Community Impacts Assessment Technical Report Form

Reset Form

Project Name: Loop 88 Segments 1 & 2

CSJ Number: 1502-02-002

District(s): Lubbock

County(ies): Lubbock

COMMUNITY PROFILE

Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc).

I. General Information

What is the location of the community that may be impacted?

The proposed project is located west outside the city of Lubbock, Texas in Lubbock County and generally follows County Road (CR) 2641 to the north and CR 1300 (also known as Research Boulevard) to the west for approximately 15.7 miles. The area consists of residential, commercial, military, and agricultural uses. See Figures 1 and 2 in Attachment A for project location maps. U.S. Census data is provided in Appendix B, and Photos are provided in Appendix C.

II. Project Description

Briefly describe the proposed project.

The Texas Department of Transportation (TxDOT) Lubbock District proposes to construct Segments 1 and 2 of Loop 88 in Lubbock County, Texas. The proposed project would construct a controlled access facility consisting of a six-lane divided freeway (three lanes in each direction) with two-lane frontage roads, associated ramps and grade separated diamond intersections. Segment 1 of Loop 88 begins at United States Highway (US) 84 and Farm-to-Market (FM) 2641 intersection and generally follows FM 2641, then curves southward to follow County Road (CR) 1300 (Research Boulevard), where it then connects with Segment 2 at State Highway (SH) 114. Segment 2 of Loop 88 begins at the CR 1300/SH 114 intersection and generally follows CR 1300 to the south, before curving towards the southwest then back to the southeast to connect with the US 62/82 intersection and the beginning of Segment 3. The two segment designations are for construction phasing purposes. The logical termini for this project are US 84 to the north to US 62/82 to the south. Construction limits for the project are at US 84 and 0.5 mile northwest of US 62/82. The project length is approximately 16.05 miles. See Photos 1 through 4 in Appendix C.

For Segment 1, the frontage roads would start at US 84 while the mainlanes would begin approximately 0.97 mile west of US 84. Segment 2 would end approximately 0.48 mile northwest of US 62/82. The proposed improvements would include constructing a six-lane divided freeway, three lanes in each direction, with two-lane frontage roads in each direction. The proposed mainlanes would consist of six 12-foot-wide travel lanes with 10-foot-wide outside shoulders and 11-foot-wide inside shoulders. The proposed frontage roads consist of two 12-foot-wide travel lanes with 8-foot-wide outside shoulders and 4-foot-wide inside shoulders. The proposed right-of-way (ROW) width is 400 feet. There are approximately 29.95 acres of existing ROW. The proposed project would require approximately 850.08 acres of proposed ROW, and approximately 96.22 acres of drainage easements.

III. General Character of the Community

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What is the name and general character of the community (scattered rural, planned suburban, urban, mixed use)?

The general character of the community is primarily agricultural with scattered residential and commercial developments. The former Reese Air Force Base is located along the west side of the project area, with clusters of residential neighborhoods surrounding the base. The base is now used by local schools and businesses for commercial and educational purposes. The study area analyzed for this assessment is composed of adjacent census blocks and block groups according to the 2010 U.S. Census, as well as census blocks and block groups surrounding nearby community features, like schools. See Figures 3.1 and 3.2 in Appendix A.

Describe the community facilities (shown on attached map) in the area:

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
Stone Creek Special Events Center	Events center	Private	No	
Lubbock Baseball Academy	Baseball club	Private	No	
Former Reese Air Force Base	Military base	Private	No	The Reese Air Force Base was closed in 1995, and is now the Reese Technology Center.
Reese Technology Center	Research and business park	Private	No	The Reese Technology Center is a research and business park located on the former Reese Air Force Base. The Reese Technology Center includes businesses and colleges for educational, research engineering, and technological purposes. See Photo 5 in Appendix C.
National Wind Institute	College	Private	No	This institute is associated with Texas Tech University and is located on the Reese Air Force Base.
Institute of Environmental and Human Health	College	Private	No	This institute is associated with the Texas Tech University Department of Environmental Toxicology, and is located on the former Reese Air Force Base.
Reese Educational Center	School	Public	Yes	This school provides alternative education classes for Frenship Independent School District for students requiring non-traditional methods of education. See Photo 6 in Appendix C.

Reset Form

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
The Fellowship Church	Church	Private	No	See Photo 7 in Appendix C.
West Carlisle Volunteer Fire Department	Fire department	Public	No	This fire department is located just outside the study area, however, the department services areas inside the project study area.
Reese Golf Center	Golf Course	Private	No	
Willow Bend Elementary School	School	Public	Yes	This school provides educational services for students in pre-kindergarten through 5th grade. Although the school is located outside the study area, the proposed project could affect members of the community within the study area in how they access the school.
Wolfforth Frenship Masonic Lodge No. 1447	Masonic Lodge	Private	No	
Frenship High School	School	Public	Yes	This school provides educational services for students in ninth grade through 12th grade.
Bennett Elementary School	School	Public	Yes	This school provides educational services for students in pre-kindergarten through 5th grade.

IV. Data

1. What data sources were used?

Yes **U.S. Census Bureau**

Yes **American Community Survey (ACS)**

No **Texas State Data Center**

No **Other**

Attach tables or thematic maps detailing race (including Hispanics), language, income, disability, gender, and age data for the affected community study area. Tables and maps may be downloaded from FactFinder and the ACS Summary File. Instructions for navigating Fact Finder and ACS Summary File can be found in the Toolkit. A list of tables to use can be found in the Toolkit. If you prefer to use template tables see the Demographic Table Template in the Toolkit.

2. What is the current DHHS poverty level? $25,750.00

3. Yes **Do any of the census geographies show over a 50% minority population?**

Describe:

A minority population is defined as a group of people and/or community experiencing common conditions of exposure or impacts that consists of persons classified by the U.S. Census Bureau as Black/African-American; Hispanic; Asian or Pacific Islander; American Indian, Eskimo, or Aleut; or other non-white persons. According to the 2010 U.S. Census, there are 303 census blocks within the Loop 88 Segments 1 and 2 project study area, 177 of which are populated. Within the 177 populated census blocks, 40 have a predominantly minority population, which range from 50.66 to 100.00 percent. See Table 1 in Attachment B.

4. No **Do any of the census geographies show a median income below the DHHS poverty level?**

5. Yes **Do any of the census geographies show presence of persons who speak English "less than very well"?**

Describe:

Executive Order (EO) 13166, "Improving Access to Service for Persons with Limited English Proficiency," requires federal agencies to examine the services they provide, identify any need for services to those with "Limited English Proficiency" (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. To determine if specific LEP populations may be affected by the proposed project, census data was collected from the 2013-2017 U.S. Census American Community Survey (ACS) regarding LEP populations, classified here as populations who speak a language other than English and speak English "less than very well."

Within the study area, Spanish-speaking LEP populations consisted of:

- 0.99 percent in Census Tract 103.01, Block Group 1;
- 0.51 percent in Census Tract 103.01, Block Group 2;
- 6.62 percent in Census Tract 104.04, Block Group 3;
- 7.43 percent in Census Tract 104.05, Block Group 2;
- 0.99 percent in Census Tract 104.06, Block Group 1;
- 1.23 percent in Census Tract 104.08, Block Group 1.

Within the study area, Asian and Pacific Island Language-speaking LEP populations consisted of 0.55 percent in Census Tract 104.06, Block Group 1.

There were no LEP populations speaking 'other Indo-European languages' or any 'other languages' identified within the project area (Table 3 Attachment B).

V. Site Visit

1. Yes **Was a site visit conducted?**

If yes, attach documentation, notes, and photographs from the field visit.

2. No **Were there any signs observed in languages other than English?**

Reset Form

3. No **Were there places of worship, businesses, or services that target or serve specific minority groups?**

4. No **Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?**

5. Yes **Were there signs of other vulnerable populations such as children or elderly (presence of day cares, elementary schools or assisted living facilities)?**

Describe:

The Reese Educational Center was observed within the study area. The Reese Educational Center is a non-traditional education campus within Frenship Independent School District. See Photo 6 in Appendix C.

6. Yes **Were there any signs of low-income families or neighborhoods (subsidized housing, homes or cars in need of repair, used goods stores, low-cost health care facilities)?**

Describe:

Homes in need of repair, mobile homes, and piles of debris on some properties were observed along the project corridor. See Photos 8 through 10 in Appendix C.

7. No **Are there signs of other modes of transportation?**

8. No **Is there any additional information about this community that will be helpful?**

9. Yes **Is public involvement planned for this project?**

Results from the Scope Development Tool

1. Yes **Did the Scope Development Tool identify the need for a residential displacements analysis?**

2. No **Did the Scope Development Tool identify the need for a commercial displacements analysis?**

3. No **Did the Scope Development Tool identify the need for an other displacements analysis?**

4. Yes **Did the Scope Development Tool identify the need for an access and travel patterns analysis?**

Select the level of analysis identified on the Scope Development Tool:

- ☐ Medium risk access and travel patterns analysis
- ☒ High risk access and travel patterns analysis

5. Yes **Did the Scope Development Tool identify the need for a community cohesion analysis?**

Select the level of analysis identified on the Scope Development Tool:

- ☐ Medium risk community cohesion analysis
- ☒ High risk community cohesion analysis

Residential Displacements

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

Reset Form

1. **How many residences will be displaced or impacted in a manner that would prevent them from being occupied (loss of parking or access)?**

Twelve residential properties would be displaced by the proposed project. See Figures 4.1 and 4.2 in Appendix A.

2. **What type of residences will be displaced (single family homes, apartment, duplexes, etc.)?**

All 12 potentially displaced homes are classified as single family homes. See Photos 11 and 12 in Appendix C for examples of residences along the proposed Loop 88 corridor.

3. Yes **Is there comparable replacement housing available?**

Explain:

Single family homes are located near the northern and southern limits with some scattered homes along the project corridor, as well as undeveloped land for sale. A search on the Lubbock Central Appraisal District (CAD) website (http://lubbockcad.org/) revealed the potentially displaced residences were valued between $171,332 and $644,637 for taxing purposes in the tax year 2019. Real estate site Zillow.com, accessed on August 5, 2019, revealed there were approximately 66 houses for sale within the $116,089 and $539,500 price range within or directly adjacent to the study area. If displaced residents consider houses within 10 miles of their house, over 1,000 houses are available for sale, but may be located within a more urban setting as opposed to the rural setting most of the displaced houses are located in.

4. No **Would displacements impact community cohesion?**

Explain:

Housing within the study area consists mostly of scattered single residential properties and scattered clusters of residential properties. Residents living in the potentially displaced properties outlined above are expected to be able to relocate within the community. The proposed project would not bisect any distinct neighborhoods or communities. Therefore, it is anticipated that these displacements and the proposed improvements would not impact community cohesion.

NOTE: *The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.*

Conclusion: Based on the information above, how will displacements associated with the proposed project impact the community?

The proposed project would result in 12 residential displacements. According to the Lubbock CAD website and Zillow.com, accessed on May 14, 2019, there were 22 comparable replacement properties within or directly adjacent to the study area. he proposed project would not bisect any distinct neighborhoods or communities.

ACCESS AND TRAVEL PATTERNS

1. **How do people currently access adjacent parcels (car, walking, cycling, mass transit)?**

People currently access adjacent parcels by cars. There are no sidewalks, bike lanes, or mass transit currently within the study area.

Reset Form

2. Describe the permanent changes to access and/or travel patterns.

The proposed project would be constructed partially on new location and also on existing facilities. The existing facilities, CR 2641 and CR 1300, do not have a divided median, which currently allows drivers access to adjacent properties along both sides of the roads. The proposed project would upgrade the existing facilities to a controlled access highway system with one-way frontage roads. Adjacent properties along the proposed project would still be accessible by the frontage roads; therefore, existing access to all adjacent properties throughout the project area would be maintained.

It is anticipated that there would be changes in travel patterns. Currently, the county roads in and around the project area generally follow a grid pattern, allowing for numerous north/south and east/west routes in the study area that drivers can use to access properties. Grade separations are proposed at the following intersections: CR 1600, Farm-to-Market (FM) 179, CR 6400, CR 2255, Lubbock Western Railway (LWR) Railroad, CR 6900, and CR 7100. Other east/west roadways that intersect the proposed project would end at Loop 88 and would no longer provide through access. However, these roadways would have access to the frontage roads, which drivers could use to make a U-turn at the next intersection to continue on the cross road. The grade-separated intersections are spaced between 1 to 4 miles apart. For example, under the proposed design, a driver going south along CR 1540 would have to travel westbound along the Loop 88 frontage road to the grade separation at FM 179, make a U-turn, and then travel eastbound to get back to CR 1540, a detour of approximately 3.2 miles.

3. What neighborhoods and businesses will be affected by these changes?

The land use adjacent to the proposed corridor is primarily agricultural with scattered residential and commercial developments. There are small clusters of neighborhoods along the project corridor, mostly along the northern and central sections. There are various businesses located along the corridor, such as auto shops, building material suppliers, retail, restaurants, a gun club, educational facilities, industrial manufacturers, a farmers market, and others. See Figures 4.1 through 4.2 for businesses along the project corridor. The proposed project would traverse a grouping of houses northeast of the CR 1300 and CR 6520 intersection; no residential properties would be displaced. This grouping of houses is not connected by side streets, and there were no signs indicating these houses were part of a distinct neighborhood. No neighborhoods would be separated and no businesses would be displaced by the proposed project. The proposed project could increase access to some businesses located closer to the project corridor, such as Ricky's Auto Repair, Cruz's Bicycle & Lawnmower Repair, and Texas Car Place, Inc. Access to adjacent parcels would be maintained by the proposed frontage roads. The proposed project would improve north/south access throughout the project area by providing a more direct north/south route.

4. Yes **Are any community facilities affected?**

Are any of them "essential services" such as clinics, schools, or emergency responders?

Residents living west of the proposed project alignment wanting to travel to Willow Bend Elementary School would be able to utilize Loop 88 to travel north and turn right onto SH 114 or CR 2255 to access Willow Bend Elementary School, which could reduce their commute times due to improved north/south mobility. The West Carlisle Volunteer Fire Department would be able to access the west side of Loop 88 via CR 2255, or by utilizing Loop 88 to travel north or south and then exiting to access cross roads. Essential services would not be displaced. Although community features may have minor affects, due to the close proximity of the community facilities to intersections with through access, it is not anticipated the proposed project would adversely affect community facilities.

5. How will emergency response times be affected?

Temporary detours and changes in access could occur during construction; however, access to all adjacent properties would be maintained throughout construction of the project. Emergency responders may be required to travel farther to access an intersection east/west with through access across Loop 88; however, the proposed improvements are anticipated to enhance mobility, operational efficiency, and provide more direct north/south access throughout the project area, allowing for improved north/south travel times for emergency responders. The proposed project is not

anticipated to substantially affect travel times for emergency responders. TxDOT will coordinate with emergency responders throughout construction of the proposed project.

6. For mass transit, walking, cycling impacts, which mode(s) will be permanently impacted?

There are currently no mass transit, sidewalks, or bike lanes provided along the existing roadways. The proposed project does not include improvements to mass transit routes or stops; however, the proposed project would provide pedestrian and bicycle facilities throughout the project area by constructing new 11- to 17-foot-wide sidewalks and providing an 8-foot-wide outside shoulder along the frontage roads that could be used as a bike lane. Therefore, the proposed project would improve walking and cycling activities throughout the project area. North/south access would also be improved for pedestrians and cyclists.

7. How far will the user of this/these modes have to travel to find a comparable route/service? How much time will be added to their trips?

There are no existing shared use lanes or sidewalks within the project area, and there are no mass transit routes currently servicing the area. The proposed project design includes the addition of sidewalks along the frontage roads, as well as an 8-foot-wide outside shoulder that could be utilized as a bike lane. The addition of sidewalks and space for bicycles would enhance access for these modes of transportation within the study area.

8. No **Are any design elements proposed to mitigate adverse impacts to these modes?**

9. What businesses are located along the existing corridor?

An auto shop, a gun club, a bicycle and lawnmower repair shop, and a used car dealership are located directly adjacent to the proposed project alignment. See Figures 4.1 and 4.2 for businesses located within the study area.

10. Of these, how many are primarily dependent on passing traffic for business?

None of these businesses along the proposed project alignment are dependent on passing traffic for business.

11. Yes **Are frontage roads proposed as part of the project or is the project a limited access facility?**

Describe:

One-way frontage roads are proposed with limited access mainlanes. Grade separations would provide opportunities to turn around and access the other side of the roadway.

12. Yes **Is the land adjacent to the bypass available for development?**

Describe:

Most of the land adjacent to the proposed project alignment is used for agricultural purposes and could be re-purposed for residential or commercial uses.

13. No **Is any mitigation or design element, such as signage, proposed for impacts to existing traffic dependent businesses?**

Reset Form

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Conclusion: Based on the information above, how will the proposed project impact access and travel patterns for the community?

The proposed project is anticipated to result in changes to vehicular access and travel patterns within the adjacent communities. The proposed project would provide a controlled access highway with one-way frontage roads and would result in the loss of east/west through access at some intersections; however, access would be provided by way of frontage roads and U-turns at specified intersections with grade separations. These detours would result in increased travel times; however, the proposed project is anticipated to improve overall mobility and north/south access throughout the study area. The project would also include the construction of sidewalks and 8-foot-wide shoulders along the frontage roads, which would improve pedestrian and bicyclist mobility. Access to adjacent properties would be maintained throughout the duration of the proposed project.

Community Cohesion

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. **If there is an existing roadway or other separation, how will the proposed project change that separation?**

Portions of the proposed project follow the existing CR 2641 and CR 1300, with the other portions occurring on new location. The project would upgrade the existing facilities to a controlled access freeway with one-way frontage roads. This would change the type of facility and degree of separation between existing facilities in the study area. The project would also eliminate east/west through access at certain intersections along the proposed Loop 88 alignment, which would require drivers to travel farther to continue on the intersecting road. Therefore, the improvements would increase east/west travel times.

2. **How would the proposed project change the way that people within the community access other parts of the community and participate in local activities?**

Access would be maintained to adjacent properties throughout the study area and the community at large. The proposed project would eliminate east/west through access at some intersections, which would require drivers to travel farther to continue on the intersecting road. Intersections with grade separations are spaced between 1 to 4 miles apart. This could result in increased travel times for drivers traveling west of CR 1300 to schools east of CR 1300. However, east/west through access would be provided at the Loop 88/SH 114 and the Loop 88/CR 2255 intersections where many of the community features are located. The proposed project would improve north/south travel times throughout the project area. See Figures 4.1 and 4.2.

3. **How will the proposed project change the way that people use local services and facilities change?**

The proposed project would result in changes in travel patterns and additional commute distances. However, the community would be able to continue to use local services and facilities within the study area since access to adjacent properties would be maintained. North/south access would be improved throughout the project area.

4. **Describe how people in the community will be separated or isolated.**

The proposed project would traverse a grouping of houses northeast of the CR 1300 and CR 6520 intersection; no residential properties would be displaced. This grouping of houses is not connected by side streets, and there were no signs indicating these houses were part of a distinct neighborhood. The grouping is located within a census block with a predominantly minority population, according to the 2010 U.S. Census. No neighborhoods would be separated and no businesses would be displaced.

Reset Form

5. How will the separated portions of the community access one another after completion of the proposed project? Consider all modes of transportation.

The separated portions of the community (specified in question 4) would be able to access the other side of the neighborhood via the one-way frontage roads. Drivers west of Loop 88 could access the southbound frontage road and turn around at the Loop 88/SH 114 intersection to access the east side of Loop 88, while drivers on the east side of Loop 88 could could access the northbound frontage road and turn around at the Loop 88/CR 6400 intersection to access the west side of Loop 88. This would result in increased travel time and an increased travel distance of approximately 1.6 to 2.8 miles. No neighborhoods would be separated and no businesses would be displaced. Drivers would still be able to access other portions of the community by traveling to intersections with through access, spaced between 1 to 4 miles apart. This could also result in increased travel times and travel distances to access community features.

6. How will the affected people in the community access services like grocery stores, schools, parks, neighborhood amenities, places of employment, etc.? Consider all modes of transportation.

Access would be maintained to adjacent properties throughout the study area and the community at large. The proposed project would eliminate east/west through access at certain intersections along the proposed Loop 88 alignment, which would require drivers to travel farther to continue on the intersecting road. Intersections with grade separations are spaced between 1 to 4 miles apart. This could result in increased east/west travel times for drivers traveling west of CR 1300 to schools east of CR 1300. East/west through access would be provided at the Loop 88/SH 114 and Loop 88/CR 2255 intersections where many of the community features are located. However, the proposed project would improve north/south access to services throughout the project area. See Figures 4.1 and 4.2.

7. How is the proposed access different from the existing access? Consider all modes of transportation.

The proposed construction of one-way frontage roads would change access, requiring users to travel east or westbound along the portion of the project along CR 2641, or north or southbound along the rest of the project to the nearest grade separation to access the roadway on the other side. The construction of sidewalks and space for cyclists on the frontage roads would improve access for these modes of travel along the proposed corridor. There are currently no bus routes within the project area since most of the project area is in a rural setting. However, the proposed project could allow for improved infrastructure and access if bus routes were considered in the future for the project area.

8. No **Is there any mitigation or design element proposed to lessen the effects of this separation or isolation?**

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Conclusion: Based on the information above, how will the proposed project impact community cohesion?

Portions of the proposed project follow the existing CR 2641 and CR 1300, with the other portions occurring on new location. Access would be maintained to adjacent properties throughout the study area and the community at large. However, the proposed project would eliminate through movements at certain intersections along the proposed Loop 88 alignment, which would require drivers to travel farther to intersections with grade separations in order to make a U-turn to continue on the intersecting road. This could result in increased east/west travel times. However, north/south access would be improved throughout the project area. The proposed project would traverse a grouping of houses northeast of the CR 1300 and CR 6520 intersection, which is located within a census block with a predominantly minority population. This grouping of houses is not connected by side streets, and there were no signs indicating these houses were part of a distinct neighborhood. Since residential displacements would occur in census blocks with predominantly non-minority populations, potential impacts to minority populations are not anticipated to be disproportionately high or adverse. Potential residential displacements could result in community members moving to existing housing some distance away from their present location or potentially relocating to nearby parcels. No neighborhoods would be separated and no businesses would be displaced.

Reset Form

ENVIRONMENTAL JUSTICE

1. Yes **Will there be displacements?**

How many are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

According to the 2010 U.S. Census, there are no low-income populations within the study area. However, out of the 177 inhabited census blocks within the project study area, there were 40 blocks with a predominantly minority population (See Figures 3.1 and 3.2). Within these 40 census blocks, there would be four residential displacements. There would be a total of 12 residential displacements within the study area. Although the project area does contain environmental justice (EJ) populations, impacts to these 40 census blocks are not expected to be disproportionately high or adverse due to the fact that displacements would occur in other areas within the study area where there are predominantly non-minority populations. The proposed project is expected to benefit the entire community, including EJ populations.

2. Yes **Will there be access and travel pattern impacts?**

What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

East/west through access would be eliminated at various intersections along the proposed project alignment, requiring drivers to travel farther. These intersections would occur in areas with both predominantly minority populations and areas with predominantly non-minority populations. Also, the proposed project would traverse a grouping of houses northeast of the CR 1300 and CR 6520 intersection; no residential properties would be displaced. This grouping of houses is within a census block with a predominantly minority population, according to the 2010 U.S. Census. Since residential displacements would occur in census blocks with predominantly non-minority populations, potential impacts to minority populations are not anticipated to be disproportionately high or adverse. No neighborhoods would be separated and no businesses would be displaced.

3. Yes **Will there be community cohesion impacts?**

What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

Potential impacts, including change of access and increased travel times, are expected throughout the project area. The proposed project would traverse a grouping of houses northeast of the CR 1300 and CR 6520 intersection; no residential properties would be displaced. This grouping of houses is within a census block with a predominantly minority population, according to the 2010 U.S. Census. Since residential displacements would occur in census blocks with predominantly non-minority populations, potential impacts to minority populations are not anticipated to be disproportionately high or adverse.

4. No **Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?**

5. No **Has the community experienced substantial impacts from past transportations projects such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community?**

6. No **Has the community experienced substantial impacts from any other major projects such as utilities, industry, etc?**

7. No **Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations?**

Reset Form

8. No **If there are any impacts to minority or low-income populations would these impacts still be considered disproportionately high and adverse after mitigation has been applied?**

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Conclusion: Based on the information above and information in the community profile, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?

Residential displacements would occur in areas with both predominantly minority populations and predominantly non-minority populations; therefore, displacements would not result in disproportionately high or adverse impacts to EJ populations. East/west through access would be eliminated at various intersections along the proposed project alignment and could result in increased travel times for all populations within the study area. However, the proposed project would improve north/south mobility throughout the project area. The proposed project would traverse a grouping of houses northeast of the CR 1300 and CR 6520 intersection; no residential properties would be displaced. This grouping of houses is within a census block with a predominantly minority population, according to the 2010 U.S. Census. Since residential displacements would occur in census blocks with predominantly non-minority populations, potential impacts to minority populations are not anticipated to be disproportionately high or adverse.

Limited English Proficiency

1. Yes **Were there LEP persons identified in the project area?**

What languages do they speak?

Within the study area, Spanish-speaking LEP populations consisted of:

- 0.99 percent in Census Tract 103.01, Block Group 1;
- 0.51 percent in Census Tract 103.01, Block Group 2;
- 6.62 percent in Census Tract 104.04, Block Group 3;
- 7.43 percent in Census Tract 104.05, Block Group 2;
- 0.99 percent in Census Tract 104.06, Block Group 1;
- 1.23 percent in Census Tract 104.08, Block Group 1.

Within the study area, Asian and Pacific Island Language-speaking LEP populations consisted of 0.55 percent in Census Tract 104.06, Block Group 1.

There were no LEP populations speaking 'other Indo-European languages' or any 'other languages' identified within the project area (Table 3 Attachment B).

2. **What public involvement techniques were used or is planned to be used?**

Please note in the response whether public involvement notices are available to view under the Public Involvement or Community Impacts section of ECOS.

Two public meetings have been held to date, on February 20, 2018, and July 24, 2018. A public hearing is planned. TxDOT will comply with EO 13166 by offering to meet the needs of persons requiring special communication or accommodations in all future public involvement activities and notices. Public involvement/outreach will be conducted in a manner such that all interested parties will be given an opportunity to provide both verbal and written comments concerning the proposed project. This may include but is not limited to: letters sent to adjacent property owners to notify them of the public hearing and notice of the public hearing in newspapers, comment

forms, and language interpretation at the hearing (if requested). Therefore, the requirements of EO 13166 will be met.

3. No **Was assistance in a language other than English requested or is it anticipated to be requested?**

4. How were LEP persons accommodated during the public involvement process?

Please note in the response if copies of public involvement materials are available to view under the Public Involvement or Community Impacts section of ECOS.

As described in the response to Question 2, LEP persons have been and would be accommodated throughout the public involvement process using a variety of techniques and in accordance with the requirements of EO 13166.

5. Yes **Is any more public involvement planned?**

Yes **Will LEP persons continue to be accommodated?**

NOTE: *The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.*

Conclusion: Based on the information above and public involvement documentation, were LEP persons given the opportunity for meaningful involvement in the NEPA process?

Public involvement/outreach has been and will be conducted in a manner such that all interested parties will be given an opportunity to provide both verbal and written comments concerning the proposed project. TxDOT has and will comply with EO 13166 by offering to meet the needs of persons requiring special communication or accommodations in all future public involvement activities and notices. Therefore, the requirements of EO 13166 will be and have been met.

Prepared By:

Rachel Sprunger
Preparer Name

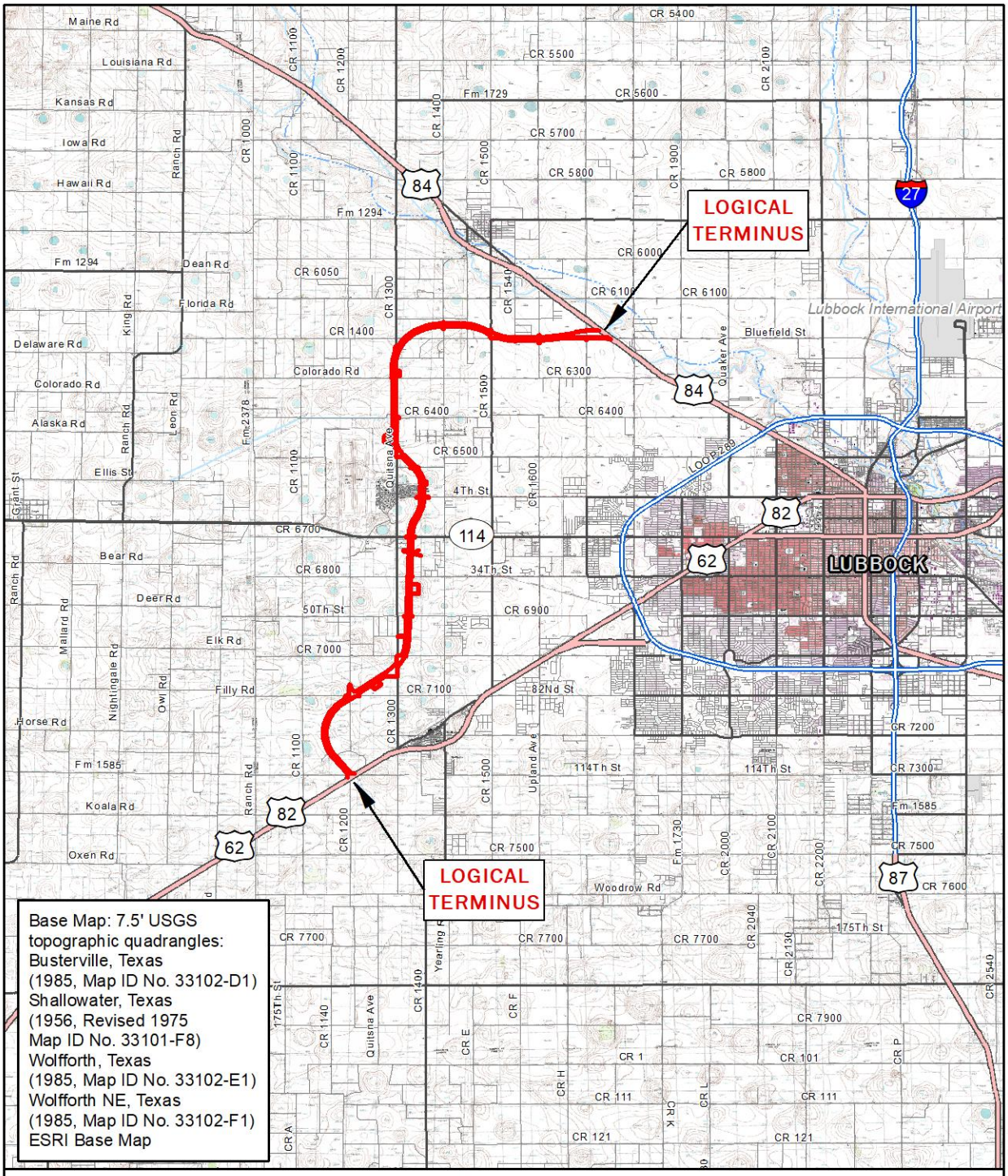
Environmental Specialist
Title

Rachel M. Sprunger
Preparer Signature

10/10/2019
Date

Attachment A

Figures



Project Location

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Figure 2
Project Location on Topographic Base
Loop 88 Segments 1 and 2
US 84 to US 62/82
Lubbock County, Texas
CSJ: 1502-02-002

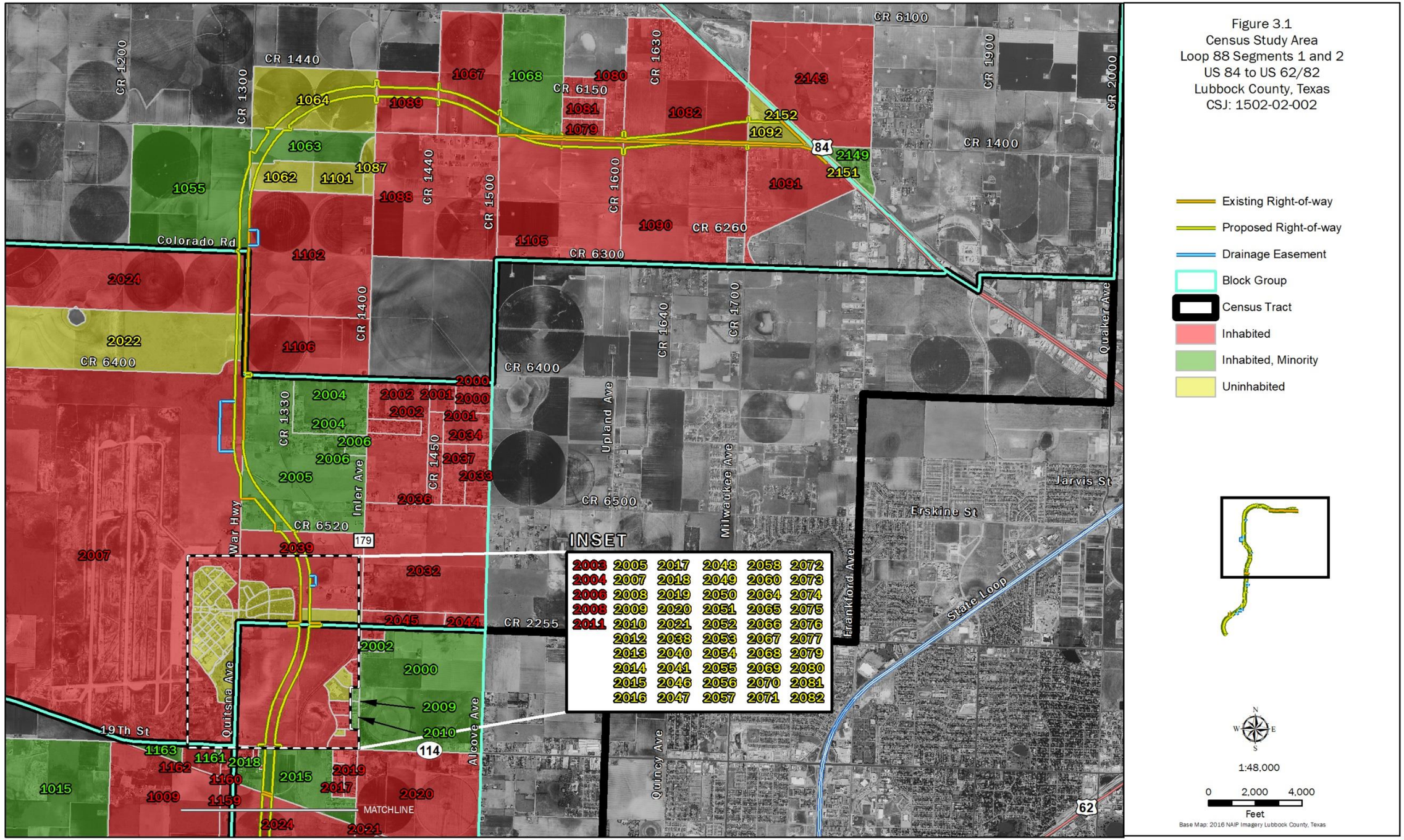


Figure 3.1
Census Study Area
Loop 88 Segments 1 and 2
US 84 to US 62/82
Lubbock County, Texas
CSJ: 1502-02-002
Existing Right-of-way
Proposed Right-of-way
Drainage Easement
Block Group
Census Tract
Inhabited
Inhabited, Minority
Uninhabited
1:48,000
0 2,000 4,000
Feet
Base Map: 2016 NAIP Imagery Lubbock County, Texas
INSET
2003 2005 2017 2048 2058 2072
2004 2007 2018 2049 2060 2073
2006 2008 2019 2050 2064 2074
2008 2009 2020 2051 2065 2075
2011 2010 2021 2052 2066 2076
2012 2038 2053 2067 2077
2013 2040 2054 2068 2079
2014 2041 2055 2069 2080
2015 2046 2056 2070 2081
2016 2047 2057 2071 2082
MATCHLINE
CR 1200
CR 1300
CR 1440
CR 6150
CR 1630
CR 6100
CR 1900
CR 2000
CR 1400
CR 1600
CR 1500
CR 6260
CR 6300
Colorado Rd
CR 6400
CR 1330
CR 1450
CR 1640
CR 1700
Upland Ave
Milwaukee Ave
Quaker Ave
Jarvis St
Erskine St
Frankford Ave
State Loop
CR 6500
CR 6520
War Hwy
Inler Ave
CR 2255
Quitsna Ave
19Th St
Alcove Ave
Quincy Ave
84
179
114
62

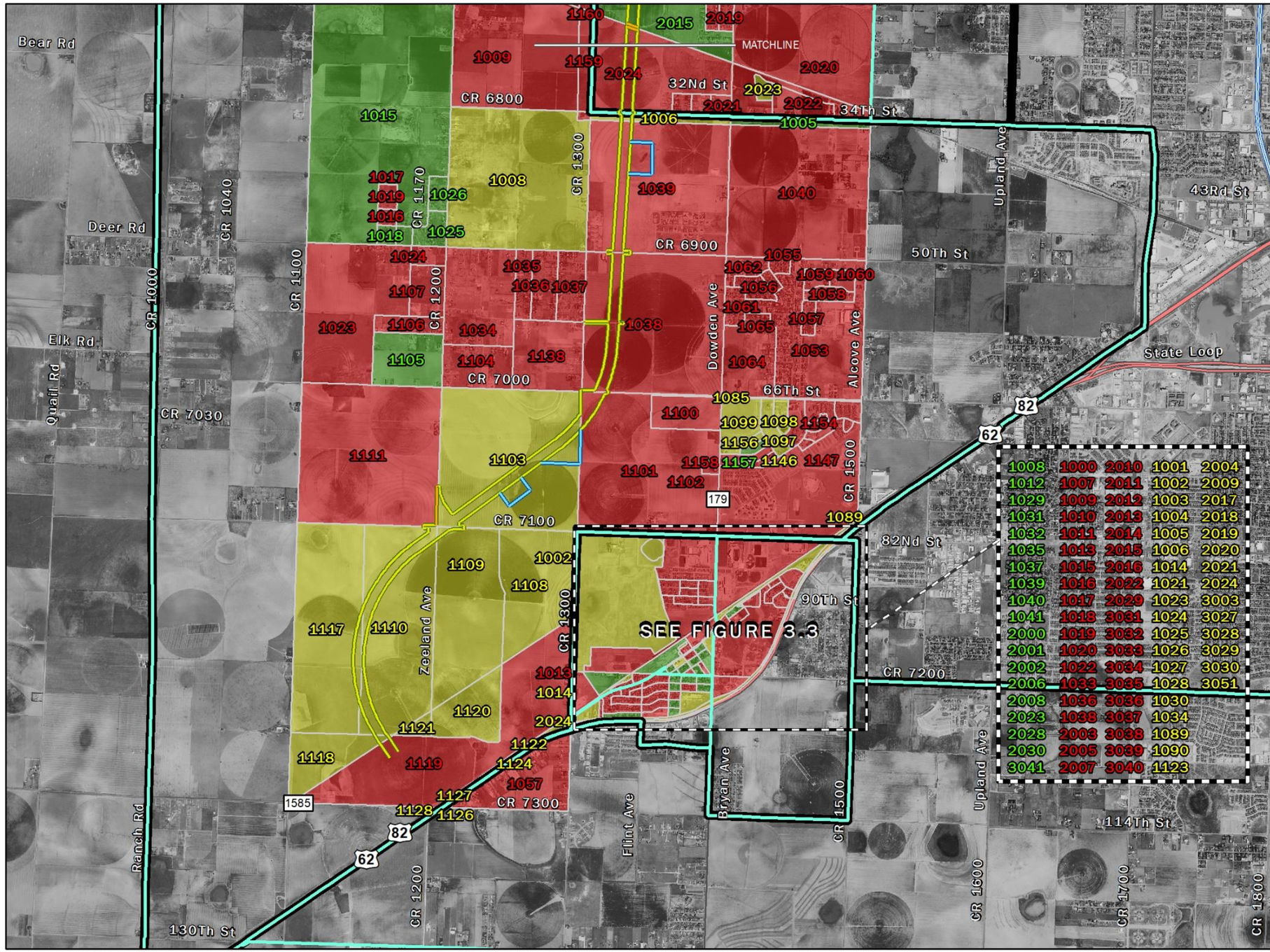
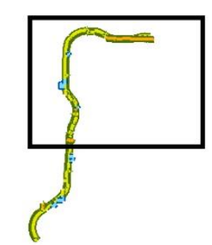


Figure 3.2
Census Study Area
Loop 88 Segments 1 and 2
US 84 to US 62/82
Lubbock County, Texas
CSJ: 1502-02-002

Existing Right-of-way
Proposed Right-of-way
Drainage Easement
Block Group
Census Tract
Inhabited
Inhabited, Minority
Uninhabited
Inset



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Feet

Base Map: 2016 NAIP Imagery Lubbock County, Texas

Figure 3.3
Census Study Area
Loop 88 Segments 1 and 2
US 84 to US 62/82
Lubbock County, Texas
CSJ: 1502-02-002

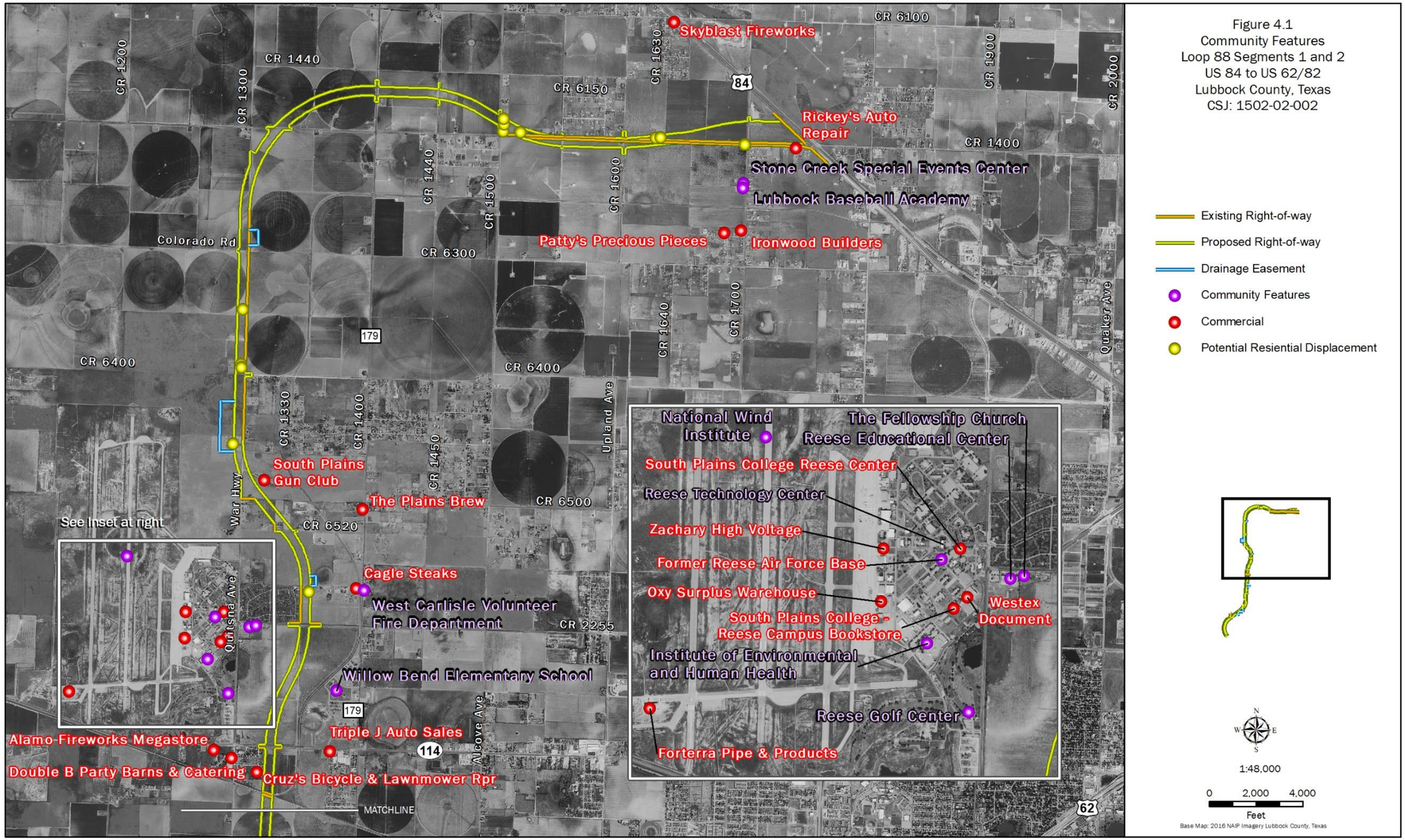


Figure 4.1
Community Features
Loop 88 Segments 1 and 2
US 84 to US 62/82
Lubbock County, Texas
CSJ: 1502-02-002

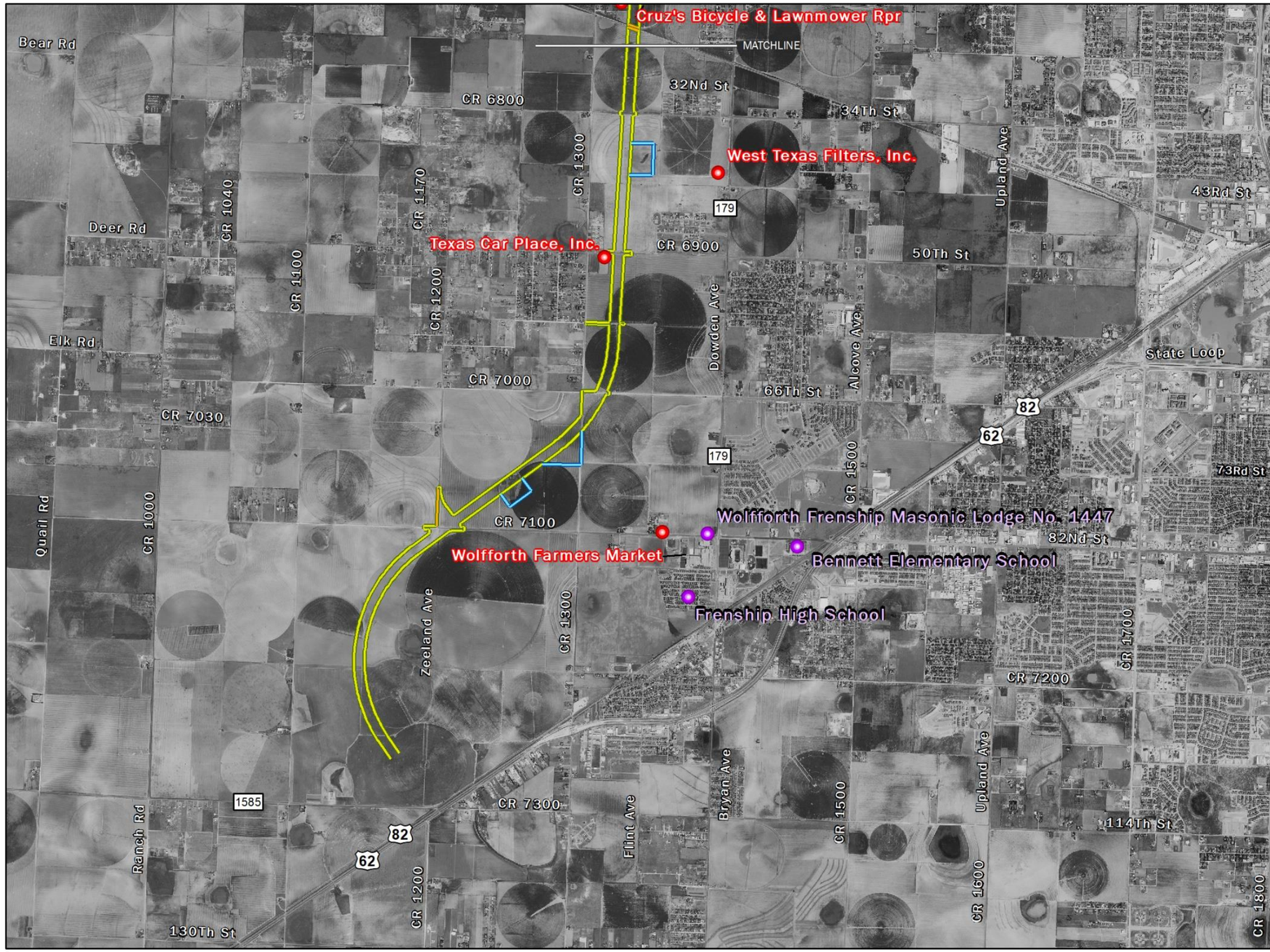
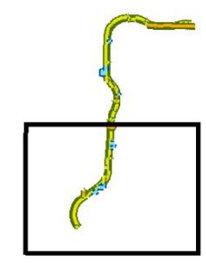


Figure 4.2
Community Features
Loop 88 Segments 1 and 2
US 84 to US 62/82
Lubbock County, Texas
CSJ: 1502-02-002

Existing Right-of-way
Proposed Right-of-way
Drainage Easement
Community Features
Commercial
Potential Resiential Displacement



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Feet

Base Map: 2016 NAIP Imagery Lubbock County, Texas

Attachment B

Census Data Tables

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		Not Hispanic or Latino													
							White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Texas	25,145,561	54.67%	9,460,921	37.62%	15,684,640	62.38%	11,397,345	45.33%	2,886,825	11.48%	80,586	0.32%	948,426	3.77%	17,920	0.07%	33,980	0.14%	319,558	1.27%
Lubbock County	278,831	42.68%	88,924	31.89%	189,907	68.11%	159,815	57.32%	19,957	7.16%	1,026	0.37%	5,650	2.03%	161	0.06%	284	0.10%	3,014	1.08%
Census Tract 103.01	3,499	30.01%	985	28.15%	2,514	71.85%	2,449	69.99%	21	0.60%	11	0.31%	5	0.14%	2	0.06%	2	0.06%	24	0.69%
Block Group 1	1,691	31.28%	489	28.92%	1,202	71.08%	1,162	68.72%	12	0.71%	8	0.47%	2	0.12%	0	n/a	0	n/a	18	1.06%
Block 1055	**3**	**66.67%**	**2**	**66.67%**	**1**	**33.33%**	**1**	**33.33%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1062	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1063	**3**	**100.00%**	**3**	**100.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1064	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1067	3	33.33%	1	33.33%	2	66.67%	2	66.67%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1068	**9**	**66.67%**	**4**	**44.44%**	**5**	**55.56%**	**3**	**33.33%**	**2**	**22.22%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1079	37	18.92%	7	18.92%	30	81.08%	30	81.08%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1080	59	10.17%	5	8.47%	54	91.53%	53	89.83%	0	n/a	0	n/a	1	n/a	0	n/a	0	n/a	0	n/a
Block 1081	32	15.63%	2	6.25%	30	93.75%	27	84.38%	0	n/a	3	9.38%	0	n/a	0	n/a	0	n/a	0	n/a
Block 1082	299	36.12%	100	33.44%	199	66.56%	191	63.88%	5	1.67%	3	1.00%	0	n/a	0	n/a	0	n/a	0	n/a
Block 1087	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1088	33	27.27%	9	27.27%	24	72.73%	24	72.73%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1089	3	0.00%	0	n/a	3	100.00%	3	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1090	94	28.72%	27	28.72%	67	71.28%	67	71.28%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1091	113	24.78%	26	23.01%	87	76.99%	85	75.22%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	2	1.77%
Block 1092	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1093	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1094	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1101	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1102	6	0.00%	0	n/a	6	100.00%	6	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1105	12	33.33%	4	33.33%	8	66.67%	8	66.67%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1106	2	50.00%	1	50.00%	1	50.00%	1	50.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block Group 2	1,808	28.82%	496	27.43%	1,312	72.57%	1,287	71.18%	9	0.50%	3	0.17%	3	0.17%	2	0.11%	2	0.11%	6	0.33%
Block 2143	33	n/a	0	n/a	33	100.00%	33	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2149	**98**	**67.35%**	**61**	**62.24%**	**37**	**37.76%**	**32**	**32.65%**	**3**	**3.06%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**2**	**2.04%**
Block 2151	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2152	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Census Tract 104.02	2,065	48.91%	808	39.13%	1,257	60.87%	1,055	51.09%	151	7.31%	7	0.34%	7	0.34%	0	0.00%	4	0.19%	33	1.60%
Block Group 2	1,025	37.37%	315	30.73%	710	69.27%	642	62.63%	41	4.00%	3	0.29%	5	0.49%	0	n/a	4	0.39%	15	1.46%
Block 2000	**36**	**58.33%**	**19**	**52.78%**	**17**	**47.22%**	**15**	**41.67%**	**1**	**2.78%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**1**	**2.78%**
Block 2001	10	10.00%	1	10.00%	9	90.00%	9	90.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2002	**36**	**88.89%**	**32**	**88.89%**	**4**	**11.11%**	**4**	**11.11%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2003	4	0.00%	0	n/a	4	100.00%	4	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2004	10	40.00%	4	40.00%	6	60.00%	6	60.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2005	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		Not Hispanic or Latino													
							White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Block 2006	80	40.00%	16	20.00%	64	80.00%	48	60.00%	15	18.75%	0	n/a	0	n/a	0	n/a	0	n/a	1	1.25%
Block 2007	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2008	131	46.56%	41	31.30%	90	68.70%	70	53.44%	7	5.34%	1	0.76%	2	1.53%	0	n/a	4	3.05%	6	4.58%
Block 2009	**15**	**60.00%**	**9**	**60.00%**	**6**	**40.00%**	**6**	**40.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2010	**7**	**57.14%**	**4**	**57.14%**	**3**	**42.86%**	**3**	**42.86%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2011	3	0.00%	0	n/a	3	100.00%	3	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2012	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2013	74	31.08%	17	22.97%	57	77.03%	51	68.92%	0	n/a	2	2.70%	3	4.05%	0	n/a	0	n/a	1	1.35%
Block 2014	25	36.00%	9	36.00%	16	64.00%	16	64.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2015	**227**	**50.66%**	**106**	**46.70%**	**121**	**53.30%**	**112**	**49.34%**	**5**	**2.20%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**4**	**1.76%**
Block 2016	2	0.00%	0	0.00%	2	100.00%	2	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2017	45	28.89%	5	11.11%	40	88.89%	32	71.11%	8	17.78%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2018	**13**	**92.31%**	**12**	**92.31%**	**1**	**7.69%**	**1**	**7.69%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2019	57	15.79%	9	15.79%	48	84.21%	48	84.21%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2020	15	20.00%	3	20.00%	12	80.00%	12	80.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2021	78	16.67%	11	14.10%	67	85.90%	65	83.33%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	2	2.56%
Block 2022	55	5.45%	3	5.45%	52	94.55%	52	94.55%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2023	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2024	22	40.91%	4	18.18%	18	81.82%	13	59.09%	5	22.73%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2025	32	25.00%	8	25.00%	24	75.00%	24	75.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2026	33	6.06%	2	6.06%	31	93.94%	31	93.94%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2027	15	0.00%	0	n/a	15	100.00%	15	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Census Tract 104.04	3,095	31.21%	854	27.59%	2,241	72.41%	2,129	68.79%	61	1.97%	9	0.29%	13	0.42%	1	0.03%	2	0.06%	26	0.84%
Block Group 1	827	28.30%	230	27.81%	597	72.19%	593	71.70%	1	0.12%	1	0.12%	0	n/a	0	n/a	0	n/a	2	0.24%
Block 1000	75	5.33%	4	5.33%	71	94.67%	71	94.67%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1001	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1002	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1003	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1004	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1005	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1006	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1007	96	9.38%	9	9.38%	87	90.63%	87	90.63%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1008	**5**	**100.00%**	**5**	**100.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1009	122	11.48%	14	11.48%	108	88.52%	108	88.52%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1010	43	9.30%	3	6.98%	40	93.02%	39	90.70%	1	2.33%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1011	52	19.23%	9	17.31%	43	82.69%	42	80.77%	0	n/a	1	1.92%	0	n/a	0	n/a	0	n/a	0	n/a
Block 1012	**37**	**94.59%**	**35**	**94.59%**	**2**	**5.41%**	**2**	**5.41%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1013	3	0.00%	0	n/a	3	100.00%	3	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1014	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1015	31	3.23%	1	3.23%	30	96.77%	30	96.77%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1016	82	14.63%	10	12.20%	72	87.80%	70	85.37%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	2	2.44%

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		Not Hispanic or Latino													
							White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Block 1017	60	18.33%	11	18.33%	49	81.67%	49	81.67%	8	13.33%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1018	19	36.84%	7	36.84%	12	63.16%	12	63.16%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1019	15	46.67%	7	46.67%	8	53.33%	8	53.33%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1020	5	0.00%	0	n/a	5	100.00%	5	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1021	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1022	14	28.57%	4	28.57%	10	71.43%	10	71.43%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1023	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1024	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1025	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1026	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1027	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1028	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1029	**23**	**86.96%**	**20**	**86.96%**	**3**	**13.04%**	**3**	**13.04%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1030	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1031	**31**	**70.97%**	**22**	**70.97%**	**9**	**29.03%**	**9**	**29.03%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1032	**13**	**69.23%**	**9**	**69.23%**	**4**	**30.77%**	**4**	**30.77%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1033	6	33.33%	2	33.33%	4	66.67%	4	66.67%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1034	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1035	**22**	**54.55%**	**12**	**54.55%**	**10**	**45.45%**	**10**	**45.45%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1036	1	0.00%	0	n/a	1	100.00%	1	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1037	**28**	**64.29%**	**18**	**64.29%**	**10**	**35.71%**	**10**	**35.71%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1038	14	0.00%	0	n/a	14	100.00%	14	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1039	**19**	**100.00%**	**19**	**100.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1040	**6**	**66.67%**	**4**	**66.67%**	**2**	**33.33%**	**2**	**33.33%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1041	**5**	**100.00%**	**5**	**100.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block Group 2	986	36.31%	320	32.45%	666	67.55%	628	63.69%	24	2.43%	4	0.41%	5	0.51%	0	n/a	0	n/a	5	0.51%
Block 2000	**39**	**58.97%**	**23**	**58.97%**	**16**	**41.03%**	**16**	**41.03%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2001	**32**	**56.25%**	**18**	**56.25%**	**14**	**43.75%**	**14**	**43.75%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2002	**38**	**68.42%**	**24**	**63.16%**	**14**	**36.84%**	**12**	**31.58%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**2**	**5.26%**
Block 2003	43	30.23%	6	13.95%	37	86.05%	30	69.77%	7	16.28%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2004	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2005	74	36.49%	27	36.49%	47	63.51%	47	63.51%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2006	**30**	**60.00%**	**17**	**56.67%**	**13**	**43.33%**	**12**	**40.00%**	**0**	**n/a**	**0**	**n/a**	**1**	**3.33%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2007	35	34.29%	12	34.29%	23	65.71%	23	65.71%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2008	**31**	**70.97%**	**22**	**70.97%**	**9**	**29.03%**	**9**	**29.03%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2009	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2010	19	42.11%	8	42.11%	11	57.89%	11	57.89%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2011	54	18.52%	10	18.52%	44	81.48%	44	81.48%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2012	61	8.20%	4	6.56%	57	93.44%	56	91.80%	0	n/a	1	1.64%	0	n/a	0	n/a	0	n/a	0	n/a
Block 2013	170	21.18%	24	14.12%	146	85.88%	134	78.82%	9	5.29%	0	n/a	0	n/a	0	n/a	0	n/a	3	1.76%
Block 2014	23	17.39%	2	8.70%	21	91.30%	19	82.61%	0	n/a	2	8.70%	0	n/a	0	n/a	0	n/a	0	n/a
Block 2015	20	25.00%	5	25.00%	15	75.00%	15	75.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		Not Hispanic or Latino													
							White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Block 2016	22	36.36%	8	36.36%	14	63.64%	14	63.64%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2017	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2018	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2019	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2020	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2021	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2022	11	27.27%	3	27.27%	8	72.73%	8	72.73%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2023	**22**	**81.82%**	**15**	**68.18%**	**7**	**31.82%**	**4**	**18.18%**	**3**	**13.64%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2024	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2028	**41**	**63.41%**	**22**	**53.66%**	**19**	**46.34%**	**15**	**36.59%**	**1**	**2.44%**	**0**	**n/a**	**3**	**7.32%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2029	65	13.85%	9	13.85%	56	86.15%	56	86.15%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2030	**69**	**53.62%**	**33**	**47.83%**	**36**	**52.17%**	**32**	**46.38%**	**3**	**4.35%**	**0**	**n/a**	**1**	**1.45%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block Group 3	1,282	29.17%	304	23.71%	978	76.29%	908	70.83%	36	2.81%	4	0.31%	8	0.62%	1	0.08%	2	0.16%	19	1.48%
Block 3003	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3027	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3028	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3029	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3030	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3031	30	13.33%	4	13.33%	26	86.67%	26	86.67%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3032	12	25.00%	3	25.00%	9	75.00%	9	75.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3033	1	0.00%	0	n/a	1	100.00%	1	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3034	52	26.92%	9	17.31%	43	82.69%	38	73.08%	0	n/a	0	n/a	1	1.92%	0	n/a	0	n/a	4	7.69%
Block 3035	46	10.87%	5	10.87%	41	89.13%	41	89.13%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3036	6	0.00%	0	n/a	6	100.00%	6	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3037	73	30.14%	13	17.81%	60	82.19%	51	69.86%	7	9.59%	0	n/a	0	n/a	0	n/a	0	n/a	2	2.74%
Block 3038	101	36.63%	37	36.63%	64	63.37%	64	63.37%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3039	2	50.00%	0	n/a	2	100.00%	1	50.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	50.00%
Block 3040	5	0.00%	0	n/a	5	100.00%	5	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 3041	**3**	**100.00%**	**3**	**100.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 3051	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Census Tract 104.05	4,735	29.12%	1,107	23.38%	3,628	76.62%	3,356	70.88%	82	1.73%	23	0.49%	120	2.53%	1	0.02%	5	0.11%	41	0.87%
Block Group 2	1,311	40.88%	508	38.75%	803	61.25%	775	59.12%	12	0.92%	5	0.38%	2	0.15%	1	0.08%	0	n/a	8	0.61%
Block 2000	46	17.39%	5	10.87%	41	89.13%	38	82.61%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	3	6.52%
Block 2001	5	0.00%	0	n/a	5	100.00%	5	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2002	223	37.22%	81	36.32%	142	63.68%	140	62.78%	1	0.45%	0	n/a	0	n/a	0	n/a	0	n/a	1	0.45%
Block 2003	79	27.85%	21	26.58%	58	73.42%	57	72.15%	0	n/a	0	n/a	0	n/a	1	1.27%	0	n/a	0	n/a
Block 2004	**143**	**65.03%**	**91**	**63.64%**	**52**	**36.36%**	**50**	**34.97%**	**2**	**1.40%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2005	**269**	**71.75%**	**187**	**69.52%**	**82**	**30.48%**	**76**	**28.25%**	**2**	**0.74%**	**1**	**0.37%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**3**	**1.12%**
Block 2006	**8**	**75.00%**	**6**	**75.00%**	**2**	**25.00%**	**2**	**25.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 2007	24	25.00%	5	20.83%	19	79.17%	18	75.00%	1	4.17%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2008	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		Not Hispanic or Latino													
							White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Block 2009	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2010	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2011	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2012	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2013	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2014	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2015	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2016	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2017	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2018	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2019	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2020	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2021	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2022	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2024	2	0.00%	0	n/a	2	100.00%	2	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2032	61	42.62%	23	37.70%	38	62.30%	35	57.38%	2	3.28%	1	1.64%	0	n/a	0	n/a	0	n/a	0	n/a
Block 2033	78	24.36%	16	20.51%	62	79.49%	59	75.64%	3	3.85%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2034	62	29.03%	16	25.81%	46	74.19%	44	70.97%	1	1.61%	0	n/a	0	n/a	0	n/a	0	n/a	1	1.61%
Block 2035	14	7.14%	1	7.14%	13	92.86%	13	92.86%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2036	32	18.75%	6	18.75%	26	81.25%	26	81.25%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2037	110	17.27%	19	17.27%	91	82.73%	91	82.73%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2038	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2039	2	0.00%	0	n/a	2	100.00%	2	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2040	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2041	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2044	8	0.00%	0	n/a	8	100.00%	8	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2045	2	0.00%	0	n/a	2	100.00%	2	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2046	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2047	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2048	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2049	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2050	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2051	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2052	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2053	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2054	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2055	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2056	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2057	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2058	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2059	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		Not Hispanic or Latino													
							White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Block 2060	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2061	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2062	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2063	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2064	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2065	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2066	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2067	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2068	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2069	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2070	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2071	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2072	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2073	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2074	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2075	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2076	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2077	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2078	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2079	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2080	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2081	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 2082	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Census Tract 104.06	4,555	28.17%	981	21.54%	3,574	78.46%	3,272	71.83%	85	1.87%	17	0.37%	130	2.85%	1	0.02%	5	0.11%	64	1.41%
Block Group 1	4,555	28.17%	981	21.54%	3,574	78.46%	3,272	71.83%	85	1.87%	17	0.37%	130	2.85%	1	0.02%	5	0.11%	64	1.41%
Block 1005	**13**	**53.85%**	**7**	**53.85%**	**6**	**46.15%**	**6**	**46.15%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1006	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1007	5	20.00%	0	n/a	5	100.00%	4	80.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	20.00%
Block 1008	17	0.00%	0	n/a	17	100.00%	17	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1009	45	15.56%	7	15.56%	38	84.44%	38	84.44%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1015	**90**	**52.22%**	**46**	**51.11%**	**44**	**48.89%**	**43**	**47.78%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**1**	**1.11%**
Block 1016	30	50.00%	12	40.00%	18	60.00%	15	50.00%	3	10.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1017	14	7.14%	1	7.14%	13	92.86%	13	92.86%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1018	**25**	**80.00%**	**20**	**80.00%**	**5**	**20.00%**	**5**	**20.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1019	35	17.14%	5	14.29%	30	85.71%	29	82.86%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	2.86%
Block 1020	**6**	**83.33%**	**5**	**83.33%**	**1**	**16.67%**	**1**	**16.67%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1023	41	36.59%	15	36.59%	26	63.41%	26	63.41%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1024	21	23.81%	4	19.05%	17	80.95%	16	76.19%	0	n/a	0	n/a	1	4.76%	0	n/a	0	n/a	0	n/a
Block 1025	**60**	**70.00%**	**35**	**58.33%**	**25**	**41.67%**	**18**	**30.00%**	**0**	**n/a**	**3**	**5.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**4**	**6.67%**
Block 1026	**41**	**73.17%**	**30**	**73.17%**	**11**	**26.83%**	**11**	**26.83%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1034	152	36.18%	47	30.92%	105	69.08%	97	63.82%	5	3.29%	0	n/a	0	n/a	0	n/a	0	n/a	3	1.97%
Block 1035	91	18.68%	15	16.48%	76	83.52%	74	81.32%	1	1.10%	0	n/a	1	1.10%	0	n/a	0	n/a	0	n/a

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		Not Hispanic or Latino													
							White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Block 1036	99	45.45%	38	38.38%	61	61.62%	54	54.55%	6	6.06%	0	n/a	0	n/a	0	n/a	0	n/a	1	1.01%
Block 1037	155	28.39%	43	27.74%	112	72.26%	111	71.61%	0	n/a	0	n/a	0	n/a	0	n/a	1	0.65%	0	n/a
Block 1038	5	0.00%	0	n/a	5	100.00%	5	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1039	9	0.00%	0	n/a	9	100.00%	9	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1040	63	20.63%	11	17.46%	52	82.54%	50	79.37%	0	n/a	0	n/a	1	1.59%	0	n/a	1	1.59%	0	n/a
Block 1053	382	13.87%	34	8.90%	348	91.10%	329	86.13%	0	n/a	1	0.26%	8	2.09%	0	n/a	1	0.26%	9	2.36%
Block 1054	34	0.00%	0	n/a	34	100.00%	34	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1055	42	21.43%	8	19.05%	34	80.95%	33	78.57%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	2.38%
Block 1056	43	0.00%	0	n/a	43	100.00%	43	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1057	27	0.00%	0	n/a	27	100.00%	27	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1058	28	0.00%	0	n/a	28	100.00%	28	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1059	18	0.00%	0	n/a	18	100.00%	18	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1060	2	0.00%	0	n/a	2	100.00%	2	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1061	81	16.05%	11	13.58%	70	86.42%	68	83.95%	2	2.47%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1062	40	35.00%	8	20.00%	32	80.00%	26	65.00%	0	n/a	1	2.50%	5	12.50%	0	n/a	0	n/a	0	n/a
Block 1063	55	7.27%	4	7.27%	51	92.73%	51	92.73%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1064	35	28.57%	4	11.43%	31	88.57%	25	71.43%	0	n/a	3	8.57%	3	8.57%	0	n/a	0	n/a	0	n/a
Block 1065	41	26.83%	11	26.83%	30	73.17%	30	73.17%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1084	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1085	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1089	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1090	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1093	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1094	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1095	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1096	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1097	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1098	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1099	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1100	27	33.33%	8	29.63%	19	70.37%	18	66.67%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	1	3.70%
Block 1101	36	27.78%	7	19.44%	29	80.56%	26	72.22%	0	n/a	0	n/a	0	n/a	0	n/a	1	2.78%	2	5.56%
Block 1102	4	0.00%	0	n/a	4	100.00%	4	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1103	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1104	77	41.56%	28	36.36%	49	63.64%	45	58.44%	0	n/a	0	n/a	1	1.30%	0	n/a	1	1.30%	2	2.60%
Block 1105	**45**	**57.78%**	**14**	**31.11%**	**31**	**68.89%**	**19**	**42.22%**	**5**	**11.11%**	**2**	**4.44%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**5**	**11.11%**
Block 1106	41	7.32%	3	7.32%	38	92.68%	38	92.68%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1107	41	4.88%	2	4.88%	39	95.12%	39	95.12%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1108	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1109	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1110	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1111	2	0.00%	0	n/a	2	100.00%	2	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1117	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1118	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1119	15	13.33%	0	n/a	15	100.00%	13	86.67%	2	13.33%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1120	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a

Table 1. Population, Race, and Ethnicity

Geography	Total Population	Total Minority Population	Hispanic or Latino		Not Hispanic or Latino		Not Hispanic or Latino													
							White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		Two or More Races	
Block 1121	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1122	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1123	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1124	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1126	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1127	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1128	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1138	31	45.16%	11	35.48%	20	64.52%	17	54.84%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	3	9.68%
Block 1146	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1147	290	35.52%	64	22.07%	226	77.93%	187	64.48%	17	5.86%	3	1.03%	9	3.10%	0	n/a	0	n/a	10	3.45%
Block 1148	58	12.07%	7	12.07%	51	87.93%	51	87.93%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1149	8	37.50%	3	37.50%	5	62.50%	5	62.50%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1150	4	0.00%	0	n/a	4	100.00%	4	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1151	14	0.00%	0	n/a	14	100.00%	14	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1152	82	19.51%	3	3.66%	79	96.34%	66	80.49%	13	15.85%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1153	103	22.33%	7	6.80%	96	93.20%	80	77.67%	5	4.85%	0	n/a	9	8.74%	0	n/a	0	n/a	2	1.94%
Block 1154	10	50.00%	5	50.00%	5	50.00%	5	50.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1155	25	12.00%	0	n/a	25	100.00%	22	88.00%	0	n/a	0	n/a	3	12.00%	0	n/a	0	n/a	0	n/a
Block 1156	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1157	**2**	**100.00%**	**2**	**100.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Block 1158	69	28.99%	17	24.64%	52	75.36%	49	71.01%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	3	4.35%
Block 1159	5	0.00%	0	n/a	5	100.00%	5	100.00%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1160	27	33.33%	9	33.33%	18	66.67%	18	66.67%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1161	**36**	**58.33%**	**19**	**52.78%**	**17**	**47.22%**	**15**	**41.67%**	**1**	**2.78%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**1**	**2.78%**
Block 1162	35	22.86%	8	22.86%	27	77.14%	27	77.14%	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a	0	n/a
Block 1163	**5**	**100.00%**	**5**	**100.00%**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**	**0**	**n/a**
Census Tract 104.08	8,495	19.14%	1,318	15.52%	7,177	84.48%	6,869	80.86%	71	0.84%	36	0.42%	122	1.44%	3	0.04%	8	0.09%	68	0.80%
Block Group 1	4,863	22.41%	878	18.05%	3,985	81.95%	3,773	77.59%	58	1.19%	9	0.19%	104	2.14%	0	n/a	7	0.14%	34	0.70%
Block 1057	67	13.43%	7	10.45%	60	89.55%	58	86.57%	1	1.49%	0	n/a	0	n/a	0	n/a	0	n/a	1	1.49%

Source: U.S. Census Bureau, 2010. Table P9.

Table 2. Median Household Income

Geography	Median household income in the past 12 months (in 2017 inflation-adjusted dollars)
Texas	$57,051
Lubbock County	$49,078
Census Tract 103.01	$65,625
Block Group 1	$52,292
Block Group 2	$76,250
Census Tract 104.02	$47,703
Block Group 2	$50,893
Census Tract 104.04	$54,434
Block Group 1	$66,188
Block Group 2	$77,857
Block Group 3	$38,404
Census Tract 104.05	$48,563
Block Group 2	$42,347
Census Tract 104.06	$82,719
Block Group 1	$82,719
Census Tract 104.08	$86,845
Block Group 1	$83,470

Source: 2013-2017 U.S. Census America Community Survey, Table B19013

Table 3. Limited English Proficiency

Geography	Total Population	Speaks Spanish, Speaks English not well, or not at all		Speaks Other Indo-European Languages, Speaks English not well, or not at all		Speaks Asian and Pacific Island Languages, Speaks English not well, or not at all		Speaks Other Languages, Speaks English not well, or not at all	
Texas	25,437,762	1,749,785	6.88%	42,467	0.17%	135,982	0.53%	20,924	0.08%
Lubbock County	277,739	4,681	1.69%	181	0.07%	337	0.12%	60	0.02%
Census Tract 103.01	3,779	28	0.74%	0	0.00%	0	0.00%	0	0.00%
Block Group 1	1,820	18	0.99%	0	0.00%	0	0.00%	0	0.00%
Block Group 2	1,959	10	0.51%	0	0.00%	0	0.00%	0	0.00%
Census Tract 104.02	1,918	45	2.35%	0	0.00%	0	0.00%	0	0.00%
Block Group 2	890	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Census Tract 104.04	3,165	99	3.13%	0	0.00%	0	0.00%	0	0.00%
Block Group 1	816	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Block Group 2	853	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Block Group 3	1,496	99	6.62%	0	0.00%	0	0.00%	0	0.00%
Census Tract 104.05	5,109	119	2.33%	0	0.00%	41	0.80%	0	0.00%
Block Group 2	1,601	119	7.43%	0	0.00%	0	0.00%	0	0.00%
Census Tract 104.06	5,629	56	0.99%	0	0.00%	31	0.55%	0	0.00%
Block Group 1	5,629	56	0.99%	0	0.00%	31	0.55%	0	0.00%
Census Tract 104.08	9,544	330	3.46%	0	0.00%	0	0.00%	0	0.00%
Block Group 1	5,751	71	1.23%	0	0.00%	0	0.00%	0	0.00%

Source. 2013-2017 U.S. Census America Community Survey, Table B16004

Attachment C

Representative Photographs

Photo 1. Loop 88 Segment 1 northern limit at US 84, facing east.

Photo 2. Loop 88 Segment 1 southern limit, facing north.

Photo 3. Loop 88 Segment 2 northern limit, facing south.

Photo 4. Loop 88 Segment 2 southern limit, facing north.

Photo 5. Reese Technology Center near the southern limit of Segment 1, facing southwest.

Photo 6. Reese Educational Center located near the southern limit of Segment 1, facing southeast.

Photo 7. The Fellowship Church located near the southern limit of Segment 1, facing east.

Photo 8. Debris observed on a residential property along the project corridor.

Photo 9. Residential property along project corridor.

Photo 10. Mobile homes located along the project corridor, facing northeast.

Photo 11. Photo of residential properties that could be displaced by the proposed project, facing northeast.

Photo 12. Photo of residential property that could be displaced by the proposed project, facing southwest.