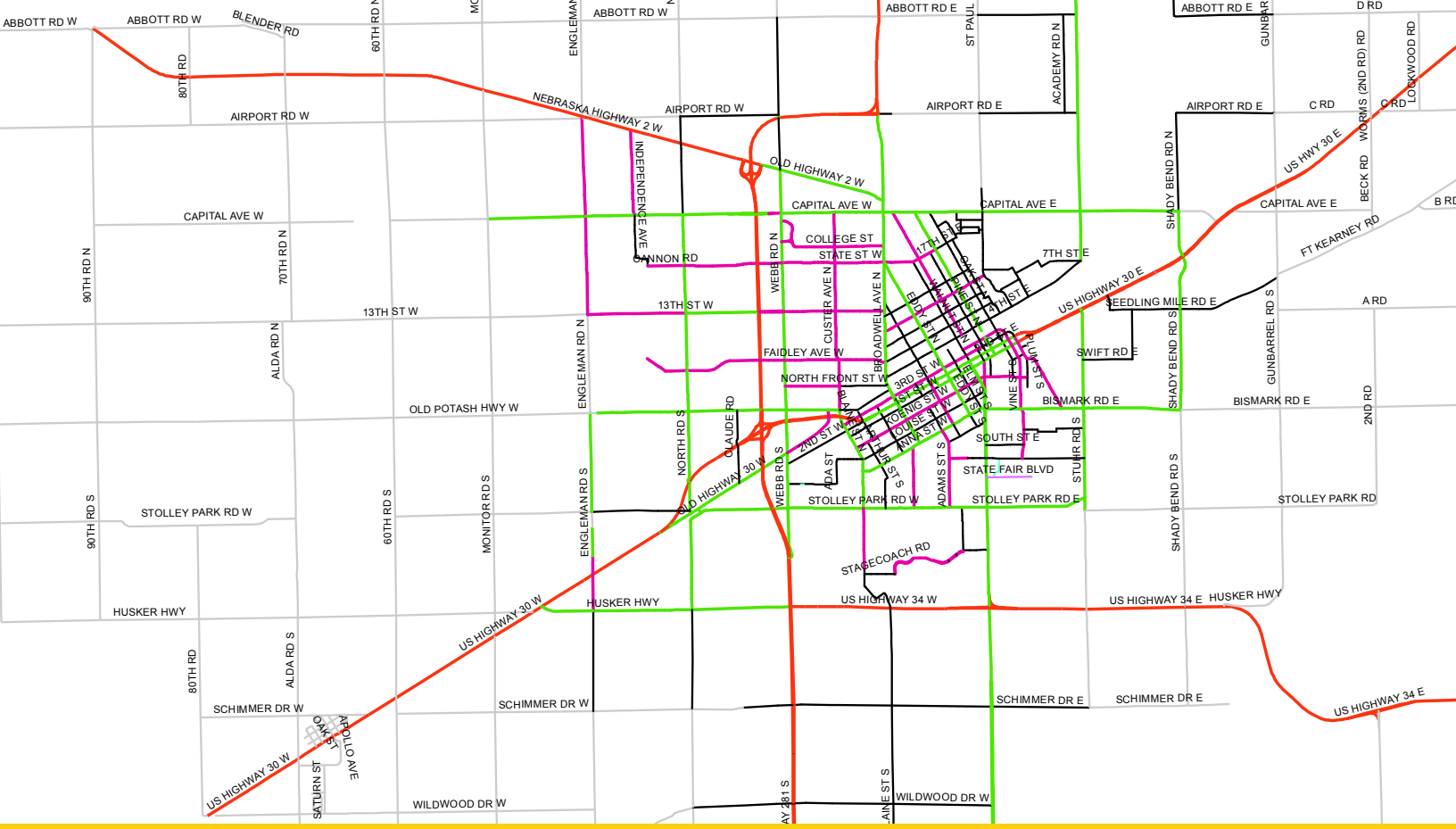

Journey 2040

A Long-range Transportation Plan FOR GRAND ISLAND

TRAVEL DEMAND MODEL TECHNICAL REPORT

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION

APRIL 2016

GIAMPO | OLSSON ASSOCIATES | Vireo

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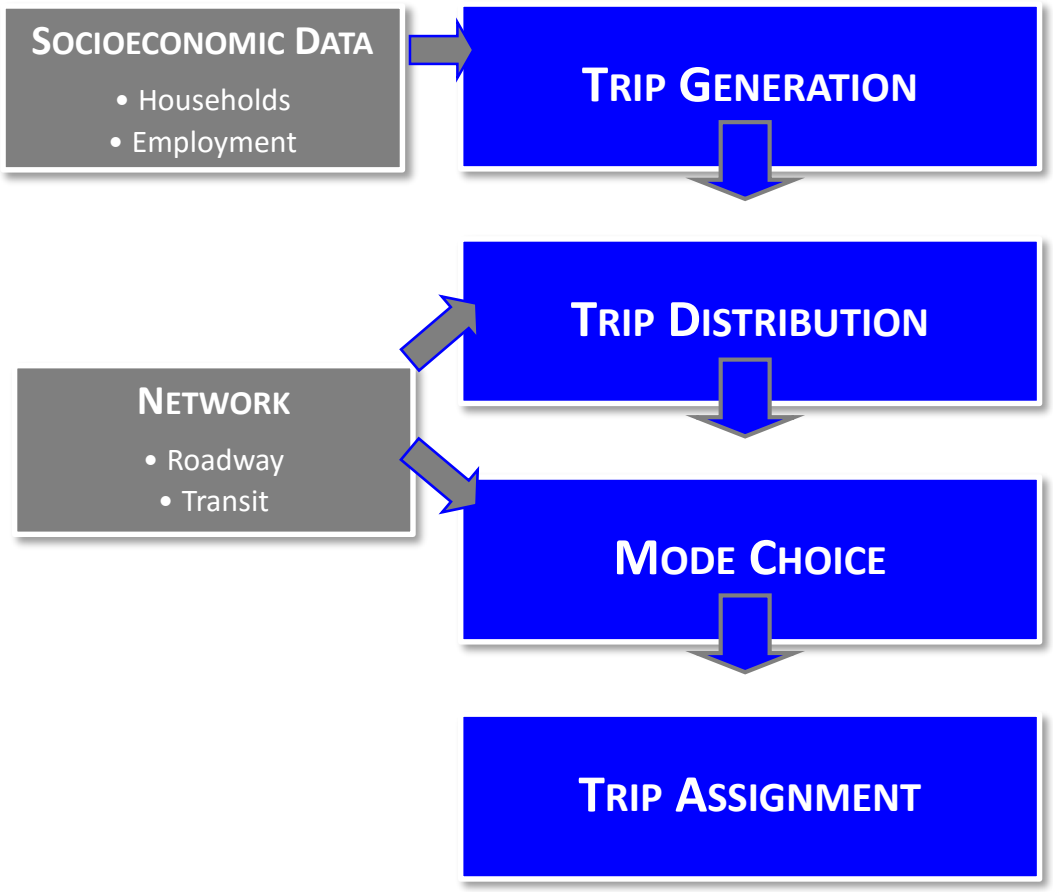
INTRODUCTION

This document outlines the process used to develop a travel demand model for the Grand Island Area Metropolitan Planning Organization (GIAMPO). A travel demand model is a set of data and mathematical equations that attempt to replicate the trip making behavior of people, specifically, vehicle-oriented trips. This is typically done through the four-step process of trip generation, trip distribution, mode choice, and traffic assignment. The travel demand model developed for GIAMPO provides a tool for examining the impacts caused by various transportation improvements and alternatives.

MODEL DEVELOPMENT

The GIAMPO travel demand model is a daily model, meaning forecasted traffic volumes are for a 24-hour time period. An A.M. and P.M. peak hour model were also developed forecasting traffic volumes for morning and evening peak periods. The travel demand modeling software used for the model was TransCAD version 7.0. The TransCAD package uses the traditional four-step modeling process of trip generation, trip distribution, mode split and traffic assignment to produce traffic demand forecasts. The GIAMPO model does not utilize the mode split functionality of TransCAD as the transit ridership within the study area is sufficiently low. Therefore, all trips produced by the model are assumed to be vehicle only trips. **Figure 1** shows the four-step travel demand modeling process.

Figure 1. Four-Step Travel Demand Modeling Process



MODEL NETWORK

TransCAD is a geographic information system (GIS), therefore the network was created from an existing GIS dataset. A roadway centerline file, provided by the Nebraska Department of Roads, was used as a base for the model network. Roadway functional class, number of lanes and speed were obtained from field work and the City of Grand Island. The roadway attributes were then coded for each link in the travel demand model.

Lookup codes (AB_lookup/BA_lookup) were created based on the facility type of the roadway, the number of lanes, and area type. The lookup code is formatted (A#*), where A is the facility type number, # is the number of thru lanes (Both directions), and * is the area type number. Capacities and speeds were updated in the travel demand model using the lookup code and the capacities lookup table (capacities.bin). **Table 1** shows the standard directional capacity of roadways within the model network based on their facility type and area type. The capacities are based upon calculations from the Highway Capacity Manual, 2010, and comparisons with other models in Nebraska. **Figure 2** shows the model network by facility type. **Figure 3** shows the Area Type. **Figure 4** shows the number of lanes for the existing model network. **Figure 5** shows the speed for the roadways in the model.

Table 1. Directional Roadway Capacity by Facility Type and Area Type

Lookup Code	Area Type / Facility Type	1 - Urban Capacity	2 - Suburban Capacity	3 – Rural Capacity
143	4-lane Freeway	-	-	40200
163	6-lane Freeway	-	-	57100
223	2-lane State Highway	-	-	8300
243	4-lane State Highway	-	-	15700
321	2-lane Expressway	11000	11300	11400
341	4-lane Expressway	21000	21400	21600
361	6-lane Expressway	28700	29200	29500
421	2-lane Divided Major Arterial	7800	7900	6400
431	3-lane Major Arterial	7000	7100	6400
441	4-lane Divided Major Arterial	13900	14500	12200
451	5-lane Major Arterial	12800	13300	12200
461	6-lane Divided Major Arterial	18900	19700	17300
521	2-lane Minor Arterial	6100	6300	6400
531	3-lane Minor Arterial	6900	7100	6400
541	4-lane Minor Arterial	11600	12100	12200
551	5-lane Minor Arterial	12800	13300	12200
621	2-lane Collector	5200	5400	5500
631	3-lane Collector	5200	5900	5500
641	4-lane Collector	9900	10300	10400
651	5-lane Collector	10600	11100	10400
721	2-lane Gravel	300	300	300
811	1-lane One Way	7800	-	-
821	2-lane One Way	14800	-	-
831	3-lane One Way	21000	-	-
841	4-lane One Way	28000	-	-
911	1-lane Ramp	8800	9100	9100
921	2-lane Ramp	16800	17300	17300
9S11	1-lane Ramp Secondary	8800	9100	9100
9L11	1-lane Ramp Loop	8800	9100	9100
10	Centroid Connector	99900	99900	99900

Figure 2. Existing Network by Facility Type

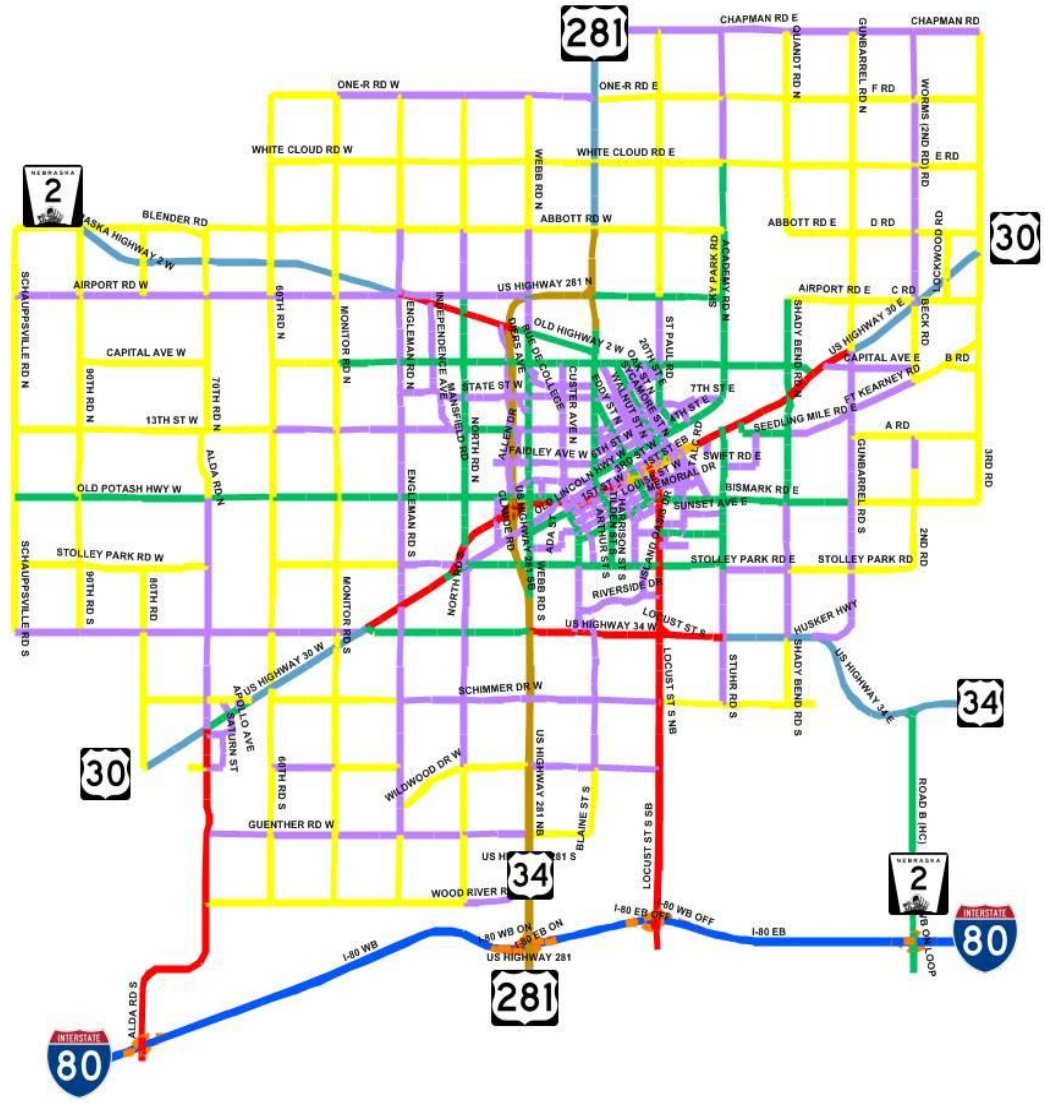
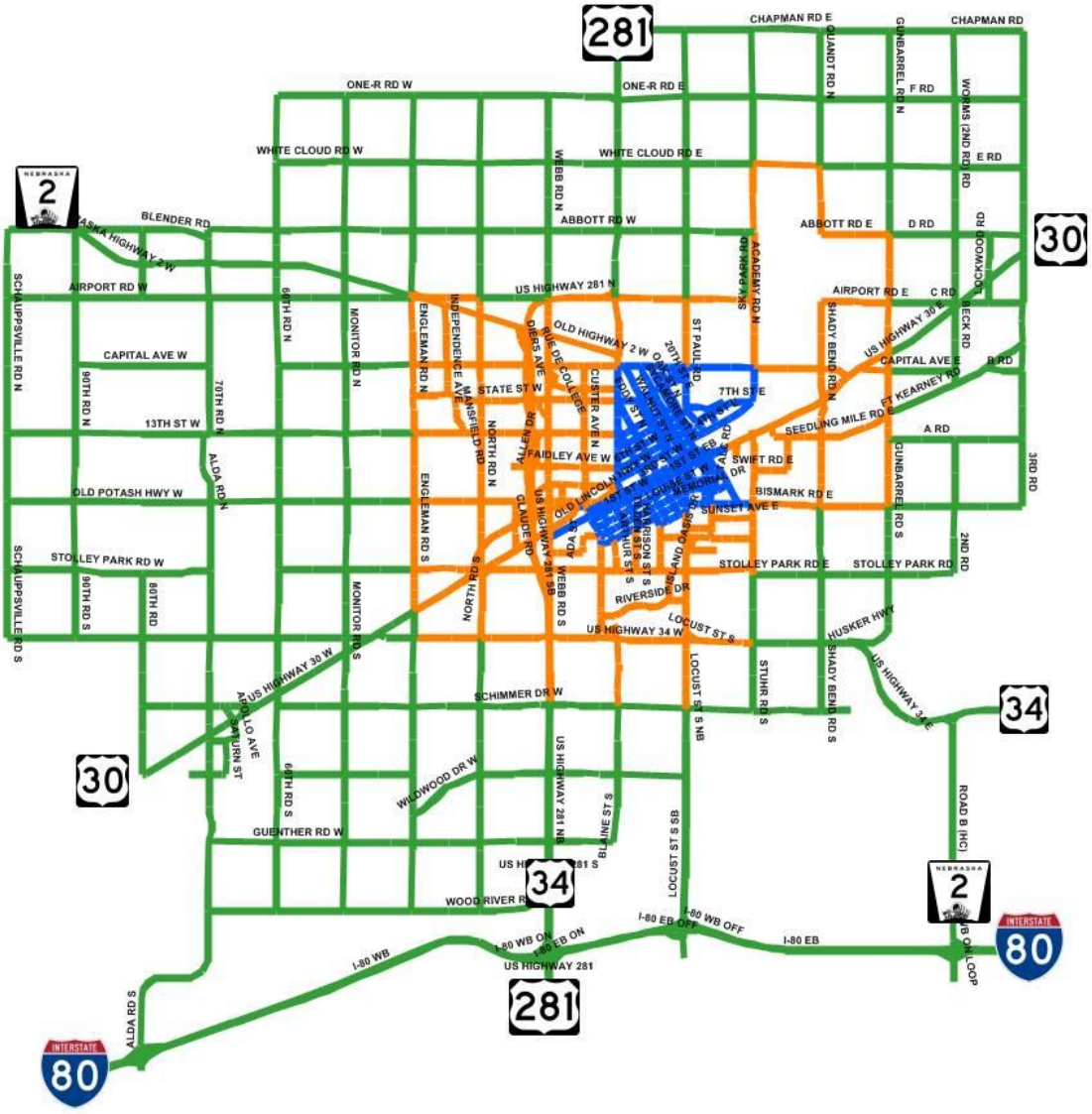


Figure 3. Existing Network by Area Type



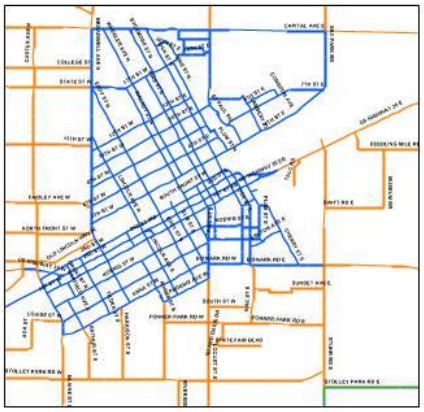
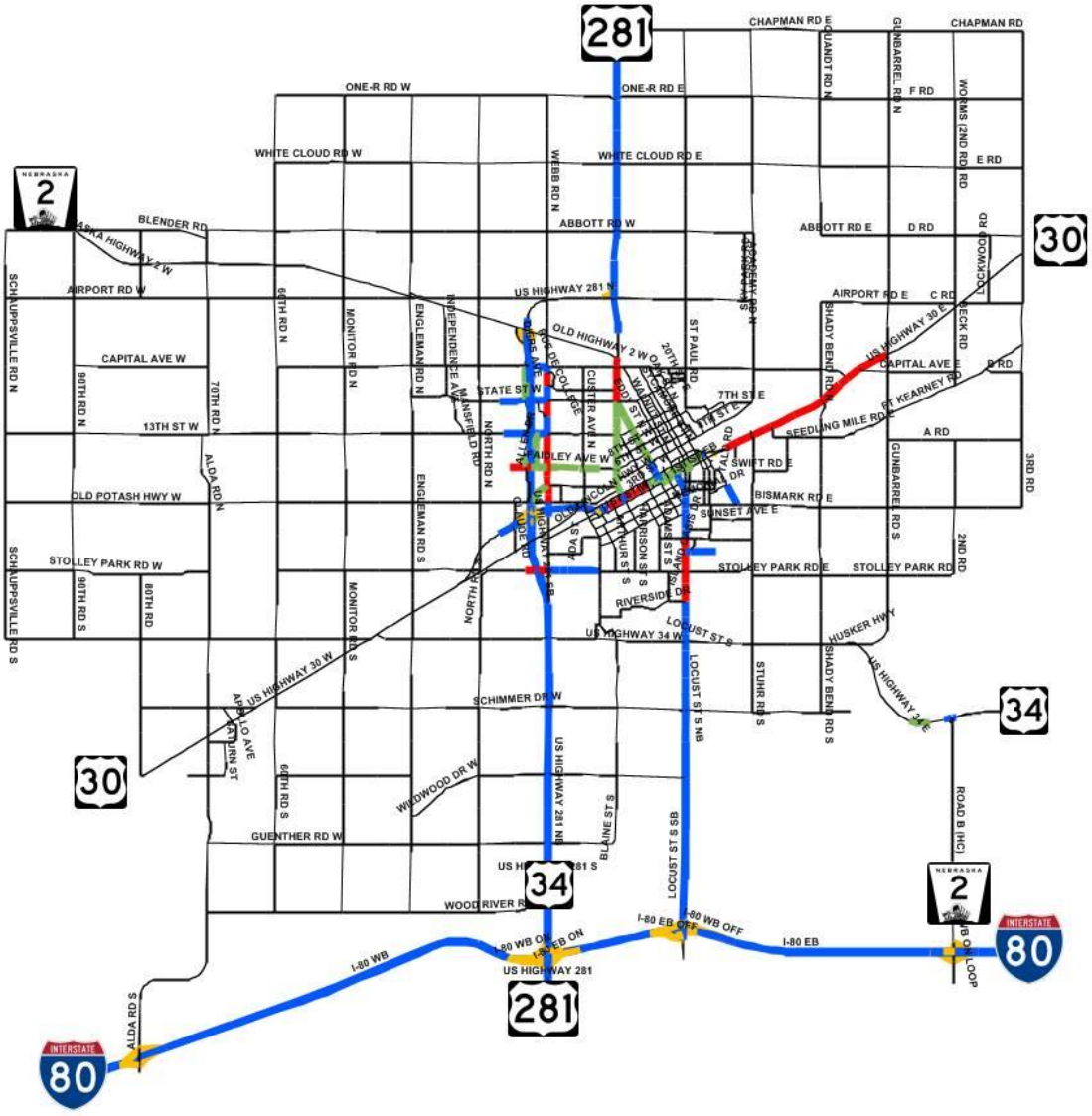


Figure 4. Existing Network by Lanes



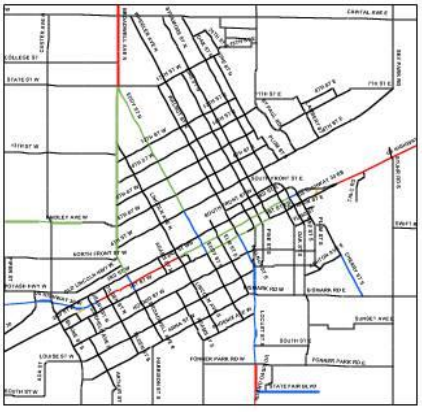
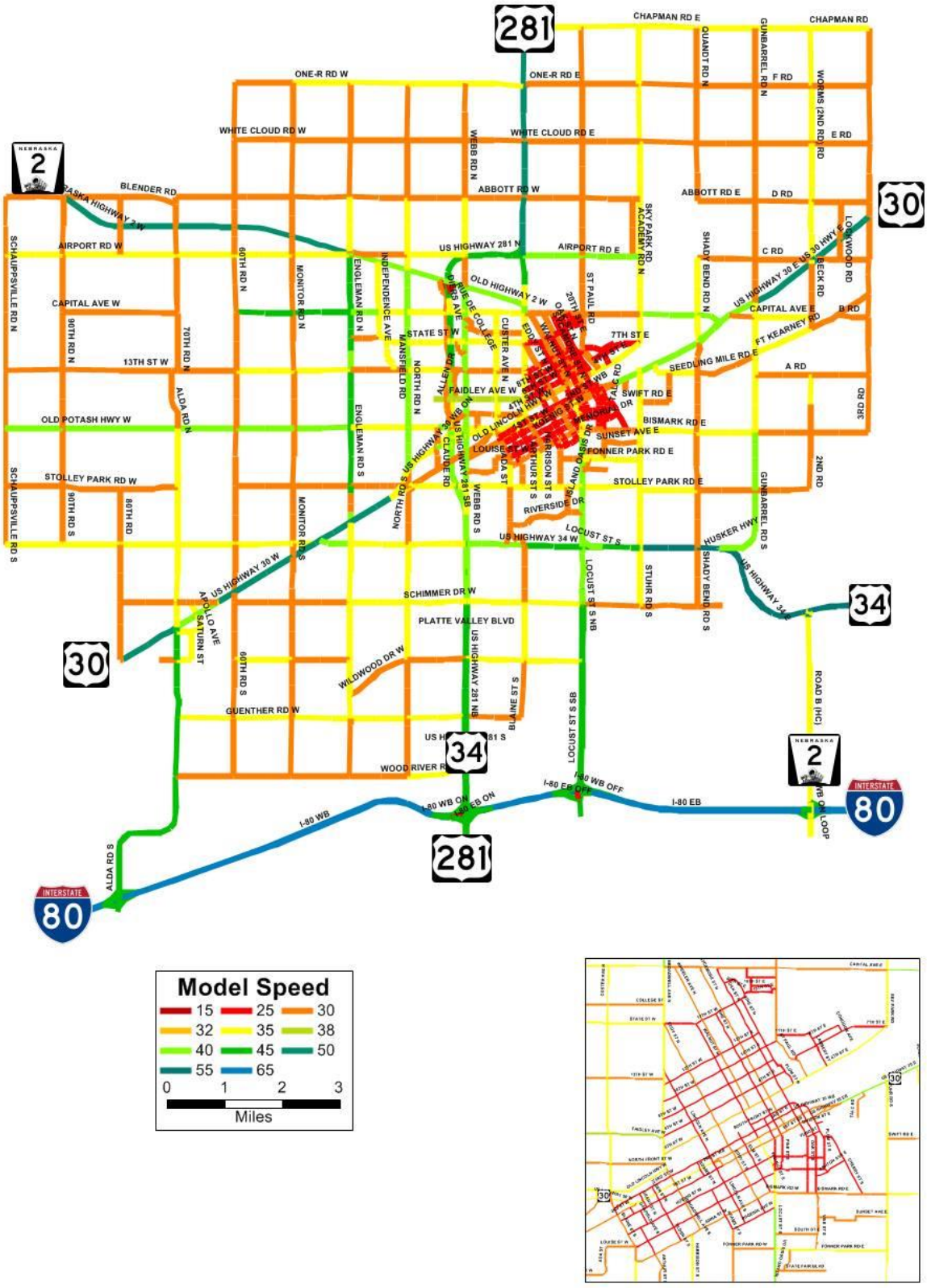


Figure 5. Existing Network by Model Speed



TRAFFIC ANALYSIS ZONES (TAZ)

A Traffic Analysis Zone (TAZ) represents a geographic area within the study area in which land uses are aggregated to produce the trip origins or destinations. The TAZ's were created in TransCAD based on the census block groups and the roadway network. For areas with more intense development the block groups were divided for more detailed analysis. **Figure 6** shows the TAZ's used for the GIAMPO travel demand model. There are 284 zones in the model, plus two additional zones (numbered 301 and 302) to represent major truck stops and additional zones (numbered 9001 to 9106) to represent major entry/exit points into the model area.

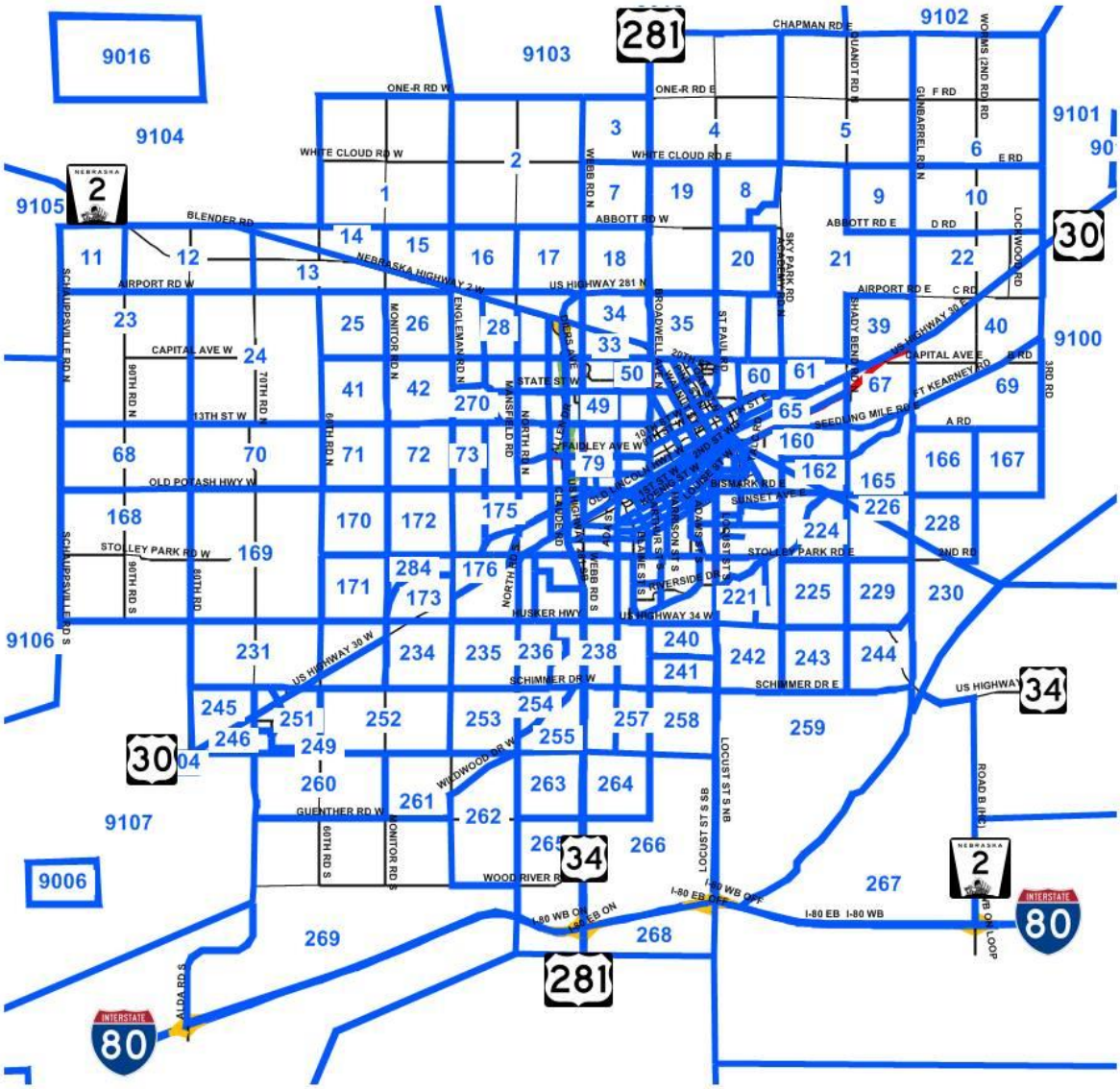
SOCIO-ECONOMIC DATA

Socio-economic data is a necessary input for the travel demand model. Socio-economic data pertaining to households and employment for 2015 was obtained from the US Census Bureau and the Nebraska Department of Labor. Information on hotel rooms, truck pumps, truck parking, and student enrollment was collected by Olsson Associates. This data is formatted to provide the inputs in to the trip generation process. The data was broken down in to standard categories to reflect the trip making attributes of the households within each TAZ. The land use categories used for the GIAMPO model include:

- Single-Family Housing - Low Income — Dwelling Units
- Single-Family Housing - Mid Income — Dwelling Units
- Single-Family Housing - High Income — Dwelling Units
- Retail Employment — Employees
- Basic Employment — Employees
- Service Employment — Employees
- Government Employment — Employees
- Health Care Employment — Employees
- Hotel Rooms — Rooms
- School — Students
- Truck Parking — Number of Parking Stalls

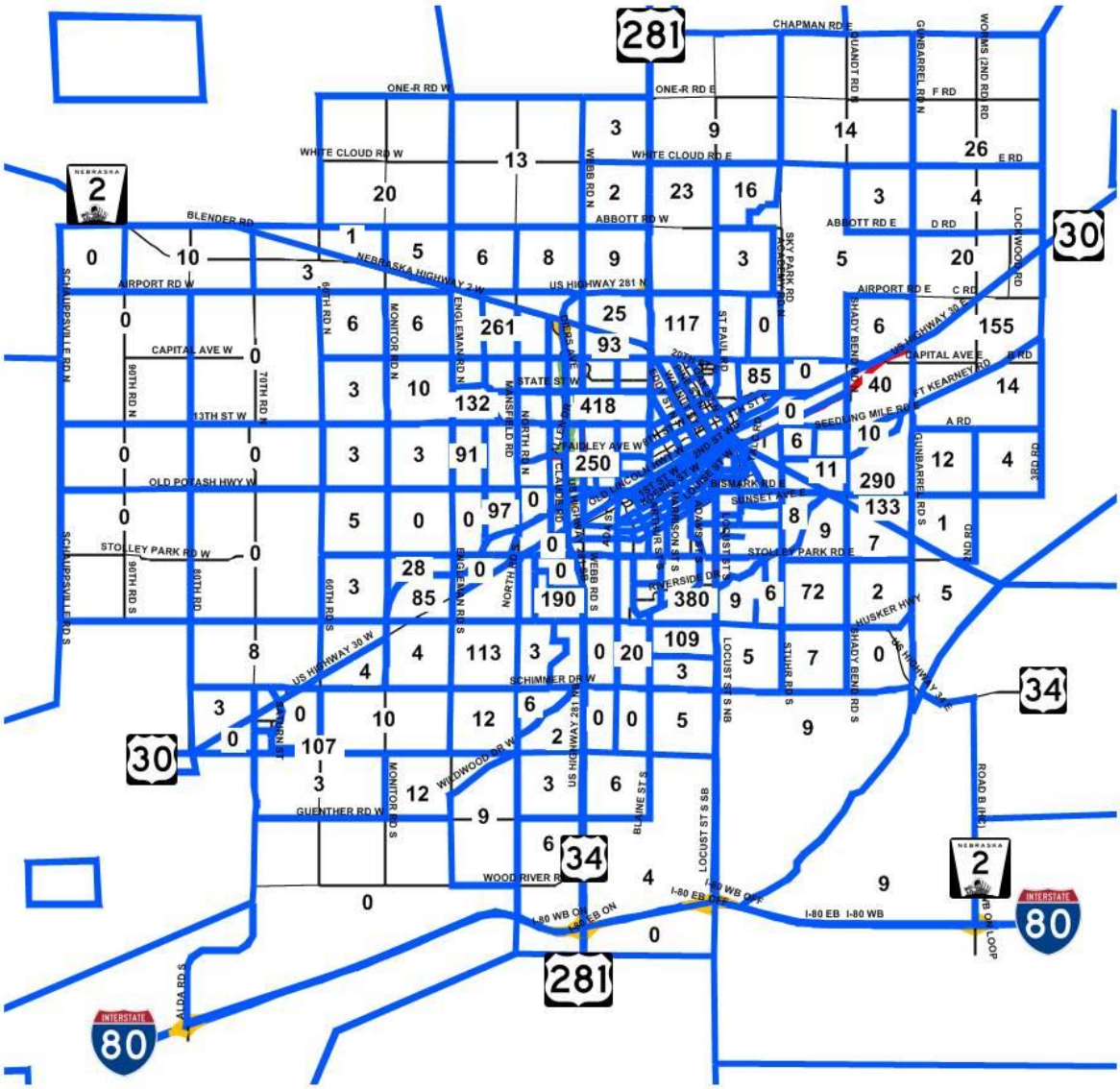
Figure 6 shows the model traffic analysis zones (TAZ) for the Grand Island model. **Figure 7** shows the number of existing households within TAZ's. **Figure 8** shows the number of employees by TAZ for the existing year. The existing socio-economic data for the GIAMPO model is shown in the Appendix by TAZ.

Figure 6. Transportation Analysis Zones



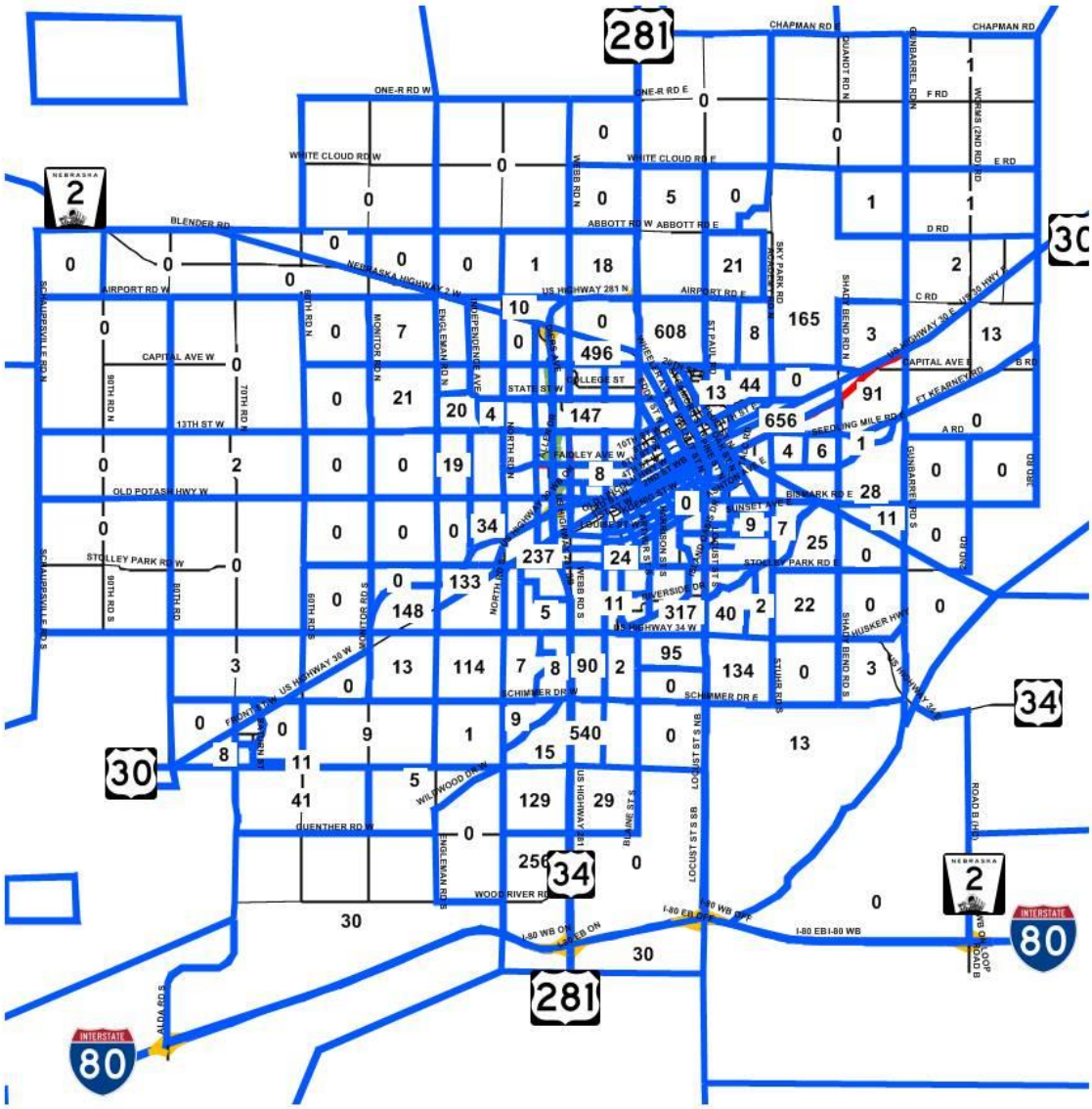
Transprtation Analysis Zones TAZ's

Figure 7. Households by TAZ.s



Households by TAZ's

Figure 8. Total Employment by TAZ.s



MODEL PROCESS

TRIP GENERATION

Trip generation is the first step in the four-step modeling process; during this step the number of trips that occur based on the known land use categories are calculated. Trip Generation rates were based on National Household Travel Survey and NCHRP 716 and local data trips rates from other Nebraska models for the various land use categories. The small area adjustment of 1.2 was used as recommended in these reports to obtain the resulting values. **Table 2** shows the trip generation rate and an estimate of the percent of total trips by trip type for each land use category. Since there are many different reasons for making a trip, this model represents four different trip types, as the trip frequency and trip lengths for each type varies. The following are the four different trip types used for the Grand Island model:

- Home-Base Work (HBW)
- Home-Base Other (HBO)
- Non-Home Base (NHB)
- Truck(TRK)

Table 2. Trip Generation Rates (Person Trips)

Land Use Type	Units	Trip Rate	HBW		HBO	NHB	TRK
Single Family - Low	Dwelling Units	7.80	12.31%		56.92%	30.77%	
Single Family - Mid	Dwelling Units	14.28	13.45%		57.14%	29.41%	
Single Family - High	Dwelling Units	18.36	15.03%		56.21%	28.76%	
Retail	Employees	23.58	5.59%		38.60%	55.14%	0.67%
Basic	Employees	4.09	32.22%		19.07%	44.49%	4.23%
Service	Employees	7.21	18.29%		45.10%	36.08%	0.53%
Government	Employees	18.96	6.96%		79.12%	13.71%	0.20%
Health Care	Employees	4.61	28.61%		70.55%	0.00%	0.84%
Hotel	Rooms	3.49	10.42%		0.00%	89.42%	0.16%
School	Students	2.00	11.39%		81.42%	7.01%	0.17%
Truck Parking	# of Stalls	3.58					100%

TRIP DISTRIBUTION

Trip distribution is the second step in the four-step modeling process. During this step the trips from the trip generation step are converted into trip origins and destinations. For this process the gravity model algorithm in TransCAD is used. For this step, balanced productions and attractions, a gamma function and a travel time matrix representing the travel times between each TAZ are needed. The gamma function is used to represent the frequency of trips by trip length. **Table 3** shows the gamma function used by trip purpose. The gamma functions were initially obtained from NCHRP 716. Once the gravity model is run, the zonal productions and attractions are then distributed between zones creating a trip table. This is calculated for each

trip type. The individual trip tables by trip type are then added together to create one trip table to be used as an input for the traffic assignment step.

Table 3. Trip Distribution Gamma Function

Parameters	HBW	HBO	NHB	TRK
A	41123019619	1054637	1272253	11043
B	-9.529554	-0.279024	0.463997	0.053522
C	0.927516	0.215059	0.172643	0.129746

Origin – Destination Data

AirSage, an Atlanta based wireless information and data provider, gathers population mobility data throughout a region derived from wireless signal data. The AirSage data is a useful source to provide new insights into how populations move over time on the roadway network. This describes the data collection methodology and how the data were used in the long-range transportation plan for the GIAMPO area.

AirSage Methodology

AirSage has developed an approach to gather data through wireless cell phone signal data to generate anonymous location and movement of mobile devices, which then can be used to provide information on travel movement. Specifically, time-stamped locations (latitude/longitude) are generated for each mobile device (e.g., a cellphone) utilizing the network signaling data generated each time a mobile device interacts with the mobile network. Interaction with the network comes in many forms including sending and receiving text messages or receiving updates or streaming data to/from mobile devices. The AirSage data were used to assist the GIAMPO model to replicate the travel pattern between the GIAMPO area and surrounding areas, and within the GIAMPO area.

In order to get the travel movements, the data are run by AirSage through a series of pattern recognition and statistical clustering algorithms to determine repeated and irregular trip patterns and primary activity locations for a device. These patterns and locations are used by AirSage to show trips by trip purpose. Using the observed sample of devices, the movements for the full population are expanded based on penetration rates and device quality.

Data collection and analysis

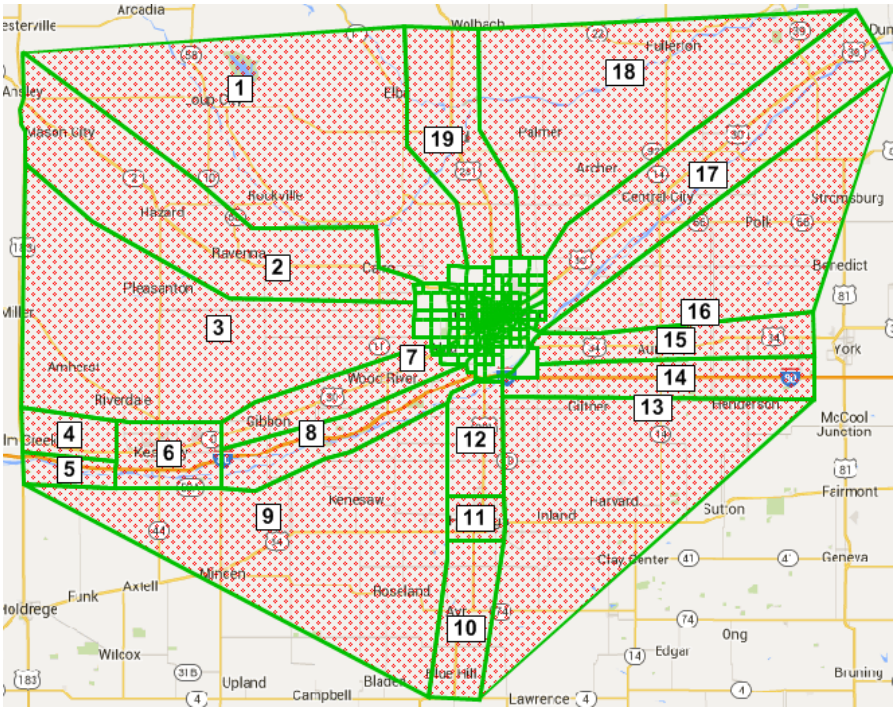
Overall, 287 traffic analysis zones were created to collect AirSage data for the GIAMPO area. Figure 9 shows the zone distribution and labels the 19 AirSage traffic analysis zones used for

analyzing external trips. The size of the external zones required for an accurate analysis depends on the network coverage and traffic corridors (e.g., interstate, highway locations).

The details regarding definitions and parameters of the data are below:

- The study data was from 10/1/2014 to 10/31/2014.
- Home location – where the cell phone is typically detected between 9:01 pm and 6:00 am
- Work location – where the cell phone is typically detected between 9:00 am and 5:00 pm
- There is stratification of internal and external trips in two classes:
    - Residents – have a home location within the study area,
    - Visitor – nonresidents in the study area.
- Trip purpose – HBW, HBO, NHB
- Figure 9 shows the AirSage traffic analysis zones used for the study of external travel.

Figure 9. AirSage External TAZ.s



The data were expected to generate 1) local trip production and attraction rates for trip generation model, 2) local trip length distribution by purpose for trip distribution model/gravity model, and 3) external-to-external matrix for trip assignment model.

Traffic Characteristics in Grand Island

Four major external AirSage zones for I-80 and US 281 (i.e., Zone 9008, 9009, 9012, and 9014) were used to describe the trip percentages by purpose. Table 4 shows the data-based

percentages for trip production and trip attraction in the four major external zones. These numbers are used for the trip generation module in GIAMPO model for externals.

Table 4. Percentage of each purpose for external trip generation

Trip Production			
External	HBW	HBO	NHB
S US 281	12%	25%	63%
N US 281	15%	31%	54%
E I-80	9%	17%	74%
W I-80	11%	27%	63%
Weighted Percentage	12%	25%	63%
Trip Attraction			
External	HBW	HBO	NHB
S US 281	12%	32%	56%
N US 281	16%	20%	63%
E I-80	9%	21%	69%
W I-80	11%	28%	60%
Weighted Percentage	12%	25%	63%

Source: AirSage 2015

Table 5 shows the trip generation taken from AirSage. The total number of trips from AirSage was 168,495 daily trips for an average trip per household of 8.26. Through the evaluation process, it was determined that the AirSage data was low. The final trip generation from the model was 11.95 trips per household.

Table 5. Trips rates

Purpose	HBW	HBO	NHB	Total Trips	Total HH
Trip Production	14,649	72,531	81,315	168,495	20,389
Percentage	9%	43%	48%	*Production Rate: 8.26*	

Some of the major travel movements for an average day are shown in **Table 6** as derived from AirSage.

Table 6. Movements of Interest

Trips from Kearney to Grand Island	1740
Trips from Grand Island to Kearney	1891
Trips from Hasting to Grand Island	2846
Trips from Grand Island to Hasting	2878

External-external Matrix Estimation

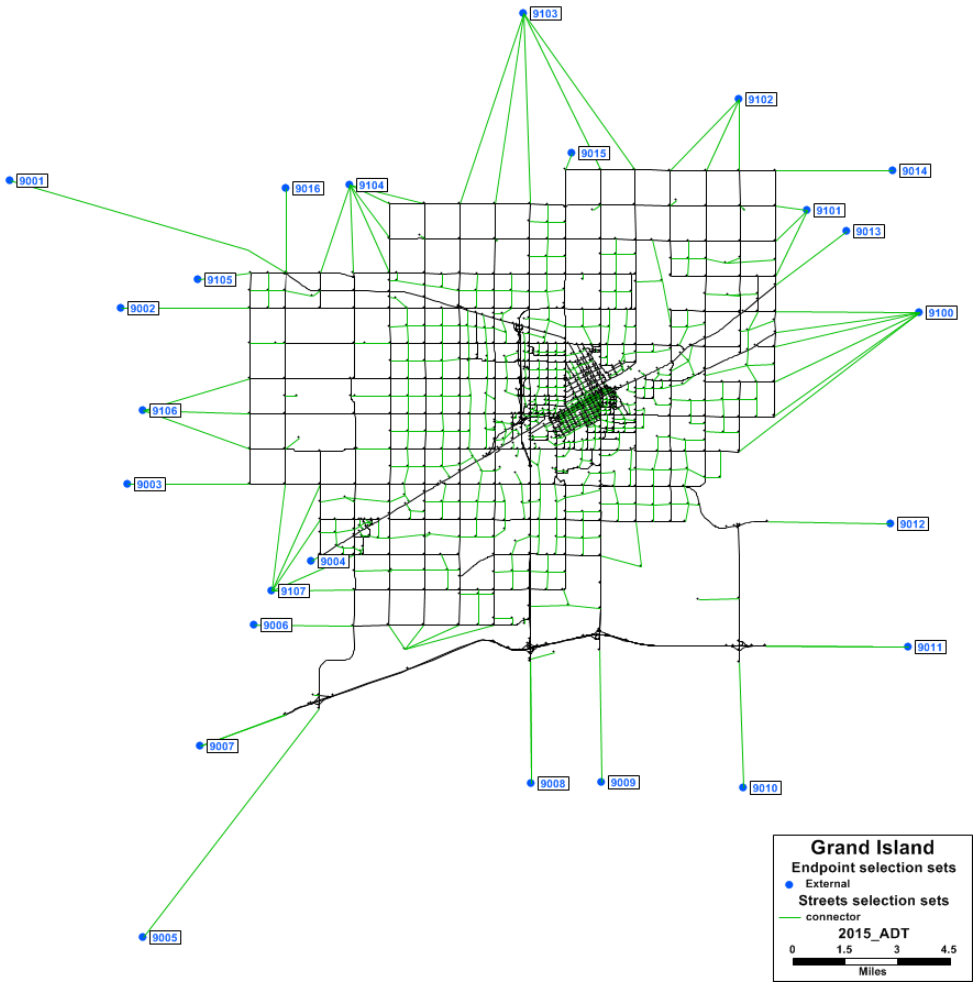
The raw external-external trip table from the AirSage data was adjusted based on traffic counts at external stations to obtain a more representative vehicle trip table as an input for the GIAMPO model. This is because 1) the external zones from the AirSage data are set in a different way from the external zones in the model, and 2) the AirSage data are cell-phone based, not auto-based, and there could be more than one cell-phone within one vehicle being detected.

The raw trip matrix was therefore adjusted in the following ways:

1. The intrazonal trips were removed for external zones because they would by definition not enter the GIAMPO area.
2. Internal-external and external – internal trips for neighboring external zones in AirSage data were seen as having a low probability of entering the model area and were factored down according to counts on external stations.
3. Counts were used to factor the externals from AirSage zones to MPO external stations and to adjust the internal zones from AirSage data.

Figure 10. External Zones

4.



EXTERNAL TRIPS

The following external through trip table was developed using the Air Sage data and the adjustment process described above. **Table 7** shows the estimated existing external through trip table.

Table 7. External through Trip Table

TAZ	*9001*	*9002*	*9003*	*9004*	*9005*	*9006*	*9007*	*9008*	*9009*	*9010*	*9011*	*9012*	*9013*	*9014*	*9015*	*9016*

9001		0	0	0	0	0	0	202	22	7	256	125	88	0	0	0
9002	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
9003	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
9004	0	0	0		0	0	0	30	6	4	126	141	304	0	283	0
9005	0	0	0	0		0	150	0	0	2	60	1	0	0	0	0
9006	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0
9007	0	0	0	0	150	0		704	287	44	6782	78	200	0	167	0
9008	202	0	0	30	0	0	704		0	8	160	93	301	0	139	0
9009	22	0	0	6	0	0	287	0		2	108	95	53	0	25	0
9010	7	0	0	4	2	0	44	8	2		38	31	0	0	3	0
9011	256	0	0	126	60	0	6782	160	108	38		146	0	0	22	119
9012	125	0	0	141	1	0	78	93	95	31	146		0	0	56	0
9013	88	0	0	304	0	0	200	301	53	0	0	0		0	0	0
9014	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
9015	0	0	0	283	0	0	167	139	25	3	22	56	0	0		0
9016	0	0	0	0	0	0	0	0	0	0	119	0	0	0	0	

MODE CHOICE

Person trips were converted to vehicle trips using the following persons per vehicle factors taken from the National Household Travel Survey:

Trip Type	Factor
HBW	1.16
HBO	1.64
NHB	1.56

TRAFFIC ASSIGNMENT

The last step in the in the travel demand process for this model is traffic assignment. The step uses the total trip table and the roadway network to calculate the number of trips for each network link. The user equilibrium method was used for the GIAMPO travel demand model. The methodology for this is that each trip is assigned to a network link based on the shortest travel time after delay due to congestion is included. The congested travel times are calculated based on the following BPR formula:

$$T = T_f\left[1 + \alpha(v \div c)^{\beta}\right]$$

$$T = Computed\ Travel\ Time$$

$$T_f = Uncongested\ Travel\ Time$$
$$\alpha = Alpha$$
$$v = Assigned\ Volume$$
$$c = Capacity$$
$$\beta = Beta$$

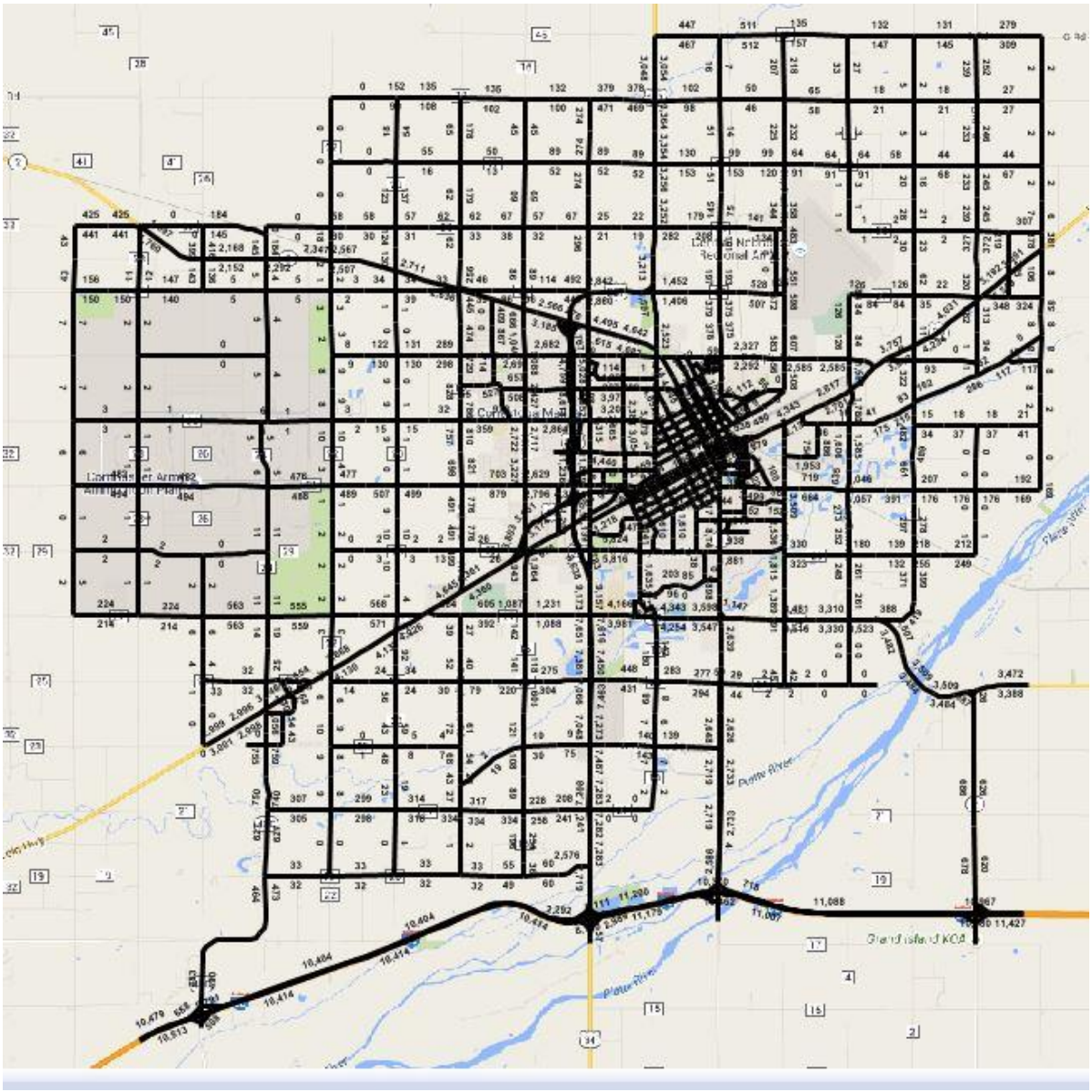
Alpha and beta are parameters which influence how travel time is impacted by traffic congestion. The values for alpha and beta from NCHRP 716 were used for this model as shown in **Table 8.**

Table 8. BPR Parameters by Facility Type

Facility Type	alpha	beta
Expressway, State Highway	0.31	5.88
Other	0.51	3.00

The result of the traffic assignment step is a modeled traffic volume **(Figure 11**) for each network link. Other outputs include congested travel speeds and volume-to-capacity ratios.

Figure 11. Existing Modeled Daily Traffic Volumes



Model Calibration and Validation

Model calibration and validation is an iterative process of adjusting various model parameters to best replicate known traffic volumes and patterns. The performance measures used to validate the Grand Island travel demand model included root mean square error (RMSE) and model count comparison. RMSE measures the deviation between the modeled volumes and counts. Scatter plots are comparisons of the flow forecasted and counts at sections of various roadways to assess the models performance. Based on NCHRP 365 it is recommended that your RMSE be below 35 percent RMSE, the Grand Island model is well within this limit at 27.82 percent RMSE. After calibration, the trip table was refined using the Origin Destination Model Estimation procedure producing a RSME of 8.27 percent overall. The results of the calibration are shown in **Table 9, Figure 12 and Figure 13**.

Table 9. RMSE by Count Range

Count Range	%RMSE Pre-ODME	%RMSE Post-ODME	Acceptable RMSE Range
< 5,000	51.29	10.92	45-55
5,000 – 10,000	24.08	6.75	35-45
10,000 – 20,000	24.02	9.44	27-35
Total	27.82	8.27	< 30

Figure 12. Scatter Plot Pre-ODME

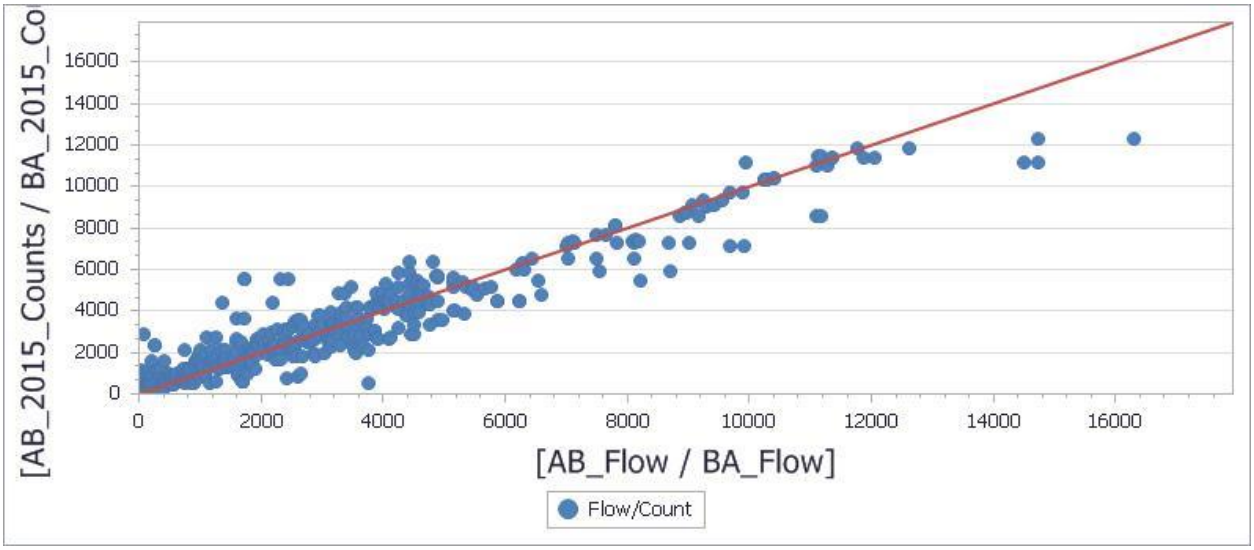
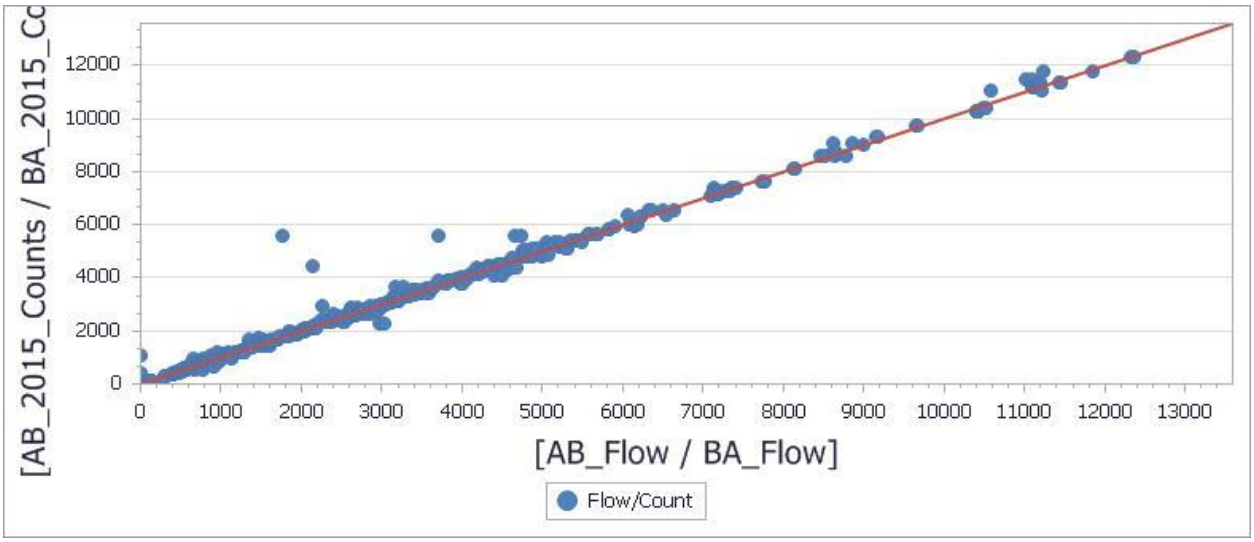


Figure 13. Scatter Plot Post-ODME



Based on the comparison of the model results with national calibration standards, the existing year Grand Island Model can be considered calibrated and validated for the existing year and may be used for forecasting traffic.

MODEL FORECASTS

The process used to prepare year 2025 and year 2040 socio-economic forecasts is described in Journey 2040, the long range plan for the Grand Island area. The Year 2025 and Year 2040 socio-economic forecasts by TAZ are listed in the appendix of this report.

Future year daily traffic assignments for the years 2025 and 2040 E+C network are also provided in the appendix.

Appendix

2015 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
1	20	1	7	11	0	0	0	0	0	0	0	0	0	0
2	13	1	5	7	0	0	0	0	0	0	0	0	0	0
3	3	0	1	2	0	0	0	0	0	0	0	0	0	0
4	9	1	3	5	0	0	0	0	0	0	0	0	0	0
5	14	1	5	8	0	0	0	0	0	0	0	0	0	0
6	26	3	12	11	0	1	0	0	0	0	0	0	0	0
7	2	0	1	1	0	0	0	0	0	0	0	0	0	0
8	16	1	6	9	0	0	0	0	0	0	0	0	0	0
9	3	0	1	2	0	1	0	0	0	0	0	0	0	0
10	4	0	2	2	0	0	1	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	10	1	4	6	0	0	0	0	0	0	0	0	0	0
13	3	0	1	2	0	0	0	0	0	0	0	0	0	0
14	1	0	0	1	0	0	0	0	0	0	0	0	0	0
15	5	0	2	3	0	0	0	0	0	0	0	0	0	0
16	6	0	2	3	0	0	0	0	0	0	0	0	0	0
17	8	0	3	5	0	1	0	0	0	0	0	0	0	0
18	9	1	3	5	8	10	0	0	0	0	0	0	0	0
19	23	1	9	13	2	3	0	0	0	0	0	0	0	0
20	3	0	1	2	0	0	21	0	0	0	0	0	0	0
21	5	0	2	3	11	144	10	0	0	0	0	0	0	614
22	20	2	9	9	0	2	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	6	0	2	3	0	0	0	0	0	0	0	0	0	0
26	6	1	1	4	0	7	0	0	0	0	0	0	0	0
27	353	61	77	215	0	11	65	0	7	0	350	0	0	0
28	261	45	57	159	0	2	10	0	0	0	758	0	0	0
29	20	4	4	12	0	0	0	0	0	0	0	0	0	0
30	37	6	8	23	0	10	0	0	0	0	0	0	0	0
31	140	77	45	18	22	21	57	0	15	0	0	0	0	0
32	28	15	9	4	0	0	0	0	0	0	0	0	0	0
33	93	51	30	12	0	0	21	0	475	0	0	0	0	0
34	25	14	8	3	0	0	0	0	0	0	0	0	0	0
35	117	30	49	39	1	571	36	0	0	0	0	0	0	0
36	57	18	29	11	6	3	1	0	0	0	0	0	0	0
37	0	0	0	0	0	8	0	0	0	0	0	0	0	0
39	6	0	2	3	0	3	0	0	0	0	0	0	0	0
40	155	16	71	68	1	12	0	0	0	0	0	0	0	0
41	3	0	1	2	0	0	0	0	0	0	0	0	0	0
42	10	1	2	7	0	21	0	0	0	0	0	0	0	0
43	263	36	54	173	0	0	0	0	0	0	0	0	0	0
44	239	20	64	155	1	10	2	0	0	0	0	0	0	0
45	55	4	15	36	0	3	9	0	0	0	0	0	0	0
46	0	0	0	0	315	4	95	0	3	0	43	0	0	0
47	0	0	0	0	403	5	116	0	0	0	0	0	0	0
48	641	204	295	142	132	2	592	0	131	0	286	0	0	0
49	418	16	191	211	19	12	58	0	58	0	853	0	0	0
50	351	93	121	137	14	31	7	0	27	0	2314	0	0	0
51	405	46	92	267	0	24	21	0	0	0	17	0	0	0
52	0	0	0	0	205	7	205	0	343	0	0	0	0	0

2015 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
53	184	55	74	55	0	0	0	0	0	0	267	0	0	0
54	161	34	93	34	15	47	4	0	5	0	0	0	0	0
55	258	54	150	54	8	15	2	0	12	0	0	0	0	0
56	226	47	131	47	1	0	5	0	0	0	150	0	0	0
57	225	68	90	67	0	1	0	0	0	0	0	0	0	0
58	260	68	109	86	0	1	3	0	0	0	0	0	0	0
59	315	98	158	60	10	0	3	0	0	0	280	0	0	0
60	85	26	43	16	0	0	43	0	1	0	0	0	0	0
61	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	84	26	42	16	0	3	0	0	0	0	0	0	0	0
63	118	37	59	22	2	19	0	0	0	0	0	0	0	0
64	4	1	2	1	2	23	0	0	0	0	0	0	0	0
65	0	0	0	0	27	609	20	0	0	0	0	15	50	0
66	60	16	25	19	33	4	25	0	0	0	100	0	0	0
67	40	10	17	13	0	56	35	0	0	0	0	0	0	0
68	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	14	1	6	6	0	0	0	0	0	0	0	0	0	0
70	0	0	0	0	0	0	2	0	0	0	0	0	0	0
71	3	1	1	1	0	0	0	0	0	0	0	0	0	0
72	3	1	1	1	0	0	0	0	0	0	0	0	0	0
73	91	12	23	56	1	13	5	0	0	0	0	0	0	0
74	366	48	92	227	4	23	8	0	1	0	748	0	0	0
75	153	20	38	95	0	0	0	0	0	0	0	0	0	0
76	0	0	0	0	179	6	321	0	1	185	0	0	0	0
77	3	1	1	1	85	2	5	0	24	0	0	0	0	0
78	419	64	176	179	1	3	36	0	1319	0	468	0	0	0
79	250	78	103	68	0	0	8	0	138	0	0	0	0	0
80	110	34	45	30	0	8	0	0	0	0	0	0	0	0
81	82	25	34	22	46	0	151	0	44	0	0	0	0	0
82	10	3	4	3	0	15	0	0	0	0	0	0	0	0
83	649	366	198	85	10	12	34	0	579	0	320	0	0	0
84	222	89	89	44	16	7	28	0	86	0	0	0	0	0
85	149	60	60	30	3	52	53	0	0	0	0	0	0	0
86	240	10	184	48	9	4	7	0	0	0	0	0	0	0
87	316	92	109	114	0	1	13	0	13	0	273	0	0	0
88	60	18	21	22	17	91	3	0	0	0	0	0	0	0
89	0	0	0	0	51	118	26	0	0	0	0	0	0	0
90	43	15	16	12	19	72	13	0	9	0	0	0	0	0
91	21	7	8	6	0	4	2	0	0	0	0	0	0	0
92	0	0	0	0	34	11	0	0	0	96	0	0	0	0
93	8	4	3	2	0	0	7	0	0	0	0	0	0	0
94	5	2	2	1	162	3	0	0	0	0	0	0	0	0
95	0	0	0	0	0	0	0	0	0	0	0	0	0	0
96	25	9	10	7	0	0	19	0	23	0	0	0	0	0
97	14	6	5	3	25	0	0	0	0	0	0	0	0	0
98	8	4	3	2	32	0	39	0	11	0	0	0	0	0
99	26	9	10	7	101	0	1	0	0	0	0	0	0	0
100	26	9	10	7	0	0	41	0	0	0	0	0	0	0
101	16	5	6	4	33	0	31	0	0	0	0	0	0	0
102	95	43	32	20	0	0	0	0	0	0	0	0	0	0
103	95	43	32	20	0	0	0	0	0	0	0	0	0	0

2015 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
104	162	55	62	45	0	0	0	0	0	0	0	0	0	0
105	85	29	32	24	0	2	0	0	0	0	0	0	0	0
106	16	5	6	4	0	0	10	0	2	0	0	0	0	0
107	80	19	23	37	0	0	0	0	0	0	0	0	0	0
108	40	10	12	18	0	0	0		0	0	0	0	0	0
109	103	26	53	25	0	0	1	0	0	0	0	0	0	0
110	45	11	23	11	0	0	0	0	0	0	0	0	0	0
111	45	11	23	11	0	0	0	0	0	0	346	0	0	0
112	80	19	23	37	0	0	0	0	0	0	0	0	0	0
113	40	10	12	18	0	0	0	0	0	0	0	0	0	0
114	103	26	53	25	0	0	0	0	0	0	0	0	0	0
115	45	11	23	11	0	0	5	0	0	0	0	0	0	0
116	68	17	35	16	0	0	0	0	0	0	0	0	0	0
117	162	6	125	32	0	0	0	0	6	0	375	0	0	0
118	250	95	113	40	12	2	21	0	58	0	0	0	0	0
119	0	0	0	0	32	10	4	0	0	0	0	0	0	0
120	0	0	0	0	5	29	17	0	2	0	0	0	0	0
121	0	0	0	0	39	37	9	0	0	0	0	0	0	0
122	3	1	1	1	61	3	81	0	0	0	0	0	0	0
123	0	0	0	0	2	24	40	0	10	0	0	0	0	0
124	4	1	2	1	6	18	0	0	0	0	0	0	0	0
125	3	1	1	1	18	0	90	0	0	0	0	0	0	0
126	40	14	15	11	0	0	46	0	0	0	0	0	0	0
127	50	17	19	14	0	0	13	0	14	0	0	0	0	0
128	45	11	23	11	0	0	0	0	0	0	0	0	0	0
129	45	11	23	11	0	0	21	0	0	0	0	0	0	0
130	45	11	23	11	0	4	0	0	0	0	0	0	0	0
131	22	6	11	5	0	0	2	0	0	0	0	0	0	0
132	198	8	152	40	0	0	0	0	0	0	0	0	0	0
133	250	95	113	40	5	13	8	0	0	0	0	0	0	0
134	0	0	0	0	16	13	20	0	0	0	0	0	0	0
135	15	4	7	4	71	0	135	0	0	0	0	0	0	0
136	15	4	7	4	8	72	24	0	0	0	0	0	0	0
137	57	16	26	15	52	0	336	0	14	0	0	0	0	0
138	30	8	14	8	61	15	44	0	30	0	0	0	0	0
139	3	1	1	1	10	0	11	0	0	0	0	0	0	0
140	144	24	48	72	0	15	0	0	0	0	0	0	0	0
141	77	13	25	39	19	7	0	0	0	0	0	0	0	0
142	0	0	0	0	6	4	7	0	0	0	0	0	0	0
143	0	0	0	0	46	24	98	0	46	0	0	0	0	0
144	0	0	0	0	0	0	0	0	14	0	0	0	0	0
145	12	3	5	3	4	0	62	0	2	0	0	0	0	0
146	12	3	5	3	0	0	0	0	0	0	0	0	0	0
147	9	3	4	2	0	0	0	540	0	0	0	0	0	0
148	18	5	8	5	0	0	0	0	0	0	0	0	0	0
149	113	32	51	31	0	2	0	320	1	0	0	0	0	0
150	51	14	23	14	0	0	0	0	0	0	0	0	0	0
151	30	12	12	6	0	0	0	0	0	0	0	0	0	0
152	57	16	26	15	0	1	0	0	0	0	0	0	0	0
153	35	14	14	7	0	5	0	0	0	0	0	0	0	0
154	100	40	40	20	0	0	0	0	0	0	0	0	0	0

2015 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
155	60	24	24	12	0	2	5	0	0	0	0	0	0	0
156	50	20	20	10	3	0	16	0	0	0	0	0	0	0
157	220	88	88	44	0	1	2	0	0	0	504	0	0	0
158	250	100	100	50	13	23	6	0	0	0	0	0	0	0
159	0	0	0	0	0	142	0	0	0	0	0	0	0	0
160	6	2	3	2	1	1	2	0	0	0	0	0	0	0
161	100	26	42	32	0	4	2	0	0	0	0	0	0	0
162	11	3	5	4	0	2280	0	0	0	0	0	0	0	0
163	5	1	2	2	0	0	207	0	0	0	0	0	0	0
164	10	1	4	5	0	0	0	0	1	0	0	0	0	0
165	290	35	107	148	0	23	4	0	1	0	0	0	0	0
166	12	1	6	5	0	0	0	0	0	0	0	0	0	0
167	4	0	2	2	0	0	0	0	0	0	0	0	0	0
168	0	0	0	0	0	0	0	0	0	0	0	0	0	0
169	0	0	0	0	0	0	0	0	0	0	0	0	0	0
170	5	0	2	3	0	0	0	0	0	0	0	0	0	0
171	3	1	1	1	0	0	0	0	0	0	0	0	0	0
172	0	0	0	0	0	0	0	0	0	0	0	0	0	0
173	85	12	52	17	0	147	1	0	0	0	0	0	0	0
174	0	0	0	0	0	0	0	0	0	0	0	0	0	0
175	97	14	59	19	17	17	0	0	0	0	0	0	0	0
176	0	0	0	0	46	72	14	0	1	0	0	0	0	0
177	230	55	48	127	11	331	4	0	6	0	0	0	0	0
178	0	0	0	0	0	172	77	0	0	0	0	0	0	0
179	80	11	49	16	32	411	68	0	32	0	0	0	0	0
180	0	0	0	0	2	420	5	0	0	0	0	0	0	0
181	0	0	0	0	13	161	15	0	7	0	0	0	0	0
182	0	0	0	0	23	208	6	0	0	0	0	0	0	0
183	70	17	15	39	1	153	14	0	0	0	90	0	0	0
184	0	0	0	0	0	1241	110	0	0	0	0	0	0	0
185	190	46	40	105	2	3	0	0	0	0	0	0	0	0
186	0	0	0	0	3	7	0	0	0	0	0	0	0	0
187	0	0	0	0	60	12	30	0	40	0	0	0	0	0
188	0	0	0	0	0	2	11	0	0	0	0	0	0	0
189	0	0	0	0	23	167	29	0	0	0	0	0	0	0
190	0	0	0	0	71	251	36	0	8	0	0	0	0	0
191	0	0	0	0	0	1	2	0	0	0	0	0	0	0
192	0	0	0	0	29	91	53	0	0	0	0	0	0	0
193	40	10	12	18	0	1	0		0	0	0	0	0	0
194	40	10	12	18	0	1	0		0	0	340	0	0	0
195	0	0	0	0	53	40	19	0	1	0	0	0	0	0
196	16	3	6	7	0	0	0	0	3	0	0	0	0	0
197	80	15	30	35	0	3	0	0	0	0	0	0	0	0
198	68	31	23	14	32	195	68	0	3	0	0	0	0	0
199	200	38	74	88	0	5	6	0	13	0	0	0	0	0
200	153	29	57	67	0	4	1	0	0	0	0	0	0	0
201	53	10	20	23	0	0	0	0	0	0	0	0	0	0
202	10	2	6	3	0	74	19	0	0	0	0	0	0	0
203	337	61	189	88	0	12	7	0	7	0	757	0	0	0
204	9	3	4	2	0	11	4	0	0	0	0	0	0	0
205	8	3	3	2	0	111	30	0	0	0	0	0	0	0

2015 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
206	0	0	0	0	11	31	51	0	0	0	0	0	0	0
207	163	62	68	33	11	336	7	0	0	0	0	0	0	0
208	240	91	101	48	103	8	246	0	37	0	0	0	0	0
209	400	52	160	188	32	9	57	0	20	0	1100	0	0	0
210	102	13	41	48	0	3	8	0	0	0	0	0	0	0
211	250	33	100	118	0	0	4	0	0	0	0	0	0	0
212	74	7	21	46	0	3	0	0	1	0	0	0	0	0
213	330	33	92	205	0	10	15	0	1	0	243	0	0	0
214	380	53	213	114	156	1	62	0	98	182	244	0	0	0
215	359	52	263	42	35	0	12	0	10	0	0	0	0	0
216	341	59	113	172	0	4	3	0	0	0	0	0	0	0
217	130	19	97	16	0	0	35	0	0	0	0	0	0	0
218	234	40	76	115	0	9	0	0	0	0	0	0	0	0
219	24	7	8	9	505	2	68	0	1	40	0	0	0	0
220	400	124	132	144	222	3	13	0	0	400	0	0	0	0
221	9	3	3	3	23	4	13	0	0	222	0	0	0	0
222	6	2	2	2	0	0	2	0	0	0	0	0	0	0
223	8	2	3	3	0	7	0	0	0	0	0	0	0	0
224	9	3	3	3	0	8	17	0	0	0	0	0	0	0
225	72	22	24	26	0	21	1	0	0	0	0	0	0	0
226	133	16	49	68	5	6	0	0	0	0	0	0	0	0
227	7	2	2	3	0	0	0	0	0	0	0	0	0	0
228	1	0	1	0	0	0	0	0	0	0	0	0	0	0
229	2	1	1	1	0	0	0	0	0	0	0	0	0	0
230	5	1	2	2	0	0	0	0	0	0	0	0	0	0
231	8	0	3	5	0	3	0	0	0	0	0	0	0	0
232	2	1	1	0	0	0	0	0	0	0	0	0	0	0
233	4	0	1	2	0	0	0	0	0	0	0	0	0	0
234	4	1	1	2	0	13	0	0	0	0	0	0	0	0
235	113	27	24	62	0	14	77	0	23	0	0	0	0	0
236	3	1	1	1	3	2	0	0	2	0	0	0	0	0
237	105	25	22	58	3	4	1	0	0	0	0	0	0	0
238	0	0	0	0	45	44	0	0	1	0	0	0	0	0
239	20	3	11	6	0	1	1	0	0	0	0	0	0	0
240	109	15	61	33	8	12	0	0	75	0	0	0	0	0
241	3	1	1	1	0	0	0	0	0	0	0	0	0	0
242	5	2	2	2	128	1	5	0	0	0	0	0	0	0
243	7	2	2	3	0	0	0	0	0	0	0	0	0	0
244	0	0	0	0	0	3	0	0	0	0	0	0	0	0
245	3	1	1	1	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	8	0	0	0	0	0	0	0
247	79	8	28	43	3	0	0	0	0	0	0	0	0	0
248	6	1	2	3	2	90	17	0	0	0	0	0	0	0
249	107	11	39	58	0	11	0	0	0	0	0	0	0	0
250	38	4	14	21	4	1	0	0	0	0	0	0	0	0
251	0	0	0	0	0	0	0	0	0	0	0	0	0	0
252	10	1	4	5	0	6	0	0	3	0	0	0	0	0
253	12	1	4	6	0	1	0	0	0	0	0	0	0	0
254	6	1	2	3	0	9	0	0	0	0	0	0	0	0
255	2	0	1	1	0	15	0	0	0	0	0	0	0	0
256	0	0	0	0	0	540	0	0	0	0	0	0	0	0

2015 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
257	0	0	0	0	19	41	22	0	0	0	0	0	0	0
258	5	1	2	2	0	0	0	0	0	0	0	0	0	0
259	9	2	4	4	1	12	0	0	0	0	0	0	0	0
260	3	0	1	2	0	17	24	0	0	0	0	0	0	0
261	12	1	4	6	0	3	2	0	0	0	0	0	0	0
262	9	1	3	5	0	0	0	0	0	0	0	0	0	0
263	3	0	1	2	28	92	9	0	0	0	0	0	0	0
264	6	1	3	2	0	29	0	0	0	0	0	0	0	0
265	6	1	2	3	222	4	30	0	0	51	0	0	0	0
266	4	1	2	2	0	0	0	0	0	61	0	0	0	0
267	9	2	4	4	0	0	0	0	0	0	0	0	0	0
268	0	0	0	0	0	15	15	0	0	0	0	0	0	0
269	0	0	0	0	0	15	15	0	0	0	0	0	0	0
270	132	18	27	87	0	17	3	0	0	0	481	0	0	0
271	159	13	43	103	0	2	2	0	0	0	0	0	0	0
272	111	9	30	72	0	0	0	0	0	0	0	0	0	0
273	0	0	0	0	243	26	169	0	0	0	0	0	0	0
274	0	0	0	0	341	6	19	0	0	0	0	0	0	0
275	146	66	50	31	1	5	3	0	0	0	0	0	0	0
276	224	60	115	49	0	0	0	0	0	0	0	0	0	0
277	36	6	8	22	44	28	85	0	204	61	0	0	0	0
278	0	0	0	0	897	23	79	0	7	0	0	0	0	0
279	0	0	0	0	897	25	88	0	6	131	0	0	0	0
280	0	0	0	0	228	18	112	0	292	68	0	0	0	0
281	0	0	0	0	0	0	0	0	0	0	0	0	0	0
282	50	7	30	10	34	35	0	0	0	0	0	0	0	0
283	80	11	49	16	0	0	0	0	1	0	0	0	0	0
284	28	4	17	6	0	0	0	0	0	0	0	0	0	0
301	0	0	0	0	0	0	0	0	0	0	0	20	82	0
302	0	0	0	0	0	0	0	0	0	0	0	20	400	0

2025 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
1	20	1	7	11	0	0	0	0	0	0	0	0	0	0
2	13	1	5	7	0	0	0	0	0	0	0	0	0	0
3	3	0	1	2	0	0	0	0	0	0	0	0	0	0
4	9	1	3	5	0	0	0	0	0	0	0	0	0	0
5	14	1	5	8	0	0	0	0	0	0	0	0	0	0
6	26	3	12	11	0	1	0	0	0	0	0	0	0	0
7	2	0	1	1	0	0	0	0	0	0	0	0	0	0
8	16	1	6	9	0	26	0	0	0	0	0	0	0	0
9	3	0	1	2	0	1	0	0	0	0	0	0	0	0
10	4	0	2	2	0	0	1	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	10	1	4	6	0	0	0	0	0	0	0	0	0	0
13	3	1	6	9	0	0	0	0	0	0	0	0	0	0
14	1	0	0	1	0	0	0	0	0	0	0	0	0	0
15	5	0	2	3	0	0	0	0	0	0	0	0	0	0
16	6	0	2	3	0	0	0	0	0	0	0	0	0	0
17	8	0	3	5	0	1	0	0	0	0	0	0	0	0
18	9	1	3	5	8	10	0	0	0	0	0	0	0	0
19	23	1	9	13	2	3	0	0	0	0	0	0	0	0
20	3	0	1	2	0	120	21	0	0	0	0	0	0	0
21	5	0	2	3	11	214	10	0	0	0	0	0	0	700
22	20	2	9	9	0	2	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	6	2	10	15	0	0	0	0	0	0	0	0	0	0
26	6	1	1	4	0	7	0	0	0	0	0	0	0	0
27	463	80	101	282	0	11	65	0	7	0	350	0	0	0
28	261	45	57	159	0	2	10	0	0	0	758	0	0	0
29	235	42	50	143	0	0	40	0	0	0	0	0	0	0
30	37	6	8	23	0	10	0	0	0	0	0	0	0	0
31	140	77	45	18	22	21	57	0	15	0	0	0	0	0
32	28	15	9	4	0	0	0	0	0	0	0	0	0	0
33	325	183	107	43	0	0	21	0	475	0	0	0	0	0
34	25	14	8	3	0	180	0	0	0	0	0	0	0	0
35	117	30	49	39	1	571	36	0	0	0	0	0	0	0
36	57	18	29	11	6	3	1	0	0	0	0	0	0	0
37	0	0	0	0	0	108	0	0	0	0	0	0	0	0
39	6	0	2	3	0	3	0	0	0	0	0	0	0	0
40	155	16	71	68	1	12	0	0	0	0	0	0	0	0
41	3	1	7	10	0	0	0	0	0	0	0	0	0	0
42	10	1	2	7	0	21	0	0	0	0	0	0	0	0
43	263	36	54	173	0	0	0	0	0	0	0	0	0	0
44	239	20	64	155	1	10	2	0	0	0	0	0	0	0
45	171	13	46	111	0	3	9	0	0	0	0	0	0	0
46	0	0	0	0	330	4	130	0	3	0	43	0	0	0
47	0	0	0	0	423	5	136	0	0	0	0	0	0	0
48	641	204	295	142	132	2	592	0	131	0	286	0	0	0
49	418	16	191	211	19	12	58	0	58	0	853	0	0	0
50	351	93	121	137	29	31	7	0	27	0	2314	0	0	0
51	405	46	92	267	0	24	21	0	0	0	17	0	0	0
52	0	0	0	0	245	7	205	0	348	0	0	0	0	0

2025 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
53	184	55	74	55	0	0	0	0	0	0	267	0	0	0
54	161	34	93	34	15	47	4	0	5	0	0	0	0	0
55	258	54	150	54	8	15	2	0	12	0	0	0	0	0
56	226	47	131	47	1	0	5	0	0	0	150	0	0	0
57	225	68	90	67	0	1	0	0	0	0	0	0	0	0
58	260	68	109	86	0	1	3	0	0	0	0	0	0	0
59	360	112	180	68	10	0	3	0	0	0	280	0	0	0
60	220	68	110	42	0	0	43	0	1	0	0	0	0	0
61	0	0	0	0	0	85	0	0	0	0	0	0	0	0
62	84	26	42	16	0	3	0	0	0	0	0	0	0	0
63	118	37	59	22	2	19	0	0	0	0	0	0	0	0
64	4	1	2	1	2	43	0	0	0	0	0	0	0	0
65	0	0	0	0	27	644	20	0	0	0	0	15	50	0
66	60	16	25	19	33	24	25	0	0	0	100	0	0	0
67	40	10	17	13	0	86	35	0	0	0	0	0	0	0
68	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	14	1	6	6	0	0	0	0	0	0	0	0	0	0
70	0	0	0	0	0	75	2	0	0	0	0	0	0	0
71	3	4	4	4	0	0	0	0	0	0	0	0	0	0
72	3	1	1	1	0	0	0	0	0	0	0	0	0	0
73	351	46	88	218	1	13	5	0	0	0	0	0	0	0
74	366	48	92	227	4	23	8	0	1	0	748	0	0	0
75	356	47	90	224	0	0	0	0	0	0	0	0	0	0
76	0	0	0	0	204	6	346	0	1	185	0	0	0	0
77	3	1	1	1	85	2	5	0	24	0	0	0	0	0
78	419	64	176	179	1	3	36	0	1330	0	468	0	0	0
79	250	78	103	68	0	0	8	0	138	0	0	0	0	0
80	110	34	45	30	0	8	0	0	0	0	0	0	0	0
81	82	25	34	22	46	0	151	0	44	0	0	0	0	0
82	10	3	4	3	0	15	0	0	0	0	0	0	0	0
83	649	366	198	85	10	12	34	0	589	0	320	0	0	0
84	222	89	89	44	16	7	28	0	86	0	0	0	0	0
85	149	60	60	30	3	52	53	0	0	0	0	0	0	0
86	240	10	184	48	9	4	7	0	0	0	0	0	0	0
87	316	92	109	114	0	1	13	0	13	0	273	0	0	0
88	60	18	21	22	17	91	3	0	0	0	0	0	0	0
89	0	0	0	0	51	118	26	0	0	0	0	0	0	0
90	43	15	16	12	19	72	13	0	9	0	0	0	0	0
91	21	7	8	6	0	4	11	0	0	0	0	0	0	0
92	0	0	0	0	34	11	0	0	0	96	0	0	0	0
93	8	4	3	2	0	0	7	0	0	0	0	0	0	0
94	5	2	2	1	171	3	9	0	0	0	0	0	0	0
95	0	0	0	0	0	0	0	0	0	0	0	0	0	0
96	25	9	10	7	0	0	28	0	23	0	0	0	0	0
97	14	6	5	3	25	0	10	0	0	0	0	0	0	0
98	8	4	3	2	32	0	48	0	11	0	0	0	0	0
99	26	9	10	7	101	0	10	0	0	0	0	0	0	0
100	26	9	10	7	9	0	41	0	0	0	0	0	0	0
101	16	5	6	4	33	0	31	0	0	0	0	0	0	0
102	95	43	32	20	0	0	0	0	0	0	0	0	0	0
103	95	43	32	20	0	0	0	0	0	0	0	0	0	0

2025 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
104	162	55	62	45	0	0	0	0	0	0	0	0	0	0
105	85	29	32	24	0	2	0	0	0	0	0	0	0	0
106	16	5	6	4	0	0	10	0	2	0	0	0	0	0
107	80	19	23	37	0	0	0	0	0	0	0	0	0	0
108	40	10	12	18	0	0	0		0	0	0	0	0	0
109	103	26	53	25	0	0	1	0	0	0	0	0	0	0
110	45	11	23	11	0	0	0	0	0	0	0	0	0	0
111	45	11	23	11	0	0	0	0	0	0	346	0	0	0
112	80	19	23	37	0	0	0	0	0	0	0	0	0	0
113	40	10	12	18	0	0	0	0	0	0	0	0	0	0
114	103	26	53	25	0	0	0	0	0	0	0	0	0	0
115	45	11	23	11	0	0	5	0	0	0	0	0	0	0
116	68	17	35	16	0	0	0	0	0	0	0	0	0	0
117	162	6	125	32	0	0	0	0	6	0	375	0	0	0
118	250	95	113	40	12	2	21	0	58	0	0	0	0	0
119	0	0	0	0	32	10	4	0	0	0	0	0	0	0
120	0	0	0	0	16	29	17	0	2	0	0	0	0	0
121	0	0	0	0	39	37	23	0	0	0	0	0	0	0
122	3	1	1	1	70	3	81	0	0	0	0	0	0	0
123	0	0	0	0	11	24	40	0	10	0	0	0	0	0
124	4	1	2	1	6	18	0	0	0	0	0	0	0	0
125	3	1	1	1	18	0	90	0	0	0	0	0	0	0
126	40	14	15	11	0	0	46	0	0	0	0	0	0	0
127	50	17	19	14	0	0	13	0	14	0	0	0	0	0
128	45	11	23	11	0	0	0	0	0	0	0	0	0	0
129	45	11	23	11	0	0	21	0	0	0	0	0	0	0
130	45	11	23	11	0	4	0	0	0	0	0	0	0	0
131	22	6	11	5	0	0	2	0	0	0	0	0	0	0
132	198	8	152	40	0	0	0	0	0	0	0	0	0	0
133	250	95	113	40	5	13	8	0	0	0	0	0	0	0
134	0	0	0	0	16	13	20	0	0	0	0	0	0	0
135	15	4	7	4	71	0	147	0	0	0	0	0	0	0
136	15	4	7	4	8	72	33	0	0	0	0	0	0	0
137	57	16	26	15	52	0	345	0	14	0	0	0	0	0
138	30	8	14	8	61	15	62	0	30	0	0	0	0	0
139	3	1	1	1	10	0	11	0	0	0	0	0	0	0
140	144	24	48	72	0	15	0	0	0	0	0	0	0	0
141	77	13	25	39	19	7	0	0	0	0	0	0	0	0
142	0	0	0	0	6	4	7	0	0	0	0	0	0	0
143	0	0	0	0	46	24	107	0	46	0	0	0	0	0
144	0	0	0	0	9	0	0	0	14	0	0	0	0	0
145	12	3	5	3	4	0	72	0	2	0	0	0	0	0
146	12	3	5	3	0	0	0	0	0	0	0	0	0	0
147	9	3	4	2	0	0	549	540	0	0	0	0	0	0
148	18	5	8	5	0	0	0	0	0	0	0	0	0	0
149	113	32	51	31	0	2	320	320	1	0	0	0	0	0
150	51	14	23	14	0	0	0	0	0	0	0	0	0	0
151	30	12	12	6	0	0	0	0	0	0	0	0	0	0
152	57	16	26	15	0	1	0	0	0	0	0	0	0	0
153	35	14	14	7	0	5	0	0	0	0	0	0	0	0
154	100	40	40	20	0	0	0	0	0	0	0	0	0	0

2025 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
155	60	24	24	12	0	2	5	0	0	0	0	0	0	0
156	50	20	20	10	3	0	16	0	0	0	0	0	0	0
157	220	88	88	44	0	1	2	0	0	0	504	0	0	0
158	250	100	100	50	28	23	6	0	0	0	0	0	0	0
159	0	0	0	0	0	222	0	0	0	0	0	0	0	0
160	6	2	3	2	1	91	2	0	0	0	0	0	0	0
161	100	26	42	32	0	66	2	0	0	0	0	0	0	0
162	11	3	5	4	0	2280	0	0	0	0	0	0	0	0
163	5	1	2	2	0	45	207	0	0	0	0	0	0	0
164	10	1	4	5	0	0	0	0	1	0	0	0	0	0
165	290	35	107	148	0	23	4	0	1	0	0	0	0	0
166	12	1	6	5	0	0	0	0	0	0	0	0	0	0
167	4	0	2	2	0	0	0	0	0	0	0	0	0	0
168	0	0	0	0	0	0	0	0	0	0	0	0	0	0
169	0	0	0	0	0	50	0	0	0	0	0	0	0	0
170	5	1	6	9	0	0	0	0	0	0	0	0	0	0
171	3	4	4	4	0	0	0	0	0	0	0	0	0	0
172	0	0	0	0	0	0	0	0	0	0	0	0	0	0
173	140	20	85	28	0	167	1	0	0	0	0	0	0	0
174	190	0	0	0	0	0	0	0	0	0	0	0	0	0
175	186	26	114	37	17	24	0	0	0	0	0	0	0	0
176	0	0	0	0	46	97	14	0	2	0	0	0	0	0
177	230	55	48	127	11	351	4	0	6	0	0	0	0	0
178	40	0	0	0	0	237	77	0	0	0	0	0	0	0
179	80	11	49	16	32	411	68	0	32	0	0	0	0	0
180	0	0	0	0	2	450	5	0	0	0	0	0	0	0
181	0	0	0	0	13	161	15	0	7	0	0	0	0	0
182	0	0	0	0	23	208	6	0	0	0	0	0	0	0
183	70	17	15	39	1	183	14	0	0	0	90	0	0	0
184	0	0	0	0	0	1286	110	0	0	0	0	0	0	0
185	280	67	59	154	27	3	24	0	0	0	0	0	0	0
186	0	0	0	0	3	7	0	0	0	0	0	0	0	0
187	0	0	0	0	60	12	30	0	40	0	0	0	0	0
188	0	0	0	0	0	2	11	0	0	0	0	0	0	0
189	0	0	0	0	23	167	29	0	0	0	0	0	0	0
190	0	0	0	0	71	251	36	0	8	0	0	0	0	0
191	0	0	0	0	0	1	2	0	0	0	0	0	0	0
192	0	0	0	0	29	91	53	0	0	0	0	0	0	0
193	40	10	12	18	0	1	0		0	0	0	0	0	0
194	40	10	12	18	0	1	0		0	0	340	0	0	0
195	0	0	0	0	53	40	19	0	1	0	0	0	0	0
196	16	3	6	7	0	0	0	0	3	0	0	0	0	0
197	80	15	30	35	0	3	0	0	0	0	0	0	0	0
198	68	31	23	14	32	195	68	0	3	0	0	0	0	0
199	200	38	74	88	0	5	6	0	13	0	0	0	0	0
200	153	29	57	67	0	4	1	0	0	0	0	0	0	0
201	53	10	20	23	0	0	0	0	0	0	0	0	0	0
202	10	2	6	3	0	74	19	0	0	0	0	0	0	0
203	337	61	189	88	0	67	7	0	7	0	1357	0	0	0
204	9	3	4	2	0	11	4	0	0	0	0	0	0	0
205	8	3	3	2	0	111	30	0	0	0	0	0	0	0

2025 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
206	0	0	0	0	11	31	51	0	0	0	0	0	0	0
207	163	62	68	33	11	336	7	0	0	0	0	0	0	0
208	240	91	101	48	103	8	246	0	37	0	0	0	0	0
209	400	52	160	188	32	9	87	0	20	0	1100	0	0	0
210	102	13	41	48	0	3	8	0	0	0	0	0	0	0
211	250	33	100	118	0	0	4	0	0	0	0	0	0	0
212	74	7	21	46	0	3	0	0	1	0	0	0	0	0
213	330	33	92	205	0	10	15	0	1	0	243	0	0	0
214	380	53	213	114	156	1	62	0	98	182	244	0	0	0
215	359	52	263	42	35	0	12	0	10	0	0	0	0	0
216	341	59	113	172	0	4	3	0	0	0	0	0	0	0
217	130	19	97	16	0	0	35	0	0	0	0	0	0	0
218	334	57	108	164	0	9	0	0	0	0	0	0	0	0
219	24	7	8	9	515	2	68	0	1	40	0	0	0	0
220	400	124	132	144	237	3	13	0	0	400	0	0	0	0
221	9	3	3	3	43	4	28	0	0	222	0	0	0	0
222	41	13	14	15	0	0	2	0	0	0	0	0	0	0
223	43	13	14	15	0	7	0	0	0	0	0	0	0	0
224	44	14	15	16	0	8	17	0	0	0	0	0	0	0
225	72	22	24	26	0	21	1	0	0	0	0	0	0	0
226	133	16	49	68	5	6	0	0	0	0	0	0	0	0
227	7	2	2	3	0	0	0	0	0	0	0	0	0	0
228	1	0	1	0	0	0	0	0	0	0	0	0	0	0
229	2	1	1	1	0	0	0	0	0	0	0	0	0	0
230	5	1	2	2	0	0	0	0	0	0	0	0	0	0
231	8	0	3	5	0	3	0	0	0	0	0	0	0	0
232	2	1	1	0	0	0	0	0	0	0	0	0	0	0
233	4	0	1	2	0	0	0	0	0	0	0	0	0	0
234	4	1	1	2	0	13	0	0	0	0	0	0	0	0
235	156	37	33	86	0	14	77	0	23	0	0	0	0	0
236	101	34	34	34	3	2	0	0	2	0	0	0	0	0
237	105	25	22	58	23	4	16	0	510	0	0	0	0	0
238	0	0	0	0	45	44	0	0	1	0	0	0	0	0
239	20	3	11	6	0	76	1	0	0	0	0	0	0	0
240	165	23	92	50	21	12	10	0	75	0	0	0	0	0
241	3	1	1	1	17	0	0	0	0	0	0	0	0	0
242	5	2	2	2	148	1	35	0	0	0	0	0	0	0
243	7	2	2	3	0	0	0	0	0	0	0	0	0	0
244	0	0	0	0	0	3	0	0	0	0	0	0	0	0
245	3	1	1	1	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	8	0	0	0	0	0	0	0
247	79	8	28	43	3	0	0	0	0	0	0	0	0	0
248	6	1	2	3	2	90	17	0	0	0	0	0	0	0
249	107	11	39	58	0	11	0	0	0	0	0	0	0	0
250	38	4	14	21	4	1	0	0	0	0	0	0	0	0
251	0	0	0	0	0	35	0	0	0	0	0	0	0	0
252	10	1	4	5	0	6	0	0	3	0	0	0	0	0
253	12	1	4	6	0	1	0	0	0	0	0	0	0	0
254	6	1	2	3	0	9	0	0	0	0	0	0	0	0
255	2	0	1	1	10	95	0	0	0	0	0	0	0	0
256	0	0	0	0	0	600	0	0	0	0	0	0	0	0

2025 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
257	0	0	0	0	19	96	22	0	0	0	0	0	0	0
258	5	1	2	2	0	0	0	0	0	0	0	0	0	0
259	9	2	4	4	1	12	0	0	0	0	0	0	0	0
260	3	0	1	2	0	17	24	0	0	0	0	0	0	0
261	12	1	4	6	0	3	2	0	0	0	0	0	0	0
262	9	1	3	5	0	0	0	0	0	0	0	0	0	0
263	3	0	1	2	28	162	9	0	0	0	0	0	0	0
264	6	1	3	2	0	29	0	0	0	0	0	0	0	0
265	6	1	2	3	222	4	30	0	0	51	0	0	0	0
266	4	1	2	2	0	0	0	0	0	61	0	0	0	0
267	9	2	4	4	0	0	0	0	0	0	0	0	0	0
268	3	1	1	1	14	0	12	0	0	208	0	0	0	0
269	28	3	10	15	0	38	0	0	0	0	0	0	0	0
270	152	21	31	100	0	13	3	0	0	0	481	0	0	0
271	159	13	43	103	0	6	2	0	0	0	0	0	0	0
272	171	13	46	111	0	0	0	0	0	0	0	0	0	0
273	0	0	0	0	305	22	198	0	0	0	0	0	0	0
274	0	0	0	0	386	6	19	0	0	0	0	0	0	0
275	146	66	50	31	1	5	3	0	0	0	0	0	0	0
276	224	60	115	49	0	0	0	0	0	0	0	0	0	0
277	36	6	8	22	44	28	85	0	204	61	0	0	0	0
278	0	0	0	0	919	23	134	0	7	0	0	0	0	0
279	0	0	0	0	919	25	138	0	6	131	0	0	0	0
280	0	0	0	0	305	22	198	0	292	68	0	0	0	0
281	237	31	60	150	0	0	0	0	0	0	0	0	0	0
282	96	13	58	19	34	48	0	0	0	0	0	0	0	0
283	80	11	49	16	0	0	0	0	2	0	0	0	0	0
284	47	7	28	9	0	0	0	0	0	0	0	0	0	0
301	0	0	0	0	0	0	0	0	0	0	0	20	92	0
302	0	0	0	0	0	0	0	0	0	0	0	20	450	0

2040 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
1	20	1	7	11	0	0	0	0	0	0	0	0	0	0
2	13	1	5	7	0	0	0	0	0	0	0	0	0	0
3	3	0	1	2	0	0	0	0	0	0	0	0	0	0
4	9	1	3	5	0	0	0	0	0	0	0	0	0	0
5	14	1	5	8	0	0	0	0	0	0	0	0	0	0
6	26	3	12	11	0	1	0	0	0	0	0	0	0	0
7	2	0	1	1	0	0	0	0	0	0	0	0	0	0
8	16	1	6	9	0	76	0	0	0	0	0	0	0	0
9	3	0	1	2	0	1	0	0	0	0	0	0	0	0
10	4	0	2	2	0	0	1	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	10	1	4	6	0	0	0	0	0	0	0	0	0	0
13	3	1	6	9	0	0	0	0	0	0	0	0	0	0
14	1	0	0	1	0	0	0	0	0	0	0	0	0	0
15	5	0	2	3	0	0	0	0	0	0	0	0	0	0
16	6	0	2	3	0	0	0	0	0	0	0	0	0	0
17	8	0	3	5	0	1	0	0	0	0	0	0	0	0
18	9	1	3	5	8	10	0	0	0	0	0	0	0	0
19	23	1	9	13	2	3	0	0	0	0	0	0	0	0
20	3	0	1	2	0	230	21	0	0	0	0	0	0	0
21	5	0	2	3	11	344	10	0	0	0	0	0	0	800
22	20	2	9	9	0	2	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	70	0	0	0	0	0	0	0	0
25	6	2	10	15	0	0	0	0	0	0	0	0	0	0
26	374	64	79	232	0	7	0	0	0	0	0	0	0	0
27	463	80	101	282	0	11	65	0	7	0	350	0	0	0
28	261	45	57	159	0	2	10	0	0	0	758	0	0	0
29	235	42	50	143	0	0	47	0	0	0	0	0	0	0
30	37	6	8	23	0	10	0	0	0	0	0	0	0	0
31	140	77	45	18	22	21	57	0	15	0	0	0	0	0
32	28	15	9	4	0	0	0	0	0	0	0	0	0	0
33	325	183	107	43	0	0	21	0	475	0	0	0	0	0
34	25	14	8	3	0	209	0	0	0	0	0	0	0	0
35	117	30	49	39	1	571	36	0	0	0	0	0	0	0
36	57	18	29	11	6	3	1	0	0	0	0	0	0	0
37	0	0	0	0	0	108	0	0	0	0	0	0	0	0
39	6	0	2	3	0	3	0	0	0	0	0	0	0	0
40	155	16	71	68	1	12	0	0	0	0	0	0	0	0
41	3	1	7	10	0	0	0	0	0	0	0	0	0	0
42	331	47	67	221	0	21	0	0	0	0	0	0	0	0
43	263	36	54	173	0	0	0	0	0	0	0	0	0	0
44	239	20	64	155	1	10	2	0	0	0	0	0	0	0
45	171	13	46	111	0	3	9	0	0	0	0	0	0	0
46	0	0	0	0	330	4	140	0	3	0	43	0	0	0
47	0	0	0	0	423	5	141	0	0	0	0	0	0	0
48	641	204	295	142	132	2	592	0	131	0	286	0	0	0
49	418	16	191	211	19	12	58	0	58	0	853	0	0	0
50	351	93	121	137	29	31	7	0	27	0	2314	0	0	0
51	405	46	92	267	0	24	21	0	0	0	17	0	0	0
52	0	0	0	0	245	7	205	0	358	0	0	0	0	0

2040 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
53	184	55	74	55	0	0	0	0	0	0	267	0	0	0
54	161	34	93	34	15	47	4	0	5	0	0	0	0	0
55	258	54	150	54	8	15	2	0	12	0	0	0	0	0
56	226	47	131	47	1	0	5	0	0	0	150	0	0	0
57	225	68	90	67	0	1	0	0	0	0	0	0	0	0
58	260	68	109	86	0	1	3	0	0	0	0	0	0	0
59	360	112	180	68	10	0	3	0	0	0	280	0	0	0
60	220	68	110	42	0	0	43	0	1	0	0	0	0	0
61	0	0	0	0	0	85	0	0	0	0	0	0	0	0
62	84	26	42	16	0	3	0	0	0	0	0	0	0	0
63	118	37	59	22	2	19	0	0	0	0	0	0	0	0
64	4	1	2	1	2	43	0	0	0	0	0	0	0	0
65	0	0	0	0	27	644	20	0	0	0	0	15	50	0
66	94	24	39	30	33	54	25	0	0	0	100	0	0	0
67	40	10	17	13	0	231	35	0	0	0	0	0	0	0
68	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	14	1	6	6	0	0	0	0	0	0	0	0	0	0
70	0	0	0	0	0	210	2	0	0	0	0	0	0	0
71	3	4	4	4	0	0	0	0	0	0	0	0	0	0
72	178	59	59	59	0	0	0	0	0	0	0	0	0	0
73	351	46	88	218	1	13	5	0	0	0	0	0	0	0
74	366	48	92	227	4	23	8	0	1	0	748	0	0	0
75	356	47	90	224	0	0	0	0	0	0	0	0	0	0
76	0	0	0	0	204	6	351	0	11	185	0	0	0	0
77	3	1	1	1	85	2	5	0	24	0	0	0	0	0
78	419	64	176	179	1	3	36	0	1339	0	468	0	0	0
79	250	78	103	68	0	0	8	0	138	0	0	0	0	0
80	110	34	45	30	0	8	0	0	0	0	0	0	0	0
81	82	25	34	22	46	0	151	0	44	0	0	0	0	0
82	10	3	4	3	0	15	0	0	0	0	0	0	0	0
83	649	366	198	85	10	12	34	0	594	0	320	0	0	0
84	222	89	89	44	16	7	28	0	86	0	0	0	0	0
85	149	60	60	30	3	52	53	0	0	0	0	0	0	0
86	240	10	184	48	9	4	7	0	0	0	0	0	0	0
87	316	92	109	114	0	1	13	0	13	0	273	0	0	0
88	60	18	21	22	17	91	3	0	0	0	0	0	0	0
89	0	0	0	0	51	118	26	0	0	0	0	0	0	0
90	43	15	16	12	19	72	13	0	9	0	0	0	0	0
91	21	7	8	6	0	4	11	0	0	0	0	0	0	0
92	0	0	0	0	34	11	0	0	0	96	0	0	0	0
93	8	4	3	2	0	0	7	0	0	0	0	0	0	0
94	5	2	2	1	171	3	9	0	0	0	0	0	0	0
95	0	0	0	0	0	0	0	0	0	0	0	0	0	0
96	25	9	10	7	0	0	28	0	23	0	0	0	0	0
97	14	6	5	3	25	0	17	0	0	0	0	0	0	0
98	8	4	3	2	32	0	48	0	11	0	0	0	0	0
99	26	9	10	7	101	0	19	0	0	0	0	0	0	0
100	26	9	10	7	9	0	41	0	0	0	0	0	0	0
101	16	5	6	4	33	0	31	0	0	0	0	0	0	0
102	95	43	32	20	0	0	0	0	0	0	0	0	0	0
103	95	43	32	20	0	0	0	0	0	0	0	0	0	0

2040 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
104	162	55	62	45	0	0	0	0	0	0	0	0	0	0
105	85	29	32	24	0	2	0	0	0	0	0	0	0	0
106	16	5	6	4	0	0	10	0	2	0	0	0	0	0
107	80	19	23	37	0	0	0	0	0	0	0	0	0	0
108	40	10	12	18	0	0	0		0	0	0	0	0	0
109	103	26	53	25	0	0	1	0	0	0	0	0	0	0
110	45	11	23	11	0	0	0	0	0	0	0	0	0	0
111	45	11	23	11	0	0	0	0	0	0	346	0	0	0
112	80	19	23	37	0	0	0	0	0	0	0	0	0	0
113	40	10	12	18	0	0	0	0	0	0	0	0	0	0
114	103	26	53	25	0	0	0	0	0	0	0	0	0	0
115	45	11	23	11	0	0	5	0	0	0	0	0	0	0
116	68	17	35	16	0	0	0	0	0	0	0	0	0	0
117	162	6	125	32	0	0	0	0	6	0	375	0	0	0
118	250	95	113	40	12	2	21	0	58	0	0	0	0	0
119	0	0	0	0	32	10	4	0	0	0	0	0	0	0
120	0	0	0	0	16	29	17	0	2	0	0	0	0	0
121	0	0	0	0	39	37	40	0	0	0	0	0	0	0
122	3	1	1	1	70	3	81	0	0	0	0	0	0	0
123	0	0	0	0	11	24	40	0	10	0	0	0	0	0
124	4	1	2	1	6	18	0	0	0	0	0	0	0	0
125	3	1	1	1	18	0	90	0	0	0	0	0	0	0
126	40	14	15	11	0	0	46	0	0	0	0	0	0	0
127	50	17	19	14	0	0	13	0	14	0	0	0	0	0
128	45	11	23	11	0	0	0	0	0	0	0	0	0	0
129	45	11	23	11	0	0	21	0	0	0	0	0	0	0
130	45	11	23	11	0	4	0	0	0	0	0	0	0	0
131	22	6	11	5	0	0	2	0	0	0	0	0	0	0
132	198	8	152	40	0	0	0	0	0	0	0	0	0	0
133	250	95	113	40	5	13	8	0	0	0	0	0	0	0
134	0	0	0	0	16	13	20	0	0	0	0	0	0	0
135	15	4	7	4	71	0	170	0	0	0	0	0	0	0
136	15	4	7	4	8	72	33	0	0	0	0	0	0	0
137	57	16	26	15	52	0	345	0	14	0	0	0	0	0
138	30	8	14	8	61	15	84	0	30	0	0	0	0	0
139	3	1	1	1	10	0	11	0	0	0	0	0	0	0
140	144	24	48	72	0	15	0	0	0	0	0	0	0	0
141	77	13	25	39	19	7	0	0	0	0	0	0	0	0
142	0	0	0	0	6	4	7	0	0	0	0	0	0	0
143	0	0	0	0	46	24	107	0	46	0	0	0	0	0
144	0	0	0	0	9	0	0	0	14	0	0	0	0	0
145	12	3	5	3	4	0	84	0	2	0	0	0	0	0
146	12	3	5	3	0	0	0	0	0	0	0	0	0	0
147	9	3	4	2	0	0	549	540	0	0	0	0	0	0
148	18	5	8	5	0	0	0	0	0	0	0	0	0	0
149	113	32	51	31	0	2	320	320	1	0	0	0	0	0
150	51	14	23	14	0	0	0	0	0	0	0	0	0	0
151	30	12	12	6	0	0	0	0	0	0	0	0	0	0
152	57	16	26	15	0	1	0	0	0	0	0	0	0	0
153	35	14	14	7	0	5	0	0	0	0	0	0	0	0
154	100	40	40	20	0	0	0	0	0	0	0	0	0	0

2040 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
155	60	24	24	12	0	2	5	0	0	0	0	0	0	0
156	50	20	20	10	3	0	16	0	0	0	0	0	0	0
157	220	88	88	44	0	1	2	0	0	0	504	0	0	0
158	250	100	100	50	28	23	6	0	0	0	0	0	0	0
159	0	0	0	0	0	242	0	0	0	0	0	0	0	0
160	6	2	3	2	1	146	2	0	0	0	0	0	0	0
161	100	26	42	32	0	159	2	0	0	0	0	0	0	0
162	11	3	5	4	0	2280	0	0	0	0	0	0	0	0
163	5	1	2	2	0	65	207	0	0	0	0	0	0	0
164	80	10	30	41	0	0	0	0	1	0	0	0	0	0
165	310	37	115	158	0	23	4	0	1	0	0	0	0	0
166	172	17	79	76	0	0	0	0	0	0	0	0	0	0
167	4	0	2	2	0	0	0	0	0	0	0	0	0	0
168	0	0	0	0	0	0	0	0	0	0	0	0	0	0
169	0	0	0	0	0	127	0	0	0	0	0	0	0	0
170	5	1	6	9	0	0	0	0	0	0	0	0	0	0
171	3	4	4	4	0	0	0	0	0	0	0	0	0	0
172	300	0	0	0	0	0	0	0	0	0	0	0	0	0
173	194	27	118	39	0	207	1	0	0	0	0	0	0	0
174	190	0	0	0	0	0	0	0	0	0	0	0	0	0
175	186	26	114	37	17	24	0	0	0	0	0	0	0	0
176	0	0	0	0	46	97	14	0	2	0	0	0	0	0
177	230	55	48	127	11	356	4	0	6	0	0	0	0	0
178	40	0	0	0	0	282	77	0	0	0	0	0	0	0
179	80	11	49	16	32	411	68	0	32	0	0	0	0	0
180	0	0	0	0	2	450	5	0	0	0	0	0	0	0
181	0	0	0	0	13	161	15	0	7	0	0	0	0	0
182	0	0	0	0	23	208	6	0	0	0	0	0	0	0
183	70	17	15	39	1	203	14	0	0	0	90	0	0	0
184	0	0	0	0	0	1317	110	0	0	0	0	0	0	0
185	370	89	78	204	27	3	50	0	0	0	0	0	0	0
186	0	0	0	0	3	7	0	0	0	0	0	0	0	0
187	0	0	0	0	60	12	30	0	40	0	0	0	0	0
188	0	0	0	0	0	2	11	0	0	0	0	0	0	0
189	0	0	0	0	23	167	29	0	0	0	0	0	0	0
190	0	0	0	0	71	251	36	0	8	0	0	0	0	0
191	0	0	0	0	0	1	2	0	0	0	0	0	0	0
192	0	0	0	0	29	91	53	0	0	0	0	0	0	0
193	40	10	12	18	0	1	0		0	0	0	0	0	0
194	40	10	12	18	0	1	0		0	0	340	0	0	0
195	0	0	0	0	53	40	19	0	1	0	0	0	0	0
196	16	3	6	7	0	0	0	0	3	0	0	0	0	0
197	80	15	30	35	0	3	0	0	0	0	0	0	0	0
198	68	31	23	14	32	195	68	0	3	0	0	0	0	0
199	200	38	74	88	0	5	6	0	13	0	0	0	0	0
200	153	29	57	67	0	4	1	0	0	0	0	0	0	0
201	53	10	20	23	0	0	0	0	0	0	0	0	0	0
202	10	2	6	3	0	74	19	0	0	0	0	0	0	0
203	337	61	189	88	0	67	7	0	7	0	1357	0	0	0
204	9	3	4	2	0	11	4	0	0	0	0	0	0	0
205	8	3	3	2	0	111	30	0	0	0	0	0	0	0

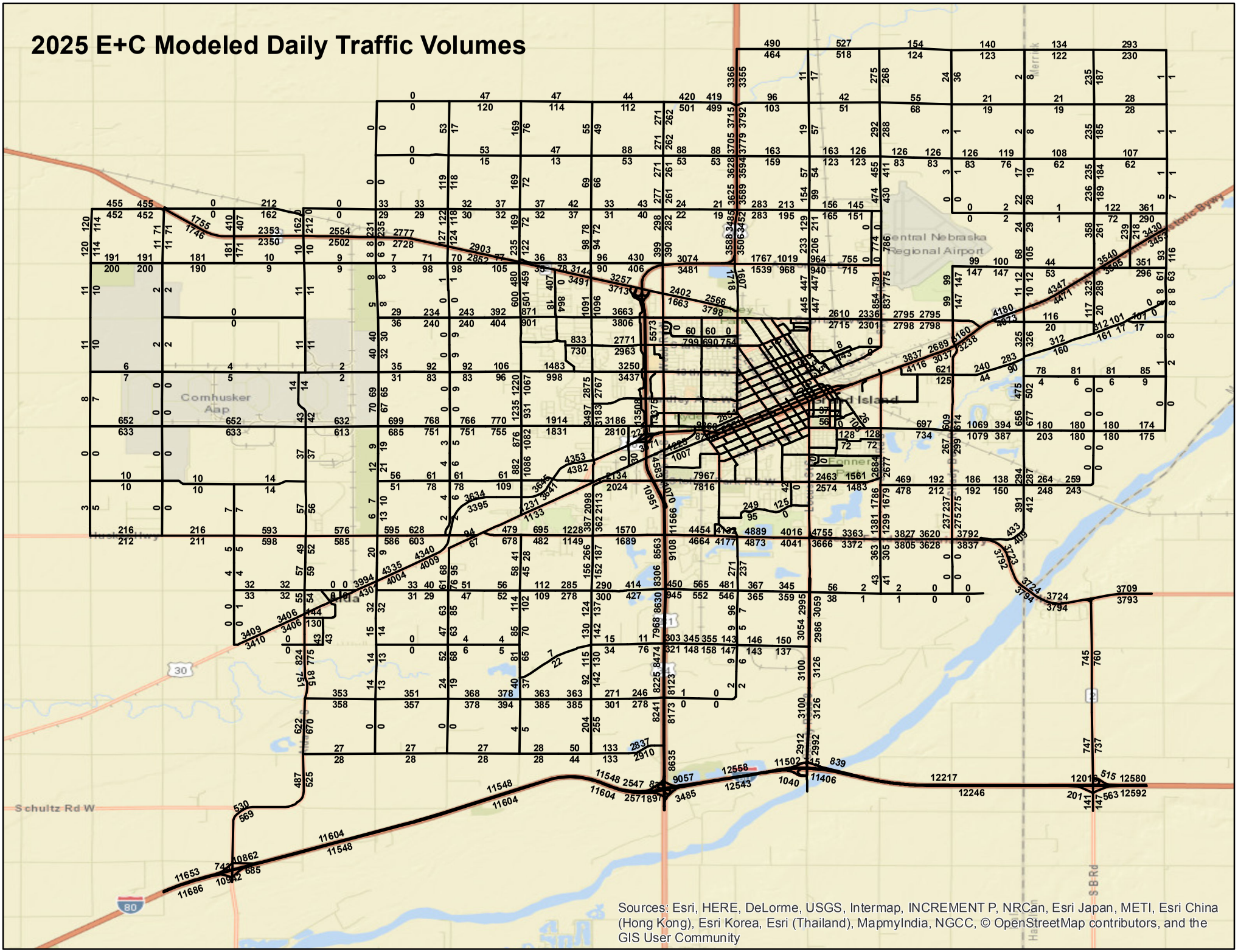
2040 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
206	0	0	0	0	11	31	51	0	0	0	0	0	0	0
207	163	62	68	33	11	336	7	0	0	0	0	0	0	0
208	240	91	101	48	103	8	246	0	37	0	0	0	0	0
209	400	52	160	188	32	9	200	0	20	0	1100	0	0	0
210	102	13	41	48	0	3	8	0	0	0	0	0	0	0
211	250	33	100	118	0	0	4	0	0	0	0	0	0	0
212	74	7	21	46	0	3	0	0	1	0	0	0	0	0
213	330	33	92	205	0	10	15	0	1	0	243	0	0	0
214	380	53	213	114	156	1	62	0	98	182	244	0	0	0
215	359	52	263	42	35	0	12	0	10	0	0	0	0	0
216	341	59	113	172	0	4	3	0	0	0	0	0	0	0
217	130	19	97	16	0	0	35	0	0	0	0	0	0	0
218	334	57	108	164	0	9	0	0	0	0	0	0	0	0
219	24	7	8	9	515	2	68	0	1	40	0	0	0	0
220	400	124	132	144	237	3	13	0	0	400	0	0	0	0
221	9	3	3	3	43	4	48	0	0	222	0	0	0	0
222	76	24	25	27	0	0	2	0	0	0	0	0	0	0
223	78	24	26	28	37	7	0	0	0	0	0	0	0	0
224	109	34	36	39	0	8	17	0	0	0	0	0	0	0
225	262	81	86	94	0	21	1	0	0	0	0	0	0	0
226	183	22	68	93	5	6	0	0	0	0	0	0	0	0
227	67	21	22	24	0	0	0	0	0	0	0	0	0	0
228	141	44	141	51	0	0	0	0	0	0	0	0	0	0
229	2	1	1	1	0	0	0	0	0	0	0	0	0	0
230	5	1	2	2	0	0	0	0	0	0	0	0	0	0
231	8	0	3	5	0	38	0	0	0	0	0	0	0	0
232	7	4	4	0	0	50	0	0	0	0	0	0	0	0
233	4	0	1	2	0	65	0	0	0	0	0	0	0	0
234	144	35	30	79	0	93	0	0	0	0	0	0	0	0
235	288	69	60	158	0	14	77	0	23	0	0	0	0	0
236	198	66	66	66	3	2	0	0	2	0	0	0	0	0
237	105	25	22	58	23	4	16	0	1233	0	0	0	0	0
238	0	0	0	0	45	44	0	0	1	0	0	0	0	0
239	20	3	11	6	0	121	1	0	0	0	0	0	0	0
240	183	26	102	55	21	12	22	0	75	0	0	0	0	0
241	103	34	34	34	19	0	31	0	0	0	0	0	0	0
242	225	70	74	81	183	1	100	0	0	0	0	0	0	0
243	161	50	53	58	0	0	0	0	0	0	0	0	0	0
244	0	0	0	0	0	3	0	0	0	0	0	0	0	0
245	3	1	1	1	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	74	8	0	0	0	0	0	0	0
247	79	8	28	43	3	0	0	0	0	0	0	0	0	0
248	6	1	2	3	2	90	17	0	0	0	0	0	0	0
249	107	11	39	58	0	11	0	0	0	0	0	0	0	0
250	38	4	14	21	4	1	0	0	0	0	0	0	0	0
251	26	0	0	0	0	135	0	0	0	0	0	0	0	0
252	120	12	43	65	0	6	0	0	3	0	0	0	0	0
253	144	14	52	78	0	1	0	0	0	0	0	0	0	0
254	6	1	2	3	0	9	0	0	0	0	0	0	0	0
255	52	5	19	28	40	275	0	0	0	0	0	0	0	0
256	0	0	0	0	0	625	0	0	0	0	0	0	0	0

2040 Socio-Economic by TAZ

TAZ	Total HH	HH Low Income	HH Mid Income	HH High Income	Retail	Basic	Service	Gov	Health Care	Hotels	School	Truck Pumps	Truck Parking	Special Gen
257	0	0	0	0	19	316	22	0	0	0	0	0	0	0
258	5	1	2	2	63	143	107	0	0	0	0	0	0	0
259	9	2	4	4	42	12	69	0	0	0	0	0	0	0
260	3	0	1	2	0	17	24	0	0	0	0	0	0	0
261	92	9	33	50	0	3	2	0	0	0	0	0	0	0
262	109	11	39	59	0	0	0	0	0	0	0	0	0	0
263	78	8	28	42	58	297	29	0	0	0	0	0	0	0
264	6	1	3	2	30	175	20	0	0	0	0	0	0	0
265	6	1	2	3	317	4	105	0	0	51	0	0	0	0
266	4	1	2	2	110	0	85	0	0	61	0	0	0	0
267	9	2	4	4	0	0	0	0	0	0	0	0	0	0
268	3	1	1	1	93	0	57	0	0	208	0	0	0	0
269	28	3	10	15	0	38	0	0	0	0	0	0	0	0
270	152	21	31	100	0	13	3	0	0	0	481	0	0	0
271	159	13	43	103	0	6	2	0	0	0	0	0	0	0
272	171	13	46	111	0	0	0	0	0	0	0	0	0	0
273	0	0	0	0	315	22	224	0	0	0	0	0	0	0
274	0	0	0	0	386	6	32	0	0	0	0	0	0	0
275	146	66	50	31	1	5	3	0	0	0	0	0	0	0
276	224	60	115	49	0	0	0	0	0	0	0	0	0	0
277	36	6	8	22	44	28	85	0	204	61	0	0	0	0
278	0	0	0	0	950	23	142	0	7	0	0	0	0	0
279	0	0	0	0	951	25	151	0	6	131	0	0	0	0
280	0	0	0	0	315	22	224	0	302	68	0	0	0	0
281	237	31	60	150	0	0	0	0	0	0	0	0	0	0
282	96	13	58	19	34	48	0	0	0	0	0	0	0	0
283	80	11	49	16	0	0	0	0	0	0	0	0	0	0
284	65	9	39	13	0	0	0	0	0	0	0	0	0	0
301	0	0	0	0	0	0	0	0	0	0	0	30	110	0
302	0	0	0	0	0	0	0	0	0	0	0	20	400	0

2025 E+C Modeled Daily Traffic Volumes



2040 E+C Modeled Daily Traffic Volumes