



DRAFT
Community Impacts
Technical Report
ArDOT JOB NO. CA0602

I-30 (From I-530/I-440 to I-40) and
I-40 (From Hwy. 365/MacArthur Dr. to Hwy. 67)
Pulaski County, Arkansas
April 2018



U.S. Department
of Transportation
**Federal Highway
Administration**



This page is intentionally left blank

TABLE OF CONTENTS

1.0	Introduction.....	1
1.1	Existing Facility	1
1.2	Proposed Alternatives.....	3
1.2.1	No-Action Alternative	3
1.2.2	Action Alternatives.....	3
2.0	Methodology	3
3.0	Community Impact Assessment Study Area	4
4.0	Regional and Community Growth	4
4.1	No-Action Alternative Impacts.....	5
4.2	Action Alternatives Impacts.....	5
5.0	Public Facilities, Services and Destinations	5
5.1	No-Action Alternative Impacts.....	6
5.2	Action Alternatives Impacts.....	6
5.2.1	Parking Removal	6
5.2.2	6-Lane with C/D with SDI and 8-Lane GP with SDI.....	7
5.2.3	6-lane with C/D with SPUI and 8-Lane GP with SPUI	7
6.0	Access and Travel Patterns	7
6.1	No-Action Alternative Impacts.....	8
6.2	Action Alternatives Impacts.....	8
6.2.1	Pedestrian Signal Improvements	11
7.0	ROW Acquisitions, Easements and Displacements	13
7.1	No-Action Alternative Impacts.....	13
7.2	Action Alternatives Impacts.....	13
7.2.1	ROW Acquisitions.....	13
7.2.2	Easements	13
7.2.3	Displacements	14
8.0	Community Cohesion.....	17
8.1	No-Action Alternative Impacts.....	17
8.2	Action Alternatives Impacts.....	18
9.0	Environmental Justice.....	20
9.1	Income Characteristics	22
9.2	Minority Characteristics	23
9.3	Potential Impacts to EJ Populations.....	23
9.3.1	No-Action Alternative Impacts.....	23
9.3.2	Action Alternatives Impacts.....	23
9.4	Summary of Impacts to the EJ Population	25
10.0	Gender, Age and Disability Demographics.....	26
10.1	No-Action Alternative Impacts.....	26
10.2	Action Alternatives Impacts.....	26
11.0	Limited English Proficiency (LEP)	27
12.0	Community Engagement	28
12.1	Modifications Based on Public, Agency and Stakeholder Comments.....	32
12.1.1	PEL Recommendation Name Change	32
12.1.2	Hwy. 10 (Cantrell Rd.) Interchange Modifications.....	32
12.1.3	City of Little Rock Requested Modifications	33
12.1.4	Other Modifications.....	33
13.0	Conclusion.....	33

14.0 References	36
-----------------------	----

TABLES

Table 1: Access to/from Downtown Little Rock by Alternative.....	9
Table 2: Traffic Volumes for City Roads in Downtown Little Rock by Alternatives	10
Table 3: ROW Acquisition	13
Table 4: Summary of Potential Displacements.....	14
Table 5: Commercial Displacements Information	15
Table 6: Public Involvement and Outreach Activity Types.....	29
Table 7: PEL Phase Design Modifications Resulting from Comments Received	32

FIGURES

Figure 1: Project Limits Map.....	2
Figure 2: Pedestrian Signaling	12

ATTACHMENTS

Attachment A: Community Impacts Study Area Map	
Attachment B: Parking Removal Map	
Attachment C: Project Photographs	
Attachment D: Potential Displacements Map	
Attachment E: Neighborhoods and Districts Map	
Attachment F: East/West Connectivity Renderings	
Attachment G: 2010 Census Geography Map	
Attachment H: EJ and LEP Population Map	
Attachment I: Demographic Tables	

1.0 INTRODUCTION

Approved by Arkansas voters, the Arkansas Department of Transportation (ArDOT) is implementing an accelerated State Highway Construction and Improvement Program named the Connecting Arkansas Program (CAP).

A major component of the CAP is to implement a project to improve a portion of Interstate 30 (I-30) from Interstate 530 (I-530) and Interstate 440 (I-440) to Interstate 40 (I-40), including the Arkansas River Bridge, and a portion of I-40 from Highway (Hwy.) 365 (MacArthur Drive [Dr.]) to Hwy. 67. This project is CA0602: I-530 - Hwy. 67 (Widening & Reconstruction) (I-30 & I-40), commonly known as the 30 Crossing project. **Figure 1** illustrates the proposed 7.3-mile project limits.

1.1 Existing Facility

I-30 is one of the critical links of the Central Arkansas Freeway System. It connects communities within the Central Arkansas Region and serves local, regional and national travelers with varied destinations and trip purposes.

The I-30 corridor generally consists of three main lanes in each direction with parallel one-way discontinuous frontage roads on each side of the interstate. In the northern portion of the project limits, the I-40 corridor consists of three to four main lanes in each direction with parallel one-way frontage roads on each side of the interstate between the I-30/I-40 interchange and North Hills Boulevard (Blvd.). Within the 7.3-mile corridor, four system interchanges are located:

- I-30 with I-530 and I-440
- I-30 with I-630
- I-30 with I-40
- I-40 with Highways 67/167

1

Figure 1: Project Limits Map



2

1.2 Proposed Alternatives

1.2.1 No-Action Alternative

The No-Action Alternative represents the case in which the proposed project is not constructed, but could include future projects identified through the long-range planning process for maintaining a state of good repair as funding becomes available.

1.2.2 Action Alternatives

Two different main lane configurations are under consideration. Both would include the replacement of the Arkansas River Bridge.

- Eight-Lane General Purpose (GP) Alternative would provide four main lanes in each direction with no Collector Distributor (C/D) lanes.
- Six-Lane with C/D Lanes Alternative would reconstruct the existing six-lane (three in each direction) roadway while adding two decision lanes on each side that ultimately feed into a C/D system located at the Arkansas River Bridge.

The current Hwy. 10 (Cantrell Road [Rd.]) interchange provides direct access to the downtown business district of Little Rock. Its proximity to the Arkansas River Bridge and the I-30 interchange with I-630 creates a unique level of complexity. In order to balance various project goals, two interchange concepts are being considered for replacement of this interchange:

- An elevated Single Point Urban Interchange (SPUI) constructed in the same location as the current interchange;
- A Split Diamond Interchange (SDI) constructed south of the existing interchange at 4th and 9th Streets.

Combining the two main lane configurations with the two Hwy. 10 (Cantrell Rd.) interchange concepts results in the four Action Alternatives as follows:

- Alternative 1A: 8-Lane GP with SPUI Alternative
- Alternative 1B: 8-Lane GP with SDI Alternative
- Alternative 2A: 6-Lane with C/D Lanes with SPUI Alternative
- Alternative 2B: 6-Lane with C/D Lanes with SDI Alternative

For detailed information on the Action Alternatives, refer to the **30 Crossing Environmental Assessment** (EA) for the proposed project.

2.0 METHODOLOGY

As part of the National Environmental Policy Act (NEPA) process, a community impacts assessment (CIA) analyzes potential impacts to the community as a result of the proposed project. According to the Federal Highway Administration (FHWA), a community impact assessment is, “a process for evaluating the effects of proposed

1 transportation projects on a community and its quality of life.”¹ The purpose of this
2 technical report is to discuss the findings of the CIA and determine the potential effects
3 resulting from the proposed project (**Sections 4.0 – 11.0**). In addition, this technical report
4 discusses the community outreach efforts to engage the public and local stakeholders
5 (**Section 12.0**).

6
7 The community impacts analysis performed for the proposed project consisted of
8 analyses of regional and community growth; community cohesion; Limited English
9 Proficiency (LEP) population impacts; Environmental Justice (EJ) population impacts;
10 potential right-of-way (ROW) acquisitions, easements, displacements and relocations;
11 and potential impacts to public facilities and services. As part of the analyses, the
12 methodology and potential effects specific to each topic are discussed separately in the
13 following sections that collectively determine the potential social and economic effects of
14 the proposed project.

15 **3.0 COMMUNITY IMPACT ASSESSMENT STUDY AREA**

16 The study area for the CIA extends approximately one to two miles from the proposed
17 project limits and was determined by identifying nearby commercial and residential
18 development and public facilities potentially affected by the proposed project. The study
19 area encompasses areas most likely to be directly affected by the proposed project and
20 is shown in **Attachment A: Community Impacts Study Area Map**.

21 **4.0 REGIONAL AND COMMUNITY GROWTH**

22 The study area includes the Cities of North Little Rock and Little Rock, Arkansas, both of
23 which are experiencing a small, but steady increase in population growth. According to
24 the latest census data (*2010 Census*) produced by the United States Census Bureau
25 (USCB), the total population for North Little Rock and Little Rock was 62,304 and 193,524
26 respectively for 2010. The most recent estimates produced by the USCB, show that North
27 Little Rock and Little Rock have a total population of 66,273 and 198,546 respectively, for
28 2016.

29
30 According to the U.S. Bureau of Labor Statistics, the unemployment rate is 3.0 percent
31 for the Little Rock/North Little Rock/Conway area, which is less than the 3.7 percent and
32 4.1 percent unemployment rate for the State of Arkansas and the U.S. respectively, for
33 November 2017. In 2015, 70.4 percent of central Arkansas was employed, which ranked
34 it 200th out of 381 U.S. metro areas in percent employment.² In addition, central
35 Arkansas’ gross domestic product (GDP) grew by 4.4 percent from 2012 to 2015, while
36 the U.S. metropolitan GDP grew 6.1 percent. In 2015, the regional GDP was \$39.3 billion.

¹ U.S. Department of Transportation and FHWA. *Community Impact Assessment: A Quick Reference for Transportation*, September 1996.

² Percent employment and GDP data was taken from the 2017 Regional Economic Indicators produced by Metroplan. Metroplan is the designated Metropolitan Planning Organization (MPO) for Pulaski, Faulkner, Saline, Lonoke and Grant Counties.

The local income per resident grew from 2010 to 2015 by 12.4 percent, which is lower than the national average of 19.3 percent.

4.1 No-Action Alternative Impacts

The No-Action Alternative does not include construction of any improvements from this project and would not accommodate projected future growth and the resulting increases in traffic congestion.

4.2 Action Alternatives Impacts

The Action Alternatives would provide better relief than the No-Action Alternative from the congestion that is projected as a result of projected population growth. The Action Alternatives would provide improved traffic conditions, enhanced safety and mobility. This transportation project alone would not cause a substantial impact to the population growth of the study area. Other factors would be necessary to result in an increase of population in the study area, such as local economic incentives, real estate market demands and availability, social services, employment and business/commercial opportunities.

Although population growth can directly impact the cities and communities within the project corridor, these effects that would occur in the future are not direct effects of the proposed project. As stated above, the growth of a city is dependent upon multiple factors and the Action Alternatives alone would not directly cause population growth rate to increase. Effects resulting from the proposed project that occur later in time and distance from the proposed project footprint are considered indirect effects. Any future growth and related effects would be encompassed in the scope of the indirect effects analysis and discussed in the **Indirect Impacts Technical Report**.

5.0 PUBLIC FACILITIES, SERVICES AND DESTINATIONS

Field reconnaissance performed in July 2015 and March 2016 identified facilities potentially affected by the proposed project. Per the Arkansas GIS Office database, there are a total of two hospitals, five care clinics, 12 places of worship, 26 schools and 25 parks within the study area. In addition, the River Cities Travel Center, the main hub for the Rock Region Metro bus lines, is located along Cumberland Street (St.) between 4th St. and Capital Avenue (Ave.). Coordination with Rock Region Metro would be recommended to provide minimal disruptions to the bus routes, provide clear alternatives during the construction phase of the proposed project, and allow information to be disseminated to bus riders for any changes in routes or schedules during construction.

Within the study area, several major destinations are identified and include the following: Dillard's Headquarters, which is a major employer in the area and employs over 2,000 staff at this location; the Clinton Center, a major tourist destination that includes the William J. Clinton Presidential Library and Museum and the William E. "Bill" Clark Presidential Park Wetlands along the Arkansas River; the River Market, which is also a major tourist and local destination consisting of various stores and restaurants; downtown Little Rock and downtown North Little Rock, which are home to numerous businesses;

1 and the Verizon Arena, a large entertainment center/arena that holds numerous events
2 throughout the year in North Little Rock. These destinations were areas of concern most
3 noted by the public and local stakeholders in the comments received throughout the
4 public outreach process. Many residential neighborhoods and areas of interest are also
5 located throughout the study area.

6 **5.1 No-Action Alternative Impacts**

7 The No-Action Alternative provides no construction to the I-30 facility; therefore, no
8 changes to access to and from public facilities or services would occur. Emergency
9 response times would not be improved and may worsen over time as a result of increasing
10 congestion within the corridor. Likewise, the increased congestion could impede the
11 ability for travelers and commuters to reach the major destinations in a timely manner.

12 **5.2 Action Alternatives Impacts**

13 The 6-Lane with C/D with SPUI and the 8-Lane GP with SPUI Alternatives would not
14 adversely impact public facilities or services located along the project limits because it is
15 anticipated that these alternatives would improve traffic conditions, safety and mobility.
16 Some temporary disruptions would occur during construction of the proposed project;
17 however, construction would not eliminate any access to any specific areas or
18 destinations. Upon completion of the project, the improvements are anticipated to provide
19 an improved corridor that would positively affect emergency services' travel times. The
20 proposed improvements would not prohibit access to or use of any public facility or
21 service, including schools, hospitals, parks, community centers and public safety facilities.

22
23 The 6-Lane with C/D with SDI and the 8-Lane GP with SDI are anticipated to result in
24 minor impacts to facilities along 4th St. Some facilities along 4th St. that could have
25 potential impacts are the River Cities Travel Center and the U.S. Post Office. Additional
26 traffic volumes anticipated along 4th St. could impact traffic into/out of these facilities;
27 however, access is not eliminated to these facilities nor any structures on these properties
28 would be impacted by the proposed project.

29
30 During the construction phase of the project, temporary lane closures and detours may
31 occur that could affect access for public facilities and services; however, these effects
32 would be temporary and access to any public facility or area would not be eliminated
33 during construction.

34 **5.2.1 Parking Removal**

35 In replacing the existing Hwy. 10 (Cantrell Rd.) interchange, existing bridge structures
36 would be replaced or removed and would also involve the removal of current parking at
37 several locations.

38
39 For all Action Alternatives, the existing public parking lots within ArDOT ROW would be
40 removed, 1) under the I-30 facility south of President Clinton Ave. and 2) within the circular
41 ramp to 2nd St./Ferry St. and 3) parking under the Markham St./Hwy. 10 (Cantrell Rd.)
42 ramp to Cumberland Ave. Removal of these parking lots are not required for the proposed
43 improvements; however, the City of Little Rock has not requested to renew the air space

1 agreement with ArDOT to retain these parking facilities. These areas could be replaced
2 by the proposed roadway improvements, additional green space or park facilities³ to be
3 determined at a later date as a separate project by the City of Little Rock. These areas
4 are shown in the **Attachment B: Parking Removal Map** and included in **Attachment C:**
5 **Project Photographs.**

6 **5.2.2 6-Lane with C/D with SDI and 8-Lane GP with SDI**

7 In March 2016, a field reconnaissance was performed to determine existing parking
8 options along 4th St., Capitol Ave., 6th St. and along the cross streets between
9 Cumberland St. and I-30. As part of the 6-Lane with C/D with SDI or 8-Lane GP with SDI
10 Alternatives, removal of on-street parking would be required to accommodate the
11 proposed restriping improvements to add an additional lane on 4th St. Only on-street
12 parking within the City of Little Rock ROW would be removed and no private parking along
13 the streets should be affected. Approximately 29 free on-street parking spaces would be
14 removed on 4th St. In addition, parking removal on 2nd St. and Ferry St. would result from
15 the SDI Action Alternatives. Six on-street parking spaces would be removed along the
16 north side of 2nd St. between Ferry and Sherman Streets to accommodate for the
17 additional westbound lane on 2nd St. Twelve on-street parking spaces would be removed
18 on the west side of Ferry St. between 2nd and 3rd Streets as a result of the southbound
19 frontage road reconfiguration.

20
21 Removal of on-street parking could impact travel times to adjacent properties along these
22 streets because of the additional time needed to secure parking and walk to these
23 properties. The adjacent properties include a combination of multi-occupancy residential
24 and commercial properties. Shown on **Attachment B: Parking Removal Map**, on-street
25 parking along 4th St. from River Market Ave. and Rock St., could potentially affect
26 customers to the two hotels located on the north and south sides of 4th St. However, both
27 hotels that span both sides of this city block of 4th St. have multi-level parking garages
28 available for their customers. Free parking options would remain on the cross streets in
29 this area. There are other available parking options on nearby streets; however, some
30 options would require an additional cost to the driver because some parking lots may
31 require fees or payment.

32 **5.2.3 6-lane with C/D with SPUI and 8-Lane GP with SPUI**

33 For the SPUI Action Alternatives, it is anticipated that no public facilities, with the
34 exception of parking as discussed in **Section 5.2.1**, would be impacted as a result of
35 these alternatives.

36 **6.0 ACCESS AND TRAVEL PATTERNS**

37 The proposed project is anticipated to relieve congestion and would result in access and
38 traffic pattern changes. The Action Alternatives would provide different access changes

³ The green space and park facilities are to be determined at a later date. ArDOT will coordinate with the City of Little Rock for potential park facilities; however, the park facilities and green space would be at the discretion of, funded, and determined by the City of Little Rock and are not included in this proposed project.

through the corridor. Two main areas would be affected by the ramp modifications: Curtis Sykes Rd. and the Hwy. 10 (Cantrell Rd.) interchange/downtown Little Rock area. Changes are discussed in more detail in **Section 6.2**.

6.1 No-Action Alternative Impacts

The No-Action Alternative provides no improvements to the I-30 facility; therefore, no changes to access would result from the proposed project. Mobility and traffic congestion would not be improved, resulting in reduced accessibility within the corridor; adjacent neighborhoods would be increasingly impacted by drivers using alternative routes through neighboring roadways.

6.2 Action Alternatives Impacts

Access changes are anticipated as ramp modifications occur to and from the I-30 roadway facility; however, these changes would not result in any restrictions in access to the identified public facilities. There are currently 20 ramp locations to access on/off I-30 within the proposed project limits. Of these, all Action Alternatives would include ramp improvements to 11 ramps where existing access would not be altered. One ramp removal would result in a shift in access near Curtis Sykes Rd., but not the elimination of access to any specific area or location. The shift in access is discussed in more detail in the **Indirect Impacts Technical Report** since these access shifts would indirectly affect travel patterns outside of the project limits, and may affect traffic movements on city roadways over time.

Access locations to and from cross streets within the downtown Little Rock, River Market and Clinton Center areas by alternatives are described in **Table 1**.

1

Table 1: Access to/from Downtown Little Rock by Alternative

Cross Streets	8-Lane GP and 6-Lane with C/D with SPUI (1A and 2A Action Alternatives)		8-Lane GP and 6-Lane with C/D with SDI (1B and 2B Action Alternatives)	
	To NB I-30	From NB I-30	To NB I-30	From NB I-30
President Clinton Ave.	Access NB at 2 nd St.*	Take Cantrell Rd./ Clinton Ave. exit*	Access NB at 4 th St.	Take Downtown Little Rock exit.
2 nd St.	Access NB at 2 nd St.*	Take Cantrell Rd./ Clinton Ave. exit*	Access NB at 4 th St.	Take Downtown Little Rock exit.
3 rd St.	Access NB at 2 nd St.	Take Cantrell Rd./ Clinton Ave. exit	Access NB at 4 th St.	Take Downtown Little Rock exit.
4 th St.	Access NB at 2 nd St.*	Take Cantrell Rd./ Clinton Ave. or 9 th /6 th St. exits	Access NB at 4 th St.	Take Downtown Little Rock exit.
6 th St.	Access NB at 6 th St.*	Take 9 th /6 th St. exit*	Access NB at 4 th St.	Take Downtown Little Rock exit.
9 th St.	Access NB at 6 th St.*	Take 9 th /6 th St. exit	Access NB at 4 th St.	Take Downtown Little Rock exit.
Cross Streets	6-Lane with C/D and 8-Lane GP with SPUI		6-Lane with C/D and 8-Lane GP with SDI	
	To SB I-30	From SB I-30	To SB I-30	From SB I-30
President Clinton Ave.	Access SB at 2 nd St.*	Take Cantrell Rd./ Clinton Ave. exit*	Access SB at 9 th St.	Take Downtown Little Rock exit.
2 nd St.	Access SB at 2 nd St.*	Take Cantrell Rd./ Clinton Ave. exit*	Access SB at 9 th St.	Take Downtown Little Rock exit.
3 rd St.	Access SB at 2 nd St.*	Take Cantrell Rd./ Clinton Ave. exit*	Access SB at 9 th St.	Take Downtown Little Rock exit.
4 th St.	Access SB at 9 th St.*	Take Cantrell Rd./ Clinton Ave. or 6 th /9 th St. exits*	Access SB at 9 th St.*	Take Downtown Little Rock exit.
6 th St.	Access SB at 9 th St.*	Take 6 th /9 th St. exit*	Access SB at 9 th St.*	Take Downtown Little Rock exit.
9 th St.	Access SB at 9 th St.*	Take 6 th /9 th St. exit	Access SB at 9 th St.*	Take Downtown Little Rock exit.

Source: Project Team, 2018. *No change from existing access location.

The SPUI Action Alternatives would result in access changes due to the replacement of existing ramps at the Hwy. 10 (Cantrell Rd.) interchange and 6th and 9th Street ramps. In addition, Cumberland St. between 2nd St. and 3rd St. would be closed to traffic, but this modification would not eliminate access to any facilities along this portion of Cumberland St. Traffic movement on the eastbound Hwy. 10 ramp from Cumberland St./3rd St. and the westbound Hwy. 10 ramp to Cumberland St./2nd St. would be similar to existing conditions and would maintain access with both northbound and southbound I-30. These alternatives would have two southbound and two northbound exits into downtown Little Rock, the Cantrell Rd./Clinton Ave. and the 6th/9th St. exits in both directions. The proposed interchange would consist of a central signalized location under the I-30 facility for all entrance and exit ramps at 2nd St. More detailed information for this interchange is provided in the **Alternative Analysis Technical Report**.

For the SDI Action Alternatives, access would change by replacing the existing ramps at the Hwy. 10 (Cantrell Rd.) Interchange with exit/entrance ramps terminating at 4th St. These exit ramps will also have direct access to and from 3rd St. Although travel routes would be altered from current routes, the SDI Action Alternatives provide improved access to city streets from the frontage road system. The frontage road system from I-630 to 4th St. for the SDI Action Alternatives would provide improved north and south connectivity compared to the SPUI Action Alternatives which would not have frontage roads from 2nd St. to 6th St. in downtown Little Rock. In addition, a proposed new road between 3rd and 4th Streets would connect Mahlon Martin St. and Collins St. This new road in the SDI Action Alternatives would provide additional connectivity from 4th St. to President Clinton Ave. not provided in the SPUI Action Alternative.

Future (2041) traffic conditions in the downtown area of Little Rock would be primarily affected by the choice of Hwy. 10 interchange alternative: SPUI (1A and 2A Action Alternatives) vs. SDI (1B and 2B Action Alternatives). In downtown Little Rock, the differences in traffic conditions between the corridor alternatives (8-Lane General Purpose vs. 6-Lane with C/D) would be slight in comparison to the differences between interchange alternatives. The 6-Lane with C/D corridor alternative would introduce slightly more traffic into the downtown area of Little Rock, as it eliminates the bottleneck on I-40 that exists with the 8-Lane General Purpose Alternative. Consequently, the 6-Lane with C/D alternative would provide better accessibility and result in higher traffic levels in downtown Little Rock. Traffic conditions in downtown Little Rock were evaluated for the higher traffic condition under Alternatives 2A (6-Lane with C/D with SPUI) and 2B (6-Lane with C/D with SDI). The results are shown in **Table 2** and includes traffic volumes for city roads in the downtown Little Rock area for the No-Action Alternative and the Action Alternatives.

Table 2: Traffic Volumes for City Roads in Downtown Little Rock by Alternatives

Location	Existing	Future No-Action Alternatives	2A Action Alternative*	2B Action Alternative*
2 nd St. just west of the SB frontage road	2,800	4,100	N/A*	13,000
3 rd St. just west of the SB frontage road	4,000	5,500	4,200	11,000
4 th St. just west of the SB frontage road	2,100	2,100	3,600	12,000
2 nd St. between River Market Ave. and Sherman St	3,000	4,000	2,900	14,000
3 rd St. between River Market Ave. and Sherman St.	4,200	5,800	4,000	11,000
4 th St. just east of River Market Ave.	2,100	2,100	3,600	12,000
Cumberland St. between President Clinton Ave. and 2 nd St.	18,500	24,500	26,000	19,000
Cumberland St. between 2 nd St. and 3 rd St.	8,300	8,900	3,600	16,500
Cumberland St. between 3 rd St. and 4 th St.	5,100	5,100	2,700	13,500
Cumberland St. between 4 th St. and 5 th St.	3,600	4,000	2,000	4,100
Mahlon Martin St. between 3 rd St. and 2 nd St.	2,000	2,000	16,500	24,500

Source: Project Team, 2018. * Note: Data is not available because this alternative's configuration would not have the same location for comparison purposes.

Potential travel time increases could result from the increased traffic volumes, as shown in **Table 2**. These travel time increases could impact travel routes and travel patterns in the downtown Little Rock area. Further discussion on the indirect impacts to travel times is included in the **Indirect Impacts Technical Report**.

As shown in **Table 2**, the 2B Action Alternative (6-Lane with C/D with SDI) would have higher traffic volumes than the 2A Alternative along 2nd, 3rd, and 4th Streets which may result in travel delays along these streets; however, at Cumberland St. between Pres. Clinton Ave. and 2nd St., the 2B Action Alternative would have lower traffic volumes than the 2A Action Alternative. This location is adjacent to the President Clinton Ave. and LaHarpe Blvd. pedestrian crossing which is the second highest pedestrian crossing in the study area. The 2B Action Alternative would result in lower traffic volumes that could improve crossings for pedestrians at this location.

6.2.1 Pedestrian Signal Improvements

Several locations were evaluated in downtown Little Rock to determine whether pedestrian signaling would be warranted. Downtown Little Rock was evaluated because of concerns for pedestrians' ability to cross city streets with the increase in traffic volumes that would occur with the SDI alternatives. Signal improvements for pedestrian crossings are considered warranted for intersections where traffic signals are not currently present, gaps in traffic are inadequate to permit pedestrians to cross, the speed for approaching vehicles on the major street is too high to permit pedestrians to cross, and/or pedestrian delay is excessive. Several intersection locations were evaluated to determine if the future traffic would warrant pedestrian signaling. **Figure 2** shows the intersections evaluated for potential pedestrian signaling.

Figure 2: Pedestrian Signaling

Source: Project Team, January 2018.

Using existing pedestrian counts and 2021 projected traffic data for all four alternatives, intersections were evaluated to determine if signals are warranted. After analysis of traffic and pedestrian data, none of the locations met the criteria for installation of pedestrian signals for the SPUI Alternatives because of adequate gaps in traffic to accommodate pedestrian crossings safely despite peak hour traffic volumes.⁴ For the 8-Lane GP with SDI Alternative, the intersection of 4th St. at Rock St. met all the guidelines required for installation of a pedestrian signal. The intersection of 2nd St. at Sherman St. and the intersection of 4th St. and Rock St. met all the guidelines required for installation of a pedestrian signal for the 6-Lane with C/D with SDI Alternative. Traffic signals at these two intersections were requested during coordination with the City of Little Rock instead of a pedestrian only signal to avoid disruption to the progressive movement in the coordinated downtown signal system.

In addition to the pedestrian signal recommendations, it was determined that the SDI Action Alternatives would provide a safer pedestrian crossing than the SPUI Action Alternatives at the second highest pedestrian crossing in the study area, located at President Clinton Ave. and LaHarpe Blvd. The SDI Action Alternatives would convert the 2nd St. and Cumberland St. intersection to a typical 4-way intersection and reduce traffic

⁴ The criteria based on guidance taken from the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition, Chapter 4, and the Traffic Control Devices Handbook.

volumes that would benefit pedestrian crossings at President Clinton Ave. and LaHarpe Blvd.

7.0 ROW ACQUISITIONS, EASEMENTS AND DISPLACEMENTS

7.1 No-Action Alternative Impacts

The No-Action Alternative would result in no ROW acquisitions, easements or displacements.

7.2 Action Alternatives Impacts

The following sections include discussion of the ROW acquisitions, easements and displacements as a result of the Action Alternatives.

7.2.1 ROW Acquisitions

The proposed project would require ROW and property acquisitions which vary by Action Alternative. **Table 3** shows the anticipated ROW needed and numbers of parcels affected.

Table 3: ROW Acquisition

Alternative	Approximate ROW Acquisition in Acres	No. of Parcels Affected
1A: 8-lane GP with SPUI	11.88	53
1B: 8-lane GP with SDI	12.01	53
2A: 6-lane with C/D with SPUI	12.80	54
2B: 6-lane with C/D with SDI	13.03	54

Source: Project Team, January 2018. Note: Table includes only Action Alternatives. The No-Action Alternative is discussed in Section 7.1 and would have no ROW acquisition.

ROW acquisition is anticipated at various locations throughout the proposed project limits and are not concentrated within one section of the project limits nor limited to EJ populated areas.

Four billboards would be impacted because of the ROW acquisitions required for the 8-Lane GP with SDI alternative and five billboards would be impacted for the other alternatives (6-Lane with C/D with SPUI, 6-Lane with C/D with SDI, and 8-Lane GP with SPUI).

One building would be impacted by all alternatives, but would not result in a business displacement. The structure is a shed/carport within the North Shore Riverwalk Park, north of the Arkansas River and east of I-30 next to the boat ramp. Additional information about the park and its potential impacts is included in the **North Shore Riverwalk Park Section 4(f) Technical Report**.

7.2.2 Easements

Temporary and permanent easements have not been determined at this time. Temporary construction easements are anticipated for the proposed project regardless of the Action

Alternative selected; however, locations of these easements would be determined as project development continues and the schematic design is refined.

7.2.3 Displacements

All four Action Alternatives would result in displacements and relocations. **Table 4** shows the potential displacements anticipated for each Action Alternative and interchange option, and are shown in **Attachment D: Potential Displacements Map**.

Table 4: Summary of Potential Displacements

Displacement Type	1A: 8-Lane GP with SPUI	1B: 8-Lane GP with SDI	2A: 6-Lane with C/D with SPUI	2B: 6-Lane with C/D with SDI
Commercial Businesses	5	4	5	5
Residential	6	6	6	6
Total Number of Disp.	11	10	11	11

Source: Project Team, January 2018.

Impacted residential properties include four single-family houses and one duplex located in North Little Rock, west of I-30 between the UPRR and 9th St. Residential displacements are shown on Sheet 3 of **Attachment D: Potential Displacements Map** and in **Attachment E: Project Photographs**. The five residential structures are rental units currently owned by one property owner. At this time, six residential displacements are anticipated from these five residential structures. The residential structures are situated along one city block and are part of the Cunningham Subdivision, according to the Pulaski Appraisal District.

These properties would be displaced because all four action alternatives propose a continuous frontage road constructed over the UPRR on the southbound side of the I-30 facility. As proposed, Cypress St. would serve as a continuous southbound frontage road from 20th St. to Riverfront Dr. Although the frontage road is not necessary for the implementation of the project, the construction of the frontage road to connect Cypress St. north and south of the UPRR tracks would be a positive benefit to the community. It addresses the public's concern over this area lacking the one-way frontage road system. Currently, southbound travelers must drive east across the I-30 facility, travel south on the Locust Street Bridge and travel west on 9th St. to turn and continue traveling south on Cypress St. The improvement would result in improved connectivity and access for this area. Conversely, maintaining the disconnected Cypress St. at its current condition would avoid impacting these residential properties, but this option would keep Cypress Rd. disconnected which would not improve mobility in this area. In fact, this option would eliminate any potential north-south connectivity and not address the mobility and access issues in this area. Drivers would still need to travel across the I-30 facility to Locust St. to continue southbound across the UPRR. With the purpose of the project to relieve traffic congestion, improve mobility and safety, the frontage road improvement of Cypress St. is an important component of providing safe and improved access for the community.

The row of houses impacted from this frontage road improvement would result in the displacement of these residents because of the resulting obstructed view by the newly constructed frontage road, the close proximity to the proposed road, and no access to the

frontage road. Although the buildings would not be impacted directly, the residents' quality of life would be directly affected and ArDOT would provide relocation assistance so that comparable housing in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) can be found.

In addition to the six residential displacements, four or five commercial displacements are anticipated as a result of the proposed project. The location and type of the commercial displacements are included in **Table 5**.

Table 5: Commercial Displacements Information

Map ID #	Address of Displacement	Description	Appraised Property Value	Square Footage	Year Built	Number of Employees
C1	505 Rector St.	Office/Warehouse	\$405,600	7,350	1948	1 to 5
C2	806 E. 4 th St.	Office/Warehouse	\$3,120,850	45,600	1950	20 to 49
C3	620 President Clinton Ave.	Office/Warehouse	\$2,429,550	41,310	1920	1 to 5
C4	416 E. Broadway St.	Fuel Station	\$737,600	2,370	1972	5 to 9
C5	425 E. 10 th St.	Warehouse	\$357,950	99,432	1922	1 to 5

Source: Pulaski County Appraisal District and www.manta.com, January 2018.

Except for the fuel station, the displaced commercial properties are warehouse type facilities that may include office space. The commercial displacement (Map ID #C3) is not displaced under the 8-Lane GP with SDI Alternative; no ROW is needed on the west side of I-30 for this alternative. All other commercial displacements would occur for the other alternatives and interchange options.

Relocation assistance would be provided to business owners. Since there are commercial properties available within a five-mile radius of the displaced properties, there is potential for businesses to relocate within the immediate area or surrounding areas; in such cases, it is anticipated that potential effects such as disruption in pay would be temporary for the employees of these affected businesses. An adverse impact would occur if these businesses could not relocate or must do so outside of the area of their existing location. There is uncertainty in predicting the outcome of reestablishment within close proximity of the businesses' original location and it is unknown which of the business owners would choose to relocate and/or be able to continue operations. In addition, loss of employees could occur if the employees are not willing or able to travel to the new location to remain employed. The severity of the employment impacts resulting from the commercial displacements varies depending on the type of business, distance to the relocation site, ability or willingness of the business to continue operations, and the employees' interest and ability to continue employment with their current employer.

Estimating the number of potentially impacted employees is a difficult task because no agencies or organizations consistently track employment numbers per employer. Employment statistics fluctuate in varying degrees per business due to various economic elements such as turnover rate, regional growth and unemployment trends. **Table 5** shows the number of employees from the displaced businesses is estimated to be

approximately 75 individuals using an online source (www.manta.com). It is not anticipated that the employment rate of the Little Rock/North Little Rock area would be substantially impacted because the number of employees potentially affected is a small percentage of the total labor force within North Little Rock and Little Rock. According to the Bureau of Labor Statistics, the labor force for the metropolitan area of Little Rock – North Little Rock – Conway was approximately 353,321 in November 2017.

Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970

Acquisition and relocation assistance would be in accordance with the Uniform Act. Consistent with the Uniform Act, ArDOT would provide relocation resources (including any applicable special provisions or programs) to all displaced persons without discrimination. The available structures must also be open to persons regardless of race, color, religion, or nationality and be within the financial means of those individuals affected. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of the property.

Replacement housing is available within one to five miles of the residential displacements that are comparable in price and square footage of these residences. The residential displacements range from approximately 567 to 1,248 square feet and have appraisal property values ranging from \$29,200 to \$53,500. However, according to the Pulaski County Appraisal District website, the sale histories of these properties have listed sale prices that ranged from \$47,000 to \$147,000. Using an online database (www.realtor.com) for comparable housing options, 16 comparable homes are available as of January 2018 for displaced residential owners within two miles of the residential displacements in North Little Rock. These 16 properties range in price from \$15,000 to \$149,900 and are approximately 864 to 1,432 square feet. Additional housing options for sale are also available outside of the two-mile radius of these residential displacements. Using the same online database (www.realtor.com), a search of available rental units was performed in January 2018. Eighteen single-family houses were available for rent within the same zip code (72114) of the residential displacements. The rent for these units ranged from \$395 to \$1,400 per month. Although some of the units did not specify square footage of the rental units, they ranged from one-bedroom to three-bedroom units and the largest known square footage was 1,750 feet. In accordance with the Uniform Act, the term "comparable replacement dwelling" means any dwelling that is (A) decent, safe, and sanitary; (B) adequate in size to accommodate the occupants; (C) within the financial means of the displaced person; (D) functionally equivalent; (E) in an area not subject to unreasonable adverse environmental conditions; and (F) in a location generally not less desirable than the location of the displaced person's dwelling with respect to public utilities, facilities, services, and the displaced person's place of employment. In accordance with the Uniform Act, comparable replacement dwellings would be identified for all displaced residential property owners.

Relocation assistance is available to all individuals, families, businesses, farmers, and non-profit organizations displaced as a result of a highway project or other transportation project. This assistance applies to tenants as well as owners occupying the real property

needed for the project. As stated previously, assistance would be provided should the local existing housing market be insufficient for relocation. ArDOT would complete a survey of the housing market and provide housing supplements to displaced residents, if necessary. Additionally, ArDOT would relocate businesses and assist displaced businesses and non-profit organizations to aid in their satisfactory relocation with a minimum delay of and loss in earnings. The proposed project would proceed to construction only when all displaced residents have been provided the opportunity to be relocated to adequate replacement sites.

8.0 COMMUNITY COHESION

Community cohesion is a term that refers to an aggregate quality of a residential area. Cohesion is a social attribute that indicates a sense of community, common responsibility, and social interaction within a limited geographic area. It is the degree to which residents have a sense of belonging to their neighborhood or community or a strong attachment to neighbors, groups, and institutions because of continual association over time.

Several residential communities with varying socio-economic characteristics are located near the proposed project. Within the study area, many residential development areas were identified that include single-family residential subdivisions, mobile home parks, multi-family residential apartments, condominiums, lofts and townhouses. Some of the neighborhoods and neighborhood associations identified within the study area in Little Rock and North Little Rock are shown on **Attachment E: Neighborhoods and Districts Map** and are as follows:

- Argenta
- Melrose
- Sherman Park
- Dark Hollow
- Lakewood
- Park Hill
- River Market
- MacArthur Park
- Pettaway
- South End
- Hanger Hill
- Marshall Square
- Cunningham
- South Main
- Governor's Mansion District
- Quapaw Quarter

8.1 No-Action Alternative Impacts

The No-Action Alternative would not result in changes to community cohesion of the existing neighborhoods. As a result, no improvements to east-west connectivity would occur and no bicycle or pedestrian accommodations would be provided. In addition, traffic congestion could worsen, resulting in traffic filtering into adjacent roadways and

1 affecting adjacent neighborhoods. At the interchange between I-630 and I-30, current
2 traffic conditions at peak hours cause some drivers to exit into the Hanger Hill
3 neighborhood and affects mobility in that area. Congested roadways are being
4 experienced in other neighborhoods adjacent to the study area as well. Over time, the
5 increased congestion would result in more traffic on adjacent roadways, adversely
6 impacting adjacent and surrounding neighborhoods, and disrupting the cohesiveness of
7 these neighborhoods.

8 **8.2 Action Alternatives Impacts**

9 The proposed improvements would not further separate, divide, or isolate these
10 neighborhoods or other adjacent neighborhoods, ethnic or other specific groups, because
11 the I-30 facility is an existing interstate and no new alignment or location is proposed for
12 the alternatives. The proposed project would also not displace public facilities such as
13 churches or schools that if displaced, could affect the ability of people to communicate
14 and interact with each other in ways that lead to a sense of community. Furthermore,
15 proposed frontage and cross street improvements include bicycle and pedestrian
16 accommodations that would improve north-south and east-west connectivity and
17 enhance community cohesion. In particular, Cypress Rd. between 9th St. and 13th St.
18 would be connected over the UPRR. This would benefit travelers from having to cross the
19 I-30 underpass to Locust St. to cross over the UPRR and back across I-30 to continue
20 south on Cypress St. This frontage road improvement would save time, provide
21 continuous southbound access along Cypress St. over the UPRR, and provide better
22 north-south connectivity in this area.

23
24 Adverse impacts to residential communities associated with the proposed project could
25 be attributed to an increase in traffic noise, temporary construction impacts, and
26 residential displacements. The six residential displacements (four single family houses
27 and one duplex) are located within the Cunningham subdivision, according to the Pulaski
28 County Appraisal District. The impact to these residents due to displacement is discussed
29 in **Section 7.2.3**. The five residential properties (four single family houses and one
30 duplex) comprise one city block adjacent to the southbound I-30 facility between the
31 UPRR and 9th St. As mentioned in **Section 7.2.3**, a frontage road improvement included
32 in all alternatives would result in reduced views and lack of access to these properties
33 which would adversely impact these properties and could result in the displacement of
34 these residences.

35
36 Potential underpass improvements and proposed bicycle and pedestrian
37 accommodations could provide improved east-west connectivity. The proposed cross
38 street improvements are a result of community input and are provided to improve east-
39 west connectivity for neighborhoods adjacent to the proposed project. Proposed bicycle
40 and pedestrian facilities would be included in all proposed Action Alternatives. These
41 accommodations would offer additional options for accessing schools, community
42 amenities, places of employment, entertainment venues, and other destinations.
43 Accommodations would include wider sidewalks for pedestrians and wider lanes to
44 accommodate a four-foot bike lane in each direction at cross streets for cyclists (the
45 striping for a designated bike lane would be determined by the Cities of Little Rock and
46 North Little Rock). In addition, underpass bridge improvements would provide additional

space and lighting for travelers at cross streets. Renderings of cross street underpass improvements are included in **Attachment F: East/West Connectivity Renderings**. These renderings include features such as decorative fencing and lighting and bike lane striping that would be determined by the City of Little Rock and are not part of the proposed project.

Residents of communities not directly adjacent to I-30 may experience negative impacts associated with changes in accessing the I-30 facility and temporary disruption of travel and visual aesthetics during the construction phase of the project. These disruptions, however, would be temporary and would be outweighed by the overall benefit of the resulting improvements.

Positive impacts to residential communities and local businesses would include improved mobility, safety, and traffic operations; bicycle and pedestrian accommodations; access improvements (i.e. ramp modifications); aesthetic improvements (i.e. landscaping) and improved north-south and east-west connectivity. Residents associated with the communities listed above who utilize I-30 would benefit from the improved safety associated with the replacement of the aging Arkansas River Bridge and ramp structures. Congestion relief due to improvements to traffic operations would also benefit those who travel along I-30 and I-40.

SPUI Alternatives

The SPUI alternatives would result in no adverse impacts to community cohesion because the SPUI would be constructed in the location of the Hwy. 10 (Cantrell Rd.) interchange. It would not change or further divide any communities. During the construction phase of the proposed project, temporary impacts are anticipated from detours or lane closures; however, the effects would not result in permanent community cohesion effects. The SPUI alternatives would include removing the circular ramps at the Hwy. 10 (Cantrell Rd.) interchange resulting in previously occupied areas that could potentially be converted to approximately 9.1 acres of green space and/or bicycle and pedestrian trails. Although each corner of the interchange would be disconnected by the roadways and ramps to Cumberland St., each corner (or quadrant) could provide small but distinct areas for recreational activities, public amenities or additional walking and bicycle trails which the City of Little Rock could develop for the surrounding community. The opportunity to provide public spaces or trails at the Hwy. 10 (Cantrell Rd.) interchange where they currently do not exist would improve community cohesion for downtown Little Rock and the River Market area. The potential green space and/or bicycle and pedestrian accommodations could also provide improved connections between two major destinations, the Clinton Center on the east and the River Market area on the west. In addition, new retail and restaurant development on the east side of I-30 would benefit by the improved connection to the River Market area from potential bicycle and pedestrian trails, resulting in an increase in pedestrian traffic and a boost in the economic development of the eastern side of I-30.

SDI Alternatives

The SDI alternatives would shift the location of the Hwy. 10 (Cantrell Rd.) interchange south and include changes to 2nd St. and 4th St. In addition, the I-630 ramp to NB I-30 would include a split to an additional lane to exit for 9th St. for downtown access. An increase in traffic volumes is anticipated along 2nd St., 3rd St. and 4th St. It is not anticipated that the effects would be substantial because traffic volumes would be limited to morning and afternoon peak hours and these streets between Cumberland St. and I-30 consist of predominantly commercial and retail properties. The existing land use of non-residential properties and mixed-use high-rise residential properties between Cumberland and I-30 would not result in community cohesion impacts from the proposed project. During the construction phase, detours or lane closures could result that may adversely affect these areas, but would be temporary and not permanently impact these areas.

For the SDI alternatives, approximately 15.7 acres of green space could be established where the Hwy. 10 (Cantrell Rd.) interchange is currently located, resulting from the shift of the interchange south to 4th St. This green space could be developed by the city for public use, with more possibilities and options for use because of the larger space made available at the Hwy. 10 (Cantrell Rd.) interchange compared to the SPUI option. Although 2nd St. would be widened, the SDI Alternatives' potential for additional green space areas are greater compared to the SPUI Alternatives. There is the potential to create multiple options for the park space in this area and it is anticipated that future park options would be a positive impact on the downtown, River Market and Clinton Center areas. Like the SPUI alternatives, potential park space from the SDI alternatives would provide a bicycle and pedestrian friendly environment that would connect to two major destinations, the Clinton Center and the River Market; however, unlike the SPUI alternative, the SDI alternatives would provide a larger contiguous park space for additional facilities as well as a continuous sidewalk along 2nd St. from Cumberland St. to Mahlon Martin St. which would enhance east-west connectivity, not possible with the SPUI alternatives. In addition, new retail and restaurant development on the east side of I-30 would benefit from the potential green space and walking trails and sidewalks by improved connection to the River Market area, resulting in an increase in pedestrian traffic and a boost in the economic development of the eastern side of I-30. It would also provide an aesthetic benefit to the area with the replacement of the existing concrete roadway structures and parking at the Hwy. 10 (Cantrell Rd.) interchange with vegetation and open grass areas. Likewise, the green space would provide an additional and easily accessible recreational use area for downtown residents. The development of the potential green space would be determined by the City of Little Rock and would likely occur after the construction of the proposed project.

9.0 ENVIRONMENTAL JUSTICE

Executive Order (EO) 12898 entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" requires each federal agency to "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.” FHWA has identified three fundamental principles of environmental justice:

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

FHWA Order 6640.23A defines a minority as a person who is:

- Black (having origins in any of the black racial groups of Africa);
- Hispanic or Latino (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- Asian American (having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent);
- American Indian and Alaska Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition); or
- Native Hawaiian and Other Pacific Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands).

EO 12898 further defines a minority population as any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity.

Low-income is defined as a household income at or below the Department of Health and Human Services (DHHS) poverty guidelines. The poverty guidelines are provided by the DHHS every year. In 2018, the DHHS poverty guideline for a four-person family is \$25,100.

Adverse effects are defined in the FHWA Order as 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 from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities.

Disproportionately high and adverse human health or environmental effects are defined by FHWA as adverse effects that:

1. Are predominately borne by a minority population and/or a low-income population; or
2. Would be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effects that would be suffered by the non-minority population and/or non-low-income population.

The potential effects of the proposed project have been evaluated in accordance with the requirements of EO 12898. Population data at the census block (*Census 2010*) and census block group levels (*2012-2016 American Community Survey [ACS] 5-Year Estimates*) from the USCB were used in this analysis. Census block data provides information at the lowest scale available for race and ethnicity analysis; census block group data provides information at the lowest scale available for household income and poverty population analyses. **Attachment G: 2010 Census Geography Map** illustrates the census geography boundaries from the *2010 Census* used in this analysis.

To identify low-income and predominately minority populations, USCB data was compiled from the census block groups and census blocks (respectively) within the study area. The 62 census block groups comprise the direct impacts study area for household income and poverty populations, and are referred to as the “low-income population study area.” The study area consists of 62 census block groups and 2,402 census blocks associated with the *2010 Census* data. Out of the census blocks within the study area, 1,162 census blocks had no population reported in the *2010 Census*.

9.1 Income Characteristics

Due to the lack of income data at the census block level available from the *2012-2016 ACS 5-Year Estimates*, the census block groups contained wholly or partially within the study area were used for this part of the analysis.⁵ There are a total of 62 census block groups. The total number of households and median household income is listed for these block groups in the Median Household Income table included in **Attachment I: Demographic Tables**.

The 62 census block groups consist of 24,335 households and an average median household income of \$33,927. Out of the 62 census block groups, 22 census block groups have median household incomes lower than the 2018 DHHS poverty guideline for a family of four, which is \$25,100. The median household incomes for the study area range from \$9,928 to \$108,403. The locations of low-income population areas in the study area are shown in **Attachment H: EJ and LEP Population Map**. Field

⁵ For assessing the low-income population, the *2012-2016 ACS 5-Year Estimates* were used ; however, median household income data is not available for four of the census block groups in the *2012-2016 ACS 5-Year Estimates*.

reconnaissance (windshield surveys) conducted in July 2015 and March 2016 along the proposed project limits resulted in observations of homes and cars in disrepair which provides evidence to support that these are low-income populated areas.

9.2 Minority Characteristics

Within the study area, a total of 2,402 census blocks were identified, of which 1,240 census blocks have a total population greater than zero recorded in the *2010 Census*. Out of the 1,240 census blocks, the total minority population consists of approximately 59 percent of the total population. The Minority Population Table included in **Attachment I: Demographic Tables** shows the minority composition within the 1,240 populated census blocks.

High minority population areas are areas with a minority population greater than 50 percent of the total population. Three hundred sixty-three (363) census blocks have a minority population less than 50 percent of the total population; whereas, 877 census blocks have a minority population greater than 50 percent of the total population. There are 97 census blocks with no minority population, but 517 census blocks have 100 percent minority population. This accounts for approximately 50 percent of the 1,240 total census blocks. For the total area, the minority population consists of approximately 59 percent of the total population. High minority population areas are shown in **Attachment H: EJ and LEP Population Map**.

9.3 Potential Impacts to EJ Populations

9.3.1 No-Action Alternative Impacts

The No-Action Alternative would not result in aesthetic impacts, access changes, ROW acquisitions, displacements and easements. Although no construction would occur, potential increases in traffic congestion not relieved by action alternatives could result in reduced mobility and accessibility and an increase in traffic noise over time as congestion worsens.

9.3.2 Action Alternatives Impacts

The Action Alternatives would result in traffic noise impacts, aesthetic effects, access changes, ROW acquisition, displacements and easements. These effects, as related to EJ populations, are discussed in the following sections.

Traffic Noise and Environmental Justice

It is anticipated that the Action Alternatives would result in traffic noise impacts. Noise impacts would potentially occur along the entire corridor, including the areas of minority and/or low-income populations and would affect all users of the facility, including EJ and non-EJ populations. To address these impacts, potential noise abatement measures could include consideration of traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone, and the construction of traffic noise barriers. Proposed noise abatement measures are traffic noise barriers, which are analyzed and discussed in the **Traffic Noise Technical Report**.

1 The proposed noise barriers would minimize and mitigate the potential noise impacts
2 resulting from the proposed project, where feasible and reasonable.

3
4 It is anticipated that temporary noise impacts could occur during the construction phase
5 of the proposed project. During construction, temporary noise impacts could result from
6 machinery, construction of pavement and structures, and potential traffic from detours.
7 Effort to minimize potential noise effects will be provided by the design-builder when
8 feasible and reasonable. These minimization efforts could include limiting construction
9 to occur during daylight hours and using specialized equipment to lessen noise
10 disturbances. Local city noise ordinances would be followed for construction areas
11 outside of the ArDOT ROW. These temporary construction impacts from noise would
12 affect all users along the facility which include EJ and non-EJ populations.

13 14 *Access and Environmental Justice*

15
16 The Action Alternatives would result in access changes primarily at the Hwy. 10 (Cantrell
17 Rd.) interchange in Little Rock and the area surrounding Curtis Sykes Dr. in North Little
18 Rock, which are discussed in detail in **Section 6.0**. Access changes would include ramp
19 modifications within the proposed project limits and within EJ populated census blocks.
20 Ramp modifications include removal and replacement of some of the existing ramps that
21 would shift access. Access would not be eliminated for any areas within the proposed
22 project limits. Ramp modifications would consist of ramp relocations and improvements
23 to address safety and weaving concerns. Enhanced bicycle and pedestrian
24 accommodations included in the proposed project would improve access and benefit EJ
25 populations traveling to area facilities and mass transit locations. The SDI Action
26 Alternatives would provide an added benefit to pedestrians by the addition of sidewalks
27 along both sides of 2nd St. from Cumberland St. to Mahlon Martin St. as well as a safer
28 pedestrian crossing at President Clinton Ave. and LaHarpe Blvd. as discussed in
29 **Section 6.2**. Intersection modifications from all Action Alternatives would improve east-
30 west connectivity across the I-30 facility because improvements would include bicycle
31 and pedestrian accommodations and wider underpass improvements with an example
32 shown in **Attachment F: East/West Connectivity Renderings**. The ramp modifications
33 would improve access for all roadway users through improved traffic congestion, safety
34 and mobility and would not eliminate access to any specific area.

35 36 *Aesthetic Considerations and Environmental Justice*

37
38 The Action Alternatives would cause aesthetic changes throughout the project corridor.
39 Several bridge structures including two prominent visual structures, the Arkansas River
40 Bridge and the Locust Street Bridge would be reconstructed; however, the aesthetic
41 appearance of these structures would not be altered dramatically, would be consistent
42 with the current appearance of the bridges, and would have a neutral appearance that
43 blends with the current aesthetics of the roadway corridor. The proposed project consists
44 of pockets of woody vegetation, riparian, and urbanized areas. In relation to EJ
45 populations, aesthetic considerations would encompass mostly urbanized areas that
46 would be impacted from construction. Changes in visual aesthetics would affect
47 communities within and immediately adjacent to the proposed project; all roadway

viewers and users would be affected. Impacts during construction would be temporary and would be returned to existing, if not enhanced conditions. Enhanced conditions could include aesthetic improvements such as beneficial landscaping, lighting, design and architectural features. A portion of construction costs would be allocated for beneficial landscaping and additional enhancements would be provided where possible, as funding would allow. Furthermore, the improvements to the Hwy. 10 (Cantrell Rd.) interchange could provide potential green space replacing the current concrete ramp structures of the interchange. Although the City of Little Rock would determine final design features of any resulting green space made available from the Hwy. 10 (Cantrell Rd.) interchange improvements, the result is anticipated to be an improvement to the existing aesthetic condition of the Hwy. 10 (Cantrell Rd.) interchange. These design enhancements and the bicycle and pedestrian accommodations would minimize any temporary adverse impacts to EJ populations and adjacent communities. Furthermore, these impacts and benefits would affect both EJ and non-EJ populations, including all users of the I-30 facility. Additional information on visual and aesthetic impacts is included in the **Visual Impacts Technical Report**.

Acquisitions, Displacements and Environmental Justice

The Action Alternatives would result in displacements and ROW acquisitions. The number of displacements and acquisitions is discussed in **Section 7.0**. No minority or low-income community institutions would be damaged or displaced. However, most of the displacements are located within EJ areas of predominately minority populations. These displacements are located all throughout the corridor and the total population of the entire study area is predominately minority, as shown in **Attachment H: EJ and LEP Population Map**. The six residential displacements are located in a census block with a minority population greater than 50 percent of the total population. One commercial displacement property (a warehouse facility) is also located in a census block with a minority population greater than 50 percent of the total population. These displacements are shown on Sheet 3 of **Attachment D: Potential Displacements Map**. The other four commercial displacements are located within census blocks with a minority population less than 50 percent of the total population. All eleven displacements, consisting of five commercial and six residences (four single family houses and one duplex), are located in areas with a median household income above the poverty guideline.

9.4 Summary of Impacts to the EJ Population

No disproportionately high and adverse impacts are anticipated to affect EJ populations as a result of the No-Action Alternative. No construction would occur; therefore, no improvements to congestion, mobility and bicycle and pedestrian accommodations would occur that would benefit the EJ communities in the study area.

For all four Action Alternatives, the improvements are anticipated to benefit both the EJ and non-EJ populations through reduced congestion, improved safety and mobility, improved east-west connectivity and additional bicycle/pedestrian accommodations. The SPUI Action Alternatives would provide better congestion relief and less traffic volumes into the city streets in downtown Little Rock than the SDI Action Alternatives. On the other hand, the SDI Action Alternatives would provide better north-south connectivity from

the frontage road system, better east to west connectivity from the sidewalks on the north and south sides of 2nd St. from Cumberland St. to Mahlon Martin St., and a safer pedestrian crossing at President Clinton Ave. and LaHarpe Blvd. compared to the SPUI Action Alternatives.

Adverse impacts to both EJ and non-EJ populations include increased noise, changes in access, and commercial and residential displacements at certain locations. Relocation assistance, noise abatement measures, and added benefits from bicycle and pedestrian accommodations would mitigate and minimize the adverse impacts resulting from the proposed project. Based on the above discussion and analysis, the proposed project would not result in disproportionately high and adverse impacts on minority or low-income populations in accordance with the provisions of EO 12898 and FHWA Order 6640.23.

10.0 GENDER, AGE AND DISABILITY DEMOGRAPHICS

In accordance with FHWA Title VI, consideration of populations in relation to age, gender and disability is included in the assessment of potential community impacts. The gender, age and disability demographics for the 24 census tracts within the study area are included in **Attachment I: Demographic Tables**.

Using the USCB *2012-2016 ACS 5-year estimates* at the census tract level, the age distribution for the proposed project area consists of approximately 8 percent under 5 years of age, 17 percent for ages 5 to 17, 25 percent for ages 18 to 34, 38 percent for 35 to 64 and 12 percent for age 65 and older. The largest age group for all census tracts is the 35 to 64 age group range. The gender distribution of the total population is approximately 48 percent male and 52 percent female for the proposed project; therefore, there is no substantial difference in the gender distribution within the study area. The most recent data available regarding disability status is from the *USCB ACS 2012-2016 5-Year Estimates*. Disability types considered in the ACS include hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty and independent living difficulty. The population with a disability within the 24 census tracts consists of approximately 17 percent of the total population. This value of 17 percent is similar to the percent estimated for people living with a disability in the State of Arkansas (17 percent), in the City of Little Rock (12 percent) and in the City of North Little Rock (15 percent) according to the *USCB 2012-2016 ACS 5-Year Estimates*.

10.1 No-Action Alternative Impacts

The No-Action Alternative would not affect any specific age group, gender or population based on disability because no improvements would be provided as a result of this alternative.

10.2 Action Alternatives Impacts

The Action Alternatives would not disproportionately impact any specific gender or age group. The inclusion of bicycle and pedestrian accommodations that would comply with Americans with Disabilities Act (ADA) standards would provide positive benefits to the population. Disproportionate impacts to the population with a disability are not anticipated

because the proposed improvements would not adversely impact access for the disabled population.

In addition, for public involvement activities, anyone requiring special accommodations under the ADA has been provided the opportunity to contact the Connecting Arkansas Program Manager or the Arkansas Relay System to request for assistance or special accommodations at the public meetings/hearing to ensure that such persons have meaningful access to the programs, services, and information that ArDOT provides.

11.0 LIMITED ENGLISH PROFICIENCY (LEP)

Executive Order (EO) 13166 on LEP calls for all agencies to ensure that their federally conducted programs and activities are meaningfully accessible to LEP individuals. The U.S. Department of Transportation (USDOT) defines LEP persons as individuals with a primary or home language other than English who must, due to limited fluency in English, communicate in that primary or home language if the individuals are to have an equal opportunity to participate effectively in or benefit from any aid, service, or benefit provided by the transportation provider or other USDOT recipient.

Census block group data was obtained from the U.S. Census Bureau *2012-2016 ACS 5-Year Estimates* database. According to the information, the “Ability to Speak English,” for the population five years and older indicates approximately 2.7 percent of the population within the 62 census block groups along the proposed project limits speaks English less than “very well.” Thirty-eight of the 62 census block groups partially or wholly contained within the proposed project limits contain no LEP populations according to the *2012-2016 ACS 5-year estimates*. LEP populations among the 62 census block groups range from approximately 0.0 to 43 percent. Census tract (CT) 33.05 Block Group (BG) 2 contains a 43.2 percent LEP population. The next largest LEP population per census block group is 28.3 percent (CT 32.02 BG 2). Specific LEP languages and respective percentages represented in the LEP study area are the following: Spanish (2.4 percent), other Indo-European language (0.1 percent), Asian and Pacific Islander language (0.1 percent), and other languages (0.1 percent). The LEP population information for the proposed project is shown in **Attachment I: Demographic Tables. Attachment G: 2010 Census Geography Map** illustrates the census block group boundaries used for the analysis.

LEP population areas are areas with an LEP population greater than five percent of the total population. Eleven census blocks have LEP populations greater than five percent of the total population, which are shown in **Attachment I: EJ and LEP Population Map**.

Field reconnaissance (windshield survey) performed in July 2015 and March 2016 along the proposed project limits indicate that no language other than English was used for building signage or other forms of posted information and advertisement within the proposed project limits.

Public involvement activities (further discussed in **Section 12.0**) related to the proposed project followed FHWA policies and procedures. In order to provide sufficient

accommodations and ensure that all individuals have equal access to services and information in association with the proposed project, opportunities to request translators at public meetings/hearing were offered and included on the legal notices. The legal notices providing this information were published in both English and Spanish and in both English and Spanish newspapers, and both English and Spanish public service announcements were issued. A Spanish translator was present at all public meetings as well.

12.0 COMMUNITY ENGAGEMENT

ArDOT worked with and continues to facilitate communication with the general public, adjacent property owners, business owners, residents, the Cities of Little Rock and North Little Rock and other agencies to share information and receive input on the proposed project. Prior to the NEPA phase of this proposed project, a Planning and Environmental Linkage (PEL) Study was performed to evaluate multiple alternatives that would address the purpose and need of the project. As a result, many meetings and stakeholder coordination activities occurred that aided in the development of the four alternatives under analysis. From April 2014 to the date of this report, six public involvement meetings and more than 125 meetings with different groups, boards, councils and technical agencies have occurred. Public involvement activities have also equated to more than 80 hours with public officials and stakeholder advisory group members. More than 1,150 individuals attended public meetings and more than 1,000 questions and comments were submitted to the Study Team.

The I-30 PEL Study included a robust outreach plan to actively engage public, agencies and stakeholders throughout the entire PEL process. These outreach efforts and products, listed in **Table 6**, were continued through the NEPA phase of project development. They provide transparency for project activities, disseminate information to the public and stakeholders, and provide feedback to the Study Team.

1

Table 6: Public Involvement and Outreach Activity Types

Activity Type	Description
Technical Oversight Committee (TOC)	<p>Formed and charged with providing technical assistance to enable the efficient development of the I-30 PEL Study and the 30 Crossing project. Included the appropriate technical resources within (and external to) ArDOT to provide timely input, suggestions, feedback and/or guidance on the PEL and throughout the NEPA phase. The TOC is comprised of the following members:</p> <ul style="list-style-type: none"> • ArDOT Alternative Project Delivery Director • ArDOT CAP Program Administrator • ArDOT Environmental Division Head • ArDOT Transportation Planning and Policy Division Engineer • ArDOT Staff Construction Engineer • FHWA Environmental Coordinator • FHWA Division Administrator • FHWA Transportation Engineer <p>Additional ArDOT resources/subject matter experts (including but not limited to ArDOT staff involved in planning, environmental, right of way, utilities, railroad coordination, materials, communications, public involvement, accounting and contracting) provided support to the TOC to assist in expediting the PEL, NEPA and 30 Crossing project.</p>
Technical Work Group (TWG)	<p>Created and served as a means of agency coordination throughout the I-30 PEL Study and NEPA phase. The TWG included local, state, federal, and tribal staff to provide technical input and expertise. TWG meetings also included representatives from local businesses, environmental advocacy groups, and/or representatives from major regional institutions. The TWG met prior to the public meetings and they performed their identified activities as part of the NEPA phase.</p>
Project Partner Meetings (PPM)	<p>Metroplan and the local governments of Little Rock, North Little Rock and Pulaski County are the Project Partners. In addition to regular meetings throughout the PEL and NEPA phases, the lead agencies, FHWA and ArDOT, and the Project Partners met in advance of each TWG to review planning documents and other materials and information. The Project Partners performed their identified activities as part of the PEL process and NEPA phase.</p>
Stakeholder Advisory Group (SAG)	<p>Included 12 representatives, with the mayors of Little Rock and North Little Rock and the Pulaski County judge each having appointed four members. Established in order to ensure early and ongoing decision making. Provided a one-of-a-kind perspective to the areas of interest each member represented within the community, allowing the Study Team to gather valuable input. Met regularly throughout the PEL process and on occasion during the NEPA phase.</p>
Public Meetings	<p>Open house format and are used to obtain input and feedback from the public on the project. Held in conjunction with key project goals such as the development of the purpose and need and transportation goals and objectives. In order to follow a NEPA-compliant public involvement process during both the PEL and NEPA phases, the Study Team followed the ArDOT Public Involvement Handbook (Draft Version - 2013) and the CAP Environmental Manual (2013) for all public meetings. Six total public meetings were held (four in the PEL phase and two in the NEPA phase) and one public hearing is scheduled in the future. All four PEL public meetings included 15-day comment periods, and the comment periods for both NEPA public meetings were extended to 45 days to allow more time for feedback.</p>

Activity Type	Description
Visioning Workshops	<p>Conducted to obtain early feedback and develop a foundation for continued community outreach. One visioning workshop was conducted with stakeholders during the PEL phase, and two visioning workshops were held during the NEPA phase. During the first visioning workshop, and with an understanding of the purpose and need and goals and objectives of the I-30 PEL Study, stakeholders had the opportunity to incorporate their ideas and priorities for the I-30 corridor. During the NEPA phase, a second visioning workshop was held with the goal of stakeholders examining potential context sensitive solutions (CSS) and design concepts. The third visioning workshop further evaluated CSS and design concepts. Based on stakeholder feedback and available funding, CSS/aesthetic guidelines were developed and included in the design-build request for proposals, pending ArDOT approval.</p>
Other Coordination Meetings	<ul style="list-style-type: none"> • Meetings were held with various organizations to discuss the PEL, schematic development, design-build delivery and other project development topics. Organizations included the Downtown Little Rock Partnership, Clinton Foundation, Little Rock Chamber of Commerce, Rock Region Metro, Little Rock Historic District Commission, Coalition of Greater Little Rock Neighborhoods, Little Rock City Board, North Little Rock City Council, and Park Hill Neighborhood Association. • Individual meetings were held with Arkansas State House and Senate members and other state and local representatives throughout the PEL and NEPA phases. • PEL Community Meetings were held at three area churches and Shorter College in an effort to increase community and minority participation. During the NEPA phase, follow-up community meetings were held at two area churches and Shorter College in June and August 2016. • Quapaw Tribe was notified of the project by ArDOT in July of 2014. Response letter was received by ArDOT on August 01, 2014 from the Tribal Historic Preservation Office Quapaw Tribe of Oklahoma. Letter stated that the Quapaw Tribe agrees with the need for a cultural resource report to be conducted along the 30 Crossing corridor. Tribe also asked that the report follow all current regulations and standards. Quapaw Tribe was also invited to participate in the public involvement process. • A 30 Crossing Town Hall Meeting was held on November 16, 2015 to provide a project update and to give the public an opportunity to provide public comments. • LaHarpe Brainstorming Session was held on November 18/19, 2015 to determine various pedestrian friendly alternatives at LaHarpe Blvd. and President Clinton Ave., evaluated tunnel concept, and prepared a tunnel option feasibility study memo. • Meetings were also held with community groups and organizations such as the North Little Rock School District, Little Rock Convention and Visitors Bureau, Little Rock Rotary, Downtown Little Rock Partnership, Metroplan RPAC, Neighbors United for Levy, MacArthur Park Association, 3rd Street Merchants, Rivermarket Association, Little Rock Rotary Club, City of Jacksonville, City of Cabot, Quapaw Quarter Association, Little Rock Historic District Commission, Arkansas Society of Civil Engineers and various homeowner associations. • Section 106 meetings were held in May 2016, September 2016, January 2017, June 2017 and July 2017 to coordinate with the State Historic Preservation Officer and coordinating partners to discuss potential impacts to historic properties as a result of the proposed project. A fourth meeting will be scheduled in the future. • More than a dozen “Pop-Up” stations were held in the lobbies of some of the largest employers in the Little Rock and North Little Rock areas from April to June 2016. Staff members answered questions from the public and showed

Activity Type	Description
	various public meeting materials provided at Public Meeting #6, including 3D video renderings.
Public Involvement Planning Products	Public Involvement Planning Products for both the PEL and NEPA phases included: <ul style="list-style-type: none"> • Public Involvement and Agency Coordination Plan • Mailing Lists • Contact e-mail address/phone number • Agency Coordination Letters • Public Notices and News Releases for Public Meetings • Social media posts for Public Meetings • Website updates • Flyers advertising Public Meetings • Public Meeting Summaries with public comments addressed • Technical Work Group Meeting Summaries with comments addressed • Public Involvement and Agency Coordination documentation for I-30 PEL Study • Public Involvement and Agency Coordination documentation as part of the EA

Source: I-30 PEL Report, 2014; and Project Team, 2017.

For the NEPA phase, public meetings were held in October 2015 and April 2016 to present alternatives, answer project related questions, and gather public input. Notifications of the public meetings included hand delivered flyers to churches, community centers, gas stations, libraries, schools, neighborhood associations, and the National Association for the Advancement of Colored People (NAACP); advertising in the local Spanish paper; and radio announcements on various radio stations. In addition, three visioning workshops were held to discuss and collaborate with stakeholders on aesthetic and urban design options. A public hearing is anticipated to be held in Spring 2018.

The community engagement activities provided an opportunity for the Study Team to receive feedback from the public and for community stakeholders to engage in project refinements. One comment from the public meeting stated concern for impacts to property values resulting from the proposed project. Many comments received from the public meetings in relation to community impacts were regarding east-west connectivity and connecting communities. Comments received from the community and association meetings were also concerned about east-west and access. Outside of public meeting comment periods, business owners and residents also provided comments to express support of particular alternatives. Over 25 emails and letters from downtown Little Rock business leaders submitted emails to state support for the SDI alternatives citing potential community benefits and numerous mobility options for downtown Little Rock.

Refinements to the alternatives resulted from comments received at public meetings and various community and group meetings. The following sections discuss the various refinements, adjustments, and design modifications in response to comments and feedback received in the PEL and NEPA process of the project. Some modifications include design improvements for the Hwy. 10 (Cantrell Rd.) interchange, opening up underpasses, better lighting, and other bicycle and pedestrian accommodations. The community meetings/hearing associated with the proposed project provided opportunities for the public and stakeholders to engage in refining and developing the design for the proposed alternatives.

12.1 Modifications Based on Public, Agency and Stakeholder Comments

Throughout both the PEL and NEPA phases, the Study Team actively listened and made changes, when determined applicable, to aspects of the project based on comments received. **Table 7** shows modifications that resulted from public, agency, and stakeholder comments made during the I-30 PEL Study.

Table 7: PEL Phase Design Modifications Resulting from Comments Received

Comments	Resulting Modification
North Little Rock opposed to possibility of closing down Washington Ave. to vehicular traffic (allow pedestrians only) due to the tight clearances for the Broadway St. ramps at that location.	Refinements made to the geometry and bridge structures to allow for vehicular access to pass under the bridges.
Public comments on east-west pedestrian and visual connectivity.	All of the bridges on I-30 that go over the local streets designed to be at least as long as current conditions or longer, and to meet or exceed the requirements of the current city master street plans.
Public comments regarding east-west connectivity for bicycle and pedestrian accommodations.	The 6th St. and 9th St. bridges over I-30 widened to incorporate bike lanes and improved sidewalks.
Coast Guard expressed concerns about the existing location of the bridge pier in the navigational channel.	Existing bridge pier was eliminated and pier spacing of structure revised to span the entire navigational channel.
Comments regarding the weaving between I-30 and Hwy. 67.	Left-hand exits eliminated and converted to right-hand exits.
Concerns about access being lost at Curtis Sykes Dr.	Eastbound exit ramp revised to tie directly to Curtis Sykes Dr., and new westbound exit ramp created to provide access to Curtis Sykes Dr. through 19th St.

Source: Project Team, August 2016.

Modifications based on public, agency, and stakeholder comments received during the NEPA phase are outlined in the following sections.

12.1.1 PEL Recommendation Name Change

The 6-lane with C/D Lanes Alternatives (previously called the PEL Recommendation 10-lane with Downtown C/D) was renamed to better clarify the scope of the alternative and reduce misconception. This was based on feedback ArDOT received from stakeholders involved in project who thought the alternative had five through lanes in each direction for the length of the project.

12.1.2 Hwy. 10 (Cantrell Rd.) Interchange Modifications

Variations of the Hwy. 10 (Cantrell Rd.) interchange designs were developed in response to specific concerns regarding connectivity, local street access, and adding park space at the existing interchange location. To address the eastern connectivity concerns, the first iteration of the SPUI was developed to tie into 3rd St. and made access to the east side much easier for vehicles. However, the option would have cut off 3rd St., impacted the River Rail Street Car route, and also cut off vehicular access to 4th St. Feedback received from stakeholders and public indicated their desire for 3rd St. and 4th St. needed to remain open and that impacts to the street car route needed to be eliminated. To address the concerns about 3rd St. and 4th St., SPUI alternatives were proposed, which would function to keep both roads open and would not impact the street car route.

Additional stakeholder feedback requested the evaluation of improvements that moved the Hwy. 10 (Cantrell Rd.) interchange further south and completely removed the interchange at the current location. This resulted in the design of split diamond interchange alternatives at 4th St. and 9th St., which in turn would create an open space area (potentially future park space) where the existing Hwy. 10 (Cantrell Rd.) interchange would be removed.

12.1.3 City of Little Rock Requested Modifications

The following modifications were made in response to City of Little Rock requests:

- Reduced frontage road lane widths from 12 ft. to 11 ft.
- Reduced turning radii size at southbound I-30 frontage road and Capitol Ave.
- Reduced number of lanes on southbound frontage road from 4 lanes to 3 lanes. (Note: City of Little Rock wanted number of lanes reduced to 2 lanes, but evaluation showed this would not operate acceptably).
- Reduced the number of potential on-street parking space removals as a result of an evaluation of traffic patterns in downtown Little Rock and to reduce impacts to adjacent residences and businesses.

12.1.4 Other Modifications

Public and stakeholder comments included concerns regarding the weaving distance when entering I-40 westbound from the North Hills Blvd. interchange. In response, the westbound entrance ramp was moved further east to provide more distance (and time) to merge with traffic and change lanes to continue on I-40 westbound.

Feedback indicated the retaining walls along I-30 between 6th St. and 9th St. could be extended up vertically to match the elevation of the frontage road which would help to “hide” the interstate and provide additional area for landscaping. Additionally, if the city would like to add a deck park in the future, the retaining walls would be compatible with a future deck structure over I-30.

13.0 CONCLUSION

Each alternative was analyzed in regard to regional and community growth, public facilities, access, displacements, community cohesion, and EJ/LEP populations. The following summarizes the positive and negative impacts identified from the community impacts assessment as well as recommended mitigation and minimization measures for potential impacts.

The No-Action Alternative would not consist of any construction or improvements to the existing facility; however, future maintenance of the existing facility may be required and could involve some associated costs for such maintenance. The No-Action Alternative would not result in displacements, changes in access or impacts to existing conditions for EJ/LEP populations. On the other hand, the alternative would not relieve traffic congestion, improve safety and mobility, or provide bicycle and pedestrian improvements and other enhancements that would improve north-south and east-west connectivity within the project limits.

No substantial adverse impacts to community cohesion, public facilities and services and emergency travel times would result from the proposed Action Alternatives. All Action Alternatives would include bicycle and pedestrian accommodations. These accommodations, as well as other improvements such as lighting, would provide improved east-west connectivity and enhance access for nearby neighborhoods and communities. Other positive impacts resulting from the proposed Action Alternatives are congestion relief and future potential green space at the existing Hwy. 10 (Cantrell Rd.) interchange location.

Identified adverse impacts include access changes and displacements from All Action Alternatives. Six residential and five commercial business displacements are anticipated. The property owners would be compensated at fair market value for any damages as a result of the proposed project. In accordance with the Uniform Relocation Act, services would be provided for any displaced property owners and tenants. Although access changes would occur, access from any of the Action Alternatives would not be eliminated to any portion of the study area or within the project limits.

The improvements from the SPUI Action Alternatives are anticipated to provide benefits to the EJ populations that include reduced congestion, improved safety and mobility, improved east-west connectivity and additional bicycle and pedestrian accommodations. Similarly, the SDI Action Alternatives are anticipated to provide more benefits than the SPUI Action Alternatives to EJ populations through improved north-south and east-west connectivity and additional bicycle and pedestrian accommodations along 2nd St.; however, these alternatives would not provide the same level of congestion relief compared to the SPUI alternatives. Adverse impacts to EJ populations resulting from all the Action Alternatives include increased noise at certain locations, changes in access, and displacements; however, these impacts would also affect non-EJ populations. Relocation assistance, noise abatement measures, and added benefits from bicycle and pedestrian accommodations would mitigate and minimize the adverse impacts resulting from all alternatives. Based on the above discussion of mitigation and minimization measures and analysis, the proposed Action Alternatives would not cause disproportionately high and adverse impacts on minority or low-income populations in accordance with the provisions of EO 12898 and FHWA Order 6640.23. No further EJ analysis is required.

The 6-Lane with C/D with SPUI and 8-Lane GP with SPUI Action Alternatives would be similar to the existing configuration of the Hwy. 10 (Cantrell Rd.) Interchange. The SPUI Alternatives would eliminate frontage roads from 2nd St. to 6th St., thereby reducing north-south connectivity between these roadways. On the other hand, these alternatives would have two southbound and two northbound exits to downtown Little Rock thereby providing two access points into downtown Little Rock. Other positive impacts resulting from the SPUI Action Alternatives, compared to the SDI Action Alternatives, include better congestion relief, less traffic volumes along 2nd, 3rd, and 4th Streets, no on-street parking removals in downtown Little Rock, and green space potential for public use of approximately 9.1 acres.

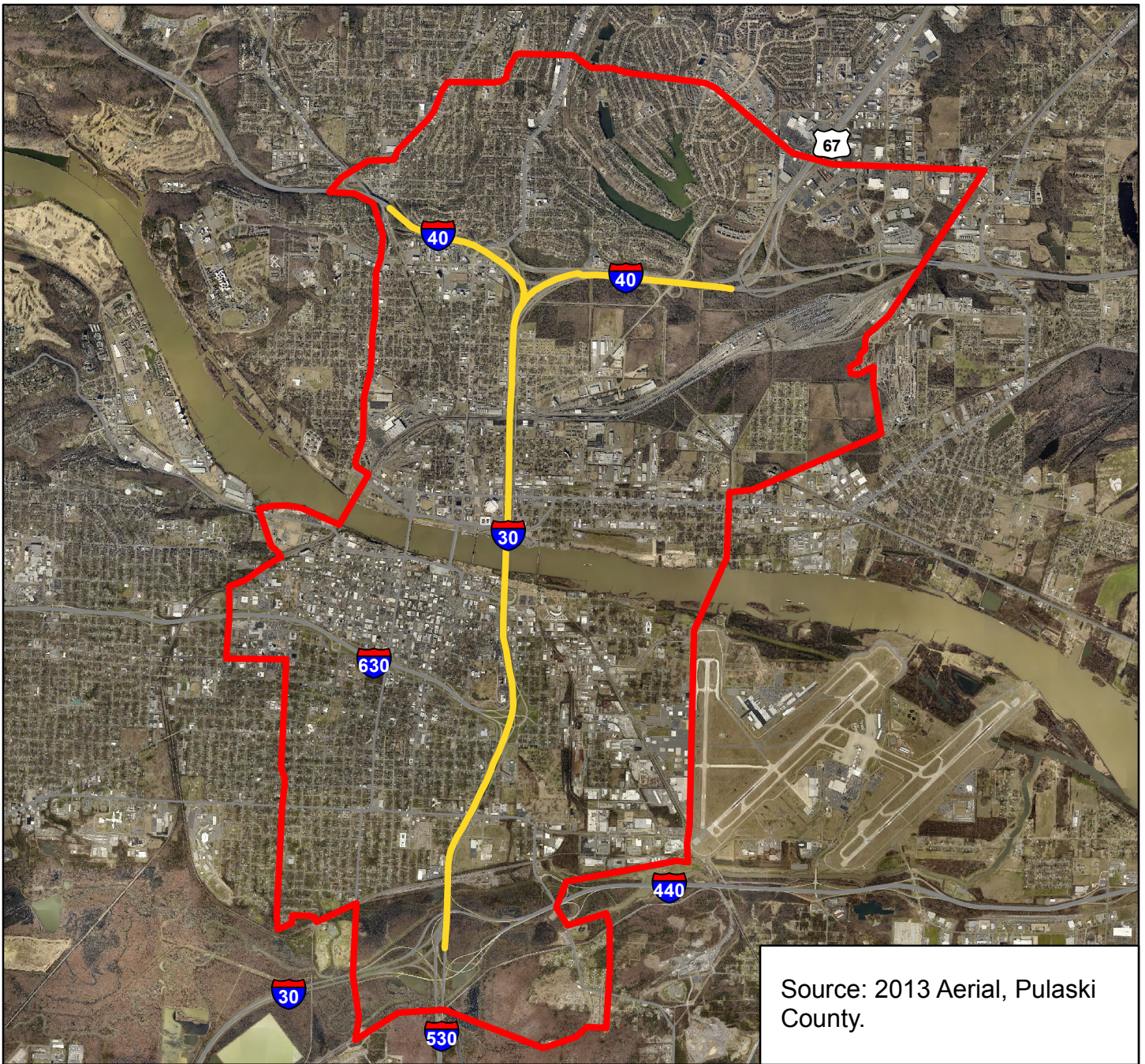
1 The 6-Lane with C/D with SDI and 8-Lane GP with SDI Action Alternatives would result
2 in higher traffic volumes along 2nd, 3rd, and 4th Streets and less congestion relief than the
3 SPUI Action Alternatives. In addition, on-street parking removal along 2nd St., Ferry St.,
4 and 4th St. would result from reconstruction of 2nd St., reconstruction of frontage roads
5 between 2nd and 3rd Streets, and restriping of 4th St. Given the availability of additional
6 parking options in the area and the potential for future parking options, it is anticipated
7 that parking impacts would not be substantial, and resulting improvements and benefits
8 would counteract these impacts. Positive impacts resulting from the SDI Action
9 Alternatives, and not provided by the SPUI Action Alternatives, include a continuous
10 frontage road system between I-630 and 4th St. along with connections from 4th St. to
11 President Clinton Ave. to improve north to south connectivity, continuous sidewalks along
12 2nd St. from Cumberland St. and Mahlon Martin St. to improve east to west connectivity,
13 , and green space potential for public use of approximately 15.7 acres.
14

15 Public involvement and community outreach activities have been extensive for the
16 proposed project and all reasonable accommodations have been performed to provide
17 the public as well as LEP individuals adequate access to the services and information for
18 the proposed project. Preparation for public meetings/hearing included opportunities to
19 request for translators and accommodations for other communication requests.

1 **14.0 REFERENCES**

- 2 Federal Highway Administration. 1996. *Community Impact Assessment: A Quick*
3 *Reference for Transportation*.
- 4 Pulaski County Assessor's Office. 2016. <http://pulaskicountyassessor.net/default>.
- 5 U.S. Bureau of Labor Statistics. 2017. Labor Force Data and Unemployment Statistics.
- 6 U.S. Census Bureau. American Fact Finder. *2010 Census*.
- 7 U.S. Census Bureau. American Fact Finder. *2011-2015 American Community Survey*
8 *5-Year Estimates*.
- 9 U.S. Department of Health and Human Services. 2017. Poverty Guidelines.

Attachment A: Community Impacts Study Area Map



Legend

- Project Limits
- Study Area



COMMUNITY IMPACTS STUDY AREA MAP

I-30 from I-530 to Hwy. 67

30 Crossing Project
CA0602

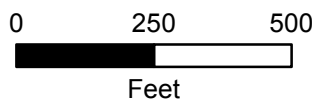
Community Impacts
Technical Report

Pulaski County, Arkansas

Attachment B: Parking Removal Map



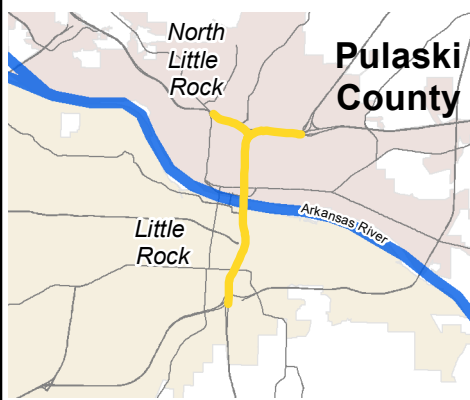
Source: 2013 Aerial, Pulaski County.



Legend

- On-Street Parking Removal (SDI Alternatives Only)
- Parking Lot Removal *

* Parking lot removals are not required by the proposed project; however, the City of Little Rock is not renewing the air space agreement to retain these facilities.



PARKING REMOVAL AREAS

I-30 from I-530 to Hwy. 67

30 Crossing Project
CA0602

Community Impacts
Technical Report

Pulaski County, Arkansas

Attachment C: Project Photographs

This page is intentionally left blank

Attachment C: Project Photographs



Photo 1: Map ID#C1; Facing northeast, multi-suite warehouse-type commercial displacement.



Photo 3: Map ID#C3; Facing northwest of the commercial displacement of an architecture firm and warehouse facility.

Displaced Commercial Structures



Photo 2: Map ID#C2; Facing northeast of the warehouse facility commercial displacement.



Photo 4: Map ID#C4; Facing southwest of the fuel station commercial displacement.

Attachment C: Project Photographs



Photo 5: Map ID#C5; Facing northeast of the multi-suite warehouse commercial displacement adjacent to southbound I-30.



Photo 7: City of North Little Rock facility potentially impacted and coordinated under Section 4(f) coordination.

Displaced Commercial Structures



Photo 6: Facing south on shed structure and billboard on the east side of the Arkansas River bridge in North Little Rock.



Photo 8: Facing south onto the boat ramp located on the east side of the Arkansas River bridge in North Little Rock.

Attachment C: Project Photographs



Photo 9: Map ID#R1-R5; Facing northwest on row of residential houses and duplex displacements.



Photo 11: Map ID#R5; Facing north of duplex displacement.

Displaced Residential Structures



Photo 10: Map ID#R1-R4; Facing west of the four single family house displacements.



Photo 12: Map ID#R1-R5; Facing north of residential displacements and proximity to the I-30 facility.

Attachment C: Project Photographs

Parking Removals



Photo 13: Facing west onto parking lot under the I-30 facility between Pres. Clinton Ave. and 2nd St.



Photo 14: Facing east onto circular parking within Cantrell/2nd St. exit ramp.

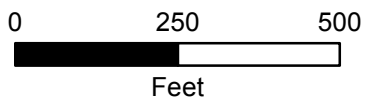


Photo 15: Facing southwest onto free public parking lot under the 2nd St. bridge/ramp to Cumberland St. between River Market Ave. and Sherman St.



Photo 16: Facing northeast of free, 2-hour on-street parking along 4th St.

Attachment D: Potential Displacements Map



Legend

Displaced Structures

- Commercial (C1-C5)
- Residential (R1-R5)



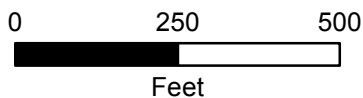
POTENTIAL DISPLACEMENTS MAP

Sheet 1 of 3

I-30 from I-530 to Hwy. 67
30 Crossing Project
CA0602

Community Impacts
Technical Report

Pulaski County, Arkansas



Legend

Displaced Structures

- Commercial (C1-C5)
- Residential (R1-R5)



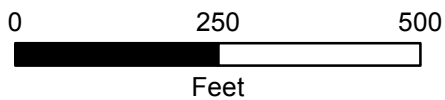
POTENTIAL DISPLACEMENTS MAP

Sheet 2 of 3

I-30 from I-530 to Hwy. 67
30 Crossing Project
CA0602

Community Impacts
Technical Report

Pulaski County, Arkansas



Legend

Displaced Structures

- Commercial (C1-C5)
- Residential (R1-R5)



POTENTIAL DISPLACEMENTS MAP

Sheet 3 of 3

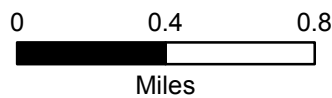
I-30 from I-530 to Hwy. 67
30 Crossing Project
CA0602

Community Impacts
Technical Report

Pulaski County, Arkansas

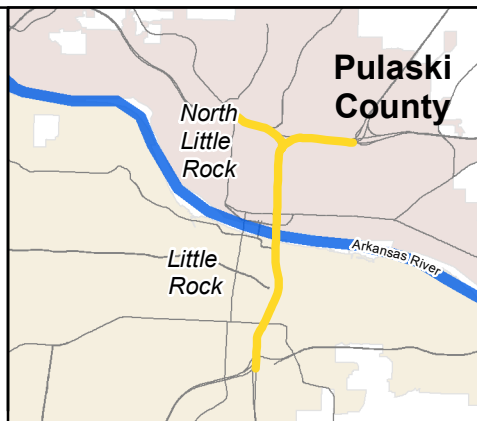
Attachment E: Neighborhoods and Districts Map

This page is intentionally left blank



Legend

- Project Limits
- Study Area



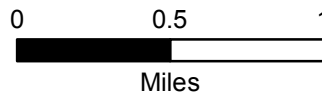
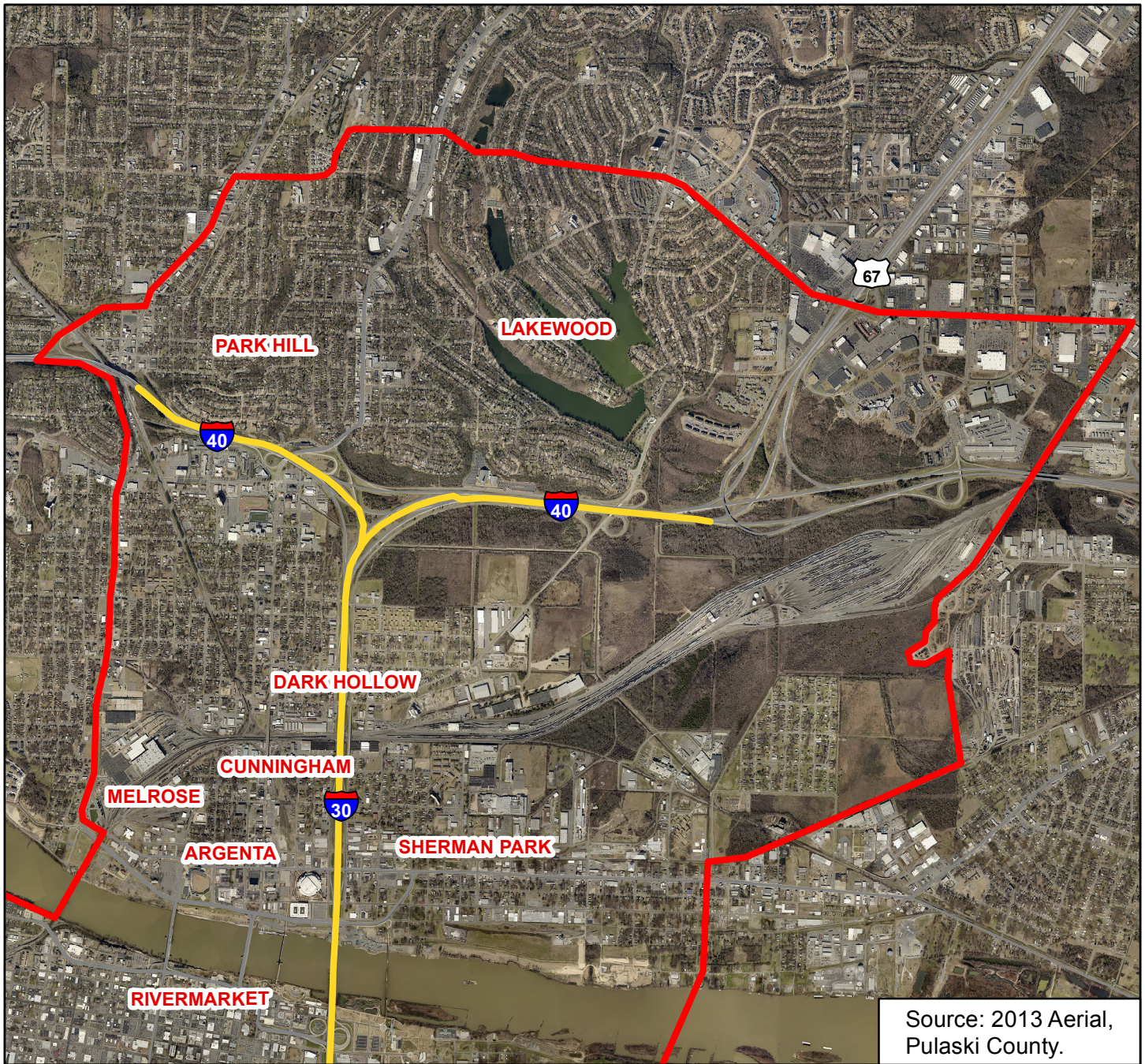
NEIGHBORHOODS AND DISTRICTS MAP

Sheet 1 of 2

I-30 from I-530 to Hwy. 67
30 Crossing Project
CA0602

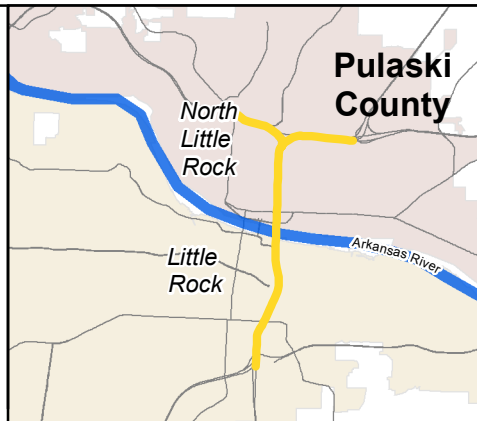
Community Impacts
Technical Report

Pulaski County, Arkansas



Legend

- Project Limits
- Study Area



NEIGHBORHOODS AND DISTRICTS MAP

Sheet 2 of 2

I-30 from I-530 to Hwy. 67
30 Crossing Project
CA0602

Community Impacts
Technical Report

Pulaski County, Arkansas

Attachment F: East/West Connectivity Renderings

EAST/WEST CONNECTIVITY



6TH STREET OVERPASS AT I-30



EXISTING



FUTURE

OVERPASS BRIDGE BENEFITS

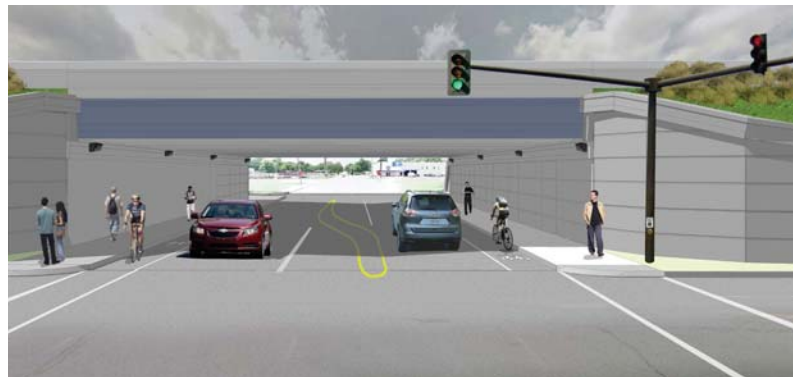
- Wider and improved sidewalks
- Safer operations for pedestrians
- Improved lighting
- More aesthetically inviting
- Decorative pedestrian fencing
- Opportunities for future bike lanes

Opportunity for future deck park between 6th and 9th street bridges

CURTIS SYKES UNDERPASS AT I-30



EXISTING

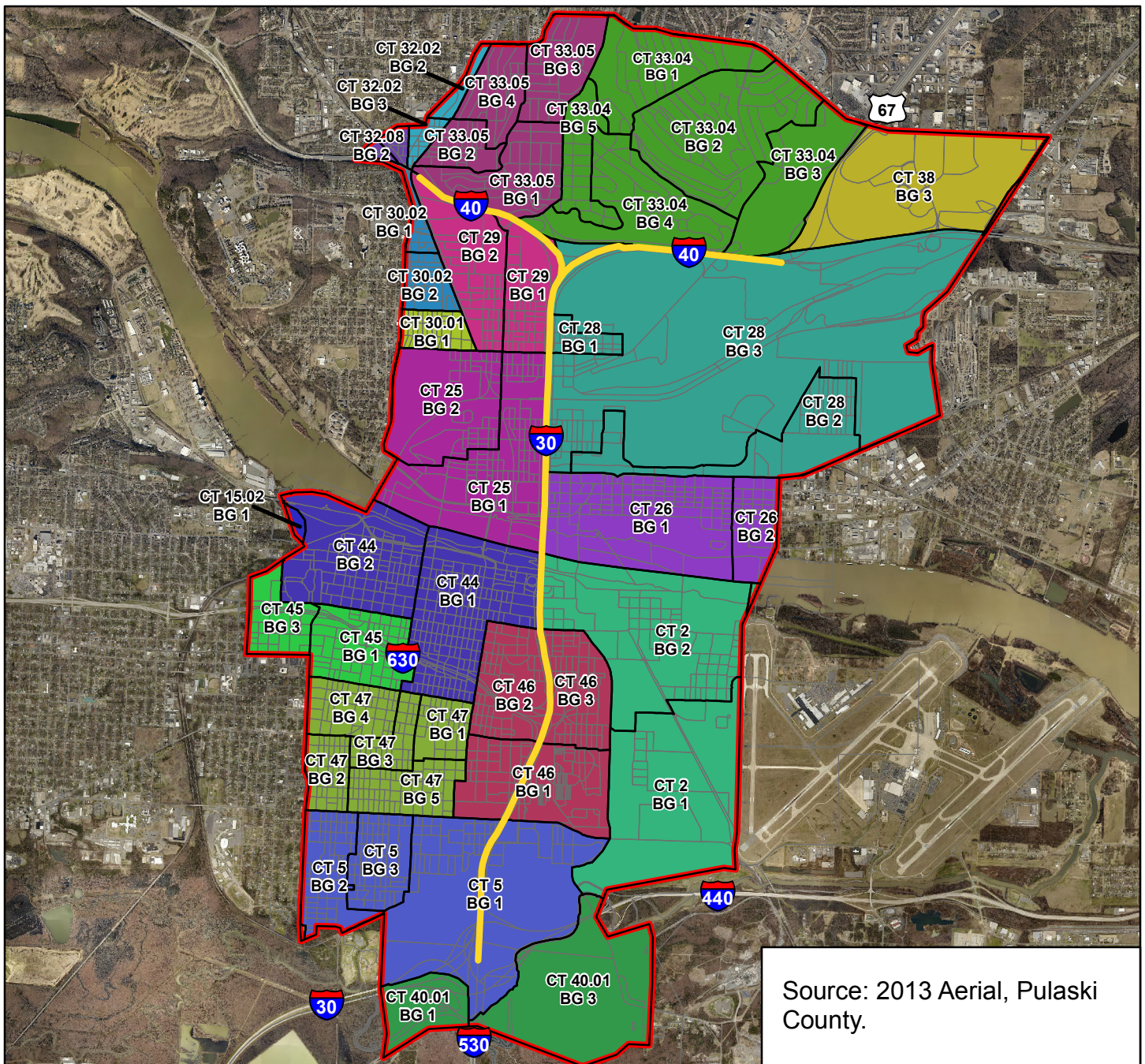


FUTURE

UNDERPASS BRIDGE BENEFITS

- Longer bridges
- Wider and improved sidewalks
- Safer operations for pedestrians
- Vertical abutments which will eliminate dark roosting areas
- Improved pedestrian scaled lighting
- More aesthetically inviting
- Opportunities for future bike lanes

Attachment G: 2010 Census Geography Map

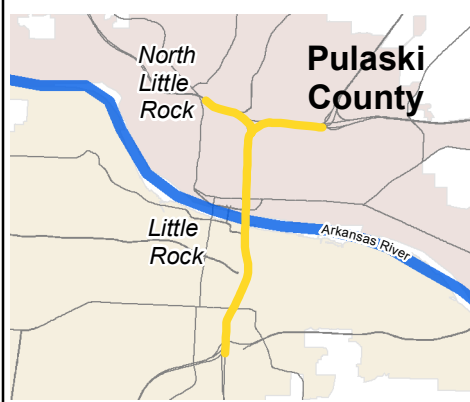


Source: 2013 Aerial, Pulaski County.



Legend

- Project Limits
- Census Blocks
- + Census Tracts/
Block Groups



2010 CENSUS GEOGRAPHY MAP

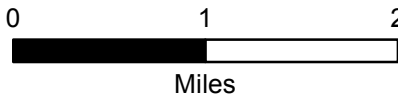
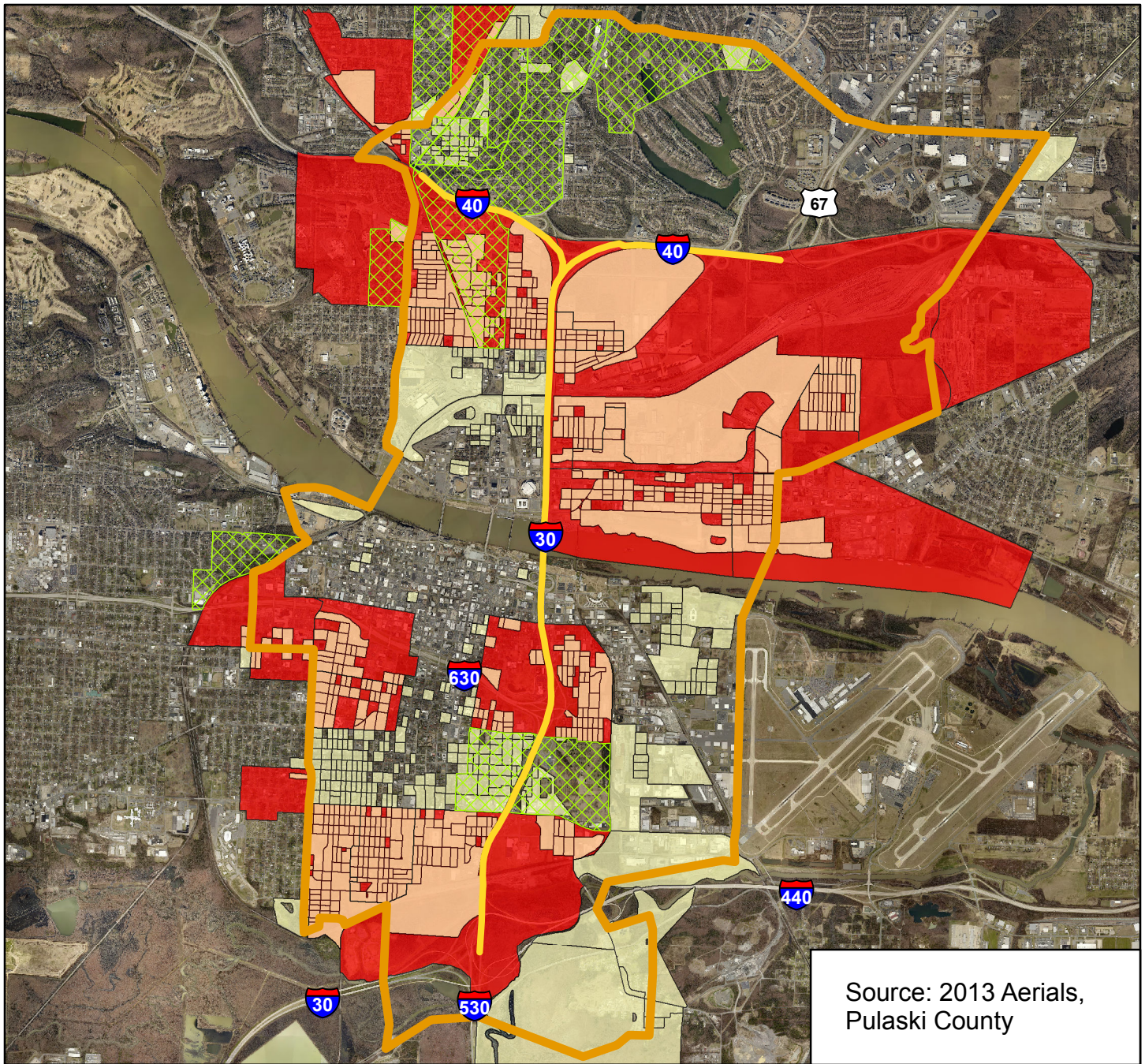
I-30 from I-530 to Hwy. 67

30 Crossing Project
CA0602







Community Impacts
Technical Report

Pulaski County, Arkansas

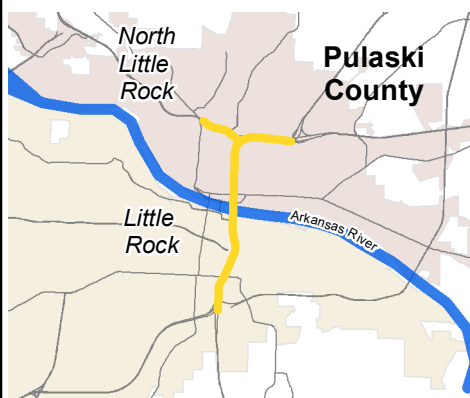
Attachment H: EJ and LEP Population Map



Legend

-  Study Area
-  Project Limits
-  LEP Population Areas
-  High Minority Population Areas
-  Low Income Population Areas
-  High Minority and Low-Income Population Areas

Note: LEP population areas are areas with an LEP population greater than 5 percent of the total population. High minority areas are areas with a minority population greater than 50 percent of the total population. Low-income population areas are areas with a median household income less than \$25,100 for a family of four.



EJ AND LEP POPULATION MAP

I-30 from I-530 to Hwy. 67

30 Crossing Project
CA0602

Community Impacts
Technical Report

Pulaski County, Arkansas

Attachment I: Demographic Tables

This page is intentionally left blank

Attachment I: Demographic Tables

Percent Limited English Proficiency (LEP) Population

Census Tract	Block Group	Total Population 5 Years and Older	Total Persons Who Speak English less than "very well"	Percent LEP
2	1	507	6	1.2%
2	2	364	0	0.0%
5	1	925	0	0.0%
5	2	765	0	0.0%
5	3	855	0	0.0%
11	1	718	0	0.0%
11	2	249	0	0.0%
11	3	1,124	0	0.0%
15.02	1	700	32	4.6%
15.02	2	1,254	44	3.5%
25	1	595	0	0.0%
25	2	516	0	0.0%
26	1	537	0	0.0%
26	2	590	20	3.4%
27	5	680	0	0.0%
27	7	731	0	0.0%
28	1	255	0	0.0%
28	2	976	0	0.0%
28	3	1,159	57	4.9%
29	1	563	0	0.0%
29	2	775	66	8.5%
30.01	1	594	0	0.0%
30.01	3	672	0	0.0%
30.01	4	449	0	0.0%
30.02	1	1,799	0	0.0%
30.02	2	407	15	3.7%
30.02	3	638	80	12.5%
32.02	2	821	232	28.3%
32.02	3	909	124	13.6%
32.08	2	1,390	0	0.0%
32.08	3	788	10	1.3%
33.03	1	1,709	0	0.0%
33.03	3	2,074	9	0.4%
33.04	1	1,725	97	5.6%

Attachment I: Demographic Tables

Census Tract	Block Group	Total Population 5 Years and Older	Total Persons Who Speak English less than "very well"	Percent LEP
33.04	2	1,162	0	0.0%
33.04	3	896	0	0.0%
33.04	4	1,170	0	0.0%
33.04	5	435	0	0.0%
33.05	1	1,113	82	7.4%
33.05	2	563	243	43.2%
33.05	3	1,294	84	6.5%
33.05	4	797	126	15.8%
33.06	1	1,651	25	1.5%
33.06	2	1,580	0	0.0%
38	2	1,391	0	0.0%
38	3	1,050	23	2.2%
40.01	1	590	0	0.0%
40.01	3	1,137	0	0.0%
44	1	1,116	8	0.7%
44	2	170	0	0.0%
45	1	492	6	1.2%
45	2	1,028	0	0.0%
45	3	877	5	0.6%
46	1	905	49	5.4%
46	2	1,037	0	0.0%
46	3	1,117	0	0.0%
47	1	563	0	0.0%
47	2	385	0	0.0%
47	3	834	0	0.0%
47	4	512	0	0.0%
47	5	626	0	0.0%
48	5	435	22	5.1%
Total Area		53,739	1,465	2.7%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-year estimates, Table B16004.

Attachment I: Demographic Tables

Median Household Income				2018 DHHS Poverty Guideline
Census Tract	Block Group	Total Number of Households	Median Household Income	
2	1	136	\$50,000	\$25,100
2	2	122	\$31,154	
5	1	417	\$22,316	
5	2	302	\$19,750	
5	3	442	\$24,706	
11	1	406	\$40,054	
11	2	88	\$18,611	
11	3	376	\$42,321	
15.02	1	402	\$51,000	
15.02	2	892	\$40,585	
25	1	333	\$50,380	
25	2	305	\$39,792	
26	1	168	\$21,635	
26	2	208	\$15,862	
27	5	226	\$26,213*	
27	7	273	\$23,958	
28	1	117	\$20,686*	
28	2	470	\$9,928	
28	3	399	\$13,451	
29	1	228	\$23,000	
29	2	366	\$14,609	
30.01	1	304	\$13,047	
30.01	3	258	\$32,292	
30.01	4	235	\$26,831	
30.02	1	934	\$16,549	
30.02	2	229	\$11,250	
30.02	3	264	\$12,794	
32.02	2	321	\$20,863	
32.02	3	308	\$31,250	
32.08	2	554	\$23,875	
32.08	3	320	\$45,147	
33.03	1	581	\$61,917	
33.03	3	919	\$66,858	
33.04	1	830	\$52,473	

Attachment I: Demographic Tables

Census Tract	Block Group	Total Number of Households	Median Household Income	2018 DHHS Poverty Guideline
33.04	2	561	\$108,403	\$25,100
33.04	3	449	\$49,699	
33.04	4	534	\$66,200	
33.04	5	295	\$36,506	
33.05	1	564	\$53,971	
33.05	2	232	\$35,481**	
33.05	3	588	\$39,481	
33.05	4	367	\$39,083	
33.06	1	778	\$46,833	
33.06	2	659	\$36,449	
38	2	459	\$34,044	
38	3	365	\$35,781	
40.01	1	256	\$41,389	
40.01	3	407	\$31,563	
44	1	846	\$47,373	
44	2	133	\$37,228	
45	1	93	\$13,542	
45	2	314	\$31,818	
45	3	450	\$13,750	
46	1	352	\$34,922	
46	2	795	\$19,740	
46	3	357	\$19,395	
47	1	308	\$44,470	
47	2	154	\$26,845**	
47	3	529	\$27,713	
47	4	140	\$23,182	
47	5	334	\$40,988	
48	5	283	\$26,008	
Total Area		24,335	\$33,500	

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-year estimates, Table B19001 and B19003.

Note: Due to insufficient data available for four census block group areas, latest available USCB 5-year estimates were used as sources:

* 2010-2014 American Community Survey 5-year estimates;

** 2011-2015 American Community Survey 5-year estimates.

Attachment I: Demographic Tables

Percent Minority Population

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
2	1	1087	4.8%	88.7%	0.0%	0.0%	0.0%	0.0%	0.0%	93.5%	62
2	1	1088	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	28
2	1	1089	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	41
2	1	1090	13.8%	65.5%	0.0%	0.0%	0.0%	0.0%	0.0%	79.3%	29
2	1	1091	60.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	93.3%	15
2	1	1092	15.0%	85.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20
2	1	1094	28.9%	64.4%	0.0%	0.0%	0.0%	0.0%	0.0%	93.3%	45
2	1	1103	3.4%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	53.4%	58
2	2	2006	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
2	2	2007	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
2	2	2016	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
2	2	2023	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
2	2	2024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
2	2	2035	11.1%	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
2	2	2036	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	17
2	2	2037	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
2	2	2038	0.0%	68.8%	0.0%	0.0%	0.0%	0.0%	6.3%	75.0%	16
2	2	2043	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	28
2	2	2045	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
2	2	2046	0.0%	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	88.9%	9
2	2	2047	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	12
2	2	2048	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
2	2	2051	12.5%	50.0%	0.0%	0.0%	0.0%	12.5%	12.5%	87.5%	8
2	2	2052	12.5%	50.0%	0.0%	0.0%	0.0%	0.0%	25.0%	87.5%	16
2	2	2053	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	6
2	2	2056	21.7%	78.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	23
2	2	2064	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	7
2	2	2065	0.0%	96.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.0%	25
2	2	2070	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
2	2	2073	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
2	2	2074	40.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
2	2	2075	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
2	2	2076	11.1%	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
2	2	2077	0.0%	85.7%	0.0%	0.0%	0.0%	0.0%	14.3%	100.0%	14

* The total population includes individuals from all races.

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
2	2	2078	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
2	2	2079	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	17
2	2	2084	11.1%	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
2	2	2085	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
2	2	2086	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
2	2	2087	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	1	1001	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	1	1003	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
5	1	1015	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
5	1	1016	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	1	1018	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
5	1	1020	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
5	1	1021	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
5	1	1022	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	1	1023	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
5	1	1024	0.0%	64.7%	0.0%	0.0%	0.0%	0.0%	0.0%	64.7%	17
5	1	1025	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20
5	1	1026	3.8%	92.3%	3.8%	0.0%	0.0%	0.0%	0.0%	100.0%	26
5	1	1027	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22
5	1	1028	0.0%	99.1%	0.0%	0.0%	0.0%	0.0%	0.9%	100.0%	117
5	1	1029	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	19
5	1	1030	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
5	1	1031	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
5	1	1032	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	37
5	1	1034	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	24
5	1	1035	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
5	1	1036	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
5	1	1037	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
5	1	1038	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
5	1	1039	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
5	1	1040	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	1	1041	0.0%	77.8%	0.0%	0.0%	0.0%	0.0%	0.0%	77.8%	9
5	1	1042	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
5	1	1045	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	1	1051	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	1
5	1	1052	0.0%	99.2%	0.0%	0.0%	0.0%	0.0%	0.0%	99.2%	118

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
5	1	1053	0.0%	93.0%	0.0%	2.3%	0.0%	0.0%	0.0%	95.3%	43
5	1	1054	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
5	1	1060	0.0%	87.0%	0.0%	0.0%	0.0%	0.0%	13.0%	100.0%	23
5	1	1062	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	21
5	1	1102	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
5	1	1103	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
5	1	1104	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
5	1	1105	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
5	1	1106	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	8
5	1	1107	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
5	2	2000	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	33.3%	66.7%	3
5	2	2001	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
5	2	2002	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	2	2003	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
5	2	2004	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
5	2	2005	10.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
5	2	2006	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
5	2	2007	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
5	2	2008	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	12.5%	62.5%	8
5	2	2009	0.0%	37.5%	0.0%	0.0%	0.0%	0.0%	12.5%	50.0%	8
5	2	2010	0.0%	88.9%	11.1%	0.0%	0.0%	0.0%	0.0%	100.0%	18
5	2	2011	9.1%	81.8%	0.0%	0.0%	0.0%	0.0%	9.1%	100.0%	11
5	2	2012	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20
5	2	2013	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
5	2	2014	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	2	2015	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
5	2	2016	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	19
5	2	2017	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	2	2018	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
5	2	2019	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	20
5	2	2020	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
5	2	2021	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
5	2	2022	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
5	2	2023	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
5	2	2024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
5	2	2025	10.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	40

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
5	2	2026	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	41
5	2	2027	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
5	2	2028	8.3%	91.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	36
5	2	2029	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	2	2030	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22
5	2	2032	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
5	2	2033	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	2	2034	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	23
5	2	2035	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
5	2	2036	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	24
5	2	2037	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
5	2	2038	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	66.7%	100.0%	3
5	2	2040	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
5	2	2042	22.7%	77.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22
5	2	2043	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	30.0%	100.0%	20
5	2	2044	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
5	2	2045	0.0%	97.7%	0.0%	0.0%	0.0%	0.0%	2.3%	100.0%	43
5	2	2046	0.0%	92.0%	0.0%	0.0%	0.0%	0.0%	8.0%	100.0%	25
5	2	2047	0.0%	85.7%	0.0%	0.0%	0.0%	0.0%	14.3%	100.0%	7
5	2	2048	0.0%	91.7%	0.0%	0.0%	0.0%	0.0%	8.3%	100.0%	12
5	2	2049	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
5	2	2050	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
5	2	2051	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
5	2	2052	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
5	2	2053	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
5	2	2054	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	2	2055	0.0%	63.6%	0.0%	0.0%	0.0%	0.0%	36.4%	100.0%	11
5	2	2056	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
5	2	2057	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
5	2	2058	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
5	2	2059	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	29
5	2	2060	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	19
5	2	2061	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	2	2062	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
5	3	3000	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
5	3	3001	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
5	3	3002	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	17
5	3	3003	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
5	3	3005	0.0%	95.4%	0.0%	0.0%	0.0%	0.0%	1.5%	96.9%	65
5	3	3007	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
5	3	3008	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	3	3009	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
5	3	3010	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
5	3	3011	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
5	3	3012	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
5	3	3013	0.0%	85.7%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%	7
5	3	3014	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	26
5	3	3015	0.0%	97.1%	0.0%	0.0%	0.0%	0.0%	0.0%	97.1%	105
5	3	3016	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	42
5	3	3018	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	21
5	3	3019	23.5%	76.5%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	17
5	3	3020	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
5	3	3021	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
5	3	3022	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
5	3	3024	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	1
5	3	3025	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
5	3	3026	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	3	3027	0.0%	94.7%	0.0%	0.0%	0.0%	0.0%	5.3%	100.0%	19
5	3	3028	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
5	3	3029	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
5	3	3030	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
5	3	3031	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	21
5	3	3032	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	3	3033	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
5	3	3034	0.0%	78.6%	0.0%	0.0%	0.0%	0.0%	0.0%	78.6%	14
5	3	3035	0.0%	37.5%	0.0%	12.5%	0.0%	0.0%	50.0%	100.0%	8
5	3	3036	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
5	3	3037	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
5	3	3038	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
5	3	3039	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	10
5	3	3040	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
5	3	3041	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
5	3	3042	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
5	3	3043	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
5	3	3044	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
5	3	3045	0.0%	77.8%	0.0%	0.0%	0.0%	0.0%	16.7%	94.4%	18
5	3	3046	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
5	3	3047	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
5	3	3048	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
5	3	3049	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	3	3050	0.0%	63.6%	0.0%	0.0%	0.0%	0.0%	0.0%	63.6%	11
5	3	3051	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
5	3	3052	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	47
5	3	3053	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	3	3054	16.7%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	83.3%	6
5	3	3055	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
5	3	3056	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
5	3	3058	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
5	3	3060	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
5	3	3061	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
5	3	3062	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
5	3	3063	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
5	3	3064	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
11	1	1033	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	73
11	1	1035	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
11	2	2011	6.7%	73.3%	0.0%	0.0%	0.0%	0.0%	20.0%	100.0%	15
11	3	3040	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
25	1	1003	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
25	1	1004	9.1%	90.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
25	1	1005	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	25
25	1	1009	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
25	1	1010	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
25	1	1012	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
25	1	1013	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
25	1	1014	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
25	1	1015	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
25	1	1018	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
25	1	1020	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
25	1	1021	38.5%	46.2%	0.0%	0.0%	0.0%	0.0%	0.0%	84.6%	13
25	1	1023	47.4%	31.6%	0.0%	0.0%	0.0%	0.0%	0.0%	78.9%	19
25	1	1024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
25	1	1025	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
25	1	1026	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	9
25	1	1028	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
25	1	1029	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
25	1	1031	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
25	1	1033	30.8%	53.8%	0.0%	0.0%	0.0%	0.0%	0.0%	84.6%	13
25	1	1034	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	10
25	1	1035	25.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
25	1	1036	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	42.9%	71.4%	7
25	1	1037	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
25	1	1038	10.0%	50.0%	0.0%	0.0%	0.0%	0.0%	10.0%	70.0%	10
25	1	1044	0.0%	45.5%	0.0%	0.0%	0.0%	0.0%	18.2%	63.6%	22
25	1	1045	8.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	41.7%	12
25	1	1046	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	4
25	1	1049	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
25	1	1051	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	5
25	1	1056	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	6
25	1	1068	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
25	1	1069	0.0%	44.0%	0.0%	0.0%	0.0%	0.0%	0.0%	44.0%	25
25	1	1070	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	5
25	1	1071	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13
25	1	1072	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	6.7%	13.3%	15
25	1	1073	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
25	1	1082	3.1%	65.6%	0.0%	0.0%	0.0%	0.0%	0.0%	68.8%	32
25	1	1084	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	24
25	1	1085	0.0%	11.8%	0.0%	0.0%	0.0%	0.0%	11.8%	23.5%	17
25	1	1103	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	90
25	1	1127	0.0%	46.2%	0.0%	0.0%	0.0%	0.0%	0.0%	46.2%	13
25	1	1129	5.1%	15.2%	0.3%	5.4%	0.0%	0.0%	1.6%	27.6%	315
25	2	2001	0.0%	57.1%	0.0%	0.0%	0.0%	0.0%	0.0%	57.1%	21
25	2	2002	0.0%	58.3%	0.0%	0.0%	0.0%	0.0%	8.3%	66.7%	12
25	2	2003	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
25	2	2004	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	16

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
25	2	2005	0.0%	68.2%	0.0%	0.0%	0.0%	0.0%	0.0%	68.2%	22
25	2	2006	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	10
25	2	2007	3.4%	93.1%	0.0%	0.0%	0.0%	0.0%	0.0%	96.6%	29
25	2	2008	0.0%	30.8%	0.0%	0.0%	0.0%	0.0%	7.7%	38.5%	13
25	2	2009	0.0%	87.5%	0.0%	0.0%	0.0%	0.0%	0.0%	87.5%	8
25	2	2010	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	6
25	2	2011	42.9%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	71.4%	14
25	2	2012	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7
25	2	2013	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
25	2	2014	0.0%	76.9%	0.0%	0.0%	0.0%	0.0%	0.0%	76.9%	13
25	2	2015	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	4
25	2	2020	1.7%	45.8%	0.0%	0.0%	0.0%	2.5%	0.8%	50.8%	120
25	2	2021	0.0%	68.2%	0.0%	0.0%	0.0%	0.0%	0.0%	68.2%	22
25	2	2022	0.0%	57.1%	0.0%	0.0%	0.0%	0.0%	0.0%	57.1%	7
25	2	2023	0.0%	95.0%	0.0%	0.0%	0.0%	0.0%	0.0%	95.0%	20
25	2	2024	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	8
25	2	2025	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	8
25	2	2026	0.0%	46.4%	0.0%	0.0%	0.0%	0.0%	0.0%	46.4%	28
25	2	2031	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	6
25	2	2032	0.0%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	18.2%	11
25	2	2033	0.0%	21.4%	0.0%	0.0%	0.0%	0.0%	0.0%	21.4%	14
25	2	2034	0.0%	42.9%	0.0%	0.0%	0.0%	0.0%	9.5%	52.4%	21
25	2	2035	13.6%	9.1%	0.0%	0.0%	0.0%	0.0%	4.5%	27.3%	22
25	2	2036	0.0%	72.7%	0.0%	0.0%	0.0%	0.0%	0.0%	72.7%	11
25	2	2037	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6
25	2	2038	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
25	2	2041	0.0%	88.0%	0.0%	0.0%	0.0%	0.0%	2.0%	90.0%	50
25	2	2042	0.0%	41.7%	0.0%	8.3%	0.0%	0.0%	0.0%	50.0%	12
26	1	1003	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
26	1	1004	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
26	1	1009	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
26	1	1011	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	1	1012	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	2
26	1	1013	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	12.5%	75.0%	8
26	1	1015	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
26	1	1020	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
26	1	1024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
26	1	1025	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	1	1026	0.0%	89.5%	0.0%	0.0%	0.0%	0.0%	0.0%	89.5%	19
26	1	1027	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
26	1	1031	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
26	1	1032	0.7%	74.1%	2.7%	0.0%	0.0%	0.0%	1.4%	78.9%	147
26	1	1035	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
26	1	1036	0.0%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	55.6%	9
26	1	1040	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
26	1	1046	0.0%	55.6%	0.0%	0.0%	0.0%	0.0%	44.4%	100.0%	9
26	1	1049	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
26	1	1050	11.1%	55.6%	0.0%	0.0%	0.0%	11.1%	11.1%	88.9%	9
26	1	1051	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	1	1052	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
26	1	1054	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
26	1	1055	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
26	1	1056	0.0%	72.7%	0.0%	0.0%	0.0%	0.0%	9.1%	81.8%	11
26	1	1057	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	1	1061	23.1%	76.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
26	1	1062	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
26	1	1063	4.3%	56.5%	0.0%	0.0%	0.0%	0.0%	0.0%	60.9%	23
26	1	1065	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	1	1066	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	33.3%	66.7%	3
26	1	1067	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
26	1	1068	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
26	1	1069	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
26	1	1070	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20
26	1	1071	23.1%	73.1%	0.0%	0.0%	0.0%	0.0%	0.0%	96.2%	26
26	1	1072	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	0.0%	83.3%	6
26	1	1073	14.3%	85.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
26	1	1074	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	1	1076	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
26	1	1077	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	100.0%	2
26	1	1078	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
26	1	1079	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
26	1	1081	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
26	1	1082	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
26	1	1083	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	12
26	1	1084	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
26	1	1085	0.0%	85.2%	0.0%	0.0%	0.0%	0.0%	0.0%	85.2%	27
26	1	1086	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
26	1	1087	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
26	1	1089	6.3%	68.8%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	16
26	1	1091	0.0%	85.7%	0.0%	7.1%	0.0%	0.0%	0.0%	92.9%	14
26	1	1094	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
26	1	1099	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
26	1	1100	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
26	1	1112	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
26	1	1113	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
26	1	1114	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	1	1116	5.0%	95.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20
26	2	2006	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
26	2	2007	0.0%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	42.9%	21
26	2	2009	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
26	2	2010	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	2	2011	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
26	2	2013	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	12
26	2	2014	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
26	2	2018	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
26	2	2019	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
26	2	2020	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	10.0%	90.0%	10
26	2	2021	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
26	2	2023	31.8%	68.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22
26	2	2024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
26	2	2025	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
26	2	2026	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	2	2028	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
26	2	2029	0.0%	88.2%	0.0%	0.0%	0.0%	0.0%	0.0%	88.2%	17
26	2	2030	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
26	2	2031	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
26	2	2032	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
26	2	2033	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
26	2	2034	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	2	2051	0.0%	72.5%	0.0%	0.0%	0.0%	0.0%	7.8%	80.4%	51
26	2	2052	0.0%	90.9%	0.0%	0.0%	0.0%	0.0%	9.1%	100.0%	11
26	2	2053	0.0%	87.5%	0.0%	0.0%	0.0%	0.0%	6.3%	93.8%	16
26	2	2054	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
26	2	2055	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
26	2	2056	0.0%	81.8%	0.0%	0.0%	0.0%	0.0%	9.1%	90.9%	11
26	2	2057	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
26	2	2058	0.0%	76.3%	2.6%	0.0%	0.0%	0.0%	0.0%	78.9%	38
26	2	2059	0.0%	88.5%	0.0%	0.0%	0.0%	0.0%	0.0%	88.5%	26
26	2	2060	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
26	2	2061	0.0%	87.5%	0.0%	0.0%	0.0%	0.0%	4.2%	91.7%	24
26	2	2062	0.0%	71.4%	0.0%	0.0%	0.0%	0.0%	0.0%	71.4%	21
27	5	5000	0.0%	21.1%	0.0%	0.0%	0.0%	0.0%	0.0%	21.1%	19
28	1	1000	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
28	1	1001	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
28	1	1002	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
28	1	1003	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
28	1	1004	7.1%	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
28	1	1005	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
28	1	1006	0.7%	91.2%	0.0%	0.0%	0.0%	0.0%	2.7%	94.6%	148
28	1	1009	50.0%	40.0%	0.0%	0.0%	0.0%	0.0%	10.0%	100.0%	10
28	1	1010	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
28	1	1011	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
28	1	1012	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
28	1	1013	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
28	1	1014	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
28	1	1015	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
28	1	1016	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	16.7%	100.0%	6
28	1	1018	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	33.3%	100.0%	3
28	1	1019	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
28	1	1020	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
28	1	1021	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
28	1	1022	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
28	1	1023	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
28	2	2000	0.0%	79.2%	4.2%	0.0%	0.0%	0.0%	12.5%	95.8%	24

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
28	2	2001	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
28	2	2002	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
28	2	2003	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
28	2	2004	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
28	2	2005	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
28	2	2006	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	17
28	2	2007	0.0%	94.1%	0.0%	0.0%	0.0%	0.0%	5.9%	100.0%	17
28	2	2008	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	60.0%	80.0%	5
28	2	2009	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
28	2	2010	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
28	2	2012	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
28	2	2013	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
28	2	2014	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	23
28	2	2015	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
28	2	2016	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
28	2	2017	0.0%	72.7%	0.0%	0.0%	0.0%	0.0%	0.0%	72.7%	11
28	2	2018	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
28	2	2019	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
28	2	2020	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
28	2	2021	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	19
28	2	2022	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
28	2	2023	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
28	2	2024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22
28	2	2027	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22
28	2	2028	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
28	2	2029	2.9%	97.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	34
28	2	2030	2.9%	93.1%	0.0%	0.0%	0.0%	0.0%	2.9%	99.0%	102
28	2	2032	0.7%	96.5%	0.0%	0.0%	0.0%	0.0%	0.0%	97.2%	142
28	2	2037	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
28	2	2038	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	2
28	2	2039	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
28	2	2040	0.0%	87.5%	1.3%	0.0%	0.0%	0.0%	5.0%	93.8%	80
28	2	2041	0.2%	95.6%	0.2%	0.0%	0.0%	0.0%	2.0%	98.0%	453
28	3	3030	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
28	3	3031	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	28
28	3	3032	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	3

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
28	3	3033	0.0%	97.8%	0.0%	0.0%	0.0%	0.0%	2.2%	100.0%	46
28	3	3035	0.0%	96.3%	0.0%	0.0%	0.0%	0.0%	0.0%	96.3%	27
28	3	3036	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	43
28	3	3037	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
28	3	3041	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	11.1%	94.4%	54
28	3	3047	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
28	3	3048	5.6%	94.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
28	3	3055	0.0%	99.1%	0.0%	0.0%	0.0%	0.0%	0.0%	99.1%	113
28	3	3056	1.9%	87.0%	0.0%	0.0%	8.2%	0.0%	1.4%	98.6%	207
28	3	3058	0.0%	87.5%	0.0%	0.0%	0.0%	0.0%	0.0%	87.5%	8
28	3	3061	13.0%	87.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	46
28	3	3062	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
28	3	3063	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	40.0%	100.0%	5
28	3	3069	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
28	3	3070	0.0%	96.2%	0.0%	0.0%	0.0%	0.0%	3.8%	100.0%	26
28	3	3071	43.8%	56.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
28	3	3072	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
28	3	3073	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
28	3	3074	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
28	3	3075	0.0%	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	92.9%	14
28	3	3078	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
28	3	3079	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	19
28	3	3080	0.0%	96.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.0%	25
28	3	3081	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	29
28	3	3082	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	35
28	3	3083	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
28	3	3084	0.0%	81.8%	0.0%	0.0%	0.0%	0.0%	18.2%	100.0%	11
28	3	3086	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
28	3	3089	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
28	3	3090	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
28	3	3091	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	27
28	3	3096	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
29	1	1006	0.0%	90.9%	0.0%	0.0%	0.0%	0.0%	4.5%	95.5%	22
29	1	1007	0.0%	78.6%	0.0%	0.0%	0.0%	0.0%	0.0%	78.6%	14
29	1	1010	0.0%	87.5%	0.0%	0.0%	0.0%	0.0%	0.0%	87.5%	16
29	1	1011	25.0%	56.3%	0.0%	0.0%	0.0%	0.0%	0.0%	81.3%	16

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
29	1	1012	9.5%	57.1%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	21
29	1	1013	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	19
29	1	1016	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
29	1	1017	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	4
29	1	1018	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	18
29	1	1019	0.0%	64.7%	0.0%	0.0%	0.0%	0.0%	0.0%	64.7%	34
29	1	1021	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
29	1	1022	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
29	1	1023	0.0%	74.1%	0.0%	0.0%	0.0%	0.0%	0.0%	74.1%	27
29	1	1024	7.7%	57.7%	0.0%	0.0%	0.0%	0.0%	3.8%	69.2%	26
29	1	1025	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	10
29	1	1026	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	15
29	1	1027	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	28.6%	57.1%	7
29	1	1028	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	4
29	1	1029	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
29	1	1030	0.0%	73.9%	0.0%	0.0%	0.0%	0.0%	8.7%	82.6%	23
29	1	1031	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	6
29	1	1032	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
29	1	1034	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
29	1	1035	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	20
29	1	1036	0.0%	93.8%	0.0%	6.3%	0.0%	0.0%	0.0%	100.0%	16
29	1	1037	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	18
29	1	1038	0.0%	93.3%	6.7%	0.0%	0.0%	0.0%	0.0%	100.0%	15
29	1	1039	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
29	1	1040	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
29	1	1041	0.0%	93.8%	0.0%	0.0%	0.0%	0.0%	6.3%	100.0%	16
29	1	1042	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
29	1	1043	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	10.0%	90.0%	10
29	1	1044	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
29	1	1045	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	10
29	1	1048	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
29	1	1049	10.0%	40.0%	0.0%	0.0%	0.0%	10.0%	0.0%	60.0%	10
29	1	1051	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
29	1	1052	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
29	1	1053	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
29	1	1055	15.4%	76.9%	0.0%	0.0%	0.0%	0.0%	0.0%	92.3%	13

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
29	2	2007	1.3%	54.6%	0.0%	0.0%	0.0%	0.0%	0.8%	56.7%	238
29	2	2010	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	21
29	2	2011	2.0%	95.9%	0.0%	0.0%	0.0%	0.0%	0.0%	98.0%	49
29	2	2012	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
29	2	2013	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	39
29	2	2016	4.2%	87.5%	0.0%	0.0%	0.0%	0.0%	0.0%	91.7%	48
29	2	2017	0.0%	64.4%	0.0%	0.0%	0.0%	0.0%	32.2%	96.6%	59
29	2	2018	44.4%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
29	2	2019	0.0%	47.8%	0.0%	0.0%	0.0%	0.0%	0.0%	47.8%	23
29	2	2020	0.0%	54.5%	0.0%	0.0%	0.0%	0.0%	0.0%	54.5%	11
29	2	2021	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
29	2	2024	0.0%	64.7%	0.0%	0.0%	0.0%	0.0%	5.9%	70.6%	17
29	2	2025	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
29	2	2026	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	20
29	2	2028	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
29	2	2029	20.8%	54.2%	0.0%	0.0%	0.0%	0.0%	2.1%	77.1%	48
29	2	2030	36.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.0%	25
29	2	2031	16.1%	71.0%	0.0%	0.0%	0.0%	0.0%	0.0%	87.1%	31
29	2	2032	57.9%	42.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	19
29	2	2033	40.0%	42.5%	0.0%	0.0%	0.0%	0.0%	0.0%	82.5%	40
29	2	2035	12.5%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	25.0%	8
29	2	2036	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	4
29	2	2037	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
29	2	2039	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	6
29	2	2040	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
29	2	2041	10.0%	65.0%	10.0%	0.0%	0.0%	0.0%	0.0%	85.0%	20
29	2	2042	0.0%	43.2%	11.4%	0.0%	0.0%	0.0%	2.3%	56.8%	44
29	2	2043	0.0%	53.3%	0.0%	0.0%	0.0%	0.0%	0.0%	53.3%	15
29	2	2044	0.0%	78.9%	0.0%	0.0%	0.0%	0.0%	0.0%	78.9%	19
29	2	2047	0.0%	47.1%	0.0%	0.0%	0.0%	0.0%	0.0%	47.1%	17
29	2	2048	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	12.5%	37.5%	8
29	2	2049	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
30.01	1	1000	8.0%	62.0%	0.0%	0.0%	0.0%	0.0%	14.0%	84.0%	50
30.01	1	1001	23.5%	58.8%	0.0%	0.0%	0.0%	0.0%	0.0%	82.4%	34
30.01	1	1002	0.0%	91.7%	0.0%	0.0%	0.0%	0.0%	0.0%	91.7%	24
30.01	1	1003	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	6

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
30.01	1	1004	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
30.01	1	1005	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
30.01	1	1006	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20
30.01	1	1007	13.0%	82.6%	0.0%	0.0%	0.0%	0.0%	0.0%	95.7%	23
30.01	1	1008	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	5
30.01	1	1009	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
30.01	1	1010	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	4
30.01	1	1011	17.6%	29.4%	0.0%	0.0%	0.0%	0.0%	5.9%	52.9%	17
30.01	1	1012	0.0%	72.7%	0.0%	0.0%	0.0%	0.0%	0.0%	72.7%	11
30.01	1	1013	0.0%	70.4%	0.0%	0.0%	0.0%	0.0%	7.4%	77.8%	27
30.01	1	1014	30.4%	56.5%	0.0%	0.0%	0.0%	0.0%	0.0%	87.0%	23
30.01	1	1015	6.3%	81.3%	0.0%	0.0%	0.0%	0.0%	9.4%	96.9%	32
30.01	1	1016	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	5.0%	95.0%	20
30.01	1	1017	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	24
30.01	1	1018	0.0%	95.5%	0.0%	0.0%	0.0%	0.0%	0.0%	95.5%	22
30.01	1	1019	3.7%	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	92.6%	54
30.01	1	1020	0.0%	53.8%	0.0%	0.0%	0.0%	0.0%	0.0%	53.8%	13
30.01	1	1021	0.0%	85.7%	0.0%	0.0%	0.0%	0.0%	1.4%	87.1%	70
30.01	1	1022	0.0%	95.7%	0.0%	0.0%	0.0%	0.0%	0.0%	95.7%	47
30.01	1	1023	0.0%	44.4%	0.0%	3.7%	0.0%	0.0%	0.0%	48.1%	27
30.01	1	1024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
30.01	1	1025	23.1%	76.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
30.01	1	1026	0.0%	57.7%	0.0%	0.0%	0.0%	0.0%	7.7%	65.4%	26
30.01	1	1027	0.0%	64.3%	0.0%	7.1%	0.0%	0.0%	0.0%	71.4%	28
30.01	1	1028	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
30.01	1	1029	0.0%	72.7%	0.0%	0.0%	0.0%	0.0%	0.0%	72.7%	22
30.01	1	1030	45.5%	45.5%	0.0%	0.0%	0.0%	0.0%	9.1%	100.0%	11
30.01	1	1031	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	15
30.01	3	3000	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
30.01	4	4044	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
30.02	1	1004	0.0%	40.5%	0.0%	5.4%	0.0%	0.0%	2.7%	48.6%	74
30.02	1	1009	0.0%	20.9%	0.0%	0.0%	0.0%	0.0%	0.0%	20.9%	91
30.02	1	1017	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	5
30.02	1	1024	0.0%	0.0%	40.0%	0.0%	0.0%	0.0%	40.0%	80.0%	5
30.02	1	1025	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
30.02	1	1027	57.1%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
30.02	1	1028	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
30.02	1	1048	63.6%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	90.9%	11
30.02	2	2001	46.2%	23.1%	0.0%	0.0%	0.0%	0.0%	0.0%	69.2%	13
30.02	2	2002	0.0%	68.8%	0.0%	0.0%	0.0%	0.0%	6.3%	75.0%	16
30.02	2	2003	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	4
30.02	2	2004	26.1%	69.6%	0.0%	0.0%	0.0%	0.0%	0.0%	95.7%	23
30.02	2	2007	3.3%	96.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	61
30.02	2	2008	16.9%	66.1%	0.0%	0.0%	0.0%	0.0%	6.8%	89.8%	59
30.02	2	2009	0.0%	81.8%	0.0%	0.0%	0.0%	0.0%	0.0%	81.8%	11
30.02	2	2011	12.3%	82.5%	0.0%	0.0%	0.0%	1.8%	1.8%	98.2%	57
30.02	2	2012	0.0%	96.4%	0.0%	0.0%	0.0%	3.6%	0.0%	100.0%	28
30.02	2	2013	0.0%	62.5%	0.0%	37.5%	0.0%	0.0%	0.0%	100.0%	8
30.02	2	2014	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
30.02	2	2015	0.0%	84.6%	0.0%	0.0%	0.0%	0.0%	15.4%	100.0%	13
30.02	2	2016	0.0%	64.3%	0.0%	0.0%	0.0%	0.0%	0.0%	64.3%	14
30.02	2	2017	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	6
30.02	2	2019	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
30.02	2	2020	0.9%	94.3%	1.9%	0.0%	0.0%	0.0%	0.5%	97.6%	212
30.02	2	2021	3.1%	90.1%	0.0%	0.0%	0.0%	0.0%	2.3%	95.4%	131
30.02	2	2022	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
30.02	2	2023	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	12
30.02	2	2024	0.0%	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	92.9%	14
30.02	2	2026	22.2%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	77.8%	9
30.02	2	2027	12.5%	70.8%	0.0%	0.0%	0.0%	0.0%	8.3%	91.7%	48
30.02	2	2028	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
30.02	2	2029	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
30.02	3	3000	36.8%	36.8%	0.0%	0.0%	0.0%	0.0%	0.0%	73.7%	19
30.02	3	3003	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
32.02	2	2022	50.0%	17.3%	0.0%	0.0%	0.0%	0.0%	0.0%	67.3%	52
32.02	2	2023	38.8%	20.4%	0.0%	0.0%	0.0%	0.0%	0.0%	59.2%	49
32.02	2	2025	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
32.02	3	3039	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	8
32.02	3	3042	24.0%	48.0%	0.0%	0.0%	0.0%	0.0%	0.0%	72.0%	25
32.02	3	3043	15.4%	84.6%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
32.02	3	3044	83.3%	11.9%	0.0%	0.0%	0.0%	0.0%	0.0%	95.2%	42
32.02	3	3045	47.1%	14.7%	0.0%	0.0%	0.0%	0.0%	0.0%	61.8%	34

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
32.02	3	3050	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	12.5%	8
32.02	3	3051	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
32.02	3	3059	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	2
32.08	2	2014	3.3%	70.0%	4.4%	0.0%	0.0%	0.0%	0.0%	77.8%	90
32.08	2	2027	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	5
32.08	2	2028	40.0%	28.0%	0.0%	0.0%	0.0%	0.0%	0.0%	68.0%	25
32.08	2	2029	55.6%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	77.8%	18
32.08	2	2030	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	33.3%	15
32.08	2	2031	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
32.08	2	2033	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
32.08	2	2034	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8
32.08	2	2035	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
32.08	3	3024	18.3%	16.7%	0.0%	0.0%	0.0%	0.0%	5.0%	40.0%	60
33.03	1	1008	7.4%	0.0%	2.1%	0.0%	0.0%	0.0%	2.1%	11.7%	94
33.03	1	1011	21.6%	8.8%	0.0%	0.0%	0.0%	0.0%	2.7%	33.1%	148
33.03	1	1012	1.6%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	4.8%	63
33.03	1	1018	10.0%	18.0%	0.0%	6.0%	0.0%	0.0%	0.0%	34.0%	50
33.03	3	3016	2.6%	18.9%	0.0%	4.1%	0.3%	0.0%	1.7%	27.6%	344
33.04	1	1007	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22
33.04	1	1008	1.1%	5.6%	0.0%	0.0%	0.0%	0.0%	4.5%	11.2%	89
33.04	1	1009	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.4%	74
33.04	1	1010	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	52
33.04	1	1011	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	49
33.04	1	1012	0.0%	1.5%	0.0%	2.9%	0.0%	0.0%	1.5%	5.9%	68
33.04	1	1013	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	9.8%	51
33.04	1	1014	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21
33.04	1	1016	0.0%	13.0%	0.0%	1.3%	0.0%	0.0%	2.6%	16.9%	77
33.04	1	1017	14.5%	18.2%	0.0%	0.0%	0.0%	0.0%	1.7%	34.3%	242
33.04	1	1018	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	2.1%	47
33.04	1	1019	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37
33.04	1	1021	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57
33.04	1	1022	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55
33.04	1	1023	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29
33.04	1	1024	0.0%	10.3%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	58
33.04	1	1025	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	5.9%	17
33.04	1	1026	31.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.6%	19

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
33.04	1	1029	15.7%	35.3%	0.2%	2.0%	0.2%	0.0%	2.0%	55.4%	451
33.04	1	1030	0.0%	9.8%	0.0%	7.8%	0.0%	0.0%	0.0%	17.6%	51
33.04	2	2001	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34
33.04	2	2002	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	20
33.04	2	2004	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	10
33.04	2	2005	0.0%	5.8%	1.0%	1.0%	0.0%	0.0%	1.7%	9.5%	412
33.04	2	2007	0.0%	1.3%	0.0%	2.6%	0.0%	0.0%	0.0%	3.9%	76
33.04	2	2010	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34
33.04	2	2012	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5
33.04	2	2013	0.0%	1.1%	0.0%	2.2%	0.0%	0.0%	5.6%	9.0%	89
33.04	2	2014	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30
33.04	2	2015	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38
33.04	2	2017	0.0%	4.1%	0.0%	0.0%	0.0%	0.0%	2.0%	6.1%	49
33.04	2	2018	2.5%	14.2%	0.0%	0.8%	0.0%	0.0%	0.8%	18.3%	120
33.04	2	2019	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	141
33.04	2	2020	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	57
33.04	2	2024	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
33.04	2	2025	1.6%	1.6%	0.0%	0.0%	0.0%	0.0%	1.6%	4.8%	124
33.04	2	2026	0.0%	21.1%	0.0%	0.0%	0.0%	0.0%	0.0%	21.1%	19
33.04	2	2027	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31
33.04	2	2029	2.1%	14.9%	0.0%	0.0%	0.0%	2.1%	0.0%	19.1%	47
33.04	2	2030	0.0%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	41
33.04	2	2031	0.0%	13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	13.5%	37
33.04	2	2033	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	6.2%	97
33.04	3	3001	2.4%	13.6%	0.0%	0.0%	0.0%	0.0%	0.8%	16.8%	125
33.04	3	3002	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23
33.04	3	3003	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	62
33.04	3	3004	2.7%	10.8%	0.0%	18.9%	0.0%	0.0%	0.0%	32.4%	37
33.04	3	3005	6.0%	27.6%	0.6%	4.1%	0.2%	0.0%	1.5%	40.0%	655
33.04	3	3007	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	9.1%	11
33.04	4	4000	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34
33.04	4	4001	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	51
33.04	4	4002	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	3.6%	17.9%	28
33.04	4	4004	1.3%	0.7%	0.7%	0.7%	0.0%	1.3%	2.0%	6.6%	151
33.04	4	4005	7.1%	0.0%	0.0%	21.4%	0.0%	0.0%	0.0%	28.6%	14
33.04	4	4006	7.7%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	9.2%	65

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
33.04	4	4007	4.3%	2.6%	0.9%	0.9%	0.0%	0.9%	0.0%	9.4%	117
33.04	4	4008	5.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	40
33.04	4	4009	0.0%	1.7%	0.8%	0.8%	0.0%	0.0%	1.7%	5.0%	120
33.04	4	4010	1.3%	28.5%	0.4%	0.4%	0.4%	0.0%	2.1%	33.1%	239
33.04	4	4011	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	6.7%	13.3%	45
33.04	4	4012	4.2%	0.0%	0.0%	2.1%	0.0%	0.0%	6.3%	12.5%	48
33.04	4	4013	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	2.6%	10.3%	39
33.04	4	4014	2.5%	4.7%	1.1%	0.7%	0.0%	0.0%	2.5%	11.5%	278
33.04	4	4015	1.4%	4.2%	0.0%	0.0%	0.0%	0.0%	1.4%	7.0%	71
33.04	4	4017	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	19
33.04	4	4018	5.0%	0.0%	7.5%	2.5%	0.0%	0.0%	0.0%	15.0%	40
33.04	4	4020	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	8
33.04	5	5000	0.0%	6.8%	0.0%	0.0%	0.0%	0.0%	2.7%	9.6%	73
33.04	5	5002	0.0%	42.1%	5.3%	0.0%	0.0%	0.0%	0.0%	47.4%	19
33.04	5	5003	1.8%	7.1%	0.0%	1.8%	0.0%	3.6%	0.0%	14.3%	56
33.04	5	5004	4.8%	2.4%	0.0%	0.0%	0.0%	0.0%	4.8%	11.9%	42
33.04	5	5005	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12
33.04	5	5006	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
33.04	5	5007	6.7%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	17.8%	45
33.04	5	5008	0.0%	21.1%	0.0%	0.0%	0.0%	0.0%	5.3%	26.3%	38
33.04	5	5009	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5
33.04	5	5010	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	2
33.04	5	5011	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.0%	23
33.04	5	5013	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	14.3%	42.9%	7
33.04	5	5014	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8
33.04	5	5015	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	35
33.04	5	5016	2.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	6.0%	50
33.04	5	5017	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17
33.04	5	5018	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	24
33.04	5	5019	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	27
33.04	5	5020	0.0%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	17
33.04	5	5021	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	8.3%	24
33.04	5	5022	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	2.9%	5.7%	35
33.04	5	5023	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	27
33.04	5	5024	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	14
33.05	1	1001	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	59

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
33.05	1	1002	3.1%	6.3%	0.0%	3.1%	0.0%	0.0%	0.0%	12.5%	32
33.05	1	1003	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36
33.05	1	1004	0.0%	7.8%	0.0%	0.0%	0.0%	0.0%	2.0%	9.8%	51
33.05	1	1007	10.5%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	15.8%	19
33.05	1	1008	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	48
33.05	1	1009	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	4.0%	6.0%	50
33.05	1	1010	0.0%	16.7%	0.0%	3.3%	0.0%	0.0%	0.0%	20.0%	30
33.05	1	1011	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	2.5%	40
33.05	1	1012	0.0%	13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	13.5%	37
33.05	1	1013	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40
33.05	1	1014	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	2.5%	5.0%	40
33.05	1	1015	0.0%	5.7%	0.0%	2.9%	0.0%	0.0%	0.0%	8.6%	35
33.05	1	1016	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43
33.05	1	1017	3.0%	0.0%	6.1%	0.0%	0.0%	0.0%	3.0%	12.1%	33
33.05	1	1020	7.0%	7.0%	0.0%	2.8%	0.0%	0.0%	0.0%	16.9%	71
33.05	1	1021	7.1%	4.5%	0.0%	2.7%	0.0%	0.0%	5.4%	19.6%	112
33.05	1	1022	0.0%	27.1%	0.0%	0.0%	0.0%	0.0%	0.0%	27.1%	48
33.05	1	1023	8.8%	12.3%	0.0%	0.0%	0.0%	0.0%	0.0%	21.1%	57
33.05	1	1024	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
33.05	1	1025	10.9%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	14.5%	55
33.05	1	1026	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21
33.05	1	1027	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7
33.05	1	1028	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12
33.05	1	1030	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	14
33.05	1	1033	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	3.7%	27
33.05	1	1034	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	25
33.05	1	1035	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
33.05	1	1036	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	19
33.05	1	1037	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32
33.05	1	1041	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	7.4%	11.1%	27
33.05	2	2000	48.1%	26.9%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	52
33.05	2	2001	29.0%	16.1%	0.0%	0.0%	0.0%	0.0%	3.2%	48.4%	31
33.05	2	2002	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	10
33.05	2	2003	72.8%	10.9%	0.0%	2.2%	0.0%	0.0%	0.0%	85.9%	92
33.05	2	2004	26.8%	36.6%	0.0%	0.0%	0.0%	0.0%	0.0%	63.4%	41
33.05	2	2005	0.0%	57.1%	0.0%	0.0%	0.0%	0.0%	0.0%	57.1%	7

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
33.05	2	2006	30.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.8%	13
33.05	2	2007	9.2%	32.1%	0.8%	0.0%	0.0%	0.0%	2.3%	44.3%	131
33.05	2	2008	21.1%	52.6%	0.0%	0.0%	0.0%	0.0%	0.0%	73.7%	19
33.05	2	2009	16.7%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	6
33.05	2	2010	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	2.9%	35
33.05	2	2011	26.1%	39.1%	0.0%	0.0%	0.0%	0.0%	0.0%	65.2%	23
33.05	2	2012	47.1%	5.9%	0.0%	0.0%	0.0%	0.0%	11.8%	64.7%	17
33.05	2	2013	12.5%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	8
33.05	2	2014	60.7%	21.4%	0.0%	0.0%	0.0%	0.0%	0.0%	82.1%	28
33.05	2	2015	42.1%	47.4%	0.0%	0.0%	0.0%	0.0%	0.0%	89.5%	19
33.05	2	2016	13.8%	62.1%	0.0%	0.0%	0.0%	0.0%	0.0%	75.9%	29
33.05	2	2017	61.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	61.1%	18
33.05	2	2018	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6
33.05	2	2019	57.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57.9%	19
33.05	2	2020	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
33.05	2	2021	77.8%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	27
33.05	2	2022	30.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	10
33.05	2	2023	64.7%	0.0%	0.0%	5.9%	0.0%	0.0%	5.9%	76.5%	17
33.05	2	2024	61.5%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	73.1%	26
33.05	2	2025	0.0%	50.0%	0.0%	0.0%	0.0%	20.0%	0.0%	70.0%	10
33.05	2	2026	23.5%	52.9%	5.9%	0.0%	0.0%	0.0%	0.0%	82.4%	17
33.05	2	2027	8.3%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	58.3%	12
33.05	2	2028	0.0%	52.6%	0.0%	2.6%	0.0%	0.0%	0.0%	55.3%	38
33.05	2	2029	15.2%	36.4%	6.1%	0.0%	0.0%	0.0%	6.1%	63.6%	33
33.05	2	2032	91.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	91.3%	23
33.05	2	2033	55.6%	18.5%	0.0%	0.0%	0.0%	0.0%	0.0%	74.1%	27
33.05	2	2034	0.0%	58.3%	0.0%	0.0%	0.0%	0.0%	0.0%	58.3%	12
33.05	3	3000	3.9%	26.7%	0.0%	10.6%	0.6%	0.0%	2.2%	43.9%	180
33.05	3	3001	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
33.05	3	3007	0.0%	21.2%	7.7%	0.0%	0.0%	0.0%	0.0%	28.8%	52
33.05	3	3009	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	57
33.05	3	3010	5.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	40
33.05	3	3012	15.5%	5.6%	0.0%	0.0%	0.0%	0.0%	1.4%	22.5%	71
33.05	3	3013	3.6%	16.1%	0.0%	0.0%	0.0%	0.0%	0.0%	19.6%	56
33.05	3	3014	12.1%	36.2%	0.0%	1.7%	0.0%	0.0%	0.0%	50.0%	58
33.05	3	3015	8.8%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.8%	80

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
33.05	3	3016	13.8%	31.7%	0.0%	6.6%	0.0%	0.0%	0.6%	52.7%	167
33.05	3	3017	4.2%	12.5%	0.0%	0.0%	0.0%	0.0%	2.1%	18.8%	48
33.05	3	3018	10.6%	21.3%	0.0%	0.0%	0.0%	5.3%	0.0%	37.2%	94
33.05	3	3019	4.7%	28.2%	1.2%	0.0%	0.0%	0.0%	0.0%	34.1%	85
33.05	3	3020	7.3%	31.7%	0.0%	0.0%	0.0%	0.0%	0.0%	39.0%	41
33.05	3	3021	0.0%	25.6%	0.0%	0.0%	0.0%	0.0%	7.7%	33.3%	39
33.05	3	3022	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	35
33.05	3	3023	6.5%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	13.0%	46
33.05	3	3024	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
33.05	3	3025	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32
33.05	4	4000	0.0%	4.0%	0.0%	1.0%	0.0%	0.0%	2.0%	7.0%	100
33.05	4	4001	30.8%	30.8%	0.0%	0.0%	0.0%	0.0%	0.0%	61.5%	13
33.05	4	4002	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16
33.05	4	4003	0.0%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%	19
33.05	4	4004	14.0%	31.0%	2.3%	0.0%	0.0%	0.0%	0.8%	48.1%	129
33.05	4	4005	12.9%	27.1%	0.0%	1.2%	0.0%	0.0%	0.0%	41.2%	85
33.05	4	4006	8.8%	20.0%	1.3%	0.0%	0.0%	0.0%	2.5%	32.5%	80
33.05	4	4007	19.4%	13.9%	5.6%	0.0%	0.0%	0.0%	0.0%	38.9%	36
33.05	4	4008	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	2.4%	19.0%	42
33.05	4	4009	9.5%	30.5%	0.0%	0.0%	0.0%	0.0%	1.0%	41.0%	105
33.05	4	4010	8.3%	44.8%	0.0%	0.0%	0.0%	0.0%	1.0%	54.2%	96
33.05	4	4011	14.6%	28.2%	0.0%	0.0%	0.0%	1.0%	0.0%	43.7%	103
33.05	4	4012	22.2%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	18
33.05	4	4013	0.0%	29.6%	0.0%	7.0%	0.0%	0.0%	0.0%	36.6%	71
33.06	1	1012	6.3%	29.9%	0.4%	4.0%	0.1%	0.0%	1.5%	42.1%	1071
33.06	2	2000	3.1%	65.4%	0.3%	0.0%	0.0%	0.5%	5.5%	74.9%	613
33.06	2	2003	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10
33.06	2	2007	5.4%	73.8%	0.0%	2.7%	0.0%	0.0%	0.0%	81.9%	221
33.06	2	2008	5.0%	55.0%	0.0%	3.8%	0.0%	0.0%	2.5%	66.3%	80
33.06	2	2009	8.6%	55.2%	0.0%	3.4%	0.0%	0.0%	0.0%	67.2%	58
33.06	2	2010	10.3%	41.4%	3.4%	0.0%	0.0%	0.0%	0.0%	55.2%	29
38	2	2015	7.7%	69.2%	0.0%	0.0%	0.0%	0.0%	0.0%	76.9%	13
38	2	2021	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
38	3	3008	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
38	3	3069	0.0%	47.7%	0.0%	0.0%	0.0%	0.0%	0.0%	47.7%	128
38	3	3070	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
38	3	3073	0.0%	23.1%	0.0%	0.0%	0.0%	0.0%	0.0%	23.1%	13
40.01	1	1024	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11
40.01	3	3013	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	154
40.01	3	3029	4.5%	95.5%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22
40.01	3	3030	0.7%	90.2%	0.7%	0.0%	0.0%	0.0%	0.9%	92.5%	427
40.01	3	3034	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	28
40.01	3	3036	0.0%	92.0%	0.0%	0.0%	0.0%	8.0%	0.0%	100.0%	25
40.01	3	3038	0.0%	94.7%	2.0%	0.0%	0.0%	0.0%	0.0%	96.7%	152
44	1	1019	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7
44	1	1024	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	6
44	1	1026	3.3%	11.1%	0.0%	4.4%	0.0%	1.1%	0.0%	20.0%	90
44	1	1027	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	40
44	1	1047	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
44	1	1057	0.0%	50.0%	0.0%	6.3%	0.0%	0.0%	0.0%	56.3%	32
44	1	1062	3.4%	5.4%	0.0%	3.4%	0.0%	0.0%	0.7%	12.8%	149
44	1	1076	0.0%	4.0%	0.0%	4.0%	0.0%	0.0%	0.0%	8.0%	25
44	1	1077	2.6%	2.6%	0.0%	2.6%	0.0%	0.0%	2.6%	10.4%	77
44	1	1078	1.5%	3.0%	0.0%	3.0%	0.0%	0.0%	0.0%	7.6%	66
44	1	1097	0.0%	6.1%	0.0%	3.0%	0.0%	0.0%	0.0%	9.1%	33
44	1	1110	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
44	1	1111	0.0%	10.8%	0.0%	0.0%	0.0%	0.0%	1.5%	12.3%	65
44	1	1112	0.0%	14.8%	3.7%	7.4%	0.0%	0.0%	0.0%	25.9%	27
44	1	1113	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
44	1	1122	8.0%	82.6%	0.0%	0.0%	0.0%	0.0%	1.4%	92.0%	138
44	1	1123	1.8%	46.8%	0.9%	0.0%	0.0%	0.0%	0.9%	50.5%	111
44	1	1124	3.7%	54.2%	1.9%	0.0%	0.0%	0.0%	1.9%	61.7%	107
44	1	1148	0.0%	30.8%	0.0%	15.4%	0.0%	0.0%	0.0%	46.2%	13
44	1	1149	0.0%	27.3%	0.0%	0.0%	0.0%	0.0%	0.0%	27.3%	11
44	1	1150	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	9
44	1	1152	23.1%	38.5%	0.0%	0.0%	0.0%	3.8%	7.7%	73.1%	26
44	1	1163	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	9
44	1	1188	0.0%	26.1%	0.0%	0.0%	0.0%	0.0%	0.0%	26.1%	23
44	1	1189	0.0%	37.9%	0.0%	0.0%	0.0%	0.0%	0.0%	37.9%	29
44	1	1199	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
44	1	1200	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13
44	1	1202	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	12.5%	8

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
44	1	1203	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	22.2%	9
44	1	1204	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
44	1	1207	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
44	1	1208	12.5%	64.6%	0.0%	0.0%	0.0%	0.0%	4.2%	81.3%	48
44	1	1209	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	6
44	1	1210	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	35.0%	20
44	1	1211	0.0%	38.5%	0.0%	0.0%	0.0%	0.0%	7.7%	46.2%	13
44	1	1212	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6
44	1	1213	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
44	1	1214	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	10
44	1	1217	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
44	1	1218	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	4
44	1	1219	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	10
44	2	2006	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	32
44	2	2009	1.2%	6.0%	1.2%	1.2%	0.0%	0.0%	2.4%	12.0%	83
44	2	2012	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9
44	2	2022	4.2%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.2%	24
44	2	2023	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	14
44	2	2031	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
44	2	2033	0.0%	61.1%	2.8%	0.0%	0.0%	0.0%	0.0%	63.9%	36
44	2	2036	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6
44	2	2047	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	10
44	2	2048	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
44	2	2050	3.2%	74.2%	0.0%	0.0%	0.0%	0.0%	6.5%	83.9%	31
44	2	2051	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.6%	7
44	2	2052	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
44	2	2053	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
44	2	2054	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	33.3%	3
44	2	2062	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	2
44	2	2066	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12
44	2	2078	4.8%	23.8%	0.0%	0.0%	0.0%	0.0%	9.5%	38.1%	21
44	2	2085	0.0%	29.4%	0.0%	0.0%	0.0%	0.0%	5.9%	35.3%	17
44	2	2101	5.6%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	38.9%	18
44	2	2102	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
44	2	2111	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	2
45	1	1029	0.0%	94.1%	5.9%	0.0%	0.0%	0.0%	0.0%	100.0%	17

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
45	1	1030	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	5.6%	88.9%	18
45	1	1031	0.0%	57.1%	0.0%	0.0%	0.0%	0.0%	28.6%	85.7%	7
45	1	1043	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	6
45	1	1044	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
45	1	1045	1.0%	98.6%	0.0%	0.0%	0.0%	0.0%	0.0%	99.5%	209
45	1	1056	0.0%	95.0%	0.0%	0.0%	0.0%	0.0%	5.0%	100.0%	20
45	1	1057	0.0%	91.7%	0.0%	0.0%	0.0%	0.0%	0.0%	91.7%	12
45	1	1058	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
45	1	1059	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	25
45	1	1060	0.0%	94.9%	0.0%	0.0%	0.0%	0.0%	0.0%	94.9%	39
45	1	1062	0.0%	57.1%	0.0%	0.0%	0.0%	0.0%	0.0%	57.1%	14
45	1	1064	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
45	1	1065	0.0%	94.7%	0.0%	0.0%	0.0%	0.0%	5.3%	100.0%	19
45	1	1066	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
45	1	1067	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
45	1	1068	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
45	1	1069	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
45	1	1070	12.5%	87.5%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
45	1	1071	0.0%	96.4%	0.0%	0.0%	0.0%	0.0%	0.0%	96.4%	28
45	2	2000	0.0%	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	92.9%	28
45	3	3018	0.0%	13.6%	0.0%	0.0%	0.0%	0.0%	18.2%	31.8%	22
45	3	3038	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	36
45	3	3040	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
45	3	3052	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	30
45	3	3053	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	2
45	3	3064	1.6%	86.8%	1.1%	0.0%	0.0%	0.0%	2.1%	91.6%	190
45	3	3070	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
45	3	3072	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	3
45	3	3082	0.0%	77.8%	0.0%	0.0%	0.0%	0.0%	0.0%	77.8%	9
45	3	3083	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
46	1	1018	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
46	1	1034	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
46	1	1038	0.0%	91.3%	0.0%	0.0%	0.0%	0.0%	4.3%	95.7%	23
46	1	1041	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
46	1	1045	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	11.1%	9
46	1	1046	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	0.0%	83.3%	24

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
46	1	1047	12.5%	79.2%	0.0%	0.0%	0.0%	0.0%	0.0%	91.7%	24
46	1	1048	0.0%	95.2%	0.0%	0.0%	0.0%	0.0%	0.0%	95.2%	21
46	1	1049	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
46	1	1050	0.0%	85.7%	0.0%	0.0%	0.0%	0.0%	14.3%	100.0%	7
46	1	1051	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	15
46	1	1053	0.0%	73.3%	0.0%	0.0%	0.0%	0.0%	0.0%	73.3%	15
46	1	1054	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
46	1	1055	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
46	1	1056	0.0%	94.4%	0.0%	0.0%	0.0%	0.0%	5.6%	100.0%	18
46	1	1057	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
46	1	1058	0.0%	95.2%	0.0%	0.0%	0.0%	0.0%	3.2%	98.4%	63
46	1	1059	0.0%	96.8%	0.0%	0.0%	0.0%	0.0%	0.0%	96.8%	31
46	1	1060	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	17
46	1	1061	0.0%	81.8%	0.0%	0.0%	0.0%	0.0%	0.0%	81.8%	11
46	1	1062	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	8
46	1	1063	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	10
46	1	1064	17.9%	82.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	39
46	1	1065	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
46	1	1066	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
46	1	1072	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
46	1	1073	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
46	1	1074	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
46	1	1076	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
46	1	1077	0.0%	83.3%	0.0%	0.0%	0.0%	0.0%	0.0%	83.3%	36
46	1	1078	0.0%	88.2%	0.0%	0.0%	0.0%	0.0%	0.0%	88.2%	17
46	1	1079	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
46	1	1080	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	4
46	1	1081	0.0%	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	88.9%	9
46	1	1082	0.0%	88.9%	0.0%	0.7%	0.0%	0.0%	0.7%	90.3%	144
46	1	1083	2.9%	49.0%	1.0%	1.0%	0.0%	0.0%	1.0%	54.9%	102
46	1	1084	0.0%	96.7%	0.0%	0.0%	0.0%	0.0%	0.0%	96.7%	30
46	2	2001	0.7%	5.6%	0.0%	1.4%	0.0%	0.0%	0.0%	7.7%	143
46	2	2002	0.0%	32.3%	0.0%	0.0%	0.0%	3.2%	0.0%	35.5%	31
46	2	2003	6.6%	73.5%	0.0%	0.0%	0.0%	0.0%	2.0%	82.1%	151
46	2	2004	16.7%	41.7%	0.0%	0.0%	0.0%	0.0%	0.0%	58.3%	12
46	2	2005	15.4%	19.2%	0.0%	0.0%	0.0%	0.0%	0.0%	34.6%	26

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
46	2	2006	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	9
46	2	2007	2.7%	6.8%	1.4%	5.4%	0.0%	0.0%	0.0%	16.2%	74
46	2	2008	0.0%	31.8%	0.0%	0.0%	0.0%	0.0%	0.0%	31.8%	22
46	2	2010	0.0%	5.7%	2.9%	2.9%	2.9%	0.0%	0.0%	14.3%	35
46	2	2011	0.0%	29.2%	0.0%	0.0%	0.0%	0.0%	8.3%	37.5%	24
46	2	2012	0.0%	19.0%	0.0%	0.0%	0.0%	0.0%	4.8%	23.8%	21
46	2	2013	1.6%	80.0%	0.0%	1.1%	0.0%	0.0%	0.5%	83.2%	185
46	2	2014	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	7
46	2	2015	12.0%	32.0%	0.0%	0.0%	0.0%	0.0%	0.0%	44.0%	25
46	2	2016	0.0%	9.1%	0.0%	27.3%	0.0%	0.0%	0.0%	36.4%	11
46	2	2017	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	28.6%	7
46	2	2018	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13
46	2	2019	0.0%	12.5%	0.0%	18.8%	0.0%	0.0%	0.0%	31.3%	16
46	2	2020	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7
46	2	2021	2.6%	25.6%	0.0%	0.0%	0.0%	0.0%	2.6%	30.8%	39
46	2	2023	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
46	2	2024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
46	2	2028	8.1%	26.7%	0.0%	9.3%	0.0%	0.0%	1.2%	45.3%	86
46	2	2038	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
46	2	2040	8.7%	52.2%	8.7%	0.0%	0.0%	0.0%	17.4%	87.0%	23
46	2	2046	0.0%	67.9%	0.0%	0.0%	0.0%	0.0%	0.0%	67.9%	140
46	2	2049	0.0%	15.8%	0.0%	0.0%	0.0%	0.0%	0.0%	15.8%	19
46	2	2050	0.0%	48.6%	2.9%	0.0%	0.0%	2.9%	11.4%	65.7%	35
46	2	2051	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	10
46	2	2053	0.0%	69.2%	0.0%	0.0%	0.0%	7.7%	7.7%	84.6%	13
46	2	2054	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	10
46	2	2055	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	16
46	2	2056	0.0%	44.4%	0.0%	22.2%	0.0%	0.0%	0.0%	66.7%	9
46	2	2057	0.0%	80.0%	13.3%	0.0%	0.0%	0.0%	0.0%	93.3%	15
46	2	2058	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	10
46	2	2059	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
46	2	2060	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6
46	2	2061	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
46	2	2062	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
46	2	2063	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	75.0%	100.0%	4
46	2	2064	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
46	2	2066	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
46	2	2072	7.1%	78.6%	0.0%	7.1%	0.0%	0.0%	7.1%	100.0%	14
46	3	3008	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	6
46	3	3021	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	5
46	3	3022	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	60.0%	5
46	3	3024	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	6
46	3	3026	6.9%	65.5%	0.0%	0.0%	0.0%	0.0%	3.4%	75.9%	29
46	3	3027	0.0%	71.4%	0.0%	0.0%	0.0%	0.0%	0.0%	71.4%	7
46	3	3028	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	2
46	3	3029	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
46	3	3030	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
46	3	3031	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
46	3	3032	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	62.5%	16
46	3	3033	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	8
46	3	3035	12.8%	66.0%	0.0%	0.0%	0.0%	0.0%	0.0%	78.7%	47
46	3	3036	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
46	3	3037	0.0%	98.2%	0.0%	0.0%	0.0%	0.0%	1.8%	100.0%	57
46	3	3038	1.1%	97.7%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%	87
46	3	3039	0.0%	99.0%	0.0%	0.0%	0.0%	0.0%	1.0%	100.0%	99
46	3	3040	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	25
46	3	3041	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20
46	3	3042	0.0%	96.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.0%	25
46	3	3043	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
46	3	3045	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	4
46	3	3046	0.0%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	42.9%	7
46	3	3047	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
46	3	3048	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
46	3	3049	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
46	3	3050	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
46	3	3052	0.0%	85.7%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%	14
46	3	3056	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
46	3	3057	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
46	3	3059	0.0%	91.7%	0.0%	0.0%	0.0%	0.0%	0.0%	91.7%	12
46	3	3060	0.0%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	42.9%	7
46	3	3061	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
46	3	3062	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
46	3	3063	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20
46	3	3064	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
46	3	3065	14.3%	85.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
46	3	3066	0.0%	63.6%	0.0%	0.0%	0.0%	0.0%	18.2%	81.8%	11
46	3	3067	0.0%	94.1%	0.0%	0.0%	0.0%	0.0%	5.9%	100.0%	17
46	3	3068	0.0%	77.8%	0.0%	0.0%	0.0%	0.0%	0.0%	77.8%	9
46	3	3069	0.0%	77.8%	0.0%	0.0%	0.0%	0.0%	0.0%	77.8%	9
46	3	3070	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
46	3	3071	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	8
47	1	1000	0.0%	55.3%	0.0%	0.0%	3.2%	0.0%	0.0%	58.5%	94
47	1	1001	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	28.6%	7
47	1	1003	4.2%	4.2%	0.0%	0.0%	0.0%	0.0%	4.2%	12.5%	24
47	1	1004	0.0%	18.8%	0.0%	0.0%	0.0%	0.0%	0.0%	18.8%	16
47	1	1005	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	16
47	1	1006	2.2%	34.8%	0.0%	0.0%	0.0%	0.0%	17.4%	54.3%	46
47	1	1007	0.0%	19.5%	0.0%	0.0%	0.0%	0.0%	2.4%	22.0%	41
47	1	1008	9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	21
47	1	1009	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10
47	1	1011	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	9.1%	11
47	1	1012	0.0%	21.4%	0.0%	0.0%	0.0%	0.0%	0.0%	21.4%	14
47	1	1013	2.1%	58.3%	0.0%	0.0%	0.0%	0.0%	0.0%	60.4%	48
47	1	1015	0.0%	43.5%	4.3%	0.0%	0.0%	0.0%	0.0%	47.8%	23
47	1	1016	0.0%	78.3%	0.0%	0.0%	0.0%	0.0%	0.0%	78.3%	69
47	1	1017	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	5.6%	72.2%	18
47	1	1021	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
47	1	1022	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	6
47	1	1023	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	9
47	1	1025	4.2%	4.2%	0.0%	0.0%	0.0%	4.2%	12.5%	25.0%	24
47	1	1026	0.0%	9.3%	0.0%	4.7%	0.0%	0.0%	0.0%	14.0%	43
47	1	1027	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15
47	1	1028	4.3%	39.1%	0.0%	0.0%	0.0%	0.0%	0.0%	43.5%	23
47	1	1029	0.0%	86.0%	0.0%	0.0%	0.0%	0.0%	0.0%	86.0%	50
47	1	1030	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	24
47	2	2001	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	17
47	2	2002	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
47	2	2003	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
47	2	2004	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
47	2	2006	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
47	2	2007	0.0%	94.4%	0.0%	0.0%	0.0%	0.0%	0.0%	94.4%	18
47	2	2008	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
47	2	2009	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
47	2	2010	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
47	2	2011	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
47	2	2012	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
47	2	2013	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	10
47	2	2014	0.0%	94.1%	0.0%	0.0%	0.0%	0.0%	0.0%	94.1%	17
47	2	2015	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22
47	2	2016	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
47	2	2017	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22
47	2	2018	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	12
47	2	2019	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	17
47	2	2020	0.0%	64.3%	0.0%	0.0%	0.0%	0.0%	0.0%	64.3%	14
47	2	2021	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
47	2	2022	0.0%	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	88.9%	9
47	2	2023	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
47	2	2024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
47	2	2025	17.4%	73.9%	0.0%	0.0%	0.0%	0.0%	0.0%	91.3%	23
47	2	2026	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
47	2	2027	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
47	2	2028	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
47	2	2029	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	29
47	2	2030	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
47	2	2031	0.0%	94.7%	0.0%	0.0%	0.0%	0.0%	0.0%	94.7%	19
47	2	2032	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	23
47	2	2033	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	14
47	2	2034	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	16
47	2	2035	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
47	2	2036	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
47	2	2037	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	26
47	2	2038	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
47	2	2039	28.6%	71.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7
47	2	2040	0.0%	77.8%	0.0%	0.0%	0.0%	0.0%	0.0%	77.8%	9

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
47	3	3000	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7
47	3	3001	16.0%	48.0%	0.0%	0.0%	0.0%	0.0%	0.0%	64.0%	25
47	3	3002	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
47	3	3003	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8
47	3	3004	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10
47	3	3005	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	3
47	3	3007	3.6%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	46.4%	28
47	3	3008	0.0%	18.8%	0.0%	0.0%	0.0%	0.0%	0.0%	18.8%	16
47	3	3009	0.0%	54.5%	0.0%	0.0%	0.0%	0.0%	0.0%	54.5%	11
47	3	3010	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7
47	3	3011	2.7%	71.5%	0.4%	0.4%	0.4%	0.0%	1.9%	77.2%	263
47	3	3012	2.3%	16.3%	2.3%	0.0%	0.0%	0.0%	7.0%	27.9%	43
47	3	3013	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%	22.2%	66.7%	9
47	3	3014	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13
47	3	3015	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	6
47	3	3016	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	10
47	3	3017	3.1%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	46.9%	32
47	3	3018	0.0%	92.3%	0.0%	0.0%	0.0%	0.0%	0.0%	92.3%	13
47	3	3019	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	19
47	3	3021	0.0%	88.2%	0.0%	0.0%	0.0%	0.0%	0.0%	88.2%	17
47	3	3022	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	9
47	3	3023	0.0%	36.4%	0.0%	0.0%	0.0%	0.0%	0.0%	36.4%	11
47	3	3024	0.0%	61.5%	0.0%	0.0%	0.0%	0.0%	0.0%	61.5%	13
47	3	3025	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	8
47	3	3026	0.0%	19.4%	0.0%	0.0%	0.0%	0.0%	6.5%	25.8%	31
47	3	3027	0.0%	75.9%	0.0%	0.0%	0.0%	0.0%	13.8%	89.7%	29
47	3	3028	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9
47	3	3029	0.0%	54.5%	0.0%	0.0%	0.0%	0.0%	0.0%	54.5%	11
47	3	3030	0.0%	91.3%	0.0%	0.0%	0.0%	0.0%	4.3%	95.7%	23
47	3	3031	0.0%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	18.2%	11
47	3	3033	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6
47	3	3034	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	7.1%	21.4%	14
47	3	3035	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10
47	3	3036	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	8.3%	75.0%	12
47	4	4000	0.0%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	42.9%	7
47	4	4001	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	23

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
47	4	4002	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	2
47	4	4004	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	4
47	4	4005	0.0%	64.3%	0.0%	0.0%	0.0%	0.0%	0.0%	64.3%	14
47	4	4006	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
47	4	4008	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	50.0%	75.0%	4
47	4	4009	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
47	4	4011	0.0%	81.8%	0.0%	0.0%	0.0%	0.0%	0.0%	81.8%	11
47	4	4012	0.0%	95.7%	0.0%	0.0%	0.0%	0.0%	0.0%	95.7%	23
47	4	4013	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	33
47	4	4014	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
47	4	4015	0.0%	78.6%	0.0%	0.0%	0.0%	0.0%	0.0%	78.6%	14
47	4	4016	0.0%	64.7%	11.8%	0.0%	0.0%	0.0%	0.0%	76.5%	17
47	4	4017	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	16.7%	91.7%	24
47	4	4019	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	9
47	4	4020	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	13
47	4	4021	0.0%	56.3%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	32
47	4	4024	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
47	4	4025	0.0%	69.7%	0.0%	0.0%	0.0%	0.0%	0.0%	69.7%	33
47	4	4027	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	3
47	4	4029	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	19
47	4	4030	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20
47	4	4031	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	28
47	4	4032	0.0%	96.2%	0.0%	0.0%	0.0%	0.0%	0.0%	96.2%	26
47	4	4033	0.0%	93.9%	0.0%	0.0%	0.0%	0.0%	0.0%	93.9%	33
47	4	4034	0.0%	93.3%	0.0%	0.0%	0.0%	0.0%	0.0%	93.3%	30
47	4	4035	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2
47	4	4036	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
47	4	4037	1.8%	54.5%	0.0%	0.0%	0.0%	0.0%	1.8%	58.2%	55
47	4	4038	0.0%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	18.2%	11
47	4	4039	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	12
47	4	4041	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7
47	4	4043	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6
47	5	5000	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	18
47	5	5001	57.7%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	69.2%	52
47	5	5002	0.0%	23.7%	0.0%	2.6%	0.0%	0.0%	0.0%	26.3%	38
47	5	5003	0.0%	18.2%	0.0%	3.0%	0.0%	0.0%	3.0%	24.2%	33

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
47	5	5004	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	20
47	5	5005	2.7%	83.8%	0.0%	0.0%	0.0%	0.0%	0.0%	86.5%	37
47	5	5006	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	10
47	5	5008	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	22.2%	9
47	5	5009	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	12
47	5	5010	0.0%	42.1%	0.0%	2.6%	0.0%	0.0%	0.0%	44.7%	38
47	5	5011	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
47	5	5012	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	2
47	5	5013	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7
47	5	5014	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	10.0%	80.0%	10
47	5	5015	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	14
47	5	5016	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	3.1%	15.6%	32
47	5	5017	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	54
47	5	5018	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8
47	5	5019	3.8%	61.5%	0.0%	0.0%	0.0%	0.0%	3.8%	69.2%	26
47	5	5020	0.0%	87.5%	0.0%	0.0%	0.0%	0.0%	0.0%	87.5%	8
47	5	5021	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	1
47	5	5022	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	10
47	5	5023	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	5
47	5	5024	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
47	5	5025	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	11
47	5	5026	0.0%	78.3%	0.0%	0.0%	0.0%	0.0%	8.7%	87.0%	23
47	5	5027	13.3%	73.3%	0.0%	0.0%	0.0%	0.0%	0.0%	86.7%	15
47	5	5028	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	6
47	5	5029	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	25.0%	12
47	5	5030	8.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	24
47	5	5031	0.0%	67.3%	0.0%	0.0%	0.0%	0.0%	7.3%	74.5%	55
47	5	5032	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	5
47	5	5033	0.0%	91.4%	0.0%	0.0%	0.0%	0.0%	1.4%	92.9%	70
47	5	5034	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
47	5	5035	0.0%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	37.5%	8
47	5	5036	0.0%	53.8%	0.0%	0.0%	0.0%	0.0%	0.0%	53.8%	13
47	5	5037	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	16.7%	33.3%	12
47	5	5038	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	35.0%	20
47	5	5039	0.0%	18.2%	0.0%	0.0%	0.0%	0.0%	45.5%	63.6%	11
47	5	5040	0.0%	83.3%	0.0%	8.3%	0.0%	0.0%	0.0%	91.7%	12

Attachment I: Demographic Tables

Census Tract	Block Group	Block	Hispanic or Latino	Not Hispanic or Latino						Percent Minority	Total Population*
				Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races		
47	5	5041	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	10
47	5	5042	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	18
47	5	5043	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	11
47	5	5044	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	16
47	5	5045	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	12
47	5	5046	0.0%	58.8%	0.0%	0.0%	29.4%	0.0%	0.0%	88.2%	17
47	5	5047	0.0%	54.5%	0.0%	0.0%	0.0%	0.0%	0.0%	54.5%	11
47	5	5048	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	14
47	5	5049	0.0%	77.8%	0.0%	0.0%	0.0%	0.0%	0.0%	77.8%	18
47	5	5050	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	5
47	5	5051	11.1%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	55.6%	9
47	5	5052	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8
47	5	5054	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	41
47	5	5055	0.0%	65.6%	0.0%	0.0%	0.0%	0.0%	3.1%	68.8%	32
47	5	5056	0.0%	61.5%	0.0%	0.0%	0.0%	0.0%	0.0%	61.5%	13
47	5	5057	0.0%	68.4%	0.0%	0.0%	0.0%	0.0%	0.0%	68.4%	19
47	5	5058	0.0%	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	88.9%	9
48	5	5000	0.0%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	43.8%	16
Total Area			4.8%	51.2%	0.3%	0.9%	0.1%	0.1%	1.6%	59.1%	34,044

Source: U.S. Census Bureau, 2010 Census, PL 94-171 Summary File, Table P2.

This page is intentionally left blank

Attachment I: Demographic Tables

Gender, Age and Disability Demographics

Census Tract	Total Population	Gender		Age Distribution		Disability Status
		Male	Female	Under 5 years	65 years and older	With a disability
2	902	50.3%	49.7%	3.4%	16.5%	20.1%
5	2,717	50.6%	49.4%	6.3%	15.1%	14.7%
11	2,108	46.8%	53.2%	0.8%	20.3%	21.5%
15.02	3,672	47.4%	52.6%	3.4%	12.5%	5.7%
25	1,179	51.1%	48.9%	6.8%	9.2%	15.7%
26	1,259	48.2%	51.8%	10.5%	14.2%	23.1%
27	7,859	44.9%	55.1%	6.3%	9.3%	18.3%
28	2,810	37.7%	62.3%	14.9%	9.5%	20.7%
29	1,442	48.4%	51.6%	7.2%	12.1%	36.2%
30.01	3,085	48.1%	51.9%	10.7%	7.2%	14.1%
30.02	3,321	46.4%	53.6%	17.1%	7.9%	19.8%
32.02	7,451	51.8%	48.2%	13.8%	10.6%	12.8%
32.08	4,139	48.2%	51.8%	5.2%	11.4%	18.2%
33.03	4,696	48.0%	52.0%	4.2%	24.4%	16.7%
33.04	5,682	49.5%	50.5%	7.0%	15.0%	11.8%
33.05	4,184	49.6%	50.4%	10.0%	12.5%	13.3%
33.06	3,393	45.5%	54.5%	8.0%	10.0%	10.8%
38	4,140	44.2%	55.8%	0.8%	13.2%	26.3%
40.01	2,645	51.3%	48.7%	8.5%	11.3%	18.3%
44	1,262	61.3%	38.7%	0.6%	12.7%	14.8%
45	2,559	52.8%	47.2%	6.3%	10.4%	20.2%
46	3,429	47.2%	52.8%	10.8%	11.5%	15.7%
47	3,060	48.5%	51.5%	5.8%	15.8%	26.4%
48	2,974	55.5%	44.5%	5.3%	7.2%	9.2%
Total Area	79,968	48.4%	51.6%	7.7%	12.3%	16.7%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-year estimates, Table B18101.

This page is intentionally left blank