Block Group	Total Population	Total Non-Hispanic White, One Race	Total Non-Hispanic Black/African American, One Race	Total Non-Hispanic Asian, One Race	Total Non-Hispanic Other*	Hispanic/ Latino, All Races	All Minorities
Block group 1, Census tract 207	1,588	26.7%	44.8%	0.0%	4.4%	24.1%	73.3%
Block group 3, Census tract 207	922	2.2%	37.3%	0.0%	0.0%	60.5%	97.8%
Block group 4, Census tract 207	687	0.3%	68.3%	0.0%	0.0%	31.4%	99.7%
Block group 2, Census tract 208	916	2.1%	77.5%	0.0%	0.0%	20.4%	97.9%
Block group 1, Census tract 208	1,112	4.5%	59.5%	0.0%	4.1%	31.8%	95.5%
Block group 2, Census tract 214	642	53.0%	1.9%	0.0%	0.0%	45.2%	47.0%
Block group 1, Census tract 214	1,677	22.1%	48.5%	0.0%	0.7%	28.7%	77.9%
Block group 1, Census tract 215	519	48.2%	13.1%	0.0%	4.6%	34.1%	51.8%
Block group 2, Census tract 215	627	56.1%	16.4%	0.0%	0.0%	27.4%	43.9%
Block group 4, Census tract 214	862	49.0%	8.8%	1.0%	0.0%	41.2%	51.0%
Block group 3, Census tract 215	997	55.2%	6.4%	0.0%	2.2%	36.2%	44.8%
Block group 2, Census tract 216	1,046	62.3%	3.5%	0.0%	0.0%	34.1%	37.7%
Block group 3, Census tract 216	1,037	49.0%	19.2%	0.0%	2.8%	29.0%	51.0%
Block group 1, Census tract 217	870	45.1%	23.9%	6.0%	0.0%	25.1%	54.9%
Block group 5, Census tract 217	901	31.3%	10.1%	0.0%	0.0%	58.6%	68.7%

Source: United States Census Bureau 2010–2014a.

[a] "Other" includes people who identify as American Indian/Alaska Native, Hawaiian Native/Pacific Islander, Some Other Race, or Two or More Races.

Table A-3: Low-income Status by Block Group

Census Block Group	Total Population for Which Poverty Status Is Determined	Persons above the Poverty Level	Persons at or below the Poverty Level	Percentage at or below the Poverty Level
Cook County, Illinois	5,145,839	4,259,578	886,261	17.2%
Block group 1, Census tract 8281	823	556	267	32.4%
Block group 1, Census tract 8257	984	741	243	24.7%
Block group 2, Census tract 8285.05	765	664	101	13.2%
Block group 1, Census tract 8285.06	3,553	3,070	472	13.3%
Block group 6, Census tract 8285.06	1,316	730	586	44.5%
Block group 1, Census tract 8260	1,158	699	459	39.6%
Block group 2, Census tract 8260	1,152	834	318	27.6%
Block group 3, Census tract 8260	1,156	665	491	42.5%
Block group 1, Census tract 8261	607	507	100	16.5%
Block group 2, Census tract 8261	1,006	968	38	3.8%
Block group 3, Census tract 8261	1,292	1,179	86	6.7%
Block group 1, Census tract 8262.02	1,062	1,027	35	3.3%
Block group 2, Census tract 8279.02	1,110	945	156	14.1%
Block group 1, Census tract 8280	1,266	1,241	25	2.0%
Block group 2, Census tract 8281	1,777	1,707	70	3.9%
Lake County, Indiana	487,336	398,568	88,768	18.2%
Block group 4, Census tract 203	1,884	1,487	397	21.1%
Block group 2, Census tract 428.01	2,517	2,402	115	4.6%
Block group 4, Census tract 204	1,809	1,238	571	31.6%
Block group 3, Census tract 403	3,464	2,995	469	13.5%
Block group 3, Census tract 214	1,448	980	468	32.3%
Block group 3, Census tract 428.01	3,084	3,081	3	0.1%

Census Block Group	Total Population for Which Poverty Status Is Determined	Persons above the Poverty Level	Persons at or below the Poverty Level	Percentage at or below the Poverty Level
Block group 1, Census tract 403	902	546	356	39.5%
Block group 2, Census tract 403	1,523	1,416	107	7.0%
Block group 5, Census tract 403	773	574	199	25.7%
Block group 6, Census tract 403	514	514	0	0.0%
Block group 4, Census tract 403	697	590	107	15.4%
Block group 4, Census tract 404.01	1,112	939	173	15.6%
Block group 1, Census tract 404.02	2,292	2,223	69	3.0%
Block group 4, Census tract 217	897	691	206	23.0%
Block group 2, Census tract 207	774	696	78	10.1%
Block group 4, Census tract 208	1,236	720	516	41.7%
Block group 2, Census tract 206	1,055	404	651	61.7%
Block group 5, Census tract 207	959	852	107	11.2%
Block group 1, Census tract 216	1,388	1,134	254	18.3%
Block group 1, Census tract 203	611	324	287	47.0%
Block group 2, Census tract 203	1,198	601	597	49.8%
Block group 5, Census tract 203	1,358	1,097	261	19.2%
Block group 3, Census tract 203	1,083	628	455	42.0%
Block group 2, Census tract 204	998	507	491	49.2%
Block group 3, Census tract 204	997	446	551	55.3%
Block group 1, Census tract 206	1,091	289	802	73.5%
Block group 1, Census tract 207	1,588	1,163	425	26.8%
Block group 3, Census tract 207	922	515	407	44.1%
Block group 4, Census tract 207	683	314	369	54.0%
Block group 2, Census tract 208	908	798	110	12.1%

Census Block Group	Total Population for Which Poverty Status Is Determined	Persons above the Poverty Level	Persons at or below the Poverty Level	Percentage at or below the Poverty Level
Block group 1, Census tract 208	1,112	868	244	21.9%
Block group 2, Census tract 214	642	468	174	27.1%
Block group 1, Census tract 214	1,677	1,012	665	39.7%
Block group 1, Census tract 215	514	398	116	22.6%
Block group 2, Census tract 215	627	541	86	13.7%
Block group 4, Census tract 214	862	732	130	15.1%
Block group 3, Census tract 215	997	614	383	38.4%
Block group 2, Census tract 216	1,026	869	157	15.3%
Block group 3, Census tract 216	1,037	1,000	37	3.6%
Block group 1, Census tract 217	870	765	105	12.1%
Block group 5, Census tract 217	888	687	201	22.6%

Source: United States Census Bureau 2015b.

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