COMMUNITY DEMOGRAPHICS

This document provides key historic context of the region, and data for the evaluation of candidate corridors, including equity metrics and other data for community context.
Community Demographics & Equity

January 12, 2022
Overview

The Stream System Expansion Study (SSES) will evaluate four candidate BRT corridors and identify the best candidate for Stream BRT service.

This memo provides key historic context and data for the evaluation of candidate corridors.

Table of Contents

- Historic Context
  - History of study area and equity impacts of land use and transportation decisions.

- Prioritizing Equity
  - Methodology to identify underserved populations and highlight where investment can connect to the most opportunities.

- SSES Community Context
  - Demographic overview and projected growth surrounding the four candidate corridors.
SSES CANDIDATE CORRIDORS

- 4 candidate BRT corridors.
- Corridors generally follow existing Pierce Transit Routes 2, 3, 4, 402 (ending at Puyallup Station).
HISTORIC CONTEXT
Pierce Transit and the Stream System Expansion Study (SSES) team recognize the historic harms caused to black people, indigenous people, and people of color by land and transportation system development. We do so to ensure future decisions create benefits for and with these communities and others.
Land use and transportation policies impact where people live, quality of life, and access to opportunity and essential services.

Understanding major historical events in the study area serves two purposes:

1. Acknowledge past and current harm inflicted upon communities from transportation and land use decisions, and
2. Identify populations that are historically and currently underserved.

HISTORIC CONTEXT:
What we can learn

Evaluation Based on Desired Outcomes & Lessons Learned

1. Set Shared Understanding Internally
2. Set Initial Desired Racial Equity Outcomes
3. Analyze Historical Context & Current Data
4. Engage the Impacted Community
5. Refine Outcomes & Develop Strategies
6. Prioritize, Implement, & Benchmark
7. Evaluate & Uphold Accountability
Today’s Pierce County was the original homelands of the Nisqually, Puyallup, Squaxin, Steilacoom, and Muckleshoot peoples.

These lands were acquired through aggressive white colonization and settlement expansion tactics, occupying areas rich in natural resources and close to established trade routes.

Naches Trail was the first major transportation route connecting indigenous people from the Cascades to the Puget Sound, including across what is today’s Pierce County.
HISTORIC CONTEXT:

Tribal Land Acquisitions\(^{(2)}\)

- Throughout the 1850s, tribal communities were forced off their native lands due to white settlement and resource extraction.
- This resulted in segregation of native populations into reservations.
- The Puyallup people were forced to relocate into a reservation on the south shore of Commencement Bay.
- Native people were forced to legally relinquish rights to their land and water through treaties such as the one signed at Medicine Creek in 1854 between western leaders and members of the Nisqually and Puyallup.

Puyallup Reservation; Tacoma, Washington
KEY DATES IN TRANSIT HISTORY

**Transit Modes**

Horse Car: 1888-1889 - Tacoma Street Railway Co.

Steam Dummy: 1888-1895 - several companies


Operated Cable Cars: 1891-1938

Buses Introduced: 1923

Streetcars discontinued: 1938

**Transit Agencies**

Tacoma Transit Company: 1941-1961


Pierce Transit: 1980-Current
In 1873, Tacoma was chosen over Seattle to be the terminus of the Northern Pacific Railroad.

Construction of the Western Division and Northern Pacific Railroad in the 1870s-1880s relied upon forced labor from the Chinese, a transient community who lived on the waterfront along the Northern Pacific tracks on land leased from the railroad.

Forced labor conditions resulted in riots that broke out in 1885. This led to the complete destruction of their community, the death of many Chinese people, and the complete expulsion of Chinese people from Tacoma.
In 1918, Pierce County citizens voted to establish the Port of Tacoma.

White people’s appetite for wealth creation and resource extraction allowed by the port resulted in continued taking of indigenous lands, including the Puyallup settled at Commencement Bay.

A 240-acre tract of land including parts of the Puyallup reservation was taken from already settled people to develop the port.

During WWII, the Port of Tacoma’s Todd Pacific Shipyards constructed 74 warships, solidifying the Port's importance in the US's defense industry.
The Port of Tacoma’s wartime economic engine spurred changes to Pierce County’s demographics.

During the 1940s, approximately 25,000 African-Americans migrated to Washington and Oregon, mainly to find work in the thriving defense industries and escape the harshness of the South.

The new Black population in Washington grew by 300% between 1940 to 1950, disrupting the existing “white utopia” of the Pacific northwest.

The migration brought positive changes to the Pacific Northwest culture including increase of political Black influence, strengthening of civil rights organizations, and the enactment of anti-discrimination legislation.
The Port of Tacoma continues to be a major economic engine, but this success caused lasting damage to tribal communities.

President Bush signed the 'Puyallup Tribe of Indians Settlement Act of 1989' formally recognizing the theft of indigenous lands.

The Puyallup Tribe accepted a settlement of $162 million in cash, real estate, and economic development programs in exchange for claims to some 18,000 acres of land on its historic reservation on Commencement Bay.
HISTORIC CONTEXT:

Destruction from I-5 (6)

- Interstate 5 is the main north-south traffic and freight artery from the Mexican Border to the Canadian Border.
- The freeway clearly privileged the interests of those driving through the area over individuals living in the corridor.
- "Urban Renewal" programs ushered in an era of freeway construction and neighborhood destruction, harming Black business and communities along the I-5 corridor, including in Tacoma.
HISTORIC CONTEXT:

Destruction from I-5 (6)

- I-5 went through Tacoma along South Tacoma Way and then swung east along Puyallup Avenue.

- I-5 intentionally divided ethnic and lower income districts where property condemnation was cheaper, and home and business ownership was less common. Puyallup tribal lands and the largely African American residents at Salishan, who migrated during WWII, were fenced off from the downtown and port areas by the freeway.

- The new freeway cut through established working-class neighborhoods in South Tacoma - the Wapato Lake and Lincoln districts - and destroyed the Hawthorn neighborhood at the foot of McKinley Hill.
Key Findings

- Oppressive white colonial expansion for economic growth and political gain has had lasting devastating impacts on communities, including but not limited to indigenous, Chinese and Black communities.

- This history, particularly as it relates to policy and planning decisions related to land use, resource management, economic development, and transportation, underscores the importance of analyzing decisions and impacts on various communities so as not to perpetuate harms but rather to create benefits for and within these communities and others.
Prioritizing Equity
The Stream System Expansion Study (SSES) Equity Index is a data-driven approach to considering the locational and access needs of priority populations in the candidate Stream BRT corridors.
EQUITY ANALYSIS METHODOLOGY

Inputs

1. Population

Population Score based on:
- Number of households.

2. Equity Index

- Equity Index Score at block group level. Higher score indicates higher concentrations of Priority Populations.
- Weights are applied to each Priority Population based on extensive research and analysis conducted by King County Metro.

<table>
<thead>
<tr>
<th>Priority Population</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-white or Hispanic</td>
<td>40%</td>
</tr>
<tr>
<td>Low-income households (below 200% of federal poverty line)</td>
<td>30%</td>
</tr>
<tr>
<td>Foreign-born population</td>
<td>10%</td>
</tr>
<tr>
<td>Limited English-speaking households</td>
<td>10%</td>
</tr>
<tr>
<td>Population living with disabilities, aged 20 to 64</td>
<td>10%</td>
</tr>
</tbody>
</table>

Purpose of Analysis:
Identify places where vulnerable populations live, work, and conduct life activities and create an index to this data to be used as a factor in corridor prioritization.
EQUITY ANALYSIS METHODOLOGY

Analysis Inputs

3. Jobs and Opportunities

Opportunity Score based on:

- Total jobs.
- Low-income jobs (earning <$3,333 per month).

4. Activity (Life, other than employment)

Activity Score based on:

- Puget Sound Regional Council’s 2050 regional and local centers and destinations.
- Identifies key activity centers such as schools, hospitals, retail, and grocery stores. Centers are arrayed in hierarchy based on level of activity. Also are places of emphasis to accommodate growth.

Access to Opportunities:

The jobs score includes all jobs then amplifies this information by adding low-income jobs. This tells us where existing low-income earners work but also where they might access future higher-paying jobs.
EQUITY ANALYSIS METHODOLOGY

Scoring

- Developed 10-scale score system for each criterion:
  - Identified the data range (from the lowest to the highest value)
  - Used equal interval to develop 10-scale system
  - Corridor with the lowest value gets a score of one
  - Corridor with the highest value gets a score of 10.

- Total score equals the sum of all individual scores.
Analysis Buffers

- Half-mile walksheds around proposed stops.
- Stop buffers were merged for each corridor.
1. Population
Serving the most people

**Population Score**, calculated based on:

Total households

*(within ½-mile analysis buffer, per corridor mile)*
EQUITY ANALYSIS OUTCOMES

2. Equity Index
Serving Priority Populations

**Equity Index Score**, calculated based on the weighted sum of priority population:

- Non-white or Hispanic (Weight - 40%)
- Low-income households (30%)
- Foreign born population (10%)
- Limited English-speaking households (10%)
- People with disabilities (10%)

*(within ½-mile analysis buffer, per corridor mile)*

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**Outcome**

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Weighted Sum of Priority Pop. per Corridor Mile</th>
<th>Equity Index Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1,037</td>
<td>10</td>
</tr>
<tr>
<td>B</td>
<td>1,016</td>
<td>9</td>
</tr>
<tr>
<td>C</td>
<td>482</td>
<td>1</td>
</tr>
<tr>
<td>D</td>
<td>625</td>
<td>3</td>
</tr>
</tbody>
</table>
EQUITY ANALYSIS OUTCOMES

3. Jobs/Opportunity

Serving Job Locations

**Job Score**, calculated based on:

- Total jobs
- Low-income jobs (earning <$3,333 per month)

*(within ½-mile analysis buffer, per corridor mile)*

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Total Jobs + Low income jobs per corridor mile</th>
<th>Job Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>6,051</td>
<td>8</td>
</tr>
<tr>
<td>B</td>
<td>6,860</td>
<td>10</td>
</tr>
<tr>
<td>C</td>
<td>2,310</td>
<td>2</td>
</tr>
<tr>
<td>D</td>
<td>1,606</td>
<td>1</td>
</tr>
</tbody>
</table>
EQUITY ANALYSIS OUTCOMES

4. Activity (Life)
Serving Activity Centers

Activity Score, calculated based on:

- Total area of PSRC Center Designation
- Total area of key local destinations

(within ½ mile analysis buffer, per corridor mile)

Outcome

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Total area (in acre) per corridor mile</th>
<th>Activity Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>152</td>
<td>7</td>
</tr>
<tr>
<td>B</td>
<td>198</td>
<td>10</td>
</tr>
<tr>
<td>C</td>
<td>67</td>
<td>2</td>
</tr>
<tr>
<td>D</td>
<td>50</td>
<td>1</td>
</tr>
</tbody>
</table>
Corridors A and B received high scores across all criteria.

Corridor A would serve more households.

Corridor B would serve more jobs and activity locations.

Both Corridors A and B would serve higher concentrations of priority populations.
LOCAL EQUITY INDICES

Tacoma’s Equity Index

- Based on 29 social, economic, environmental indicators.
- Low Opportunity = worse outcome because there have more obstacles and barriers to opportunities.

Areas of Very Low Opportunity generally align with areas identified in the SSES Equity Analysis as priority locations. Lincoln International District along Corridor B at 38th Street is considered a moderate priority location in the SSES Equity Index Analysis and a very low opportunity site (high need) in Tacoma’s index.
Pierce County’s Equity Index

- List of recommended indicators developed in Summer 2021.
- 28 indicators, developed based on Tacoma’s indicators.
- Added a few agricultural / farmland indicators to reflect the diverse land use types.
- Analysis completion timeline undetermined.

**Five Indicator Categories**

<table>
<thead>
<tr>
<th>Indicators Category</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility (7 indicators)</td>
<td>Access to healthy food, parks, transit</td>
</tr>
<tr>
<td>Livability (8)</td>
<td>Life expectancy, crime, home value, cost-burden</td>
</tr>
<tr>
<td>Education (4)</td>
<td>High school graduation rates</td>
</tr>
<tr>
<td>Economy (6)</td>
<td>Pierce County jobs index, unemployment rate</td>
</tr>
<tr>
<td>Environmental health (3)</td>
<td>Air quality, Flood plains</td>
</tr>
</tbody>
</table>
Key Findings

- Most **households** along Corridor A.
- Most **jobs** and **activity locations** along Corridor B.
- Higher concentrations of **priority populations** along **Corridors A and B**.
SSES Corridor Community Context
This section details key demographic and community data that will be used to evaluate candidate corridor needs and opportunities. Data detailed in this section supports the evaluation of candidate corridors as outlined in the Task 3.2 Prioritization Methodology memo.
WHERE PEOPLE LIVE AND WORK

- Pierce County 2018 Population: **877,013**.
- Pierce Transit Benefit Area (PTBA) 2019 Population: **557,047**.
- **26% (145,230)** of population lives within ½-mile of candidate corridors.
- Pierce Transit Benefit Area 2018 Jobs: **243,033**.
- **49% (119,154)** of Jobs are within ½-mile of candidate corridors.
KEY DESTINATIONS

Served within ½-mile of candidate corridors:

- Transit Centers: 6
- Park & Ride: 9
- Hospitals: 4
- Libraries: 7
- Universities/Colleges: 4
- All Other Schools: 58
**TRANSIT NETWORK**

- **Frequent Routes:** Run earlier, later, and more often along major streets.

- **Express Routes:** Faster and more direct AM/PM service connects major destinations with fewer intermediate stops.

- **Standard Routes:** Connect urban and suburban areas to transit centers, typically every 30-60 minutes.

- **Tacoma Link:** Operated by Sound Transit, runs approximately every 12 minutes through downtown Tacoma.

- **Stream 1 and corridors A, B, D align with frequent routes**
EMPLOYMENT DENSITY: 2019 and 2040

Note: Due to the large size of the TAZs in University Place, the maps do not depict the expected growth in densities along Bridgeport Way.
EMPLOYMENT GROWTH

Countywide
- 54% increase in total jobs
  (301,000 in 2019 to 463,000 in 2040).

Along the Corridors
- Corridors A and B are projected to see higher growth in jobs than the countywide average of 54%.

Within ½-mile of corridor:

<table>
<thead>
<tr>
<th>Corridor</th>
<th>2019 per acre</th>
<th>2040 per acre</th>
<th>% Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>6.5</td>
<td>10.6</td>
<td>63%</td>
</tr>
<tr>
<td>B</td>
<td>7.8</td>
<td>13.2</td>
<td>70%</td>
</tr>
<tr>
<td>C</td>
<td>2.6</td>
<td>4.0</td>
<td>51%</td>
</tr>
<tr>
<td>D</td>
<td>2.6</td>
<td>3.7</td>
<td>43%</td>
</tr>
</tbody>
</table>
HOUSEHOLD DENSITY: 2019 and 2040

Note: Due to the large size of the TAZs in University Place, the maps do not depict the expected growth in densities along Bridgeport Way.
HOUSEHOLD GROWTH

Countywide
- 53% increase in total households (304,000 in 2019 to 466,000 in 2040).

Along the Corridors
- Corridors A and B are projected to double their household density.

Within ½-mile of corridor

<table>
<thead>
<tr>
<th>Corridor</th>
<th>2019 per acre</th>
<th>2040 per acre</th>
<th>% Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3.2</td>
<td>6.6</td>
<td>106%</td>
</tr>
<tr>
<td>B</td>
<td>2.9</td>
<td>6.7</td>
<td>129%</td>
</tr>
<tr>
<td>C</td>
<td>1.9</td>
<td>2.9</td>
<td>57%</td>
</tr>
<tr>
<td>D</td>
<td>1.7</td>
<td>2.4</td>
<td>42%</td>
</tr>
</tbody>
</table>
Key Findings

Today: High concentrations of population and jobs along the corridors.
  • About a quarter of PTBA population, and
  • Nearly half of PTBA jobs within ½-mile of the corridors.

Future: Highest job and population growth expected along Corridors A and B.
  • Higher than the average employment growth, especially in Center City, along
    Tacoma Way, Bridgeport Way, and 19th St.
  • Projected to double in population density by 2040 along Corridors A and B.
Reference
POPULATION & EMPLOYMENT DENSITY MATRIX

1. Download population data – 2019 American Community Survey 5-year estimates (block groups level).
3. Merge these two data into one shapefile.
4. Calculate population density.
5. Calculate employment density.
6. Categorize each population and employment density values into three classes.
7. Develop population / employment matrix, using the chart below.

<table>
<thead>
<tr>
<th>Population, values 1-3</th>
<th>1,3=7</th>
<th>2,3=8</th>
<th>3,3=9</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,2=4</td>
<td>2,2=5</td>
<td>3,2=6</td>
<td></td>
</tr>
<tr>
<td>1,1=1</td>
<td>2,1=2</td>
<td>3,1=3</td>
<td></td>
</tr>
<tr>
<td>Employment, values 1-3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Employment, values 1-3</th>
<th>1,3=7</th>
<th>2,3=8</th>
<th>3,3=9</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,2=4</td>
<td>2,2=5</td>
<td>3,2=6</td>
<td></td>
</tr>
<tr>
<td>1,1=1</td>
<td>2,1=2</td>
<td>3,1=3</td>
<td></td>
</tr>
</tbody>
</table>
## Equity Analysis – Data Source

<table>
<thead>
<tr>
<th>Section</th>
<th>Data</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>Number of households</td>
<td>2019 ACS 5-year estimates B25009</td>
</tr>
<tr>
<td>Equity Index</td>
<td>Population that is non-white or Hispanic</td>
<td>2019 ACS 5-year estimates B03002</td>
</tr>
<tr>
<td>Equity Index</td>
<td>Population living 200% below the federal poverty line</td>
<td>2019 ACS 5-year estimates C17002</td>
</tr>
<tr>
<td>Equity Index</td>
<td>Population that is foreign-born</td>
<td>2019 ACS 5-year estimates B99051</td>
</tr>
<tr>
<td>Equity Index</td>
<td>Limited English-speaking household</td>
<td>2019 ACS 5-year estimates C16002</td>
</tr>
<tr>
<td>Equity Index</td>
<td>Population living with a disability, aged 20 to 64</td>
<td>2019 ACS 5-year estimates B23024</td>
</tr>
<tr>
<td>Jobs</td>
<td>Number of jobs</td>
<td>2018 LEHD</td>
</tr>
<tr>
<td>Jobs</td>
<td>Number of low-income jobs (making less than $3,333 per month)</td>
<td>2018 LEHD</td>
</tr>
<tr>
<td>Activity</td>
<td>PSRC 2050 Center Designation</td>
<td>Pierce County</td>
</tr>
<tr>
<td>Activity</td>
<td>Key destinations</td>
<td>Developed by Nelson\Nygaard</td>
</tr>
</tbody>
</table>
Equity Analysis - Steps

0. Creating half mile walksheds:
   Create half mile walksheds around proposed stops in GIS. Merge the buffers for each corridor.

1. Population Score:
   1. Download the Census data (2019 American Community Survey 5-year estimates, block group level).
   2. Calculate total households (area weighted sum) within ½-mile analysis buffer in GIS.
   3. Divide by corridor mile.
   4. Develop a score using the ten-scale scoring system (see the slide under Methodology section).
      Result: Population score for each corridor.
      Score calculated based on: Number of households within ½-mile analysis buffer, per corridor mile.

2. Equity Index Score:
   1. Download the Census data (2019 American Community Survey 5-year estimates, block group level) of the priority population defined in the table at right.
   2. Calculate total number of each Priority Population groups (area weighted sum) within ½-mile analysis buffer in GIS.
   3. Apply the weights (table right) to the number of priority population groups.
   4. Sum the weighted totals for each corridor.
   5. Develop a score using the ten-scale scoring system (see the slide under Methodology section).
      Result: Social equity score for each corridor.
      Score calculated based on: Average of the equity index scores for proposed stops.

<table>
<thead>
<tr>
<th>Priority Population</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population that is non-white or Hispanic</td>
<td>40%</td>
</tr>
<tr>
<td>Population living 200% below the federal poverty line</td>
<td>30%</td>
</tr>
<tr>
<td>Population that is foreign-born</td>
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</tr>
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</tr>
<tr>
<td>Population living with a disability, aged 20 to 64</td>
<td>10%</td>
</tr>
</tbody>
</table>
Equity Analysis – Steps (Continued)

3. Job Score
   1. Calculate the number of jobs (area weighted sum) within the ½-mile analysis buffer in GIS.
   2. Calculate the number of low-income jobs (area weighted sum) within the ½-mile analysis buffers in GIS.
   3. Sum the two numbers above.
   4. Divide the summed number by corridor mile.
   5. Develop a score using the ten-scale scoring system (see the slide under Methodology section).

   **Result:** Job score for each corridor.
   **Score calculated based on:** sum of total jobs and low-income jobs, per corridor mile.

4. Activity Score
   1. Review the PSRC’s center designations. Add the following landmarks as center of local importance:
      - Pacific Lutheran University, St. Clare Hospital, Good Samaritan Hospital (Puyallup), Fred Meyer (7250 Pacific Ave, Tacoma); Fred Meyer (S 19th St, Tacoma), Grocery Outlet (Lakewood), Safeway (Puyallup).
   2. Using GIS, calculate the areas of centers overlapping with the ½-mile analysis buffers.
   3. Sum the areas for each corridor. Divide by corridor mile.
   4. Develop a score using the ten-scale scoring system (see the slide under Methodology section).

   **Result:** Activity score for each corridor.
   **Score calculated based on:** total area of designated centers and key destinations overlapping with the analysis buffers, per corridor mile.
## Equity Analysis – Detailed Outcome

### 1. Population

*Households within 1/2 mile analysis buffer*

<table>
<thead>
<tr>
<th>Corridor</th>
<th>One-way Length (mile)</th>
<th>Households within 0.5 mile</th>
<th>Households per corridor mile</th>
<th>Population Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>12.4</td>
<td>18,886</td>
<td>1,524</td>
<td>10</td>
</tr>
<tr>
<td>B</td>
<td>11.5</td>
<td>13,813</td>
<td>1,198</td>
<td>6</td>
</tr>
<tr>
<td>C</td>
<td>10.3</td>
<td>9,104</td>
<td>884</td>
<td>2</td>
</tr>
<tr>
<td>D</td>
<td>14.2</td>
<td>10,824</td>
<td>764</td>
<td>1</td>
</tr>
</tbody>
</table>

### 2. Equity Index

*Priority population within 1/2 mile analysis buffer*

<table>
<thead>
<tr>
<th>Population</th>
<th>Weighted Sum of Priority Pop. per Corridor Mile</th>
<th>Equity Index Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population living 200% below the federal poverty line</td>
<td>1,037</td>
<td>10</td>
</tr>
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<td>1,016</td>
<td>9</td>
</tr>
<tr>
<td>Limited-English speaking household</td>
<td>482</td>
<td>1</td>
</tr>
<tr>
<td>Population living with a disability, aged 20 to 64</td>
<td>625</td>
<td>3</td>
</tr>
</tbody>
</table>
### Equity Analysis – Detailed Outcome

#### 3. Jobs/Opportunity
**Num of jobs within 1/2 mile analysis buffer**

<table>
<thead>
<tr>
<th>Corridor</th>
<th>One-way Length (mile)</th>
<th>Num of Jobs (2018)</th>
<th>Num of low-income jobs (2018)</th>
<th>Total Jobs + Low income jobs</th>
<th>Low income jobs per mile</th>
<th>Job Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>12.4</td>
<td>52,690</td>
<td>22,326</td>
<td>75,016</td>
<td>6,051</td>
<td>10</td>
</tr>
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<td>8,243</td>
<td>22,753</td>
<td>1,606</td>
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#### 4. Activity
**Areas (acre) of centers within 1/2 mile analysis buffer**

<table>
<thead>
<tr>
<th>Corridor</th>
<th>One-way Length (mile)</th>
<th>Candidate Regional Manufacturing Industrial Centers</th>
<th>Regional Manufacturing Industrial Centers</th>
<th>Countywide Centers of Local Importance</th>
<th>Total per corridor mile</th>
<th>Activity Score</th>
</tr>
</thead>
<tbody>
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