

7.13 SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE

7.13.1 Affected Environment

This section describes the socioeconomic resources of the KTA project area. A discussion of Native Hawaiian TCPs and ATIs and the impact of the proposed project on these resources can be found in Section 7.11, Cultural Resources. KTA is within the Ko'olauloa CCD. The population of the Ko'olauloa CCD represented approximately 2.2 percent of the population of Honolulu County in 2000. Between 1990 and 2000 the population of the Ko'olauloa CCD area grew from 18,443 to 18,899, an increase of 2.5 percent (US Census Bureau 1990a, 2000a). Approximately 49.7 percent of the housing in this district was owner-occupied, and 16.6 percent was vacant in 2000 (US Census Bureau 1990a, 2000b). Approximately 7.0 percent of the population of Ko'olauloa CCD was of Hispanic origin, and 68.0 percent of the population was made up of minority ethnic groups, the largest percentage of which was Asian/Pacific Islander (38.9 percent of the population) (US Census Bureau 1990a, 2000a). The population of Ko'olauloa CCD under the age of 18 increased 2.9 percent between 1990 and 2000. Approximately 32.3 percent of the population was within this age group in 2000 (US Census Bureau 1990a, 2000c).

KTA is a training area for company-sized units and smaller. Throughout the training area are unimproved dirt roads, hiking trails, and several designated helicopter landing zones (GlobalSecurity.org, 2001b). No military or civilian personnel are permanently stationed or residing within KTA.

ROI (i.e., Honolulu County) employment, unemployment, major industries, and income are addressed in Chapter 5, Section 5.13.1.

Table 7-29
Ko'olauloa CCD Population Percentage by Race/Ethnicity

	Percent of Total Population 1990	Percent of Total Population 2000	Percent Change in Actual Population 1990-2000
White	38.5	31.0	-17.5
Black or African American	0.8	0.5	-43.1
Native American, Eskimo, Aleut	.8	0.3	-59.9
Asian and Pacific Islander	58.4	38.9	-31.8
Other and Two or More Races	1.4	28.4	1,913.1
Hispanic ¹	7.8	7.0	-7.8
Minority ²	61.5	68.1	13.5

Source: US Census Bureau 1990a, 2000a

¹Persons of Hispanic origin may be of any race.

²Minority includes Black or African American; Native American, Eskimo, and Aleut; Asian and Pacific Islander; and Other and Two or More Races.

7.13.2 Environmental Consequences

Summary of Impacts

The Proposed Action would have temporary beneficial effects on employment, income, and business volume in Honolulu County and the Ko‘olauloa CCD. This would result from construction and the increased expenditures from projects associated with KTA that would stimulate the economy within the ROI. Less than significant adverse effects on employment, income, and the economy would occur as a result of the Proposed Action because the changes to these factors would be within the capacity of society and the economy to absorb. Chapter 4, Section 4.13, contains a discussion of the EIFS model results. Only the results pertaining to Honolulu County are applicable to KTA. The Proposed Action also would have less than significant impacts on the protection of children because, while the Army would continue to implement safety procedures, some risks to nearby populations (particularly children) are inherent to increased construction and training activities. There would be no impacts on population, schools, or housing because no new staff would be added at KTA. No disproportionate impacts on low-income or minority populations are expected as a result of the Proposed Action. No Action would have no impacts on socioeconomic or environmental justice factors or on the protection of children.

Table 7-30
Summary of Potential Socioeconomic and Environmental Justice Impacts at KTA

Impact Issues	Proposed Action	Reduced Land Acquisition	No Action
Population	○	○	○
Employment	⊕+	⊕+	○
Income	⊕+	⊕+	○
Economy (business volume)	⊕+	⊕+	○
Housing	○	○	○
Environmental justice	⊙	⊙	○
Protection of children	⊙	⊙	○

In cases when there would be both beneficial and adverse impacts, both are shown on this table. Mitigation measures would only apply to adverse impacts.

LEGEND:

⊗ = Significant	+	= Beneficial impact
⊙ = Significant but mitigable to less than significant	N/A	= Not applicable
⊕ = Less than significant		
○ = No impact		

Proposed Action (Preferred Alternative)

Less than Significant Impacts

Short- and long-term direct and indirect minor beneficial effects on employment, income, and business volume in Honolulu County and the Ko‘olauloa CCD are expected as a result

of construction at KTA and training associated with the Proposed Action. The expenditures and employment associated with construction would increase ROI sales volume, income, and employment, as determined from EIFS model results for Honolulu County (see Chapter 4, Table 4-14). The EIFS model, its inputs, outputs, and significance measures are discussed in more detail in Appendix L. The economic benefits would last only for the duration of construction. These changes in the specific economic parameters (sales, income, employment, and population) at all SBCT installations in Honolulu County would fall within historical fluctuations and are considered to be minor (see Chapter 4, Table 4-14); therefore, the proportion of these increases at KTA is not considered significant.

Employment. Implementing the Proposed Action would have a less than significant impact on employment. Employment associated with construction would result in a temporary increase in employment. Subsequent indirect increases in employment are produced by the multiplier effect, resulting from increased spending by construction employees. Increased construction employment at all SBCT installations in Honolulu County would fall within historical fluctuations and is considered minor (see Chapter 4, Table 4-15); therefore, the proportion of these increases at KTA is not considered significant, and no mitigation would be required.

Income. Implementing the Proposed Action would have a less than significant impact on income. Changes in income represent the wage and salary payments made to construction workers. Any change resulting from the Proposed Action at all SBCT installations in Honolulu County would fall within historical fluctuations and are considered minor (see Chapter 4, Table 4-14); therefore, the proportion of these increases at KTA are not considered significant, and no mitigation would be required.

Economy (business volume). Implementing the Proposed Action would have a less than significant impact on business volume. Changes in local business activity resulting from the Proposed Action include the change in the dollar value of construction and procurement expenditures. Business volume related to the Proposed Action construction at all SBCT installations in Honolulu County would fall within historical fluctuations and would be considered minor (see Chapter 4, Table 4-14); therefore, the proportion of these increases at KTA is not considered significant, and no mitigation would be required.

Economic impacts to environmental justice. Short-term and long-term indirect minor adverse effects on environmental justice populations could occur. Approximately 78.7 percent of Honolulu County and 69.0 percent of the Koʻolauloa CCD was made up of minority ethnic populations (US Census Bureau 2000a), and 9.7 percent of Honolulu County had income levels below the poverty line (US Census Bureau 2001). There are no military or civilian personnel permanently stationed at KTA. However, increased military traffic on public roads between KTA and SBMR would accompany the Proposed Action. Military vehicles could travel through predominantly minority residential neighborhoods. When military actions are conducted in areas accessible to the public, such as public roadways, the risk associated with the operations could extend to civilians. Noise from vehicle maneuvers could also disturb nearby residents. Risks to the public and military personnel inherent in training and day-to-day operations would be minimized or avoided through adherence to existing Army-wide, unit and installation, and other applicable safety regulations and procedures.

Protection of children. Implementing the Proposed Action would have a less than significant indirect impact on the health and safety of children. The Proposed Action would not directly involve children. There are no military or civilian personnel permanently stationed at KTA, and there are no nearby schools or day care centers. Construction activities would take place in areas that are off-limits to the general public. Restricted areas would continue to be posted with signs, enclosed by fences, or stationed with guards. Risks to children and to the general public would be minimized by strictly adhering to applicable safety regulations and procedures.

However, increased military traffic on public roads between KTA and SBMR would accompany the Proposed Action. Military vehicles could travel through residential areas or by schools. When military actions are conducted in areas accessible to the public, such as public roadways, the risk associated with the operations could extend to civilians. Risks to the public and military personnel inherent in training and day-to-day operations would be minimized or avoided through adherence to Army-wide, unit and installation, and other applicable safety regulations and procedures.

No Impacts

Population. Implementing the Proposed Action would have no impacts on population and would not increase the population at KTA.

Housing. Implementing the Proposed Action would have no impact on housing. There would be no increased military population at KTA, and, therefore, no increase in the demand for housing.

Reduced Land Acquisition Alternative

The impacts associated with Reduced Land Acquisition are identical to those described for the Proposed Action.

No Action Alternative

No Impacts

The existing baseline for socioeconomics and environmental justice would continue under the No Action Alternative. Implementing No Action would not change the local economy or population, and no impacts on population, employment, income or the economy are anticipated. Under the status quo of No Action, no effects on housing are expected because the number of people requiring housing on- or off-base would not change. No Action would not alter the existing health and safety, housing, or economic conditions of minority or low-income populations in Ko'olauloa CCD or Honolulu County, so no effects on environmental justice are expected. No effects on children are expected because No Action would not present any change in the public health or safety risk that could affect children. There are no schools or day care centers near the KTA. The Army would continue to protect the safety of children, using fencing, limiting access to certain areas, and providing adult supervision.