



APPENDIX B: ENVIRONMENTAL JUSTICE TECHNICAL MEMORANDUM

Environmental Assessment



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DATE: September 12, 2012

SUBJECT: **Kansas City Downtown Streetcar Project: Environmental Justice Technical Memorandum**

1. INTRODUCTION AND METHODOLOGY

This technical memorandum discusses potential environmental justice issues associated with the No Build and Streetcar Alternatives. The Project is located in the City of Kansas City, Missouri (City). The study area for the environmental justice analysis is comprised of a one-quarter mile buffer around the proposed Streetcar route and potential vehicle maintenance facility (VMF) sites. The methodology used in the environmental justice analysis follows Executive Order 12898, U.S. DOT Order 5610.2(a), and FTA Circular 4703.1.

Environmental justice concerns may arise if a federal action were to result in disproportionate adverse human health or environmental effects on minority or low-income populations. Executive Order (EO) 12898, entitled *Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations* was issued in 1994 with the goal of achieving environmental protection for all communities. A Presidential Memorandum accompanying the EO directed agencies to incorporate environmental justice concerns in their National Environmental Policy Act (NEPA) processes and practices. EO 12898 states:

Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

The U.S. Department of Transportation (DOT) issued DOT Order 5610.2 in 1995, which states the department's strategy to ensure compliance with EO 12898. The DOT issued an update to its environmental justice compliance strategy, DOT Order 5610.2(a), in 2012. The updated DOT Order sets forth steps to prevent disproportionately high and adverse effects to minority or low-income populations and describes specific measures to address instances of disproportionately high and adverse effects.

The DOT Order defines “disproportionately high and adverse effect on minority and low-income populations” as:

An adverse effect that:

- 1) is predominately borne by a minority population and/or a low-income population, or*
- 2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority and/or non-low-income population.*

FTA Circular 4703.1, issued August 15, 2012, defines a minority or low-income population as any readily identifiable group of minority or low-income persons who live in geographic proximity. The FTA Circular defines “minority” as individuals who are members of the following population groups: Black or African American, Asian, American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, or Hispanic or Latino. The FTA Circular defines “low-income” as an individual whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. In 2010, the poverty guideline for a family of four was \$22,050 (HHS, 2010a).

Based on guidance provided in FTA Circular 4703.1 for undertaking an environmental justice analysis under NEPA, the environmental justice analysis for this Project includes the following components:

1. Identify minority and low-income populations within the study area affected by the Project. These populations are identified based on demographic data from the U.S. Census Bureau’s 2010 Census and 2006-2010 American Community Survey 5-Year Estimates.
2. Discuss all potential adverse effects of the Project on the identified minority and low-income populations, including all reasonably foreseeable social, economic, and environmental effects of the Project during and after construction.
3. Discuss all potential positive effects of the Project on the identified minority and low-income populations.
4. Describe actions incorporated into the Project to address adverse effects.
5. Discuss remaining effects, if any, and why further mitigation is not proposed.
6. Determine whether there will be disproportionately high and adverse effects on the identified minority and low-income populations.

2. EXISTING CONDITIONS

2.1 Minority Populations

According to the 2010 Census, the study area has a population of 5,419 people with 28 percent of that population (1,541 persons) belonging to a minority group (see Table 1). Black/African American residents comprise the largest minority group in the study area, and Hispanic residents comprise the second largest minority group. The study area has a lower percentage of minority residents in comparison to the City as a whole (see Table 1). A detailed breakdown of the population and race/ethnicity in the study area census blocks is provided in Table A-1 in the Appendix to this memorandum.

Table 1: Population and Race/Ethnicity		
	Kansas City, Missouri	Study Area¹
Total Population	459,787 residents	5,419 residents
<i>Race/Ethnicity of Residential Population</i>		
White	59.2%	74.2%
Black or African American	29.9%	14.6%
American Indian or Alaskan Native	0.5%	0.5%
Asian	2.5%	4.8%
Native Hawaiian or Pacific Islander	0.2%	0.2%
Some Other Race	4.5%	2.7%
Two or More Races	3.2%	3.1%
Hispanic	10.0%	6.1%
Total Minority²	45.1%	28.4%
Source: U.S. Census Bureau, 2010b		
Notes:		
¹ The study area includes the area within ¼ mile of the proposed Streetcar alignment. This table includes data for all populated census blocks that intersect the study area.		
² “Total Minority” is calculated by adding the populations for all non-white races and the population for white-Hispanic.		

For the environmental justice analysis, minority populations are identified when the percent of minority residents in the census blocks that intersect the study area exceeds 50 percent.¹ Based on this criterion, eight census blocks within the study area are identified as minority populations (see Table 2).

Table 2: Minority/Environmental Justice Populations in the Study Area		
	Total Persons	Percent Minority¹
Census Block 1032, Census Tract 3	364	93.7
Census Block 1043, Census Tract 3	57	73.7
Census Block 1044, Census Tract 3	15	53.3
Census Block 1046, Census Tract 3	5	60.0
Census Block 1053, Census Tract 3	28	92.9
Census Block 1072, Census Tract 3	2	100.0
Census Block 2034, Census Tract 157	1	100.0
Census Block 2045, Census Tract 158	3	100.0
Source: U.S. Census Bureau, 2010b		
Note: ¹ “Total Minority” is calculated by adding the populations for all non-white races and the population for white-Hispanic		

¹ CEQ guidance states that, for the purposes of an analysis of potential environmental justice issues, minority populations should be identified when the percent of minority residents in the affected area exceeds 50 percent or is meaningfully greater than the percent of minority residents in the general population (CEQ, 1997). The City as a whole is comprised of 45.1 percent minority residents. Census blocks with minority populations that are “meaningfully greater” (typically defined as more than 10 percentage points) than the percent of minority residents in the City as a whole would also exceed 50 percent. Therefore, the criterion of “exceeds 50 percent” recommended in the CEQ guidance is utilized for the environmental justice analysis.

Six of these census blocks (Blocks 1032, 1043, 1044, 1046, 1053, and 1072 in Census Tract 3) are located in the Columbus Park neighborhood in the northeast portion of the study area (see Figure 1). Minority populations in these census blocks predominantly include Black or African American, Asian, and Hispanic residents. The other two census blocks identified as minority populations are located within the Central Business District — Block 2034 in Census Tract 157 and Block 2045 in Census Tract 158 (see Figure 1). The minority populations in these two census blocks are Black or African American.

2.4 Low-Income Populations

Median household incomes in the study area range from \$23,723 to \$54,821 (see Table 3). Of the six census tracts that intersect the study area, half of them have median household incomes that are higher than the citywide average of \$44,113. For the environmental justice analysis, low-income populations are identified when the median household income in the census tracts that intersect the study area is at or below \$33,075, or 150 percent of the HHS 2010 poverty guideline for a family of four.² Based on this criterion, Census Tract 3 is identified as a low-income population. Census Tract 3 is located in the northeast portion of the study area and includes the Columbus Park neighborhood.

Table 3: Income, 2010	
	Median Household Income
Regional	
Kansas City, Missouri	\$44,113
Study Area	
Census Tract 3	\$23,723
Census Tract 44	\$54,150
Census Tract 152	\$43,375
Census Tract 157	\$39,681
Census Tract 158	\$54,821
Census Tract 159	\$51,875
Source: U.S. Census Bureau, 2010a	

² FTA Circular 4703.1 suggests the use of a locally developed poverty threshold, such as that used for FTA's grant program, to identify a low-income person. The grant program defines a low-income person as an individual whose family income is at or below 150 percent of the HHS poverty guideline. The HHS "poverty guidelines" are issued each year and are a simplification of the "poverty thresholds" published by the U.S. Census Bureau. The HHS "poverty guidelines" are used for administrative purposes by federal agencies to determine, for example, financial eligibility for certain federal programs (HHS, 2012b).

The U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty (U.S. Census Bureau, 2012). If a family's total income is less than the applicable threshold, then that family and every individual in it is considered in poverty. For example, Family A has four members consisting of two adults and two children, and the total income of all family members was \$20,000 in 2010. The 2010 poverty threshold for a family of four with two children was \$22,113 in 2010, and, therefore, Family A (and every individual in this family) is considered "in poverty" according to the U.S. Census Bureau official definition.

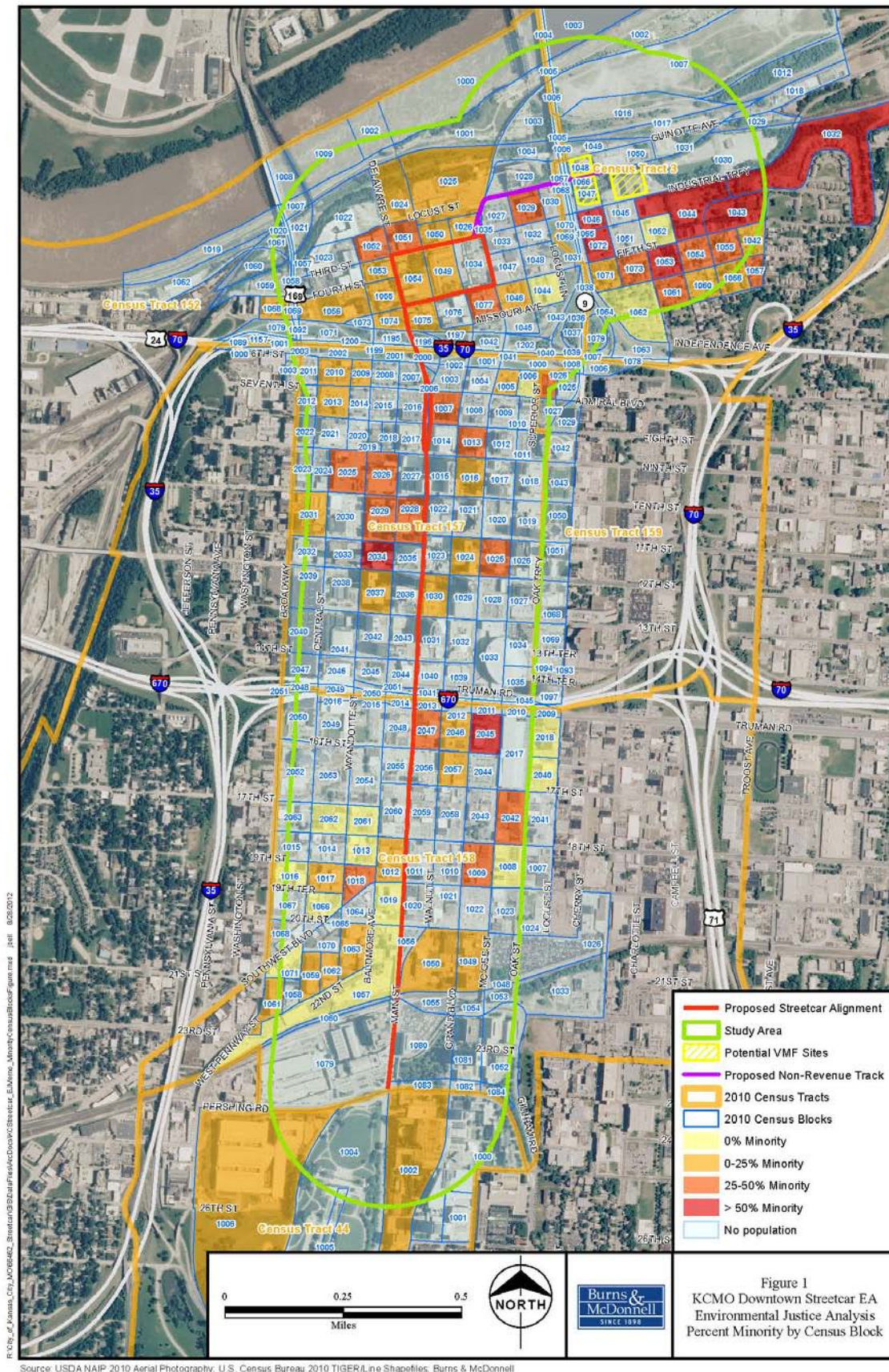


Figure 1: Percent Minority by Census Block

3. EFFECTS OF THE ALTERNATIVES CONSIDERED

3.1 No Build Alternative

Under the No Build Alternative, the Streetcar and associated facilities would not be constructed. Main Street would continue to serve roadway traffic, including personal vehicles and buses as they currently do. Residents, employees, and visitors to downtown would not benefit from an additional transit alternative to access major activity centers within the downtown corridor. The No Build Alternative would not contribute to reduced traffic congestion on downtown streets and would not provide improved local circulation. The No Build Alternative would not contribute to a reduction in vehicle miles traveled and, thus, would not benefit the community by contributing to improved air quality and public health.

3.2 Streetcar Alternative

Both minority and low-income populations have been identified within the study area. The majority of these populations are located within the Columbus Park neighborhood in the northeast portion of the study area. The closest residences within the neighborhood are located approximately 700 feet away from the candidate VMF sites. All residents within the neighborhood would experience temporary and short-term effects resulting from construction of the VMF and associated non-revenue track (i.e., the section of track that streetcars would use to access the VMF). Effects may include increased dust, construction noise and vibration, and temporary travel detours. Once the VMF is in operation and the non-revenue track is built, streetcars would be moved to and from the VMF along the non-revenue track located along the alignment of 2nd Street. Neighborhood residents would access the streetcar service at the 3rd and Grand MetroCenter, one-quarter of a mile west of the neighborhood. No active streetcar track would be constructed within the Columbus Park neighborhood. All streetcar maintenance activities would take place within the VMF and should not be visible to the neighborhood.

Operation of the new VMF facility would not result in adverse effects to minority and low-income populations, because the maintenance building would be consistent with existing commercial and industrial uses within the area, predominantly located along 3rd Street and Guinotte Avenue. Development of the VMF could result in beneficial effects to the neighborhood through the potential development of street level retail and office uses along 3rd Street that would buffer the VMF from other uses in the neighborhood. Retail or office uses could provide an amenity to the community and could visually lessen the view of the maintenance facility, which would be behind and below the current street grade of the 3rd Street frontage area. New office or retail development would also support the planned Columbus Park Neighborhood Redevelopment, a proposed mixed-use development along 4th and 5th Streets.

Any effects on the identified minority and low-income populations would not exceed those borne by the study area population as a whole. Therefore, the Streetcar Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations.

4. PUBLIC OUTREACH

The public, including minority and low-income residents, have been provided the opportunity to participate in the outreach efforts for the Project. Public outreach and engagement has been an integral part of the Kansas City Downtown Streetcar Project since the initiation of the Downtown Corridor Alternatives Analysis (AA) in early 2011. Project related outreach efforts were initiated with development of a Public Involvement Plan. The plan provided a framework to guide the public participation process for the AA, continuing through the Advanced Conceptual Engineering (ACE) phase of the project including the NEPA process.

The public outreach effort were based on the belief that all people whose lives would be affected by planning and investment decisions have a right to be informed about the project and involved in the decision-making process. Everyone in the community was encouraged to be engaged and had the opportunity to influence the choices made by the Partnership Team (City of Kansas City Missouri, Jackson County, Mid-America Regional Council (MARC), and Kansas City Area Transportation Authority (KCATA)). The public participation program was designed to be a proactive process in which the governing bodies worked to engage the affected public in a variety of opportunities to become involved, and included a meaningful and transparent process that ensured effective communication about how public participation would influence decisions.

A variety of open houses and other opportunities have been provided for the public to discuss the project with the Partnership and Project Teams, in addition to implementation of a number of other outreach tools to engage the public, stakeholder groups, and public officials in the planning and preliminary design process. Materials have been developed and made available to the public in English as well as Spanish. Existing community and advocacy groups, including the Kansas City Regional Transit Alliance, Downtown Council, Columbus Park Neighborhood Association, and Streetcar Neighbors Advocacy Group; have been engaged to assist in disseminating information about the project with their members and the public.

During the AA, public outreach efforts included three open houses (scheduled around key study milestones), publication of project updates on MARC's web page and in the Smart Moves electronic newsletter, and presentations to other civic groups and interested stakeholder groups by the City and study team staff. Open houses were designed to be inclusive of the surrounding communities. The open houses were held at the Downtown Public Library, Union Station, and the Steamboat Arabia Museum, all within the Project study area. They were used to provide information about the study, gather feedback on the study and Locally Preferred Alternative selection, gain input on the financing strategies considered for the project, and inform the public and decisionmakers about community issues and concerns.

Three more open houses were conducted during the Advanced Conceptual Engineering (ACE) phase of the project to provide information on the proposed design, overall construction process, and the ongoing environmental review. During the ACE, project materials and other project information were distributed to the Columbus Park Neighborhood Association through coordination with the Streetcar Neighbors Advocacy Group. The advocacy group organized presentations, meetings, and letters of support from neighborhoods with the project area, including Columbus Park, the Downtown Neighborhood Association, and River Market.

At all meetings, information was made available in reader-friendly format using simple text and clear graphics to illustrate concepts and project details. Project information was made available in Spanish and English, although no one requested copies of the Spanish materials. The open houses were held in the same locations as the previous open houses.

REFERENCES

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APPENDIX A

Table A-1: Population and Ethnicity Data for Study Area Census Blocks¹

	Total Population	White	Black or African American	American Indian or Alaska Native	Asian	Native Hawaiian or Pacific Islander	Some Other Race	Two or More Races	Hispanic	Total Minority ²
Regional										
Kansas City, Missouri	459,787	59.2%	29.9%	0.5%	2.5%	0.2%	4.5%	3.2%	10.0%	45.1%
Study Area										
Block 1032, Census Tract 3	364	8.0%	66.5%	0	13.2%	0	5.8%	6.6%	10.2%	93.7%
Block 1042, Census Tract 3	35	80.0%	8.6%	0	0	5.7%	0	5.7%	5.7%	20.0%
Block 1043, Census Tract 3	57	36.8%	35.1%	0	12.3%	0	14.0%	1.8%	26.3%	73.7%
Block 1044, Census Tract 3	15	73.3%	0	0	26.7%	0	0	0	26.7%	53.3%
Block 1046, Census Tract 3	5	40.0%	0	0	60.0%	0	0	0	0	60.0%
Block 1052, Census Tract 3	1	100.0%	0	0	0	0	0	0	0	0
Block 1053, Census Tract 3	28	7.1%	0	0	82.1%	0	10.7%	0	10.7%	92.9%
Block 1054, Census Tract 3	34	70.6%	8.8%	0	14.7%	0	0	5.9%	2.9%	29.4%
Block 1055, Census Tract 3	39	76.9%	0	0	2.6%	10.3%	10.3%	0	15.4%	28.2%
Block 1056, Census Tract 3	42	81.0%	0	0	0	0	19.0%	0	19.0%	19.0%
Block 1057, Census Tract 3	38	52.6%	10.5%	0	10.5%	0	26.3%	0	26.3%	47.4%
Block 1060, Census Tract 3	29	82.8%	6.9%	0	3.4%	0	3.4%	3.4%	3.4%	17.2%
Block 1061, Census Tract 3	34	79.4%	0	0	20.6%	0	0	0	23.5%	44.1%
Block 1062, Census Tract 3	10	100.0%	0	0	0	0	0	0	0	0
Block 1071, Census Tract 3	13	92.3%	0	0	0	0	0	7.7%	7.7%	7.7%
Block 1072, Census Tract 3	2	0	0	0	0	100.0%	0	0	0	100.0%
Block 1073, Census Tract 3	36	72.2%	19.4%	0	8.3%	0	0	0	5.6%	33.3%
Block 1002, Census Tract 44	237	83.1%	6.3%	0.4%	4.6%	0	3.4%	2.1%	10.1%	22.8%
Block 1006, Census Tract 44	4	75.0%	25.0%	0	0	0	0	0	0	25.0%
Block 1024, Census Tract 152	31	96.8%	3.2%	0	0	0	0	0	0	3.2%

Table A-1: Population and Ethnicity Data for Study Area Census Blocks¹

	Total Population	White	Black or African American	American Indian or Alaska Native	Asian	Native Hawaiian or Pacific Islander	Some Other Race	Two or More Races	Hispanic	Total Minority²
Block 1025, Census Tract 152	15	93.3%	6.7%	0	0	0	0	0	0	6.7%
Block 1026, Census Tract 152	40	87.5%	10.0%	0	2.5%	0	0	0	7.5%	15.0%
Block 1029, Census Tract 152	349	64.5%	20.3%	0.9%	1.1%	0	5.2%	8.0%	10.9%	39.3%
Block 1044, Census Tract 152	73	100.0%	0	0	0	0	0	0	0	0
Block 1046, Census Tract 152	37	94.6%	2.7%	0	0	0	0	2.7%	2.7%	5.4%
Block 1049, Census Tract 152	11	100.0%	0.0%	0	0	0	0	0	9.1%	9.1%
Block 1050, Census Tract 152	84	81.0%	4.8%	0	1.2%	0	2.4%	10.7%	2.4%	19.0%
Block 1051, Census Tract 152	225	72.4%	22.7%	0	2.2%	0	1.8%	0.9%	2.2%	28.4%
Block 1052, Census Tract 152	102	78.4%	15.7%	1.0%	2.0%	0	1.0%	2.0%	5.9%	25.5%
Block 1053, Census Tract 152	30	90.0%	0	0	6.7%	0	0	3.3%	10.0%	20.0%
Block 1054, Census Tract 152	83	81.9%	13.3%	0	2.4%	0	0	2.4%	4.8%	20.5%
Block 1055, Census Tract 152	24	87.5%	4.2%	0	4.2%	0	0	4.2%	0	12.5%
Block 1056, Census Tract 152	145	90.3%	4.8%	0	0.7%	0	3.4%	0.7%	3.4%	10.3%
Block 1068, Census Tract 152	42	83.3%	2.4%	0	4.8%	0	4.8%	4.8%	7.1%	19.0%
Block 1074, Census Tract 152	64	85.9%	1.6%	0	10.9%	0	1.6%	0	3.1%	14.1%
Block 1075, Census Tract 152	30	96.7%	3.3%	0	0	0	0	0	6.7%	10.0%
Block 1077, Census Tract 152	2	50.0%	0	0	0	0	50.0%	0	50.0%	50.0%
Block 1005, Census Tract 157	25	80.0%	0	4.0%	8.0%	0	8.0%	0	12.0%	24.0%
Block 1006, Census Tract 157	1	100.0%	0	0	0	0	0	0	0	0
Block 1007, Census Tract 157	200	56.0%	27.0%	0.5%	7.5%	0	6.0%	3.0%	11.0%	47.0%
Block 1013, Census Tract 157	50	64.0%	30.0%	2.0%	0	0	0	4.0%	0	36.0%
Block 1016, Census Tract 157	201	89.1%	6.0%	0.5%	2.5%	0	0	2.0%	3.5%	13.9%
Block 1024, Census Tract 157	166	83.7%	7.8%	0	6.0%	0	1.2%	1.2%	5.4%	20.5%
Block 1025, Census Tract 157	183	62.8%	28.4%	0.5%	1.1%	0	3.3%	3.8%	6.0%	39.9%

Table A-1: Population and Ethnicity Data for Study Area Census Blocks¹

	Total Population	White	Black or African American	American Indian or Alaska Native	Asian	Native Hawaiian or Pacific Islander	Some Other Race	Two or More Races	Hispanic	Total Minority²
Block 1030, Census Tract 157	52	84.6%	5.8%	5.8%	0	0	0	3.8%	1.9%	17.3%
Block 2009, Census Tract 157	57	94.7%	0	0	5.3%	0	0	0	0	5.3%
Block 2010, Census Tract 157	109	89.0%	4.6%	0.9%	5.5%	0	0	0	6.4%	14.7%
Block 2013, Census Tract 157	135	85.9%	5.2%	0	3.7%	0	1.5%	3.7%	2.2%	14.1%
Block 2025, Census Tract 157	77	71.4%	19.5%	0	2.6%	0	0	6.5%	11.7%	37.7%
Block 2026, Census Tract 157	49	77.6%	14.3%	2.0%	0	0	4.1%	2.0%	10.2%	28.6%
Block 2028, Census Tract 157	143	67.1%	24.5%	0.7%	2.1%	0	0	5.6%	2.1%	34.3%
Block 2029, Census Tract 157	306	72.5%	5.9%	2.6%	11.1%	0.7%	2.0%	5.2%	2.6%	28.4%
Block 2031, Census Tract 157	63	88.9%	3.2%	3.2%	4.8%	0	0	0	0	11.1%
Block 2034, Census Tract 157	1	0.0%	100.0%	0	0	0	0	0	0	100.0%
Block 2037, Census Tract 157	68	92.6%	5.9%	0	1.5%	0	0	0	2.9%	10.3%
Block 1008, Census Tract 158	2	100.0%	0	0	0	0	0	0	0	0
Block 1009, Census Tract 158	2	100.0%	0	0	0	0	0	0	50.0%	50.0%
Block 1012, Census Tract 158	32	84.4%	9.4%	0	0	0	6.3%	0	6.3%	15.6%
Block 1013, Census Tract 158	16	100.0%	0	0	0	0	0	0	0	0
Block 1016, Census Tract 158	1	100.0%	0	0	0	0	0	0	0	0
Block 1017, Census Tract 158	6	83.3%	0	0	16.7%	0	0	0	0	16.7%
Block 1018, Census Tract 158	4	50.0%	25.0%	0	0	0	0	25.0%	0	50.0%
Block 1019, Census Tract 158	11	100.0%	0	0	0	0	0	0	0	0
Block 1049, Census Tract 158	199	89.9%	6.0%	0	2.5%	0	0	1.5%	1.5%	11.6%
Block 1050, Census Tract 158	18	94.4%	5.6%	0	0	0	0	0	0	5.6%
Block 1057, Census Tract 158	2	100.0%	0	0	0	0	0	0	0	0
Block 1059, Census Tract 158	142	89.4%	4.2%	0	3.5%	0	1.4%	1.4%	2.1%	12.0%
Block 1061, Census Tract 158	170	83.5%	7.6%	1.2%	4.1%	0	1.2%	2.4%	3.5%	17.6%

Table A-1: Population and Ethnicity Data for Study Area Census Blocks¹

	Total Population	White	Black or African American	American Indian or Alaska Native	Asian	Native Hawaiian or Pacific Islander	Some Other Race	Two or More Races	Hispanic	Total Minority²
Block 1062, Census Tract 158	31	87.1%	9.7%	0	3.2%	0	0	0	0	12.9%
Block 1063, Census Tract 158	201	90.5%	4.5%	0	1.0%	0	0.5%	3.5%	5.0%	11.9%
Block 1066, Census Tract 158	2	100.0%	0	0	0	0	0	0	0	0
Block 1071, Census Tract 158	3	100.0%	0	0	0	0	0	0	0	0
Block 2018, Census Tract 158	4	100.0%	0	0	0	0	0	0	0	0
Block 2040, Census Tract 158	3	100.0%	0	0	0	0	0	0	0	0
Block 2042, Census Tract 158	53	66.0%	18.9%	0	0	0	7.5%	7.5%	13.2%	37.7%
Block 2045, Census Tract 158	3	0	100.0%	0	0	0	0	0	0	100.0%
Block 2046, Census Tract 158	47	87.2%	10.6%	0	0	0	0	2.1%	2.1%	14.9%
Block 2047, Census Tract 158	25	76.0%	16.0%	0	4.0%	0	0	4.0%	4.0%	28.0%
Block 2057, Census Tract 158	129	89.9%	5.4%	0	0	0	3.1%	1.6%	7.0%	14.0%
Block 2061, Census Tract 158	3	100.0%	0	0	0	0	0	0	0	0
Block 2062, Census Tract 158	2	100.0%	0	0	0	0	0	0	0	0
Block 1026, Census Tract 159	12	66.7%	25.0%	0	0	0	0	8.3%	0	33.3%
Total in Study Area:	5,419	74.2%	14.6%	0.5%	4.8%	0.2%	2.7%	3.1%	6.1%	28.4%

Source: U.S. Census Bureau, 2010b

Notes:

¹2010 Census Blocks in Jackson County, Missouri; table includes all populated census blocks that intersect the study area

²"Total Minority" is calculated by adding the populations for all non-white races and the population for white-Hispanic