

Community Impacts Assessment Form

Job Piece #: 33025(04)
County: Cleveland County
Project Description: Southeast (SE) 4th Street BNSF Railroad Underpass (SH-37 Improvements)
Preparer: Madeline Harris – Environmental Planner (Cox|McLain Environmental Consulting)

PART I: COMMUNITY PROFILE

Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc.).

I. General Information

What is the location of the community that may be impacted?

The project proposes to construct an underpass along SE 4th Street (also known as State Highway 37 (SH-37)) beneath the Burlington Northern and Santa Fe Railway (BNSF) railroad overpass between S. Broadway Avenue and S. Eastern Avenue, located in the City of Moore in Cleveland County, Oklahoma. The purpose of the project is to improve safety and reduce delay time caused by the existing BNSF at-grade railroad crossing within the City of Moore on SE 4th Street (SH-37). The proposed improvements include providing a new railroad bridge to be constructed for two tracks with room for a future track (two track lanes currently exist) over SE 4th Street (SH-37). The existing roadway, on SE 4th Street (SH-37), is a four-lane curb and gutter section and would be reconstructed as a four-lane curb and gutter section including the underpass. Additionally, a proposed the pedestrian bridge over the BNSF Railroad and continuous 10-foot-wide shared-use paths in each direction is proposed and would promote connectivity and improve mobility for pedestrians along the corridor.

Figure 1 in Appendix A in the Supplemental Information attachment illustrates the project location and the community study area boundary. The proposed project is approximately 0.3 miles long, beginning 0.15 miles east of Interstate Highway 35 (I-35) and extending north approximately 0.3 miles. The proposed project is located on approximately 3.2 acres of existing right-of-way and includes approximately 2.0 acres of proposed right-of-way to accommodate the proposed build alternative. The total project area is approximately 5.2 acres in size. The community study area is comprised of census blocks within 1,000 feet of the NEPA project area.

Figure 2 illustrates the potential displacements and community facilities within the community study area. **Figure 3** illustrates the census geographies within 1,000 feet of the project area.

II. General Characteristics of the Community

What is the name and general character of the community (rural, suburban, urban, mixed use)?

The community surrounding the proposed project can be characterized as mixed use. The northern section of the community study area contains the City of Moore’s central business district (CBD), and the City of Moore’s Central Park makes up a majority of the center/southern portion of the community study area. Land uses in the community study area include residential, commercial, park space, municipal, light industrial, with very few undeveloped parcels. Scattered, older single-family homes were observed north of the project area and newer suburban neighborhoods, such as the Hunter’s Glen and Madison Place subdivisions, were observed south of the project area during the April 2021 site visit. A variety of commercial properties and community facilities exist within the community study area, including multiple retail establishments, churches, medical clinics, municipal facilities, day care centers, non-profit organizations, a park, and an alternative learning school. Scattered sidewalks and bicycle lanes exist in the community study area but are not present along the proposed project limits. The community study area is home to an estimated total population of 889 people, based on adjacent census block geographies and 2010 census counts.

Figure 2 in **Appendix A** in the Supplemental Information attachment illustrates the location of the community facilities listed below. Project photographs taken during the site visit on April 30, 2021 are included in **Appendix B** of the Supplemental Information attachment and provide visual examples of the character of the community study area.

III. Community Facilities

Show location of facilities on attached map.

Name of Facility	Type of Facility	Public or Private	Population Served	Additional Comments
City of Moore Municipal Court	Government Building	Public	General Public	101 E Main St, Moore, OK 73160 (Figure 2a)
Moore Police Department	Government Building	Public	General Public	117 E Main St, Moore, OK 73160 (Figure 2a)
Work Activity Center	Non-profit organization	Private	Adults with developmental disabilities	203 E Main St, Moore, OK 73160 (Figure 2a)
Bella Rose Academy	Day Care Center	Private	Children, ages 0 to 6 years	200 E Main St, Moore, OK 73160 (Figure 2a)
Cornerstone Baptist Church	Place of Worship	Public	General Public	424 E Main St, Moore, OK 73160 (Figure 2c)
John M Ireland & Son Funeral Home & Chapel	Funeral Home	Public	General Public	120 S Broadway Ave, Moore, OK 73160 (Figure 2a)
Covenant Life Assembly	Place of Worship	Public	General Public	207 S Howard Ave, Moore, OK 73160 (Figure 2a)
Construction Zone Learning Center	Day Care Center	Private	Children, ages 0 to 5 years	2011 S Howard Ave, Moore, OK 73160 (Figure 2a)
Elevate Church	Place of Worship	Public	General Public	210 S Broadway Ave, Moore, OK 73160 (Figure 2a)

City of Moore Community Center	Government Building	Public	General Public	301 S Howard Ave, Moore, OK 73160 (Figure 2a)
Moore Public Library	Government Building	Public	General Public	225 S Howard Ave, Moore, OK 73160 (Figure 2a)
Moore Faith Medical Clinic	Medical Facility	Public	General Public	224 S Chestnut Ave Ste 100, Moore, OK 73160 (Figure 2a)
La Petite Academy of Moore	Day Care Center	Private	Children, ages 0 to 6 years	609 SE 4th Street, Moore, OK 73160 (Figure 2c)
Healthcare Express Urgent Care - Moore, OK	Urgent Care	Private	General Public	551 SE 4th Street, Moore, OK 73160 (Figure 2c)
Church of God	Place of Worship	Public	General Public	701 S Eastern Ave, Moore, OK 73160 (Figure 2c)
Goodwill	Donation Center	Private	General Public	805 S Eastern Ave, Moore, OK 73160 (Figure 2c)
The Well Church	Place of Worship	Public	General Public	700 S Broadway Ave, Moore, OK 73160 (Figure 2b)
City of Moore-Central Park	Park	Public	General Public	700 S Broadway Ave, Moore, OK 73160 (Figure 2b)
Vista Academy Schools	Alternative Education	Private	Youth who are at-risk of dropping out of school	224 SE 4th Street, Moore, OK 73160 (Figure 2b)

IV. Data

Attach tables or thematic maps detailing race, language, income, gender, and age data for the affected community study areas.

- a. What data sources were used (U.S. Census Bureau, American Community Survey (ACS), Other)?

U.S. Census Bureau and American Community Survey (ACS) data, as well as aerial imagery and a site visit conducted on April 30, 2021 contributed to this analysis.

- b. Does any of the census geographies show a median income below the DHHS poverty level? Describe:

No, none of the census geographies within the community study area show a median income lower than \$26,500 (the 2021 United States Department of Health and Human Services [DHHS] Poverty Guideline for a family of four). The median household incomes

for the three census block groups within the community study area are \$57,270 (Block Group 1, Census Tract 2021.02), \$31,146 (Block Group 2, Census Tract 2021.02), and \$72,054 (Block Group 1, Census Tract 2021.04).

Table 1 in Appendix C in the Supplemental Information attachment provides additional details regarding median income of the census geographies within the community study area.

Figure 3 in the Supplemental Information attachment shows the median income of the populated census block groups within the community study area.

- c. Does any of the census geographies show a minority population? Describe:

Yes, the minority population of the 23 populated census blocks within the community study area ranges from 0.0% to 50.0%. In total, 16 of the 23 populated census blocks show minority populations are present. The largest minority population is Hispanic or Latino.

Table 2 in Appendix C in the Supplemental Information attachment provides additional details regarding race/ethnicity within each of the populated census blocks within the community study area. **Figure 3** in the Supplemental Information attachment shows the census blocks adjacent to the proposed project and the percentages of minority populations.

- d. Does any of the census geographies show presence of persons who speak English "less than very well"?

LEP is defined as persons who speak English "less than very well." LEP populations were identified using block group level data from the 2015-2019 ACS 5-Year Estimates. Census block groups adjacent to the proposed project limits were assessed. Within the population that is five years of age and older, persons who speak English less than "very well" are considered to have LEP.

All of the three census block groups adjacent to the proposed project contain small percentages of LEP populations. Out of the 4,492 people over the age of five in the adjacent census block groups, a total of 63 people speaks English less than "very well", representing approximately 1.4% of the total population five years and older.

Table 3 in Appendix C in the Supplemental Information attachment provides additional details regarding LEP persons within the community study area.

V. Site Visit

Information can be requested in the Relocation Plans or found through Google Street View if no site visit is performed.

- a. Was a site visit conducted? If yes, attach documentation, notes, and photographs from the field visit. If no, explain why.

Yes. A site visit was conducted on April 30, 2021. Project photographs are included in **Appendix B** in the Supplemental Information attachment to provide visual examples of the character of the community.

- b. Were there any signs observed in languages other than English? *Describe the languages(s) observed, frequency, and general location of signs in other languages (throughout the study area, concentrated in a particular vicinity, etc.)*

One sign was observed in English and Spanish located off of NE 12th Street and Messenger Lane, near the industrial development in the northern portion of the community study area (Photo #1 in **Appendix B**).

No other signs in languages other than English were observed during the site visit.

- c. Were there places of worship, businesses, or services that target or serve specific minority groups?

No places of worship, businesses, or services that service specific minority groups were observed during the site visit.

- d. Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?

One wheelchair ramp was observed at a single-family home along SE 4th Street (SH-37) within the project area. This property was identified as a residential relocation with a handicap accessible ramp in the Residential Relocation Supplement provided by the City of Moore. Another wheelchair ramp was observed at The Work Activity Center, a community facility that serves adults with developmental disabilities.

No other signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons were observed during the site visit.

- e. Were there signs of other vulnerable populations such as children or elderly (*presence of day cares, elementary schools or assisted living facilities? (EJSCREEN, the EPA's environmental justice screening and mapping tool, can assist in locating facilities. This tool can be found at <https://www.epa.gov/environmentaljustice> or <https://www.epa.gov/ejscreen>)*)

Two day-care centers were observed during the site visit.

Additionally, the Vista Academy, an alternative education center, is also adjacent to the project area and serves "at-risk" youth in grades six to twelve.

f. Are there signs of other modes of transportation? Describe:

i. Bus or train stops

No bus stops exist in the community study area; the BNSF dissects the proposed project area along SE 4th Street (SH-37), but it is a freight railway and does not serve passengers.

ii. Marked bike lanes or bike signage

Yes, one bike lane was observed in front of the Moore Public Library along S. Howard Street, from SW 1st Street to SE 4th Street (SH-37).

iii. Cyclists observed in the area

One cyclist was observed along SE 4th Street (SH-37), headed towards the City of Moore Central Park.

iv. Sidewalks

Discontinuous sidewalks exist in the community study area. Sidewalks are present along S. Broadway Avenue from Main Street to 4th Street in downtown Moore and surrounding Central Park. Sidewalks are also present in residential areas south of the project area in the community study area. However, the lack of connectivity between these sidewalks discourages pedestrian use.

v. "Goat paths" or dirt pathways adjacent to the project area

No dirt pathways were observed.

VI. Additional Data

Describe any additional information about this community:

Project photographs contained in **Appendix B** in the Supplemental Information attachment are provided to characterize conditions of the built and social environment.

PART II: RISK ASSESSMENT

Consider the community facilities and populations other than EJ populations listed in your Community Profile answers. Information will be available in Relocation Plans.

I. Residential Displacements

- a. How many residences will be displaced or impacted in a manner that would prevent them from being occupied (loss of parking or access)?

One residential displacement (See R6 in **Figure 2a & 2b**) is anticipated. The type of residence that would be displaced is a single-family home.

Project photographs included in **Appendix B** in the Supplemental Information attachment provide project photographs of potentially displaced residences and businesses.

A Social, Economic, and Environmental Justice Analysis Report is available under separate cover and it contains additional details related to the potential displacements.

- b. What type of residences will be displaced (single family homes, apartment, duplexes, etc.)?

One residential displacement (See R6 in **Figure 2a & 2b**) is anticipated. The type of residence that would be displaced is a single-family home.

- c. Is there comparable replacement housing available? Explain.

Extensive search was conducted by the City of Moore for comparable homes for sale in the area surrounding the proposed project for the Residential Relocation Supplement. The Residential Relocation Supplement found that “there is a lack of comparable replacement housing available within the project area.” Thus, the document concluded that the payment necessary for the displacement would exceed the statutory limit amount in order for the displacees to afford a home that is “superior than the displacement home,” also classified as “Housing of Last Resort.” For more details on replacement housing, see the Relocation Supplement (City of Moore 2020).

- d. Would displacements impact community cohesion? Explain.

No, the displacement represents a small percentage of existing residences within the community study area. The displacement is not part of any existing neighborhood.

II. Commercial Displacements

If active commercial relocations are anticipated, a separate socioeconomic study needs to be completed to address the following:

- a. What types of businesses exist in the study area?

A variety of commercial businesses exist within the community study area, including retail establishments, florists, storage facilities, barber shops/salons, auto-repair shops, medical and animal clinics, heat/air services, and a scuba instructor.

- b. How many businesses will be displaced or impacted in a manner that would prevent them from continuing to operate (*loss of parking or access*)?

Five active commercial businesses would be impacted by the proposed project in a manner that would prevent them from continuing to operate.

The five potential commercial displacements are composed of a strip mall with two active commercial tenants (R1 and R2), an air conditioning contractor business (R3), a cabinet shop (R4), and a salon/barber shop (R5). One commercial displacement would occur due to the proposed right-of-way impacting the commercial structure (R4). The remaining four displacements would occur due to the proposed grade separation eliminating access to the businesses. However, R3 has the potential to remain in place as the City of Moore is currently working with the property owner to provide alternative access to this facility.

Project photographs included in **Appendix B** in the Supplemental Information attachment provide visual examples of the anticipated commercial relocations.

- c. Are these businesses unique to the area? How far away would one have to travel to find a similar business offering similar services?

The five active commercial businesses are not unique to the area. Local patrons of the businesses could travel to the closest similar business less than five miles away.

- d. Do these businesses serve a specific population (*specific ethnic group, disabled, low-income families, etc.*)? Explain.

None of the five potential commercial displacements appear to serve a specific population (e.g. racial/ethnic groups or low-income families).

- e. Have the businesses indicated if they would relocate? Explain.

Four out of the five businesses have indicated they would relocate. According to the Relocation Status Report, the City of Moore is currently working with the property owner of R3 to provide alternative access to the business and avoid a relocation, although an alternative access route currently has not been obtained.

- f. Are there comparable replacement properties available for relocation of the business(es)? Explain.

Yes, replacement properties appear to be available based on a Loopnet.com real-estate search in May 2021.

- g. If the businesses do not relocate, how many jobs would be lost?

Based on an estimation using Manta.com, approximately 39 to 43 employees would be affected by the potential displacements of active commercial businesses.

- h. If the businesses do not relocate, are there comparable job opportunities for the affected employees?

Employment opportunities are viable in the area and comparable job opportunities for the affected employees may be available in the City of Moore. Currently, according to online job search sites, there are multiple sales associate positions, air conditioning technician, cabinet maker, and barber/stylist positions open for applications in City of Moore, Oklahoma (Indeed 2020). For more details on commercial relocations, see the Relocation Status Report (City of Moore 2020).

- i. What is the unemployment rate for the study area?

Currently, the unemployment rate for the City of Moore is 4.4, which is about the same as the county average for Cleveland County (4.3 percent) but still less than the state average (5.1 percent) (U.S. Census Bureau 2019).

- j. If the businesses do not relocate or current employees do not remain with the employer, would there be similar jobs (*same industry, equivalent skill set, etc.*) available nearby? Explain.

Employment opportunities are viable in the area and comparable job opportunities for the affected employees may be available in the City of Moore. Currently, according to online job search sites, there are multiple sales associate positions, air conditioning technician, cabinet maker, and barber/stylist positions open for applications in City of Moore, Oklahoma (Indeed 2020). For more details on commercial relocations, see the Relocation Status Report (City of Moore 2020).

- k. Are there any measures which could be taken to mitigate the potential loss of employment opportunity? Explain.

If the businesses relocate within the community, there would be no permanent loss to the property tax base, no permanent loss of employment, and no permanent inconvenience to local patrons and customers of the establishments. In addition, there could be a temporary economic benefit to the extent that construction materials and labor are captured locally.

III. Other Displacements

- a. What non-residential and non-commercial displacements (*parks, homeless shelters, churches, etc.*) would occur?

N/A

- b. Do these facilities serve a specific population (*disabled persons, children, elderly, a specific ethnic group, a specific religious denomination, etc.*)? Explain.

N/A

c. Would these facilities be able to relocate? Explain.

N/A

d. How far would a person have to travel to find similar facilities or services?

N/A

e. Is there any opportunity to mitigate the impact to the facilities? Explain.

N/A

Conclusion: Based on the information above, how will displacements associated with the proposed project impact the community?

For the purpose of this assessment, potential displacements were identified by the City of Moore in the Residential Relocation Supplement dated September 29, 2020 and in the Relocation Status Report dated February 1, 2021 (City of Moore 2020). If a residential or commercial property is occupied when the proposed project begins, full relocation benefits and relocation advisory assistance will be offered to all affected displaced persons. The Relocation Status Report and the Residential Relocation Supplement determined that one residential relocation and five commercial relocations may be necessary due to the impact of the proposed right-of-way, grade separation, and construction of the retaining wall.

An extensive search was conducted by the City of Moore for comparable homes for sale in the area surrounding the proposed project for the Residential Relocation Supplement. The Residential Relocation Supplement found that “there is a lack of comparable replacement housing available within the project area.” Thus, the document concluded that the payment necessary for the displacement would exceed the statutory limit amount in order for the displacees to afford a home that is “superior than the displacement home,” also classified as “Housing of Last Resort.” For more details on replacement housing, see the Relocation Supplement (City of Moore 2020).

The approximate total number of employees affected by the potential displacements of active commercial businesses ranges from 39 to 43. This equates to less than one percent of the local civilian labor force of employed persons aged 16 years and older for the combined City of Moore (U.S. Census Bureau 2019). Currently, the unemployment rate for the combined City of Moore is 4.4 percent, which is slightly above the county average for Cleveland County (4.3 percent) but less than the state average (5.1 percent) (U.S. Census Bureau 2019).

The negative impacts associated with the potential residential and commercial displacements are located within Census blocks containing minority and non-minority populations. One of the six displacements (R3) would occur in a Census block containing a minority population (*Block 1027, Block Group 1, Census Tract 2021.02 – 25 percent minority*); however, the proportion of minority population in this block is similar to the city and county averages (approximately 25.4 percent and 24.3 percent minority persons, respectively). No other displacements would occur in a block containing a minority population and no displacements are located within a block

group containing a predominantly low-income population. In the community study area, 2 of the 23 populated census blocks include minority populations, and only one commercial displacement of the six potential residential and commercial displacements occur in a Census block containing a minority. Other impacts from the proposed project occur equivalently across all census geographies.

IV. Access and Travel Patterns

Will apply to projects in urban areas.

- a. How do people currently access adjacent parcels (*car, walking, cycling, mass transit*)?

Limited sidewalks exist in the community study area but are not connected. Due to the discontinuous nature of the sidewalks, most of the community study area lacks pedestrian infrastructure and thus discourages pedestrian use. One bicycle lane was observed in the community study area along S. Howard Street, from SW 1st Street near Covenant Life Assembly to SE 4th Street (SH-37) but is discontinuous. Additionally, no bus stops were observed in the community study area. Thus, many people use cars to access adjacent parcels.

- b. Describe the permanent changes to access and/or travel patterns.

Currently, SE 4th Street (SH-37) consists of four, 12-foot-wide lanes, which cross the BNSF railroad at grade. Permanent changes to access and travel patterns would be anticipated due to the construction of an underpass beneath the BNSF railroad between S. Broadway Avenue and S. Eastern Avenue, located in the City of Moore, in Cleveland County, Oklahoma.

The proposed construction of the underpass would include the construction of retaining walls located north and south of the roadway along with a divided median throughout most of the proposed project limits. Due to construction of the retaining wall and median, access to properties along SE 4th Street (SH-37) where the retaining would be built would be restricted. There are several businesses and one community facility located along the corridor between S. Broadway Avenue and Tower Drive that would have access restrictions; however, the City of Moore is working with property owners to provide alternative access to the following properties: Randall's Temperature Control, Sharky's Scuba, Vista Academy, and Cavnar State Farm Insurance Agency, Inc. The remaining properties with access restrictions where the city is unable to provide access have been identified as potential displacements by the City of Moore in the Relocation Status Report and Relocation Supplement (ODOT 2020).

Additionally, the proposed addition of the pedestrian bridge over the BNSF Railroad and continuous 10-foot-wide shared-use paths in each direction along SE 4th Street (SH-37) would promote connectivity and improve mobility for pedestrians and cyclists along the corridor. Currently, limited sidewalks exist in the community study area, but are not connected and therefore, do not provide a safe and convenient means of transportation along SE 4th Street (SH-37) for pedestrians and cyclists.

- c. What neighborhoods and businesses will be affected by these changes?

No neighborhoods would be affected by the proposed project; however, due to construction of the retaining wall and median, access to a single-family house and multiple businesses along SE 4th Street (SH-37) would be restricted. The City of Moore is working with the property owners to provide alternative access to the following properties to avoid potential adverse changes in access: Randall's Temperature Control, Sharky's Scuba, Vista Academy Schools, Cavnar State Farm Insurance Agency, Inc. The remaining properties with access restrictions where the City is unable to provide access have been identified as potential displacements by the City of Moore and in the Relocation Status Report and Relocation Supplement (City of Moore 2020, 2021).

- d. Are there any community facilities affected? Are any of these facilities considered essential services (*clinics and hospitals, schools, emergency responders*)?

One school, Vista Academy, is located along project limits; access to this facility would be affected by the proposed improvements. The City of Moore is working with the property owners to provide alternative access to the school to avoid potential adverse changes in access. No other community facilities are along project limits where the proposed improvements would occur.

- e. How will emergency response times be affected?

Emergency vehicles trying to access one of the facilities that have been impacted by the proposed retaining wall might need to travel further than previously, where alternative access to these properties has been provided by the City of Moore. Overall, the proposed improvements to the existing BNSF at-grade railroad crossing along SE 4th Street (SH-37) would improve mobility for emergency vehicles and reduce delays.

- f. For mass transit, walking, and cycling impacts, which mode(s) will be permanently impacted?

Limited discontinuous sidewalks exist in the community study area and do not provide a safe and convenient means of transportation for pedestrians and cyclists. The proposed addition of the pedestrian bridge over the BNSF Railroad and continuous 10-foot-wide shared-use paths in each direction along SE 4th Street (SH-37) would promote connectivity and improve mobility for pedestrians and cyclists along the corridor.

- g. How far will the user of each mode have to travel to find a comparable route/service? How much time will be added to their trips?

There are no bus stops or routes in the community study area, and no time would be added to trips for pedestrians and cyclists.

- h. Are any design elements proposed to mitigate adverse impacts? Describe.

No; there are no significant adverse impacts to access and/or travel patterns.

- i. What businesses are located along the existing corridor? Of these, how many are primarily dependent on passing traffic for business.

Multiple businesses exist along the proposed project corridor and most have a specialized service, like a cabinet repair shop, air conditioning repair, scuba instructor, etc. There are very few standard highway retail establishments like gas stations and restaurants along the corridor, but these facilities would not be affected by the proposed grade separation. The majority of affected commercial businesses are not primarily dependent on passing traffic for business.

- j. Are frontage roads proposed as part of the project or is the project a limited access facility? Describe.

No; the purpose of the project is to improve safety and reduce delay time caused by the existing BNSF at-grade railroad crossing within the City of Moore on SE 4th Street (SH-37) between S. Broadway Avenue and S. Eastern Avenue.

- k. Is the land adjacent to the project available for development? Describe.

Very few parcels along the corridor are vacant and undeveloped. The majority of the parcels along the corridor are developed or preserved as parkland.

- l. Is there any mitigation or design elements, such as signage, proposed for impacts to existing traffic dependent businesses?

The City of Moore is working with the property owners of Randall's Temperature Control, Sharky's Scuba, Vista Academy Schools, and Cavnar State Farm Insurance Agency, Inc to provide alternative access to these properties to avoid potential adverse changes in access.

Conclusion: Based on the information above, how will the proposed project impact access and travel patterns for the community?

Changes in travel patterns are anticipated due to the construction of an underpass beneath the BNSF railroad overpass between S. Broadway Avenue and S. Eastern Avenue along SE 4th Street (SH-37). Some travelers on SE 4th Street (SH-37) may have to utilize an alternative route established by the City of Moore to access some properties along SE 4th Street (SH-37) where the grade separation and retaining wall is proposed. The potential changes in access and travel patterns could result in slightly longer travel times for few residents, employees, or commercial customers along SE 4th Street (SH-37). However, overall, these improvements offer safety and mobility benefits for all members of the public and would not affect the frequency with which people access other parts of the community.

V. Community Cohesion

- a. If there is an existing roadway or other separation? How will the proposed project change that separation?

The proposed project would construct an underpass that would carry SE 4th Street (SH-37) beneath the BNSF railroad and include the construction of retaining walls and a pedestrian bridge with shared-use paths on both sides of SE 4th Street (SH-37). Currently the BNSF runs two tracks at this point, but the proposed project would include room for three tracks on the overpass. The current roadway consists of four 12-foot driving lanes, which currently cross the BNSF railroad at grade. During construction, the roadway would be closed, and traffic would be detoured. The railroad will be diverted on a shoofly during construction.

The proposed construction of the underpass and retaining walls along SE 4th Street (SH-37) would slightly increase the degree of separation caused by the roadway. However, in general, the proposed project would enhance safety and efficiency for those traveling in the City of Moore.

- b. How would the proposed project change the way that people within the community access other parts of the community and participate in local activities?

Some travelers on SE 4th Street (SH-37) may have to utilize an alternative route established by the City of Moore to access some properties along SE 4th Street (SH-37) where the grade separation and retaining wall is proposed. The potential changes in access and travel patterns could result in slightly longer travel times for few residents, employees, or commercial customers along SE 4th Street (SH-37). However, these improvements offer safety and mobility benefits for all members of the public and would not affect the frequency with which people access other parts of the community or participate in local activities.

- c. How will the proposed project change the way that people use local services and facilities?

The proposed construction of the retaining wall and medians throughout the project area would result in changes to travel patterns to local services and facilities along SE 4th Street (SH-37) between S. Broadway Avenue and S. Eastern Avenue. The proposed grade separation and construction of the retaining wall would prevent northbound and southbound access to any facilities located along SE 4th Street where the retaining wall proposed.

One alternative school, Vista Academy, is located along project limits and access to this facility would be affected by the proposed improvements. The City of Moore is working with the property owner to provide alternative access to the school to avoid potential adverse changes in access. No other schools, clinics, or emergency responders are located along the project limits.

- d. Describe how people in the community will be separated or isolated.

The proposed project consists of the construction of a new railroad bridge and grade-separated roadway with retaining walls in an urban setting; however, improvements are limited to less than a half-mile. While the proposed grade separation may contribute to a perceived sense of separation to the adjacent community, the proposed pedestrian bridge and shared-use paths would increase connectivity for pedestrians and cyclists. The proposed project would not affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups as SE 4th Street (SH-37) is an existing roadway.

- e. How will the separated portions of the community access one another after completion of the proposed project? Consider all modes of transportation.

No separation of the immediate community is expected.

- f. How will the affected people in the community access services like grocery stores, schools, parks, neighborhood amenities, places of employment, etc.? Consider all modes of transportation.

The community would still have access to services such as grocery stores, schools, parks, and other community facilities in the same manner as they do today. However, one alternative school, Vista Academy, is located along project limits and access to this facility would be affected by the proposed improvements. The City of Moore is working with the property owner to provide alternative access to the school to avoid potential adverse changes in access. No other schools are located along the project limits.

- g. How is the proposed access different from the existing access? Consider all modes of transportation.

The existing roadway on SE 4th Street (SH-37) is a four-lane curb and gutter section and would be reconstructed as a four-lane curb and gutter section. Retaining walls would be constructed north and south of SE 4th Street (SH-37) throughout most of the project limits along with a raised median between eastbound and westbound mainlines. The current roadway consists of four 12-foot driving lanes, which cross the BNSF intersection at grade. There are no current access restrictions to/from the properties located along SE 4th Street (SH-37). The proposed grade separation and construction of the retaining wall would prevent northbound and southbound access to any facilities located along SE 4th Street (SH-37) where the retaining wall proposed.

- h. Is there any mitigation or design elements proposed to lessen the effects of this separation or isolation?

No mitigation or design elements are proposed because people in the community would not be separated or isolated by the proposed project.

Conclusion: Based on the information above, how will the proposed project impact community cohesion?

The proposed project is anticipated to positively enhance community cohesion by creating safer and more efficient means for community members to travel along the SE 4th Street. The proposed construction of the underpass and retaining walls along SE 4th Street (SH-37) would slightly increase the degree of separation caused by the roadway. However, in general, the proposed project would enhance safety and efficiency for those traveling in the City of Moore, thus increasing the ease of traveling throughout the corridor and positively impacting community cohesion.

PART III: ANALYZE IMPACTS ON ENVIRONMENTAL JUSTICE POPULATION

I. Negative Impacts

- a. Will there be displacements? How many are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

The negative impacts associated with the potential residential and commercial displacements are located within Census blocks containing minority and non-minority populations. One of the six displacements (R3) would occur in a Census block containing a minority population (*Block 1027, Block Group 1, Census Tract 2021.02 – 25 percent minority*); however, the proportion of minority population in this block is similar to the city and county averages (approximately 25.4 percent and 24.3 percent minority persons, respectively). No other displacements would occur in a block containing a minority population and no displacements are located within a block group containing a predominantly low-income population. In the community study area, 16 of the 23 populated census blocks include minority populations, and only one commercial displacement of the six potential residential and commercial displacements occur in a Census block containing a minority population.

- b. Will there be access and travel pattern impacts? What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

Permanent changes to access and travel patterns are anticipated due to the proposed grade separation and the construction of retaining walls along the project limits. These changes are equally dispersed in minority and non-minority areas. There are no block groups containing a predominantly low-income population in the community study area.

- c. Will there be community cohesion impacts? What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

No; the proposed project is anticipated to enhance community cohesion by creating safer and more efficient means of travel for all community members, regardless of race or income levels, within the City of Moore along SE 4th Street (SH-37).

- d. Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?

No negative impacts to air quality or water quality are anticipated.

- e. What types of impacts are in predominately minority and/or low income census geographies versus non-minority and non-low income census geographies?

Impacts from the proposed project occur equally across all census geographies, including minority and non-minority census blocks. No low-income census block groups occur within the community study area.

- f. Has the community experienced substantial impacts from past transportation projects, such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community? Describe.

The community is not known to have experienced substantial impacts from past transportation projects.

- g. Has the community experienced substantial impacts from any other major project, such as utilities, industry, etc.? Describe.

The community is not known to have experienced substantial impacts from past projects.

- h. Does the community have a negative perception of the project or impacts? Are these opinions of the affected EJ population?

According to the public meeting summary, dated 3/17/2017, there was an overall agreement that a grade separation was needed at SE 4th Street, although numerous concerns were raised regarding business impacts and access issues during and after construction. No EJ information was collected at the public meeting.

II. Positive Impacts

- a. Would the project add capacity? Explain.

No. The project would not add lanes to the existing roadway.

- b. Does the project substantially increase access or mobility/travel patterns (*reduce travel times, create travel options, increase reliability, etc.*)? Explain.

The proposed construction of an underpass along SE 4th Street (SH-37) beneath the BNSF railroad overpass would increase mobility and reduce delays for those traveling along SE 4th Street between S. Broadway Avenue and S. Eastern Avenue, as travelers

would not have to stop for the railroad crossing. This would also improve safety in the area.

- c. Does the project improve safety (*access management, intersection improvement, site distance, etc.*)? Explain.

Yes, the purpose of the project is to improve safety and reduce delay time caused by the existing BNSF at-grade railroad crossing. Additionally, the proposed the pedestrian bridge over the BNSF Railroad and continuous 10-foot-wide shared-use paths in each direction would promote connectivity and improve mobility for pedestrians and cyclists along the corridor.

- d. Does the project improve economic development?

No; the purpose of the project is to improve safety and mobility.

- e. Does the community have a positive perception of the project or impacts? Are these opinions of the affected EJ population?

A public meeting was held on January 26, 2017. According to the public meeting summary, there was an overall agreement that a grade separation was needed at SE 4th Street, although numerous concerns were raised regarding business impacts and access issues during and after construction. No EJ information was collected at the public meeting. Out of the 19 written comments received, 5 comments specifically stated support for proposed underpass. See the Public Meeting Summary under a separate cover for more details.

III. Mitigation Measures

- a. Are there any design elements proposed to avoid impacts on the EJ population? Describe

No; no adverse impacts to the EJ population are anticipated.

- b. Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations? Describe.

No; no adverse impacts to the EJ population are anticipated therefore no mitigation is proposed.

- c. If there are any impacts to minority or low-income populations, would these impacts still be considered disproportionately high and adverse compared to the non-EJ population after mitigation has been applied? Describe.

N/A.

PART IV: PUBLIC INVOLVEMENT

Refer to the Public Involvement Plan for further guidance. Please note if material is available to view on ODOT website. If no public meeting is required, skip to Part V: Conclusion Statement.

I. Public Involvement

Is public involvement planned for this project? Describe.

A public meeting was held on January 26, 2017. Agency solicitation letters were mailed on January 9, 2017. Notice of the public meeting were also sent to elected officials (federal and state), Federal Highway Administration, Oklahoma Department of Transportation Agencies, Oklahoma Transportation Commissioner, Association of Central Governments (ACOG), Cleveland County Commissioners and Public Safety, the City of Moore, local school districts, emergency service providers, post offices and medical facilities in the project area. The letter provided a brief description of the purpose and need for the project, the project history, and an invitation to the public meeting. The letter was accompanied by a project location map. A total of 43 agency solicitation letters were mailed on January 9, 2017.

Notice of the public meeting was also sent by letter to all property owners in the study area. A total of 25 letters were mailed on January 9, 2017, and 14 tenants were also notified of the meeting by letter January 9, 2017. The notice for the public meeting is contained in the Supplemental Information attachment. All notices were printed in English due to the low percentage of LEP populations in the community study area.

A total of 99 people signed in for the meeting, and the citizen comments documented at the public meeting focused on a variety of issues, although specific design questions were most prevalent. Public comments were accepted through February 9, 2017. A total of 19 written comments from the public were received and the general sentiment from the public from the public meeting expressed support for the underpass but concern for the businesses and associated access issues.

There is no additional public involvement planned. Reasonable steps have been taken to ensure that all persons have meaningful access to the programs, services, and information provided by the City of Moore. As described above, notices were mailed to adjacent property owners and relevant agencies for initial coordination. Any public involvement information has been and will continue to be made available in English, and a translator (for other languages or other special communication needs) can be provided upon request.

II. Limited English Proficiency

- a. Were there LEP persons identified in the project area? What languages do they speak?

All of the census block groups adjacent to the proposed project contain small percentages of LEP populations. Out of the 4,492 people over the age of five in the

adjacent census block groups, a total of 63 people speak English less than "very well." The majority of the LEP population within the adjacent census block groups speak Spanish, followed by Asian/Pacific Islander languages.

Table 3 in Appendix C of the Supplemental Information attachment provides additional details regarding LEP persons within the community study area.

- b. Does the percentage of LEP persons meet ODOT standards to require LEP documents/interpreter? (*Refer to the Public Involvement Plan for standards*)

No; less than two percent of the total population within the three adjacent block groups is considered LEP.

- c. What public involvement techniques were used or plan to be used?

Initial coordination letters were sent out to adjacent property owners, elected officials, and other stakeholders prior to the January 26, 2017 public meeting.

- d. Was assistance in a language other than English requested or is it anticipated to be requested? Describe

All communication with the public has been and will continue to be conducted in English unless special accommodations are requested.

- e. How were LEP persons accommodated during the public involvement process?

The City of Moore is committed to providing language interpreters or special communication needs, if requested by the public.

- f. Is any more public involvement planned? Will LEP persons continue to be accommodated? Describe

No further public involvement is planned for this project. All communication with the public has been and will continue to be conducted in English unless special accommodations are requested.

Conclusion: Based on the information above and public involvement documentation, were LEP persons given the opportunity for meaningful involvement in the NEPA process?

NOTE: The conclusion statement should be included in the NEPA document, if public meeting/open house/survey was conducted.

LEP persons were given the opportunity for meaningful involvement in the NEPA process. As documented in the Public Involvement Plan and reflected in current census data, the LEP percentage for the project area is very low (less than two percent). Notices were sent to local agencies to notify them of the public meeting.

PART V: CONCLUSION STATEMENT

Conclusion: Based on the information in this form, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?

NOTE: The conclusion statement should be included in the NEPA document.

- a. If it has been determined that there will be no adverse effects on identified EJ populations by the proposed project, the NEPA document should reflect that determination. The statement of a determination of no adverse impacts is:
 - i. “No adverse effects have been identified to adversely impact minority or low-income populations by the proposed project as determined above. Therefore, in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23, no further Environmental Justice analysis is required.”
- b. If there are no disproportionately high and adverse effects on minority and/or low income populations once mitigation and benefits are considered, that determination should be stated in the document and the EJ evaluation is complete. The statement of a determination of no disproportionately high and adverse effects:
 - i. “Based on the analysis above, the XYZ alternative(s) will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23. No further Environmental Justice analysis is required.”
- c. If there is a disproportionately high and adverse effect on an EJ population, after taking benefits and mitigation into account, the NEPA document must evaluate whether there is a further practicable mitigation measure or practicable alternative that would avoid or reduce the disproportionately high and adverse effect(s).
 - i. The social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects should be taken into account.
 - ii. FHWA will approve the proposed action only if it determines no such practicable measures exist, and the determination must be stated in the document.
 - iii. The NEPA document needs to describe how the impacted populations/communities were involved in the decision-making process.
 - iv. The document needs to also identify what practicable mitigation commitments have been made.
- d. FHWA will not approve the proposed action with disproportionately high and adverse effects unless it is determined:
 - i. There is a substantial need for the project, based on the overall public interest; and
 - ii. Alternatives that would have less adverse effects on protected populations have either:
 1. Adverse social, economic, environmental, or human health impacts that are more severe; or would involve increased costs of an extraordinary magnitude.

Draft – Supplemental Information Attachment

Job Piece #: 33025(04)

Appendix A
Figures

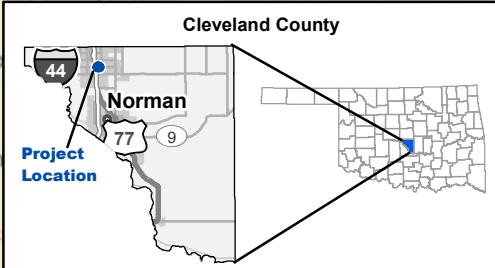
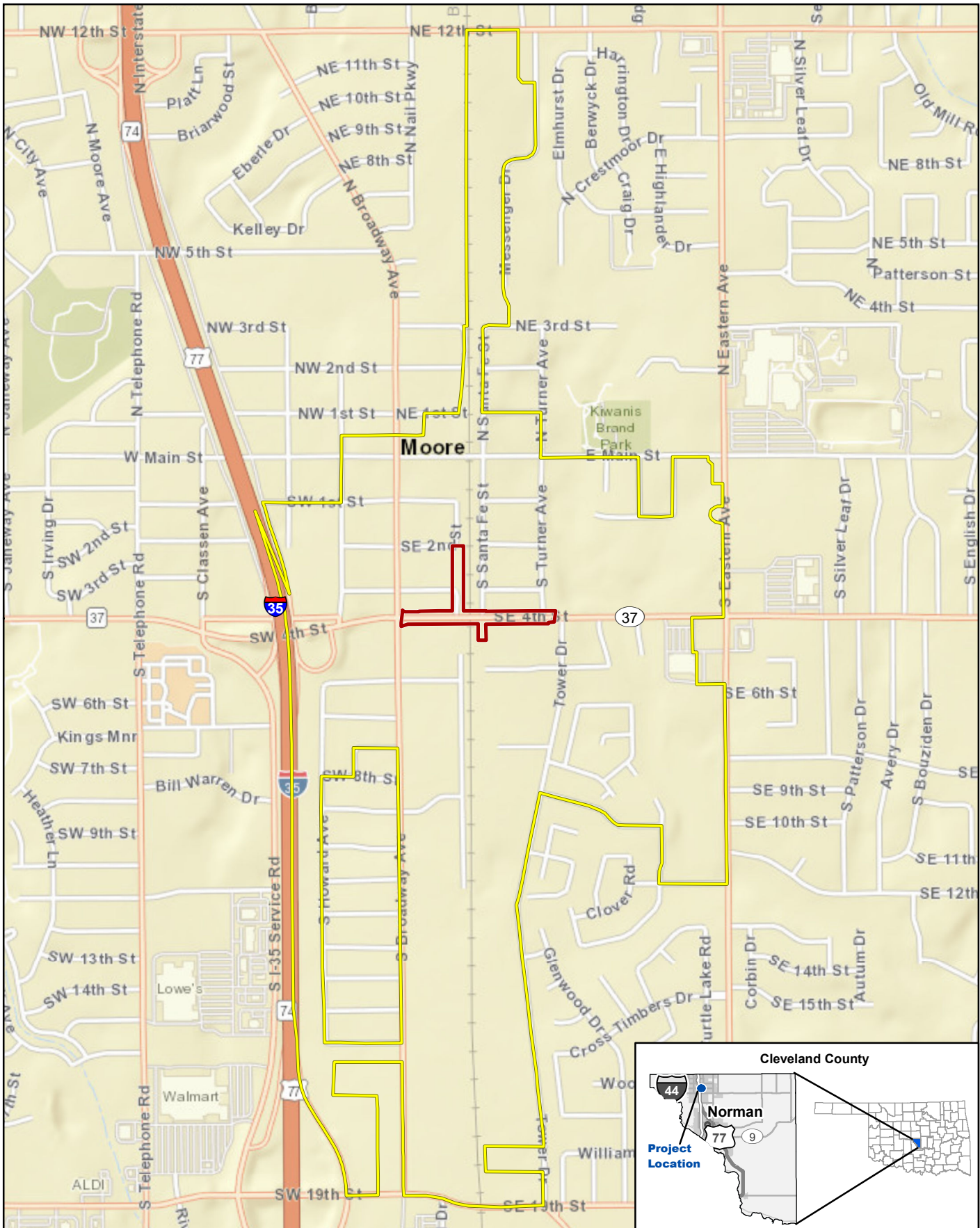







Figure 1. Project Location and the Community Study Area
 SE 4th Street BNSF Railroad Underpass
 (SH-37 Improvements)

 Project Location
 Community Study Area
 Data Sources: CMEC (2021)
 Basemap Source: Esri (2021)

 Prepared for: ODOT
 JP 33025(04)
 1,200 Feet
 300 Meters
 1 in = 1,200 feet
 Scale: 1:14,400
 Date: 5/17/2021

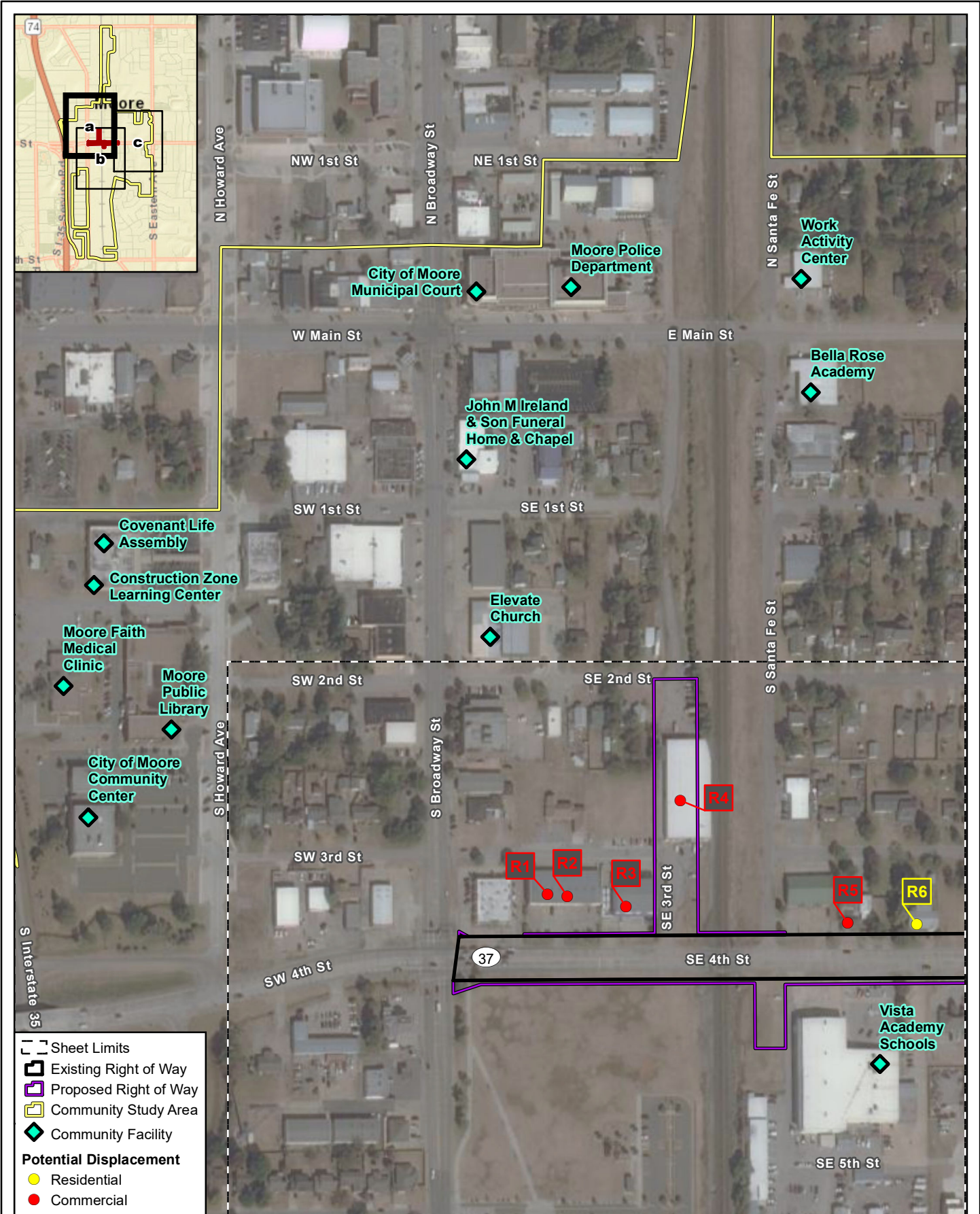
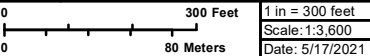


Figure 2a. Potential Displacements and Community Facilities

SE 4th Street BNSF Railroad Underpass
(SH-37 Improvements)



Prepared for: ODOT
JP 33025(04)



Data Sources: CMEC (2021)
Aerial Source: Maxar (2019)

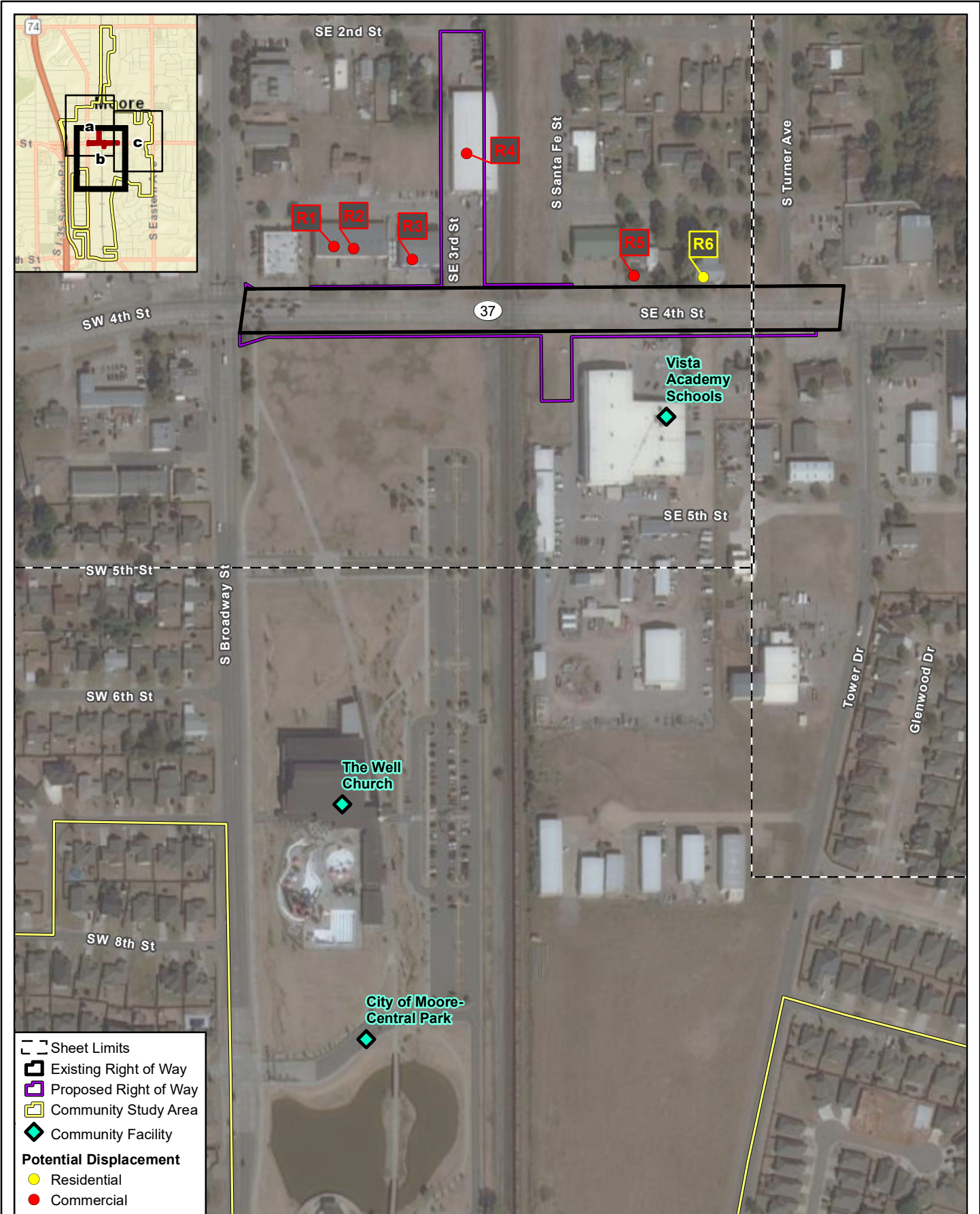


Figure 2b. Potential Displacements and Community Facilities
 SE 4th Street BNSF Railroad Underpass
 (SH-37 Improvements)

Data Sources: CMEC (2021)
 Aerial Source: Maxar (2019)

	Prepared for: ODOT	
	JP 33025(04)	
0	300 Feet	1 in = 300 feet
0	80 Meters	Scale: 1:3,600
		Date: 5/17/2021

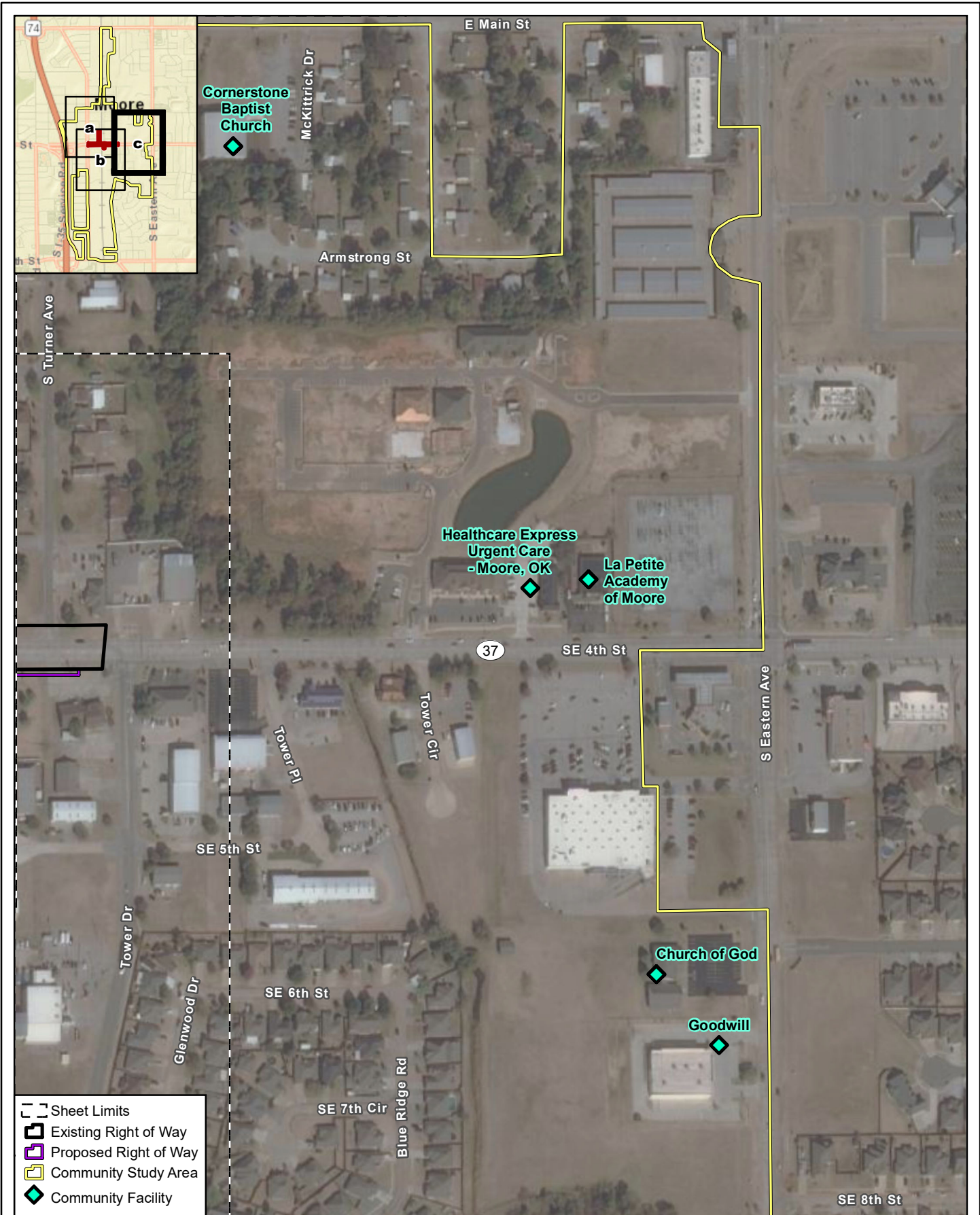


Figure 2c. Potential Displacements and Community Facilities

SE 4th Street BNSF Railroad Underpass
(SH-37 Improvements)

	Prepared for: ODOT JP 33025(04)	
		1 in = 300 feet Scale: 1:3,600 Date: 5/17/2021

Data Sources: CMEC (2021)
Aerial Source: Maxar (2019)

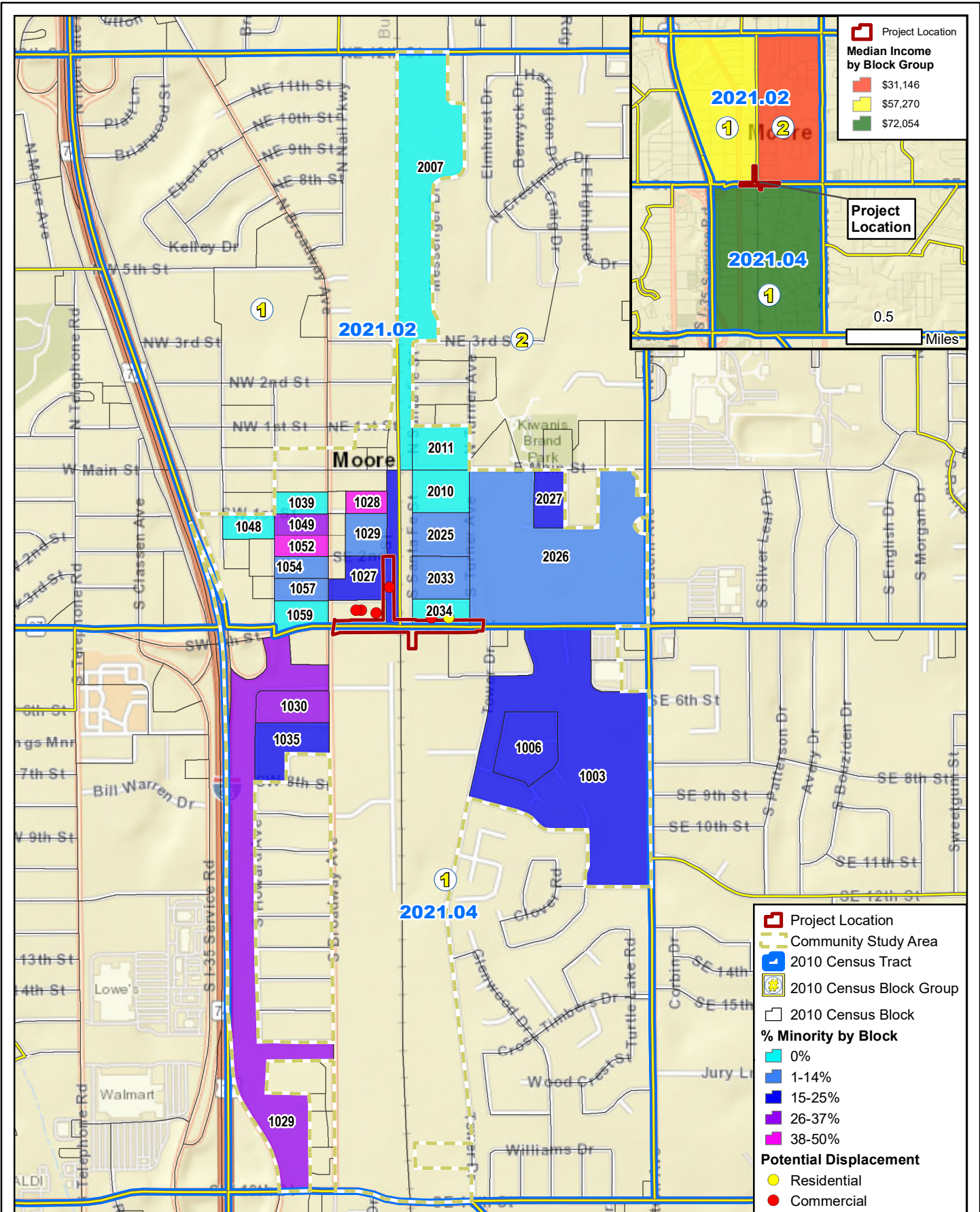


Figure 3. Census Geographies

SE 4th Street BNSF Railroad Underpass
(SH-37 Improvements)

Data Sources: CMEC (2021), ACS (2019),
U.S. Census Bureau (2010)
Aerial Source: Esri (2021)

Prepared for: ODOT
JP 33025(04)

0 1,200 Feet 1 in = 1,200 feet
0 300 Meters Scale: 1:14,400
Date: 5/17/2021

Appendix B
Project Photographs

Appendix C
Supplemental Data

Table 1: Racial and Ethnic Distribution

Census Geography		Race and Ethnicity																		
Census Tract / Block Group	Block	Total Pop.	Not Hispanic or Latino														Hispanic**		Total Minority	
			White		Black*		American Indian*		Asian		Pacific Islander*		Other*		Two*		#	%	#	%
			#	%	#	%	#	%	#	%	#	%	#	%	#	%				
Cleveland County		255,755	193,549	75.7%	10,572	4.1%	11,375	4.4%	9,626	3.8%	166	0.1%	259	0.1%	12,316	4.8%	17,892	7.0%	62,206	24.3%
City of Moore		55,081	41,077	74.6%	2,430	4.4%	2,284	4.1%	1,234	2.2%	35	0.1%	49	0.1%	3,072	5.6%	4,900	8.9%	14,004	25.4%
2021.02/1		1,073	858	80.0%	15	1.4%	53	4.9%	8	0.7%	-	-	-	-	53	4.9%	86	8.0%	215	20.0%
	1027	8	6	75.0%	-	-	-	-	-	-	-	-	-	-	-	-	2	25.0%	2	25.0%
	1028	6	3	50.0%	-	-	3	50.0%	-	-	-	-	-	-	-	-	-	-	3	50.0%
	1029	14	12	85.7%	-	-	-	-	-	-	-	-	-	-	2	14.3%	-	-	2	14.3%
	1039	2	2	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1048	3	3	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1049	8	5	62.5%	-	-	-	-	-	-	-	-	-	-	-	-	3	37.5%	3	37.5%
	1052	6	3	50.0%	-	-	1	16.7%	2	33.3%	-	-	-	-	-	-	-	-	3	50.0%
	1054	8	7	87.5%	-	-	1	12.5%	-	-	-	-	-	-	-	-	-	-	1	12.5%
	1057	20	19	95.0%	-	-	-	-	-	-	-	-	-	-	-	-	1	5.0%	1	5.0%

Census Geography		Race and Ethnicity																		
Census Tract / Block Group	Block	Total Pop.	Not Hispanic or Latino														Hispanic**		Total Minority	
			White		Black*		American Indian*		Asian		Pacific Islander*		Other*		Two*		#	%	#	%
			#	%	#	%	#	%	#	%	#	%	#	%	#	%				
	1059	6	6	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2021.02/2		1,381	1,115	80.7%	60	4.3%	45	3.3%	17	1.2%	1	0.1%	-	-	53	3.8%	90	6.5%	266	19.3%
	2007	4	4	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2010	11	11	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2011	25	25	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2025	42	39	92.9%	-	-	-	-	-	-	-	-	-	-	-	-	3	7.1%	3	7.1%
	2026	63	54	85.7%	-	-	5	7.9%	-	-	-	-	-	-	-	-	4	6.3%	9	14.3%
	2027	39	32	82.1%	-	-	7	17.9%	-	-	-	-	-	-	-	-	-	-	7	17.9%
	2033	31	30	96.8%	-	-	1	3.2%	-	-	-	-	-	-	-	-	-	-	1	3.2%
	2034	6	6	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2021.04/1		2,338	1,822	77.9%	64	2.7%	107	4.6%	31	1.3%	-	-	-	-	144	6.2%	170	7.3%	516	22.1%
	1003	184	148	80.4%	-	-	2	1.1%	4	2.2%	-	-	-	-	6	3.3%	24	13.0%	36	19.6%
	1006	87	68	78.2%	4	4.6%	5	5.7%	8	9.2%	-	-	-	-	-	-	2	2.3%	19	21.8%

Census Geography		Race and Ethnicity																		
Census Tract / Block Group	Block	Total Pop.	Not Hispanic or Latino														Hispanic**		Total Minority	
			White		Black*		American Indian*		Asian		Pacific Islander*		Other*		Two*		#	%	#	%
			#	%	#	%	#	%	#	%	#	%	#	%	#	%				
	1029	185	124	67.0%	5	2.7%	11	5.9%	2	1.1%	-	-	-	-	23	12.4%	20	10.8%	61	33.0%
	1030	70	46	65.7%	-	-	5	7.1%	2	2.9%	-	-	-	-	5	7.1%	12	17.1%	24	34.3%
	1035	61	46	75.4%	-	-	3	4.9%	-	-	-	-	-	-	9	14.8%	3	4.9%	15	24.6%
Total Blocks		889	699	78.6%	9	1.0%	44	4.9%	18	2.0%	-	-	-	-	45	5.1%	74	8.3%	190	21.4%

Note: Unpopulated census blocks are not included in this table. Of the 53 total blocks that are adjacent to the project area, 23 are populated.

Source: U.S. Census Bureau 2010 Census Summary File 1—Oklahoma [machine-readable data files]/prepared by the U.S. Census Bureau, 2011. Table P9.

*The Complete Census race descriptions are as follows: White alone; Black or African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and Other Pacific Islander alone; Some Other Race alone; and Two or More Races.

**See 2010 Census Summary File 1 Technical Documentation for additional information about race and origin here: <http://www.census.gov/prod/cen2010/doc/sf1.pdf>.

Table 2: Median Household Income

Census Geography	Total Households*	Median Household Income in the Past 12 Months (in 2019 inflation-adjusted dollars)†	2021 DHHS Poverty Guideline (family of four)
Cleveland County	106,172	\$64,016	\$26,500
City of Moore	23,290	\$65,915	
Census Tract 2021.02	1,137	\$36,484	
Block Group 1	457	\$57,270	
Block Group 2	680	\$31,146	
Census Tract 2021.04	839	\$72,054	
Block Group 1	839	\$72,054	

*Source: U.S. Census Bureau 2020, ACS 2015-2019 5-Year Estimates, Table B11001.

†Source: U.S. Census Bureau 2020, ACS 2015 -2019 5-Year Estimates, Table B19013.

Note: ACS data are estimates; they are not counts. Income data is provided in 2019 inflation adjusted dollars.

Table 3: Persons Who Speak English Less Than Very Well (American Community Survey 2015-2019)

Census Geography	Population 5 years & over	No. LEP	Total Percent LEP of Pop. 5 years & over	Languages Spoken by LEP Populations							
				No. Spanish	Percent Spanish of LEP Pop.	No. Indo-European	Percent Indo-European of LEP Pop.	No. Asian & Pacific Islander	Percent Asian & Pacific Islander of LEP Pop.	No. Other	Percent Other of LEP Pop.
Cleveland County	264,087	8,007	3.0%	3,417	42.7%	620	7.7%	3,747	46.8%	223	2.8%
City of Moore	56,749	1,050	1.9%	522	49.7%	23	2.2%	455	43.3%	50	4.8%
Census Tract 2021.02	2,441	46	1.9%	46	100.0%	-	-	-	-	-	-
Block Group 1	1,128	31	2.7%	31	100.0%	-	-	-	-	-	-
Block Group 2	1,313	15	1.1%	15	100.0%	-	-	-	-	-	-
Census Tract 2021.04	2,051	17	0.8%	6	35.3%	-	-	11	64.7%	-	-
Block Group 1	2,051	17	0.8%	6	35.3%	-	-	11	64.7%	-	-
Total Block Groups	4,492	63	1.4%	52	82.5%	-	-	11	17.5%	-	-

*Source: U.S. Census Bureau 2021, ACS 2015-2019 5-Year Estimates, Table B16004.

Note: ACS data are estimates; they are not counts.