



CHISHOLM TRAIL METROPOLITAN PLANNING ORGANIZATION'S ENVIRONMENTAL JUSTICE PLAN

Adopted November 2024

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Introduction

The key functions of MPOs, include:

- a) the identification and evaluation of alternative transportation options;
- b) the preparation and ongoing development of transportation plans and programs, such as the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP);
- c) the use of Performance-based Planning and Programming (PBPP); and,
- d) the encouragement and fostering of public participation that is meaningful.

An MPO's role is to ensure comprehensive, coordinated and continuous transportation planning. The Chisholm Trail MPO works with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Oklahoma Department of Transportation (ODOT), the Northern Oklahoma Development Association (NODA), the Enid Public Transportation Authority (EPTA), local governments, the public and other stakeholders to prepare and develop transportation plans, programs, and policies. See Appendix I for a map of the Chisholm Trail MPO Area.

1. Chisholm Trail's Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is developed every five years to include priorities over the next twenty-five (25) years. The MTP is a fiscally constrained plan that outlines future investments in multimodal improvements to support growth based upon the goals established by the Chisholm Trail MPO consistent with priorities established by Federal and Oklahoma laws and regulations.

2. Chisholm Trail's Transportation Improvement Program

The Transportation Improvement Program (TIP) is a cooperatively developed four-year plan outlining multi-modal transportation improvements and services to be implemented within the Metropolitan Planning Area (MPA). These improvements and services assist the Chisholm Trail MPO in achieving the goals of the MTP. Performance-based planning and programming is also part of the TIP.

3. Chisholm Trail’s Unified Planning Work Program

Generally, the Unified Planning Work Program (UPWP) describes the proposed transportation planning activities to be conducted in the MPA during a fiscal year. The UPWP serves as the basis for requesting federal planning funds. It is also a management tool for scheduling, budgeting, and monitoring planning activities. The UPWP outlines the scope and direction of all planning activities and specifies which program tasks will be completed.

4. Chisholm Trail’s Public Participation Plan

The Public Participation Plan (PPP) sets the guidelines and standards for soliciting public comments on local transportation plans and programs. The plan includes descriptions of the public participation tools to be utilized and the strategies and guidelines that are essential for meaningful public participation and a series of performance measures to be used to evaluate the effectiveness of the plan.

Environmental Justice Plan

1. Generally

“Environmental Justice” is the fair treatment and meaningful involvement of all, regardless of race, ethnicity, income, national origin, or educational level, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.¹

2. Transportation Planning

The goal is that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health and environmental impacts, including social and economic effects, resulting from transportation decisions, programs and policies made, implemented and enforced at every transportation level.

¹ USDOT 5610.2C

3. Environmental Justice Laws and Orders

A. Non-discrimination of environment justice populations is a federal requirement for all federal, state, and local agencies that receive federal funds. Both Title VI of the Civil Rights Act of 1964 and Executive Order 12898, (Federal Actions to Address Environmental Justice in Minority and Low-Income Populations) signed by President Clinton on February 11, 1994) ensure that discrimination does not occur.

i. Title VI of the Civil Rights Act explicitly prohibits discrimination on the basis of race, color, and national origin in programs and activities that receive federal financial assistance.

ii. Executive Order 12898 instructs federal agencies to identify and address disproportionately high and adverse effects of federal programs, policies, and activities on low-income and minority populations.

iii. Executive Order 14096, (Revitalizing Our Nation’s Commitment to Environmental Justice for All) signed by President Biden on April 21, 2023 concerns Environmental Justice Strategic Plans.

B. The United States Department of Transportation (USDOT) issued its original Environmental Justice Order in 1997, and the Federal Highway Administration (FHWA) in 1998, (Order 6640.23) issued their own environmental justice orders that adopted and expanded upon the principles and requirements of Executive Order 12898. And throughout the years since 1994, the Environmental Justice principles and strategies have been refined and reaffirmed most recently with USDOT’s cancelation of Order 5610.2B, dated November 18, 2020, which was superseded by Order 5610.2C on May 16, 2021.

4. Environmental Justice Requirements

Environmental Justice in transportation planning requires identifying and addressing disproportionately high and adverse effects of federally-funded programs, policies, or activities on low-income and minority populations to ensure the equitable distribution of potential benefits and burdens.

The overall precept of environmental justice in transportation planning is to ensure that transportation projects do not have a disproportionately negative impact on minority or low-income populations. Beyond that, environmental justice also seeks

to ensure the full and fair participation in every phase of the transportation decision-making process for those that have been traditionally underserved by the transportation planning process, particularly for those that will potentially be affected by projects.

5. Chisholm Trail MPO's Commitment

Chisholm Trail MPO is committed to ensuring fairness and equity in its transportation planning activities. It's approach to environmental justice is to ensure that transportation investments are evenly spread across all populations in terms of access to benefits and burdens. It is necessary to administer and monitor its operations and decision-making to ensure that nondiscrimination and the prevention of disproportionately high and adverse effects are an integral part of its programs, policies, and activities.

6. Purpose

The purpose of the Chisholm Trail MPO's Environmental Justice Plan is to identify environmental justice populations of concern based on the most recent census data available. This plan will aid in identifying high-density areas of environmental justice communities of concern. This plan should be used to evaluate planned transportation projects to see how they are distributed amongst the environmental justice communities of concern within the Chisholm Trail MPA.

7. Participation

Accordingly, it is necessary to ensure the full and fair participation in the process of making transportation decisions by the potentially affected residents in order to avoid, minimize, and mitigate disproportionately high adverse health and environmental effects, including social and economic effects on minority and low-income populations.

8. Definitions

The following terms have particular meanings in the context of environmental justice:

“Adverse Effects” means the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects,

which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

“Disproportionately High Adverse Effect” means 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 population and/or non-low-income population.

“Elderly Populations” means any person age 65 or older.

“Limited-English Proficiency (LEP) Populations” means any person age 5 or older who reported speaking English less than “very well” (meaning they reported that they spoke English “well”, “not well”, or “not at all”).

“Low-income Person” means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

“Minority Person” means a person who is:

1. Black: a person having origins in any of the black racial groups of Africa;
2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
3. Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;

4. American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or the original peoples
5. Native Hawaiian and Other Pacific Islander: people having origins in any of Hawaii, Guam, Samoa, or other Pacific Islands.

“Population” means any readily identifiable group of low-income persons or minority persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.

“Populations With a Disability” means any noninstitutionalized civilian reported as having one or more of the following disabilities: Hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, or independent living difficulty.

“Zero-Vehicle Households” means any household in which a vehicle is not owned.

9. Process

The Chisholm Trail MPO will use the following processes to identify the risk of discrimination and disproportionately high and adverse effects so that positive corrective action can be taken early in the development and planning of programs, policies, or activities.

- A. In implementing these requirements, the following information should be obtained where relevant, appropriate and practical:
 - a. the population served or affected by the program, policy, or activity by race, color, national origin, and income level; and
 - b. the proposed steps to guard against disproportionately high and adverse effects on persons on the basis of race, color, national origin, and income level.

B. It will consider establishing a planning advisory group with members representing the particular populations potentially affected by the program, policy, or activity.

C. It will also require:

- a. Identifying and evaluating environmental, public health, and interrelated social and economic effects of DOT programs, policies, and activities.
- b. Proposing measures to avoid, minimize and/or mitigate disproportionately high and adverse environmental and public health effects and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by transportation programs, policies, and activities, where permitted by law and consistent with Executive Orders.
- c. Considering alternatives to proposed programs, policies, and activities, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts, consistent with the Executive Orders.
- d. Eliciting public engagement opportunities and considering the results thereof, including soliciting input from affected minority and low-income populations in considering alternatives.

D. Programs, policies or activities that will have a disproportionately high and adverse effects on protected populations will only be carried out if:

- a. there is a substantial need for the program, policy, or activity exists, based on the overall public interest; and,
- b. alternatives that would have less adverse effects on protected populations and that satisfy the identified substantial need, either
 - i. would have other adverse social, economic, environmental or human health impacts that are severe; or

- ii. would involve increased costs of extraordinary magnitude.

10. Demographic Profiles

Federal Requirements

Federal requirements for environmental justice involve the identification and analysis of the needs of minority and low-income populations. Specifically, the environmental justice populations identified by the FHWA include low-income populations and the following minority populations: Black or African American, Hispanic, Asian American, American Indian or Alaskan Native, Native Hawaiian or Pacific Islander, and those of two or more races.

However, the USDOT and the FHWA also advise for the inclusion of other populations, particularly those that have been traditionally underserved by existing transportation systems. Race, color, national origin, sex, age, disability, and persons with Limited English Proficiency (LEP) are groups that are protected by other federal laws and orders that should be considered when determining a region's environmental justice populations.

Therefore, Chisholm Trail MPO will take into consideration more groups than just the low-income and racial minority categories prescribed by the FHWA. Minority populations that Chisholm Trail MPO included that are not federally required to include as environmental justice populations include elderly populations, populations with a disability, Limited English Proficiency (LEP) populations, low-income populations, and zero-vehicle households. Chisholm Trail MPO feels that these minority groups are often underrepresented in the transportation planning process and should be included in this environmental justice plan.

11. Environmental Justice Populations

The environmental justice populations that Chisholm Trail MPO is concerned with and are considered in this plan are: 1) Black or African American; 2) Asian; 3) American Indian or Alaskan Native; 4) Native Hawaiian or other Pacific Islander; 5) Some other race; 6) Two or more races; 7) Hispanic/Latino ethnicity origins populations; 8) Limited English Proficiency (LEP) populations; 9) Elderly populations; 10) Populations with a disability; 11) Low-income households; and 12) Zero-vehicle households.

12. Data Analysis

The demographics data used for this environmental justice analysis and plan is from the American Community Survey (ACS) 2022 five-year estimates (2018-2022). This is the most current and complete data most suitable for this task at the time. Census tracts were chosen as the geography for the analyses in this plan.² See Appendix II for a list of ACS tables. See Appendix III for the 2020 Garfield County, Oklahoma Census Tract Map used in the development of this plan.

The total population number and percentage of the total population was determined from the American Community Survey (ACS) for each of the environmental justice groups. These percentages serve as the regional thresholds for the respective environmental justice populations. The table below gives a summary of the demographic data and environmental justice regional threshold percentages for the Chisholm Trail MPO area.

Chisholm Trail MPO Area Environmental Justice Populations	Population	Percent of Total Population
Total Minority Population	22,463	37.9%
Black/African American	1,306	2.2%
Asian	765	1.3%
American Indian/Alaskan Native	1,256	2.1%
Native Hawaiian/Pacific Islander	2,730	4.6%
Some Other Race	2,783	4.7%
Two or More Races	5,205	8.8%
Hispanic Populations	8,418	14.2%
LEP Populations ³	2,898	4.9%
Elderly Populations	9,452	16%
Populations With a Disability	9,920	16.8%

² The data used for developing the demographics for the Chisholm Trail MPO area was taken from several ACS 5-year estimate data tables for Garfield County, Oklahoma census tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04. The data used and numbers reflected in the above tables may differ slightly from actual Chisholm Trail MPO populations as some of the census tracts used include portions of Garfield County, Oklahoma which are not included in the Chisholm Trail MPO area.

³ Based on the population of persons age 5 years older or older within the Chisholm Trail MPO area.

Total Chisholm Trail MPO Area Population	58,996	
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Chisholm Trail MPO Area Environmental Justice Households	Number of Households	Percent of Total Households
Low-Income Households	3,070	13.8%
Zero-Vehicle Households	931	4.2%
Total Chisholm Trail MPO Area Households	22,277	

13. Environmental Justice Communities of Concern

Any census block group where the percentage of an environmental justice population is greater than the regional threshold percentage (environmental justice population percent of the total Chisholm Trail MPO area population) will be determined as being an environmental justice community of concern. See Appendix IV for map results.

14. Regional Thresholds

The regional threshold for all minority populations is 37.9%. The total minority population within the Chisholm Trail MPO area is 22,463 which makes up 37.9% of the region's total population. The remaining 72.12% of the population is white. Any block group with a minority population of 37.9.8% or greater is considered a community of concern.

1. Black or African American: The regional threshold for Black or African American populations is 2.2%. The total Black or African American population within the Chisholm Trail MPO area is 1,306 which makes up 2.2% of the region's total population. Any block group with a Black or African American population of 2.2% or greater is considered a community of concern.
2. Asian: The regional threshold for Asian populations is 1.3%. The total Asian population within the Chisholm Trail MPO area is 765 which makes up 1.3% of the region's total population. Any block group with an Asian population of 1.3% or greater is considered a community of concern.

3. American Indian or Alaskan Native: The regional threshold for American Indian or Alaskan Native populations is 2.1%. The total American Indian or Alaskan Native population within the Chisholm Trail MPO area is 1,256 which makes up 2.1% of the region's total population. Any block group with an American Indian or Alaskan Native population of 2.1% or greater is considered a community of concern.
4. Native Hawaiian or other Pacific Islander: The regional threshold for Native Hawaiian or Other Pacific Islander populations is 4.6%. The total Native Hawaiian or Other Pacific Islander population within the Chisholm Trail MPO area is 2,730 which makes up 4.6% of the region's total population. Any block group with a Native Hawaiian or Other Pacific Islander population of 4.6% or greater is considered a community of concern.
5. Some other race: The regional threshold for Some other race populations is 4.7%. The total Some other race population within the Chisholm Trail MPO area is 2,783 which makes up 4.7% of the region's total population. Any block group with a Some other race population of 4.7% or greater is considered a community of concern.
6. Two or more races: The regional threshold for Two or More Race populations is 8.8%. The total Two or More Races population within the Chisholm Trail MPO area is 5,205 which makes up 8.8% of the region's total population. Any block group with a Two or More Race population of 8.8% or greater is considered a community of concern.
7. Hispanic/Latino ethnicity origin populations: The regional threshold for Hispanic or Latino origin populations is 14.2%. The total Hispanic or Latino origin population within the Chisholm Trail MPO area is 8,418 which is 14.2% of the region's total population. Any block group with a Hispanic or Latino origin population of 14.2% or greater is considered a community of concern.
8. LEP populations: The regional threshold for LEP populations is 4.9%. The total LEP population within the Chisholm Trail MPO area is 2,898 which makes up 4.9% of the region's total population. Any block group with a LEP population of 4.9% or greater is considered a community of concern.

9. Elderly populations: The regional threshold for elderly populations is 16%. The total elderly population within the Chisholm Trail MPO area is 9,452 which makes up 16% of the region's total population. Any block group with an elderly population of 16% or greater is considered to be a community of concern.
10. Populations with disability: The regional threshold for populations with a disability is 16.8%. The total population with a disability within the Chisholm Trail MPO area is 9,920 which makes up 16.8% of the region's total population. Any census tract with a disability population of 16.8% or greater is considered a community of concern.
11. Low-income Households: The regional threshold for low-income households is 13.8%. The total number of low-income households within the Chisholm Trail MPO area is 3,070 which makes up 13.8% of the region's total households. Any census tract with low-income households of 13.8% or greater is considered a community of concern.
12. Zero-vehicle households: The regional threshold for zero-vehicle households is 4.2%. The total number of zero-vehicle households within the Chisholm Trail MPO area is 931 which makes up 4.2% of the total number of households in the region. Any block group with a Zero-vehicle household of 4.2% or greater is considered a community of concern.

15. Using the Environmental Justice Plan

The goal of environmental justice and this plan is to ensure that low-income, minority, and other traditionally underserved populations will not be disproportionately or negatively affected by a given transportation plan or project. And conversely, environmental justice populations should have the same access to and receive the same benefits that non-environmental justice populations will receive from a transportation project. Therefore, Chisholm Trail MPO will refer to this plan during the planning process.

In the planning process, projects should take into consideration the potential burdens and the expected severity that nearby populations will experience. Some burdens of a transportation project may include:

1. Increased traffic and increased travel time;

- ~~1.2.~~ Decreased access to public transportation;
- ~~2.3.~~ Decreased access to employment or businesses;
- ~~3.4.~~ Negative air quality and/or water quality impacts;
- ~~4.5.~~ Increased noise impacts;
- ~~5.6.~~ Separating or bisecting minority and/or low-income communities; and
- ~~6.7.~~ Displacement or relocation of minority and low-income residents.

It is also the Chisholm Trail MPO's goal to ensure that transportation investments and their benefits are equally distributed amongst the people who reside within the Chisholm Trail MPO boundaries. Some benefits of a transportation project may include:

1. Decreased travel time;
2. Increased access to public transportation;
3. Increased access to routes of safe transportation for pedestrians and bicyclists;
4. Increased access to employment or businesses;
5. Improved safety such as a reduction in the number of crashes; and
6. Improved air quality.

16. MPO Planning Activities

In order to achieve environmental justice in regards to low-income, minority, and other traditionally underserved populations, the following steps should be taken in the analysis of a potential transportation project:

1. Identify the potential benefits of the project;
2. Identify the potential burdens/adverse effects of the project;

3. Identify which environmental justice populations are present within the project area;
4. Identify the communities of concern block groups that are involved within the boundaries of the project;
5. Note possible mitigation strategies if the disproportionate effects cannot be avoided; and
6. Use targeted public participation strategies throughout the process to keep those involved informed and engaged.

The Chisholm Trail MPO will utilize this environmental justice plan in the evaluation of its major transportation planning activities, such as the MTP, TIP, and the annually prepared UPWP.

Chisholm Trail MPO's Public Participation Plan (PPP) should be used to help identify tools and strategies to better reach environmental justice populations that could be affected by a transportation project. The PPP will aid in the identification of strategies and tools to be used to better reach environmental justice populations and communities identified in this environmental justice plan. For example, translated materials may be necessary to better inform racial minority and LEP populations about transportation projects and activities.

17. Conclusion

This Environmental Justice Plan and associated maps will be updated every ten years to incorporate new data. At that time, regional threshold data will be updated and communities of concern will be re-evaluated. Chisholm Trail MPO will continue to maintain this Environmental Justice Plan and update it when new information becomes available.

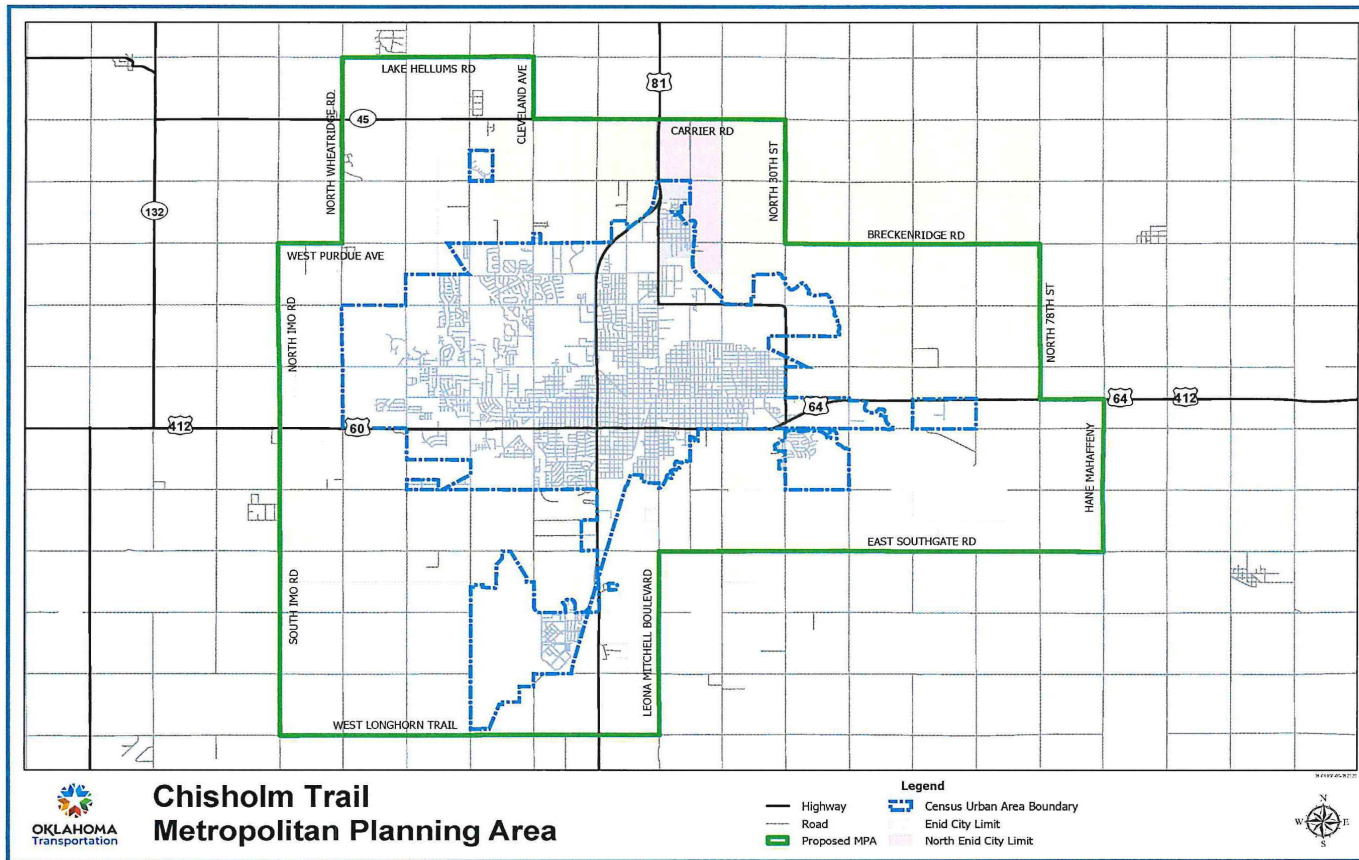
Chisholm Trail MPO will continue to evaluate and incorporate the particular transportation needs of the environmental justice populations present in the MPA. For example, access to bus stops, schools, community centers, and routes of safe transportation for pedestrians and bicyclists may need to be prioritized for the environmental justice populations in the Chisholm Trail MPO. Whereas the elderly or zero vehicle households whose main transportation priority is easy and prompt

paratransit. Minorities and populations with Limited English Proficiency may need more access to signage and plan materials in different languages.

Chisholm Trail MPO will continue to develop the list of potential benefits and burdens that may result from a transportation project as they relate to environmental justice populations.

Chisholm Trail MPO should also consider legal developments and any new laws that might affect non-discrimination and environmental justice in transportation planning.

ATTACHMENT A – CHISHOLM TRAIL METROPOLITAN PLANNING AREA BOUNDARY¹



¹ 23 CFR 450.312 (a)(1) At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

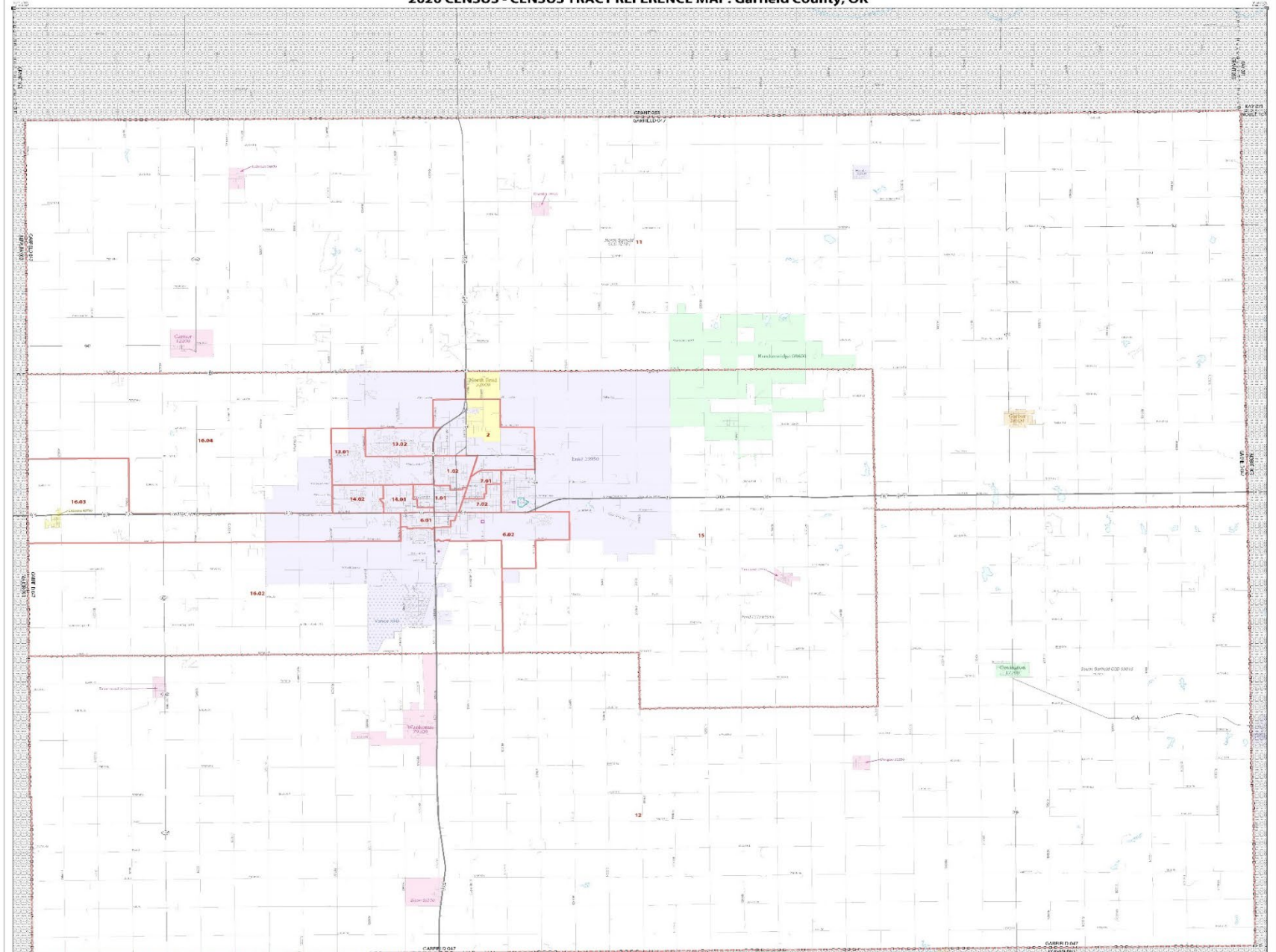
Appendix I – Map of MPA Area

Appendix II – ACS Tables Used

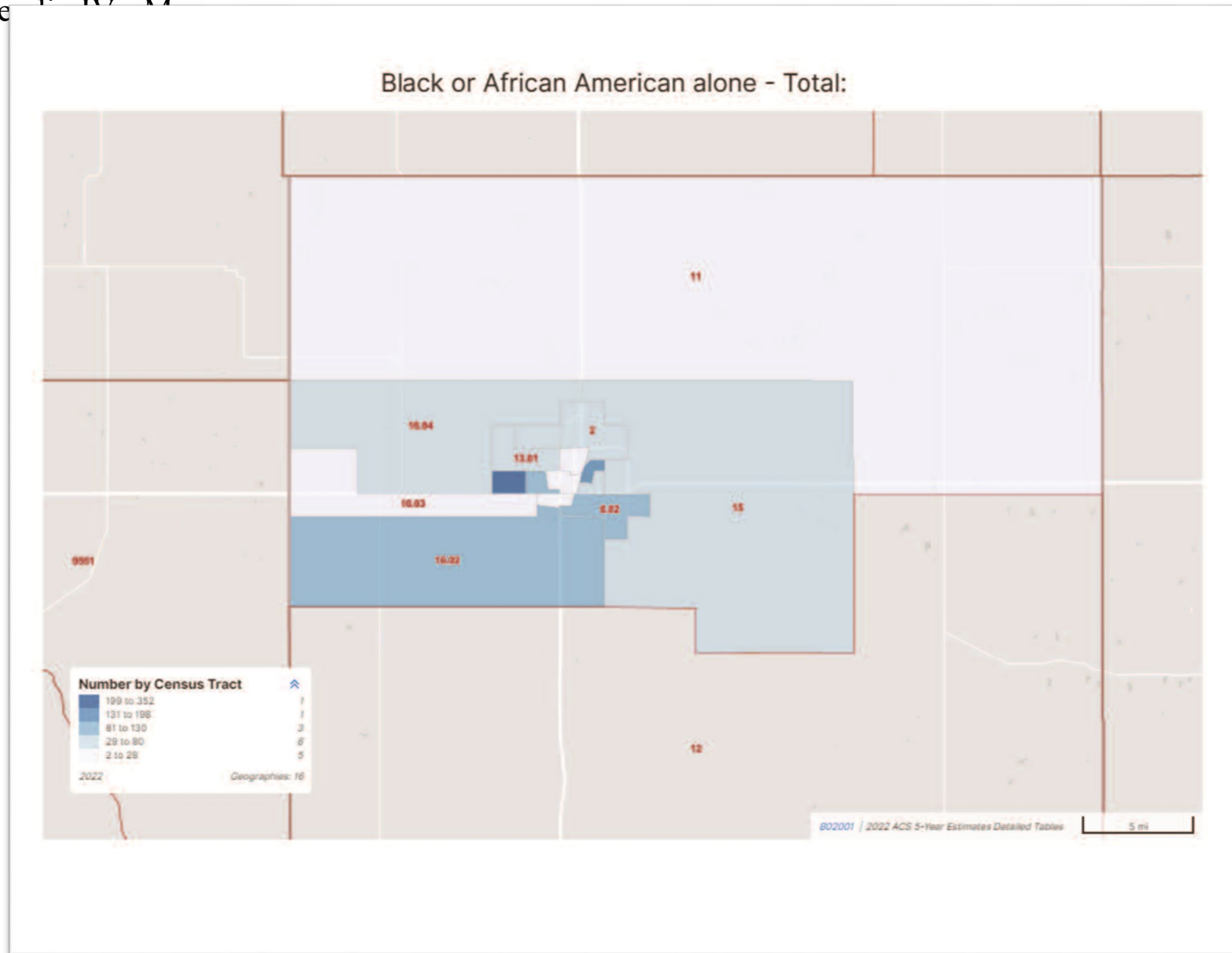
Environmental Justice Population	ACS Table(s) Used
Total Households	U.S. Census Bureau. “Selected Social Characteristics in the United States.” American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP02, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)
Racial Minority Populations	U.S. Census Bureau. “ACS Demographic and Housing Estimates.” American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)
Hispanic Populations	U.S. Census Bureau. “ACS Demographic and Housing Estimates.” American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP05, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)
LEP Populations	U.S. Census Bureau. “Selected Social Characteristics in the United States.” American Community Survey, ACS 5-Year Estimates Data Profiles, Table S1602, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)

	U.S. Census Bureau. “Limited English Speaking Households.” American Community Survey, ACS 5- Year Estimates Data Profiles, Table DP02, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)
Elderly Populations	U.S. Census Bureau. “ACS Demographic and Housing Estimates.” American Community Survey, ACS 5- Year Estimates Data Profiles, Table DP05, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)
Populations with a Disability	U.S. Census Bureau. “Selected Social Characteristics in the United States.” American Community Survey, ACS 5- Year Estimates Data Profiles, Table DP02, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04) U.S. Census Bureau. “Total Civilian Noninstitutionalized Population – Percent with a Disability.” American Community Survey, ACS 5- Year Estimates Data Profiles, Table S1810, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)
Low-Income Households	U.S. Census Bureau. “Food Stamps/Supplemental Nutrition Assistance Program (SNAP).” American Community Survey, ACS 5-

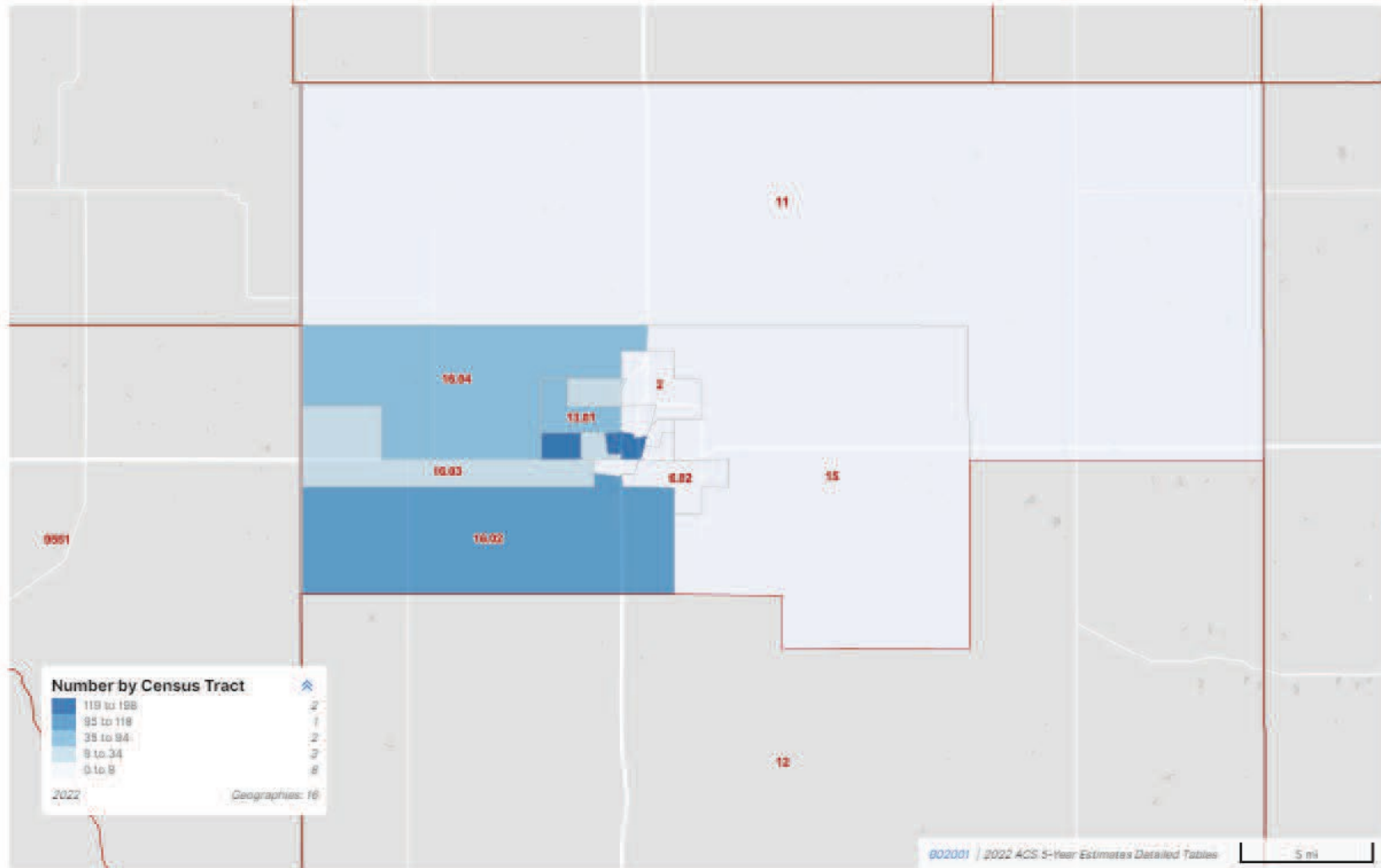
	<p>Year Estimates Subject Tables, Table S2201, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)</p> <p>U.S. Census Bureau. “Population for whom poverty status is determined.” American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1701, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)</p>
Zero-Vehicle Households	<p>U.S. Census Bureau. “Selected Housing Characteristics.” American Community Survey, ACS 5- Year Estimates Data Profiles Table DP04, 2022 for Garfield County, Oklahoma, Census Tracts 1.01, 1.02, 2, 6.01, 6.02, 7.01, 7.02, 11, 13.01, 13.02, 14.01, 14.02, 15, 16.02, 16.03, and 16.04)</p>



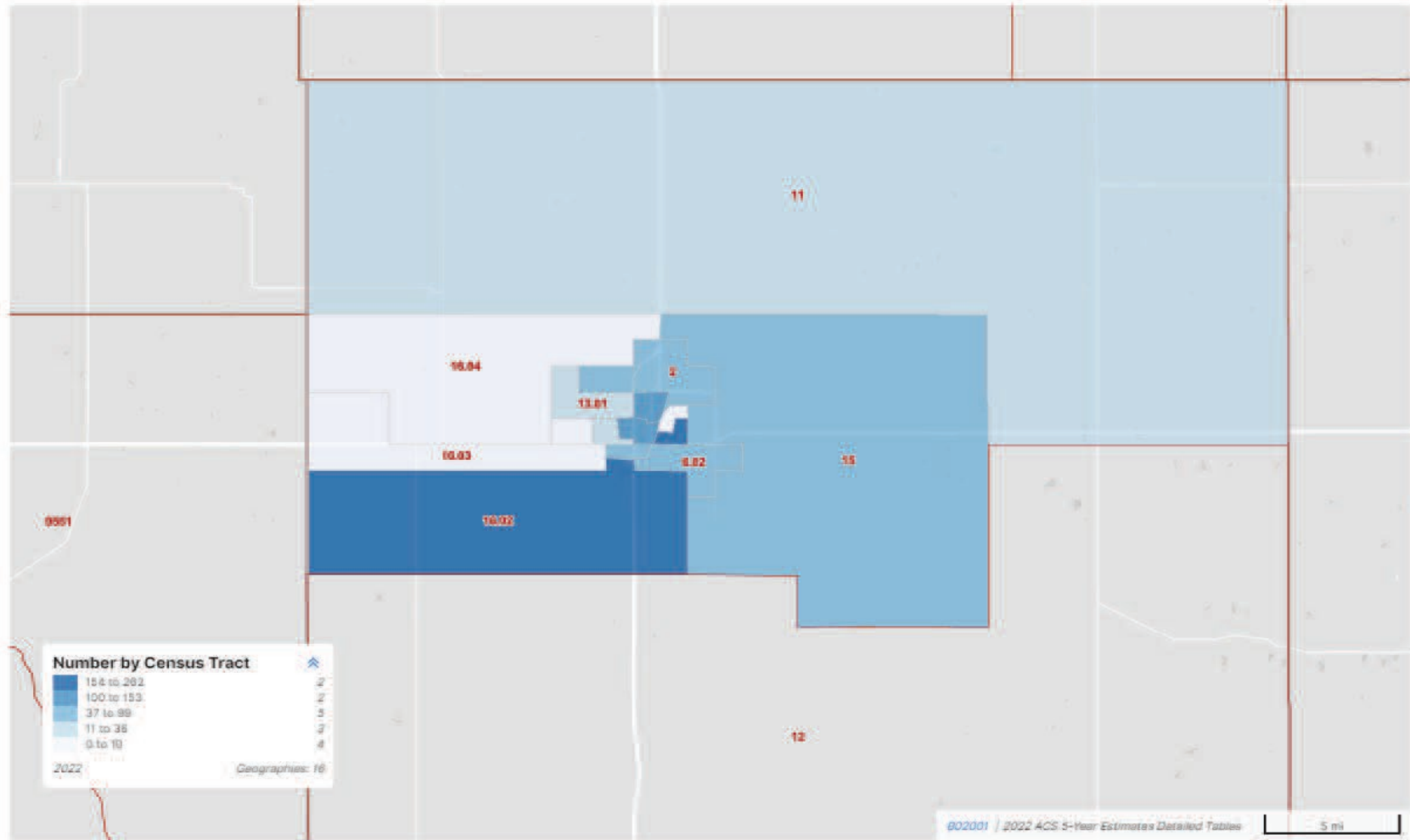
Appendix III – 2020 Garfield County, Oklahoma Census Tracts



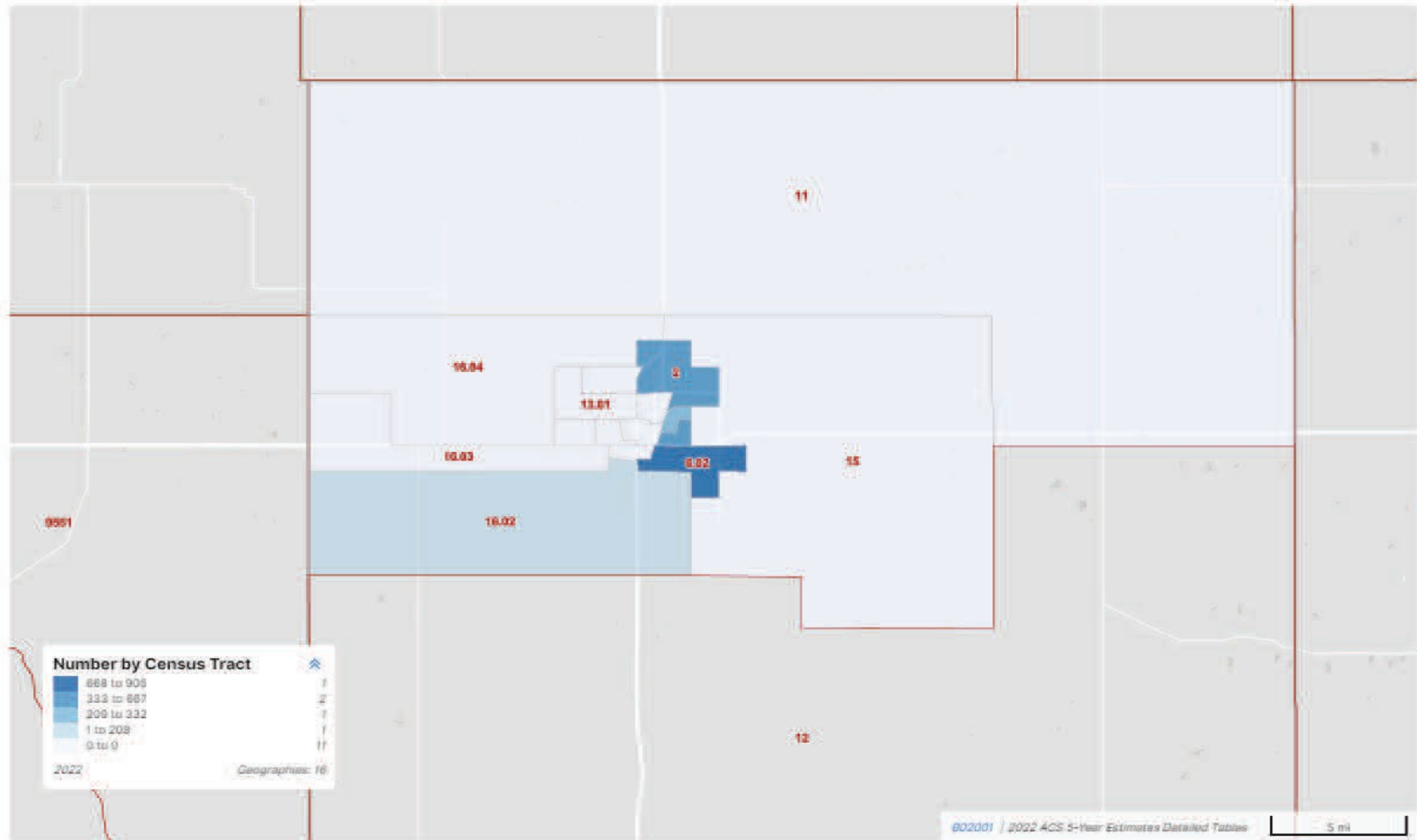
Asian alone - Total:



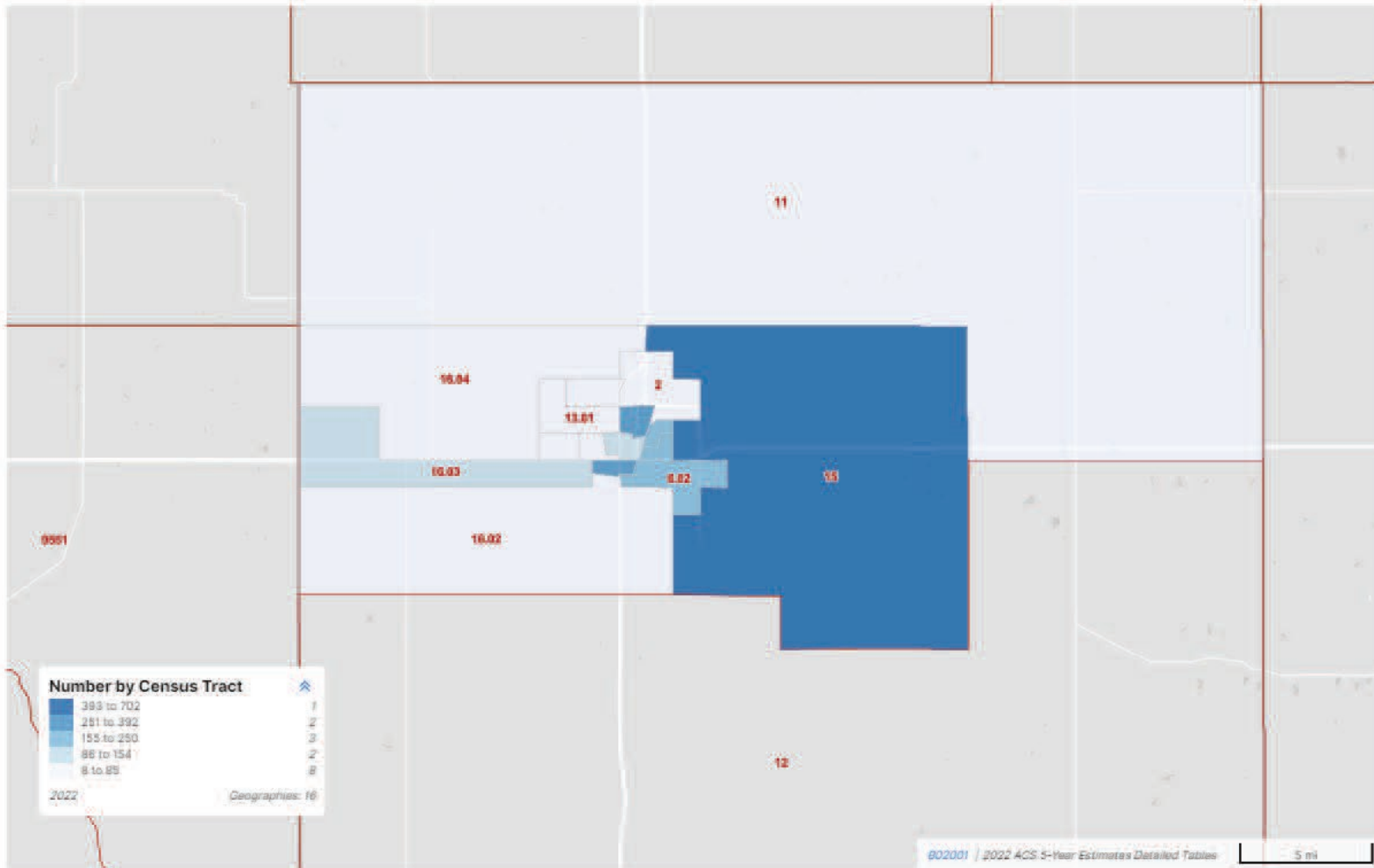
American Indian and Alaska Native alone - Total:



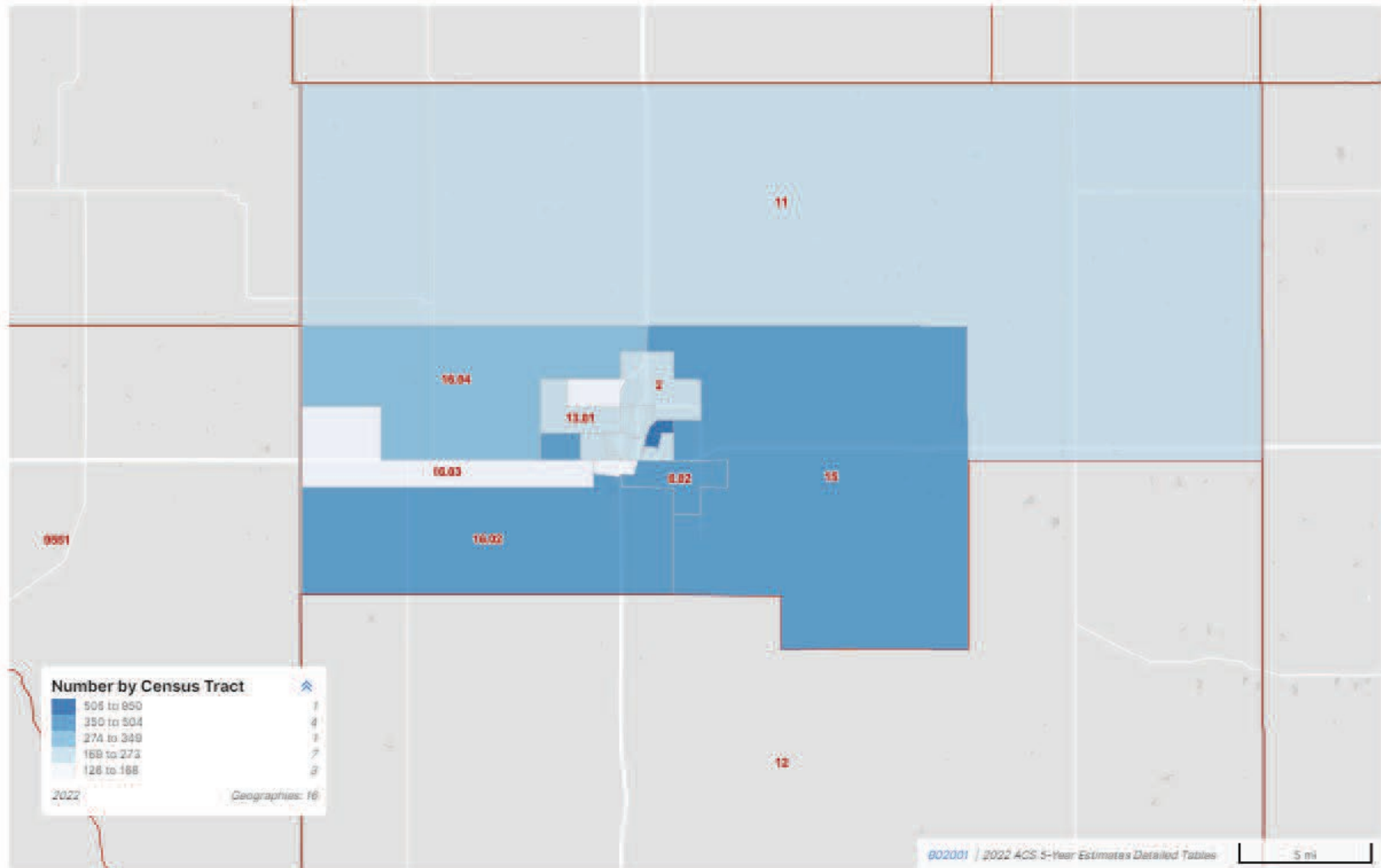
Native Hawaiian and Other Pacific Islander alone - Total:



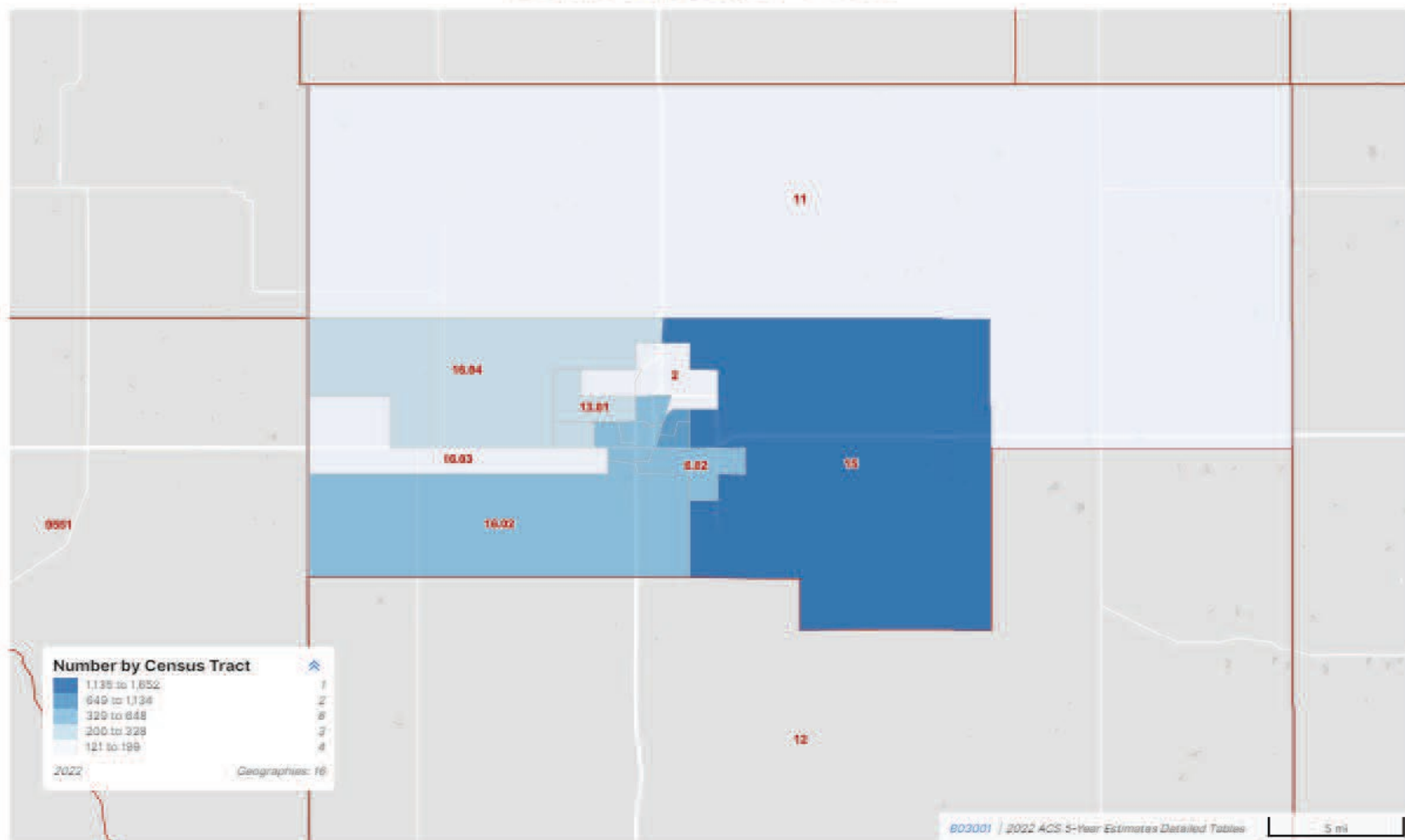
Some Other Race alone - Total:



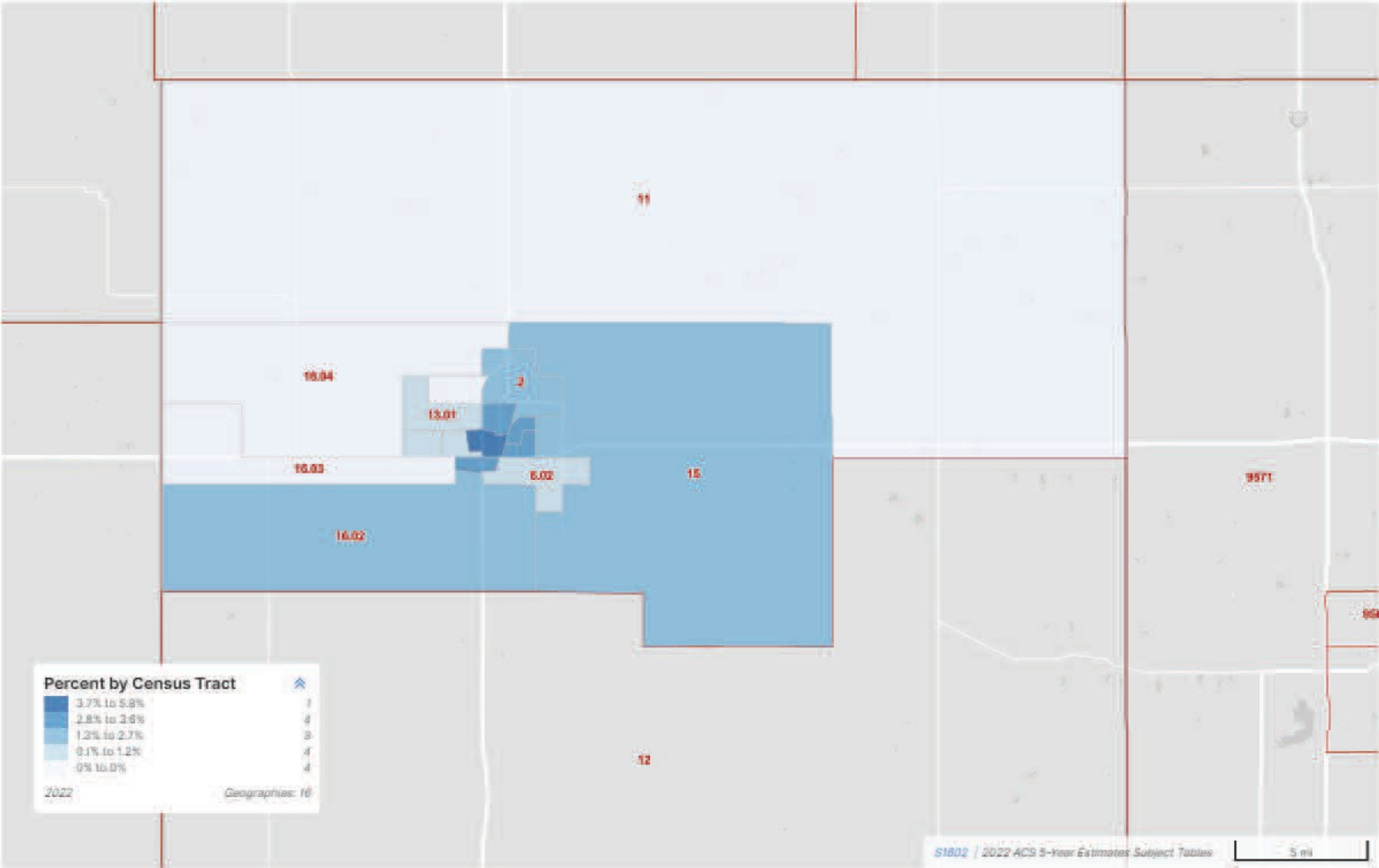
Two or More Races: - Total:



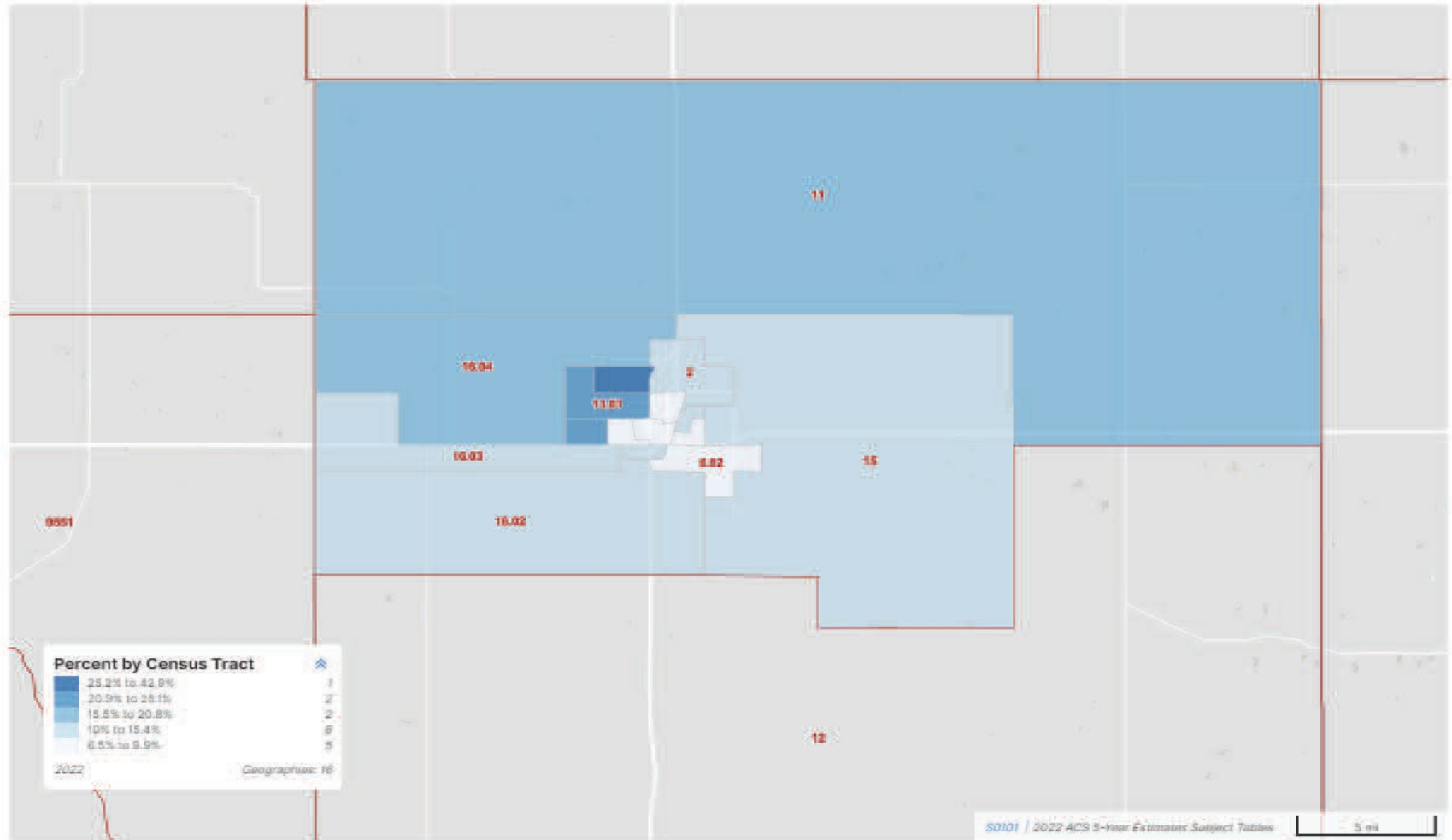
Hispanic or Latino: - Total:



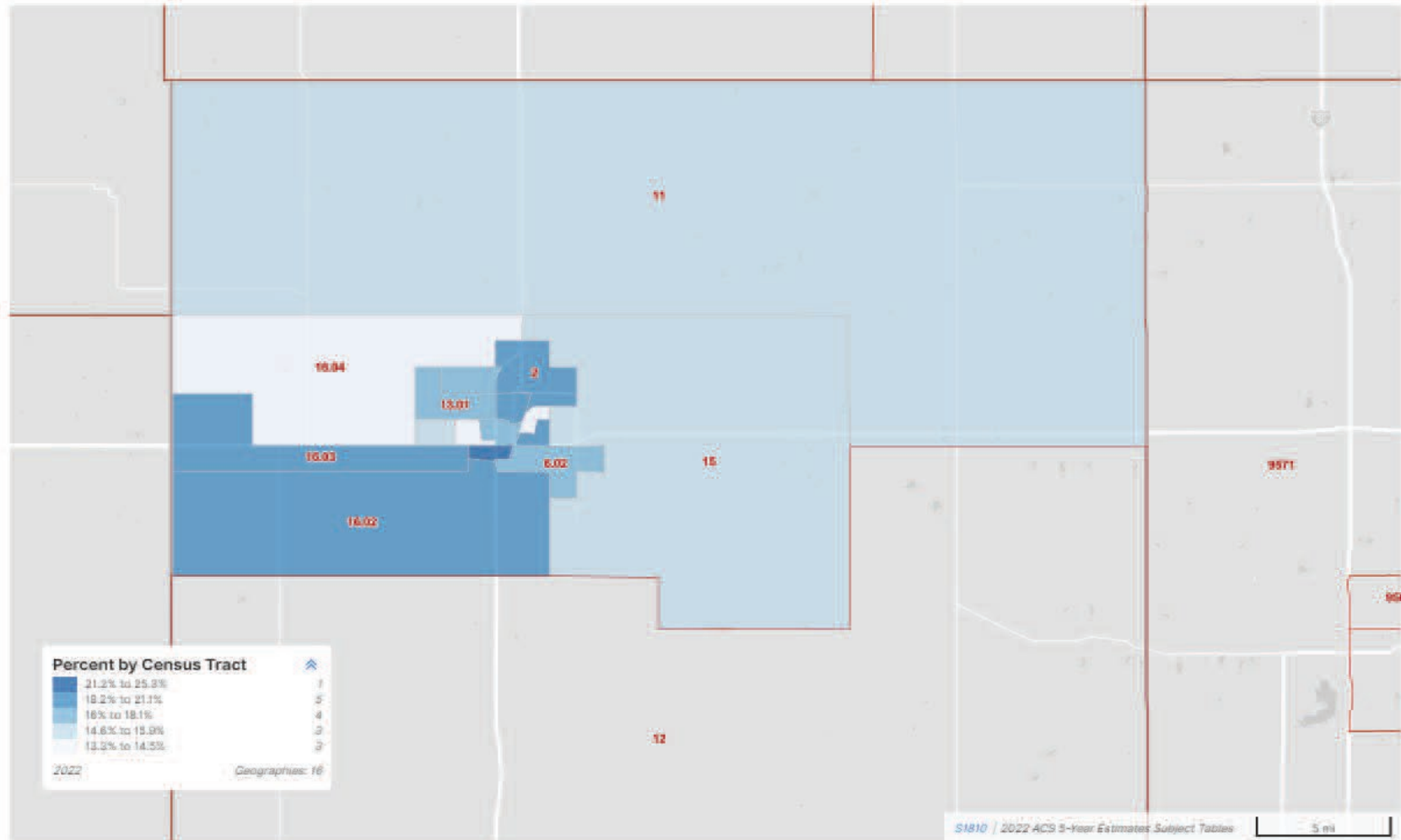
All households - Percent limited English-speaking households



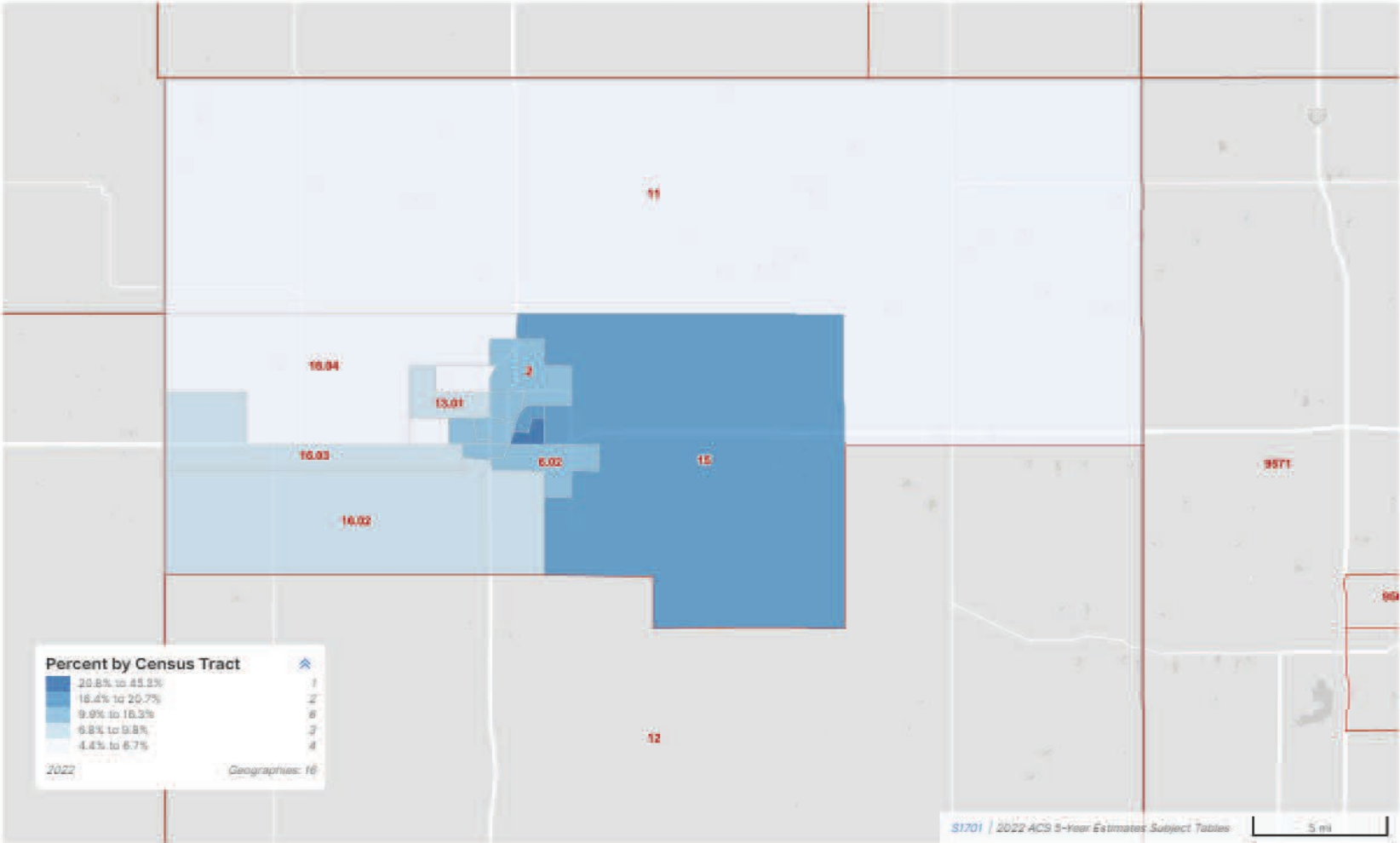
65 years and over - Percent | SELECTED AGE CATEGORIES | Total population



Total civilian noninstitutionalized population - Percent with a disability



Population for whom poverty status is determined - Percent below poverty level



No vehicle available - Total:

