



Appendix K

Environmental Justice Memo

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Environmental Justice Memorandum Dated 1-7-14

MEMO

TO: Eleni Churchill, CCMPO Transportation Planner
FROM: M. Smith, PE, Robert Chamberlin, PE/PTOE
DATE: January 7, 2014
PROJECT: Railyard Enterprise Project Scoping
SUBJECT: Potential Environmental Justice Impacts

This memorandum discussed the potential for Environmental Justice impacts from the proposed Phase 2 transportation alternatives.

“There are three fundamental environmental justice principles¹:

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

As stated in the latest Purpose & Need statement for this project: The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements to...

1. Support economic development in the study area;
2. Improve livability of the surrounding neighborhoods;
3. Enhance travel connections for all modes between the Pine Street and the Burlington Waterfront and,
4. Improve access to the Burlington Railyard while reducing the impacts of freight operations on adjacent neighborhoods.

Relevant aspects of the Phase 2 alternatives include:

¹ http://www.fhwa.dot.gov/environment/environmental_justice/ej_and_nepa/highlights/ejandnepa.pdf

1. As stated above, the purpose of the project is to improve livability in the immediate area, improve transportation connectivity and support economic development.
2. Burlington' latest complete census statistics² show that as of 2010 there were 42,417 residents, of which 87% were white (not including Hispanic), while Vermont on average is 94% white (not including Hispanic).
3. The median household income in Burlington was \$41,024, compared to \$53,422 for the entire State of Vermont.
4. At a finer level, the 2010 census data for the project area and adjacent neighborhoods³ show the population is 89% white, with an median household income of \$26,082.
5. All new street cross sections are designed as *complete streets*, and will comply with VT Act 34, and subsequent City policy, thus accommodating all modes of transportation including walking, bicycling, and transit.

In conclusion, the purpose of the proposed alternatives is in large part to benefit adjacent neighborhoods, which have relatively diverse and modest populations. And furthermore, any alternative that meets the purpose and need of this project will be consistent with the principles of environmental justice.

END OF MEMO

² <http://quickfacts.census.gov/qfd/states/50000.html>

³ The area bounded by the lake to the west, Pearl St to the north, S Winooski Ave. and Pine St. to the east and Lakeside Ave to the south.

