

Appendix J:

Socioeconomic/EJ Assessment

Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks Analysis

The character of a community is largely determined by the people that live or work there. Associated factors that contribute to the characteristics of a community are business and labor markets, transportation systems, and utilities. The geography, geology, and climate of an area are also contributing factors. Any of the proposed actions that affect individuals within a community is a social impact. The FAA evaluates impacts of projects on three related categories – socioeconomics, environmental justice and children's environmental health and safety. A detailed evaluation of these three categories is provided below.

Socioeconomics

The evaluation of the proposed project's effects on the social and economic characteristics of affected communities, involves evaluating shifts in population, public service demands, roadway capacity, businesses, and economics. FAA Order 1050.1F Desk Reference indicates that the *"principal social impacts to be considered are those associated with relocation or other community disruption, transportation, planned development, and employment."*¹

Factors to consider that may be applicable to socioeconomic resources, include, but are not limited to, the following:

- Inducing substantial economic growth in an area, either directly or indirectly (e.g., through establishing projects in an undeveloped area).
- Disrupting or dividing the physical arrangement of an established community.
- Causing extensive relocation when sufficient replacement housing is unavailable.
- Causing extensive relocation of community businesses that would cause severe economic hardship for affected communities.
- Disrupting local traffic patterns and substantially reducing the levels of service of roads serving an airport and its surrounding communities.
- Producing a substantial change in the community tax base.

Environmental Justice

Executive Order (E.O.) 14096 - *"Revitalizing Our Nation's Commitment to Environmental Justice for All"* was enacted on April 21, 2023. E.O. 14096 on environmental justice does not rescind E.O. 12898 - *"Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,"* which has been in effect since February 11, 1994, and is currently implemented through DOT Order 5610.2C. This implementation will continue until further guidance is provided regarding the implementation of the new E.O. 14096 on environmental justice.

Executive Order 14096 (88 FR 25251, April 26, 2023) requires each Federal agency to include environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high, and adverse impacts of its programs, policies, and activities on minority and/or low-income populations. DOT Order 5610.2(a), Environmental Justice in Minority Populations and Low-Income Populations establishes how DOT, and its operating administrations would integrate EO 12898 with existing regulations and guidance. It states that it is the policy of

¹ FAA, Order 1050.1F, Desk Reference, July 2015, pg. 12-4

DOT to promote the principles of environmental justice through the incorporation of those principles into existing agency programs, policies, and activities. The Order goes on to state it is DOT's policy to promote the principles of environmental justice by considering them during or as a part of the planning and decision-making processes in the development of programs, policies, and activities, using the principles of NEPA, Title VI, the Uniform Act, and other applicable DOT statutes, regulations, and guidance. This Order provides guidance related to environmental justice impacts as follows: A *"disproportionately high and adverse effect on minority and low-income populations"* is defined as an adverse effect that: *"(1) is predominantly borne by a minority population and/or 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 population and/or low-income population."* The DOT Order also states that *"[i]n making determinations regarding disproportionately high and adverse effects . . . mitigation and enhancement measures. . . and all offsetting benefits to the affected minority and low-income population may be taken into account . . ."*

Disproportionately high and adverse human health or environmental effects on minority and low-income populations may represent a significant impact.

Additional guidance provided in a document titled "Promising Practices for EJ Methodologies in NEPA Reviews"² (Promising Practices) was referenced for the specific steps used to identify minority and low-income populations presented in this analysis.

Children's Health and Safety Risk

Pursuant to *Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks*, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. Environmental health and safety risks are defined as risks to health or safety that are attributable to products or substances that a child is likely to come in contact with or ingest such as air, food, drinking water, recreational waters, soil or products they might use or be exposed to. Disproportionate health and safety risks to children may represent a significant impact.

Proposed Action Surface Transportation Changes

The proposed Consolidated Terminal Plan includes roadway improvements to enhance the passenger experience and provide safe and efficient traffic operations, and in particular allow for a greater distance between the highway and the airport terminal to improve roadway safety. The proposed improvements include:

- Adding an auxiliary lane and shoulder improvements on the north side of I-70 from the Airflight Drive interchange to the existing west onramp at Lambert International Boulevard
- Airflight Drive intersection improvements that would remove direct access to Lambert International Boulevard
- Remove the ramp from Lambert International Boulevard onto westbound I-70
- Restripe and/or widen the lanes at the Cypress Road/Natural Bridge Road Intersection

² https://www.epa.gov/sites/default/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

Results

Tables 1, 2 and 3 present demographic characteristics for the affected environment based on available geographic data from the U.S. Census.³ Because census geographies are used, the affected environment for this analysis differs from the project study area. The project study area includes the project construction limits and is included in the Proposed Action. The affected environment for this analysis includes the block groups (for minority and age population characteristics presented in Table 1), and census tracts (for disability and language characteristics presented in Table 1 and Table 2, respectively, and income characteristics presented in Table 3) that are wholly or partially within the project study area or have been identified as being potentially affected by the project. These census geographic areas were selected for the affected environment (also referred to affected community or AC on the attached exhibits) because they represent the smallest geographical unit available in the U.S. Census data, 2018-2022 5-year American Community Survey, for each characteristic examined.

Each census geography has limitations. The census block groups, and census tracts extend outside the project study area, thus including areas that could obscure the characteristics of the population within the affected area. The census blocks represent the affected area with only a slight geographical overrun, but the Census Bureau makes privacy-related changes to this detailed data that may result in mischaracterization of the population within a given census block. Because the census tracts and block groups that comprise the affected environment cover a larger area than the specific project limits, the data presented in Tables 1-3 represent a population slightly to moderately larger than that present within the project study area.

Minority and Low-Income Population Methods and Results

The *fifty percent* and *meaningfully greater* analyses described in the Promising Practices document were used to identify minority populations in the affected environment. Along with minority status, limited English proficiency household data was also analyzed using the to further understand where minority populations within the affected community may be. The *meaningfully greater* analysis requires a reference community. St. Louis County, Missouri was selected as the reference community, also known as a community of comparison (COC), as shown on the attached exhibits. The purpose of comparing data for the reference community to that of the affected environment is to determine if there is a meaningfully greater minority population present within the affected environment when compared to the larger geographical area around the Airport. For the *meaningfully greater* analyses in this report, the populations in the affected community were analyzed compared to 125% of the reference community.

According to the American Community Survey (ACS) 5-year estimates (2018-2022), the total population in St. Louis County, the reference community, is approximately 998,684 and the total minority population is 369,270. The affected community has a total population of 66,519 with a minority population of 38,938. The total percentage of minorities in the affected community is 59%, which suggests an EJ population of concern according to the *fifty-percent* analysis.

The minority data in Tables 1 and Table 2 indicates the presence of a minority population in multiple census blocks per *fifty percent* and *meaningfully greater* analysis. Because the minority population in the combined affected environment exceeds 50%, and the minority population exceeds 125% of the reference community in 43 of the 62 block groups in the affected environment, the Promising Practices document recommends a heightened focus on environmental justice issues. The minority data in Table 1 indicates the presence of a minority

³ U.S. Census website: <https://www.census.gov/data.html>

population in multiple census blocks per *fifty percent* and *meaningfully greater* analysis, highlighted in orange.

The following census tracts and the entirety of their associated block groups within the affected community were identified as having a minority population of EJ concern according to the *meaningfully greater* analysis: Census Tract 2114.02, Census Tract 2115, Census Tract 2127.01, Census Tract 2127.02, Census Tract 2131.04, Census Tract 2133.02, Census Tract 2134.02, Census Tract 2135, and Census Tract 2218. The following block groups were contained within a Census Tract in the affected community that had at least one identified minority population of EJ concern: Block Group 3, Census Tract 2131.03; Block Groups 1 and 3, Census Tract 2132.04; Block Groups 1 and 3, Census Tract 2133.01; Block Groups 2, 3, 4, and 5, 2134.01, Block Groups 1, 2, 3, and 4. Census Tract 2136; Block Groups 3, 4, 5, and 7, Census Tract 2147; Block Group 2, Census Tract 2148; and Block Group 1, Census Tract 2149.01.

Census Tracts that were over the *meaningfully greater* threshold for Overall Limited English Proficiency Households include the following: Census Tract 2131.03, Census Tract 2132.03, Census Tract 2132.04, 2133.01, 2134.01, and 2135. A total of six census tracts had populations that were identified as over the *meaningfully greater* threshold for specific language groups compared to the reference community that were not over the threshold for overall Limited English Proficiency. Census Tract 2114.02 was over the *meaningfully greater* threshold for Other Indo-European language households with Limited English Proficiency. Census Tract 2131.04, 2133.02, 2134.02, 2136, and 2148 were over the *meaningfully greater* threshold for Spanish Households with Limited English Proficiency. Census Tract 2148 was also over the *meaningfully greater* threshold for Other Language Households with Limited English Proficiency. All of the census tracts that were identified as over the *meaningfully greater* threshold for Limited English Proficiency Households were also identified as having a minority EJ population of concern, with the exception of Census Tract 2132.03 which has populations over the established threshold for overall limited English proficiency, Spanish households with limited English proficiency, and other Indo-European language households with limited English proficiency.

The *Low-Income Threshold Criteria* analysis described in the Promising Practices document was used to identify low-income populations in the affected environment. The indicator of poverty selected represented the population poverty levels in comparison with the Census Bureau's poverty threshold.

The low-income data in Table 3 indicates the presence of low-income populations in multiple census blocks per the Low-Income Threshold Criteria analysis. The low-income population exceeds the reference community's percentage below poverty level in 13 of the 19 census tracts in the affected environment, highlighted in orange. The low-income population threshold chosen was 125% of the reference communities' population below poverty levels comparison with the Census Bureau's poverty threshold. Because the low-income population in the combined affected environment also exceeds the chosen threshold, the Promising Practices document recommends a heightened focus on environmental justice issues.

According to the American Community Survey (ACS) 5-year estimates (2018-2022), the total percent of individuals below poverty level for the reference community is 9.62%. A threshold of 125% of the reference community, equaling 12.02%, was used to conduct the *Low-income Threshold Criteria analysis*. The total population of low-income individuals in the affected community is 62,121, with 11,524 individuals being below the poverty level. Therefore, the combined low-income percentage of all census tracts in the affected community is 18.5% and is a low-income EJ population of concern. The following Census Tracts within the affected community were identified as having a low-income EJ population of concern: Census Tract 2115, Census Tract 2127.01, Census Tract 2127.02, Census Tract 2131.04, Census Tract 2132.04, Census Tract 2133.02, Census Tract 2134.01, Census Tract 2134.02, Census Tract 2135, Census Tract 2136, Census Tract 2147, Census Tract 2149.01, and Census Tract 2218.

The following census tracts were identified as having both minority and low-income EJ populations of concerns: Census Tract 2115, Census Tract 2127.01, Census Tract 2127.02, Census Tract 2131.04, Census Tract 2132.04, Census Tract 2133.02, Census Tract 2134.01, Census Tract 2134.02, Census Tract 2135, Census Tract 2136, Census Tract 2147, Census Tract 2149.01, and Census Tract 2218. Most of these census tracts are located in the southeastern portion of the affected community, with all the census tracts east of SR 67 having both minority and low-income EJ populations of concerns, except Census tract 2133.01 and Census Tract 2148. Only six census tracts within the affected community were not identified as having both populations of EJ concern, and only two have neither a minority or low-income EJ population of concern, 2131.02 and 2132.03. Three of the four Census Tracts located within the study area were identified as having both minority and low-income EJ populations of concern.

Other Traditionally Underrepresented Populations Methods and Results

Because other groups outside of minority and low income populations have the potential for adverse socioeconomic impacts from projects, these traditionally underrepresented populations were also evaluated for possible effects.

The *meaningfully greater* analyses described in the Promising Practices document were used to identify populations of individuals under 18 and 65 and over in the affected environment. The same reference community used from the minority and low-income analysis was used to analyze if any census tracts had other traditionally underrepresented populations of concern. The under 18 and 65 and over age group exceeds 125% of the reference community in 20 of the 62 and 14 of the 62 block groups in the affected environment, respectively. The overall disabled and ambulatory difficulty populations exceed 125% of the reference community in 10 of the 19 and 9 out of 19 census tracts. The age, disability and ambulatory difficulty data in Table 1 indicates the presence of traditionally underrepresented populations of concern in multiple block groups per *meaningfully greater* analysis, highlighted in orange. Based on this information, a heightened focus on socioeconomic issues was taken.

According to the American Community Survey (ACS) 5-year estimates (2018-2022), the total percent of individuals 18 and under for the reference community is 22.19%. A threshold of 125% of the reference community, equaling 27.74%, was used to conduct the analysis. The total percentage of individuals 65 and over for the reference community is 15.46%. A threshold of 125% of the reference community, equaling 19.32%, was used to conduct the analysis. The following block groups within the affected community were identified as having an under 18 EJ population of concern: Block Group 1 and 2, Census Tract 2115; Block Group 1, Census Tract 2127.01; Block Group 3, Census Tract 2127.02; Block Group 2, Census Tract 2131.04; Block Group 2, Census Tract 2132.03; Block Group 1, Census Tract 2132.04; Block Group 1, Census Tract 2133.01, Block Groups 1 and 2, Census Tract 2133.02; Block Group 2 and 3, Census Tract 2134.01; Block Group 1, Census Tract 2134.02, Block Groups 1, 4, and 5, Census Tract 2136, Block Groups 2, 4, and 7, Census Tract 2147; and Block Group 2, Census Tract 2218. The following block groups within the affected community were identified as having a 65 and over EJ population of concern: Block Group 3, Census Tract 2115; Block Group 1, Census Tract 2127.02; Block Group 1, Census Tract 2131.03; Block Group 1 and 2, Census Tract 2132.03, Block 3, Census Tract 2132.04; Block Group 2, Census Tract 2133.01; Block group 2, Census Tract 2134.01; Block Group 1, Census Tract 2135; Block Group 6, Census Tract 2147; Block Group 2, 4, and 5, Census Tract 2148; and Block Groups 2, Census Tract 2149.01

According to the American Community Survey (ACS) 5-year estimates (2018-2022), the total percent of individuals with a disability for the reference community is 11.66%. A threshold of 125% of the reference community, equaling 14.57%, was used to conduct the analysis. The total percentage of individuals with ambulatory difficulties for the reference community was 5.86% (note that this dataset did not include children under the age five). A threshold of 125% of the reference community, equaling 7.31%, was used to conduct the analysis. The following Census Tracts within the affected community were identified as having an overall disabled population of concern: Census Tract 2127.01, Census Tract 2131.04, Census Tract 2132.03, Census Tract 2133.01, Census Tract 2134.02, Census Tract 2135, Census Tract 2136, Census Tract 2148, Census Tract 2149.01, Census Tract 2218. The following block groups within the affected community were identified as having a ambulatory difficulty EJ population of concern: Census Tract 2115, Census Tract 2127.01, Census Tract 2131.04, Census Tract 2132.03, Census Tract 2133.01, Census Tract 2135, Census Tract 2136.

Table 1: Demographic Data and Population Characteristics

Geographic Area	Total Population		Minority		Under 18 Years		65 & Over		Disabled		Ambulatory Difficulty	
	Number		Number	%	Number	%	Number	%	Number	%	Number	%
Affected Area												
Census Tract 2114.02	2,101		-	-	-	-	-	-	199	9.47%	109	5.19%
Block Group 1	1,681		1,130	67.22%	191	11.36%	209	12.43%	-	-	-	-
Block Group 2	420		278	66.19%	32	7.62%	47	11.19%	-	-	-	-
Census Tract 2115	2,531			-	-	-	-	-	351	13.87%	295	11.66%
Block Group 1	832		795	95.55%	299	35.94%	99	11.90%	-	-	-	-
Block Group 2	834		825	98.92%	348	41.73%	111	13.31%	-	-	-	-
Block Group 3	865		793	91.68%	138	15.95%	181	20.92%	-	-	-	-
Census Tract 2127.01	3,321			-	-	-	-	-	669	20.14%	423	12.74%
Block Group 1	2,019		1,746	86.48%	714	35.36%	309	15.30%	-	-	-	-
Block Group 2	1,302		1,153	88.56%	327	25.12%	230	17.67%	-	-	-	-
Census Tract 2127.02	1,910			-	-	-	-	-	229	11.99%	134	7.02%
Block Group 1	278		154	55.40%	28	10.07%	65	23.38%	-	-	-	-
Block Group 2	976		814	83.40%	219	22.44%	73	7.48%	-	-	-	-
Block Group 3	656		587	89.48%	242	36.89%	0	0.00%	-	-	-	-
Census Tract 2131.02	508			-	-	-	-	-	54	10.63%	32	6.30%
Block Group 1	508		73	14.37%	99	19.49%	71	13.98%	-	-	-	-
Block Group 2	0		0	-	0	0.00%	0	0.00%	-	-	-	-
Census Tract 2131.03	3,271			-	-	-	-	-	343	10.49%	121	3.70%
Block Group 1	899		162	18.02%	179	19.91%	337	37.49%	-	-	-	-
Block Group 2	688		212	30.81%	130	18.90%	117	17.01%	-	-	-	-
Block Group 3	1,765		991	56.15%	459	26.01%	240	13.60%	-	-	-	-
Census Tract 2131.04	1,113			-	-	-	-	-	209	18.78%	189	16.98%
Block Group 1	100		48	48.00%	18	18.00%	6	6.00%	-	-	-	-
Block Group 2	1,137		622	54.71%	338	29.73%	219	19.26%	-	-	-	-
Census Tract 2132.03	4,417			-	-	-	-	-	732	16.57%	468	10.60%

Block Group 1	1,839	322	17.51%	118	6.42%	714	38.83%	-	-	-	-	-
Block Group 3	1,166	164	14.07%	345	29.59%	267	22.90%	-	-	-	-	-
Block Group 3	1,513	434	28.68%	396	26.17%	234	15.47%	-	-	-	-	-
Census Tract 2132.04	3,669		-	-	-	-	-	379	10.33%	232	6.32%	-
Block Group 1	1,565	773	49.39%	455	29.07%	274	17.51%	-	-	-	-	-
Block Group 2	1,113	470	42.23%	144	12.94%	122	10.96%	-	-	-	-	-
Block Group 3	1,189	593	49.87%	222	18.67%	236	19.85%	-	-	-	-	-
Census Tract 2133.01	3,549		-	-	-	-	-	859	24.20%	388	10.93%	-
Block Group 1	641	613	95.63%	258	40.25%	41	6.40%	-	-	-	-	-
Block Group 2	1,133	416	36.72%	168	14.83%	254	22.42%	-	-	-	-	-
Block Group 3	1,775	927	52.23%	469	26.42%	168	9.46%	-	-	-	-	-
Census Tract 2133.02	3,896		-	-	-	-	-	397	10.19%	253	6.49%	-
Block Group 1	911	683	74.97%	336	36.88%	52	5.71%	-	-	-	-	-
Block Group 2	1,817	902	49.64%	535	29.44%	136	7.48%	-	-	-	-	-
Block Group 3	1,168	776	66.44%	140	11.99%	109	9.33%	-	-	-	-	-
Census Tract 2134.01	4,686		-	-	-	-	-	558	11.91%	303	6.47%	-
Block Group 1	326	87	26.69%	42	12.88%	41	12.58%	-	-	-	-	-
Block Group 2	759	432	56.92%	218	28.72%	242	31.88%	-	-	-	-	-
Block Group 3	1,242	885	71.26%	478	38.49%	131	10.55%	-	-	-	-	-
Block Group 4	785	383	48.79%	124	15.80%	148	18.85%	-	-	-	-	-
Block Group 5	1,574	1451	92.19%	706	44.85%	104	6.61%	-	-	-	-	-
Census Tract 2134.02	1,771		-	-	-	-	-	291	16.43%	105	5.93%	-
Block Group 1	704	537	76.28%	314	44.60%	31	4.40%	-	-	-	-	-
Block Group 2	1,067	616	57.73%	231	21.65%	98	9.18%	-	-	-	-	-
Census Tract 2135	5,299		-	-	-	-	-	899	16.97%	425	8.02%	-
Block Group 1	1,029	725	70.46%	186	18.08%	318	30.90%	-	-	-	-	-
Block Group 2	2,038	1006	49.36%	432	21.20%	300	14.72%	-	-	-	-	-
Block Group 3	1,132	566	50.00%	178	15.72%	210	18.55%	-	-	-	-	-
Block Group 4	1,166	672	57.63%	123	10.55%	145	12.44%	-	-	-	-	-

Census Tract 2136		3,950		-	-	-	-	-	-	-	754	19.09%	419	10.61%
Block Group 1	1584	1,795	88.25%	585	32.59%	261	14.54%	-	-	-	-	-	-	-
Block Group 2	251	296	84.80%	36	12.16%	19	6.42%	-	-	-	-	-	-	-
Block Group 3	533	596	89.43%	104	17.45%	128	21.48%	-	-	-	-	-	-	-
Block Group 4	848	880	96.36%	296	33.64%	27	3.07%	-	-	-	-	-	-	-
Block Group 5	151	503	30.02%	224	44.53%	76	15.11%	-	-	-	-	-	-	-
Census Tract 2147		8,182	-	-	-	-	-	896	10.95%	390	4.77%			
Block Group 1	295	1,198	24.62%	317	26.46%	152	12.69%	-	-	-	-	-	-	-
Block Group 2	353	802	44.01%	268	33.42%	115	14.34%	-	-	-	-	-	-	-
Block Group 3	548	1,127	48.62%	126	11.18%	31	2.75%	-	-	-	-	-	-	-
Block Group 4	517	849	60.90%	443	52.18%	24	2.83%	-	-	-	-	-	-	-
Block Group 5	1600	2,147	74.52%	437	20.35%	297	13.83%	-	-	-	-	-	-	-
Block Group 6	66	521	12.67%	26	4.99%	111	21.31%	-	-	-	-	-	-	-
Block Group 7	1300	1,661	78.27%	491	29.56%	96	5.78%	-	-	-	-	-	-	-
Census Tract 2148		4,567	-	-	-	-	-	994	21.76%	568	12.44%			
Block Group 1	108	985	10.96%	126	12.79%	75	7.61%	-	-	-	-	-	-	-
Block Group 2	743	1,391	53.41%	195	14.02%	453	32.57%	-	-	-	-	-	-	-
Block Group 3	328	994	33.00%	264	26.56%	141	14.19%	-	-	-	-	-	-	-
Block Group 4	123	537	22.91%	47	8.75%	139	25.88%	-	-	-	-	-	-	-
Block Group 5	14	660	2.12%	150	22.73%	203	30.76%	-	-	-	-	-	-	-
Census Tract 2149.01		3,599	-	-	-	-	-	801	22.26%	211	5.86%			
Block Group 1	1204	2,268	53.09%	605	26.68%	330	14.55%	-	-	-	-	-	-	-
Block Group 2	344	1,333	25.81%	209	15.68%	319	23.93%	-	-	-	-	-	-	-
Census Tract 2218		3,364	-	-	-	-	-	513	15.25%	345	10.26%			
Block Group 1	1927	1,961	98.27%	542	27.64%	246	12.54%	-	-	-	-	-	-	-
Block Group 2	878	910	96.48%	304	33.41%	34	3.74%	-	-	-	-	-	-	-
Block Group 3	407	493	82.56%	106	21.50%	49	9.94%	-	-	-	-	-	-	-
Affected Area Combined Census Tracts	-	65,704	-	-	-	-	-	10,127	15%	5,410	8%			
Affected Area Combined Block Groups	38,938	66,519	59%	16,280	24%	10,015	15%	-	-	-	-			

[illegible]

Note: Orange shaded cells represent the presence of an EJ population of concern

Table 2: Demographic Data, Limited English Proficiency Households

Geographic Area	Total Households	Overall Limited English Proficiency		Spanish Households with Limited English proficiency:		Other Indo-European language Households with Limited English proficiency:		Asian and Pacific Island language Households with Limited English proficiency:		Other language Households with Limited English proficiency:	
		Number	%	Number	%	Number	%	Number	%		
Affected Area											
Census Tract 2114.02	1111	8	0.72%	0	0.00%	8	0.72%	0	0.00%	0	0.00%
Census Tract 2115	1053	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Census Tract 2127.01	1344	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Census Tract 2127.02	688	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Census Tract 2131.02	210	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Census Tract 2131.03	1333	242	18.15%	199	14.93%	0	0.00%	35	2.63%	8	0.60%
Census Tract 2131.04	469	8	1.71%	8	1.71%	0	0.00%	0	0.00%	0	0.00%
Census Tract 2132.03	1726	42	2.43%	16	0.93%	12	0.70%	14	0.81%	0	0.00%
Census Tract 2132.04	1501	134	8.93%	114	7.59%	0	0.00%	20	1.33%	0	0.00%
Census Tract 2133.01	1614	58	3.59%	16	0.99%	24	1.49%	18	1.12%	0	0.00%
Census Tract 2133.02	1586	8	0.50%	8	0.50%	0	0.00%	0	0.00%	0	0.00%
Census Tract 2134.01	1851	57	3.08%	52	2.81%	0	0.00%	0	0.00%	0	0.00%
Census Tract 2134.02	630	11	1.75%	9	1.43%	0	0.00%	2	0.32%	0	0.00%
Census Tract 2135	2272	53	2.33%	17	0.75%	21	0.92%	15	0.66%	0	0.00%

Census Tract 2136	1597	20	1.25%	20	1.25%	0	0.00%	0	0.00%	0	0.00%
Census Tract 2147	3110	25	0.80%	0	0.00%	0	0.00%	25	0.80%	0	0.00%
Census Tract 2148	2403	45	1.87%	30	1.25%	0	0.00%	0	0.00%	15	0.62%
Census Tract 2149.01	1630	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Census Tract 2218	1247	6	0.48%	6	0.48%	0	0.00%	0	0.00%	0	0.00%
Affected Area Combined Census Tracts	27375	717	3%	495	1.81%	65	0.24%	134	0.49%	23	0.08%
Reference Community											
St Louis County	413,258	6234	1.51%	1273	0.31%	2138	0.52%	2334	0.56%	489	0.12%

Note: Orange shaded cells represent the presence of an EJ population of concern

Table 3: Demographic Data, Income Characteristics

Geographic Area	TOTAL POPULATION	Below Poverty Level	
	Number	Number	%
Affected Area			
Census Tract 2114.02	2101	178	8.47%
Census Tract 2115	2531	600	23.71%
Census Tract 2127.01	3205	621	19.38%
Census Tract 2127.02	1898	642	33.83%
Census Tract 2131.02	508	25	4.92%
Census Tract 2131.03	3271	259	7.92%
Census Tract 2131.04	1113	507	45.55%
Census Tract 2132.03	4398	196	4.46%
Census Tract 2132.04	3669	631	17.20%
Census Tract 2133.01	3549	263	7.41%
Census Tract 2133.02	3896	823	21.12%
Census Tract 2134.01	4616	766	16.59%
Census Tract 2134.02	1771	568	32.07%
Census Tract 2135	5278	635	12.03%
Census Tract 2136	3928	1210	30.80%
Census Tract 2147	8242	1128	13.69%
Census Tract 2148	4567	454	9.94%
Census Tract 2149.01	3580	476	13.30%
Census Tract 2218	3329	1542	46.32%
Affected Area Combined Census Tracts	62121	11524	18.55%
Reference Community			
St Louis County	978,040	94,056	9.62%
125% of COC	-	-	12.02%

Note: Orange shaded cells represent the presence of an EJ population of concern

Economic Background

St. Louis Lambert International Airport Economic Impact Study, 2024

In January of 2024, Greater St. Louis Inc, a nonprofit organization, released an economic impact study of the St. Louis Lambert International Airport. The report included a historical and future economic analysis to demonstrate the benefit the airport brings to the region and what proposed changes to the airport would do for the local economy. For the historical economic impact analysis, data from 2019 was chosen to demonstrate a typical year of activity at the airport. The future economic impact analysis uses 2032 as the base year, as that was the expected completion date of the airport redevelopment described in the airport master plan. The study analyzes jobs, payroll, value added, and business revenues to assess the total impact of activity occurring on and off surrounding airport property in the region.

For the historical economic impact analysis, it was found that more than 102,800 jobs from on and off airport impacts generated approximately \$7.5 billion in payroll, and \$27.5 billion in business revenues, contributing \$10.0 billion in value added to the region's economy, annually as of 2019. It is noted that there are currently three major global corporations that have headquarters in the St. Louis region that are directly tied to airport activity or require services provided by the airport, Bayer, Boeing, and Bunge, and how not only do these companies benefit the area by supplying jobs to the region, but they directly rely on the airport and its success to continue to remain in the region.

For the future economic impact analysis, it was found that in 2032, the anticipated impacts of on and off airport activity will provide over 133,500 jobs in the St. Louis region, which will result in almost \$9.1 billion paid out in payroll, adding \$12.5 billion to the GRP, and generation almost \$32.4 billion in total business revenues. When comparing the value expected in 2032 to the historical value of the airport in 2019, it is anticipated the total payroll impacts will increase by 56%, the number of jobs will increase by 55%, and the total overall contribution of the expected increase in economic activity will increase by 53%.

Due to the large impact the airport has on the region and the amount of people and businesses that directly rely on the airport operations in their day to day lives, the surrounding communities are heavily interested in the airport's development and any future changes that may occur that would affect the economy of the local area.

Woodson Terrace Comprehensive Plan, 2011

According to the Woodson Terrace Comprehensive Plan that was prepared in 2011, the majority of the market segment that come or will come to the community will use I-70. The plan suggests that Woodson Terrace could be a hot spot for development due to the millions of visitors to the area per year (due to the airport), but is currently not living up to that potential due to the physical separation provided by I-70 between the airport and Woodson Terrace, as well as a lack of clear access from the airport to this area.

Public Involvement Considerations and Providing Meaningful Public Involvement During the NEPA Process

Public Involvement for the Consolidated Terminal Project began in February of 2020 and has become an important component of the proposed project due to concerns of surrounding community members on past airport redevelopment efforts that were viewed as a negative impact to their communities. In addition, the demographic data for the affected community indicates the need for a heightened focus on socioeconomic and environmental justice issues. Public outreach for the project has included agency and public scoping meetings, and a meeting with the Gateway Coalition. A timeline of public engagement and outreach activities, as well as implications on the socioeconomic, environmental justice and children's environmental health and safety analysis is detailed below.

- 1. February 2020 Airport Survey:** On January 21, 2020, the East-West Gateway (EWG) Executive Advisory Committee (EAC) met and were asked by the EWG Board of Directors to have a conversation regarding how the St. Louis region can work collaboratively to strengthen and improve the airport for the benefit of the entire region. The Board of Directors directed staff to begin identifying a scope for the study of St. Louis Lambert International Airport. The following week, staff sent a survey to about 90 individuals – including the EWG BOD, EWG EAC, Lambert airport commissioners, leaders of other airports in the region, economic development leadership throughout the St. Louis region, and leaders of other regional organizations. The purpose of the survey was to gauge the interest in a study of Lambert, discern what regional leaders think is important to include in the scope of such a study, and determine what they would seek as outcomes of such a study. A total of 39 responses to the survey were received as of February 18, 2020. The main themes of the comments that focused on the socioeconomics of the area were related to the economic and community impacts the proposed action would have. The economic concerns were focused on the importance of the airport to the economic vitality of the region and how to greatest maximize this asset. The community concerns related to the location of the airport and how there are several low-income municipalities and unincorporated areas and that they should specifically be studied as the future of the airport is decided. The comments are provided in Appendix A of the EA.
- 2. December 15, 2022 (10am-12pm, virtual)- Agency Scoping Meeting-** The Agency Scoping Meeting was attended by 17 representatives of state and local agencies, including the East-West Gateway Council of Governments, Metropolitan St. Louis Sewer District, Missouri State Historic Preservation Office, Missouri Department of Transportation and their I-70 design consultants, and St. Louis County. Other attendees included 20 representatives of the FAA Airports Division, FAA STL Air Traffic Control Tower, STL staff, and representatives of the STL Master Plan and NEPA teams⁴. The purpose of this meeting was to present the proposed project as well as another project happening at the airport. No comments related to socioeconomics, environmental justice, or children's environmental health and safety risks were noted. The comments are provided in Appendix A of the EA.

⁴ NEPA Agency and Public Scoping Minutes, St Louis International Airport

3. **December 15, 2022 (4pm-7pm, in person)- Public scoping Meeting:** The purpose of this meeting was to share information about the proposed project, introduce the NEPA process, and gather public input about the scope of the alternatives and impacts to be evaluated. The Public Scoping Meeting was promoted on STL's social media platforms and the FlySTL website. Postcards with the Public Scoping Meeting details were sent to 14,110 residents and businesses within a one-mile radius of the airport. Email invitations were sent to 49 Master Plan project stakeholders and 101 individuals who subscribed for updates at the May 5, 2022, Master Plan Open House. Six social media posts were distributed by STL. A media advisory and press release were also distributed to regional new outlets. These tasks resulted in several promotional stories about the Public Scoping Meeting and comment process⁵. No comments related to socioeconomics, environmental justice, or children's environmental health and safety risks were noted. The comments are provided in Appendix A of the EA.
4. **November 21, 2023 (10:30am-12:15pm) - Gateway Airport Communities Coalition Briefing:** The purpose of this meeting was to recap the Airport planning requirements that led to the consolidated terminal proposal and to review the status of the planning process. A history of the access plan evolution with discussion of the Woodson Terrace tunnel project and the community concerns received to date occurred. Travel time and distance comparisons were presented for local access to the Airport. The focus of the briefing was on the terminal project and the planning of the roadways⁶. A total of 23 comments were received at the meeting. The themes of the comments were related to past airport expansion and distrust from that process, traffic, and roadway realignment, for both personal and public transportation, changes and concerns, surrounding property development, economic impacts, and other associated projects with the expansion not on airport property.

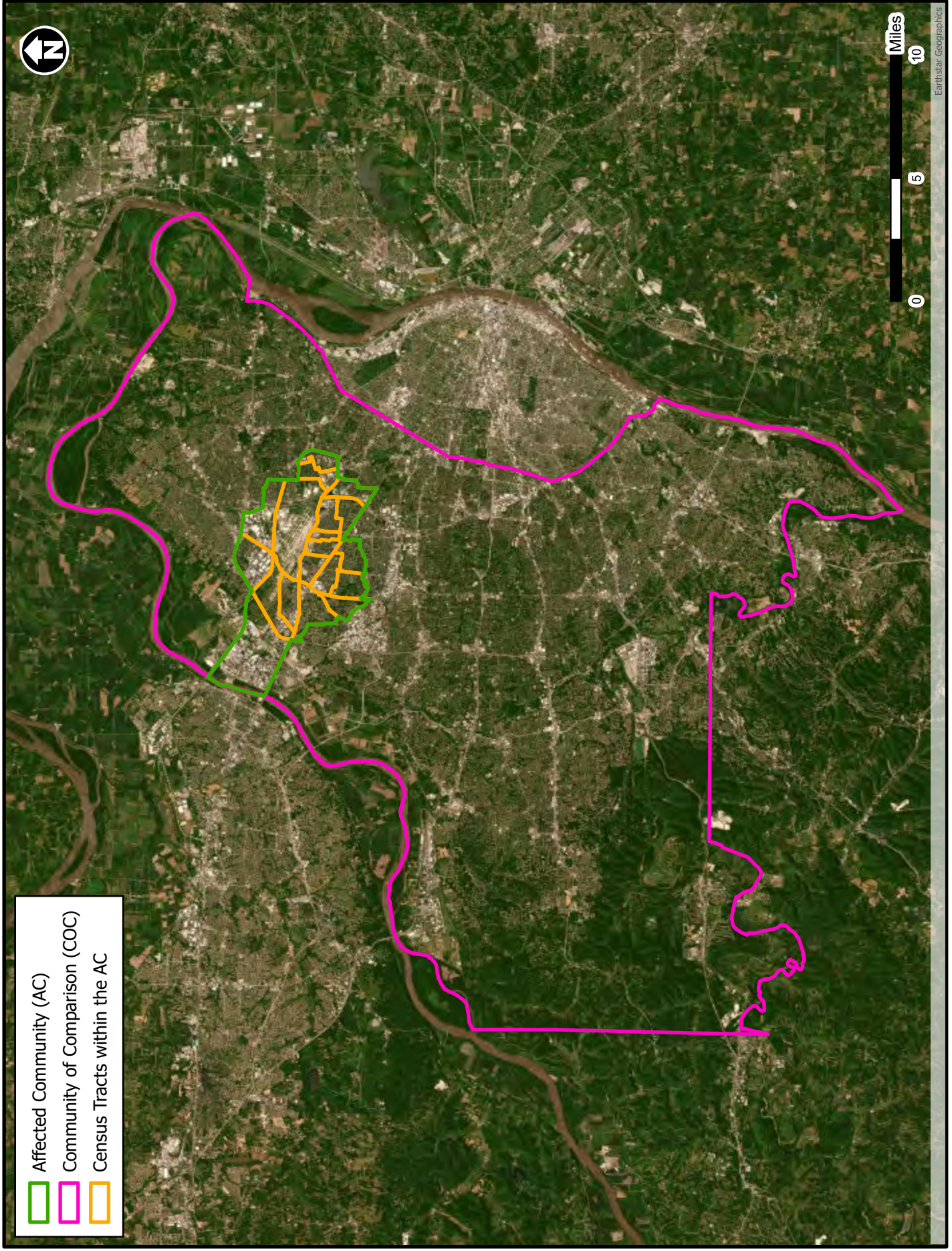
To date, the stakeholders that have been the most vocal throughout each public involvement opportunity are the members of the Gateway Community Coalition, specifically the City of Woodson Terrace. The other communities to the south of the airport have been a part of the public involvement process but have not submitted formal comments or asked to be a part of the NEPA process. According to Woodson Terrace Mayor Larence P. Besmer, the community supports a strong and vibrant airport with efficient roadways but recognized that past public investment in these types of upgrades has physically separated communities close to the airport and severed the connection to such an important economic and job-creating engine for the area. The mayor stated that the community wanted the following listed items evaluated. The comments provided by Woodson Terrace on January 17, 2023 are provided in Appendix A of the EA.

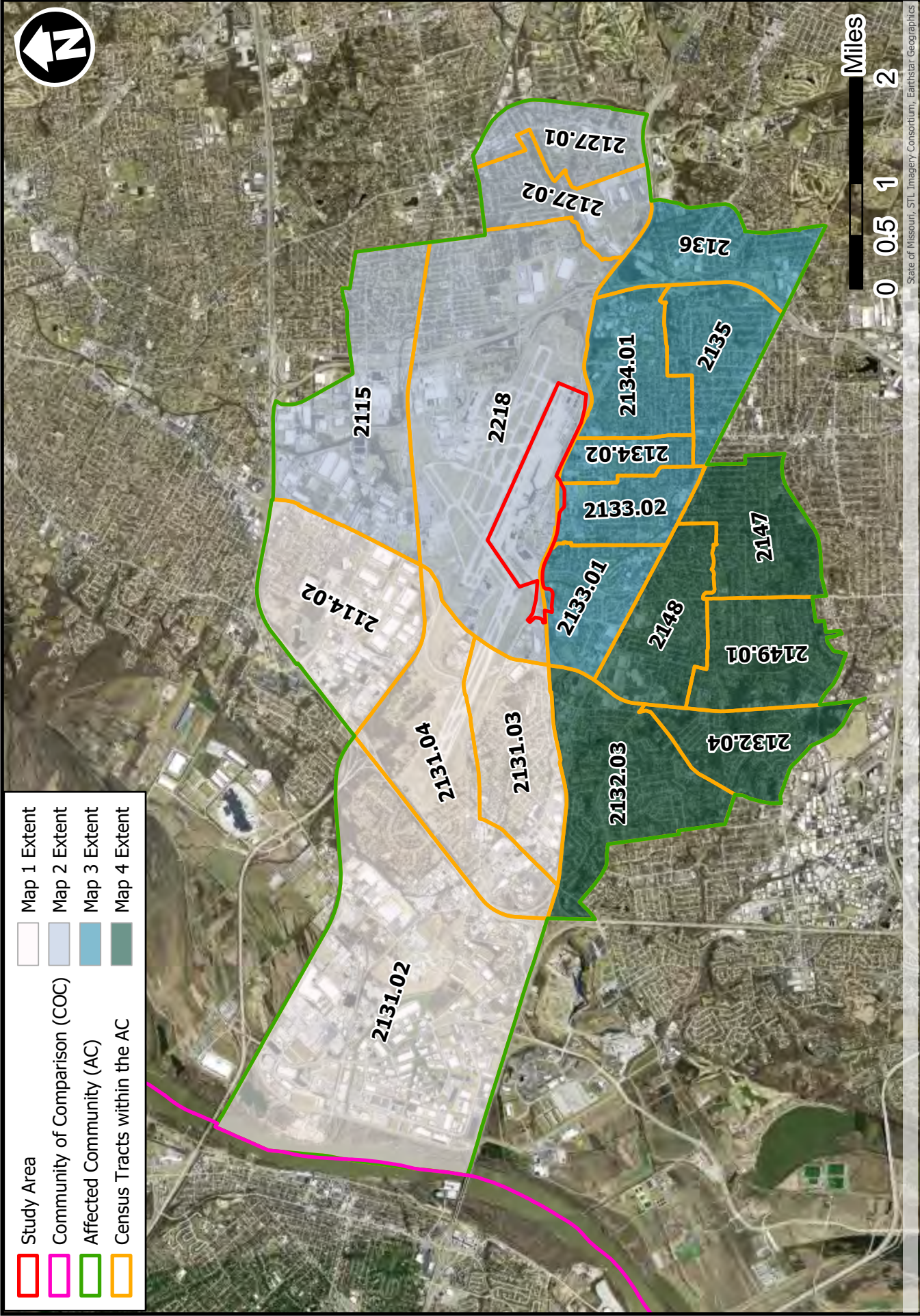
- Any potential unavoidable adverse environmental effects
- The relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity
- Any potential irreversible or irretrievable commitments of resources
- Possible conflicts with land use plans, policies, and controls for the area
- Energy and natural or depletable resource requirements and conservation potential of alternative and mitigation measures

⁵ NEPA Agency and Public Scoping Minutes, St Louis International Airport

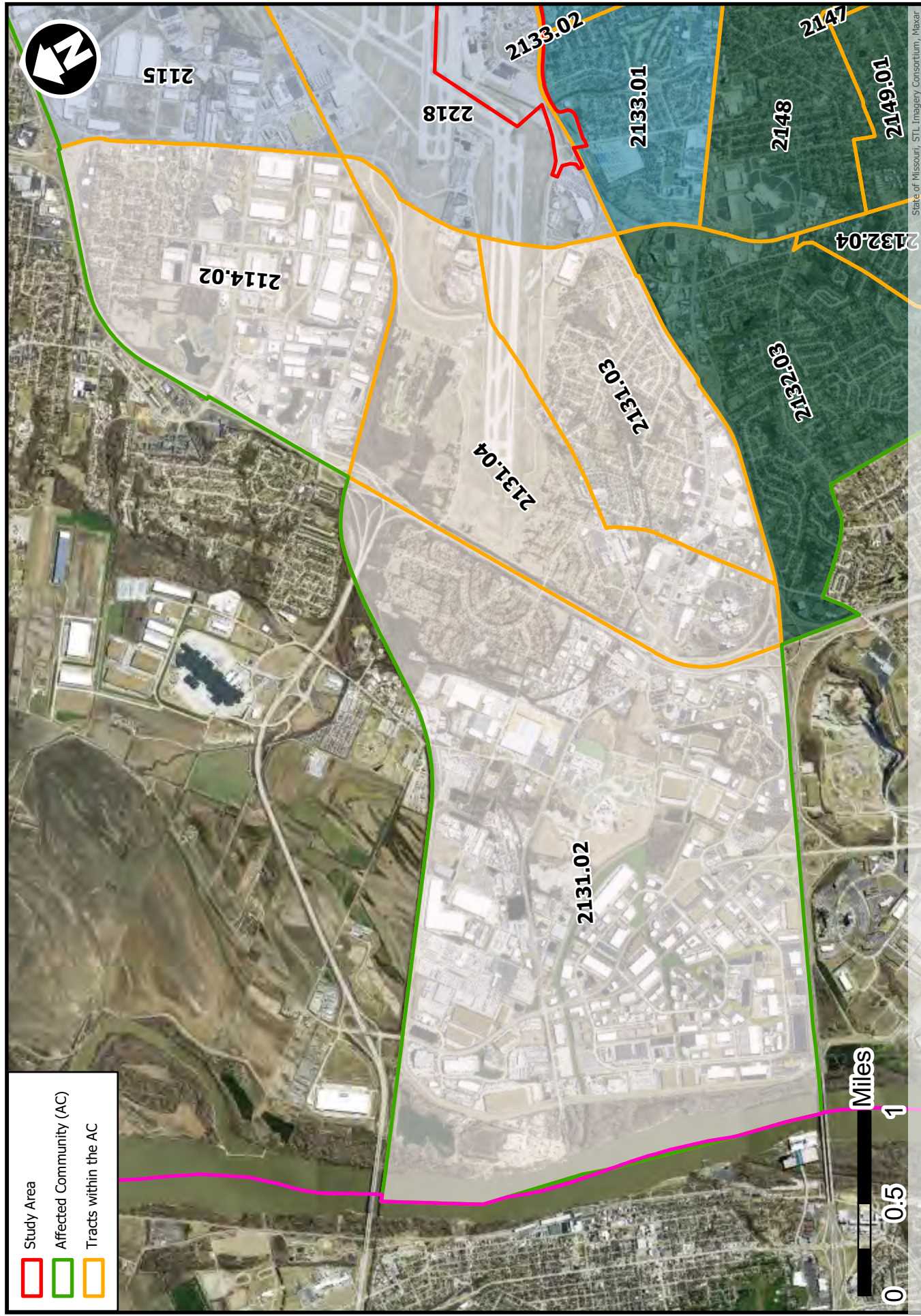
⁶ Gateway Airport Communities Coalition Briefing, WSP

- Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures.
- Mitigation of adverse environmental impacts
- Applicable economic and technical considerations, including the economic benefits of the proposed action.





St. Louis Lambert International Airport - Consolidated Terminal Program **Socioeconomic Analysis Map - Affected Communities**



St. Louis Lambert International Airport - Consolidated Terminal Program

Socioeconomic Analysis Map - Affected Communities (1 of 4)

