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VOLUME 3

Transit Impacts on Jobs, People and Real Estate

Volume 3: Impact on Where People Live Over Time with Respect to Transit Station Proximity Considering Race/Ethnicity and Household Type, and Household Budget by Transit Mode and Place Typology with Implications for Transit and Land Use Planning

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TRANSIT IMPACTS ON JOBS, PEOPLE AND REAL ESTATE

Final Report NITC-RR-1253

Volume 3

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DISCLAIMER

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PREFACE

Transit Impacts on Jobs, People, and Real Estate is the fourth report in a series that started with funding from the National Institute of Transportation and Communities (NITC), a US DOT funded National University Transportation Center. While it completes the “quadrilogy” of work comprising a unique genre of transit and land use planning research it is by no means the last work—it is more likely the foundation for future work.

This document is Volume 3 of five volumes from the full report *Transit Impacts on Jobs, People, and Real Estate*:

- Volume 1: Orientation, Executive Summary, Context and Place Typologies
- Volume 2: Impact on Job Location Over Time with Respect to Transit Station Proximity Considering Economic Groups by Transit Mode and Place Typology with Implications for Transit and Land Use Planning
- **Volume 3: Impact on Where People Live Over Time with Respect to Transit Station Proximity Considering Race/Ethnicity and Household Type and Household Budget by Transit Mode and Place Typology with Implications for Transit and Land Use Planning**
- Volume 4: Impact on Real Estate Rents with Respect to Transit Station Proximity Considering Type of Real Estate by Transit Mode and Place with Implications for Transit and Land Use Planning
- Volume 5: Improving Transit Impacts by Reconsidering Design and Broadening Investment Resources

Each of these volumes, and the full report, can be found at <https://nitc.trec.pdx.edu/research/project/1253>

The genre of research within which four research projects call is grounded in trend that is common throughout all reports: That America is becoming increasingly focused on the need for transit to meet a growing number of social, economic and environmental objectives. But it is also rooted in simple market dynamics.

America will add at least 100 million new residents, 40 million new households, and 60 million new jobs by 2050. We know from demographic analysis and consumer preference surveys that at least a third of America’s 150 million households (50+ million) in 2050 will want to live in locations providing them with transit options, in addition to mixed-use and mixed-housing options. We also know from research on firm location behavior that up to 100 million jobs will be attracted to locations with transit options. Indeed, some research has estimated that even if all new development to 2050 occurred within one-half mile of existing and planned transit stations—such as transit oriented development (TOD) planning areas—the market demand for such development would not be met.

Our prior research outlines the extent to which fixed route transit (FRT) systems can meet future demand. But each system has its own niche. Light rail transit (LRT) systems serve metropolitan wide markets, connecting multiple nodes to each other. Bus rapid transit (BRT) systems can accomplish many of the same objectives as LRT systems at lower cost per mile but also lower capacity—which is fine for the Eugene-Springfield metropolitan area though not necessarily the Portland metropolitan area which, being four times larger and more densely settled, relies on LRT. At the lowest scale of operations are street car transit (SCT) systems that serve mostly downtowns such as Seattle or connect employment centers near downtown to downtown such as Portland, Tucson and Dallas. At the other end of the spectrum are commuter rail transit (CRT) systems that are intercity systems that connect cities within a metropolitan area to

downtown such as San Diego's Coaster, or multiple metropolitan areas such as the Seattle-Tacoma Sounder or the Albuquerque-Santa Fe Rail Runner or the Utah Transit Authority's FrontRunner connecting three metropolitan areas.

Here we will summarize the purpose and key findings of each of the three prior reports and then frame the role of the fourth report.

Do TODs Make a Difference?

The first report in the Quadrilogy was *Do TODs Make a Difference?* (Nelson et al. 2015). NITC contracts 547 and 650 were used to build station area databases for 12 light rail transit (LRT) systems, nine bus rapid transit (BRT) systems, four streetcar transit (SCT), and five commuter rail transit (CRT) systems. In this report, we presented research that measures the outcomes of TOD areas in relation to their metropolitan area controls with respect to:

Jobs by sector;

- Housing choice for household types based on key demographic characteristics;
- Housing affordability based on transportation costs; and
- Job-worker balance as a measure of accessibility.

Prior literature has not systematically evaluated TOD outcomes in these respects with respect to light rail transit (LRT), commuter rail transit (CRT), bus rapid transit (BRT), and streetcar transit (SCT) systems. Our analysis helps close some of these gaps. We applied our analysis to 23 fixed guideway transit systems operating in 17 metropolitan areas in the South and West that have one or more of those systems. We found:

- Most TOD areas gained jobs in the office, knowledge, education, health care and entertainment sectors, adding more than \$100 billion in wages capitalized over time;
- In assessing economic resilience associated with LRT systems, jobs continued to shift away from TOD areas before the Great Recession, the pace slowed during the Recession, but reversed during recovery leading us to speculate that LRT TOD areas may have transformed metropolitan economies served by LRT systems;
- Rents for offices, retail stores and apartments were higher when closer to SCT systems, had mixed results with respect LRT systems, but were mostly lower with respect to CRT systems (our earlier BRT sample size was too small to evaluate);
- SCT systems performed best in terms of increasing their TOD area shares of metropolitan population, households and householders by age, housing units, and renters with BRT systems performing less well while LRT and CRT systems experienced a much smaller shift in the share of growth;
- Household transportation costs as a share of budgets increase with respect to distance from LRT transit stations to seven miles suggesting the proximity to LRT stations reduces total household transportation costs;
- Emerging trends that may favor higher-wage jobs locating in transit TOD areas over time than lower or middle wage jobs perhaps because TOD areas attract more investment which requires more productive, higher-paid labor to justify the investment; and
- The share of workers who commute 10 minutes or less to work increases nearly one-half of one percent for each half-mile their resident block group is to an LRT transit station, capping at a gain of 1.3 percent, which is not a trivial gain.

This work identified a missing element of research relating to one of the fastest growing modes of fixed route transit systems: Bus rapid transit (BRT). That led to a second NITC-funded project.

National Study of BRT Development Outcomes

The second report was the nation's largest and most comprehensive assessment of the influence of bus rapid transit (BRT) systems on jobs, people and households, and real estate rents (Nelson and Ganning 2016).

Public transit systems are often promoted as offering a plethora of social, economic and environmental benefits to urban populations by transforming urban forms from auto-centric designs into more sustainable ones. The "next big thing" in public transit is bus rapid transit (BRT) systems. From virtually no systems a generation ago, there are now nearly 20 lines operating with at least seven under construction and more than 20 in the planning stages. Part of this recent popularity in BRT stems from its more affordable capital investment costs and its potential to be utilized by municipal planning organizations as an economic development tool. Yet, research into development outcomes associated with BRT station/stop proximity is small. This study found:

- For metropolitan counties with BRT systems, (0.50-mile) transit corridors increased their share of new office space by a third, from 11.4 percent to 15.2 percent and although new multifamily apartment construction was small, its share more than doubled since 2008;
- BRT station areas gained share of central county jobs at a faster pace or even at the expense of the rest of the central county and that more technologically advanced BRT systems may contribute to positive economic development outcomes;
- However, when disaggregating data to sectors, BRT is found to influence employment change in only one sector—manufacturing though that sector is broad and includes such activities as assembly, food processing (think beer making) and fashion design;
- Evidence of an office rent premium for location within a BRT corridor for most albeit not all of the metropolitan areas studied;
- Household transportation costs as a share of budgets increase with respect to CBD distance to about 19 miles and about eight miles with respect to BRT stations;
- Before the recession, the shift in jobs for all wage groups was about the same between BRT station areas and counterfactual locations but during recovery, BRT station areas saw larger shifts compared to counter-factual locations for lower-wage but upper-wage jobs had the largest change share in BRT station areas during recovery while the share of lower-wage jobs in BRT station areas fell; and
- There is little difference in BRT study area performance compared to their metropolitan areas in terms of influencing population and residential patterns though we did find indirect evidence that BRT systems choosing higher-quality design and technology options tended to enjoy better population and housing outcomes than those that chose lesser options.

We conclude that, on the whole, BRT systems are associated with positive development and job location outcomes, though not necessarily population or housing outcomes. By the time this study was completed more robust data had become available allowing for updates and expansions of prior work, which led to the third grant in this genre.

The Link between Transit Station Proximity and Real Estate Rents, Jobs, People and Housing with Transit and Land Use Planning Implications

This report updates and expands prior research in the genre of research that has used economic base analysis (especially shift-share) and CoStar commercial rent data to estimate the development outcomes to transit (Nelson and Hibberd 2019). The study period for prior economic base analysis was 2002-2011 and census data for 2000 and 2010, as well as CoStar data for 2013. This report expands the number of systems used in analysis to 17 LRT systems, 14 BRT systems, nine SCT systems and 12 CRT systems. It also expands the period of analysis to 2015 for jobs-related data, 2016 for census data, and 2018 for CoStar data. The expanded and updated databases allow for more comprehensive assessment of their outcomes. Key findings include:

- Market rents increase with respect to Fixed Guideway Transit (FGT) station proximity for nearly all commercial types and for all modes, except there no rent premium for BRT in the closet (0.125 mile) distance band and office responds positively only within the closets (0.125 mile) distance band from LRT stations, with rent premiums extend one to two miles away from FGT stations for many commercial types;
- On the whole, more mature Fixed Guideway Transit (FGT) system saw gains in regional share of jobs in closer in (0.25 mile and 0.50 mile) distance bands if not up to the 1.00 mile distance band from transit stations—BRT being an exception in gaining share only in the nearest (0.25 mile) distance band— while ones build during and since the Great Recession saw small or negative shifts in regional share;
- There are only modest gains in the regional share of population and housing before/during the Great Recession (2000-2009) but somewhat more gains afterward (2010-2016) for all transit types except BRT with larger gains associated with households without children and early/middle aged households (35-49); and
- For the most part for all transit modes saw reductions in regional share of driving alone and carpooling, and increases in regional share of transit, biking, walking, and working at home with respect to FGT station proximity.

The report also featured illustrations of “good, bad and ugly” transit station/stop planning and design, suggesting that systems may be underperforming because of these limitations.

A missing element of prior work was the milieu or type of place within which transit stations are located. Addressing this is the key purpose of this report (Nelson, Hibberd and Currans 2021).

Transit Impacts on Jobs, People and Real Estate

This is the fourth report in the genre of research supported by NITC. This project entailed updating data and disaggregating it to assess outcomes based on station area types or what we call Place Typologies. This research is guided by two overarching questions and analytic contexts:

How do Transit Development Outcomes Vary by Mode and Place Typology? This analysis includes each transit system for each metropolitan area studied during appropriate time periods for that system, as well as systems combined across metros. Trends that are assessed include: (1) Changes in the number and share of jobs by sector with respect to type of system and distance from stations, by type of station based on Place Typology; (2) Changes in the number and share of jobs by wage category with respect to transit mode and station proximity by Place Typology; and (3) Changes in number and share of population, households, householders by age, and housing by tenure with respect to transit mode, station proximity, and Place Typology.

How does the real estate market for office, retail and apartment properties respond to proximity to transit stations by mode and Place Typology? Our prior work pioneered the use of CoStar commercial rental data for very broad assessments of real estate market responsiveness to transit by type but not really by location except for corridor distance bands. The new research conducts more refined relationships in those metropolitan areas based on mode and Place Typology where CoStar data are sufficient for analysis.

In addition, we updated our complete database with a codebook for anyone to access through NITC.

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SYNOPSIS FOR VOLUME 3

This Volume explores numerous ways in which transit station proximity affects the location of people and households over time based on their race/ethnicity, householder age, household type, and commute mode. Analyses are reported by mode and Place Typology. It also includes analysis of the extent to which household transportation costs are reduced with respect to LRT station proximity and the nature of cost change over time.

Households by Type—HHs with children, 2 or more adult HHs without children, single person households (Chapter 5)

LRT station areas accounted for more than 10 percent of their transit region's growth in households with nearly all of that occurring in Moderate and Low MA places. We surmise High MA places are dominated by high rent office and residential real estate. One important surprise is that households with children accounted for nearly 30 percent of the change in total households within one-half mile of LRT transit stations. Planners and real estate developers may have unwittingly underestimated this niche of demand for LRT station proximity. In contrast, households with children were clearly not attracted to SCT station proximity and to some extent have been repelled, while nearly all the change occurred among households without children with about half of them being single person households. However, BRT stations attracted the largest number of total households and more than a third of their combined transit regions' share of all household change, occurring in High-, Moderate- and Low-MA places with the largest share among them being in Moderate-MA places. For their part, CRT station proximity within one-half mile repelled households in Moderate-MA places with only weak changes among the others, though individual metropolitan areas gained considerable share, such as San Diego.

Households by Householder Age—under 25, 25-44, 45-65, 65 or more (Chapter 5)

Across all Place Typologies, the number of households with householders under 25 years of age fell within one-half mile of LRT, SCT and BRT stations. This is consistent with overall trends on those transit regions. Likewise, householders under 25 years of age fell within one-half mile of CRT stations despite substantial growth in that age group. The middle age groups (25-44 and 45-64) added a total of nearly 200,000 households living within one-half mile of LRT and BRT stations among High-, Moderate- and Low-MA places in the transit regions we studied; however, the share of such households relative to their regions fell. Conventional wisdom suggests that middle aged households prefer larger homes and yards, and places to raise children over transit station proximity. On the other hand, we know from survey research by credible real estate organizations that about half of those households prefer to live near transit stations even if that means trading off house and lot size. The implication for planners and real estate developers is that demand among middle aged households for locations near transit stations is not being met.

Transit Proximity and Transportation Mode Choice for Commuting (Chapter 5)

Between 2010 and 2016 there was an increase among households living near transit stations to drive to work along with a decrease among those who carpooled. That can be considered bad news. However, for most transit modes in most places within one-half mile, the share of workers using transit, walking or biking to work or working at home soared relative to their 2010 base.

The exceptions to this trend are BRT systems in all but High-MA places and CRT systems for High- and Moderate-MA places.

The Link between Transit Station Proximity and Typology and Change in People by Demographic Groups Over Time (Chapter 6)

Chapter 5 shows that while householders between 25-44 years of age dominated the change in households near most transit stations for most modes and in most places. Chapter 6 shows that White-Alone (those who self-designate as White on census forms) and White Non-Hispanic (those Whites who do not also self-designate as Hispanic or Latino on census forms) tend to dominate the race/ethnicity of those who locate near transit stations for nearly all modes and especially in High- and Moderate-MA places. This may be evidence of gentrification as older householders tend to have higher incomes than younger ones, as well as displacement if total population declines near stations especially among non-White persons. Our research thus suggests new avenues of exploration.

The Link between Transit Station Proximity, Place Typology and Transportation Costs Incurred by Household Types (Chapter 7)

Without evidence, there is the assumption that transportation costs as a share of household budgets increases with respect to distance from downtowns, freeway interchanges, and transit such as light rail transit (LRT) stations. We evaluate the association between median household transportation costs and distance from stations using the 2008-2012 and 2012-2016 American Community Survey (ACS). We find clear associations between LRT station proximity and lower household transportation costs for both periods suggesting increasing transportation savings over time. We also find important differences in transportation costs incurred by different households with respect to the type of urban place in which they live and proximity to LRT stations. While not surprising intuitively, social equity issues arise especially with respect to higher income households better more able than lower income ones to compete for locations near transit stations because they are better able to afford housing prices and rents that capitalize transportation costs savings into higher prices and rents.

CHAPTER 5: The Link between Transit Station Proximity and Place Typology with Change in Households, Housing tenure and commuting choice Over Time

OVERVIEW

Our research expands upon previous work by assessing the extent to which households are attracted to transit stations over time. Households are classified by several salient characteristics, including household type, householder age, and housing tenure. Station areas are assessed by transit mode, such as light rail, and by station typology. The types are characterized as lying somewhere along a continuum from urban core to suburban. These types are based upon the relative intensity a combination of jobs, households, and the built environment. The analysis will advance the understanding of how transit stations effect the pattern of household residence in a multimodal transportation system context, how commuters respond to transit proximity, what transportation modes seem to complement each other, and what demographics may be in competition for transit station proximity. Also evident from the study will be which transit modes in which place types (from low to high land use intensity, mix, and accessibility) are repelling or attracting population to the transit station and beyond to 1 mile.

Introduction

People respond to transit proximity in their housing and commuting choices very differently depending upon the local context. Transit expansion in the United States is limited by the scant funding assigned to it as a percentage of total transportation infrastructure outlays. Meanwhile, the gas tax, a main source of transportation infrastructure funding, has not been raised for many years, even as the need to fix old bridges and other infrastructure continues with insufficient attention from policymakers (Sanchez, Shen, and Peng 2004; Sanchez 2007). Congestion grows apace in the urban core as many commuters put up obstructions to the needed funding for maintenance and updating of our transportation infrastructure. This underscores the limits of the “mobility turn” as an answer to society’s need for access to needed land uses, as well as the growing need for a “proximity turn,” in which more theorists and decision makers will advocate for increased land use efficiency and multimodal transportation infrastructure (Sheller and Urry 2006; Ewing 1997).

Transit infrastructure is at the theoretical center of the “proximity turn,” as it facilitates and supports more efficient land uses connected by more multimodal transportation infrastructure. Increases in efficiency may result in benefits such as the reduction of the “spatial mismatch” between suburban jobs and urban housing (Kain 1992), decreases greenhouse gases emissions and automobile exhaust pollution in the city (Calthorpe 2011), increases public space in which people can interact with their communities (Calthorpe and Fulton 2001), and provides more opportunities for people to use active transportation (Moniruzzaman et al. 2013). The Missing Middle housing has advocates that argue that the overlooked condominiums and quadplexes of the residential real estate market would make a ready contribution to efforts at greater land use and transportation efficiency (e.g., reduction of vehicle miles traveled), as well as affordability and climate health (Parolek 2020).

Land use efficiency is a central focus of current planning literature. Transit systems allow much more efficient land use for transportation infrastructure and support the expansion of

agglomeration economies that strengthen city business networks and provide innovation and job opportunities (Spieler 2018; Nelson et al. 2015; Meijers, Burger, and Hoogerbrugge 2015). The Alonso-Mills-Muth urban land use model (AMM) postulates that the CBD contains all jobs while all residents live outside the CBD and commute into the center of the region (Alonso 1964; Mills 1972; Muth 1969). Transit systems can be modeled similarly by relaxing the assumption that all jobs are at the center, and by treating each transit station as itself a miniature center of economic gravity to which the market will respond by competing for scarce land resources at or near the station to capture the benefit of greater local and regional accessibility, on which agglomeration economies—the benefits the economy gains in lower transportation costs and other related efficiencies—thrive.

Research Question and Design

This chapter’s research will be guided by the following research question:

***Relative to the counties within which transit systems operate (“transit counties”), are there shifts in the regional share of people and housing over time with respect to FRT station proximity, particularly with respect to change in:
Households by age,
Households by commuting choice,
Households by type and tenure?***

Research Design and Plan

Our research design and plan include using GIS data and analyses to join transit stations and buffers, representing eighth-mile distance bands around each station, to a layer of land use intensity. These data allow the segmentation of the station areas, their environs, and their regions into relative land use mix and intensity. We call these place types. US census data provide job figures over time by sector, income, and other categorizations. Economic base analysis is used to analyze the shift in share and relative local concentration of jobs near the station viz-a-vis the transit-served region surrounding the study transit systems.

Data Resources

The employment data come from the US Census Bureau’s Longitudinal Employer-Household Dynamics data (LEHD) for 2010 and 2016. Transit system data come from the General Transit Feed Specification (GTFS).¹ Census blocks were downloaded from IPUMS HGIS website (##). Station typology data are outlined below.

Shift-Share Method

Economic development is often analyzed using economic base theory and measures spatial concentrations of jobs by sector or other segmentations, as well as their spatial and temporal dynamics. Shift-share analysis compares change of employment concentrations at the “regional” level, which is defined by the analyst at a chosen scale (e.g., national, state, or county), with changes in concentrations at the “local” level, which can also be defined at various scales by the analyst. The study assigns “transit-served” counties as regions (those counties with access to a transit system) and assigns transit neighborhoods as the “local” scale. The transit neighborhoods are further segmented into distance bands away from the station, in increments of one-eighth or one-quarter mile, up to a distance of 1 mile from the transit station

¹ See TransitFeeds.com for downloadable data sets.

centroid. The analytic method isolates the various sources of job change into 3 categories: 1) the **Transit Region share**, which references overall economic dynamics at the regional scale 2) the **Demographic Mix**, which accounts for job dynamics as a result of change in a specific industry, and 3) **FRT Station Shift**, also called the “competitive effect,” which measures the degree of change at the local spatial scale of the transit station neighborhood. It is a measure of the station’s lagging and leading job sectors by isolating station area economic trends from those at the regional scale, and from other factors. The shift-share formula is as follows (Carnegie Mellon n.d.):

$$SS_i = TR_i + DM_i + FRT_i$$

Where:

- SS_i = Shift-Share
- TR_i = Transit Region share
- DM_i = Demographic Mix
- FRT_i = FRT Station Shift

Each component is calculated with the following equations:

$$TR = ({}_iFRT\ Station\ Area^{t-1} \times TR^t / TR^{t-1}) \tag{5-2}$$

$$DM = [({}_iFRT\ Station\ Area^{t-1} \times {}_iTR^t / {}_iTR^{t-1}) - TR] \tag{5-3}$$

$$FRT = [{}_iFRT\ Station\ Area^{t-1} \times ({}_iFRT\ Station\ Area^t / {}_iFRT\ Station\ Area^{t-1} - {}_iTR^t / {}_iTR^{t-1})] \tag{5-4}$$

Where:

- ${}_iFRT\ Station\ Area$ = number of jobs in the FRT Station Area sector (i) at the beginning of the analysis period (t-1)
- ${}_iFRT\ Station\ Area^t$ = number of jobs in the FRT Station Area in sector (i) at the end of the analysis period (t)
- TR^{t-1} = total number of jobs in the Transit Region at the beginning of the analysis period(t-1)
- ${}_iTR^t$ = total number of jobs in the Transit Region at the end of the analysis period (t)
- ${}_iTR$ = number of jobs in the Transit Region in sector (i) at the beginning of the analysis period (t-1)
- ${}_iTR^t$ = number of jobs in the Transit Region in sector (i) at the end of the analysis period (t)

Location Quotients

Location Quotients (LQ) provide a spatial concentration measure that compares local concentrations of phenomena with a regional or global concentration of the same phenomena. For this study, transit station areas by eighth-mile distance bands provide the local context, while “transit-served counties,” or counties and groups of counties that are served by transit systems, provide the regional context. LQ metrics, along with shift-share analyses, are a proven methodological staple of economic development studies. The effectiveness of these methodologies at providing evidence of economic development highlight the spatial nature of the economy. Transit systems serve to provide network connectivity across local economies, connecting the geographies highlighted by these methodologies.

Transit Station Typology – Place Types

To evaluate by place types, we aggregate the following built environment variables to the census block group, and then apply a data clustering method:

Longitudinal Employer-Household Dynamics (LEHD, 2017)

- Total jobs per acre
- Proportion of jobs that are retail or entertainment

American Community Survey (ACS, 2017, 5-year)

- Total residential population per acre
- Total households per acre
- Proportion of households with no kids (representing smaller dwelling units)
- Proportion of households that are owner occupied

Smart Location Database²

- Intersection density (an indication of connectivity)
- Proportion of intersections that are three-way to those that are four-way (an indication of connectivity)

We apply Jenks natural breaks to each variable to segment the spectrum of variables. Each “break” is ranked in terms of the urban intensity of the categories. The lowest density category has a score of 1, while the highest has a 5. The sum of these rankings, summing all variables together, provides an indication of the level of urban intensity and concentration for each block group. The sum of rankings is then divided into the number of categories of interest. For this study, we aggregated the place types into four categories labeled from 1 = most suburban to 4 = highly urban. An iterative verification process rotated between testing variables and ground-truthing them through spatial mapping and observations using Google Streetview.

We allocate jobs by sector groups based upon NAICS classifications, and group jobs by wage based upon the salary levels of each sector. This current chapter focuses on economic development outcomes by job sector groups, while a subsequent chapter will consider outcomes by job wage groupings.

² See <https://www.epa.gov/smartgrowth/smart-location-mapping>. Accessed 11-25-2020. Note that while this data is older, intersection density is not something that widely changes from decade to decade in most of the areas that are already developed enough to have FRT.

Results and Discussion

Three sections comprise the results below: 1) the household type, including age and household size, 2) housing tenure by vehicle presence, and 3) commuting choice. Each population segment responded differently at different transit stops by transit mode and place type. Most of the growth occurred at the station, but some stations repelled certain population segments. Tables provide summed data for all “transit-served” counties of MSAs, summed into a group for each transit mode and place type. Appendix F includes results for individual MSAs by transit mode and place type.

Households by Type and Householder Age

For BRT

- Poor MA place types incurred declines in growth at each DB from the station to a half-mile distance. Total household trend was a cumulative loss of 9,000. Households with Children declined in growth by 82% at the half-mile DB but gained the largest share for this household type at the station. Households with householders of age 25 to 44 also experienced large rates of decline, at 63% cumulative at the half-mile DB.
- Low MA place types, total households gained nearly 21,000. Cumulative growth of Householders age 25 to 44 was significant, capturing 57% of total household growth. Householders under 25 declined nearly 5,000, at a rate of 11% of total decline at the half-mile DB.
- Mod MA place types, 62,000 households moved to the cumulative half-mile DB while Householders age 25 to 44 declined by 15.5% relative to the regional trend but at the same time capturing 59.2% of the station-area growth. While the transit region lost population in the 64-plus age group, the transit station cumulatively gained, and captured 23% of station-area growth.
- High MA place types gained 13,000 households. Households with children gained 5,450 households, a 6.8% rate of capture of the regional growth. This increase accounted for 40.6% of the growth cumulatively at the half-mile DB. Householders under 25 declined while Householders 25-44 gained considerable share.

For CRT

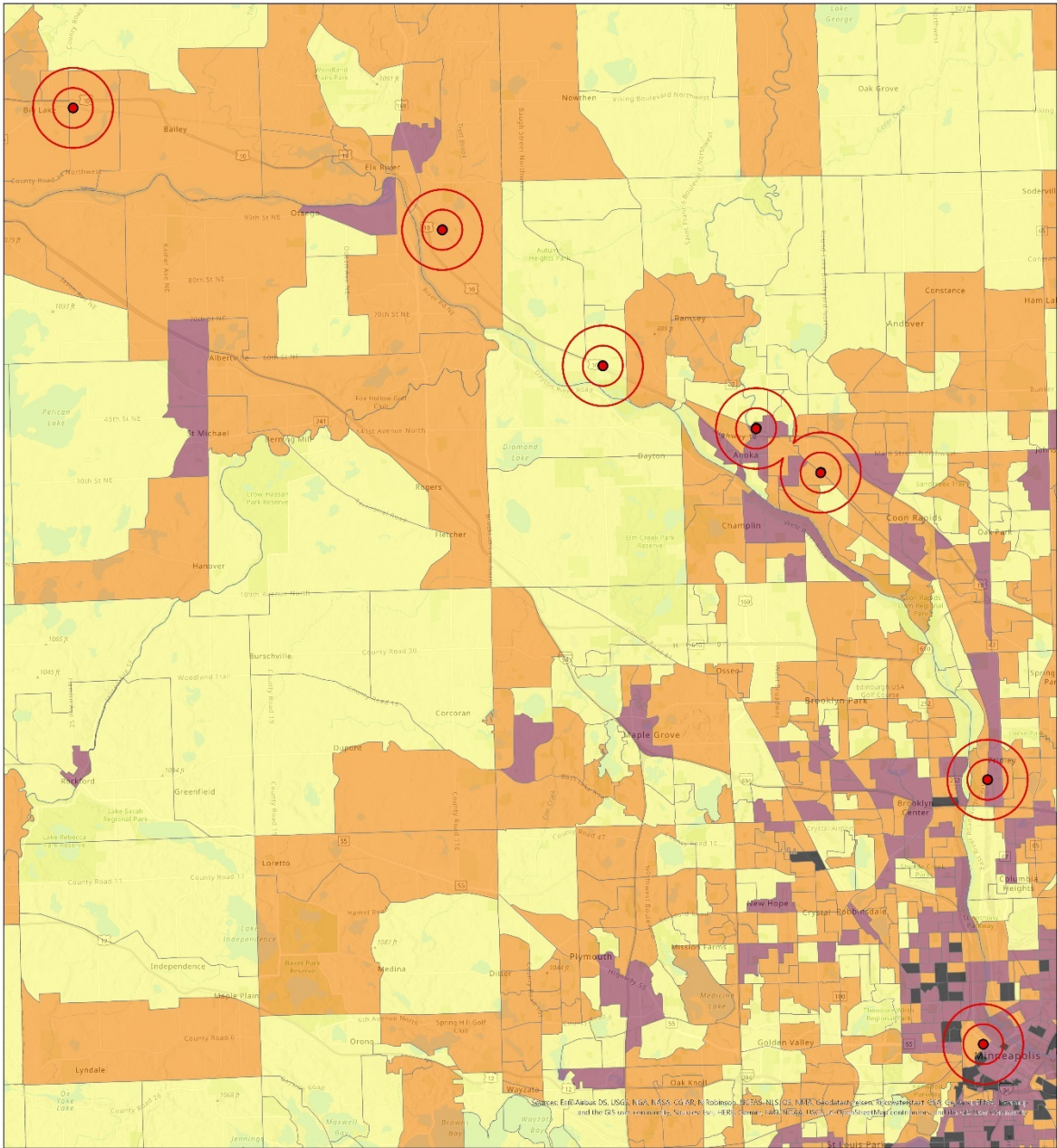
- Poor MA place type stations gained nearly 10,000 households to the half-mile radius from the station. At the same time, they elicited declines in growth at each DB from the station to a half-mile distance. Households with Children declined in growth by 82% at the half-mile DB. Households with householders of age 25 to 44 also experienced large rates of decline, at 63% cumulative at the half-mile DB.
- Low MA place types added nearly 8,000 households. They gained households with children at the half-mile radius. They gained 4,000 householders under 25. One-person households and householders age 65 or above gained considerable share at the cumulative half-mile radius.
- Mod MA place types declined in total households by 27,000 which is a 5% share of the transit counties. Every household type lost numbers at the half-mile radius. This suggests a strong competitive edge held by non-housing land uses, which may be outcompeting households for space near these stations.
- High MA place types gained 2,400 households. Household types that gained share did so with very modest rates. Householders age 25-44 gained at the highest rate.

For LRT

- Poor MA place types lost share of population. Growth at each DB from the station to a half-mile distance. Households with Children declined at the highest rate of -2%. Householders age 65 or above gained 3.8% of regional share.
- Low MA place types had a 4% increase in households (31,000). Growth for the various household types was robust at this place type. Householders age 65 and over gained at the largest rate, 17%, growing at a rate 43% that of total households.
- Mod MA place types gained total households at 5% rate, capturing 41,400 of the region's 841,000-strong household increase.
- High MA place types grew by 2% to capture 15,600 households of the 841,000 total households. Householders age 25-44 grew significantly at the station while these households declined at the regional level. Householders under 25 lost significant population share while all other household types gained share at this station place type.

For SCT

- Poor MA place types did not occur for SCT transit stations in the first DB (0.125 mile). Change at this place type was miniscule for SCT systems.
- Low MA place types gained modest additional numbers of households, at less than 1% growth. Households with children took advantage of this place type, with a growth rate of 10% of regional share. Householders age 65 and over also grew at a rate of 9% of regional growth of this household type. Incremental rates of growth were small.
- Mod MA place types gained 2.2% rate growth for the total population. Households with children and householders under 25 moved away while still gaining regional share of their household type at the station area. Two-plus adult households with no children captured 5% of the regional share in growth while growing at a rate of 77%.
- High MA place types grew nearly 11,000 households, which is 5% of 225,000 at the regional level. One-person households captured 3% of the regional growth in that household type, 47% as fast as the total population. Householders 25 to 44 declined significantly at the cumulative half-mile DB. This occurred while all other household types gained from 3 to 6% of their regional shares of the population.



Station Typology for Commuter Rail Transit:
 Minneapolis-St. Paul-Bloomington, MN-WI

- Buffers: Half & 1 Mile
- CRT Buffers
- Station Types
- High MA
- Mod MA
- Low MA
- Poor MA

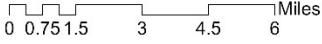


Figure 1. Minneapolis commuter rail serves outlying areas of the region.

Table 5.1. Poor MA: BRT Households by Type and Householder Age

| Demographic Share-- Distance Band Change | Transit Region Change 2010- 2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|---|---------------------------------|--|---|---------------------------------|--|
| | | Distance Band Change 2010- 2016 | Share of Transit Counties | Share of Distance Band Change | Distance Band Change 2010- 2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | -8,064 | -3.0% | | -8,064 | -3.0% | |
| HH with Children | 80,558 | -4,654 | -5.8% | 57.7% | -4,654 | -5.8% | 57.7% |
| 2+ Adult HH no Child | 59,245 | -1,555 | -2.6% | 19.3% | -1,555 | -2.6% | 19.3% |
| One Person HH | 129,927 | -1,855 | -1.4% | 23.0% | -1,855 | -1.4% | 23.0% |
| Householder under 25 | -43,227 | -622 | 1.4% | 7.7% | -622 | 1.4% | 7.7% |
| Householder 25 to 44 | -150,588 | -3,193 | 2.1% | 39.6% | -3,193 | 2.1% | 39.6% |
| Householder 45 to 64 | 385,369 | -3,543 | -0.9% | 43.9% | -3,543 | -0.9% | 43.9% |
| Householder 65+ | -12,518 | -645 | 5.2% | 8.0% | -645 | 5.2% | 8.0% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 2,091 | 0.8% | | -5,973 | -2.2% | |
| HH with Children | 80,558 | -31 | 0.0% | -1.5% | -4,685 | -5.8% | 78.4% |
| 2+ Adult HH no Child | 59,245 | 1,358 | 2.3% | 64.9% | -197 | -0.3% | 3.3% |
| One Person HH | 129,927 | 764 | 0.6% | 36.5% | -1,091 | -0.8% | 18.3% |
| Householder under 25 | -43,227 | -11 | 0.0% | -0.5% | -633 | 1.5% | 10.6% |
| Householder 25 to 44 | -150,588 | 351 | -0.2% | 16.8% | -2,842 | 1.9% | 47.6% |
| Householder 45 to 64 | 385,369 | 273 | 0.1% | 13.1% | -3,270 | -0.8% | 54.7% |
| Householder 65+ | -12,518 | 1,442 | -11.5% | 69.0% | 797 | -6.4% | -13.3% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | -2,537 | -0.9% | | -9,080 | -3.4% | |
| HH with Children | 80,558 | -1,967 | -2.4% | 77.5% | -7,423 | -9.2% | 81.8% |
| 2+ Adult HH no Child | 59,245 | -398 | -0.7% | 15.7% | -1,257 | -2.1% | 13.8% |
| One Person HH | 129,927 | -172 | -0.1% | 6.8% | -400 | -0.3% | 4.4% |
| Householder under 25 | -43,227 | -231 | 0.5% | 9.1% | -865 | 2.0% | 9.5% |
| Householder 25 to 44 | -150,588 | -1,094 | 0.7% | 43.1% | -4,302 | 2.9% | 47.4% |
| Householder 45 to 64 | 385,369 | -1,545 | -0.4% | 60.9% | -5,743 | -1.5% | 63.2% |
| Householder 65+ | -12,518 | 312 | -2.5% | -12.3% | 1,822 | -14.6% | -20.1% |

Table 5.2. Low MA: BRT. Households by Type and Householder Age

| Demographic Share-- Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|---------------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------------|---------------------------|-------------------------------|
| | | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 7,519 | 2.8% | | 7,519 | 2.8% | |
| HH with Children 2+ Adult HH no Child | 80,558 | 771 | 1.0% | 10.3% | 771 | 1.0% | 10.3% |
| One Person HH Householder under 25 | 59,246 | 2,831 | 4.8% | 37.7% | 2,831 | 4.8% | 37.7% |
| One Person HH Householder 25 to 44 | 129,927 | 3,917 | 3.0% | 52.1% | 3,917 | 3.0% | 52.1% |
| One Person HH Householder 45 to 64 | -43,227 | -3,914 | 9.1% | -52.1% | -3,914 | 9.1% | -52.1% |
| One Person HH Householder 65+ | -150,588 | 6,160 | -4.1% | 81.9% | 6,160 | -4.1% | 81.9% |
| One Person HH Householder 65+ | 385,369 | 2,401 | 0.6% | 31.9% | 2,401 | 0.6% | 31.9% |
| One Person HH Householder 65+ | -12,518 | 3,526 | -28.2% | 46.9% | 3,526 | -28.2% | 46.9% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 2,038 | 0.8% | | 9,557 | 3.5% | |
| HH with Children 2+ Adult HH no Child | 80,558 | 439 | 0.5% | 21.5% | 1,210 | 1.5% | 12.7% |
| One Person HH Householder under 25 | 59,246 | 2,337 | 3.9% | 114.7% | 5,168 | 8.7% | 54.1% |
| One Person HH Householder 25 to 44 | 129,927 | -738 | -0.6% | -36.2% | 3,179 | 2.4% | 33.3% |
| One Person HH Householder 45 to 64 | -43,227 | -436 | 1.0% | -21.4% | -4,350 | 10.1% | -45.5% |
| One Person HH Householder 65+ | -150,588 | 741 | -0.5% | 36.4% | 6,901 | -4.6% | 72.2% |
| One Person HH Householder 65+ | 385,369 | 1,147 | 0.3% | 56.3% | 3,548 | 0.9% | 37.1% |
| One Person HH Householder 65+ | -12,518 | 439 | -3.5% | 21.5% | 3,965 | -31.7% | 41.5% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 4,393 | 1.6% | | 20,772 | 7.7% | |
| HH with Children 2+ Adult HH no Child | 80,558 | 435 | 0.5% | 9.9% | 3,578 | 4.4% | 17.2% |
| One Person HH Householder under 25 | 59,246 | 1,935 | 3.3% | 44.0% | 9,691 | 16.4% | 46.7% |
| One Person HH Householder 25 to 44 | 129,927 | 2,023 | 1.6% | 46.1% | 7,503 | 5.8% | 36.1% |
| One Person HH Householder 45 to 64 | -43,227 | -268 | 0.6% | -6.1% | -4,835 | 11.2% | -23.3% |
| One Person HH Householder 65+ | -150,588 | 1,328 | -0.9% | 30.2% | 11,856 | -7.9% | 57.1% |
| One Person HH Householder 65+ | 385,369 | 1,843 | 0.5% | 42.0% | 6,722 | 1.7% | 32.4% |
| One Person HH Householder 65+ | -12,518 | 1,215 | -9.7% | 27.7% | 7,127 | -56.9% | 34.3% |

Table 5.3. Mod MA: BRT Households by Type and Householder Age

| Demographic Share-- Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|--|--|--|--|--|--|
| | | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 39,406 | 14.6% | | 39,406 | 14.6% | |
| HH with Children 2+ Adult HH no Child | 80,558 | 10,871 | 13.5% | 27.6% | 10,871 | 13.5% | 27.6% |
| One Person HH Householder under 25 | 59,246 | 15,401 | 26.0% | 39.1% | 15,401 | 26.0% | 39.1% |
| Householder 25 to 44 | 129,927 | 13,134 | 10.1% | 33.3% | 13,134 | 10.1% | 33.3% |
| Householder 45 to 64 | -43,227 | -2,289 | 5.3% | -5.8% | -2,289 | 5.3% | -5.8% |
| Householder 65+ | -150,588 | 23,346 | -15.5% | 59.2% | 23,346 | -15.5% | 59.2% |
| | 385,369 | 10,462 | 2.7% | 26.5% | 10,462 | 2.7% | 26.5% |
| | -12,518 | 9,185 | -73.4% | 23.3% | 9,185 | -73.4% | 23.3% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 6,639 | 2.5% | | 46,045 | 17.1% | |
| HH with Children 2+ Adult HH no Child | 80,558 | 2,715 | 3.4% | 40.9% | 13,586 | 16.9% | 29.5% |
| One Person HH Householder under 25 | 59,246 | 1,684 | 2.8% | 25.4% | 17,085 | 28.8% | 37.1% |
| Householder 25 to 44 | 129,927 | 2,240 | 1.7% | 33.7% | 15,374 | 11.8% | 33.4% |
| Householder 45 to 64 | -43,227 | -272 | 0.6% | -4.1% | -2,561 | 5.9% | -5.6% |
| Householder 65+ | -150,588 | 3,173 | -2.1% | 47.8% | 26,519 | -17.6% | 57.6% |
| | 385,369 | 2,221 | 0.6% | 33.5% | 12,683 | 3.3% | 27.5% |
| | -12,518 | 1,582 | -12.6% | 23.8% | 10,767 | -86.0% | 23.4% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 6,460 | 2.4% | | 61,964 | 23.0% | |
| HH with Children 2+ Adult HH no Child | 80,558 | 2,075 | 2.6% | 32.1% | 18,847 | 23.4% | 30.4% |
| One Person HH Householder under 25 | 59,246 | 2,165 | 3.7% | 33.5% | 22,588 | 38.1% | 36.5% |
| Householder 25 to 44 | 129,927 | 2,220 | 1.7% | 34.4% | 20,529 | 15.8% | 33.1% |
| | -43,227 | -961 | 2.2% | -14.9% | -3,717 | 8.6% | -6.0% |
| | -150,588 | 3,414 | -2.3% | 52.8% | 36,103 | -24.0% | 58.3% |

| | | | | | | | |
|----------------------|---------|-------|--------|-------|--------|--------|-------|
| Householder 45 to 64 | 385,369 | 2,295 | 0.6% | 35.5% | 17,006 | 4.4% | 27.4% |
| Householder 65+ | -12,518 | 1,968 | -15.7% | 30.5% | 14,266 | 114.0% | 23.0% |

Table 5.4. High MA: BRT Households by Type and Householder Age

| Demographic Share- - Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|--|--|--|--|--|--|
| | | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 7,977 | 3.0% | | 7,977 | 3.0% | |
| HH with Children 2+ Adult HH no Child | 80,558 | 2,441 | 3.0% | 30.6% | 2,441 | 3.0% | 30.6% |
| One Person HH Householder under 25 | 59,246 | 3,079 | 5.2% | 38.6% | 3,079 | 5.2% | 38.6% |
| Householder 25 to 44 | 129,927 | 2,457 | 1.9% | 30.8% | 2,457 | 1.9% | 30.8% |
| Householder 45 to 64 | -43,227 | -1,118 | 2.6% | -14.0% | -1,118 | 2.6% | -14.0% |
| Householder 65+ | -150,588 | 7,801 | -5.2% | 97.8% | 7,801 | -5.2% | 97.8% |
| | 385,369 | 1,215 | 0.3% | 15.2% | 1,215 | 0.3% | 15.2% |
| | -12,518 | 770 | -6.2% | 9.7% | 770 | -6.2% | 9.7% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 2,843 | 1.1% | | 10,820 | 4.0% | |
| HH with Children 2+ Adult HH no Child | 80,558 | 707 | 0.9% | 24.9% | 3,148 | 3.9% | 29.1% |
| One Person HH Householder under 25 | 59,246 | 1,780 | 3.0% | 62.6% | 4,859 | 8.2% | 44.9% |
| Householder 25 to 44 | 129,927 | 356 | 0.3% | 12.5% | 2,813 | 2.2% | 26.0% |
| Householder 45 to 64 | -43,227 | -249 | 0.6% | -8.8% | -1,367 | 3.2% | -12.6% |
| Householder 65+ | -150,588 | 2,283 | -1.5% | 80.3% | 10,084 | -6.7% | 93.2% |
| | 385,369 | 287 | 0.1% | 10.1% | 1,502 | 0.4% | 13.9% |
| | -12,518 | 700 | -5.6% | 24.6% | 1,470 | -11.7% | 13.6% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 269,730 | 1,211 | 0.4% | | 13,434 | 5.0% | |
| HH with Children 2+ Adult HH no Child | 80,558 | 1,448 | 1.8% | 119.6% | 5,450 | 6.8% | 40.6% |
| One Person HH Householder under 25 | 59,246 | 600 | 1.0% | 49.5% | 5,594 | 9.4% | 41.6% |
| Householder 25 to 44 | 129,927 | -837 | -0.6% | -69.1% | 2,390 | 1.8% | 17.8% |
| Householder 45 to 64 | -43,227 | -58 | 0.1% | -4.8% | -1,995 | 4.6% | -14.9% |
| Householder 65+ | -150,588 | 1,068 | -0.7% | 88.2% | 12,873 | -8.5% | 95.8% |
| | 385,369 | 205 | 0.1% | 16.9% | 1,790 | 0.5% | 13.3% |
| | -12,518 | -4 | 0.0% | -0.3% | 1,635 | -13.1% | 12.2% |

Table 5.5. Poor MA: CRT Households by Type and Householder Age

| Demographic Share- - Distance Band Change | Transit Region Change 2010- 2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|--|-------------------------------------|--|--|-------------------------------------|--|
| | | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | -520,022 | 6,280 | -1.2% | | 6,280 | -1.2% | |
| HH with Children | -285,718 | 1,328 | -0.5% | 21.1% | 1,328 | -0.5% | 21.1% |
| - | | | | | | | |
| 2+ Adult HH no Child | 1,264,926 | 3,301 | -0.3% | 52.6% | 3,301 | -0.3% | 52.6% |
| One Person HH | 1,030,622 | 1,651 | 0.2% | 26.3% | 1,651 | 0.2% | 26.3% |
| Householder under 25 | 381,392 | 37 | 0.0% | 0.6% | 37 | 0.0% | 0.6% |
| Householder 25 to 44 | -666,950 | 1,634 | -0.2% | 26.0% | 1,634 | -0.2% | 26.0% |
| Householder 45 to 64 | 858,641 | 2,239 | 0.3% | 35.7% | 2,239 | 0.3% | 35.7% |
| Householder 65+ | 542,133 | 2,370 | 0.4% | 37.7% | 2,370 | 0.4% | 37.7% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | -520,022 | -967 | 0.2% | | 5,313 | -1.0% | |
| HH with Children | -285,718 | -389 | 0.1% | 40.2% | 939 | -0.3% | 17.7% |
| - | | | | | | | |
| 2+ Adult HH no Child | 1,264,926 | -194 | 0.0% | 20.1% | 3,107 | -0.2% | 58.5% |
| One Person HH | 1,030,622 | -384 | 0.0% | 39.7% | 1,267 | 0.1% | 23.8% |
| Householder under 25 | 381,392 | -91 | 0.0% | 9.4% | -54 | 0.0% | -1.0% |
| Householder 25 to 44 | -666,950 | -275 | 0.0% | 28.4% | 1,359 | -0.2% | 25.6% |
| Householder 45 to 64 | 858,641 | -363 | 0.0% | 37.5% | 1,876 | 0.2% | 35.3% |
| Householder 65+ | 542,133 | -238 | 0.0% | 24.6% | 2,132 | 0.4% | 40.1% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | -520,022 | 4,022 | -0.8% | | 9,992 | -1.9% | |
| HH with Children | -285,718 | -496 | 0.2% | -12.3% | -128 | 0.0% | -1.3% |
| - | | | | | | | |
| 2+ Adult HH no Child | 1,264,926 | 2,478 | -0.2% | 61.6% | 6,520 | -0.5% | 65.3% |
| One Person HH | 1,030,622 | 2,040 | 0.2% | 50.7% | 3,600 | 0.3% | 36.0% |
| Householder under 25 | 381,392 | -171 | 0.0% | -4.3% | -621 | -0.2% | -6.2% |
| Householder 25 to 44 | -666,950 | 957 | -0.1% | 23.8% | 1,151 | -0.2% | 11.5% |
| Householder 45 to 64 | 858,641 | 1,592 | 0.2% | 39.6% | 4,351 | 0.5% | 43.5% |
| Householder 65+ | 542,133 | 1,644 | 0.3% | 40.9% | 5,111 | 0.9% | 51.2% |

Table 5.6. Low MA: CRT Households by Type and Householder Age

| Demographic Share-- Distance Band Change | Transit Region Change 2010- 2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|---|--|--|--|--|--|
| | | Distance Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | -520,022 | 8,709 | -1.7% | | 8,709 | -1.7% | |
| HH with Children 2+ Adult HH no Child | -285,718 | 2,027 | -0.7% | 23.3% | 2,027 | -0.7% | 23.3% |
| One Person HH Householder under 25 | - | 3,122 | -0.2% | 35.8% | 3,122 | -0.2% | 35.8% |
| Householder 25 to 44 | 1,030,622 | 3,560 | 0.3% | 40.9% | 3,560 | 0.3% | 40.9% |
| Householder 45 to 64 | 381,392 | -1,410 | -0.4% | -16.2% | -1,410 | -0.4% | -16.2% |
| Householder 65+ | -666,950 | 3,734 | -0.6% | 42.9% | 3,734 | -0.6% | 42.9% |
| Total Households | 858,641 | 3,116 | 0.4% | 35.8% | 3,116 | 0.4% | 35.8% |
| HH with Children 2+ Adult HH no Child | 542,133 | 3,269 | 0.6% | 37.5% | 3,269 | 0.6% | 37.5% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | -520,022 | 1,171 | -0.2% | | 9,880 | -1.9% | |
| HH with Children 2+ Adult HH no Child | -285,718 | -541 | 0.2% | -46.2% | 1,486 | -0.5% | 15.0% |
| One Person HH Householder under 25 | - | 612 | 0.0% | 52.3% | 3,734 | -0.3% | 37.8% |
| Householder 25 to 44 | 1,030,622 | 1,100 | 0.1% | 93.9% | 4,660 | 0.5% | 47.2% |
| Householder 45 to 64 | 381,392 | -379 | -0.1% | -32.4% | -1,789 | -0.5% | -18.1% |
| Householder 65+ | -666,950 | -255 | 0.0% | -21.8% | 3,479 | -0.5% | 35.2% |
| Total Households | 858,641 | 836 | 0.1% | 71.4% | 3,952 | 0.5% | 40.0% |
| HH with Children 2+ Adult HH no Child | 542,133 | 969 | 0.2% | 82.7% | 4,238 | 0.8% | 42.9% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | -520,022 | -2,098 | 0.4% | | 7,910 | -1.5% | |
| HH with Children 2+ Adult HH no Child | -285,718 | -1,532 | 0.5% | 73.0% | -725 | 0.3% | -9.2% |
| One Person HH Householder under 25 | - | -440 | 0.0% | 21.0% | 3,130 | -0.2% | 39.6% |
| Householder 25 to 44 | 1,030,622 | -126 | 0.0% | 6.0% | 5,505 | 0.5% | 69.6% |
| Householder 45 to 64 | 381,392 | -1,270 | -0.3% | 60.5% | -3,971 | -1.0% | -50.2% |
| Householder 65+ | -666,950 | -915 | 0.1% | 43.6% | 3,049 | -0.5% | 38.5% |
| Total Households | 858,641 | -773 | -0.1% | 36.8% | 2,611 | 0.3% | 33.0% |
| HH with Children 2+ Adult HH no Child | 542,133 | 860 | 0.2% | -41.0% | 6,221 | 1.1% | 78.6% |

Table 5.7. Mod MA: CRT Households by Type and Householder Age

| Demographic Share-- Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|---|------------------------------------|---|---|------------------------------------|---|
| | | Distance Band Change 2010- 2016 | Share of Transit Counties | Share of Distance Band Change | Distance Band Change 2010- 2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | -520,022 | -18,481 | 3.6% | | -18,481 | 3.6% | |
| HH with Children 2+ Adult HH no Child | -285,718 | -5,026 | 1.8% | 27.2% | -5,026 | 1.8% | 27.2% |
| One Person HH Householder under 25 | -1,264,926 | -5,298 | 0.4% | 28.7% | -5,298 | 0.4% | 28.7% |
| Householder 25 to 44 | 1,030,622 | -8,157 | -0.8% | 44.1% | -8,157 | -0.8% | 44.1% |
| Householder 45 to 64 | 381,392 | -3,792 | -1.0% | 20.5% | -3,792 | -1.0% | 20.5% |
| Householder 65+ | -666,950 | -4,171 | 0.6% | 22.6% | -4,171 | 0.6% | 22.6% |
| Householder 45 to 64 | 858,641 | -8,026 | -0.9% | 43.4% | -8,026 | -0.9% | 43.4% |
| Householder 65+ | 542,133 | -2,492 | -0.5% | 13.5% | -2,492 | -0.5% | 13.5% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | -520,022 | -4,175 | 0.8% | | -22,656 | 4.4% | |
| HH with Children 2+ Adult HH no Child | -285,718 | 87 | 0.0% | -2.1% | -4,939 | 1.7% | 21.8% |
| One Person HH Householder under 25 | -1,264,926 | -1,863 | 0.1% | 44.6% | -7,161 | 0.6% | 31.6% |
| Householder 25 to 44 | 1,030,622 | -2,399 | -0.2% | 57.5% | -10,556 | -1.0% | 46.6% |
| Householder 45 to 64 | 381,392 | -1,936 | -0.5% | 46.4% | -5,728 | -1.5% | 25.3% |
| Householder 65+ | -666,950 | -952 | 0.1% | 22.8% | -5,123 | 0.8% | 22.6% |
| Householder 45 to 64 | 858,641 | -534 | -0.1% | 12.8% | -8,560 | -1.0% | 37.8% |
| Householder 65+ | 542,133 | -753 | -0.1% | 18.0% | -3,245 | -0.6% | 14.3% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | -520,022 | -1,862 | 0.4% | | -27,043 | 5.2% | |
| HH with Children 2+ Adult HH no Child | -285,718 | -745 | 0.3% | 40.0% | -6,273 | 2.2% | 23.2% |
| One Person HH Householder under 25 | -1,264,926 | -760 | 0.1% | 40.8% | -8,034 | 0.6% | 29.7% |
| Householder 25 to 44 | 1,030,622 | -357 | 0.0% | 19.2% | -12,736 | -1.2% | 47.1% |
| Householder 45 to 64 | 381,392 | -1,182 | -0.3% | 63.5% | -7,762 | -2.0% | 28.7% |
| Householder 65+ | -666,950 | -542 | 0.1% | 29.1% | -6,456 | 1.0% | 23.9% |
| Householder 45 to 64 | 858,641 | -552 | -0.1% | 29.6% | -9,923 | -1.2% | 36.7% |
| Householder 65+ | 542,133 | 414 | 0.1% | -22.2% | -2,902 | -0.5% | 10.7% |

Table 5.8. High MA: CRT Households by Type and Householder Age

| Demographic Share- - Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|--|-------------------------------------|--|--|-------------------------------------|--|
| | | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| | 10,206,45 | | | | | | |
| Total Households | 8 | 1,952 | 0.019% | | 1,952 | 0.02% | |
| HH with Children | 3,553,464 | 764 | 0.022% | 39.1% | 764 | 0.02% | 39.1% |
| 2+ Adult HH no Child | 2,728,201 | 765 | 0.028% | 39.2% | 765 | 0.03% | 39.2% |
| One Person HH | 3,924,793 | 423 | 0.011% | 21.7% | 423 | 0.01% | 21.7% |
| Householder under 25 | 995,014 | 128 | 0.013% | 6.6% | 128 | 0.01% | 6.6% |
| Householder 25 to 44 | 4,049,688 | 895 | 0.022% | 45.9% | 895 | 0.02% | 45.9% |
| Householder 45 to 64 | 4,348,615 | 364 | 0.008% | 18.6% | 364 | 0.01% | 18.6% |
| Householder 65+ | 2,500,007 | 164 | 0.007% | 8.4% | 164 | 0.01% | 8.4% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| | 10,206,45 | | | | | | |
| Total Households | 8 | -828 | -0.008% | | 1,124 | 0.01% | |
| HH with Children | 3,553,464 | -236 | -0.007% | 28.5% | 528 | 0.01% | 47.0% |
| 2+ Adult HH no Child | 2,728,201 | -188 | -0.007% | 22.7% | 577 | 0.02% | 51.3% |
| One Person HH | 3,924,793 | -404 | -0.010% | 48.8% | 19 | 0.00% | 1.7% |
| Householder under 25 | 995,014 | -211 | -0.021% | 25.5% | -83 | -0.01% | -7.4% |
| Householder 25 to 44 | 4,049,688 | 79 | 0.002% | -9.5% | 974 | 0.02% | 86.7% |
| Householder 45 to 64 | 4,348,615 | -366 | -0.008% | 44.2% | -2 | 0.00% | -0.2% |
| Householder 65+ | 2,500,007 | -330 | -0.013% | 39.9% | -166 | -0.01% | -14.8% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| | 10,206,45 | | | | | | |
| Total Households | 8 | 380 | 0.004% | | 2,413 | 0.02% | |
| HH with Children | 3,553,464 | 217 | 0.006% | 57.1% | 1,007 | 0.03% | 41.7% |
| 2+ Adult HH no Child | 2,728,201 | 413 | 0.015% | 108.7% | 1,238 | 0.05% | 51.3% |
| One Person HH | 3,924,793 | -250 | -0.006% | -65.8% | 168 | 0.00% | 7.0% |
| Householder under 25 | 995,014 | -82 | -0.008% | -21.6% | -423 | -0.04% | -17.5% |
| Householder 25 to 44 | 4,049,688 | 743 | 0.018% | 195.5% | 2,742 | 0.07% | 113.6% |
| Householder 45 to 64 | 4,348,615 | -269 | -0.006% | -70.8% | -483 | -0.01% | -20.0% |
| Householder 65+ | 2,500,007 | -12 | 0.000% | -3.2% | 176 | 0.01% | 7.3% |

Table 5.9. Poor MA: LRT Households by Type and Householder Age

| Demographic Share-- Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|---------------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------------|---------------------------|-------------------------------|
| | | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | -73 | 0.0% | | -73 | 0.0% | |
| HH with Children | 227,689 | -1,672 | -0.7% | 2290.4% | -1,672 | -0.7% | 2290.4% |
| 2+ Adult HH no Child | 253,075 | 1,440 | 0.6% | 1972.6% | 1,440 | 0.6% | 1972.6% |
| One Person HH | 360,414 | 159 | 0.0% | -217.8% | 159 | 0.0% | -217.8% |
| Householder under 25 | -74,731 | -711 | 1.0% | 974.0% | -711 | 1.0% | 974.0% |
| Householder 25 to 44 | -31,610 | 30 | -0.1% | -41.1% | 30 | -0.1% | -41.1% |
| Householder 45 to 64 | 850,264 | -329 | 0.0% | 450.7% | -329 | 0.0% | 450.7% |
| Householder 65+ | 80,041 | 937 | 1.2% | 1283.6% | 937 | 1.2% | 1283.6% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | -381 | 0.0% | | -454 | -0.1% | |
| HH with Children | 227,689 | -848 | -0.4% | 222.6% | -2,520 | -1.1% | 555.1% |
| 2+ Adult HH no Child | 253,075 | 712 | 0.3% | -186.9% | 2,152 | 0.9% | -474.0% |
| One Person HH | 360,414 | -245 | -0.1% | 64.3% | -86 | 0.0% | 18.9% |
| Householder under 25 | -74,731 | -72 | 0.1% | 18.9% | -783 | 1.0% | 172.5% |
| Householder 25 to 44 | -31,610 | 189 | -0.6% | -49.6% | 219 | -0.7% | -48.2% |
| Householder 45 to 64 | 850,264 | -795 | -0.1% | 208.7% | -1,124 | -0.1% | 247.6% |
| Householder 65+ | 80,041 | 297 | 0.4% | -78.0% | 1,234 | 1.5% | -271.8% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | -779 | -0.1% | | -744 | -0.1% | |
| HH with Children | 227,689 | -1,744 | -0.8% | 223.9% | -5,105 | -2.2% | 686.2% |
| 2+ Adult HH no Child | 253,075 | 686 | 0.3% | -88.1% | 3,768 | 1.5% | -506.5% |
| One Person HH | 360,414 | 279 | 0.1% | -35.8% | 593 | 0.2% | -79.7% |
| Householder under 25 | -74,731 | -339 | 0.5% | 43.5% | -1,446 | 1.9% | 194.4% |
| Householder 25 to 44 | -31,610 | -710 | 2.2% | 91.1% | -841 | 2.7% | 113.0% |
| Householder 45 to 64 | 850,264 | -893 | -0.1% | 114.6% | -1,466 | -0.2% | 197.0% |
| Householder 65+ | 80,041 | 1,163 | 1.5% | -149.3% | 3,009 | 3.8% | -404.4% |

Table 5.10. Low MA: LRT Households by Type and Householder Age

| Demographic Share-- Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|---|------------------------------------|---|---|------------------------------------|---|
| | | Distance Band Change 2010- 2016 | Share of Transit Counties | Share of Distance Band Change | Distance Band Change 2010- 2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | 19,386 | 2.3% | | 19,386 | 2.3% | |
| HH with Children 2+ Adult HH no Child | 227,689 | -496 | -0.2% | -2.6% | -496 | -0.2% | -2.6% |
| One Person HH Householder under 25 | 253,075 | 11,389 | 4.5% | 58.7% | 11,389 | 4.5% | 58.7% |
| Householder 25 to 44 | 360,414 | 8,493 | 2.4% | 43.8% | 8,493 | 2.4% | 43.8% |
| Householder 45 to 64 | -74,731 | -3,333 | 4.5% | -17.2% | -3,333 | 4.5% | -17.2% |
| Householder 65+ | -31,610 | 10,622 | -33.6% | 54.8% | 10,622 | -33.6% | 54.8% |
| | 850,264 | 5,617 | 0.7% | 29.0% | 5,617 | 0.7% | 29.0% |
| | 80,041 | 6,480 | 8.1% | 33.4% | 6,480 | 8.1% | 33.4% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | 4,591 | 0.5% | | 23,977 | 2.9% | |
| HH with Children 2+ Adult HH no Child | 227,689 | -1,508 | -0.7% | -32.8% | -2,004 | -0.9% | -8.4% |
| One Person HH Householder under 25 | 253,075 | 4,318 | 1.7% | 94.1% | 15,707 | 6.2% | 65.5% |
| Householder 25 to 44 | 360,414 | 1,781 | 0.5% | 38.8% | 10,274 | 2.9% | 42.8% |
| Householder 45 to 64 | -74,731 | -1,216 | 1.6% | -26.5% | -4,549 | 6.1% | -19.0% |
| Householder 65+ | -31,610 | 473 | -1.5% | 10.3% | 11,095 | -35.1% | 46.3% |
| | 850,264 | 2,720 | 0.3% | 59.2% | 8,337 | 1.0% | 34.8% |
| | 80,041 | 2,614 | 3.3% | 56.9% | 9,094 | 11.4% | 37.9% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | 4,885 | 0.6% | | 30,740 | 3.7% | |
| HH with Children 2+ Adult HH no Child | 227,689 | -1,427 | -0.6% | -29.2% | -4,050 | -1.8% | -13.2% |
| One Person HH Householder under 25 | 253,075 | 3,463 | 1.4% | 70.9% | 20,311 | 8.0% | 66.1% |
| Householder 25 to 44 | 360,414 | 2,849 | 0.8% | 58.3% | 14,479 | 4.0% | 47.1% |
| Householder 45 to 64 | -74,731 | -950 | 1.3% | -19.4% | -6,837 | 9.1% | -22.2% |
| Householder 65+ | -31,610 | 1,759 | -5.6% | 36.0% | 13,553 | -42.9% | 44.1% |
| | 850,264 | 1,413 | 0.2% | 28.9% | 10,612 | 1.2% | 34.5% |
| | 80,041 | 2,663 | 3.3% | 54.5% | 13,412 | 16.8% | 43.6% |

Table 5.11. Mod MA: LRT Households by Type and Householder Age

| Demographic Share- - Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|--|--|--|--|--|--|
| | | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | 24,663 | 2.9% | | 24,663 | 2.9% | |
| HH with Children 2+ Adult HH no Child | 227,689 | 7,405 | 3.3% | 30.0% | 7,405 | 3.3% | 30.0% |
| One Person HH Householder under 25 | 253,075 | 9,727 | 3.8% | 39.4% | 9,727 | 3.8% | 39.4% |
| Householder 25 to 44 | 360,414 | 7,531 | 2.1% | 30.5% | 7,531 | 2.1% | 30.5% |
| Householder 45 to 64 | -74,731 | -1,949 | 2.6% | -7.9% | -1,949 | 2.6% | -7.9% |
| Householder 65+ | -31,610 | 16,693 | -52.8% | 67.7% | 16,693 | -52.8% | 67.7% |
| | 850,264 | 4,752 | 0.6% | 19.3% | 4,752 | 0.6% | 19.3% |
| | 80,041 | 5,167 | 6.5% | 21.0% | 5,167 | 6.5% | 21.0% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | 5,933 | 0.7% | | 30,596 | 3.6% | |
| HH with Children 2+ Adult HH no Child | 227,689 | 2,003 | 0.9% | 33.8% | 9,408 | 4.1% | 30.7% |
| One Person HH Householder under 25 | 253,075 | 3,553 | 1.4% | 59.9% | 13,280 | 5.2% | 43.4% |
| Householder 25 to 44 | 360,414 | 377 | 0.1% | 6.4% | 7,908 | 2.2% | 25.8% |
| Householder 45 to 64 | -74,731 | -495 | 0.7% | -8.3% | -2,444 | 3.3% | -8.0% |
| Householder 65+ | -31,610 | 3,522 | -11.1% | 59.4% | 20,215 | -64.0% | 66.1% |
| | 850,264 | 2,115 | 0.2% | 35.6% | 6,867 | 0.8% | 22.4% |
| | 80,041 | 791 | 1.0% | 13.3% | 5,958 | 7.4% | 19.5% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | 5,863 | 0.7% | | 41,403 | 4.9% | |
| HH with Children 2+ Adult HH no Child | 227,689 | 1,430 | 0.6% | 24.4% | 11,763 | 5.2% | 28.4% |
| One Person HH Householder under 25 | 253,075 | 1,883 | 0.7% | 32.1% | 17,215 | 6.8% | 41.6% |
| Householder 25 to 44 | 360,414 | 2,550 | 0.7% | 43.5% | 12,425 | 3.4% | 30.0% |
| | -74,731 | -1,227 | 1.6% | -20.9% | -4,806 | 6.4% | -11.6% |
| | -31,610 | 3,938 | -12.5% | 67.2% | 27,964 | -88.5% | 67.5% |

| | | | | | | | |
|-------------------------|---------|-------|------|-------|-------|-------|-------|
| Householder 45 to 64 | 850,264 | 559 | 0.1% | 9.5% | 9,212 | 1.1% | 22.2% |
| Householder 65+ | 80,041 | 2,593 | 3.2% | 44.2% | 9,033 | 11.3% | 21.8% |

Table 5.12. High MA: LRT Households by Type and Householder Age

| Demographic Share- - Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|--|--|--|--|--|--|
| | | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | 9,118 | 1.1% | | 9,118 | 1.1% | |
| HH with Children 2+ Adult HH no Child | 227,689 | 1,924 | 0.8% | 21.1% | 1,924 | 0.8% | 21.1% |
| One Person HH Householder under 25 | 253,075 | 2,891 | 1.1% | 31.7% | 2,891 | 1.1% | 31.7% |
| Householder 25 to 44 | 360,414 | 4,303 | 1.2% | 47.2% | 4,303 | 1.2% | 47.2% |
| Householder 45 to 64 | -74,731 | -1,895 | 2.5% | -20.8% | -1,895 | 2.5% | -20.8% |
| Householder 65+ | -31,610 | 8,294 | -26.2% | 91.0% | 8,294 | -26.2% | 91.0% |
| | 850,264 | 1,298 | 0.2% | 14.2% | 1,298 | 0.2% | 14.2% |
| | 80,041 | 1,421 | 1.8% | 15.6% | 1,421 | 1.8% | 15.6% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | 1,805 | 0.2% | | 10,923 | 1.3% | |
| HH with Children 2+ Adult HH no Child | 227,689 | 590 | 0.3% | 32.7% | 2,514 | 1.1% | 23.0% |
| One Person HH Householder under 25 | 253,075 | 861 | 0.3% | 47.7% | 3,752 | 1.5% | 34.3% |
| Householder 25 to 44 | 360,414 | 354 | 0.1% | 19.6% | 4,657 | 1.3% | 42.6% |
| Householder 45 to 64 | -74,731 | -341 | 0.5% | -18.9% | -2,236 | 3.0% | -20.5% |
| Householder 65+ | -31,610 | 1,044 | -3.3% | 57.8% | 9,338 | -29.5% | 85.5% |
| | 850,264 | 585 | 0.1% | 32.4% | 1,883 | 0.2% | 17.2% |
| | 80,041 | 517 | 0.6% | 28.6% | 1,938 | 2.4% | 17.7% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 841,178 | 1,587 | 0.2% | | 15,617 | 1.9% | |
| HH with Children 2+ Adult HH no Child | 227,689 | 864 | 0.4% | 54.4% | 4,268 | 1.9% | 27.3% |
| One Person HH Householder under 25 | 253,075 | 684 | 0.3% | 43.1% | 5,830 | 2.3% | 37.3% |
| Householder 25 to 44 | 360,414 | 39 | 0.0% | 2.5% | 5,519 | 1.5% | 35.3% |
| Householder 45 to 64 | -74,731 | -911 | 1.2% | -57.4% | -3,998 | 5.3% | -25.6% |
| Householder 65+ | -31,610 | 1,504 | -4.8% | 94.8% | 13,725 | -43.4% | 87.9% |
| | 850,264 | 70 | 0.0% | 4.4% | 2,462 | 0.3% | 15.8% |
| | 80,041 | 924 | 1.2% | 58.2% | 3,428 | 4.3% | 22.0% |

Table 5.13. Poor MA: SCT Households by Type and Householder Age

| Demographic Share-- Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|---------------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------------|---------------------------|-------------------------------|
| | | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | 0 | 0.0% | | 0 | 0.0% | |
| HH with Children 2+ Adult HH no Child | -16,532 | 0 | 0.0% | NA | 0 | 0.0% | NA |
| One Person HH Householder under 25 | 70,287 | 0 | 0.0% | NA | 0 | 0.0% | NA |
| Householder 25 to 44 | 170,723 | 0 | 0.0% | NA | 0 | 0.0% | NA |
| Householder 45 to 64 | -56,320 | 0 | 0.0% | NA | 0 | 0.0% | NA |
| Householder 65+ | -45,744 | 0 | 0.0% | NA | 0 | 0.0% | NA |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | -48 | -0.02% | | -48 | -0.02% | |
| HH with Children 2+ Adult HH no Child | -16,532 | -57 | 0.3% | 118.8% | -57 | 0.34% | 118.8% |
| One Person HH Householder under 25 | 70,287 | -33 | -0.05% | 68.8% | -33 | -0.05% | 68.8% |
| Householder 25 to 44 | 170,723 | 42 | 0.02% | -87.5% | 42 | 0.02% | -87.5% |
| Householder 45 to 64 | -56,320 | 75 | -0.1% | 156.3% | 75 | -0.1% | 156.3% |
| Householder 65+ | -45,744 | -7 | 0.02% | 14.6% | -7 | 0.02% | 14.6% |
| Total Households | 298,042 | -196 | -0.1% | 408.3% | -196 | -0.1% | 408.3% |
| Householder 65+ | 25,889 | 80 | 0.3% | 166.7% | 80 | 0.3% | 166.7% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | -116 | -0.1% | | -553 | -0.2% | |
| HH with Children 2+ Adult HH no Child | -16,532 | -1 | 0.01% | 0.9% | -374 | 2.3% | 67.6% |
| One Person HH Householder under 25 | 70,287 | -121 | -0.2% | 104.3% | -199 | -0.3% | 36.0% |
| Householder 25 to 44 | 170,723 | 6 | 0.00% | -5.2% | 20 | 0.01% | -3.6% |
| Householder 45 to 64 | -56,320 | -136 | 0.2% | 117.2% | -82 | 0.1% | 14.8% |
| Householder 65+ | -45,744 | -47 | 0.1% | 40.5% | -228 | 0.5% | 41.2% |
| Total Households | 298,042 | 72 | 0.02% | -62.1% | -228 | -0.1% | 41.2% |
| Householder 65+ | 25,889 | -5 | -0.02% | 4.3% | -15 | -0.1% | 2.7% |

Table 5.14. Low MA: SCT Households by Type and Householder Age

| Demographic Share-- Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|--|--|--|--|--|--|
| | | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | 2,961 | 1.3% | | 2,961 | 1.3% | |
| HH with Children 2+ Adult HH no Child | -16,532 | -471 | 2.8% | -15.9% | -471 | 2.8% | -15.9% |
| One Person HH Householder under 25 | 70,287 | 755 | 1.1% | 25.5% | 755 | 1.1% | 25.5% |
| Householder 25 to 44 | 170,723 | 2,677 | 1.6% | 90.4% | 2,677 | 1.6% | 90.4% |
| Householder 45 to 64 | -56,320 | -355 | 0.6% | -12.0% | -355 | 0.6% | -12.0% |
| Householder 65+ | -45,744 | 1,392 | -3.0% | 47.0% | 1,392 | -3.0% | 47.0% |
| | 298,042 | 1,028 | 0.3% | 34.7% | 1,028 | 0.3% | 34.7% |
| | 25,889 | 1,394 | 5.4% | 47.1% | 1,394 | 5.4% | 47.1% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | -194 | -0.1% | | 2,767 | 1.2% | |
| HH with Children 2+ Adult HH no Child | -16,532 | -451 | 2.7% | 232.5% | -922 | 5.6% | -33.3% |
| One Person HH Householder under 25 | 70,287 | -82 | -0.1% | 42.3% | 673 | 1.0% | 24.3% |
| Householder 25 to 44 | 170,723 | 339 | 0.2% | 174.7% | 3,016 | 1.8% | 109.0% |
| Householder 45 to 64 | -56,320 | -320 | 0.6% | 164.9% | -675 | 1.2% | -24.4% |
| Householder 65+ | -45,744 | 420 | -0.9% | 216.5% | 1,812 | -4.0% | 65.5% |
| | 298,042 | -480 | -0.2% | 247.4% | 548 | 0.2% | 19.8% |
| | 25,889 | 399 | 1.5% | 205.7% | 1,793 | 6.9% | 64.8% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | -148 | -0.1% | | 1,707 | 0.8% | |
| HH with Children 2+ Adult HH no Child | -16,532 | -278 | 1.7% | 187.8% | -1,666 | 10.1% | -97.6% |
| One Person HH Householder under 25 | 70,287 | -325 | -0.5% | 219.6% | 156 | 0.2% | 9.1% |
| Householder 25 to 44 | 170,723 | 455 | 0.3% | 307.4% | 3,217 | 1.9% | 188.5% |
| Householder 45 to 64 | -56,320 | -344 | 0.6% | 232.4% | -1,151 | 2.0% | -67.4% |
| Householder 65+ | -45,744 | -27 | 0.1% | 18.2% | 824 | -1.8% | 48.3% |
| | 298,042 | 17 | 0.0% | -11.5% | 629 | 0.2% | 36.8% |
| | 25,889 | 300 | 1.2% | 202.7% | 2,214 | 8.6% | 129.7% |

Table 5.15. Mod MA: SCT Households by Type and Householder Age

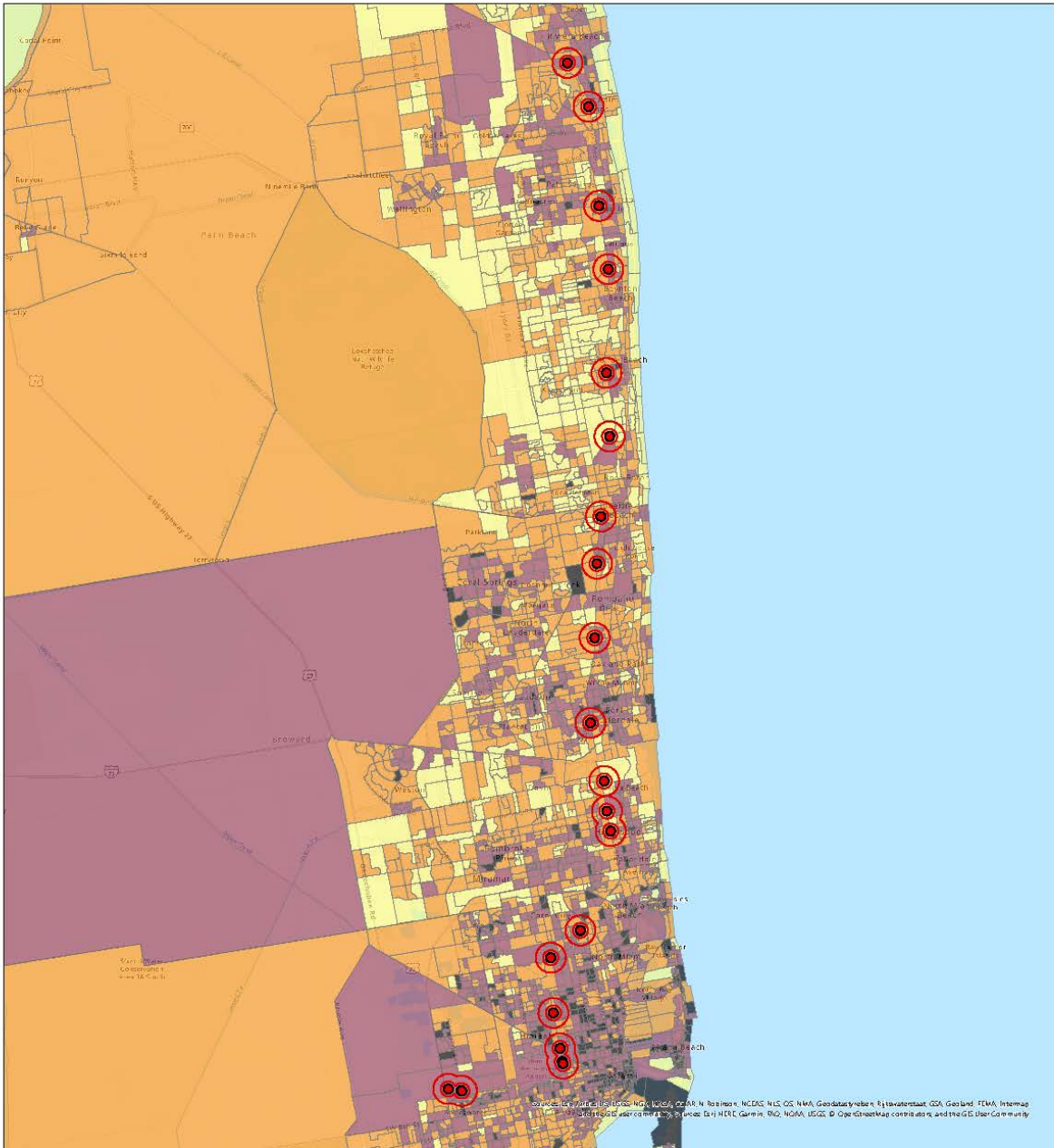
| Demographic Share-- Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|---|--|---|---|--|---|
| | | Distance Band Change 2010- 2016 | Share of Transit Countie s | Share of Distance Band Change | Distance Band Change 2010- 2016 | Share of Transit Countie s | Share of Distance Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | -630 | -0.3% | | -630 | -0.3% | |
| HH with Children 2+ Adult HH no Child | -16,532 | -1,173 | 7.1% | 186.2% | -1,173 | 7.1% | 186.2% |
| One Person HH Householder under 25 | 70,287 | 1,506 | 2.1% | 239.0% | 1,506 | 2.1% | 239.0% |
| Householder 25 to 44 | 170,723 | -963 | -0.6% | 152.9% | -963 | -0.6% | 152.9% |
| Householder 45 to 64 | -56,320 | -2,432 | 4.3% | 386.0% | -2,432 | 4.3% | 386.0% |
| Householder 65+ | -45,744 | 1,703 | -3.7% | 270.3% | 1,703 | -3.7% | 270.3% |
| | 298,042 | 106 | 0.0% | -16.8% | 106 | 0.0% | -16.8% |
| | 25,889 | 781 | 3.0% | 124.0% | 781 | 3.0% | 124.0% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | 3,118 | 1.4% | | 2,488 | 1.1% | |
| HH with Children 2+ Adult HH no Child | -16,532 | -51 | 0.3% | -1.6% | -1,224 | 7.4% | -49.2% |
| One Person HH Householder under 25 | 70,287 | 1,211 | 1.7% | 38.8% | 2,717 | 3.9% | 109.2% |
| Householder 25 to 44 | 170,723 | 1,958 | 1.1% | 62.8% | 995 | 0.6% | 40.0% |
| Householder 45 to 64 | -56,320 | -88 | 0.2% | -2.8% | -2,520 | 4.5% | 101.3% |
| Householder 65+ | -45,744 | 1,546 | -3.4% | 49.6% | 3,249 | -7.1% | 130.6% |
| | 298,042 | 484 | 0.2% | 15.5% | 590 | 0.2% | 23.7% |
| | 25,889 | 1,396 | 5.4% | 44.8% | 2,177 | 8.4% | 87.5% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | 772 | 0.3% | | 4,841 | 2.2% | |
| HH with Children 2+ Adult HH no Child | -16,532 | 204 | -1.2% | 26.4% | -1,227 | 7.4% | -25.3% |
| One Person HH | 70,287 | 258 | 0.4% | 33.4% | 3,706 | 5.3% | 76.6% |
| | 170,723 | 310 | 0.2% | 40.2% | 2,362 | 1.4% | 48.8% |

| | | | | | | | |
|----------------------|---------|------|-------|--------|--------|--------|--------|
| Householder under 25 | -56,320 | -510 | 0.9% | -66.1% | -2,909 | 5.2% | -60.1% |
| Householder 25 to 44 | -45,744 | 724 | -1.6% | 93.8% | 5,090 | -11.1% | 105.1% |
| Householder 45 to 64 | 298,042 | -27 | 0.0% | -3.5% | 640 | 0.2% | 13.2% |
| Householder 65+ | 25,889 | 585 | 2.3% | 75.8% | 3,173 | 12.3% | 65.5% |

Table 5.16. High MA: SCT Households by Type and Householder Age

| Demographic Share- - Distance Band Change | Transit Region Change 2010-2016 | Incremental Analysis | | | Cumulative Analysis | | |
|---|--|--|--|--|--|--|--|
| | | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change | Distanc e Band Change 2010- 2016 | Share of Transit Countie s | Share of Distanc e Band Change |
| <i>Basic Demographics--0.125 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | 6,927 | 3.1% | | 6,927 | 3.1% | |
| HH with Children 2+ Adult HH no Child | -16,532 | 701 | -4.2% | 10.1% | 701 | -4.2% | 10.1% |
| One Person HH | 70,287 | 2,903 | 4.1% | 41.9% | 2,903 | 4.1% | 41.9% |
| Householder under 25 | 170,723 | 3,323 | 1.9% | 48.0% | 3,323 | 1.9% | 48.0% |
| Householder 25 to 44 | -56,320 | -845 | 1.5% | -12.2% | -845 | 1.5% | -12.2% |
| Householder 45 to 64 | -45,744 | 6,889 | -15.1% | 99.5% | 6,889 | -15.1% | 99.5% |
| Householder 65+ | 298,042 | 379 | 0.1% | 5.5% | 379 | 0.1% | 5.5% |
| Householder 65+ | 25,889 | 746 | 2.9% | 10.8% | 746 | 2.9% | 10.8% |
| <i>Basic Demographics--0.25 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | 1,547 | 0.7% | | 8,474 | 3.8% | |
| HH with Children 2+ Adult HH no Child | -16,532 | 281 | -1.7% | 18.2% | 982 | -5.9% | 11.6% |
| One Person HH | 70,287 | 632 | 0.9% | 40.9% | 3,535 | 5.0% | 41.7% |
| Householder under 25 | 170,723 | 634 | 0.4% | 41.0% | 3,957 | 2.3% | 46.7% |
| Householder 25 to 44 | -56,320 | -350 | 0.6% | -22.6% | -1,195 | 2.1% | -14.1% |
| Householder 45 to 64 | -45,744 | 1,345 | -2.9% | 86.9% | 8,234 | -18.0% | 97.2% |

| | | | | | | | |
|--|---------|-------|-------|-------|--------|--------|--------|
| Householder 45 to 64 | 298,042 | 260 | 0.1% | 16.8% | 639 | 0.2% | 7.5% |
| Householder 65+ | 25,889 | 292 | 1.1% | 18.9% | 1,038 | 4.0% | 12.2% |
| <i>Basic Demographics--0.50 Mile Distance Band</i> | | | | | | | |
| Total Households | 224,479 | 1,320 | 0.6% | | 10,766 | 4.8% | |
| HH with Children 2+ Adult HH no Child | -16,532 | 141 | -0.9% | 10.7% | 1,232 | -7.5% | 11.4% |
| One Person HH | 170,723 | 504 | 0.3% | 38.2% | 5,053 | 3.0% | 46.9% |
| Householder under 25 | -56,320 | -120 | 0.2% | -9.1% | -1,774 | 3.1% | -16.5% |
| Householder 25 to 44 | -45,744 | 644 | -1.4% | 48.8% | 9,410 | -20.6% | 87.4% |
| Householder 45 to 64 | 298,042 | 690 | 0.2% | 52.3% | 1,929 | 0.6% | 17.9% |
| Householder 65+ | 25,889 | 106 | 0.4% | 8.0% | 1,443 | 5.6% | 13.4% |



Station Typology for Commuter Rail Transit:
Miami-Fort Lauderdale-West Palm Beach, FL

- Buffers: Half & 1 Mile
- CRT Buffers
- Station Types
- High MA
- Mod MA
- Low MA
- Poor MA

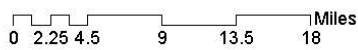


Figure 2. Miami to West Palm Beach CRT - stations vary in place type; however, the image gives evidence of significant land use intensification around rail stations, but with room for further growth.

Tenure by Vehicle Presence

For BRT

- Poor MA growth rates were mostly negative at the station. Owner-occupied housing with vehicles saw robust growth. Households with vehicles increased in spatial concentration (LQ scores) at the station. Owner occupied with no vehicle increased concentration across all DB's to 1 mile. Overall, growth bands occurred at the quarter-mile and 0.75-mile DB's.
- Low MA growth rates were strongest in the owner-occupied with vehicle category. Concentrations were positive for renters without vehicles. Households with vehicles saw negative rates of growth.
- Mod MA place types grew most for renter-occupied households. Households with vehicles grew much more than those with no vehicles. Spatial concentrations increase at a moderate level for renters with no vehicles from the station to the 1-mile DB.
- High MA place types experienced major concentrations and rates of growth of owner-occupied households with vehicles, and modest concentration growth for renter-occupied, which saw robust rates of growth at the station. Renter-occupied with vehicles, however, saw strong declines in spatial concentrations at all distances from the station. Renters without vehicles increase robustly in rates of growth, while those with vehicles dramatically declined in rates of growth.

For CRT

- Poor MA place types elicited declines in growth at each DB from the station to a half-mile distance. Owner-occupied households with vehicles gained concentration at the station (0.125-mile DB), along with renter-occupied households without vehicles, which grew 65% at the station. Renter-occupied households with vehicles declined in regional concentration while at positive rates of growth at the station.
- Low MA place types gained share at the station across virtually all categories. Owner-occupied without vehicles declined 18%, while renter-occupied with vehicles gained 30%. Owner-occupied with vehicles saw substantial gains across all DB's to 1 mile. Households overall gained the most in the category of those with vehicles. Owner-occupied with vehicles gained LQ scores, denoting spatial concentrations, substantially from the first to the third DB's.
- Mod MA place types lost share of households at the station. Significant losses occurred for owner-occupied households without vehicles, which did rebound from the half-mile to the 1-mile DB. The change in spatial concentration was mostly flat for all categories.
- High MA place types saw major gains at the station in households with no vehicle, renters and owners both separately and in combined figures. Those households with vehicles gained greater spatial concentrations at the station, while owner-occupied with no vehicle lost spatial concentration relative to the region as a whole.

For LRT

- Poor MA place types saw flat levels of growth across all DB's from the station to a half-mile distance. Households of all types did see growth at the station (0.125), with flat change in spatial concentrations.
- Low MA place types experienced major growth in all household types except for renter-occupied households with no vehicle. Households with vehicles grew the most, particularly at the station (0.125). Renter-occupied with vehicles grew at the highest rate, 23%. Increases in spatial concentrations (LQ scores) were mostly flat, except at the station, at which they gained modest levels of concentration.
- Mod MA place types overall saw some minor declines in renter-occupied with vehicles. Households as a whole grew significantly at the station, while maintaining robust growth to 1 mile. Spatial concentrations (changes over time in LQ scores) were mostly flat.
- High MA place types saw the most growth in households with vehicles, while those without vehicle also saw notable growth. Renter-occupied households with vehicles gained notable LQ score increases across most DB's from the station to 1 mile away. Owner-occupied with vehicles actually lost modest amounts of concentrations just beyond the station.

For SCT

- Poor MA place types did not experience much growth. Rates and figures were near zero for most DB's and tenure types. Some spatial concentrations increased, particularly for owner-occupied without vehicles.
- Low MA place types grew in all household categories at the station, and then quickly declined in modest numbers. Spatial concentrations grew somewhat at the station for owner-occupied without vehicles. Renter-occupied with vehicles grew in concentration at the station, while renter-occupied without vehicles grew just beyond the immediate station area at the quarter-mile DB. Subsequent drops in spatial concentration occurred in modest trends.
- Mod MA place types increased in renter-occupied households with no vehicles at the station. Most of the growth was in the owner-occupied households in the first half-mile cumulative distance from the station. Growth rates near the station, however, were highest for renter-occupied households with vehicles. In other words, in raw figures owner-occupied households grew the most, but in terms of rates of growth, renter-occupied households grew most. In terms of spatial concentrations, owner-occupied households without vehicles gained the most.
- High MA place types had strong growth trends for all housing and tenure types up to the half-mile DB. Spatial concentrations increased mostly for both kinds of owner-occupied households. Growth rates were highest for households with vehicles at the station, and at the quarter-mile DB. Negative rates of growth occurred from 0.375-mile DB to the 1-mile DB. These were interspersed with some positive rates, perhaps indicating some competition for space, or perhaps an indication of heterogeneity in the quality of land around the station.

Table 5.17. Poor MA: CRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|---------|-------|-------|-------------------|-------|--------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 4,930 | (686) | 1,327 | 2,171 | 4,930 | 4,244 | 7,742 |
| Renter Occupied | 1,350 | (281) | (670) | 1,851 | 1,350 | 1,069 | 2,250 |
| <u>Total Housing Units</u> | 6,280 | (967) | 657 | 4,022 | 6,280 | 5,313 | 9,992 |
| Owner Occ No Veh | 111 | 12 | 53 | (93) | 111 | 123 | 83 |
| Owner Occupied Veh | 4,500 | (1,365) | 1,660 | 1,965 | 4,500 | 3,135 | 6,760 |
| Renter Occ No Veh | 236 | 19 | (18) | 110 | 236 | 255 | 347 |
| Renter Occupied Veh | 1,604 | 62 | (772) | 2,386 | 1,604 | 1,666 | 3,280 |
| <u>Total Housing Units</u> | 6,451 | (1,272) | 923 | 4,368 | 6,451 | 5,179 | 10,470 |
| Households No Veh | 347 | 31 | 35 | 17 | 347 | 378 | 430 |
| Households with Veh | 6,104 | (1,303) | 888 | 4,351 | 6,104 | 4,801 | 10,040 |
| <u>Total Housing Units</u> | 6,451 | (1,272) | 923 | 4,368 | 6,451 | 5,179 | 10,470 |

| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|------|-------|------|-------------------|------|-----|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 21% | -7% | 11% | 11% | 21% | 13% | 12% |
| Renter Occupied | 28% | -13% | -13% | 40% | 28% | 15% | 13% |
| <u>Total Housing Units</u> | 23% | -8% | 4% | 17% | 23% | 13% | 12% |
| Owner Occ No Veh | 17% | 4% | 23% | -22% | 17% | 13% | 5% |
| Owner Occupied Veh | 20% | -13% | 14% | 10% | 20% | 9% | 11% |
| Renter Occ No Veh | 65% | 11% | -3% | 34% | 65% | 15% | 13% |
| Renter Occupied Veh | 41% | 4% | -17% | 65% | 41% | 30% | 24% |
| <u>Total Housing Units</u> | 23% | -10% | 5% | 19% | 23% | 15% | 13% |
| Households No Veh | 34% | 6% | 4% | 2% | 34% | 25% | 14% |
| Households with Veh | 23% | -11% | 5% | 19% | 23% | 12% | 13% |
| <u>Total Housing Units</u> | 23% | -10% | 5% | 19% | 23% | 15% | 13% |

| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|------|-------|------|-------------------|------|------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 1.02 | 1.04 | 1.10 | 0.98 | 1.02 | 1.03 | 1.03 |
| Renter Occupied | 1.00 | 0.90 | 0.80 | 1.14 | 1.00 | 0.97 | 0.96 |
| Owner Occ No Veh | 0.98 | 1.15 | 1.21 | 0.68 | 0.98 | 1.02 | 0.96 |
| Owner Occupied Veh | 0.94 | 0.90 | 1.05 | 0.90 | 0.94 | 0.92 | 0.94 |
| Renter Occ No Veh | 1.25 | 1.12 | 0.87 | 1.06 | 1.25 | 1.21 | 1.02 |
| Renter Occupied Veh | 1.19 | 1.16 | 0.83 | 1.46 | 1.19 | 1.19 | 1.14 |
| Households No Veh | 1.04 | 1.09 | 0.95 | 0.83 | 1.04 | 1.07 | 0.97 |
| Households with Veh | 0.99 | 0.95 | 1.00 | 1.00 | 0.99 | 1.00 | 1.00 |

Table 5.18. Mod MA: CRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|----------|---------|---------|---------|-------------------|----------|----------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | (10,181) | (1,130) | (2,196) | (2,863) | (10,181) | (11,311) | (16,370) |
| Renter Occupied | (8,300) | (3,045) | (329) | 1,001 | (8,300) | (11,345) | (10,673) |
| <u>Total Housing Units</u> | (18,481) | (4,175) | (2,525) | (1,862) | (18,481) | (22,656) | (27,043) |
| Owner Occ No Veh | (232) | (328) | (612) | 150 | (232) | (560) | (1,022) |
| Owner Occupied Veh | (9,268) | (1,139) | (2,603) | (3,738) | (9,268) | (10,407) | (16,748) |
| Renter Occ No Veh | (35) | (423) | 274 | (191) | (35) | (458) | (375) |
| Renter Occupied Veh | (1,107) | (705) | 1,493 | 2,874 | (1,107) | (1,812) | 2,555 |
| <u>Total Housing Units</u> | (10,642) | (2,595) | (1,448) | (905) | (10,642) | (13,237) | (15,590) |
| Households No Veh | (267) | (751) | (338) | (41) | (267) | (1,018) | (1,397) |
| Households with Veh | (10,375) | (1,844) | (1,110) | (864) | (10,375) | (12,219) | (14,193) |
| <u>Total Housing Units</u> | (10,642) | (2,595) | (1,448) | (905) | (10,642) | (13,237) | (15,590) |

| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|------|-------|------|-------------------|------|------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | -21% | -6% | -12% | -13% | -21% | -17% | -15% |
| Renter Occupied | -10% | -9% | -1% | 3% | -10% | -10% | -6% |
| <u>Total Housing Units</u> | -14% | -8% | -5% | -3% | -14% | -12% | -9% |
| Owner Occ No Veh | -11% | -42% | -47% | 18% | -11% | -19% | -20% |
| Owner Occupied Veh | -20% | -7% | -14% | -17% | -20% | -17% | -16% |
| Renter Occ No Veh | 0% | -7% | 5% | -3% | 0% | -10% | -6% |
| Renter Occupied Veh | -2% | -3% | 6% | 9% | -2% | -2% | 2% |
| <u>Total Housing Units</u> | -9% | -5% | -3% | -2% | -9% | -10% | -6% |
| Households No Veh | -2% | -11% | -5% | -1% | -2% | -5% | -4% |
| Households with Veh | -10% | -4% | -3% | -2% | -10% | -8% | -6% |
| <u>Total Housing Units</u> | -9% | -5% | -3% | -2% | -9% | -10% | -6% |

| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|------|-------|------|-------------------|------|------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 0.95 | 1.05 | 0.96 | 0.92 | 0.95 | 0.98 | 0.96 |
| Renter Occupied | 1.00 | 0.94 | 0.99 | 1.01 | 1.00 | 0.98 | 0.99 |
| Owner Occ No Veh | 1.06 | 0.65 | 0.57 | 1.24 | 1.06 | 0.94 | 0.90 |
| Owner Occupied Veh | 0.92 | 1.01 | 0.90 | 0.85 | 0.92 | 0.95 | 0.92 |
| Renter Occ No Veh | 1.08 | 0.94 | 1.03 | 0.93 | 1.08 | 1.04 | 1.01 |
| Renter Occupied Veh | 0.99 | 0.92 | 0.97 | 0.97 | 0.99 | 0.97 | 0.97 |
| Households No Veh | 1.09 | 0.92 | 0.95 | 0.97 | 1.09 | 1.04 | 1.02 |
| Households with Veh | 1.00 | 0.99 | 0.97 | 0.96 | 1.00 | 1.00 | 1.00 |

Table 5.19. High MA: CRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|--------|-------|-------|-------|-------------------|--------|---------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 203 | (459) | (296) | (547) | 203 | (256) | (1,099) |
| Renter Occupied | 1,313 | (369) | 1,205 | 927 | 1,313 | 944 | 3,076 |
| <u>Total Housing Units</u> | 1,516 | (828) | 909 | 380 | 1,516 | 688 | 1,977 |
| Owner Occ No Veh | 94 | (46) | 44 | 107 | 94 | 48 | 199 |
| Owner Occupied Veh | (117) | (447) | (194) | 132 | (117) | (564) | (626) |
| Renter Occ No Veh | 17,405 | 735 | 423 | 90 | 17,405 | 18,140 | 18,653 |
| Renter Occupied Veh | 2,414 | (492) | 1,181 | 2,104 | 2,414 | 1,922 | 5,207 |
| <u>Total Housing Units</u> | 19,796 | (250) | 1,454 | 2,433 | 19,796 | 19,546 | 23,433 |
| Households No Veh | 17,499 | 689 | 467 | 197 | 17,499 | 18,188 | 18,852 |
| Households with Veh | 2,297 | (939) | 987 | 2,236 | 2,297 | 1,358 | 4,581 |
| <u>Total Housing Units</u> | 19,796 | (250) | 1,454 | 2,433 | 19,796 | 19,546 | 23,433 |

| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|------|-------|------|-------------------|------|------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 7% | -37% | -12% | -17% | 7% | -6% | -11% |
| Renter Occupied | 12% | -5% | 12% | 7% | 12% | 5% | 8% |
| <u>Total Housing Units</u> | 11% | -10% | 7% | 2% | 11% | 3% | 4% |
| Owner Occ No Veh | 44% | -29% | 17% | 50% | 44% | 13% | 24% |
| Owner Occupied Veh | -4% | -40% | -9% | 6% | -4% | -15% | -8% |
| Renter Occ No Veh | 604% | 38% | 14% | 3% | 604% | 5% | 8% |
| Renter Occupied Veh | 37% | -10% | 18% | 26% | 37% | 17% | 20% |
| <u>Total Housing Units</u> | 161% | -3% | 12% | 18% | 161% | 5% | 8% |
| Households No Veh | 565% | 33% | 14% | 6% | 565% | 351% | 158% |
| Households with Veh | 25% | -16% | 11% | 22% | 25% | 9% | 14% |
| <u>Total Housing Units</u> | 161% | -3% | 12% | 18% | 161% | 5% | 8% |

| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|------|-------|------|-------------------|------|------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 0.99 | 0.72 | 0.85 | 0.83 | 0.99 | 0.94 | 0.88 |
| Renter Occupied | 0.96 | 1.01 | 1.00 | 1.00 | 0.96 | 0.98 | 0.99 |
| Owner Occ No Veh | 1.24 | 0.75 | 1.04 | 1.40 | 1.24 | 1.05 | 1.14 |
| Owner Occupied Veh | 0.84 | 0.65 | 0.83 | 1.01 | 0.84 | 0.81 | 0.87 |
| Renter Occ No Veh | 3.71 | 0.90 | 0.62 | 0.59 | 3.71 | 2.71 | 1.51 |
| Renter Occupied Veh | 1.06 | 0.85 | 0.95 | 1.06 | 1.06 | 0.98 | 0.99 |
| Households No Veh | 3.85 | 0.95 | 0.68 | 0.66 | 3.85 | 1.63 | 1.22 |
| Households with Veh | 1.05 | 0.87 | 0.97 | 1.11 | 1.05 | 0.57 | 0.78 |

Table 5.20. Poor MA: LRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|---------|---------|-------|---------|-------------------|---------|---------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 518 | (245) | 991 | 286 | 518 | 273 | 1,550 |
| Renter Occupied | (591) | (136) | (502) | (1,065) | (591) | (727) | (2,294) |
| <u>Total Housing Units</u> | (73) | (381) | 489 | (779) | (73) | (454) | (744) |
| Owner Occ No Veh | (251) | 313 | 28 | (23) | (251) | 62 | 67 |
| Owner Occupied Veh | 1,316 | (1,045) | 543 | 185 | 1,316 | 271 | 999 |
| Renter Occ No Veh | (846) | (271) | 54 | (67) | (846) | (1,117) | (1,130) |
| Renter Occupied Veh | 1,159 | 354 | (644) | (738) | 1,159 | 1,513 | 131 |
| <u>Total Housing Units</u> | 1,378 | (649) | (19) | (643) | 1,378 | 729 | 67 |
| Households No Veh | (1,097) | 42 | 82 | (90) | (1,097) | (1,055) | (1,063) |
| Households with Veh | 2,475 | (691) | (101) | (553) | 2,475 | 1,784 | 1,130 |
| <u>Total Housing Units</u> | 1,378 | (649) | (19) | (643) | 1,378 | 729 | 67 |
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 1% | -2% | 5% | 1% | 1% | 1% | 2% |
| Renter Occupied | -4% | -2% | -7% | -14% | -4% | -4% | -7% |
| <u>Total Housing Units</u> | 0% | -2% | 2% | -3% | 0% | -1% | -1% |
| Owner Occ No Veh | -17% | 219% | 4% | -4% | -17% | 4% | 2% |
| Owner Occupied Veh | 4% | -6% | 3% | 1% | 4% | 1% | 1% |
| Renter Occ No Veh | -35% | -30% | 5% | -7% | -35% | -4% | -7% |
| Renter Occupied Veh | 12% | 7% | 10% | -11% | 12% | 10% | 0% |
| <u>Total Housing Units</u> | 3% | -3% | 0% | -2% | 3% | -4% | -7% |
| Households No Veh | -28% | 4% | 4% | -6% | -28% | -21% | -13% |
| Households with Veh | 6% | -3% | 0% | -2% | 6% | 3% | 1% |
| <u>Total Housing Units</u> | 3% | -3% | 0% | -2% | 3% | -4% | -7% |
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | <i>Cumulative</i> | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 1.05 | 1.04 | 1.06 | 1.07 | 1.05 | 1.04 | 1.06 |
| Renter Occupied | 0.91 | 0.95 | 0.87 | 0.84 | 0.91 | 0.92 | 0.89 |
| Owner Occ No Veh | 0.89 | 3.49 | 1.10 | 1.06 | 0.89 | 1.12 | 1.11 |
| Owner Occupied Veh | 1.07 | 0.98 | 1.04 | 1.07 | 1.07 | 1.04 | 1.05 |
| Renter Occ No Veh | 0.64 | 0.70 | 1.01 | 0.93 | 0.64 | 0.65 | 0.77 |
| Renter Occupied Veh | 0.99 | 0.96 | 0.78 | 0.80 | 0.99 | 0.98 | 0.89 |
| Households No Veh | 0.71 | 1.05 | 1.02 | 0.96 | 0.71 | 0.79 | 0.89 |
| Households with Veh | 1.03 | 0.96 | 0.96 | 0.98 | 1.03 | 1.02 | 1.01 |

Table 5.21. Poor MA: SCT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|-------|-------|-------|-------------------|-------|-------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 0 | (39) | (128) | 82 | 0 | (39) | (85) |
| Renter Occupied | 0 | (9) | (261) | (198) | 0 | (9) | (468) |
| <u>Total Housing Units</u> | 0 | (48) | (389) | (116) | 0 | (48) | (553) |
| Owner Occ No Veh | 0 | 25 | (63) | 11 | 0 | 25 | (27) |
| Owner Occupied Veh | 0 | 152 | (263) | 61 | 0 | 152 | (50) |
| Renter Occ No Veh | 0 | 58 | (55) | (5) | 0 | 58 | (2) |
| Renter Occupied Veh | 0 | (107) | 8 | (51) | 0 | (107) | (150) |
| <u>Total Housing Units</u> | 0 | 128 | (373) | 16 | 0 | 128 | (229) |
| Households No Veh | 0 | 83 | (118) | 6 | 0 | 83 | (29) |
| Households with Veh | 0 | 45 | (255) | 10 | 0 | 45 | (200) |
| <u>Total Housing Units</u> | 0 | 128 | (373) | 16 | 0 | 128 | (229) |

| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|------|-------|------|-------------------|------|------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 0 | -3% | -9% | 27% | 0 | -3% | -3% |
| Renter Occupied | 0 | -1% | -25% | -45% | 0 | -1% | -22% |
| <u>Total Housing Units</u> | 0 | -2% | -16% | -16% | 0 | -2% | -11% |
| Owner Occ No Veh | 0 | 0 | -67% | 61% | 0 | 0 | -24% |
| Owner Occupied Veh | 0 | 14% | -17% | 21% | 0 | 14% | -2% |
| Renter Occ No Veh | 0 | 116% | -33% | -8% | 0 | -1% | -22% |
| Renter Occupied Veh | 0 | -18% | 1% | -22% | 0 | -18% | -10% |
| <u>Total Housing Units</u> | 0 | 7% | -15% | 3% | 0 | -1% | -22% |
| Households No Veh | 0 | 166% | -45% | 7% | 0 | 166% | -7% |
| Households with Veh | 0 | 3% | -12% | 2% | 0 | 3% | -4% |
| <u>Total Housing Units</u> | 0 | 7% | -15% | 3% | 0 | -1% | -22% |

| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|------|-------|------|-------------------|------|------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 0 | 1.03 | 1.12 | 1.56 | 0 | 1.03 | 1.13 |
| Renter Occupied | 0 | 0.96 | 0.85 | 0.62 | 0 | 0.96 | 0.83 |
| Owner Occ No Veh | 0 | 0 | 0.39 | 1.92 | 0 | 0 | 0.85 |
| Owner Occupied Veh | 0 | 1.21 | 1.02 | 1.48 | 0 | 1.21 | 1.14 |
| Renter Occ No Veh | 0 | 2.06 | 0.74 | 1.02 | 0 | 2.06 | 1.03 |
| Renter Occupied Veh | 0 | 0.74 | 1.06 | 0.82 | 0 | 0.74 | 0.89 |
| Households No Veh | 0 | 2.57 | 0.62 | 1.20 | 0 | 2.40 | 0.94 |
| Households with Veh | 0 | 1.03 | 1.02 | 1.18 | 0 | 0.96 | 1.01 |

Table 5.22. Low MA: SCT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|-------|-------|---------|-------|-------------------|-------|-------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 1,576 | (277) | (571) | 168 | 1,576 | 1,299 | 896 |
| Renter Occupied | 1,385 | 83 | (341) | (316) | 1,385 | 1,468 | 811 |
| <u>Total Housing Units</u> | 2,961 | (194) | (912) | (148) | 2,961 | 2,767 | 1,707 |
| Owner Occ No Veh | 139 | (80) | (74) | (322) | 139 | 59 | (337) |
| Owner Occupied Veh | 2,165 | (603) | (275) | (110) | 2,165 | 1,562 | 1,177 |
| Renter Occ No Veh | 368 | (142) | (72) | (478) | 368 | 226 | (324) |
| Renter Occupied Veh | 2,599 | 1,523 | (666) | 283 | 2,599 | 4,122 | 3,739 |
| <u>Total Housing Units</u> | 5,271 | 698 | (1,087) | (627) | 5,271 | 5,969 | 4,255 |
| Households No Veh | 507 | (222) | (146) | (800) | 507 | 285 | (661) |
| Households with Veh | 4,764 | 920 | (941) | 173 | 4,764 | 5,684 | 4,916 |
| <u>Total Housing Units</u> | 5,271 | 698 | (1,087) | (627) | 5,271 | 5,969 | 4,255 |
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 17% | -4% | -9% | 2% | 17% | 8% | 3% |
| Renter Occupied | 10% | 1% | -6% | -3% | 10% | 6% | 2% |
| <u>Total Housing Units</u> | 13% | -1% | -7% | -1% | 13% | 7% | 2% |
| Owner Occ No Veh | 27% | -22% | -16% | -44% | 27% | 7% | -16% |
| Owner Occupied Veh | 27% | -9% | -5% | -1% | 27% | 10% | 4% |
| Renter Occ No Veh | 13% | -8% | -5% | -16% | 13% | 6% | 2% |
| Renter Occupied Veh | 27% | 24% | -13% | 5% | 27% | 26% | 14% |
| <u>Total Housing Units</u> | 25% | 5% | -8% | -4% | 25% | 6% | 2% |
| Households No Veh | 15% | -11% | -8% | -21% | 15% | 5% | -6% |
| Households with Veh | 27% | 7% | -9% | 1% | 27% | 18% | 9% |
| <u>Total Housing Units</u> | 25% | 5% | -8% | -4% | 25% | 6% | 2% |
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | <i>Cumulative</i> | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 1.08 | 1.01 | 1.02 | 1.07 | 1.08 | 1.05 | 1.04 |
| Renter Occupied | 0.93 | 0.97 | 0.97 | 0.93 | 0.93 | 0.95 | 0.95 |
| Owner Occ No Veh | 1.14 | 0.80 | 0.91 | 0.57 | 1.14 | 1.00 | 0.82 |
| Owner Occupied Veh | 1.17 | 0.96 | 1.06 | 1.03 | 1.17 | 1.07 | 1.05 |
| Renter Occ No Veh | 0.93 | 0.86 | 0.95 | 0.79 | 0.93 | 0.91 | 0.88 |
| Renter Occupied Veh | 1.00 | 1.11 | 0.83 | 0.94 | 1.00 | 1.04 | 0.98 |
| Households No Veh | 0.96 | 0.85 | 0.93 | 0.75 | 0.96 | 0.88 | 0.86 |
| Households with Veh | 1.10 | 1.06 | 0.96 | 1.00 | 1.10 | 1.02 | 1.03 |

Table 5.23. Mod MA: SCT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|---------|-------|-------|-------|-------------------|--------|--------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | (316) | 302 | (80) | (67) | (316) | (14) | (161) |
| Renter Occupied | (314) | 2,816 | 1,661 | 839 | (314) | 2,502 | 5,002 |
| <u>Total Housing Units</u> | (630) | 3,118 | 1,581 | 772 | (630) | 2,488 | 4,841 |
| Owner Occ No Veh | (198) | (209) | 7 | (37) | (198) | (407) | (437) |
| Owner Occupied Veh | 2,091 | 703 | (257) | (117) | 2,091 | 2,794 | 2,420 |
| Renter Occ No Veh | (1,009) | 963 | 0 | (143) | (1,009) | (46) | (189) |
| Renter Occupied Veh | 7,548 | 2,511 | 1,833 | 1,630 | 7,548 | 10,059 | 13,522 |
| <u>Total Housing Units</u> | 8,432 | 3,968 | 1,583 | 1,333 | 8,432 | 12,400 | 15,316 |
| Households No Veh | (1,207) | 754 | 7 | (180) | (1,207) | (453) | (626) |
| Households with Veh | 9,639 | 3,214 | 1,576 | 1,513 | 9,639 | 12,853 | 15,942 |
| <u>Total Housing Units</u> | 8,432 | 3,968 | 1,583 | 1,333 | 8,432 | 12,400 | 15,316 |
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | -1% | 3% | -1% | -1% | -1% | 0% | 0% |
| Renter Occupied | -1% | 17% | 10% | 6% | -1% | 3% | 5% |
| <u>Total Housing Units</u> | -1% | 12% | 7% | 4% | -1% | 2% | 3% |
| Owner Occ No Veh | -11% | -22% | 1% | -7% | -11% | -15% | -11% |
| Owner Occupied Veh | 12% | 9% | -4% | -1% | 12% | 11% | 6% |
| Renter Occ No Veh | -6% | 17% | 0% | -4% | -6% | 3% | 5% |
| Renter Occupied Veh | 22% | 23% | 18% | 18% | 22% | 22% | 21% |
| <u>Total Housing Units</u> | 12% | 16% | 7% | 6% | 12% | 3% | 5% |
| Households No Veh | -6% | 11% | 0% | -5% | -6% | -2% | -2% |
| Households with Veh | 18% | 17% | 9% | 9% | 18% | 18% | 15% |
| <u>Total Housing Units</u> | 12% | 16% | 7% | 6% | 12% | 3% | 5% |
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | <i>Cumulative</i> | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 1.03 | 0.96 | 0.96 | 0.99 | 1.03 | 1.01 | 1.00 |
| Renter Occupied | 0.95 | 0.99 | 0.98 | 0.98 | 0.95 | 0.96 | 0.97 |
| Owner Occ No Veh | 0.90 | 0.70 | 0.96 | 0.90 | 0.90 | 0.84 | 0.86 |
| Owner Occupied Veh | 1.17 | 1.01 | 0.94 | 0.98 | 1.17 | 1.12 | 1.06 |
| Renter Occ No Veh | 0.88 | 0.97 | 0.87 | 0.86 | 0.88 | 0.91 | 0.90 |
| Renter Occupied Veh | 1.09 | 0.97 | 0.98 | 1.01 | 1.09 | 1.06 | 1.04 |
| Households No Veh | 0.89 | 0.94 | 0.89 | 0.87 | 0.89 | 0.84 | 0.86 |
| Households with Veh | 1.16 | 1.02 | 1.00 | 1.03 | 1.16 | 1.05 | 1.04 |

Table 5.24. High MA: SCT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
|---|--------|-------|-------|-------|-------------------|--------|--------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 1,618 | 389 | (368) | (29) | 1,618 | 2,007 | 1,610 |
| Renter Occupied | 5,309 | 1,158 | 1,340 | 1,349 | 5,309 | 6,467 | 9,156 |
| <u>Total Housing Units</u> | 6,927 | 1,547 | 972 | 1,320 | 6,927 | 8,474 | 10,766 |
| Owner Occ No Veh | 357 | 54 | (49) | (58) | 357 | 411 | 304 |
| Owner Occupied Veh | 2,605 | 286 | (440) | 654 | 2,605 | 2,891 | 3,105 |
| Renter Occ No Veh | 2,436 | 511 | 645 | 471 | 2,436 | 2,947 | 4,063 |
| Renter Occupied Veh | 7,335 | 1,673 | 1,050 | 1,313 | 7,335 | 9,008 | 11,371 |
| <u>Total Housing Units</u> | 12,733 | 2,524 | 1,206 | 2,380 | 12,733 | 15,257 | 18,843 |
| Households No Veh | 2,793 | 565 | 596 | 413 | 2,793 | 3,358 | 4,367 |
| Households with Veh | 9,940 | 1,959 | 610 | 1,967 | 9,940 | 11,899 | 14,476 |
| <u>Total Housing Units</u> | 12,733 | 2,524 | 1,206 | 2,380 | 12,733 | 15,257 | 18,843 |
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | <i>Cumulative</i> | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 18% | 12% | -10% | -1% | 18% | 16% | 9% |
| Renter Occupied | 14% | 8% | 10% | 21% | 14% | 12% | 13% |
| <u>Total Housing Units</u> | 15% | 9% | 6% | 15% | 15% | 13% | 12% |
| Owner Occ No Veh | 41% | 16% | -10% | -24% | 41% | 34% | 16% |
| Owner Occupied Veh | 38% | 10% | -14% | 37% | 38% | 30% | 21% |
| Renter Occ No Veh | 16% | 9% | 11% | 22% | 16% | 12% | 13% |
| Renter Occupied Veh | 39% | 22% | 14% | 34% | 39% | 34% | 30% |
| <u>Total Housing Units</u> | 31% | 15% | 7% | 30% | 31% | 12% | 13% |
| Households No Veh | 18% | 9% | 9% | 18% | 18% | 15% | 14% |
| Households with Veh | 38% | 18% | 6% | 35% | 38% | 33% | 28% |
| <u>Total Housing Units</u> | 31% | 15% | 7% | 30% | 31% | 12% | 13% |
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | <i>Cumulative</i> | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.125 | 0.25 | 0.5 |
| Owner Occupied | 1.07 | 1.07 | 0.88 | 0.90 | 1.07 | 1.07 | 1.01 |
| Renter Occupied | 0.94 | 0.95 | 0.99 | 1.01 | 0.94 | 0.94 | 0.96 |
| Owner Occ No Veh | 1.24 | 1.07 | 0.86 | 0.66 | 1.24 | 1.19 | 1.04 |
| Owner Occupied Veh | 1.25 | 1.04 | 0.85 | 1.24 | 1.25 | 1.19 | 1.12 |
| Renter Occ No Veh | 0.94 | 0.93 | 0.98 | 0.99 | 0.94 | 0.94 | 0.95 |
| Renter Occupied Veh | 1.07 | 0.99 | 0.96 | 1.04 | 1.07 | 1.05 | 1.03 |
| Households No Veh | 0.97 | 0.95 | 0.97 | 0.97 | 0.97 | 0.89 | 0.90 |
| Households with Veh | 1.18 | 1.06 | 0.98 | 1.15 | 1.18 | 1.06 | 1.04 |

Transit Proximity and Transportation Mode Choice for Commuting

For BRT

- Poor MA – Growth at the station was mostly limited to those working at home. This and Other Transportation gained concentration in the first quarter mile. Transit was negative or neutral for the first quarter mile. Walking gained higher rates, admittedly with small figures, at the quarter and 0.375-mile DB's. Carpooling, bicycling and transit grew at the half-mile DB. Overall, most transportation modes, even transit, was repelled by the station. This implies that those who take transit still prefer to live some distance away from the station. Or perhaps the surrounding land uses are not conducive to increased growth at the station.
- Low MA – this area grew in large rates but at small numbers in most of the station area. Other Transportation saw some decline. Concentrations increased for carpooling and walking in some areas. Transit, bicycling, and walking gained the most spatial concentrations relative to the whole region. Bicycling, walking and carpooling gained concentration at the stations. Transit had very strong growth rates across all DB's. Working at home did just as well as transit.
- Mod MA – this area grew substantially, both in terms of numbers and growth rates. Transit, bicycling, and working from home grew substantially at the station and for all DB's. Bicycling saw the highest rates of concentration growth, which occurred just beyond the station.
- High MA – This area saw high rates of growth throughout the first mile from the station, but the figures were small except at the station. Bicycling, walking, and other transportation types saw the most concentration growth. Transit saw mostly very positive rates of growth, but for small numbers of people beyond the station area. In this case, the station is attracting riders to the station more than the distances beyond the station.

The numbers suggest that while people are still repelled somewhat by the station area itself, people are drawn to the area within a mile of the station and are increasingly utilizing transit, bikes, walking, and alternatives such as e-scooters. A good number are increasingly working from near the BRT stations.

For CRT

- Poor MA – The overall story for this place type is one of robust gains at the station, but small numbers just beyond that area, to 1 mile. Many of the rates of growth are strong but built from small numbers of additional people in the time period. Transit, bicycling, and walking gained the most robust spatial concentrations. Transit saw strong rates of growth.
- Low MA - At this place type most gains were in driving alone, transit, and working at home. The total workers increased substantially, especially at the station, but also all across the distances to 1 mile from the station. The strongest gains in concentration were in transit and bicycling.
- Mod MA – this place type gained the most share in transit, bicycling, walking, and working at home. Driving alone also gained, except at the station where it declined in growth rate and concentration.
- High MA – at this place type, transit did very well. Biking did phenomenally well, with 355% growth and major gains in spatial concentrations (LQ scores). Driving alone did

well, while carpooling declined at the station but gained at the quarter-mile DB. Walking, bicycling, and transit gained in spatial concentrations.

For LRT

- Poor MA – driving alone, bicycling, and working at home gained share at the station. No major declines occurred, but the figures were small throughout the station to the 1-mile distance. Transit grew in concentrations but declined in growth rate at the station.
- Low MA – these place types gained the largest numbers at the station but gained share in terms of rate of growth in all but a couple DB's to the 1-mile DB. Transit gained at major growth rates. Other transportation had the highest rates of growth. Working at home and bicycling likewise gained substantially in the entire distance from the station to one mile.
- Mod MA – growth was strong in this place type, with transit, walking, bicycling and working at home enjoyed high rates. Walking, transit, and working at home had the highest number of growth in people. Carpooling declined somewhat. Walking, transit, and other transportation gained somewhat in spatial concentration at the station, relative to the regional growth trend.
- High MA – Driving alone, transit and walking gained the highest number of people. Working at home gained most in rate of growth. Walking, bicycling and grew significantly at the station. Carpooling and other transportation declined at the station.

For SCT

- Poor MA – this place type begins at a quarter-mile distance from the station. Bicycling, carpooling, driving alone, and other transportation declined, while transit saw mixed results by distance from the station. Numbers of people involved in the rates of change were very small.
- Low MA – Most growth was at the station, with small numbers at the other distances from the station. Driving, transit, and working at home gained the most in concentrations.
- Mod MA – Driving, bicycling, walking, and working at home saw the most growth. Transit grew up to the quarter mile. Working at home had high rates reflected by relatively larger numbers of people than the other modes of travel. Bicycling grew the most in concentrations.
- High MA – Walking and transit use gained rates and concentrations of growth. Only walking gained rates of growth at the station itself. Working at home had major rates of growth. Carpool and other transportation modes slightly declined.

**Table 5.25. Poor MA:
BRT**

Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|----------------|---------------|---------------|----------------|---------------|----------------|--------------------|
| Auto Drove Alone | (5,628) | 3,098 | (742) | (1,122) | 6,757 | (2,836) | 264,402 |
| Carpool | (1,114) | 91 | (281) | 338 | (97) | (101) | (108,055) |
| Transit | (567) | 1 | 235 | 34 | 529 | (222) | 34,862 |
| Bike | (59) | (13) | 74 | 71 | 154 | (7) | 17,950 |
| Walked | (751) | 96 | 123 | (102) | (7) | 39 | 5,911 |
| Other Transportation | 504 | 135 | (165) | (29) | 55 | 85 | 10,810 |
| Worked at Home | 456 | 964 | 267 | (217) | 744 | 79 | 85,093 |
| Total Workers | (7,425) | 4,395 | (487) | (1,009) | 8,149 | (3,003) | 329,658 |
| Total Labor Force | 123,477 | 32,660 | 46,522 | 42,684 | 57,437 | (1,765) | (1,460,895) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|----------------|----------------|----------------|-----------------|-----------------|---------------|-------------------|
| | -6.09% | 14.68% | -2.31% | -3.75% | 23.45% | - | 7.43% |
| Auto Drove Alone | | | | | | 11.92% | |
| Carpool | -10.35% | 3.63% | -7.16% | 9.61% | -2.54% | -3.41% | 0.02% |
| | | | | | | - | |
| Transit | -8.16% | 0.06% | 12.72% | 3.10% | 36.99% | 14.75% | 9.47% |
| | | | | | | | |
| Bike | -14.32% | 11.02% | 26.43% | 94.67% | 78.17% | -5.34% | 31.31% |
| | | | | | | | |
| Walked | -28.13% | 27.20% | 19.77% | -13.92% | -1.58% | 13.40% | 7.95% |
| | | | | | | | |
| Other Transportation | 141.57% | 117.39% | -36.26% | -13.88% | 21.48% | 36.80% | 9.51% |
| | | | | | | | |
| Worked at Home | 9.22% | 102.88% | 15.94% | -11.12% | 39.30% | 5.70% | 24.92% |
| Total Workers | -6.24% | 16.31% | -1.19% | -2.68% | 22.04% | -9.88% | 7.80% |
| | | | | | | | |
| Jobs Per Labor Force | -47.27% | 10.53% | 15.58% | 14.04% | 22.86% | 91.00% | 5.41% |
| | | | | | | | |
| Total Labor Force | 605.40% | 476.23% | 715.83% | 1019.44% | 1618.40% | -4.63% | 936.13% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|------------------|-------|------|-------|------|------|------|-----------------------------|
| Auto Drove Alone | 1.01 | 0.99 | 0.99 | 0.99 | 1.02 | 0.98 | 1.07 |
| Carpool | 1.03 | 0.96 | 1.01 | 1.21 | 0.86 | 1.16 | 1.00 |
| Transit | 0.96 | 0.85 | 1.12 | 1.04 | 1.11 | 0.93 | 1.09 |
| Bike | 0.75 | 0.63 | 1.05 | 1.64 | 1.20 | 0.86 | 1.31 |

| | | | | | | | |
|----------------------|------|------|------|------|------|------|------|
| Walked | 0.77 | 1.09 | 1.21 | 0.88 | 0.81 | 1.26 | 1.08 |
| Other Transportation | 2.54 | 1.84 | 0.63 | 0.87 | 0.98 | 1.49 | 1.10 |
| Worked at Home | 1.01 | 1.51 | 1.01 | 0.79 | 0.99 | 1.01 | 1.25 |

**Table 54.26. Low MA:
BRT**

Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|--------|---------|--------|--------|--------|----------------|
| Auto Drove Alone | 24,827 | 9,898 | 11,780 | 7,705 | 4,618 | 6,584 | 264,402 |
| Carpool | (1,908) | 1,458 | 1,412 | 255 | 883 | 721 | (108,055) |
| Transit | 4,218 | 576 | (169) | 675 | 815 | 1,104 | 34,862 |
| Bike | 620 | 302 | 419 | 251 | 247 | 447 | 17,949 |
| Walked | 1,060 | 870 | (129) | 623 | (786) | 64 | 5,911 |
| Other Transportation | (253) | (105) | 349 | (192) | (348) | 364 | 10,811 |
| Worked at Home | 4,657 | 1,253 | 865 | 1,864 | 524 | 918 | 85,093 |
| <u>Total Workers</u> | 33,253 | 14,011 | 14,508 | 11,146 | 5,839 | 10,353 | 329,658 |
| | 373,61 | 103,13 | 128,767 | 131,48 | 98,196 | 7,971 | (1,460,894) |
| <u>Total Labor Force</u> | 1 | 4 | | 7 | | | |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|---------|----------|---------|----------|--------|----------------|
| Auto Drove Alone | 10.60% | 19.08% | 18.71% | 10.80% | 9.21% | 10.41% | 7.43% |
| Carpool | -5.32% | 20.37% | 16.05% | 2.31% | 11.98% | 7.91% | 0.02% |
| Transit | 18.00% | 9.68% | -2.60% | 9.02% | 19.54% | 24.01% | 9.47% |
| Bike | 32.14% | 35.16% | 33.65% | 17.80% | 27.88% | 56.87% | 31.31% |
| Walked | 10.14% | 39.08% | -4.99% | 18.88% | -29.25% | 4.07% | 7.95% |
| Other Transportation | -9.02% | 13.91% | 60.59% | 28.92% | -47.54% | 95.79% | 9.51% |
| Worked at Home | 38.00% | 45.43% | 23.79% | 46.72% | 17.28% | 27.57% | 24.92% |
| <u>Total Workers</u> | 10.33% | 19.46% | 16.72% | 11.18% | 8.41% | 12.41% | 7.80% |
| | 5.45% | 16.79% | 36.59% | 14.29% | -9.88% | - | 5.41% |
| Jobs Per Labor Force | | | | | | 78.35% | |
| <u>Total Labor Force</u> | 324.21% | 648.85% | 1243.89% | 676.83% | 1323.57% | 6.87% | 936.13% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------|-------|------|-------|-----|------|---|-----------------------|
| | | | | | | | |

| | | | | | | | |
|----------------------|------|------|------|------|------|------|------|
| Auto Drove Alone | 1.01 | 1.00 | 1.02 | 1.00 | 1.01 | 0.99 | 1.07 |
| Carpool | 0.92 | 1.09 | 1.07 | 0.99 | 1.11 | 1.03 | 1.00 |
| Transit | 1.05 | 0.90 | 0.82 | 0.97 | 1.09 | 1.09 | 1.09 |
| Bike | 0.98 | 0.93 | 0.94 | 0.87 | 0.97 | 1.15 | 1.31 |
| Walked | 1.00 | 1.16 | 0.81 | 1.07 | 0.65 | 0.92 | 1.08 |
| Other Transportation | 0.81 | 0.71 | 1.35 | 0.63 | 0.48 | 1.71 | 1.10 |
| Worked at Home | 1.08 | 1.05 | 0.92 | 1.14 | 0.93 | 0.98 | 1.25 |

**Table 5.27. Mod MA:
BRT**

Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|---------|---------|---------|--------|-------|-------------------|
| Auto Drove Alone | 45,441 | 8,490 | 11,576 | 8,038 | 2,828 | 4,750 | 264,402 |
| Carpool | 5,733 | 42 | 59 | 1,012 | 228 | (253) | (108,055) |
| Transit | 7,266 | 1,335 | 2,591 | 2,305 | 1,019 | 484 | 34,862 |
| Bike | 3,185 | 553 | 1,198 | 1,726 | 424 | 175 | 17,949 |
| Walked | 6,038 | 2,054 | 179 | (436) | 879 | 375 | 5,911 |
| Other Transportation | 260 | 360 | (100) | (232) | 345 | 136 | 10,811 |
| Worked at Home | 7,014 | 7 | 1,851 | 1,872 | 1,013 | 1,017 | 85,093 |
| <u>Total Workers</u> | 75,322 | 12,950 | 17,575 | 14,270 | 6,660 | 6,414 | 329,658 |
| <u>Total Labor Force</u> | 419,651 | 113,010 | 109,196 | 124,154 | 66,916 | 9,416 | (1,460,894) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|----------|---------|---------|---------|--------|-------------------|
| Auto Drove Alone | 19.87% | 19.53% | 23.75% | 14.33% | 8.31% | 12.88% | 7.43% |
| Carpool | 16.27% | 0.50% | 0.67% | 11.20% | 3.77% | -3.99% | 0.02% |
| Transit | 20.56% | 17.03% | 41.38% | 30.48% | 16.17% | 8.07% | 9.47% |
| Bike | 67.67% | 31.97% | 99.01% | 139.31% | 45.49% | 12.04% | 31.31% |
| Walked | 27.03% | 52.46% | 4.30% | -7.46% | 41.44% | 18.88% | 7.95% |
| Other Transportation | 8.84% | 42.76% | - | - | 89.15% | 34.61% | 9.51% |
| Worked at Home | 52.32% | 0.13% | 78.00% | 55.85% | 48.15% | 44.20% | 24.92% |
| <u>Total Workers</u> | 21.90% | 18.04% | 24.23% | 16.84% | 12.79% | 11.51% | 7.80% |
| Jobs Per Labor Force | -33.49% | -6.33% | 17.54% | -9.09% | - | 71.97% | 5.41% |
| <u>Total Labor Force</u> | 238.20% | 1104.04% | 807.66% | 756.48% | 376.52% | 12.06% | 936.13% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|------------------|-------|------|-------|------|------|------|-----------------------------|
| Auto Drove Alone | 0.99 | 1.02 | 1.00 | 0.98 | 0.96 | 1.02 | 1.07 |
| Carpool | 1.03 | 0.92 | 0.87 | 1.03 | 0.99 | 0.93 | 1.00 |
| Transit | 0.97 | 0.98 | 1.12 | 1.10 | 1.01 | 0.95 | 1.09 |
| Bike | 1.13 | 0.92 | 1.32 | 1.68 | 1.06 | 0.82 | 1.31 |
| Walked | 1.04 | 1.29 | 0.84 | 0.79 | 1.25 | 1.06 | 1.08 |

| | | | | | | | |
|----------------------|------|------|------|------|------|------|------|
| Other Transportation | 0.88 | 1.19 | 0.67 | 0.65 | 1.65 | 1.19 | 1.10 |
| Worked at Home | 1.08 | 0.73 | 1.24 | 1.15 | 1.13 | 1.12 | 1.25 |

**Table 5.28. High MA:
BRT**

Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|--------|--------|--------|--------|-------|-------------------|
| Auto Drove Alone | 12,508 | 4,490 | 2,701 | 1,862 | 1,083 | 1,845 | 264,402 |
| Carpool | 345 | 53 | 578 | 290 | (254) | 379 | (108,055) |
| Transit | 3,478 | 619 | (135) | 483 | 650 | (444) | 34,862 |
| Bike | 1,040 | 574 | 223 | 300 | 136 | 233 | 17,949 |
| Walked | 4,706 | 1,676 | 546 | 761 | 769 | 200 | 5,911 |
| Other Transportation | 730 | (56) | (24) | 201 | 58 | (6) | 10,811 |
| Worked at Home | 1,805 | 549 | 605 | 462 | 192 | 187 | 85,093 |
| <u>Total Workers</u> | 24,773 | 7,966 | 4,507 | 4,339 | 2,773 | 2,471 | 329,658 |
| <u>Total Labor Force</u> | 141,674 | 33,138 | 29,724 | 42,033 | 15,515 | 2,614 | (1,460,894) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|---------|----------|----------|----------|---------|-------------------|
| Auto Drove Alone | 24.21% | 33.33% | 28.65% | 13.97% | 21.92% | 39.41% | 7.43% |
| Carpool | 3.88% | 2.12% | 32.97% | 13.96% | -20.91% | 54.45% | 0.02% |
| Transit | 26.66% | 26.10% | -5.52% | 13.79% | 40.88% | 25.18% | 9.47% |
| Bike | 85.46% | 52.95% | 77.97% | 64.38% | 91.89% | 173.88% | 31.31% |
| Walked | 41.04% | 51.63% | 19.64% | 24.66% | 129.68% | 32.47% | 7.95% |
| Other Transportation | 100.97% | 22.13% | -8.36% | 120.36% | 70.73% | -4.08% | 9.51% |
| Worked at Home | 49.79% | 61.55% | 91.25% | 48.28% | 51.61% | 46.17% | 24.92% |
| <u>Total Workers</u> | 27.21% | 33.28% | 25.45% | 18.30% | 30.82% | 29.19% | 7.80% |
| Jobs Per Labor Force | -12.97% | 16.81% | -7.03% | 48.68% | -7.89% | 66.26% | 5.41% |
| <u>Total Labor Force</u> | 578.31% | 247.13% | 1629.61% | 3032.68% | 1423.39% | 20.62% | 936.13% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|------------------|-------|------|-------|------|------|------|-----------------------------|
| Auto Drove Alone | 0.98 | 1.00 | 1.03 | 0.97 | 0.94 | 1.08 | 1.07 |
| Carpool | 0.88 | 0.83 | 1.14 | 1.04 | 0.65 | 1.29 | 1.00 |
| Transit | 0.98 | 0.93 | 0.74 | 0.95 | 1.06 | 0.57 | 1.09 |
| Bike | 1.20 | 0.94 | 1.16 | 1.14 | 1.20 | 1.74 | 1.31 |

| | | | | | | | |
|----------------------|------|------|------|------|------|------|------|
| Walked | 1.11 | 1.14 | 0.95 | 1.05 | 1.75 | 1.02 | 1.08 |
| Other Transportation | 1.56 | 0.58 | 0.72 | 1.83 | 1.28 | 0.73 | 1.10 |
| Worked at Home | 1.02 | 1.05 | 1.32 | 1.08 | 1.00 | 0.98 | 1.25 |

Table 5.29. Poor MA: CRT
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------------|----------------|--------------|--------------|--------------|----------------|--------------------|
| Auto Drove Alone | 5,049 | (1,126) | (29) | 3,412 | 2,856 | 201 | (7,770,835) |
| Carpool | 1,242 | (153) | (839) | 473 | 11 | (552) | (1,111,478) |
| Transit | 452 | 54 | 421 | 266 | (115) | (651) | (318,698) |
| Bike | 109 | (31) | (187) | 300 | (14) | 127 | 19,300 |
| Walked | 305 | (90) | 241 | 334 | 409 | 121 | (30,993) |
| Other Transportation | 116 | (94) | 20 | 75 | 14 | 422 | 105,526 |
| Worked at Home | 1,023 | 242 | 151 | 643 | 976 | 973 | 117,832 |
| Total Workers | 8,373 | (1,213) | (237) | 5,654 | 4,040 | 572 | (121,001) |
| Total Labor Force | 12,252 | (1,759) | 1,000 | 6,353 | 3,246 | (1,888) | (4,177,082) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Auto Drove Alone | 17.66% | -8.88% | -0.17% | 13.21% | 13.15% | 0.70% | 13.47% |
| Carpool | 37.04% | -9.58% | -34.91% | 17.53% | 0.34% | -15.42% | 3.53% |
| Transit | 22.69% | 6.74% | 47.20% | 25.53% | -7.97% | -27.84% | 19.38% |
| Bike | 363.33% | -45.59% | -59.74% | 245.90% | -7.18% | 122.12% | 42.98% |
| Walked | 60.16% | -25.79% | 152.53% | 161.35% | 78.96% | 13.96% | 13.13% |
| Other Transportation | 49.79% | -50.00% | 18.02% | 31.65% | 6.54% | 435.05% | 10.77% |
| Worked at Home | 50.42% | 27.88% | 11.04% | 46.49% | 54.99% | 49.22% | 32.18% |
| Total Workers | 22.75% | -7.29% | -1.06% | 17.91% | 13.81% | 1.51% | 13.75% |
| Jobs Per Labor Force | -1.59% | 46.07% | 4.98% | -20.48% | 39.13% | 0.86% | -2.56% |
| Total Labor Force | 24.49% | -6.99% | 3.51% | 14.99% | 8.27% | -3.55% | 17.43% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 0.96 | 0.99 | 1.01 | 0.96 | 1.00 | 0.99 | 1.13 |
| Carpool | 1.23 | 1.07 | 0.72 | 1.10 | 0.97 | 0.92 | 1.04 |
| Transit | 0.95 | 1.10 | 1.42 | 1.01 | 0.77 | 0.68 | 1.19 |
| Bike | 3.00 | 0.47 | 0.32 | 2.33 | 0.65 | 1.74 | 1.43 |
| Walked | 1.31 | 0.80 | 2.57 | 2.23 | 1.58 | 1.13 | 1.13 |
| Other Transportation | 1.25 | 0.55 | 1.22 | 1.15 | 0.96 | 5.41 | 1.11 |
| Worked at Home | 1.05 | 1.19 | 0.97 | 1.07 | 1.17 | 1.26 | 1.32 |

Table 5.30. Low MA: CRT
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------------|--------------|--------------|--------------|--------------|---------------|--------------------|
| Auto Drove Alone | 19,268 | 4,698 | 4,306 | 4,236 | 7,049 | 12,857 | (7,770,835) |
| Carpool | 1,137 | 21 | 10 | (220) | (731) | (1,383) | (1,111,478) |
| Transit | 3,384 | 976 | 1,424 | 444 | 320 | 42 | (318,698) |
| Bike | 1,054 | 255 | (322) | 76 | 354 | 133 | 19,300 |
| Walked | 319 | (274) | 359 | (100) | 689 | (521) | (30,993) |
| Other Transportation | 309 | 203 | (124) | (422) | (251) | 158 | 105,526 |
| Worked at Home | 4,908 | 240 | 1,654 | 836 | 721 | 1,965 | 117,832 |
| Total Workers | 30,363 | 6,006 | 7,391 | 4,904 | 8,032 | 12,967 | (121,001) |
| Total Labor Force | 32,056 | 5,588 | 7,370 | 1,650 | 4,719 | 11,477 | (4,177,082) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------------|---------------|--------------|--------------|--------------|---------------|----------------|
| Auto Drove Alone | 15.34% | 10.84% | 6.72% | 6.61% | 8.95% | 14.01% | 13.47% |
| Carpool | 6.17% | 0.31% | 0.11% | -2.25% | -5.80% | -9.28% | 3.53% |
| Transit | 36.34% | 29.87% | 27.37% | 8.53% | 3.99% | 0.59% | 19.38% |
| Bike | 91.33% | 57.17% | 36.43% | 6.88% | 30.36% | 11.10% | 42.98% |
| Walked | 7.60% | 15.43% | 18.68% | -4.98% | 26.78% | -17.29% | 13.13% |
| Other Transportation | 23.13% | 75.46% | 17.79% | 37.31% | 24.27% | 15.57% | 10.77% |
| Worked at Home | 67.45% | 10.68% | 48.25% | 25.21% | 13.37% | 37.94% | 32.18% |
| Total Workers | 18.06% | 10.31% | 8.62% | 5.64% | 7.29% | 10.39% | 13.75% |
| Jobs Per Labor Force | 0.87% | 18.29% | 4.00% | 13.17% | -1.15% | 21.63% | 2.70% |
| Total Labor Force | 13.33% | 7.08% | 6.30% | 1.36% | 3.10% | 6.62% | 12.28% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 0.98 | 1.01 | 0.98 | 1.01 | 1.02 | 1.04 | 1.13 |
| Carpool | 0.99 | 1.00 | 1.01 | 1.02 | 0.96 | 0.90 | 1.04 |
| Transit | 1.10 | 1.12 | 1.12 | 0.98 | 0.92 | 0.87 | 1.19 |
| Bike | 1.29 | 1.13 | 0.47 | 0.80 | 0.97 | 0.80 | 1.43 |
| Walked | 0.92 | 0.77 | 1.10 | 0.90 | 1.19 | 0.75 | 1.13 |
| Other Transportation | 1.07 | 1.63 | 0.78 | 0.61 | 0.72 | 1.07 | 1.11 |
| Worked at Home | 1.22 | 0.86 | 1.17 | 1.02 | 0.91 | 1.08 | 1.32 |

Table 5.31. Mod MA: CRT
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|---------|-------|---------|-------|--------|----------------|
| Auto Drove Alone | (3,776) | 1,530 | 1,666 | 2,663 | 4,859 | 6,231 | (7,770,835) |
| Carpool | (1,046) | (264) | (256) | (2,056) | (832) | (337) | (1,111,478) |
| Transit | 3,370 | 168 | 1,368 | 777 | 1,172 | 1,684 | (318,698) |
| Bike | 1,105 | (604) | 324 | 483 | 468 | 418 | 19,300 |
| Walked | 2,299 | (149) | 508 | 1,337 | 1,593 | 335 | (30,993) |
| Other Transportation | (183) | 24 | (114) | (689) | (108) | (643) | 105,526 |
| Worked at Home | 1,675 | 193 | 963 | 943 | 2,311 | (381) | 117,832 |
| <u>Total Workers</u> | 3,492 | 890 | 4,534 | 3,470 | 9,697 | 7,352 | (121,001) |
| <u>Total Labor Force</u> | (2,672) | (1,982) | 4,703 | 946 | 8,655 | 14,114 | (4,177,082) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|--------|--------|--------|---------|--------|---------|----------------|
| Auto Drove Alone | -3.75% | 3.81% | 4.03% | 5.21% | 8.30% | 11.36% | 13.47% |
| Carpool | -6.92% | -3.96% | -3.07% | -20.72% | -8.36% | -4.20% | 3.53% |
| Transit | 25.30% | 2.74% | 25.65% | 12.74% | 14.87% | 29.30% | 19.38% |
| Bike | 36.76% | 35.24% | 27.74% | 38.03% | 40.10% | 48.44% | 42.98% |
| Walked | 27.87% | -3.01% | 17.95% | 25.26% | 40.65% | 7.95% | 13.13% |
| Other Transportation | -9.98% | 4.24% | 11.99% | 53.74% | 14.52% | -48.97% | 10.77% |
| Worked at Home | 28.27% | 7.12% | 43.30% | 38.41% | 76.20% | -8.01% | 32.18% |
| <u>Total Workers</u> | 2.35% | 1.41% | 7.27% | 4.46% | 11.33% | 9.16% | 13.75% |
| Jobs Per Labor Force | -2.46% | - | 0.88% | 23.66% | -9.24% | 19.53% | 2.70% |
| <u>Total Labor Force</u> | -1.24% | -2.10% | 5.33% | 0.84% | 7.15% | 12.59% | 12.28% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 0.94 | 1.03 | 0.97 | 1.01 | 0.98 | 1.02 | 1.13 |
| Carpool | 1.00 | 1.04 | 0.99 | 0.83 | 0.90 | 0.96 | 1.04 |
| Transit | 1.17 | 0.97 | 1.12 | 1.03 | 0.98 | 1.13 | 1.19 |
| Bike | 1.06 | 0.51 | 0.95 | 1.05 | 1.00 | 1.08 | 1.43 |
| Walked | 1.26 | 0.96 | 1.11 | 1.21 | 1.27 | 0.99 | 1.13 |
| Other Transportation | 0.90 | 1.06 | 0.84 | 0.45 | 0.79 | 0.48 | 1.11 |
| Worked at Home | 1.08 | 0.91 | 1.15 | 1.14 | 1.36 | 0.73 | 1.32 |

Table 5.32. High MA: CRT
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|-------|-------|-------|-------|-------|-------|----------------|
| Auto Drove Alone | 1,101 | (404) | 520 | 2,383 | 3,067 | 1,563 | 2,451,866 |
| Carpool | (187) | 115 | (313) | (43) | (485) | 10 | 697,414 |
| Transit | 1,140 | 306 | 348 | (453) | 95 | (226) | 389,113 |
| Bike | 423 | 165 | 400 | 449 | 384 | 104 | 80,724 |
| Walked | 815 | 121 | 701 | 1,505 | 391 | 216 | 303,564 |
| Other Transportation | 88 | (147) | (81) | 58 | 36 | 100 | 206,191 |
| Worked at Home | 569 | 49 | 208 | 565 | 411 | 240 | 611,622 |
| <u>Total Workers</u> | 3,962 | 166 | 1,848 | 4,546 | 3,936 | 2,077 | 13,629,359 |
| <u>Total Labor Force</u> | 1,449 | 521 | 1,683 | 4,648 | 3,684 | 4,482 | 17,925,615 |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|---------|---------|--------|---------|---------|----------------|
| Auto Drove Alone | 14.52% | -11.53% | 7.71% | 27.41% | 26.25% | 14.42% | 10.69% |
| Carpool | -15.35% | 32.58% | -24.45% | -2.17% | -14.97% | 0.50% | 1.45% |
| Transit | 72.02% | 13.21% | 12.86% | 19.36% | 3.54% | -11.78% | 19.00% |
| Bike | 355.46% | 214.29% | 701.75% | 64.79% | 159.34% | 49.29% | 46.57% |
| Walked | 58.68% | 10.74% | 51.28% | 98.75% | 29.78% | 10.70% | 12.08% |
| Other Transportation | 51.16% | -88.02% | -44.02% | 22.39% | 19.78% | 73.53% | 23.81% |
| Worked at Home | 91.04% | 19.44% | 42.80% | 84.71% | 75.69% | 31.75% | 45.60% |
| <u>Total Workers</u> | 31.08% | 2.11% | 14.39% | 28.09% | 19.74% | 11.61% | 13.43% |
| Jobs Per Labor Force | -21.97% | 0.00% | -1.71% | 17.82% | -7.04% | 11.44% | 4.05% |
| <u>Total Labor Force</u> | 7.27% | 3.95% | 8.36% | 20.19% | 12.83% | 18.98% | 9.43% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 0.90 | 0.89 | 0.96 | 1.02 | 1.08 | 1.05 | 1.11 |
| Carpool | 0.72 | 1.45 | 0.74 | 0.85 | 0.79 | 1.01 | 1.01 |
| Transit | 1.25 | 1.06 | 0.94 | 0.60 | 0.82 | 0.75 | 1.19 |
| Bike | 2.69 | 2.38 | 5.42 | 1.00 | 1.68 | 1.04 | 1.47 |
| Walked | 1.23 | 1.10 | 1.34 | 1.57 | 1.10 | 1.00 | 1.12 |
| Other Transportation | 1.06 | 0.11 | 0.45 | 0.88 | 0.92 | 1.42 | 1.24 |
| Worked at Home | 1.14 | 0.91 | 0.97 | 1.12 | 1.14 | 0.92 | 1.46 |

Table 5.33. Poor MA: LRT
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|-------|-------|-------|---------|-------|---------|----------------|
| Auto Drove Alone | 3,665 | 510 | (180) | (848) | 3,338 | (212) | 1,070,528 |
| Carpool | (686) | 129 | (155) | (557) | (390) | (45) | (76,905) |
| Transit | 33 | (205) | 111 | (30) | 455 | 146 | 46,462 |
| Bike | 272 | (1) | 57 | 106 | 87 | 104 | 36,529 |
| Walked | 54 | 4 | 3 | (177) | 206 | (143) | 27,988 |
| Other Transportation | (105) | 33 | 77 | 57 | (153) | 96 | 37,723 |
| Worked at Home | 780 | 408 | 366 | 58 | (657) | 114 | 207,348 |
| <u>Total Workers</u> | 4,200 | 804 | 331 | (1,435) | 2,881 | (31) | 1,380,111 |
| <u>Total Labor Force</u> | 5,144 | 2,087 | 294 | (3,391) | 1,792 | (4,774) | (1,257,490) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|---------|--------|---------|---------|---------|----------------|
| Auto Drove Alone | 8.81% | 2.41% | -0.67% | -2.84% | 11.32% | -0.71% | 9.73% |
| Carpool | -13.13% | 5.15% | -5.01% | 16.25% | 10.48% | -1.36% | -1.45% |
| Transit | 0.91% | -13.08% | 5.71% | -2.04% | 27.54% | 10.52% | 7.68% |
| Bike | 68.00% | -0.46% | 16.86% | 26.17% | 20.67% | 40.31% | 30.02% |
| Walked | 4.87% | 1.09% | 0.26% | -23.17% | 22.64% | -26.05% | 8.28% |
| Other Transportation | -22.98% | 18.03% | 31.69% | 23.95% | -62.96% | 49.48% | 16.67% |
| Worked at Home | 28.78% | 33.53% | 17.46% | 2.55% | -21.59% | 5.75% | 26.90% |
| <u>Total Workers</u> | 7.60% | 2.94% | 0.93% | -3.72% | 7.27% | -0.08% | 9.40% |
| Jobs Per Labor Force | 9.48% | 37.88% | 8.33% | 22.45% | 12.80% | 0.57% | 6.67% |
| <u>Total Labor Force</u> | 6.67% | 5.80% | 0.60% | -6.63% | 3.27% | -8.71% | 7.50% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 1.01 | 0.99 | 0.98 | 1.01 | 1.03 | 0.99 | 1.10 |
| Carpool | 0.90 | 1.13 | 1.04 | 0.97 | 0.93 | 1.10 | 0.99 |
| Transit | 0.95 | 0.86 | 1.06 | 1.03 | 1.21 | 1.12 | 1.08 |
| Bike | 1.31 | 0.81 | 0.97 | 1.10 | 0.95 | 1.18 | 1.30 |
| Walked | 0.98 | 0.99 | 1.00 | 0.81 | 1.16 | 0.75 | 1.08 |
| Other Transportation | 0.67 | 1.08 | 1.22 | 1.21 | 0.32 | 1.40 | 1.17 |
| Worked at Home | 1.03 | 1.12 | 1.00 | 0.92 | 0.63 | 0.91 | 1.27 |

Table 5.34. Low MA: LRT
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|--------|-------|--------|---------|--------|----------------|
| Auto Drove Alone | 41,180 | 9,696 | 4,582 | 10,741 | 6,397 | 8,959 | 1,070,528 |
| Carpool | (1,662) | (585) | 231 | 2,378 | (1,387) | 860 | (76,905) |
| Transit | 5,398 | 710 | 797 | 590 | 461 | (113) | 46,462 |
| Bike | 1,344 | 1,125 | 534 | 409 | 938 | 595 | 36,529 |
| Walked | 1,860 | 1,283 | 261 | 335 | 152 | 26 | 27,988 |
| Other Transportation | 884 | 710 | 580 | 284 | 331 | 165 | 37,723 |
| Worked at Home | 6,311 | 1,948 | 1,339 | 897 | 2,142 | 2,460 | 207,348 |
| <u>Total Workers</u> | 55,649 | 15,048 | 8,500 | 15,485 | 9,020 | 13,229 | 1,380,111 |
| <u>Total Labor Force</u> | 54,781 | 18,573 | 8,165 | 14,998 | 8,304 | 8,282 | (1,257,490) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|--------|--------|--------|--------|--------|--------|----------------|
| Auto Drove Alone | 15.79% | 11.44% | 4.22% | 10.96% | 6.06% | 9.79% | 9.73% |
| Carpool | -4.05% | -4.55% | 1.47% | 17.62% | -8.21% | 6.39% | -1.45% |
| Transit | 20.95% | 8.27% | 9.09% | 7.40% | 5.49% | -1.36% | 7.68% |
| Bike | 30.40% | 84.52% | 32.68% | 32.62% | 51.97% | 36.50% | 30.02% |
| Walked | 14.42% | 31.37% | 6.43% | 11.62% | 4.51% | 0.89% | 8.28% |
| Other Transportation | 34.37% | 76.84% | 52.39% | 26.30% | 33.71% | 18.17% | 16.67% |
| Worked at Home | 36.94% | 38.11% | 18.85% | 15.78% | 37.22% | 44.28% | 26.90% |
| <u>Total Workers</u> | 15.20% | 12.75% | 5.76% | 11.83% | 6.29% | 10.61% | 9.40% |
| Jobs Per Labor Force | -9.25% | - | - | 0.00% | 4.17% | 13.52% | 6.67% |
| <u>Total Labor Force</u> | 10.04% | 10.82% | 3.93% | 8.09% | 4.12% | 4.60% | 7.50% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 0.92 | 0.94 | 1.07 | 1.17 | 0.96 | 1.07 | 1.10 |
| Carpool | 1.07 | 0.98 | 1.05 | 0.98 | 1.01 | 0.91 | 0.99 |
| Transit | 0.95 | 1.38 | 1.06 | 1.00 | 1.20 | 1.04 | 1.08 |
| Bike | 1.00 | 1.18 | 1.02 | 1.01 | 0.99 | 0.92 | 1.30 |
| Walked | 1.09 | 1.47 | 1.35 | 1.06 | 1.18 | 1.00 | 1.08 |
| Other Transportation | 1.02 | 1.06 | 0.97 | 0.89 | 1.11 | 1.12 | 1.17 |
| Worked at Home | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.27 |

Table 5.35. Mod MA: LRT Commuting Mode
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|--------|--------|--------|--------|---------|--------|----------------|
| Auto Drove Alone | 41,794 | 11,866 | 15,597 | 11,629 | 11,011 | 10,439 | 1,070,528 |
| Carpool | (507) | 2,843 | (170) | 2,156 | (1,824) | (780) | (76,905) |
| Transit | 6,878 | 1,810 | 1,578 | 1,773 | 354 | 716 | 46,462 |
| Bike | 2,308 | 1,052 | 973 | 1,447 | 677 | 840 | 36,529 |
| Walked | 8,007 | 1,261 | 3,004 | 276 | (413) | 2,616 | 27,988 |
| Other Transportation | 407 | 376 | (91) | 390 | 46 | 102 | 37,723 |
| Worked at Home | 4,700 | 2,049 | 807 | 2,481 | 1,199 | 3,082 | 207,348 |
| <u>Total Workers</u> | 64,225 | 21,360 | 21,669 | 20,326 | 11,212 | 17,039 | 1,380,111 |
| <u>Total Labor Force</u> | 78,992 | 25,322 | 21,244 | 18,927 | 10,496 | 13,784 | (1,257,490) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|--------|--------|--------|--------|--------|--------|----------------|
| Auto Drove Alone | 19.27% | 14.86% | 19.86% | 12.16% | 14.61% | 12.25% | 9.73% |
| Carpool | -1.31% | 24.99% | -1.32% | 14.30% | - | 13.01% | -5.14% |
| Transit | 22.33% | 17.59% | 16.39% | 16.09% | 4.62% | 7.59% | 7.68% |
| Bike | 35.64% | 61.88% | 45.64% | 61.05% | 42.18% | 50.03% | 30.02% |
| Walked | 33.28% | 18.85% | 45.36% | 3.40% | - | 10.58% | 78.42% |
| Other Transportation | 11.98% | 32.78% | -6.45% | 26.55% | 4.10% | 7.57% | 16.67% |
| Worked at Home | 25.87% | 44.55% | 14.94% | 45.66% | 25.65% | 57.28% | 26.90% |
| <u>Total Workers</u> | 18.92% | 18.40% | 18.51% | 14.56% | 10.32% | 13.94% | 9.40% |
| Jobs Per Labor Force | - | 22.13% | 3.47% | 8.82% | 0.00% | 3.64% | 15.92% |
| <u>Total Labor Force</u> | 15.38% | 14.72% | 12.12% | 9.17% | 6.60% | 7.67% | 7.50% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 0.13 | 0.25 | 0.38 | 0.50 | 0.75 | 1.00 | 1.10 |
| Carpool | 1.00 | 0.97 | 1.01 | 0.98 | 1.04 | 0.98 | 0.99 |
| Transit | 0.92 | 1.17 | 0.92 | 1.11 | 0.88 | 0.92 | 1.08 |
| Bike | 1.05 | 1.01 | 1.00 | 1.03 | 0.96 | 0.96 | 1.30 |
| Walked | 0.96 | 1.15 | 1.03 | 1.18 | 1.08 | 1.11 | 1.08 |
| Other Transportation | 1.13 | 1.01 | 1.24 | 0.91 | 0.82 | 1.58 | 1.17 |
| Worked at Home | 0.88 | 1.05 | 0.74 | 1.04 | 0.88 | 0.89 | 1.27 |

Table 5.36. High MA: LRT Commuting Mode
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|--------|-------|-------|-------|---------|-------|----------------|
| Auto Drove Alone | 11,055 | 1,626 | 2,976 | 3,347 | 4,058 | 5,305 | 1,070,528 |
| Carpool | (220) | 72 | (530) | 18 | (1,503) | (553) | (76,905) |
| Transit | 1,163 | 757 | 367 | (353) | (72) | 417 | 46,462 |
| Bike | 525 | (98) | 587 | 156 | 91 | 10 | 36,529 |
| Walked | 5,206 | 1,633 | 1,634 | 1,779 | 63 | 371 | 27,988 |
| Other Transportation | (150) | (134) | 228 | (78) | (405) | 9 | 37,723 |
| Worked at Home | 2,652 | 41 | 786 | 143 | 693 | 475 | 207,348 |
| <u>Total Workers</u> | 20,582 | 3,970 | 6,010 | 5,012 | 3,009 | 6,215 | 1,380,111 |
| <u>Total Labor Force</u> | 24,304 | 4,973 | 8,238 | 8,077 | 2,745 | 9,259 | (1,257,490) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|-----------------------------|--------|---------|--------|--------|---------|---------|----------------|
| Auto Drove Alone | 23.51% | 11.50% | 11.01% | 14.12% | 21.18% | 28.37% | 12.82% |
| Carpool | -2.39% | 2.38% | -9.20% | 0.45% | -26.98% | -10.78% | 1.63% |
| Transit | 8.55% | 19.42% | 7.17% | -7.61% | -2.43% | 14.15% | 9.97% |
| Bike | 30.10% | -12.34% | 59.96% | 16.74% | 9.21% | 1.80% | 30.84% |
| Walked | 33.21% | 34.72% | 39.81% | 53.89% | 3.14% | 26.16% | 10.59% |
| Other Transportation | - | - | 36.31% | - | - | 1.40% | 19.42% |
| Worked at Home | 10.25% | 39.76% | 17.53% | 54.14% | 1.40% | 63.76% | 30.68% |
| <u>Total Workers</u> | 65.37% | 2.55% | 62.63% | 7.61% | 70.00% | 63.76% | 30.68% |
| <u>Jobs Per Labor Force</u> | 22.10% | 13.88% | 13.35% | 12.82% | 9.24% | 20.58% | 12.45% |
| | - | 13.77% | 17.83% | 54.26% | 3.92% | 2.50% | 11.04% |
| <u>Total Labor Force</u> | 15.78% | 11.91% | 12.23% | 14.22% | 6.00% | 22.84% | 10.41% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 0.13 | 0.25 | 0.38 | 0.50 | 0.63 | 0.75 | 1.13 |
| Carpool | 1.01 | 0.98 | 0.98 | 1.01 | 0.97 | 1.11 | 1.02 |
| Transit | 0.88 | 0.99 | 0.89 | 0.99 | 0.94 | 0.74 | 1.10 |
| Bike | 0.91 | 1.07 | 0.97 | 0.84 | 1.14 | 0.91 | 1.31 |
| Walked | 0.92 | 0.66 | 1.21 | 0.89 | 0.93 | 0.86 | 1.11 |
| Other Transportation | 1.11 | 1.20 | 1.25 | 1.39 | 1.18 | 0.96 | 1.19 |
| Worked at Home | 0.69 | 0.50 | 1.13 | 0.69 | 0.97 | 0.40 | 1.31 |

Table 5.37. Poor MA: SCT Commuting Mode
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|-------|------|-------|------|-------|-------|----------------|
| Auto Drove Alone | NA | (86) | (697) | 76 | (117) | 56 | 395,315 |
| Carpool | NA | (62) | 40 | (25) | (323) | (144) | (76,927) |
| Transit | NA | 50 | (141) | 33 | 85 | (51) | 37,266 |
| Bike | NA | (12) | (98) | (16) | 26 | 67 | 19,348 |
| Walked | NA | 75 | 82 | 0 | (19) | 23 | 22,484 |
| Other Transportation | NA | (14) | (34) | 10 | 15 | 7 | 11,059 |
| Worked at Home | NA | 127 | 118 | (35) | 88 | (52) | 77,325 |
| <u>Total Workers</u> | NA | 78 | (697) | 42 | (231) | (90) | 501,623 |
| <u>Total Labor Force</u> | NA | 174 | (858) | 45 | (436) | (596) | (595,230) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|-----------------------------|-------|---------|---------|---------|---------|---------|----------------|
| Auto Drove Alone | NA | -7.47% | -30.15% | 20.21% | -4.49% | 2.84% | 14.53% |
| Carpool | NA | -35.43% | 16.53% | -24.51% | -51.27% | -43.50% | -1.38% |
| Transit | NA | 45.87% | -57.79% | NA | 134.92% | -21.79% | 23.94% |
| Bike | NA | -17.39% | 100.00% | -28.57% | 216.67% | 93.06% | 27.47% |
| Walked | NA | 42.13% | 66.13% | 0.00% | -31.67% | 54.76% | 19.24% |
| Other Transportation | NA | -31.11% | -91.89% | NA | 166.67% | NA | -12.21% |
| Worked at Home | NA | 106.72% | 168.57% | -64.81% | 53.33% | -24.88% | -3.59% |
| <u>Total Workers</u> | NA | 4.22% | -22.29% | 6.72% | -6.52% | -3.12% | 10.18% |
| <u>Jobs Per Labor Force</u> | NA | 278.95% | -38.89% | 111.11% | 21.34% | 10.30% | 2.30% |
| <u>Total Labor Force</u> | NA | 6.95% | -18.84% | 4.36% | -8.71% | -13.62% | 15.28% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | NA | 0.90 | 0.91 | 1.14 | 1.03 | 1.07 | 1.08 |
| Carpool | NA | 0.68 | 1.66 | 0.78 | 0.58 | 0.64 | 0.98 |
| Transit | NA | 1.33 | 0.52 | NA | 2.40 | 0.77 | 1.14 |
| Bike | NA | 0.57 | 0.00 | 0.48 | 2.44 | 1.44 | 1.51 |
| Walked | NA | 1.29 | 2.03 | 0.89 | 0.69 | 1.52 | 1.15 |
| Other Transportation | NA | 0.54 | 0.09 | NA | 2.33 | NA | 1.33 |
| Worked at Home | NA | 1.71 | 2.98 | 0.28 | 1.41 | 0.67 | 1.26 |

Table 5.38. Low MA: SCT Commuting Mode
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|-------|-------|-------|-------|-------|---------|----------------|
| Auto Drove Alone | 2,953 | 3,309 | 1,020 | 2,454 | 352 | 297 | 395,315 |
| Carpool | (315) | (356) | 175 | (682) | (228) | (1,100) | (76,927) |
| Transit | 972 | 88 | 327 | 53 | 672 | (128) | 37,266 |
| Bike | 556 | 182 | 301 | 36 | 42 | (771) | 19,348 |
| Walked | 452 | 7 | (182) | 472 | (121) | 648 | 22,484 |
| Other Transportation | (70) | (343) | (229) | (185) | (106) | (222) | 11,059 |
| Worked at Home | 1,023 | 34 | (132) | 171 | (121) | 198 | 77,325 |
| <u>Total Workers</u> | 5,561 | 2,737 | (583) | 2,346 | 703 | 242 | 501,623 |
| <u>Total Labor Force</u> | 6,755 | 870 | 2,030 | 4,903 | (102) | (2,097) | (595,230) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|-----------------------------|---------|--------|---------|--------|--------|---------|----------------|
| Auto Drove Alone | 19.27% | 21.76% | -12.20% | 13.26% | 0.86% | -1.52% | 7.61% |
| Carpool | -9.66% | 23.91% | 8.42% | 18.44% | -3.70% | -22.69% | -1.61% |
| Transit | 44.40% | -1.35% | 31.52% | 15.86% | 32.58% | -37.56% | 14.06% |
| Bike | 94.72% | 90.55% | 122.61% | 56.51% | 14.83% | -7.51% | 50.90% |
| Walked | 25.35% | -9.15% | -19.36% | 32.13% | 28.32% | -2.06% | 14.53% |
| Other Transportation | -21.47% | 12.69% | -56.44% | 46.11% | 36.11% | -38.57% | 33.24% |
| Worked at Home | 113.67% | 19.64% | -1.65% | 46.36% | -5.56% | 17.49% | 26.10% |
| <u>Total Workers</u> | 22.69% | 11.38% | -6.13% | 9.50% | 2.89% | -8.00% | 8.72% |
| <u>Jobs Per Labor Force</u> | -13.22% | 17.17% | 60.58% | 28.13% | -1.30% | -5.07% | 4.71% |
| <u>Total Labor Force</u> | 16.88% | -7.56% | -5.50% | 7.58% | -5.19% | -6.88% | 7.10% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 0.98 | 1.10 | 0.94 | 1.04 | 0.99 | 1.08 | 1.08 |
| Carpool | 0.81 | 0.75 | 1.28 | 0.82 | 1.03 | 0.93 | 0.98 |
| Transit | 1.12 | 0.84 | 1.34 | 0.73 | 1.23 | 0.65 | 1.14 |
| Bike | 1.14 | 1.23 | 1.71 | 1.03 | 0.80 | 0.72 | 1.51 |
| Walked | 0.97 | 0.77 | 0.82 | 1.15 | 0.66 | 1.01 | 1.15 |
| Other Transportation | 0.52 | 0.64 | 0.38 | 0.40 | 0.51 | 0.54 | 1.33 |
| Worked at Home | 1.50 | 0.62 | 0.90 | 1.15 | 0.79 | 1.10 | 1.26 |

Table 5.39. Mod MA: SCT Commuting Mode
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|--------|-------|-------|-------|-------|-------|----------------|
| Auto Drove Alone | 9,040 | 2,865 | 1,718 | 642 | 1,962 | 2,001 | 395,315 |
| Carpool | (36) | (278) | 250 | (373) | (368) | 44 | (76,927) |
| Transit | 531 | 1,391 | (229) | (456) | 942 | (601) | 37,266 |
| Bike | 2,249 | 285 | 935 | 770 | 219 | 403 | 19,348 |
| Walked | 2,248 | 1,540 | 332 | 110 | (40) | 315 | 22,484 |
| Other Transportation | 292 | 215 | 150 | (23) | (98) | (126) | 11,059 |
| Worked at Home | 1,814 | 674 | 447 | 706 | 214 | 2 | 77,325 |
| <u>Total Workers</u> | 16,194 | 6,786 | 3,708 | 1,436 | 2,809 | 2,068 | 501,623 |
| <u>Total Labor Force</u> | 12,434 | 6,183 | 2,398 | 1,337 | 1,930 | 2,176 | (595,230) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|---------|---------|---------|---------|--------|---------|----------------|
| Auto Drove Alone | 20.81% | 20.60% | 13.28% | 4.21% | 15.68% | 13.82% | 7.61% |
| Carpool | -0.68% | -12.20% | 13.74% | -13.20% | 15.90% | 1.60% | -1.61% |
| Transit | 5.28% | 40.54% | -5.02% | -11.76% | 29.37% | -15.05% | 14.06% |
| Bike | 115.27% | 26.69% | 164.61% | 138.49% | 23.25% | 54.46% | 50.90% |
| Walked | 23.16% | 42.25% | 9.83% | 5.60% | -2.98% | 21.49% | 14.53% |
| Other Transportation | 53.78% | 148.28% | 90.91% | -7.26% | 43.36% | -36.10% | 33.24% |
| Worked at Home | 45.67% | 53.96% | 53.79% | 63.21% | 22.41% | 0.14% | 26.10% |
| <u>Total Workers</u> | 21.47% | 26.23% | 15.15% | 5.52% | 13.00% | 8.16% | 8.72% |
| Jobs Per Labor Force | -16.97% | -35.57% | 26.14% | -12.24% | -3.80% | 13.18% | 4.71% |
| <u>Total Labor Force</u> | 11.03% | 15.79% | 5.85% | 3.65% | 5.94% | 5.96% | 7.10% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 1.00 | 0.97 | 0.99 | 1.00 | 1.03 | 1.06 | 1.08 |
| Carpool | 0.90 | 0.77 | 1.09 | 0.91 | 0.82 | 1.04 | 0.98 |
| Transit | 0.83 | 1.06 | 0.79 | 0.80 | 1.09 | 0.75 | 1.14 |
| Bike | 1.28 | 0.72 | 1.66 | 1.63 | 0.79 | 1.03 | 1.51 |
| Walked | 0.96 | 1.07 | 0.91 | 0.95 | 0.82 | 1.07 | 1.15 |
| Other Transportation | 1.03 | 1.60 | 1.35 | 0.72 | 0.41 | 0.48 | 1.33 |
| Worked at Home | 1.03 | 1.05 | 1.15 | 1.33 | 0.93 | 0.80 | 1.26 |

Table 5.40. High MA: SCT Commuting Mode
Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|--------|-------|-------|-------|-------|-------|----------------|
| Auto Drove Alone | 5,930 | 1,344 | 846 | 1,456 | 604 | 1,140 | 395,315 |
| Carpool | 631 | (387) | (208) | 30 | (632) | 11 | (76,927) |
| Transit | 2,269 | 238 | 7 | 709 | 453 | 207 | 37,266 |
| Bike | 824 | 477 | 165 | 40 | (172) | (85) | 19,348 |
| Walked | 6,769 | 1,392 | 1,207 | 979 | 115 | 296 | 22,484 |
| Other Transportation | 64 | 1 | 177 | (9) | (125) | (95) | 11,059 |
| Worked at Home | 1,872 | 327 | (64) | 230 | 135 | 65 | 77,325 |
| <u>Total Workers</u> | 18,427 | 3,514 | 2,213 | 3,357 | (693) | 1,215 | 501,623 |
| <u>Total Labor Force</u> | 22,560 | 3,679 | 3,500 | 5,231 | 1,349 | 991 | (595,230) |

Percent Demographic Change 2010-2016

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Transit County |
|--------------------------|--------|---------|---------|--------|--------|--------|----------------|
| Auto Drove Alone | 32.27% | 19.20% | 8.25% | 41.34% | - | 18.09% | 7.61% |
| Carpool | 28.71% | -22.45% | 2.38% | 6.34% | - | 67.03% | -1.61% |
| Transit | 29.48% | 7.11% | -6.31% | 62.47% | 22.64% | 2.45% | 14.06% |
| Bike | 59.54% | 133.99% | 22.21% | 23.12% | 1.53% | 79.28% | 50.90% |
| Walked | 74.59% | 40.87% | 30.50% | 71.04% | -8.29% | -0.87% | 14.53% |
| Other Transportation | 15.92% | 1.12% | 301.67% | - | - | 40.54% | 33.24% |
| Worked at Home | 93.32% | 28.91% | 15.07% | 38.40% | 28.86% | 17.87% | 26.10% |
| <u>Total Workers</u> | 44.45% | 20.48% | 11.71% | 45.07% | - | 15.23% | 8.72% |
| Jobs Per Labor Force | - | 26.55% | -22.99% | 92.96% | - | 20.87% | 57.89% |
| | | | | | | | 15.00% |
| <u>Total Labor Force</u> | 35.17% | 13.91% | 10.36% | 51.53% | - | 18.73% | 8.27% |
| | | | | | | | 7.10% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010)

| Commuting Mode | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | Trst Cty Change Ratio |
|----------------------|-------|------|-------|------|------|------|-----------------------|
| Auto Drove Alone | 0.93 | 1.00 | 0.98 | 0.98 | 0.98 | 0.98 | 1.08 |
| Carpool | 0.98 | 0.71 | 1.01 | 0.81 | 0.43 | 1.22 | 0.98 |
| Transit | 0.85 | 0.85 | 0.80 | 1.07 | 1.38 | 0.92 | 1.14 |
| Bike | 0.80 | 1.40 | 0.79 | 0.61 | 0.86 | 1.22 | 1.51 |
| Walked | 1.15 | 1.11 | 1.11 | 1.12 | 1.03 | 0.89 | 1.15 |
| Other Transportation | 0.65 | 0.68 | 2.93 | 0.49 | 0.17 | 1.09 | 1.33 |
| Worked at Home | 1.15 | 0.92 | 0.89 | 0.82 | 1.31 | 0.96 | 1.26 |

Implications for Transit and Land Use Planning

The shifts in the regional populations of this study were measured in terms of household by age, type, tenure, and commuting choice. Variations in demographic response to transit proximity are broad across transit modes (e.g., LRT or SCT) and place types from low to high degrees of land use mix, intensity and accessibility.

There are results that hold true across most of the mode-place type categories. For example, walking, biking, transit use, and working from home gained share in most of these locations and categories, in the aggregate. On the other hand, some categories repelled certain groups while others attracted them. Further, some categories attracted people to the station while other categories repelled them.

At the station, the market was attracted or repelled dependent upon the transit mode as well as the place type. For most transit modes, the Poor MA place type repelled the market, in varying degrees, from the direct vicinity of the station. In many cases, growth was evident just beyond the station, mostly within the first half-mile radius of distance from the station. In many cases, growth occurred at the station while the regional figures declined, or vice-versa. Those demographic segments that grew faster than the regional trend, or faster than the station area total population highlight important market responses to transit proximity and help policy makers determine the relative change in importance over time of being connected to transit stations for those specific segments of the population.

One important takeaway from this study for planners is the classification of the stations into attractors and repellants, by what transit mode and place type, and for whom, and at what distance from the transit station. There are indications of competition and synergy between the measured households by size and age, housing tenure and commuting choice. It also increases the evidence that households with children are being attracted to many transit station by mode and place type. This is contrary to the traditional wisdom. It gives evidence as well of the consistent increases in positive market response to the presence of transit, but the ongoing concurrent problem of many households being repelled from the station at the first distance band (0.125-mile) away.

For Household by type and age, Poor MA BRT stations lost total population both at the station and cumulatively at the half-mile distance away. These losses occurred for virtually all population segments but were of particular strength among households with children. This is of further importance when the numbers of households involved in the rates of change are considered. Far more householders of age 45 to 64 left the station area than did householders under age 25, for example. For Mod MA LRT stations, households with children were attracted to the direct station area at a 3% increase over the whole region while this change represented a full 30% of the overall population change. The cumulative half-mile DB captured 5% of that same demographic. Householders under 25 actually left these LRT stations at roughly 6% at the cumulative half-mile DB. This occurred at the same time these younger householders were attracted to the Poor MA BRT stations.

Implications for planners from these results mainly consist of a clear set of evidence of which transit mode and place type needs to address challenges or unfavorable characteristics of station areas, the larger neighborhood context, or transit systems that need to be overcome to increase the favorable response of target demographic groups, such as a certain segment of the worker population that is needed in greater numbers along CRT lines.

An unexpected trend in these data include the rising popularity of “other” transportation modes at the stations. This indicates that the market is indeed responding in significant ways to these new forms of transport that may include bike shares and e-scooters.

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CHAPTER 6: The Link between Transit Station Proximity and Typology and Change in People by Demographic Groups Over Time

OVERVIEW

Our research reported in this chapter expands upon previous work by assessing the extent to which jobs by sector are attracted to transit stations over time and across a range of station area intensities. Analysis is given of the land area encompassed by transit systems by mode and station type. Using economic base theory and relying upon shift-share and location quotient analyses, the demographic dynamics of station areas are assessed by transit mode, such as light rail, and by station area “place” typology. Transit modes include light rail transit, commuter rail transit, streetcar transit, and bus rapid transit systems. The station area place types are characterized as lying somewhere along a continuum of land use mix, intensity, and accessibility. These types are based upon the relative intensity of a combination of characteristics of jobs, households, and the built environment. The analysis will advance the understanding of how transit stations by type effect the spatial dynamics in a multimodal transportation system context. Demographic change is evaluated as an important result of the makeup of the transportation system, and particularly the effects of transit stations on the changing aspects of demographic concentrations across the landscape. Case studies comprise aggregations of multiple metropolitan areas across the United States, in the Urbanized Area of the counties served by the transit systems under study, grouped by place type. Each station area is analyzed by distance from the station in eighth-mile distance bands.

Introduction

“Modern people care about access to jobs and schools and stores and shopping centres and healthcare and amenities, like the [Sydney] Opera House or Big Fiddle, and the outside world through ports and airports, and so on, Similarly, organizations care about access to labour and customers and suppliers and competitors and complementors and the outside world. Access is multidimensional” (Levinson 2019). These considerations play a major role in the agglomeration economies of the metropolitan areas under study. Spatial concentrations provide advantages such that they have driven the creation of cities across human history. Congestion becomes an agglomeration diseconomy as a city grows, which impels firms and policymakers to focus on ways to decrease congestion. Transit has been shown to increase accessibility and agglomeration economies (Arthur C. Nelson and Hibberd 2019).

Transit station neighborhoods come in a variety of types (i.e., “places”), from low-intensity dispersed development with isolated land uses, to neighborhoods with high degrees of land use mix, intensity, and accessibility. Accessibility can be quantified as the number of destinations reachable within a distance or time limit from a given origin. Each type along this transit station “place typology” can provide accessibility in a range of methods, from walking or biking in an urban place, to taking transit or car to work from an first-ring suburb, and finally to using an automobile to get everywhere beyond one’s morning walk. Different place types will attract different demographic segments and different sectors of the economy. In all cases, however, higher accessibility is always a preferable outcome. Many scholars today assert the utility of Fixed-Route Transit (FRT) systems, such as the commuter rail lines of San Diego, the light rail lines in Denver and Salt Lake City, or the streetcar routes in the highly urban cores of Portland, Seattle, and New Orleans. Bus Rapid Transit is being constructed across the country, in every

kind of place from Milwaukee to Albuquerque. Many of these systems are of very recent vintage, having been constructed within the last 20 years.

According to the oft-cited Alonso-Mills-Muth (AMM) urban land use theory, richer consumers will move further from the city in order to gain more land at a cheaper price per area, while jobs concentrate in the Central Business District (CBD). The model assumes one mode of transport for everyone and that the main cost is travel time (Alonso 1964; Mills 1967; Muth 1969). While the auto-centric city fits quite well to this theory in terms of transportation, for today's city the model assumption of one mode of transport needs to be relaxed somewhat, as many US cities attempt to transition to a fully multimodal approach to transportation infrastructure and technology. Bikeshares and e-scooters provide solutions for the First-Mile/Last-Mile challenge, which make an effort to get potential transit users seamlessly to and from the transit station. While cities work to expand such multimodal transport networks, planners and policymakers seek to do so in a way that furthers access to all demographic segments of the population. Many ask the question, who benefits from increased transit access? The response to transit station proximity also varies according to place typology, but the literature lacks sufficient evidence of this response. This chapter will utilize shift-share and location quotient analysis to ascertain the changes in population near the station by demographic makeup, and how this varies across the typology of station "place types."

Literature Review and Research Questions

Transport scholars have highlighted the need to focus policies in connection with the development of transit-oriented development that will take into account the impacts on the existing land uses and populations, which vary by demographic subsets. Some scholars fear that smarter development patterns are lagging in implementation due to fears of the negative impacts, while protective policies are slow to implementation (Chapple and Loukaitou-Sideris 2019; Sanchez, Stolz, and Ma 2003).

Further complicating the issue is the variable impacts transportation infrastructure policies have on populations by demographic segment. Sanchez et al. (2003) highlighted the unintended negative outcomes of auto-centric transportation infrastructure and supporting land uses (i.e., sprawl), which are more dispersed than the traditional “walkable” city. These include reduction of access to needed land uses among “transit dependent” populations, higher tax outlays required in funding dispersed public facilities (water and energy facilities) and transportation infrastructure, increases in residential segregation and “spatial mismatch,” or the lack of access to jobs for urban populations geographically separated from needed job opportunities (Sanchez, Stolz, and Ma 2003; Kain 1992).

Recent literature has distinguished between “transit-oriented” and “transit-adjacent” developments (TOD and TAD) (Renne et al. 2016; Scheer 2017). Dittmar et al. (2004) posited that TOD “should be reserved to refer to projects that achieve five main goals: location efficiency, rich mix of choices, value capture, place making, [and] resolution of the tension between node and place” (Renne et al. 2016). The elements of density, land use diversity, and intersection density are measured as indicators of the relative level of accessibility and efficiency of the surrounding built environment. These are the indicators that distinguish TOD from TAD. Essentially, TAD denotes transit station areas that do not optimize land use through density, land use mix, and interconnections between the station and the surrounding vicinity through direct links to the transportation infrastructure: road intersections and sidewalks, etc., that connect directly to the station area. These interconnections help in the effort to balance node and place characteristics of a transit station area (Bertolini 1999). A “node” is a connection to the regional transportation network, while a “place” comprises an attraction to local land uses.

Research Design and Plan

Our research design and plan include using GIS data and analyses to join transit stations and buffers, representing eighth-mile distance bands around each station, to a layer of land use intensity. These data allow the segmentation of the station areas, their environs, and their regions into relative land use mix and intensity. We call these place types. US census data provide job figures over time by sector, income and other categorizations. Economic base analysis is used to analyze the shift in share and relative local concentration of jobs near the station viz-a-vis the transit-served region surrounding the study transit systems.

Data Resources

The employment data come from the US Census Bureau's Longitudinal Employer-Household Dynamics data (LEHD) for 2010 and 2016. Transit system data come from the General Transit Feed Specification (GTFS).³ Census blocks were downloaded from IPUMS HGIS website (Steven Manson, Jonathan Schroeder, David Van Riper 2018). Station typology data are outlined below.

Shift-Share Method

Economic development is often analyzed using economic base theory and measures spatial concentrations of jobs by sector or other segmentations, as well as their spatial and temporal dynamics. Shift-share analysis compares change of employment concentrations at the "regional" level, which is defined by the analyst at a chosen scale (e.g., national, state, or county), with changes in concentrations at the "local" level, which can also be defined at various scales by the analyst. The study assigns "transit-served" counties as regions (those counties with access to a transit system) and assigns transit neighborhoods as the "local" scale. The transit neighborhoods are further segmented into distance bands away from the station, in increments of one-eighth or one-quarter mile, up to a distance of 1 mile from the transit station centroid. The analytic method isolates the various sources of job change into 3 categories: 1) the Transit Region share, which references overall economic dynamics at the regional scale 2) the Demographic Mix, which accounts for job dynamics as a result of change for the whole region in a specific industry, and 3) FRT Station Shift, also called the "competitive effect," which measures the degree of change at the local spatial scale of the transit station neighborhood. It is a measure of the station's lagging and leading job sectors by isolating station area economic trends from those at the regional scale, and from other factors. The shift-share formula is as follows (Carnegie Mellon n.d.):

³ See [TransitFeeds.com](https://transitfeeds.com) for downloadable GTFS data tables. These are frequently updated.

$$SS_i = TR_i + DM_i + FRT_i$$

Where:

SS_i = Shift-Share

TR_i = Transit Region share

DM_i = Demographic Mix

FRT_i = FRT Station Shift

Each component is calculated with the following equations:

$$TR = ({}_iFRT \text{ Station Area}^{t-1} \times TR^t / TR^{t-1}) \quad (5-2)$$

$$DM = [({}_iFRT \text{ Station Area}^{t-1} \times {}_iTR^t / TR^{t-1}) - TR] \quad (5-3)$$

$$FRT = [{}_iFRT \text{ Station Area}^{t-1} \times ({}_iFRT \text{ Station Area}^t / {}_iFRT \text{ Station Area}^{t-1} - {}_iTR^t / TR^{t-1})] \quad (5-4)$$

Where:

${}_iFRT \text{ Station Area}$ = number of jobs in the FRT Station Area sector (i) at the beginning of the analysis period (t-1)

${}_iFRT \text{ Station Area}^t$ = number of jobs in the FRT Station Area in sector (i) at the end of the analysis period (t)

TR^{t-1} = total number of jobs in the Transit Region at the beginning of the analysis period(t-1)

${}_iTR^t$ = total number of jobs in the Transit Region at the end of the analysis period (t)

${}_iTR$ = number of jobs in the Transit Region in sector (i) at the beginning of the analysis period (t-1)

${}_iTR^t$ = number of jobs in the Transit Region in sector (i) at the end of the analysis period (t)

Location Quotients

Location Quotients (LQ) provide a spatial concentration measure that compares local concentrations of phenomena with a regional or global concentration of the same phenomena. For this study, transit station areas by eighth-mile distance bands provide the local context, while “transit-served counties,” or counties and groups of counties that are served by transit systems, provide the regional context. LQ metrics, along with shift-share analyses, are a proven methodological staple of economic development studies. The effectiveness of these methodologies at providing evidence of economic development highlight the spatial nature of the economy. Transit systems serve to provide network connectivity across local economies, connecting the geographies highlighted by these methodologies.

The tables in the section below provide an analysis of transit station share of population change for certain demographic segments, in the general categories of race and ethnicity, from 2010 to 2016. An incremental analysis is given, followed by a cumulative analysis for each eighth-mile DB from the station to the first half-mile DB. More detailed results are available in Appendix G. The Location Quotient trends in our time period of 2010 to 2016 will identify changes in spatial concentration at the station relative to the region as a whole.

The tables below can be interpreted as follows: the “Region Change 2010-2016” and “DB Change 2010-2016” fields are presented as the ratio of current jobs to base time jobs at the region and transit station distance band (DB), respectively. A score of 1 denotes no change, above 1 denotes growth, while below 1 identifies decline in jobs. The “Share of Transit Counties” field gives the percentage of the transit region change at the distance band. Or, in

other words, it provides the transit station's DB share by percentage of transit county demographic change. It answers the question,

"how much regional change over time occurred for a specific variable at the station DB?"

The "Share of Distance Band Change" provides a Location Quotient (LQ) score as a percentage to represent demographic change over time captured by the DB. It divides the change of the segment of the population at the transit station DB to the change of the total population at the DB. It answers the question,

"how much of the total demographic change at the station did a variable's share of transit county change represent?"

An example from this study is thus: the share of change at the streetcar station DB of White Non-Latino population between 2010 and 2016 was 0.18, a low ratio, meaning that the station modestly increased concentration of the population of White Non-Latinos between 2010 and 2016. That station-level ratio of change is then divided by the ratio of change at the regional scale, giving us an LQ score (as a percentage) of 103.3%. That percentage represents the difference in change of the White Non-Latino population at the local scale and the regional scale.

Results and Discussion

The following section displays and discusses the results of a subset of the population's demographic segments. The Appendix contains a full set of tables for the studied variables. We here discuss the growth and decline rates of White Non-Latino, Hispanic, and Black populations at each of the transit station-place type combinations, such as the Poor MA place type for BRT stations.

Poor MA: BRT

For White Non-Latino population at the Poor MA BRT stations,

- At the station (from the station to 0.125-mile distance), share decreased modestly at -4% of the regional change and half the rate of change for the total population at the distance band.
- At the quarter-mile DB, share gained 7%, representing 77% of the DB change of total population at the station area. Cumulatively, the first quarter mile from the station saw a 75% of the change rate for the total population.
- The half-mile DB lost share of total regional growth of White Non-Latino population by 9% at the increment of the DB, but for the total half-mile radius around the station, the share dropped by 5%. The decline of this population at the station represented a change rate of 59% of the total station population change.

For Hispanic population at the Poor MA BRT stations,

- At the station DB, share of station population change from the regional Hispanic population dropped slightly, while the rate of decline at the station for Hispanics was 5 times the rate of the total population change.
- At the quarter-mile DB, the station area's rate of growth in Hispanic population was 62% as fast as Hispanic regional growth. Station-area Hispanics declined 3 times as fast as the total population decline at the DB.
- At the half-mile DB, the Hispanic population cumulative change was -20% relative to regional Hispanic population change. Station-area Hispanic population decline twice as fast as the total population.

For Black population at the Poor MA BRT stations,

- At the station DB, station share of regional change in Black population declined by 5%, while Black population declined at 70% of the rate of the total population at the station.
- At the quarter-mile DB, station-area share of the regional Black population dropped 11%. For the station-area population, Black population declined at a slightly higher rate than the total population.
- At the half-mile DB, station share of regional change in Black population declined by 6%. The station area Black population remained approximately the same, while the total station population declined slightly.

Low MA: BRT

For White Non-Latino population at the Low MA BRT stations,

- At the station, share of the regional growth in the population segment was a small 1.5%. The station-area change in this population segment was 35% as fast as the whole population at the station.
- At the quarter-mile DB, station-area share of regional White population change was negligible. Cumulatively, at the first quarter mile from the station this population changed at a negligible rate of comparison with the total population change at the station.
- At the half-mile DB, this population increased at 7% the rate of change at the increment of the DB, but for the total half-mile radius around the station, the share dropped slightly. For the station area change, the White population declined at a very small rate while the total population grew slightly.

For Hispanic population at the Low MA BRT stations,

- At the station DB, share of station population change from the Hispanic population increased as a small portion of the regional Hispanic change rate. The station-area change of Hispanic population was 50% as fast as change for the total population at the station.
- At the quarter-mile DB, share of the regional Hispanic change was negligible. The Hispanic station population change declined 18% faster than the total population.
- At the half-mile DB, the Hispanic population change was a small fraction of its regional change. Hispanic population change at the station grew half as fast as the total station population.

For Black population at the Low MA BRT stations,

- At the station, population share rose very little, while Black population growth at the station was nearly as fast as the rate of the total population.
- At the quarter-mile DB, share of Black regional change was negligible. Black share of station population declined slightly while total population rates grew slightly.
- At the half-mile DB, station share of Black regional population change was miniscule. At the station, Black population declined slightly while total population grew slightly.

Mod MA: BRT

For White Non-Latino population at the Mod MA BRT stations,

- At the station, share increased modestly, representing 8% of the regional change of the White population and 60% the rate of change of the total population at the station distance band.
- At the quarter-mile DB, share decreased modestly, representing 48% of the DB change of total population at the station area. Cumulatively, the first quarter mile from the station saw a 43% decline of White Non-Latino population.
- At the half-mile DB, this population declined slightly, both as a percent of the regional White population, but as a portion of the station-area total population.

For Hispanic population at the Mod MA BRT stations,

- At the station DB, the station share of regional Hispanic population change was 27%. The Hispanic share of the station-area population change was twice the rate of change as the total station population.
- At the quarter-mile DB, share of the regional Hispanic population change grew cumulatively by 8%. The station-area Hispanic population grew nearly as fast as the total population.

- At the half-mile DB, station-area Hispanic population captured 5% of the regional Hispanic growth. Hispanic rate of growth at the station was 50% as fast as the total station population.

For Black population at the Mod MA BRT stations,

- At the station, population share of regional growth of the Black population was 5%. At the station, the Black population grew at 40% of the rate of growth for the total population.
- At the quarter-mile DB, incremental growth was 12% of regional Black growth. The cumulative station-area Black population was in slight decline while the total population grew slightly.
- At the half-mile DB, the station-area rate relative to the regional was in slight decline. Black growth was in decline while the total population rate was 8% growth.

High MA: BRT

For White Non-Latino population:

- At the station, share increased modestly, representing 6% of the regional change and a rate of 60% as fast as the total station population.
- At the quarter-mile DB, share of the regional White population increased by 17%. Cumulatively, the first quarter mile from the station saw a 9% increase of White Non-Latino population growth relative to total station growth.
- At the half-mile DB, this population grew at 9% of Hispanic regional growth, at the increment of the DB, but for the total half-mile radius around the station, the share stayed at a flat rate of growth. Cumulatively, the station area White growth was negligible, as was the total population growth rate.

For Hispanic population:

- At the station DB, share of station population change from the Hispanic population increased 8.5%. The station population grew at near the rate of the total population at the station.
- At the quarter-mile DB, regional share of the station population change grew incrementally at 18% and declined cumulatively by 3%. The station-area share of declined while total population grew at a modest rate.
- At the half-mile DB, incrementally the station area captured 22% of the regional Hispanic population growth. The cumulative growth was flat. The station-area trend grew 50% faster incrementally than the station population but declined slightly by the cumulative figure.

For Black population:

- At the station, population share was flat, both in terms of the regional share and the station share of population change.
- At the quarter-mile DB, the regional share fell, and the station area share of the Black population fell 80% faster than the total population.
- At the half-mile DB, the Black population captured 3% of the regional Black growth. At the station, Blacks captured 24%, incrementally, of the station area growth. However, the cumulative scores were negative.

**Table 6.1 Poor MA:
BRT**

| | Region Change | Incremental Analysis | | | Cumulative Analysis | | |
|---|------------------|----------------------|------------------------------------|--|---------------------|------------------------------------|--|
| | | DB Change | Share of Transit Counties | Share of Distance Band Change | DB Change | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | 2010- 2016 | 2010- 2016 | | | 2010- 2016 | | |
| Demographic Group--0.125 Mile Distance Band | | | | | | | |
| White Non Latino | 1.01 | -0.04 | -3.7% | 47.6% | -0.04 | -3.7% | 47.6% |
| Other Non Latino | 1.09 | -0.14 | -13.1% | 179.7% | -0.14 | -13.1% | 179.7% |
| Other Groups | 1.10 | -0.30 | -27.2% | 375.7% | -0.30 | -27.2% | 375.7% |
| <u>Total Population</u> | 1.05 | -0.08 | -7.6% | | -0.08 | -7.6% | |
| White Non Latino | 1.01 | -0.04 | -3.7% | 47.6% | -0.04 | -3.7% | 47.6% |
| Hispanic | 1.08 | -0.40 | -37.1% | 507.4% | -0.40 | -37.1% | 507.4% |
| Other Non Latino | 1.09 | -0.14 | -13.1% | 179.7% | -0.14 | -13.1% | 179.7% |
| Other Groups | 1.21 | 0.29 | 23.7% | -360.8% | 0.29 | 23.7% | -360.8% |
| <u>Total Population</u> | 1.05 | -0.08 | -7.6% | | -0.08 | -7.6% | |
| White Alone | 1.07 | -0.05 | -4.9% | 65.8% | -0.05 | -4.9% | 65.8% |
| Black Alone | 1.03 | -0.06 | -5.4% | 70.4% | -0.06 | -5.4% | 70.4% |
| Asian & Pacif Islander Aln | 1.14 | 0.00 | 0.2% | -3.5% | 0.00 | 0.2% | -3.5% |
| | | | - | | | - | |
| Native American Alone | 0.86 | -0.93 | 107.3% | 1169.1% | -0.93 | 107.3% | 1169.1% |
| All Other Races Alone | 0.84 | -0.31 | -37.0% | 392.9% | -0.31 | -37.0% | 392.9% |
| <u>Total Population</u> | 1.05 | -0.08 | -7.6% | | -0.08 | -7.6% | |
| Demographic Group--0.25 Mile Distance Band | | | | | | | |
| White Non Latino | 1.01 | 0.07 | 7.3% | 77.4% | 0.07 | 6.6% | -74.6% |
| | | | - | | | - | |
| Other Non Latino | 1.09 | -0.03 | -3.0% | -34.4% | 1.13 | 103.6% | 1263.3% |
| Other Groups | 1.10 | 0.54 | 49.3% | 563.0% | -0.17 | -15.4% | 189.7% |
| <u>Total Population</u> | 1.05 | 0.10 | 9.2% | | -0.09 | -8.5% | |
| White Non Latino | 1.01 | 0.07 | 7.3% | 77.4% | 0.07 | 6.6% | -74.6% |
| Hispanic | 1.08 | 0.67 | 61.9% | 698.6% | -0.25 | -23.0% | 279.5% |
| | | | - | | | - | |
| Other Non Latino | 1.09 | -0.03 | -3.0% | -34.4% | 1.13 | 103.6% | 1263.3% |
| Other Groups | 1.21 | 0.23 | 19.2% | 241.2% | -0.17 | -14.0% | 189.7% |
| <u>Total Population</u> | 1.05 | 0.10 | 9.2% | | -0.09 | -8.5% | |
| White Alone | 1.07 | -0.87 | -81.4% | -909.9% | 0.00 | -0.2% | 2.9% |
| Black Alone | 1.03 | -0.11 | -11.0% | -117.9% | -0.01 | -0.7% | 8.3% |
| Asian & Pacif Islander Aln | 1.14 | 0.10 | 9.0% | 107.3% | 0.00 | 0.0% | 0.0% |
| | | | - | | | - | |
| Native American Alone | 0.86 | 1.44 | 166.0% | 1494.6% | -0.93 | 107.4% | 1041.0% |
| | | | 1729.3 | 15196.2 | | | |
| All Other Races Alone | 0.84 | 14.59 | % | % | -0.17 | -20.0% | 189.7% |
| <u>Total Population</u> | 1.05 | 0.10 | 9.2% | | -0.09 | -8.5% | |
| Demographic Group--0.5 Mile Distance Band | | | | | | | |
| White Non Latino | 1.01 | -0.09 | -9.2% | 110.7% | 0.05 | 5.3% | -59.0% |
| Other Non Latino | 1.09 | 0.08 | 7.7% | -100.2% | 0.02 | 1.8% | -21.1% |
| Other Groups | 1.10 | -0.21 | -19.4% | 253.9% | -0.08 | -7.6% | 90.4% |
| <u>Total Population</u> | 1.05 | -0.08 | -8.0% | | -0.09 | -8.8% | |
| White Non Latino | 1.01 | -0.09 | -9.2% | 110.7% | 0.05 | 5.3% | -59.0% |
| Hispanic | 1.08 | -0.33 | -30.3% | 392.2% | -0.22 | -20.4% | 240.9% |
| Other Non Latino | 1.09 | 0.08 | 7.7% | -100.2% | 0.02 | 1.8% | -21.1% |

| | | | | | | | |
|----------------------------|------|-------|--------|---------|-------|--------|--------|
| Other Groups | 1.21 | 0.41 | 33.9% | -489.8% | -0.08 | -6.9% | 90.4% |
| <u>TotalPopulation</u> | 1.05 | -0.08 | -8.0% | | -0.09 | -8.8% | |
| White Alone | 1.07 | -0.10 | -9.7% | 124.0% | -0.01 | -1.1% | 13.2% |
| Black Alone | 1.03 | -0.06 | -5.9% | 73.2% | 0.00 | 0.2% | -1.9% |
| Asian & Pacif Islander Aln | 1.14 | 0.22 | 18.9% | -257.9% | 0.00 | 0.0% | 0.0% |
| | | | | | | - | |
| Native American Alone | 0.86 | -0.05 | -6.1% | 63.4% | -0.91 | 105.4% | 992.5% |
| All Other Races Alone | 0.84 | -0.19 | -22.9% | 230.8% | -0.08 | -9.8% | 90.4% |
| <u>TotalPopulation</u> | 1.05 | -0.08 | -8.0% | | -0.09 | -8.8% | |

**Table 6.2 Mod MA:
BRT.**

| Transit Region LQ of Demographic Change | Region Change 2010- 2016 | Incremental Analysis | | | Cumulative Analysis | | |
|--|-----------------------------------|-------------------------------|---------------------------------|--|---------------------------|---------------------------------|-------------------------------------|
| | | DB Change 2010- 2016 | Share of Transit Counties | Share of Distance Band Change | DB Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band | | | | | | | |
| White Non Latino | 1.01 | 0.08 | 8.1% | 59.3% | 0.08 | 8.1% | 59.3% |
| Other Non Latino | 1.09 | 0.10 | 8.9% | 70.2% | 0.10 | 8.9% | 70.2% |
| Other Groups | 1.10 | 0.30 | 27.5% | 218.1% | 0.30 | 27.5% | 218.1% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.2% | | 0.14 | 13.2% | |
| White Non Latino | 1.01 | 0.08 | 8.1% | 59.3% | 0.08 | 8.1% | 59.3% |
| Hispanic | 1.08 | 0.29 | 27.0% | 211.6% | 0.29 | 27.0% | 211.6% |
| Other Non Latino | 1.09 | 0.10 | 8.9% | 70.2% | 0.10 | 8.9% | 70.2% |
| Other Groups | 1.21 | 0.36 | 30.1% | 262.5% | 0.36 | 30.1% | 262.5% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.2% | | 0.14 | 13.2% | |
| White Alone | 1.07 | 0.18 | 16.4% | 127.1% | 0.18 | 16.4% | 127.1% |
| Black Alone | 1.03 | 0.06 | 5.4% | 40.5% | 0.06 | 5.4% | 40.5% |
| Asian & Pacif Islander Aln | 1.14 | 0.11 | 9.7% | 80.2% | 0.11 | 9.7% | 80.2% |
| Native American Alone | 0.86 | 0.42 | 48.2% | 300.9% | 0.42 | 48.2% | 300.9% |
| All Other Races Alone | 0.84 | 0.08 | 9.0% | 55.1% | 0.08 | 9.0% | 55.1% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.2% | | 0.14 | 13.2% | |
| Demographic Group--0.25 Mile Distance Band | | | | | | | |
| White Non Latino | 1.01 | 0.10 | 10.0% | 70.6% | -0.01 | -1.5% | -16.7% |
| Other Non Latino | 1.09 | 0.13 | 12.1% | 91.2% | -0.07 | -6.7% | -82.9% |
| Other Groups | 1.10 | 0.23 | 20.8% | 159.2% | | | |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.7% | | 0.21 | 19.0% | 235.7% |
| White Non Latino | 1.01 | 0.10 | 10.0% | 70.6% | 0.09 | 8.4% | |
| Hispanic | 1.08 | 0.21 | 19.4% | 146.2% | -0.01 | -1.5% | -16.7% |
| Other Non Latino | 1.09 | 0.13 | 12.1% | 91.2% | 0.08 | 7.6% | 93.5% |
| Other Groups | 1.21 | 0.36 | 30.1% | 253.4% | -0.07 | -6.7% | -82.9% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.7% | | 0.21 | 17.2% | 235.7% |
| White Alone | 1.07 | -0.50 | -47.0% | -350.7% | 0.09 | 8.4% | |
| Black Alone | 1.03 | 0.13 | 12.5% | 89.5% | 0.01 | 0.8% | 9.5% |
| Asian & Pacif Islander Aln | 1.14 | 0.11 | 9.3% | 73.6% | -0.05 | -4.6% | -54.0% |
| Native American Alone | 0.86 | 0.16 | 19.0% | 114.4% | 0.00 | 0.0% | 0.0% |
| All Other Races Alone | 0.84 | 2.83 | 335.7% | 1970.4% | 0.76 | 88.1% | 862.8% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.7% | | 0.21 | 24.7% | 235.7% |
| Demographic Group--0.5 Mile Distance Band | | | | | | | |
| White Non Latino | 1.01 | 0.11 | 11.0% | 101.9% | -0.01 | -0.8% | -9.2% |
| Other Non Latino | 1.09 | 0.09 | 8.1% | 80.6% | -0.07 | -6.0% | -71.4% |
| Other Groups | 1.10 | 0.13 | 11.4% | 114.4% | | | |
| <u>TotalPopulation</u> | 1.05 | 0.11 | 10.5% | | 0.18 | 16.5% | 197.9% |
| White Non Latino | 1.01 | 0.11 | 11.0% | 101.9% | 0.09 | 8.7% | |
| Hispanic | 1.08 | 0.11 | 10.1% | 100.0% | -0.01 | -0.8% | -9.2% |
| Other Non Latino | 1.09 | 0.09 | 8.1% | 80.6% | 0.05 | 4.6% | 54.4% |
| Other Groups | 1.21 | 0.27 | 22.0% | 242.9% | -0.07 | -6.0% | -71.4% |
| <u>TotalPopulation</u> | 1.05 | 0.11 | 10.5% | | 0.18 | 15.0% | 197.9% |
| White Alone | 1.07 | 0.20 | 18.7% | 183.1% | 0.09 | 8.7% | |
| Black Alone | 1.03 | 0.03 | 2.6% | 24.8% | 0.01 | 1.1% | 13.4% |
| Asian & Pacif Islander Aln | 1.14 | 0.13 | 11.7% | 121.5% | -0.04 | -3.6% | -40.6% |

| | | | | | | | |
|------------------------|------|-------|--------|---------|------|-------|--------|
| Native American Alone | 0.86 | 0.10 | 11.7% | 92.5% | 0.00 | 0.0% | 0.0% |
| All Other Races Alone | 0.84 | -0.14 | -16.9% | -130.3% | 0.67 | 78.1% | 737.4% |
| <u>TotalPopulation</u> | 1.05 | 0.11 | 10.5% | | 0.18 | 21.5% | 197.9% |

Poor MA: CRT

For White Non-Latino population at the Poor MA CRT stations,

- At the station, share increased modestly, representing 11.7% of the regional White population change and 44.6% of the change at the distance band, as a percentage of total population change at the station.
- At the quarter-mile DB, share decreased modestly, representing 48% of the DB change of total population at the station area. Cumulatively, the first quarter mile from the station saw a 43% decline of White Non-Latino population.
- At the half-mile DB, this population increased at the increment of the DB, but for the total half-mile radius around the station, the share dropped by 21%.

For Hispanic population at the Poor MA CRT stations,

- At the station DB, station-area Hispanic population growth grew at roughly the same rate as the region. The Hispanic station population change increased *400% faster* than the total population.
- At the quarter-mile DB, Hispanic population captured 24% of regional Hispanic growth. The Hispanic share of the station population change grew cumulatively by 258%.
- At the half-mile DB, Hispanic growth captured 25% of regional Hispanic growth and grew at the station 75% faster than the station population as a whole.

For Black population at the Poor MA CRT stations,

- At the station, the share of regional Black population rose 4%. Black population at the station grew 16% as fast as the total station population.
- At the quarter-mile DB, the cumulative rate of growth was -10% for local share of regional Black population growth. At the same time that population grew at the station, Black population declined at 106%.
- At the half-mile DB, incrementally growth was a strong 20% for regional share of Black population. Cumulatively, it represented -4% of growth. At the station, Black share of the station population was -65% of growth, which was positive for total population.

Low MA: CRT

For White Non-Latino population at the Low MA CRT stations,

- At the station, share increased modestly, representing 7% of the regional change and 86% of the change at the distance band, as a percentage of total population change at the station.
- At the quarter-mile DB, share increased modestly, cumulatively representing 8 times the rate of DB change of total population at the station area.
- At the half-mile DB, this population increased share at less than 1% for the increment of the DB, but for the total half-mile radius around the station, the share increased while the total population declined slightly.

For Hispanic population at the Low MA CRT stations,

- At the station DB, station share of regional Hispanic population change from the regional total increased 11%. For the station area, Hispanic population grew 45% faster than the total population of the station.

- At the quarter-mile DB, share of the station population change was fairly flat.
- At the half-mile DB, the cumulative change in Hispanic population was a 4% decline in regional share, and a decline at the station 3 times faster than the total population change.

For Black population at the Low MA CRT stations,

- At the station, population share rose 2%, and the station area Black population one-third as fast as the total population of the station area.
- At the quarter-mile DB, incremental growth in share was at 5%, but cumulatively the station share dropped 4% and the Black population share declined while the total population stayed flat.
- At the half-mile DB, the station lost 3% of Black population share, while the Black population declined 3 times as fast as the rest of the station population.

Mod MA: CRT

For White Non-Latino population,

- At the station, share of regional White population decreased modestly at -4% of the regional change and 57% of the change at the distance band, as a percentage of total population change at the station, which declined slightly as a whole.
- At the half-mile DB, share increased 5% modestly, representing a positive rate of growth of the station total population DB change, which itself was in decline. This population declined at a slightly faster rate than the overall population of the station area.

For Hispanic population at the Mod MA CRT stations,

- At the station DB, share of station population change from the Hispanic population was -5% incrementally and -9% cumulatively as share of regional Hispanic population.
- At the quarter-mile DB, regional capture was -13%, while share of the station population change grew cumulatively by 126%.
- At the half-mile DB, regional capture was -6%. The share of the station Hispanic population change grew slightly faster than the whole population at the station.

For Black population,

- At the station, population share was -2.3%, while station population share changed at a rate 31% of the total population rate of growth.
- At the quarter-mile DB, Blacks captured 7% of regional Black growth, while Black population at the station grew at the same time the total population declined.
- At the half-mile DB, the station area captured 2% less of the regional population. The Black share of the station population grew at 6% while the total population declined by 10%.

High MA: CRT

For White Non-Latino population at the High MA CRT stations,

- At the station, share increased, representing 18% of the regional change and 4 times faster than the station total population.
- At the quarter-mile DB, share decreased incrementally by 15%, but cumulatively grew at 10%. Cumulatively, the White population grew modestly while the rest of the station population declined by 10%
- At the half-mile DB, this population captured 11% share of regional White growth, but for the total half-mile radius around the station, the White population grew while the remainder slightly declined.

For Hispanic population at the High MA CRT stations,

- At the station DB, share of station population change declined in share by 20%, and Hispanic share of station population declined while the total population grew.
- At the quarter-mile DB, share of the station population change declined by 19%. Hispanic share declined twice as fast as the total population.
- At the half-mile DB, incremental growth was 16%, while cumulatively it was -9%. Hispanic share dropped twice as fast as the decline in total population growth rate.

For Black population at the High MA CRT stations,

- At the station, population share rose 11%, while Black population grew at the station 3 times faster than the total population.
- At the quarter-mile DB, the share dropped by 15% incrementally and grew 5% cumulatively, while the Black population grew at the station as the station population declined.
- At the half-mile DB, cumulative share fell by 4% but Black population declined at the same rate as the total population.

**Table 6.3 Poor MA:
CRT.**

| Transit Region LQ of Demographic Change | Incremental Analysis | | | | Cumulative Analysis | | |
|--|-------------------------|---------------------|-------------------|-------------------------------|---------------------|-------------------|-------------------------------|
| | Region Change 2010-2016 | DB Change 2010-2016 | Share of Transits | Share of Distance Band Change | DB Change 2010-2016 | Share of Transits | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band | | | | | | | |
| White Non Latino | 1.02 | 0.12 | 11.7% | 44.6% | 0.12 | 11.7% | 44.6% |
| Other Non Latino | 1.10 | 0.42 | 38.5% | 156.7% | 0.42 | 38.5% | 156.7% |
| <u>Total Population</u> | 1.07 | 0.27 | 25.3% | | 0.27 | 25.3% | |
| White Non Latino | 1.02 | 0.12 | 11.7% | 44.6% | 0.12 | 11.7% | 44.6% |
| Hispanic | 1.11 | 1.09 | 98.1% | 403.2% | 1.09 | 98.1% | 403.2% |
| Other Non Latino | 1.10 | 0.42 | 38.5% | 156.7% | 0.42 | 38.5% | 156.7% |
| Other Groups | 1.21 | 0.22 | 18.0% | 81.4% | 0.22 | 18.0% | 81.4% |
| <u>Total Population</u> | 1.07 | 0.27 | 25.3% | | 0.27 | 25.3% | |
| White Alone | 1.10 | 0.23 | 20.6% | 84.0% | 0.23 | 20.6% | 84.0% |
| Black Alone | 1.07 | 0.04 | 4.0% | 15.9% | 0.04 | 4.0% | 15.9% |
| Asian & Pacif Islander | | | | | | | |
| Aln | 1.14 | 0.57 | 50.3% | 212.7% | 0.57 | 50.3% | 212.7% |
| | | | 1191.0 | | | 1191.0 | 3586.9 |
| Native American Alone | 0.81 | 9.66 | % | 3586.9% | 9.66 | % | % |
| All Other Races Alone | 0.82 | 0.39 | 47.2% | 144.5% | 0.39 | 47.2% | 144.5% |
| <u>Total Population</u> | 1.07 | 0.27 | 25.3% | | 0.27 | 25.3% | |
| Demographic Group--0.25 Mile Distance Band | | | | | | | |
| White Non Latino | 1.02 | -0.01 | -1.1% | 48.3% | -0.05 | -4.4% | -43.2% |
| Other Non Latino | 1.10 | -0.01 | -1.3% | 63.6% | 0.28 | 25.6% | 268.5% |
| Other Groups | 1.12 | -0.07 | -6.7% | 321.3% | 0.34 | 30.4% | 323.6% |
| <u>Total Population</u> | 1.07 | -0.02 | -2.2% | | 0.10 | 9.8% | |
| White Non Latino | 1.02 | -0.01 | -1.1% | 48.3% | -0.05 | -4.4% | -43.2% |
| Hispanic | 1.11 | -0.19 | -17.5% | 834.8% | 0.27 | 24.4% | 258.0% |
| Other Non Latino | 1.10 | -0.01 | -1.3% | 63.6% | 0.28 | 25.6% | 268.5% |
| Other Groups | 1.21 | 0.82 | 67.9% | -3555.4% | 0.34 | 27.9% | 323.6% |
| <u>Total Population</u> | 1.07 | -0.02 | -2.2% | | 0.10 | 9.8% | |
| White Alone | 1.10 | -0.83 | -75.7% | 3594.3% | -0.06 | -5.1% | -53.9% |
| Black Alone | 1.07 | 0.09 | 8.0% | -368.0% | -0.11 | -10.3% | -106.1% |
| Asian & Pacif Islander | | | | | | | |
| Aln | 1.14 | -0.15 | -12.9% | 635.8% | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.46 | -57.1% | 1998.6% | -0.90 | -111.5% | -863.8% |
| | | | | | | | |
| All Other Races Alone | 0.82 | 7.62 | 924.9% | 32846.7% | 0.34 | 41.1% | 323.6% |
| <u>Total Population</u> | 1.07 | -0.02 | -2.2% | | 0.10 | 9.8% | |
| Demographic Group--0.5 Mile Distance Band | | | | | | | |
| | | | | | | | - |
| White Non Latino | 1.02 | 0.10 | 9.6% | 68.3% | -0.02 | -1.5% | 21.3% |
| | | | | | | | % |
| Other Non Latino | 1.10 | 0.23 | 21.2% | 161.9% | 0.10 | 8.7% | 133.2% |
| | | | | | | | % |
| Other Groups | 1.12 | 0.28 | 25.2% | 195.7% | 0.02 | 1.8% | 27.7% |
| <u>Total Population</u> | 1.07 | 0.14 | 13.5% | | 0.07 | 6.7% | % |
| | | | | | | | - |
| White Non Latino | 1.02 | 0.10 | 9.6% | 68.3% | -0.02 | -1.5% | 21.3% |
| | | | | | | | % |

| | | | | | | | |
|----------------------------|------|-------|--------|---------|-------|--------|---------|
| Hispanic | 1.11 | 0.28 | 25.0% | 192.2% | 0.13 | 11.5% | 176.6% |
| Other Non Latino | 1.10 | 0.23 | 21.2% | 161.9% | 0.10 | 8.7% | 133.2% |
| Other Groups | 1.21 | 0.32 | 26.4% | 222.7% | 0.02 | 1.6% | 27.7% |
| <u>TotalPopulation</u> | 1.07 | 0.14 | 13.5% | | 0.07 | 6.7% | |
| White Alone | 1.10 | 0.17 | 15.6% | 119.1% | -0.03 | -2.8% | -42.3% |
| Black Alone | 1.07 | 0.22 | 20.2% | 150.6% | -0.05 | -4.4% | 65.2% |
| Asian & Pacif Islander Aln | 1.14 | 0.28 | 24.2% | 191.7% | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.09 | -10.5% | -59.5% | -0.70 | -86.2% | -973.4% |
| All Other Races Alone | 0.82 | -0.24 | -28.7% | -164.5% | 0.02 | 2.4% | 27.7% |
| <u>TotalPopulation</u> | 1.07 | 0.14 | 13.5% | | 0.07 | 6.7% | |

**Table 6.4 High MA:
CRT**

| | Region Change | Incremental Analysis | | | Cumulative Analysis | | |
|--|---------------|----------------------|---------------------------|-------------------------------|---------------------|---------------------------|-------------------------------|
| | | DB Change | Share of Transit Counties | Share of Distance Band Change | DB Change | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | 2010-2016 | 2010-2016 | | | 2010-2016 | | |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.18 | 18% | 459% | 0.18 | 18% | 459% |
| Other Non Latino | 1.20 | 0.16 | 13% | 392% | 0.16 | 13% | 392% |
| <u>TotalPopulation</u> | 1.07 | 0.04 | 4% | | 0.04 | 4% | |
| White Non Latino | 1.02 | 0.18 | 18% | 459% | 0.18 | 18% | 459% |
| Hispanic | 1.11 | -0.22 | -20% | -569% | -0.22 | -20% | -569% |
| Other Non Latino | 1.20 | 0.16 | 13% | 392% | 0.16 | 13% | 392% |
| Other Groups | 0.25 | -0.07 | -28% | -172% | -0.07 | -28% | -172% |
| <u>TotalPopulation</u> | 1.07 | 0.04 | 4% | | 0.04 | 4% | |
| White Alone | 1.07 | 0.06 | 5% | 142% | 0.06 | 5% | 142% |
| Black Alone | 1.08 | 0.11 | 11% | 290% | 0.11 | 11% | 290% |
| Asian & Pacif Islander Aln | 1.18 | 0.22 | 18% | 551% | 0.22 | 18% | 551% |
| Native American Alone | 0.68 | -0.63 | -93% | -1593% | -0.63 | -93% | -1593% |
| All Other Races Alone | 0.98 | -0.10 | -10% | -244% | -0.10 | -10% | -244% |
| <u>TotalPopulation</u> | 1.07 | 0.04 | 4% | | 0.04 | 4% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | -0.15 | -15% | 105% | 0.10 | 10% | -107% |
| Other Non Latino | 1.20 | -0.06 | -5% | 44% | 1.87 | 156% | -1920% |
| <u>TotalPopulation</u> | 1.07 | -0.15 | -14% | | -0.10 | -9% | |
| White Non Latino | 1.02 | -0.15 | -15% | 105% | 0.10 | 10% | -107% |
| Hispanic | 1.11 | -0.19 | -17% | 130% | -0.21 | -19% | 216% |
| Other Non Latino | 1.20 | -0.06 | -5% | 44% | 1.87 | 156% | -1920% |
| Other Groups | 0.25 | -0.20 | -83% | 138% | -0.17 | -70% | 178% |
| <u>TotalPopulation</u> | 1.07 | -0.15 | -14% | | -0.10 | -9% | |
| White Alone | 1.07 | -0.61 | -57% | 410% | 0.05 | 4% | -47% |

| | | | | | | | |
|--|------|-------|-------|-------|-------|------|--------|
| Black Alone | 1.08 | -0.17 | -15% | 112% | 0.06 | 5% | -59% |
| Asian & Pacif Islander | | | | | | | |
| Aln | 1.18 | 0.17 | 15% | -118% | 0.00 | 0% | 0% |
| Native American Alone | 0.68 | -0.67 | -98% | 452% | -0.67 | -99% | 688% |
| All Other Races Alone | 0.98 | 1.19 | 121% | -801% | -0.17 | -18% | 178% |
| <u>TotalPopulation</u> | 1.07 | -0.15 | -14% | | -0.10 | -9% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.11 | 11% | 126% | 0.06 | 6% | -168% |
| Other Non Latino | 1.20 | -0.05 | -4% | -52% | 1.37 | 114% | -3551% |
| <u>TotalPopulation</u> | 1.07 | 0.09 | 8% | | -0.04 | -4% | |
| White Non Latino | 1.02 | 0.11 | 11% | 126% | 0.06 | 6% | -168% |
| Hispanic | 1.11 | 0.18 | 16% | 201% | -0.10 | -9% | 265% |
| Other Non Latino | 1.20 | -0.05 | -4% | -52% | 1.37 | 114% | -3551% |
| Other Groups | 0.25 | 0.10 | 40% | 112% | -0.19 | -77% | 490% |
| <u>TotalPopulation</u> | 1.07 | 0.09 | 8% | | -0.04 | -4% | |
| White Alone | 1.07 | 0.33 | 31% | 374% | 0.08 | 8% | -208% |
| Black Alone | 1.08 | -0.16 | -15% | -178% | -0.04 | -4% | 104% |
| Asian & Pacific Islander | | | | | | | |
| Aln | 1.18 | 0.12 | 11% | 141% | 0.00 | 0% | 0% |
| Native American Alone | 0.68 | -0.73 | -107% | -821% | -0.55 | -81% | 1436% |
| All Other Races Alone | 0.98 | -0.32 | -33% | -367% | -0.19 | -19% | 490% |
| <u>TotalPopulation</u> | 1.07 | 0.09 | 8% | | -0.04 | -4% | |

Poor MA: LRT

For White Non-Latino population at the Poor MA LRT stations,

- At the station, share decreased somewhat, at -1% of the regional change and lost share of the change at the distance band, as a -107% percentage of total population change at the station.
- At the quarter-mile DB, share decreased modestly, representing -2% of the DB change of total population at the station area.
- At the half-mile DB, the station area White population grew at 4% while the total population declined by 6%. This represents a small percentage of the regional White population growth

For Hispanic population at the Poor MA LRT stations,

- At the station DB, station capture of regional population was 11%. Station share of total population change was many times faster than the total population trend.
- At the quarter-mile DB, share of the station population change grew incrementally at 13%, and many times faster than the total population growth trend at the station. Cumulatively, the trend was positive while the total population declined.
- At the half-mile DB, the overall trend declined slightly, but at a slower rate than the total population.

For Black Alone population at the Poor MA LRT stations,

- At the station, Black population lost share of regional Black growth, at -9% while also declining at the station during an overall growth trend.
- At the quarter-mile DB, Black population declined at the station slightly faster than the overall decline trend, while total population grew 9%.
- At the half-mile DB, this trend continued. Cumulative share was -9%, while station rate of decline was 76% faster than total population decline.

Low MA: LRT

For White Non-Latino population at the Low MA LRT stations,

- At the station, share grew at 7% of the regional change and station share of the change grew at a 110% rate.
- At the quarter-mile DB, share of regional White population was 4% cumulatively, and station share grew faster than the total population.
- At the half-mile DB, the regional share captured at the station was 4.5%, and the station area White population grew while the remaining segments declined in growth rates.

For Hispanic population at the Low MA LRT stations,

- At the station DB, share of regional Hispanic population change was 7%, but Hispanic share of station growth was 30% as fast as total population growth.
- At the quarter-mile DB, capture of regional share dropped slightly, and share of the station population change declined twice as fast as the total population.
- At the half-mile DB, share of regional growth dropped 6% but cumulatively declined 4 times faster than the total station population.

For Black population at the Low MA LRT stations,

- At the station, share of regional Black population declined 3%. Station area Black population declined slightly, while total population grew 6%.
- At the quarter-mile DB, black population capture of regional population dropped 8%. Black population declined 9% while the remainder of the total population stayed stable.

- At the half-mile DB, station capture of the regional Black population declined 9% while the Black population declined 6 times faster than the rest of the station population.

Mod MA: LRT

For White Non-Latino population at the Mod MA LRT stations,

- At the station, share increased modestly, representing 8% of the regional change and 87% of the change at the distance band, as a percentage of total population change at the station.
- At the quarter-mile DB, share also increased modestly, cumulatively representing 3% of the regional growth. Cumulative growth at the station was about as fast as the total station growth.
- At the half-mile DB, this population increased at 6% for the increment of the DB, but for the total half-mile radius around the station, the White population grew 45% faster than the total population.

For Hispanic population at the Mod MA LRT stations,

- At the station DB, share of station population change from the Hispanic population was at 7%. It grew 80% as fast as the station total population.
- At the quarter-mile DB, share of the regional Hispanic population change grew incrementally at 6% but declined cumulatively by 5%. Hispanics declined at 5% while the station population as a whole grew by 3%.
- At the half-mile DB, capture of the regional Hispanic population was cumulatively -4%. It declined 5% while the station population total grew by 2%.

For Black Alone population at the Mod MA LRT stations,

- At the station, population share gained 5%. Station share grew 60% as fast as the total population.
- At the quarter-mile DB, Black population shares of regional and station areas slightly declined.
- At the half-mile DB, this trend continued.

High MA: LRT

For White Non-Latino population:

- At the station, share increased at 9% of the regional change and 112% of the change at the distance band, as a percentage of total population change at the station.
- At the quarter-mile DB, share decreased 4% cumulatively, the White Non-Latino population gaining 4% while the total population stayed flat in growth.
- At the half-mile DB, this population increased 11% at the increment of the DB, but for the total half-mile radius around the station, the share increased by 5%. It grew at 5% at the station, while the total saw no growth.

For Hispanic population at High MA LRT stations:

- At the station DB, share of regional Hispanic population was captured at the rate of 4%. The Hispanic portion of station increased half as fast as the total population.
- At the quarter-mile DB, share of the station population change grew incrementally but declined cumulatively by 5%.
- At the half-mile DB, population declined at the cumulative level, in terms of both regional percent of Hispanic population and station-area population.

For Black population:

- At the station, share of regional Black population rose 5%, while it grew at 63% of the total population's rate of growth at the station.
- At the quarter-mile DB, it declined while the total population grew.
- At the half-mile DB, share of regional Black population incrementally grew at 14%, while it cumulatively declined 4%. Station growth declined 5% while the whole of the population stayed flat.

**Table 6.5 Poor MA:
LRT**

| Region Change | Incremental Analysis | | | | Cumulative Analysis | | |
|---|----------------------|------------------------------------|--|---------------|------------------------------------|--|---------|
| | DB Change | Share of Transit Counties | Share of Distance Band Change | DB Change | Share of Transit Counties | Share of Distance Band Change | |
| Transit Region LQ of Demographic Change | 2010- 2016 | 2010- 2016 | | 2010- 2016 | | | |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | -0.01 | -0.8% | -107.2% | -0.01 | -0.8% | -107.2% |
| Other Non Latino | 1.10 | -0.04 | -3.3% | -489.9% | -0.04 | -3.3% | -489.9% |
| <u>Total Population</u> | 1.06 | 0.01 | 0.7% | | 0.01 | 0.7% | |
| White Non Latino | 1.02 | -0.01 | -0.8% | -107.2% | -0.01 | -0.8% | -107.2% |
| Hispanic | 1.10 | 0.12 | 10.8% | 1591.2% | 0.12 | 10.8% | 1591.2% |
| Other Non Latino | 1.10 | -0.04 | -3.3% | -489.9% | -0.04 | -3.3% | -489.9% |
| Other Groups | 1.24 | 0.24 | 19.5% | 3233.5% | 0.24 | 19.5% | 3233.5% |
| <u>Total Population</u> | 1.06 | 0.01 | 0.7% | | 0.01 | 0.7% | |
| White Alone | 1.11 | 0.04 | 3.7% | 549.1% | 0.04 | 3.7% | 549.1% |
| | | | | | | | - |
| Black Alone | 1.06 | -0.09 | -8.9% | -1253.0% | -0.09 | -8.9% | 1253.0% |
| Asian & Pacif Islander Aln | 1.16 | 0.09 | 7.6% | 1174.2% | 0.09 | 7.6% | 1174.2% |
| Native American Alone | 0.83 | 0.05 | 6.4% | 713.0% | 0.05 | 6.4% | 713.0% |
| | | | | | | | - |
| All Other Races Alone | 0.76 | -0.18 | -22.9% | -2339.7% | -0.18 | -22.9% | 2339.7% |
| <u>Total Population</u> | 1.06 | 0.01 | 0.7% | | 0.01 | 0.7% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | -0.02 | -2.4% | -156.5% | 0.01 | 1.3% | -27.7% |
| | | | | | | | - |
| Other Non Latino | 1.10 | 0.00 | -0.4% | -28.6% | 0.92 | 83.9% | 1986.7% |
| <u>Total Population</u> | 1.06 | 0.02 | 1.5% | | -0.05 | -4.4% | |
| White Non Latino | 1.02 | -0.02 | -2.4% | -156.5% | 0.01 | 1.3% | -27.7% |
| Hispanic | 1.10 | 0.15 | 13.3% | 937.8% | 0.08 | 7.0% | -166.8% |
| | | | | | | | - |
| Other Non Latino | 1.10 | 0.00 | -0.4% | -28.6% | 0.92 | 83.9% | 1986.7% |
| Other Groups | 1.24 | 0.44 | 35.3% | 2806.9% | 0.15 | 11.8% | -314.9% |
| <u>Total Population</u> | 1.06 | 0.02 | 1.5% | | -0.05 | -4.4% | |
| White Alone | 1.11 | -0.77 | -69.5% | -4922.8% | -0.02 | -1.7% | 39.6% |
| Black Alone | 1.06 | -0.03 | -2.6% | -173.8% | -0.08 | -7.8% | 177.4% |
| Asian & Pacif Islander Aln | 1.16 | 0.04 | 3.3% | 248.1% | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.36 | -42.8% | -2285% | 1.02 | 123.0% | -2207% |
| | | | | 40120.8 | | | |
| All Other Races Alone | 0.76 | 6.26 | 819.7% | % | 0.15 | 19.1% | -314.9% |
| <u>Total Population</u> | 1.06 | 0.02 | 1.5% | | -0.05 | -4.4% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.00 | 0.1% | -2.5% | 0.04 | 3.5% | -62.4% |
| Other Non Latino | 1.10 | -0.14 | -13.1% | 274.7% | 0.10 | 8.8% | -170.0% |
| <u>Total Population</u> | 1.06 | -0.05 | -4.9% | | -0.06 | -5.4% | |
| White Non Latino | 1.02 | 0.00 | 0.1% | -2.5% | 0.04 | 3.5% | -62.4% |
| Hispanic | 1.10 | -0.21 | -19.0% | 399.0% | -0.01 | -0.7% | 13.2% |
| Other Non Latino | 1.10 | -0.14 | -13.1% | 274.7% | 0.10 | 8.8% | -170.0% |
| Other Groups | 1.24 | 0.15 | 12.2% | -290.8% | 0.07 | 5.4% | -117.1% |
| <u>Total Population</u> | 1.06 | -0.05 | -4.9% | | -0.06 | -5.4% | |
| White Alone | 1.11 | 0.00 | 0.3% | -5.8% | -0.01 | -1.1% | 21.4% |
| Black Alone | 1.06 | -0.24 | -22.3% | 452.4% | -0.10 | -9.5% | 176.7% |

| | | | | | | | |
|------------------------|------|-------|--------|--------|-------|-------|---------|
| Asian & Pacif Islander | | | | | | | |
| Aln | 1.16 | -0.03 | -2.7% | 59.9% | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.52 | -62.4% | 993.6% | 0.41 | 49.2% | -720.0% |
| All Other Races Alone | 0.76 | -0.24 | -31.8% | 464.5% | 0.07 | 8.7% | -117.1% |
| <u>TotalPopulation</u> | 1.06 | -0.05 | -4.9% | | -0.06 | -5.4% | |

Table 6.6 Mod MA: LRT.

| Transit Region LQ of Demographic Change | Region Change | Incremental Analysis | | | Cumulative Analysis | | |
|---|---------------|----------------------|-------------------|-------------------------------|---------------------|-------------------|-------------------------------|
| | | DB Change | Share of Transits | Share of Distance Band Change | DB Change | Share of Transits | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.08 | 7.9% | 86.8% | 0.08 | 7.9% | 86.8% |
| Other Non Latino | 1.10 | 0.11 | 9.8% | 116.0% | 0.11 | 9.8% | 116.0% |
| <u>Total Population</u> | 1.06 | 0.09 | 8.7% | | 0.09 | 8.7% | |
| White Non Latino | 1.02 | 0.08 | 7.9% | 86.8% | 0.08 | 7.9% | 86.8% |
| Hispanic | 1.10 | 0.08 | 7.1% | 84.4% | 0.08 | 7.1% | 84.4% |
| Other Non Latino | 1.10 | 0.11 | 9.8% | 116.0% | 0.11 | 9.8% | 116.0% |
| Other Groups | 1.24 | 0.28 | 22.3% | 299.4% | 0.28 | 22.3% | 299.4% |
| <u>Total Population</u> | 1.06 | 0.09 | 8.7% | | 0.09 | 8.7% | |
| White Alone | 1.11 | 0.18 | 16.6% | 197.9% | 0.18 | 16.6% | 197.9% |
| Black Alone | 1.06 | 0.05 | 5.1% | 58.0% | 0.05 | 5.1% | 58.0% |
| Asian and Pacific Islander Alone | 1.16 | 0.19 | 16.3% | 203.6% | 0.19 | 16.3% | 203.6% |
| Native American Alone | 0.83 | -0.21 | -25.2% | 226.2% | -0.21 | -25.2% | 226.2% |
| All Other Races Alone | 0.76 | -0.24 | -31.0% | 255.5% | -0.24 | -31.0% | 255.5% |
| <u>Total Population</u> | 1.06 | 0.09 | 8.7% | | 0.09 | 8.7% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.12 | 11.9% | 125.8% | 0.03 | 3.3% | 101.9% |
| Other Non Latino | 1.10 | 0.08 | 7.1% | 80.3% | 0.12 | 10.7% | 360.7% |
| <u>Total Population</u> | 1.06 | 0.10 | 9.1% | | 0.03 | 3.1% | |
| White Non Latino | 1.02 | 0.12 | 11.9% | 125.8% | 0.03 | 3.3% | 101.9% |
| Hispanic | 1.10 | 0.06 | 5.9% | 66.6% | -0.05 | -4.8% | 163.2% |
| Other Non Latino | 1.10 | 0.08 | 7.1% | 80.3% | 0.12 | 10.7% | 360.7% |
| Other Groups | 1.24 | 0.36 | 28.7% | 367.9% | -0.03 | -2.6% | -98.8% |
| <u>Total Population</u> | 1.06 | 0.10 | 9.1% | | 0.03 | 3.1% | |
| White Alone | 1.11 | -0.35 | -31.7% | 361.7% | 0.05 | 4.4% | 149.0% |
| Black Alone | 1.06 | 0.04 | 3.6% | 39.9% | -0.04 | -3.8% | 122.0% |
| Asian and Pacific Islander Alone | 1.16 | 0.11 | 9.2% | 110.8% | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.27 | -32.8% | 282.5% | 0.01 | 1.0% | 24.3% |
| All Other Races Alone | 0.76 | 1.45 | 190.2% | 1503.1% | -0.03 | -4.2% | -98.8% |
| <u>Total Population</u> | 1.06 | 0.10 | 9.1% | | 0.03 | 3.1% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.06 | 6.0% | 87.9% | 0.03 | 3.2% | 145.8% |
| Other Non Latino | 1.10 | 0.07 | 6.2% | 97.6% | 0.00 | 0.2% | 8.1% |
| <u>Total Population</u> | 1.06 | 0.07 | 6.6% | | 0.02 | 2.1% | |
| White Non Latino | 1.02 | 0.06 | 6.0% | 87.9% | 0.03 | 3.2% | 145.8% |
| Hispanic | 1.10 | 0.07 | 6.6% | 102.9% | -0.05 | -4.2% | 205.7% |
| Other Non Latino | 1.10 | 0.07 | 6.2% | 97.6% | 0.00 | 0.2% | 8.1% |
| Other Groups | 1.24 | 0.19 | 15.7% | 277.0% | 0.02 | 1.4% | 78.1% |

| | | | | | | | |
|----------------------------------|------|-------|--------|--------|-------|-------|--------|
| <u>Total Population</u> | 1.06 | 0.07 | 6.6% | | 0.02 | 2.1% | |
| White Alone | 1.11 | 0.18 | 16.3% | 256.6% | 0.05 | 4.5% | 223.8% |
| Black Alone | 1.06 | 0.03 | 3.2% | 47.7% | -0.04 | -3.7% | 177.3% |
| Asian and Pacific Islander Alone | 1.16 | 0.11 | 9.7% | 160.1% | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.32 | -38.6% | 457.5% | 0.13 | 15.8% | 592.3% |
| All Other Races Alone | 0.76 | -0.23 | -30.2% | 328.7% | 0.02 | 2.3% | 78.1% |
| <u>Total Population</u> | 1.06 | 0.07 | 6.6% | | 0.02 | 2.1% | |

Poor MA: SCT

For White Non-Latino population at the Poor MA SCT stations,

- At the station, the Poor MA place type was not found.
- At the quarter-mile DB, station capture of regional share decreased modestly, representing -6% of regional White population change.
- At the half-mile DB, this population capture 15% of growth at the increment of the DB, but for the total half-mile radius around the station, the share increased by 2%.

For Hispanic population at the Poor MA SCT stations,

- At the station, the Poor MA place type was not found.
- At the quarter-mile DB, share of the station population change grew 22%. It grew at the station while the whole station population declined 8%.
- At the half-mile DB, cumulative growth was 13% of regional Hispanic population. The station area Hispanic population grew while the rest of the station population *declined* 16%.

For Black Alone population at the Poor MA SCT stations,

- At the station, the Poor MA place type was not found.
- At the quarter-mile DB, the capture rate declined significantly at -35%. Cumulatively, Black population declined 4 times faster than total population at the station.
- At the half-mile DB, incremental growth of station capture was 18.5% of regional growth. Cumulatively, it was -9.6% of that growth. Black share of station population growth was 60% as fast a decline as that of the whole station population.

Low MA: SCT

For White Non-Latino population at the Low MA SCT stations,

- At the station, share increased at a capture rate of 15% of the regional change and grew at twice the rate of total population change at the station.
- At the half-mile DB, this population increased at the increment of the DB, but for the total half-mile radius around the station, the share dropped 40% faster than the whole population.

For Hispanic population at the Low MA SCT stations,

- At the station DB, share of station population change from the Hispanic population at 8%. The station population declined faster than the whole population at the same location.
- At the half-mile DB, the Hispanic population declined in regional share at 7%. The station population declined faster than the whole population at the same location. The station area population grew at 7% while Hispanic declined at 8%.

For Black population at the Low MA SCT stations,

- At the station, station share of regional Black population declined at 8%.
- At a quarter-mile from the station, the trend was approximately the same as the station area.
- At the half-mile DB, cumulative share at the station of the regional Black population declined by 9%. The cumulative share of Black population declined faster than the whole of the population at the transit station.

Mod MA: SCT

For White Non-Latino population at the Mod MA SCT stations,

- At the station, share increased modestly, representing 4.7% of the regional change and growing at 5% of the change at the distance band, as a percentage of total population change at the station, which declined for the whole population.
- At the quarter-mile DB, share of regional White population gained 12% while the total population declined at the station.
- At the half-mile DB, this population increased at the increment of the DB, but for the total half-mile radius around the station, the share rose by 21% while total population declined at the station by 3%.

For Hispanic population at the Mod MA SCT stations,

- At the station DB, station share of regional Hispanic population change increased 3%. At the station, Hispanic share grew while the total population declined in growth by 4%.
- At the quarter-mile DB, cumulative station share of the regional Hispanic station population change grew incrementally by 8% as fast as the total station population, with roughly the same rate of growth in the Hispanic station population and the whole station population.
- At the half-mile DB, the population change was flat, with Hispanic growth remaining steady while the whole of the population declined somewhat in growth rate.

For Black population at the Mod MA SCT stations,

- At the station, share of regional Black population share declined significantly as a share of regional Black population, -5%. It declined 6 times faster than the total station population change.
- At the quarter-mile DB, cumulative figures showed a 19% loss of regional share, with losses occurring 3 times faster than the station population totals.
- At the half-mile DB, cumulative figures show a loss of regional share of growth at 16%. Black population continued to decline at 5 times the rate of the whole of the population at the station.

High MA: SCT

For White Non-Latino population:

- At the station, share increased moderately at 17.7% of the regional White population change and 103% of the change at the distance band, as a percentage of total population change at the station.
- At the quarter-mile DB, incremental share increased moderately, representing 12% of the DB change of total population at the station area. Cumulatively, the first quarter mile from the station saw a 5% gain of White Non-Latino population. White population at the station grew 65% as fast as the total population.
- At the half-mile DB, the cumulative rate of growth was 3% of the regional growth. Station White population grew a third as fast as the total population.

For Hispanic population:

- At the station DB, share of station population change from the Hispanic population at a resounding rate of 46% incrementally, while the Hispanic population grew nearly 3 times faster than the total station population.
- At the quarter-mile DB, share of the station population change grew cumulatively by 8%. Station Hispanic population grew at 112% of the growth of the station total population.
- At the half-mile DB, incremental rate of growth was a resounding rate of 67%. Cumulative growth was 8% and station-level growth was roughly equal between Hispanic and total population.

For Black Alone population:

- At the station, population share declined 5% and station-level growth of the Hispanic population declined at a ratio of -0.05 while the total population grew at 0.18.
- At the quarter-mile DB, cumulative growth was at 18% while Hispanic population declined at 5% while the main population had an overall positive rate of growth.
- At the half-mile DB, the rate of regional capture was 7% incrementally, but declined 13% as a cumulative figure. Black population declined while the total population grew in this period.

Table 6.7 Low MA: SCT.

| Transit Region LQ of Demographic Change | Region Change | Incremental Analysis | | | Cumulative Analysis | | |
|---|---------------|----------------------|---------------------------|-------------------------------|---------------------|---------------------------|-------------------------------|
| | | DB Change | Share of Transit Counties | Share of Distance Band Change | DB Change | Share of Transit Counties | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.16 | 15.4% | 239.2% | 0.16 | 15.4% | 239.2% |
| Other Non Latino | 1.08 | -0.03 | -2.3% | -38.1% | -0.03 | -2.3% | -38.1% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.2% | | 0.07 | 6.2% | |
| White Non Latino | 1.02 | 0.16 | 15.4% | 239.2% | 0.16 | 15.4% | 239.2% |
| Hispanic | 1.10 | -0.08 | -7.4% | -124.0% | -0.08 | -7.4% | 124.0% |
| Other Non Latino | 1.08 | -0.03 | -2.3% | -38.1% | -0.03 | -2.3% | -38.1% |
| Other Groups | 1.26 | 0.43 | 34.2% | 652.8% | 0.43 | 34.2% | 652.8% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.2% | | 0.07 | 6.2% | |
| White Alone | 1.08 | 0.15 | 13.8% | 226.3% | 0.15 | 13.8% | 226.3% |
| Black Alone | 1.06 | -0.08 | -7.8% | -124.7% | -0.08 | -7.8% | 124.7% |
| Asian and Pacific Islander Alone | 1.16 | 0.35 | 29.8% | 527.4% | 0.35 | 29.8% | 527.4% |
| Native American Alone | 0.88 | 0.06 | 7.4% | 98.1% | 0.06 | 7.4% | 98.1% |
| All Other Races Alone | 0.87 | -0.12 | -13.5% | -177.3% | -0.12 | -13.5% | 177.3% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.2% | | 0.07 | 6.2% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | -0.06 | -5.6% | 81.5% | 0.09 | 9.1% | 190.6% |
| Other Non Latino | 1.08 | -0.10 | -9.1% | 138.4% | 0.12 | 10.9% | 242.0% |
| <u>TotalPopulation</u> | 1.06 | -0.07 | -6.7% | | -0.05 | -4.6% | |
| White Non Latino | 1.02 | -0.06 | -5.6% | 81.5% | 0.09 | 9.1% | 190.6% |
| Hispanic | 1.10 | -0.09 | -8.3% | 129.3% | -0.13 | -11.6% | 262.1% |
| Other Non Latino | 1.08 | -0.10 | -9.1% | 138.4% | 0.12 | 10.9% | 242.0% |
| Other Groups | 1.26 | 0.35 | 27.8% | -493.7% | 0.02 | 1.6% | -40.4% |
| <u>TotalPopulation</u> | 1.06 | -0.07 | -6.7% | | -0.05 | -4.6% | |
| White Alone | 1.08 | -0.78 | -71.9% | 1098.5% | 0.04 | 3.4% | -75.2% |
| Black Alone | 1.06 | -0.10 | -9.1% | 135.9% | -0.09 | -8.8% | 191.3% |
| Asian and Pacific Islander Alone | 1.16 | -0.03 | -2.3% | 37.9% | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.32 | -36.6% | 453.8% | -0.57 | -65.6% | 1177.7% |
| All Other Races Alone | 0.87 | 6.71 | 774.9% | % | 0.02 | 2.3% | -40.4% |
| <u>TotalPopulation</u> | 1.06 | -0.07 | -6.7% | | -0.05 | -4.6% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.02 | 1.8% | -101.0% | 0.08 | 8.2% | 140.5% |
| Other Non Latino | 1.08 | -0.10 | -9.7% | 588.2% | 0.04 | 4.0% | -72.1% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -1.7% | | -0.06 | -5.6% | |

| | | | | | | | |
|----------------------------|------|-------|--------|---------|-------|--------|--------|
| White Non Latino | 1.02 | 0.02 | 1.8% | -101.0% | 0.08 | 8.2% | 140.5% |
| Hispanic | 1.10 | 0.12 | 11.3% | -700.3% | -0.09 | -7.9% | 146.2% |
| Other Non Latino | 1.08 | -0.10 | -9.7% | 588.2% | 0.04 | 4.0% | -72.1% |
| Other Groups | 1.26 | 0.16 | 12.4% | -876.3% | 0.00 | -0.1% | 2.9% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -1.7% | | -0.06 | -5.6% | |
| White Alone | 1.08 | 0.05 | 5.0% | -300.8% | 0.04 | 3.6% | -65.5% |
| Black Alone | 1.06 | -0.15 | -14.0% | 830.4% | -0.10 | -9.1% | 161.5% |
| | | | | - | | | |
| Asian and Pacific Islander | | | | 1099.6 | | | |
| Alone | 1.16 | 0.20 | 16.8% | % | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.10 | -11.7% | 575.6% | -0.19 | -21.3% | 313.0% |
| All Other Races Alone | 0.87 | -0.10 | -11.9% | 577.4% | 0.00 | -0.2% | 2.9% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -1.7% | | -0.06 | -5.6% | |

Table 6.8 Mod MA: SCT.

| Transit Region LQ of Demographic Change | Region Change | Incremental Analysis | | | Cumulative Analysis | | |
|---|---------------|----------------------|-------------------|-------------------------------|---------------------|-------------------|-------------------------------|
| | | DB Change | Share of Transits | Share of Distance Band Change | DB Change | Share of Transits | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.05 | 4.7% | 116.6% | 0.05 | 4.7% | -116.6% |
| Other Non Latino | 1.08 | -0.20 | -18.6% | 485.6% | -0.20 | -18.6% | 485.6% |
| <u>TotalPopulation</u> | 1.06 | -0.04 | -3.9% | | -0.04 | -3.9% | |
| White Non Latino | 1.02 | 0.05 | 4.7% | 116.6% | 0.05 | 4.7% | -116.6% |
| Hispanic | 1.10 | 0.03 | 3.0% | -79.0% | 0.03 | 3.0% | -79.0% |
| Other Non Latino | 1.08 | -0.20 | -18.6% | 485.6% | -0.20 | -18.6% | 485.6% |
| Other Groups | 1.26 | 0.28 | 22.5% | 683.3% | 0.28 | 22.5% | -683.3% |
| <u>TotalPopulation</u> | 1.06 | -0.04 | -3.9% | | -0.04 | -3.9% | |
| White Alone | 1.08 | 0.08 | 7.4% | 192.3% | 0.08 | 7.4% | -192.3% |
| Black Alone | 1.06 | -0.25 | -24.1% | 614.1% | -0.25 | -24.1% | 614.1% |
| Asian and Pacific Islander Alone | 1.16 | 0.19 | 15.9% | 448.3% | 0.19 | 15.9% | -448.3% |
| Native American Alone | 0.88 | -0.27 | -31.3% | 663.0% | -0.27 | -31.3% | 663.0% |
| All Other Races Alone | 0.87 | -0.17 | -19.5% | 409.2% | -0.17 | -19.5% | 409.2% |
| <u>TotalPopulation</u> | 1.06 | -0.04 | -3.9% | | -0.04 | -3.9% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.15 | 15.0% | 183.1% | 0.12 | 12.1% | -197.0% |
| Other Non Latino | 1.08 | -0.02 | -1.6% | -20.2% | 0.72 | 66.3% | 1144.1% |
| <u>TotalPopulation</u> | 1.06 | 0.08 | 7.9% | | -0.06 | -5.9% | |
| White Non Latino | 1.02 | 0.15 | 15.0% | 183.1% | 0.12 | 12.1% | -197.0% |
| Hispanic | 1.10 | 0.02 | 2.0% | 26.0% | 0.00 | -0.3% | 5.4% |
| Other Non Latino | 1.08 | -0.02 | -1.6% | -20.2% | 0.72 | 66.3% | 1144.1% |
| Other Groups | 1.26 | 0.25 | 20.2% | 303.1% | -0.15 | -12.3% | 246.7% |
| <u>TotalPopulation</u> | 1.06 | 0.08 | 7.9% | | -0.06 | -5.9% | |
| White Alone | 1.08 | -0.80 | -73.9% | 951.0% | 0.09 | 8.4% | -144.8% |
| Black Alone | 1.06 | -0.06 | -5.2% | -65.8% | -0.20 | -19.0% | 320.4% |
| Asian and Pacific Islander Alone | 1.16 | 0.31 | 26.7% | 370.5% | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.73 | -83.5% | 871.4% | -0.47 | -54.1% | 757.0% |
| All Other Races Alone | 0.87 | 7.79 | 898.8% | 9272.7% | -0.15 | -17.8% | 246.7% |
| <u>TotalPopulation</u> | 1.06 | 0.08 | 7.9% | | -0.06 | -5.9% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.13 | 12.6% | 148.3% | 0.11 | 10.3% | -314.4% |

| | | | | | | | |
|-------------------------------------|------|-------|--------|--------|-------|--------|---------|
| | | | | | | | - |
| Other Non Latino | 1.08 | 0.02 | 2.2% | 27.4% | 0.57 | 52.8% | 1705.3 |
| <u>TotalPopulation</u> | 1.06 | 0.09 | 8.2% | | -0.03 | -3.2% | % |
| White Non Latino | 1.02 | 0.13 | 12.6% | 148.3% | 0.11 | 10.3% | -314.4% |
| Hispanic | 1.10 | 0.07 | 6.0% | 75.4% | 0.00 | -0.4% | 14.1% |
| | | | | | | | - |
| | | | | | | | 1705.3 |
| Other Non Latino | 1.08 | 0.02 | 2.2% | 27.4% | 0.57 | 52.8% | % |
| Other Groups | 1.26 | 0.20 | 16.3% | 235.2% | -0.18 | -13.9% | 523.3% |
| <u>TotalPopulation</u> | 1.06 | 0.09 | 8.2% | | -0.03 | -3.2% | |
| White Alone | 1.08 | 0.21 | 19.1% | 236.8% | 0.08 | 7.5% | -242.8% |
| Black Alone | 1.06 | -0.02 | -2.0% | -24.3% | -0.17 | -15.8% | 500.4% |
| Asian and Pacific Islander Alone | 1.16 | 0.49 | 41.8% | 559.5% | 0.00 | 0.0% | 0.0% |
| | | | | - | | | 1533.5 |
| Native American Alone | 0.88 | -0.64 | -73.2% | 737.5% | -0.51 | -58.6% | % |
| | | | | - | | | |
| All Other Races Alone | 0.87 | -0.40 | -46.1% | 459.3% | -0.18 | -20.2% | 523.3% |
| <u>TotalPopulation</u> | 1.06 | 0.09 | 8.2% | | -0.03 | -3.2% | |

Table 6.9 High MA: SCT.

| Transit Region LQ of Demographic Change | Region Change | Incremental Analysis | | | Cumulative Analysis | | |
|---|---------------|----------------------|-------------------|-------------------------------|---------------------|-------------------|-------------------------------|
| | | DB Change | Share of Transits | Share of Distance Band Change | DB Change | Share of Transits | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.18 | 17.7% | 103.3% | 0.18 | 17.7% | 103.3% |
| Other Non Latino | 1.08 | 0.03 | 2.6% | 15.9% | 0.03 | 2.6% | 15.9% |
| <u>Total Population</u> | 1.06 | 0.18 | 16.6% | | 0.18 | 16.6% | |
| White Non Latino | 1.02 | 0.18 | 17.7% | 103.3% | 0.18 | 17.7% | 103.3% |
| Hispanic | 1.10 | 0.50 | 45.6% | 286.9% | 0.50 | 45.6% | 286.9% |
| Other Non Latino | 1.08 | 0.03 | 2.6% | 15.9% | 0.03 | 2.6% | 15.9% |
| Other Groups | 1.26 | 0.80 | 64.0% | 459.7% | 0.80 | 64.0% | 459.7% |
| <u>Total Population</u> | 1.06 | 0.18 | 16.6% | | 0.18 | 16.6% | |
| White Alone | 1.08 | 0.21 | 19.6% | 121.1% | 0.21 | 19.6% | 121.1% |
| Black Alone | 1.06 | -0.05 | -5.0% | -30.3% | -0.05 | -5.0% | -30.3% |
| Asian and Pacific Islander Alone | 1.16 | 0.24 | 20.9% | 139.0% | 0.24 | 20.9% | 139.0% |
| Native American Alone | 0.88 | -0.05 | -5.7% | -28.7% | -0.05 | -5.7% | -28.7% |
| All Other Races Alone | 0.87 | 0.55 | 63.0% | 311.6% | 0.55 | 63.0% | 311.6% |
| <u>Total Population</u> | 1.06 | 0.18 | 16.6% | | 0.18 | 16.6% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.12 | 12.1% | 190.2% | 0.05 | 5.3% | 65.5% |
| Other Non Latino | 1.08 | -0.06 | -5.4% | -89.0% | 0.00 | -0.2% | -3.3% |
| <u>Total Population</u> | 1.06 | 0.07 | 6.2% | | 0.08 | 7.8% | |
| White Non Latino | 1.02 | 0.12 | 12.1% | 190.2% | 0.05 | 5.3% | 65.5% |
| Hispanic | 1.10 | 0.07 | 6.8% | 114.5% | 0.09 | 8.4% | 112.5% |
| Other Non Latino | 1.08 | -0.06 | -5.4% | -89.0% | 0.00 | -0.2% | -3.3% |
| Other Groups | 1.26 | 0.19 | 14.8% | 284.5% | 0.25 | 19.7% | 299.9% |
| <u>Total Population</u> | 1.06 | 0.07 | 6.2% | | 0.08 | 7.8% | |
| White Alone | 1.08 | -0.72 | -66.8% | 1105.8% | 0.03 | 2.5% | 32.6% |
| Black Alone | 1.06 | -0.11 | -10.5% | -169.9% | -0.19 | -17.7% | 226.6% |
| Asian and Pacific Islander Alone | 1.16 | 0.11 | 9.5% | 168.8% | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.22 | -24.5% | -330.0% | -0.79 | -89.9% | 955.0% |
| All Other Races Alone | 0.87 | 5.18 | 598.0% | 7945.6% | 0.25 | 28.6% | 299.9% |
| <u>Total Population</u> | 1.06 | 0.07 | 6.2% | | 0.08 | 7.8% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | |
| White Non Latino | 1.02 | 0.21 | 20.4% | 81.4% | 0.03 | 3.2% | 38.1% |
| Other Non Latino | 1.08 | 0.18 | 17.1% | 72.1% | -0.15 | -14.2% | 178.6% |
| <u>Total Population</u> | 1.06 | 0.26 | 24.2% | | 0.09 | 8.1% | |
| White Non Latino | 1.02 | 0.21 | 20.4% | 81.4% | 0.03 | 3.2% | 38.1% |
| Hispanic | 1.10 | 0.74 | 67.2% | 289.3% | 0.09 | 8.4% | 107.9% |
| Other Non Latino | 1.08 | 0.18 | 17.1% | 72.1% | -0.15 | -14.2% | 178.6% |
| Other Groups | 1.26 | 0.76 | 60.3% | 296.0% | 0.17 | 13.7% | 200.5% |
| <u>Total Population</u> | 1.06 | 0.26 | 24.2% | | 0.09 | 8.1% | |

| | | | | | | | |
|-------------------------------------|------|-------|--------|---------|-------|--------|--------|
| White Alone | 1.08 | 0.30 | 28.0% | 118.1% | 0.01 | 0.8% | 9.9% |
| Black Alone | 1.06 | 0.08 | 7.4% | 30.4% | -0.13 | -12.6% | - |
| Asian and Pacific Islander Alone | 1.16 | 0.56 | 48.0% | 218.3% | 0.00 | 0.0% | 154.7% |
| Native American Alone | 0.88 | -0.72 | -82.1% | -281.2% | -0.82 | -93.7% | - |
| All Other Races Alone | 0.87 | 0.25 | 29.3% | 99.0% | 0.17 | 19.9% | 956.1% |
| <u>Total Population</u> | 1.06 | 0.26 | 24.2% | | 0.09 | 8.1% | 200.5% |

Summary of Results

BRT results are as follows:

At Poor MA BRT: Whites declined at the station, grew at the quarter-mile DB, and declined at the half-mile DB. Hispanics saw station DB major decline at the station to the half-mile DB. Blacks saw negligible change in the time period.

Low MA BRT: White population saw negligible growth to the half-mile DB, which had a robust incremental rate of growth. Hispanics saw a small rate of growth or some decline at this place type. Blacks had a negligible rate of growth at this place type.

Mod MA BRT: Whites saw modest growth at the station, then modest declines. Hispanics captured a third of the regional population at the stations, growing at a much faster rate than the whole population, to the half-mile DB at which growth tapered off to a more modest rate. Blacks saw robust growth at the station, with minor declines to the half-mile DB.

High MA BRT: Whites saw modest growth, Hispanics had modest gains at the station, followed by a flat trend. Blacks mostly declined at this place type.

CRT results are as follows:

Poor MA CRT: White population increased at the station and then declined. Hispanics saw very significant growth at this place type. Blacks experienced a net cumulative loss of population share.

Low MA CRT: Whites saw modest growth at the station with significant increase in concentration.

Hispanics strong growth at the station, with subsequent declines. Blacks experienced modest growth at the station followed by subsequent loss of population and a fast decrease in population concentration relative to the rest of the population at the station.

Mod MA CRT: White and Hispanics populations mostly decreased in population growth rates, while Black populations gained population concentration at the station and the quarter mile DB, while declining at half a mile.

High MA CRT: White population experienced robust growth and increased concentration. Hispanics declined in moderate rates across the half-mile from the stations. Black populations saw robust growth at the first and second DB's, with slight declines at the half-mile DB.

LRT results are as follows:

Poor MA LRT: Whites saw a modest decline, Hispanics at 11% and 13%, then had a modestly positive rate of growth thereafter. Blacks experienced an overall moderate decline at this place type.

Low MA LRT: Whites grew at modest rates. Hispanics gained at the station, but declined thereafter. Blacks saw moderate decline in shares at this place type.

Mod MA LRT: Whites increased at modest rates, but gained some concentrations at the half-mile DB. Hispanics experienced growth rates and concentrations in the first two DB's, while losing share somewhat in the final DB.

High MA LRT: Whites experienced robust growth at the station, with milder growth to the half-mile DB. Hispanics experienced modest growth at the station, with declines thereafter. Blacks also experienced fair growth rates at the station, with declines overall thereafter. Incrementally, Blacks grew at a robust level at the half-mile DB.

SCT results are as follows:

Poor MA SCT: This place type did not exist at the station area for SCT systems in the study. Whites grew moderately at the quarter-mile DB, with strong incremental growth at the half-mile DB. Hispanics grew at robust levels. Blacks declined at these place type stations.

Low MA SCT: Whites experienced moderate growth at the station but dropped thereafter. Hispanics had an 8% growth at the station but declined faster than the whole population thereafter. Blacks declined in population at these place type stations.

Mod MA: Whites experienced mild to moderate growth rates across the station DB's, growing at the same time that the whole population was declining. Hispanics grew at modest to moderate rates while the population was declining somewhat. Blacks experienced major declines at this station and place type.

High MA: Whites saw moderate growth at this station area. Hispanics enjoyed a resoundingly high rate of growth at this station and place type. Blacks declined overall in cumulative figures but increased in the incremental rate measures at the quarter- and half-mile DB's.

Implications for Transit and Land Use Planning

A good deal of sorting occurs across the various place type-transit mode combinations. However, some basic trends are evident: White populations increased presence at varying rates: modest for BRT, and mostly at the higher-intensity places. Whites saw modest increases at CRT stations in lower-intensity land uses; and declines in growth at higher-intensity stations. For LRT, Whites declined at low intensities, then gradually increased growth at the stations, ending finally with robust growth at the High MA stations. For SCT, Whites saw moderate growth rates at all land use intensities.

For Hispanics, growth was present but mostly modest, with the strongest rates at Mod MA place types. For CRT, Hispanics experienced strong growth rates at Poor and Low MA place type stations but declines at the Mod and High MA station areas. Hispanics grew at the first DB, at the station, and then declined in growth thereafter. For SCT, Hispanics grew at modest to moderate rates at the station with the exception of the High MA station areas, at which they saw very strong growth.

Blacks at BRT stations had negligible growth at the Poor and Low MA station areas, with robust growth at the station for Mod MA place types, and then mostly declined at High MA stations. Blacks at CRT stations saw modest to moderate growth at the first DB of the station, but mostly declines between a quarter and half-mile DB from the stations. Blacks at LRT stations saw declines at the Poor and Low MA stations, experienced modest gains at the Mod MA stations while seeing decline at subsequent DB's, and then saw robust growth at the half-mile DB. Blacks at SCT stations saw, surprisingly, declines at all place types.

These results strongly suggest further research to determine the impetus for such consistent rates of decline, overall, for Black populations near most stations by transit mode and place type. White populations saw mostly modest to robust growth in most stations by mode and place type. Hispanics saw a range of growth and decline, with many examples of growth being confined mainly to the station area. There appear to be some hints at competitive sorting between these population segments, but perhaps the strongest influence on these patterns is the underlying locations of jobs most held by each group, the part of the city most inhabited by each group, and the kind of housing each group usually occupies. These elements vary greatly between metropolitan areas.

These findings may be considered a preliminary search of these patterns, with some important hints at policy directions to improve these patterns, such as zoning for a wider range of housing across the metropolitan area, and provision of transit system extensions into less-served areas of regions.

Regression and spatial regression may improve the clarity of these outcomes through hypothesis testing and significance levels.

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CHAPTER 7: The Link between Transit Station Proximity, Place Typology and Transportation Costs Incurred by Household Types

OVERVIEW

It seems an article of faith that transportation costs as a share of household income increase with respect to distance from downtowns, freeway interchanges, and light rail transit stations. Considerable literature reports price effects of these points on residential property values but none measure explicitly differences in household transportation costs as a share of household budgets. Our study helps close this gap in literature. Using the U.S. Department of Housing and Urban Development's (HUD) Location Affordability Index (LAI) database, which estimates the share of household budgets consumed by transportation at the block group level based on the 2012 5-year American Community Survey (ACS) and census tracts based on the 2016 5-year ACS. We evaluate the association between median household transportation costs and distance from light rail transit (LRT) stations using both ACS data sets. We find clear associations between transit station proximity and lower household transportation costs for both periods suggesting increasing transportation savings over time. We also find important differences in transportation costs incurred by different households with respect to the type of urban place in which they live and proximity to LRT stations. While not surprising intuitively, social equity issues arise. We offer implications for transit and land use planning and housing, as well as for future research.

Introduction and Literature Review

Conventional theory of location and land-use, especially residential location, in post-World War II, automobile dominant American metropolitan areas show that household demand for location as a function of income, household size, and location costs – that is, the transportation costs associated with accessing work, shopping, services, recreation and other purposes from a prospective home. House and lot size increased the farther from centers one went. At some point, a household achieved equilibrium where preference for housing and neighborhood attributes were maximized given location costs. Conventional models of location and land-use decisions (see Alonso (1964), Mills (1967) and Muth (1969)), however, did not consider lenders' underwriting standards which often capped principal-interest-taxes-insurance payments at a range of about 28 to 40 percent of the household's income available to service a mortgage.

By failing to consider location costs in the mortgage underwriting decision, lenders induce households to purchase homes farther away from centers than they may have chosen otherwise, resulting in more land-extensive development patterns across America's metropolitan landscapes. Combined with the ability to deduct mortgage interest against taxable income, the practice in most states to under-value owner-occupied homes for property tax assessment purposes, average-cost pricing of utility services resulting in high-cost areas paying less than their costs with low-cost areas paying more, and heavily subsidized highway investments among other actions (Blais 2010) led to inefficient land-use patterns. Some call it "sprawl."

In recent years a growing body of literature has argued that housing and transportation costs need to be considered together when considering housing affordability.⁴ Ewing and Hamidi

⁴ We refer readers to HUD's Location Affordability Portal for literature and other materials on the concept of housing plus transportation ("H+T") costs (see <http://www.locationaffordability.info/>).

(2015) note that HUD’s definition of affordability—where no more than 30 percent of a household’s income would be spent on housing—along with indexes of others are “structurally flawed in that they only consider costs directly related to housing, ignoring those related to utilities and transportation” (Ewing and Hamidi: 5). The 2013 Consumer Expenditure Survey, for instance, reports that total housing costs consume 33.6 percent of income⁵ while transportation costs consume another 17.6 percent for a total H+T of 51.2 percent. If a household’s transportation costs could be reduced by half, however, it would not be able to acquire a home mortgage for a more expensive home in a more efficient location that capitalizes the savings even though it would not be economically worse off.

Conceptually, transportation cost savings are realized by locating in or near such places as downtowns, mixed-use developments, and transit stations. Studies only estimate these savings in two ways. First, a suite of studies based on work by the Center for Neighborhood Technology uses secondary data to estimate the share of trips by mode and household type at the block group, and then derive vehicle miles traveled through inferences based on other secondary data. The actual distance from block groups to such points as downtowns and transit is not estimated directly.⁶ For several household types, CNT’s studies estimate housing costs that are constant across large geographies such as counties while transportation costs vary by block group.

Another set of studies use hedonic regression analysis to estimate the variation in real estate values with respect to distance from such points as the downtown center and transit stations. Higgins’ and Kanaroglou’s (2016) review of 40 years of literature on market responsiveness to transit investment provide a thorough review of the models, methods, and outcomes using this technique. Transportation costs *per se* are not included in any of those studies.

We know of no research that estimates variation in transportation costs spatially.⁷ Our study helps close this gap. Our particular interest is in knowing whether and the extent to which proximity to transit stations affects the share of transportation costs incurred by households, and whether those savings increase over time. If so, the finding may help explain part of the capitalization effect numerous studies find with respect to residential property values and rents. It may also add new information to the discussion on the relationship between housing affordability and transportation costs as a function of transit station proximity. In establishing this relationship, we will also explore similar relationships with respect to distance from downtown and freeway interchanges.

We are also interested in the changes in the variation of transportation costs by different kinds of households over time. This helps lead to social equity insights.

⁵ These costs include “shelter” components such as rent and mortgage, utilities, insurance, maintenance and repairs, and several other expenditures. See <http://www.bls.gov/cex/2013/combined/income.pdf>.

⁶ CNT has produced two significant generations of these studies. The first is reported in <http://htaindex.cnt.org/map/> and the second in <http://www.locationaffordability.info/default.aspx>.

⁷ Specifically, we do not know of any study that estimates the slope of change in the share of HH income consumed by transportation with respect to downtown or transit stations.

We begin with a discussion of our analytic approach, model, data, and analytic strategy. This is followed by results and interpretations. We finish this chapter with implications for transit and land use planning, with special reference to social equity.

Research Question and Design, and Model

Our research question is:

Do transportation costs as a share of median household income decline generally and over time with respect to light rail transit station proximity controlling for other factors?

The research question lends itself to quasi-experimental, cross-section analysis at a given point in time. Our aim is to measure the variation in household transportation costs with respect to distance from LRT stations. Fortunately, HUD's Location Affordability Index (LAI) includes data we need for this analysis. The LAI estimates household housing and transportation costs at the neighborhood level based on eight household prototypes. HUD's motivation for advancing discussion of location affordability is summarized as follows:

The prevailing standard of affordability in the United States is paying 30 percent or less of your family's income on housing, but this fails to account for transportation costs. One reason is that transportation costs have grown significantly as a proportion of household income since this standard was established. According to the Bureau of Labor Statistics, in the 1930's American households spent just 8 percent of their income on transportation. Since then, as a substantial proportion of the U.S. population has migrated from center cities to surrounding suburbs and exurbs and come to rely more heavily (or exclusively) on cars, that percentage has steadily increased, peaking at 19.1 percent in 2003. As of 2013, households spent on average about 17 percent of their annual income on transportation, second only to housing costs in terms of budget impact. And for many working-class and rural households, transportation costs actually exceed housing costs.⁸

HUD has produced three versions though Version 2 and Version 3 are considered the most compatible. Version 2 is based on census block groups applied to the 2012 5-year ACS while Version 3 is based on census tracts applied to the 2016 5-year ACS. Among the eight household types for which estimates are provided, we use figures for the "regional typical" household.⁹ In effect, each of the household types is a composite of all households in the census block group (CBG) in Version 2 and central tract (CT) in Version 3. As such, these composite or index measures inherently include income, race/ethnicity, education, and other socioeconomic constructs. These household prototypes vary based on transportation costs as a share of median regional household income for the regional typical household by CBG or CT. In turn, these household transportation costs are based on simultaneous equation models using a variety of federal data sources.

⁸ <https://www.hudexchange.info/programs/location-affordability-index/about/>

⁹ For details of both versions, see <https://www.hudexchange.info/programs/location-affordability-index/>

As no database provides estimates of household transportation costs disaggregated to the CBG or CT levels, and as disaggregation is needed to address the research question, we choose to use the LAI for our analysis. We apply our analysis to 17 LRT systems used in other analyses for this report (see Table 7.1). All these systems were operating at the time of the 2016 5-year ACS while nearly all were operating concurrent with the 2012 5-year ACS.

Model and Specification

We use the standard-form ordinary least squares regression model adapted for our purposes:

Household Transportation Cost Share = $f(\text{Households, Location, Metropolitan Area, Place Typology, LRT Station proximity})$

Where

Household Transportation Cost Share is the dependent variable. It is defined as the median household transportation cost divided by median household income at the CBG or CT for the 2012 5-year ACS or 2016 5-year ACS, respectively. We actually run six regression equations, one for each type of household specified in HUD's LAI documentation (HUDF ca 2015). These household types are:

Median-Income Family comprised of four persons with two commuters where the household earning the national median household income (MHHI);

Working Individual being a single person earning 50 percent of the MHHI;

Single Professional being also a single person though earning 135 percent of the MHHI;

Single-Parent Family being one adult with two dependents earning 50 percent of the MHHI;

Moderate-Income Family being comprised of a family of three with one worker earning 80 percent of the MHHI; and

Dual-Professional Family comprised of four persons with two who together earn 150 percent of the MHHI;

Table 7.2 summarizes key features of these household type. Because these household types are themselves an index, they inherently include socioeconomic and demographic factors.

The dependent variable is specifically the household vehicle miles traveled (VMT) annually, as estimated by the HUD LAI, which is used later to estimate the transportation costs share based on household location.

Table 7.1
Light Rail Transit Systems Used in Analysis

| Light Rail Transit | Year |
|--------------------|------|
| Buffalo | 1984 |
| Charlotte | 2007 |
| Cleveland | 1980 |
| Dallas | 1996 |
| Denver | 1994 |
| Houston | 2004 |
| Minn.-St. Paul | 2004 |
| Phoenix | 2008 |
| Pittsburgh | 1984 |
| Portland | 1986 |
| Sacramento | 1987 |
| Salt Lake City | 1999 |
| San Diego | 1981 |
| San Jose | 1987 |
| Seattle | 2003 |
| St. Louis | 1993 |
| Virginia Beach | 2011 |

Table 7.2
HUD LAI Household Types

| Household Type | Income | Size | Number of Commuters |
|--------------------------|--------------|------|---------------------|
| Median-Income Family | MHHI | 4 | 2 |
| Working Individual | 50% of MHHI | 1 | 1 |
| Single Professional | 135% of MHHI | 1 | 1 |
| Single-Parent Family | 50% of MHHI | 3 | 1 |
| Moderate-Income Family | 80% of MHHI | 3 | 1 |
| Dual-Professional Family | 150% of MHHI | 4 | 2 |

Source: HUD (ca 2015).

Households is simply the number of households in the CBG or CT, logged, to help control for the variability of households occupying census geographic units. There is no *a priori* expectation for association between households in a CBT or CT and VMT.

Location means distance to the nearest freeway ramp (*freeway distance*). Other location controls are embedded in our Place Typology construct described below. Because freeways enable longer commutes (see Angle and Blei 2015), we hypothesize a positive association between freeway distance and VMT.

Metropolitan controls are simply the location of the CBG or CT in a given metropolitan area where an LRT system operates. (We use Virginia Beach as the referent as it is the smallest in terms of stations and track distance.) This variable is effectively a composite index of attributes unique to each metropolitan area and as such there are no *a priori* directions of association.

Place Typology was constructed in Chapter 1. It is comprised of variables reflecting distance to downtown, land use mix, density, street network density and other factors. Compared to Poor-Mixed Use/Accessibility (MA) areas, we hypothesize that household VMT will decrease successively from Low- to Moderate- to High-MA areas.

The experimental variable is the distance from the nearest transit station to the CBG or CT. For reasons explained in Chapter 7, we use 0.125-mile distance bands to 2.00 miles; thus, all coefficients are interpreted in comparison to all cases beyond 2 miles.

We next outline our analytic strategy.

Analytic Strategy

We will first present overall regression results for each of the six household types, for each of the 2008-2012 and 2012-2016 ACS-based LAI data. This will include interpretations of those results that will lead to more detailed discussions of implications.

Results and Interpretations

Tables 7.3 and 7.4 report our regression results for the ACS 2008-2012 and 2012-2016 periods, respectively. They also report, at the bottom, the mean household income and the share of that income used for transportation based on HUD's LAI data for the respective ACS periods.

We focus on results first for Place Typologies and then for distance bands, for each household type. Our focus is also on just differences in VMT among household types and over time. We will apply transportation cost insights in the concluding section since it is derived from the regression analysis.

These tables show for two important outcomes:

First, compared to Poor-Mixed Use/Accessibility areas, households in census block groups (CBGs) and census tracts (CTs) located in High-, Moderate- and Low-MA areas incurred fewer vehicles miles traveled (VMT) during both periods. Moreover, the higher the degree of mixed use and accessibility, the lower the VMT. This was a trend seen across all household types.

Second, compared to households in CBGs and CTs that are more than 2.00-miles from the nearest light rail transit (LRT) station, VMT is lower. Moreover, in nearly every distance band, VMT is lower successively the closer a CBG or CT is the LRT station. This again applied to all household types.

While these results may seem correct *a priori*, they are nonetheless the first time these expectations have been confirmed. In other words, popular perceptions are supported by the evidence. That is a good thing. But there are subtleties worth exploring.

Consider the change in VMT over time with respect to Place Typology and household type, as shown in Table 7.5. We see that compared to Poor-MA areas, nearly all household types saw reduced VMT per household between the ACS time periods. The only outliers were Single-Parent and Moderate Income households in the High-MA places where their mean household VMT *increased* by about 11 percent and 14 percent respectively.¹⁰ In other words, for some reason, these households increased their VMT even while livening in High MA places.

Table 7.6 allows us to drill further down into change in VMT by household type with respect to LRT station proximity, holding such things as Place Typology constant. Here we see that, by and large and certainly within 1.00-mile of LRT stations, Median-Income, Working Individual and Single Professional households enjoyed falling VMT between the study periods. In contrast, the other three household types—Single-Parent, Moderate-Income and Dual-Professional—all saw their VMT increase across nearly all distance bands. Why is this? We offer some insights in the last section of this chapter, which is next.

¹⁰ Calculated as one minus the mean VMT for the period 2012-2016 divided by the mean VMT for the period 2008-2012.

Table 7.3

Association between Place Typology and Light Rail Transit Station Proximity with Respect to Vehicle Miles Traveled by Household Type, HUD's Location Affordability Index based on American Community Survey for 2008-2012

| Variable | Median- Income HH | Working Individual HH | Single Professional HH | Single- Parent HH | Moderate- Income HH | Dual- Professional HH |
|-----------------------------|----------------------|--------------------------|---------------------------|----------------------|------------------------|--------------------------|
| Constant | 10.29 | 9.79 | 9.86 | 9.98 | 10.01 | 10.33 |
| <i>Household Control</i> | | | | | | |
| Households (log) | -2.3% | -1.6% | -2.1% | -2.8% | -2.9% | -2.3% |
| <i>Location Control</i> | | | | | | |
| Freeway Distance (miles) | 2.7% | 3.6% | 3.5% | 3.5% | 3.4% | 2.7% |
| <i>Metropolitan Control</i> | | | | | | |
| Buffalo | -2.1% | -2.4% | -2.9% | -2.9% | -2.9% | -2.2% |
| Charlotte | 3.4% | 3.6% | 4.7% | 3.1% | 3.5% | 3.6% |
| Cleveland | -3.0% | -4.2% | -5.1% | -3.9% | -4.1% | -3.2% |
| Dallas | 5.7% | 6.4% | 6.2% | 6.6% | 6.5% | 5.5% |
| Denver | 3.6% | 4.1% | 3.2% | 4.2% | 3.9% | 3.3% |
| Houston | 1.4% | 0.4% | 0.6% | 0.9% | 1.0% | 1.4% |
| Minneapolis-St. Paul | -0.1% | -1.1% | -2.1% | -0.9% | -1.2% | -0.4% |
| Phoenix | 1.6% | 1.5% | 1.2% | 1.8% | 1.7% | 1.5% |
| Pittsburgh | -4.3% | -5.9% | -6.4% | -5.3% | -5.4% | -4.3% |
| Portland | 2.6% | 2.2% | 1.8% | 3.1% | 2.9% | 2.4% |
| Sacramento | 5.7% | 6.3% | 5.9% | 6.7% | 6.5% | 5.4% |
| Salt Lake City | 4.7% | 5.2% | 4.3% | 5.7% | 5.3% | 4.3% |
| San Diego | 5.0% | 6.5% | 6.0% | 6.0% | 5.7% | 4.7% |
| San Jose | 7.2% | 8.4% | 6.7% | 8.6% | 7.8% | 6.6% |
| Seattle | -0.2% | -1.5% | -2.4% | -1.0% | -1.2% | -0.4% |
| St. Louis | 1.1% | 1.0% | 0.7% | 1.4% | 1.3% | 1.0% |

Table 7.3

Association between Place Typology and Light Rail Transit Station Proximity with Respect to Vehicle Miles Traveled by Household Type, HUD's Location Affordability Index based on American Community Survey for 2008-2012—continued

| Variable | Median- Income HH | Working Individual HH | Single Professional HH | Single- Parent HH | Moderate- Income HH | Dual- Professional HH |
|-------------------------------|----------------------|--------------------------|---------------------------|----------------------|------------------------|--------------------------|
| <i>Place Typology Control</i> | | | | | | |
| Low MA | -7.8% | -9.5% | -9.3% | -9.7% | -9.4% | -7.6% |
| Moderate MA | -16.8% | -20.5% | -19.6% | -21.4% | -20.6% | -16.2% |
| High MA | -29.2% | -36.2% | -34.8% | -37.9% | -36.5% | -28.1% |
| <i>LRT Distance Band</i> | | | | | | |
| LRT 0.125 | -10.7% | -14.4% | -12.5% | -14.8% | -13.8% | -10.0% |
| LRT 0.250 | -12.4% | -16.7% | -16.0% | -16.7% | -16.1% | -11.9% |
| LRT 0.375 | -11.5% | -15.5% | -15.3% | -15.2% | -14.8% | -11.1% |
| LRT 0.500 | -10.6% | -14.6% | -14.3% | -14.2% | -13.8% | -10.3% |
| LRT 0.625 | -10.2% | -14.0% | -14.2% | -13.5% | -13.2% | -10.0% |
| LRT 0.750 | -9.4% | -13.0% | -12.9% | -12.5% | -12.2% | -9.2% |
| LRT 0.875 | -8.9% | -12.5% | -12.7% | -11.8% | -11.7% | -8.8% |
| LRT 1.000 | -8.2% | -11.5% | -11.6% | -11.0% | -10.8% | -8.1% |
| LRT 1.125 | -7.7% | -11.0% | -11.2% | -10.2% | -10.1% | -7.6% |
| LRT 1.250 | -7.3% | -10.3% | -10.7% | -9.5% | -9.5% | -7.3% |
| LRT 1.375 | -6.9% | -9.9% | -10.1% | -9.1% | -9.0% | -6.8% |
| LRT 1.500 | -6.3% | -9.1% | -9.2% | -8.5% | -8.4% | -6.2% |
| LRT 1.625 | -6.1% | -8.8% | -9.2% | -7.9% | -7.9% | -6.1% |
| LRT 1.750 | -5.9% | -8.2% | -8.2% | -7.8% | -7.7% | -5.8% |
| LRT 1.875 | -6.2% | -8.7% | -9.0% | -8.0% | -8.0% | -6.2% |
| LRT 2.000 | -6.7% | -9.1% | -9.5% | -8.6% | -8.5% | -6.6% |

Table 7.3

Association between Place Typology and Light Rail Transit Station Proximity with Respect to Vehicle Miles Traveled by Household Type, HUD's Location Affordability Index based on American Community Survey for 2008-2012—continued

| <i>Variable</i> | Median- Income HH | Working Individual HH | Single Professional HH | Single- Parent HH | Moderate- Income HH | Dual- Professional HH |
|----------------------------|----------------------|--------------------------|---------------------------|----------------------|------------------------|--------------------------|
| <i>Performance Metrics</i> | | | | | | |
| Mean Annual VMT | 24,120 | 14,993 | 15,508 | 16,775 | 17,303 | 24,962 |
| Cases | 22,961 | 22,961 | 22,961 | 22,961 | 22,961 | 22,961 |
| R2 adjusted | 0.474 | 0.489 | 0.476 | 0.473 | 0.474 | 0.472 |
| Standard Error of Estimate | 0.117 | 0.145 | 0.144 | 0.152 | 0.147 | 0.113 |
| F-ratio | 560.852 | 593.813 | 565.078 | 559.055 | 560.808 | 554.642 |
| <i>Household Metrics</i> | | | | | | |
| Mean Household Income | \$59,730 | \$29,865 | \$80,636 | \$29,865 | \$47,784 | \$85,996 |
| Mean Annual Trans. Percent | 21.6% | 23.2% | 10.2% | 29.1% | 20.0% | 14.7% |

Note: Coefficients in bold are significant at $p < 0.10$ of the one-tailed since the direction of association is predicted.

Table 7.4

Association between Place Typology and Light Rail Transit Station Proximity with Respect to Vehicle Miles Traveled by Household Type, HUD's Location Affordability Index based on American Community Survey for 2012-2016

| Variable | Median- Income HH | Working Individual HH | Single Professional HH | Single- Parent HH | Moderate- Income HH | Dual- Professional HH |
|-----------------------------|----------------------|--------------------------|---------------------------|----------------------|------------------------|--------------------------|
| Constant | 10.29 | 9.73 | 9.85 | 9.93 | 9.97 | 10.30 |
| <i>Household Control</i> | | | | | | |
| Households (log) | 0.9% | 1.7% | 0.7% | 0.6% | 0.6% | 1.0% |
| <i>Location Control</i> | | | | | | |
| Freeway Distance (miles) | 2.7% | 4.2% | 3.4% | 2.7% | 2.5% | 2.6% |
| <i>Metropolitan Control</i> | | | | | | |
| Buffalo | -3.0% | -4.9% | -5.0% | -3.7% | -3.5% | -2.9% |
| Charlotte | -3.5% | -1.6% | -1.0% | -0.2% | -0.1% | -3.4% |
| Cleveland | -5.8% | -5.7% | -5.9% | -4.9% | -4.6% | -5.7% |
| Dallas | -1.1% | 2.0% | 1.7% | 2.0% | 1.9% | -1.1% |
| Denver | 0.4% | -1.3% | 0.1% | 0.9% | 0.9% | 0.4% |
| Houston | -7.1% | -7.2% | -6.2% | -3.7% | -3.4% | -6.9% |
| Minneapolis-St. Paul | -5.0% | -6.2% | -6.5% | -3.6% | -3.3% | -4.8% |
| Phoenix | -5.9% | -5.3% | -4.6% | -2.8% | -2.5% | -5.8% |
| Pittsburgh | -9.7% | -19.2% | -13.5% | -10.0% | -9.4% | -9.5% |
| Portland | -2.0% | 0.5% | -1.9% | -0.4% | -0.3% | -2.0% |
| Sacramento | 1.3% | 8.5% | 5.5% | 5.6% | 5.2% | 1.3% |
| Salt Lake City | 1.9% | 3.0% | 0.2% | 1.3% | 1.3% | 1.9% |
| San Diego | 2.8% | 11.0% | 6.8% | 5.4% | 5.0% | 2.8% |
| San Jose | 3.6% | 10.4% | 5.7% | 5.6% | 5.4% | 3.6% |
| Seattle | -2.7% | -16.4% | -3.8% | -0.3% | -0.1% | -2.6% |
| St. Louis | -1.2% | 0.9% | -0.6% | 0.3% | 0.3% | -1.2% |

Table 7.4

Association between Place Typology and Light Rail Transit Station Proximity with Respect to Vehicle Miles Traveled by Household Type, HUD's Location Affordability Index based on American Community Survey for 2012-2016—continued

| Variable | Median- Income HH | Working Individual HH | Single Professional HH | Single- Parent HH | Moderate- Income HH | Dual- Professional HH |
|-------------------------------|----------------------|--------------------------|---------------------------|----------------------|------------------------|--------------------------|
| <i>Place Typology Control</i> | | | | | | |
| Low MA | -9.6% | -12.9% | -11.8% | -10.4% | -9.8% | -9.5% |
| Moderate MA | -19.7% | -26.4% | -23.7% | -20.6% | -19.4% | -19.4% |
| High MA | -30.7% | -54.4% | -38.1% | -31.4% | -29.4% | -30.1% |
| <i>LRT Distance Band</i> | | | | | | |
| LRT 0.125 | -14.5% | -41.8% | -22.8% | -13.7% | -12.3% | -13.9% |
| LRT 0.250 | -14.1% | -32.0% | -17.8% | -12.9% | -11.9% | -13.7% |
| LRT 0.375 | -14.7% | -21.2% | -18.0% | -13.6% | -12.5% | -14.3% |
| LRT 0.500 | -14.7% | -20.9% | -17.7% | -13.1% | -12.1% | -14.3% |
| LRT 0.625 | -12.6% | -15.9% | -14.4% | -12.0% | -11.2% | -12.3% |
| LRT 0.750 | -11.4% | -15.8% | -13.5% | -10.9% | -10.2% | -11.2% |
| LRT 0.875 | -12.2% | -14.8% | -13.0% | -11.3% | -10.5% | -12.0% |
| LRT 1.000 | -9.9% | -15.2% | -12.3% | -8.8% | -8.2% | -9.6% |
| LRT 1.125 | -9.5% | -11.5% | -10.4% | -8.3% | -7.8% | -9.3% |
| LRT 1.250 | -10.8% | -12.4% | -11.4% | -10.0% | -9.5% | -10.7% |
| LRT 1.375 | -9.0% | -12.5% | -10.3% | -8.4% | -8.0% | -8.9% |
| LRT 1.500 | -7.0% | -8.3% | -7.4% | -6.5% | -6.1% | -6.9% |
| LRT 1.625 | -8.0% | -9.5% | -8.7% | -7.3% | -7.0% | -7.9% |
| LRT 1.750 | -7.2% | -23.8% | -8.8% | -6.8% | -6.4% | -7.1% |
| LRT 1.875 | -7.1% | -10.8% | -9.7% | -7.4% | -7.0% | -6.9% |
| LRT 2.000 | -7.0% | -9.4% | -7.7% | -6.6% | -6.3% | -6.9% |

Table 7.4

Association between Place Typology and Light Rail Transit Station Proximity with Respect to Vehicle Miles Traveled by Household Type, HUD's Location Affordability Index based on American Community Survey for 2012-2016—continued

| Variable | Median- Income HH | Working Individual HH | Single Professional HH | Single- Parent HH | Moderate- Income HH | Dual- Professional HH |
|----------------------------|----------------------|--------------------------|---------------------------|----------------------|------------------------|--------------------------|
| <i>Performance Metrics</i> | | | | | | |
| Mean Annual VMT | 26,260 | 14,972 | 16,227 | 18,274 | 19,199 | 26,539 |
| Cases | 8,557 | 8,557 | 8,557 | 8,557 | 8,557 | 8,557 |
| R2 adjusted | 0.514 | 0.633 | 0.425 | 0.468 | 0.468 | 0.515 |
| Standard Error of Estimate | 0.122 | 0.394 | 0.186 | 0.132 | 0.123 | 0.119 |
| F-ratio | 245.959 | 379.498 | 172.074 | 204.543 | 204.493 | 246.256 |
| <i>Household Metrics</i> | | | | | | |
| Mean Household Income | \$68,658 | \$31,829 | \$85,939 | \$31,829 | \$50,927 | \$95,488 |
| Mean Annual Trans. Percent | 23.0% | 27.2% | 12.1% | 31.2% | 21.4% | 16.1% |

Note: Coefficients in bold are significant at $p < 0.10$ of the one-tailed since the direction of association is predicted.

Table 7.5

Ratio of Change in VMT by Place Typology and Household Type between ACS 2008-2012 and ACS 2012-2016

| <i>High-Mixed Use/Accessibility Areas</i> | | | |
|---|---------------|---------------|--------------|
| Household Type | ACS 2008-2012 | ACS 2012-2016 | Change Ratio |
| Median-Income Family | -6.3% | -7.1% | 1.12 |
| Working Individual @ 50% MHHI | -8.4% | -14.8% | 1.76 |
| Single Professional @ 135% MHHI | -3.5% | -4.6% | 1.30 |
| Single Parent Family @ 50% MHHI | -11.0% | -9.8% | 0.89 |
| Moderate-Income Family @ 80% MHHI | -7.3% | -6.3% | 0.86 |
| Dual-Professional Family @ 150% MHHI | -4.1% | -4.8% | 1.17 |
| <i>Moderate-Mixed Use/Accessibility Areas</i> | | | |
| Household Type | ACS 2008-2012 | ACS 2012-2016 | Change Ratio |
| Median-Income Family | -3.6% | -4.5% | 1.25 |
| Working Individual @ 50% MHHI | -4.8% | -7.2% | 1.51 |
| Single Professional @ 135% MHHI | -2.0% | -2.9% | 1.43 |
| Single Parent Family @ 50% MHHI | -6.2% | -6.4% | 1.03 |
| Moderate-Income Family @ 80% MHHI | -4.1% | -4.2% | 1.01 |
| Dual-Professional Family @ 150% MHHI | -2.4% | -3.1% | 1.31 |
| <i>Low-Mixed Use/Accessibility Areas</i> | | | |
| Household Type | ACS 2008-2012 | ACS 2012-2016 | Change Ratio |
| Median-Income Family | -1.7% | -2.2% | 1.31 |
| Working Individual @ 50% MHHI | -2.2% | -3.5% | 1.59 |
| Single Professional @ 135% MHHI | -0.9% | -1.4% | 1.51 |
| Single Parent Family @ 50% MHHI | -2.8% | -3.2% | 1.15 |
| Moderate-Income Family @ 80% MHHI | -1.9% | -2.1% | 1.12 |
| Dual-Professional Family @ 150% MHHI | -1.1% | -1.5% | 1.37 |

Note: In this context, since all figures are coefficients from the above tables and all are negative meaning vehicle miles traveled (VMT) is below the mean, bold means VMT for the respective household type fell within the Place Typology from the ACS 2008-2012 to ACS 2012-2016 periods while **bold red** means VMT increased.

Table 7.6

Ratio of Change in VMT by Light Rail Transit Station Distance Band and by Household Metrics by Household Type between ACS 2008-2012 and ACS 2012-2016

| Distance Band, VMT, HH Metrics | <i>Ratio of Change from ACS 2008-2012 to ACS 2012-2016</i> | | | | | |
|-----------------------------------|--|--------------------------|---------------------------|----------------------|------------------------|--------------------------|
| | Median- Income HH | Working Individual HH | Single Professional HH | Single- Parent HH | Moderate- Income HH | Dual- Professional HH |
| LRT 0.125 | 1.36 | 2.22 | 1.82 | 0.93 | 0.89 | 1.05 |
| LRT 0.250 | 1.14 | 1.27 | 1.11 | 0.77 | 0.74 | 0.76 |
| LRT 0.375 | 1.28 | 1.35 | 1.18 | 0.89 | 0.84 | 0.88 |
| LRT 0.500 | 1.39 | 1.09 | 1.24 | 0.92 | 0.88 | 0.97 |
| LRT 0.625 | 1.24 | 1.13 | 1.01 | 0.89 | 0.85 | 0.83 |
| LRT 0.750 | 1.21 | 1.14 | 1.05 | 0.87 | 0.84 | 0.82 |
| LRT 0.875 | 1.37 | 1.22 | 1.02 | 0.96 | 0.90 | 0.88 |
| LRT 1.000 | 1.21 | 1.00 | 1.06 | 0.80 | 0.76 | 0.79 |
| LRT 1.125 | 1.23 | 1.13 | 0.93 | 0.81 | 0.77 | 0.95 |
| LRT 1.250 | 1.48 | 1.21 | 1.07 | 1.05 | 1.00 | 0.95 |
| LRT 1.375 | 1.30 | 0.84 | 1.02 | 0.92 | 0.89 | 0.93 |
| LRT 1.500 | 1.11 | 1.04 | 0.80 | 0.76 | 0.73 | 0.85 |
| LRT 1.625 | 1.31 | 2.70 | 0.95 | 0.92 | 0.89 | 0.90 |
| LRT 1.750 | 1.22 | 1.32 | 1.07 | 0.87 | 0.83 | 0.88 |
| LRT 1.875 | 1.15 | 1.08 | 1.08 | 0.93 | 0.88 | 0.76 |
| LRT 2.000 | 1.04 | 0.64 | 0.81 | 0.77 | 0.74 | 0.76 |
| Mean Annual VMT | 1.09 | 1.00 | 1.05 | 1.09 | 1.11 | 1.06 |
| Mean Annual Income | 1.15 | 1.07 | 1.07 | 1.07 | 1.07 | 1.11 |
| Transportation Cost | 1.06 | 1.17 | 1.19 | 1.07 | 1.07 | 1.10 |

Note: In this context, since all figures are coefficients from the above tables and all are negative meaning vehicle miles traveled (VMT) is below the mean, regular type means VMT for the respective household type *fell* within the Place Typology from the ACS 2008-2012 to ACS 2012-2016 periods while **bold red** means VMT *increased*.

Implications for Transit and Land Use Planning

We conclude this chapter by creating graphics derived from other tables to illustrate the differences in the share of income devoted to transportation and how that share has changed over time, by household type, and with respect to LRT distance band. This will lead to implications for transit and land use planning with special reference to social equity.

We divide this part of the chapter into two subsections. The first draws implications for locations near LRT transit stations as well as the kind of place one chooses to live. The second examines implications for households that may be displaced by those who are able to locate where savings are the largest.

Light Rail Transit Station Proximity and Place Typology

Here is how the calculations are done. We adjust the regression coefficients to reflect the share of the regional typical household budget savings with respect to transit station proximity. This is simply the coefficient for a given distance band multiplied by the mean household transportation cost for those households as a whole. For instance, for LRT systems in the ACS 2008-2012 table (6.3) in the first (0.125-mile) distance band for the mean income household, the coefficient is -10.7%. Multiplying this by the mean household transportation budget of 21.6% means that there is an overall savings of 2.3 percent for mean income households living in this distance band. For the ACS 2012-2016 table 6.4, the coefficient is 14.5 percent so with a budget share of 23.0 percent the distance band-related savings are 3.3 percent or nearly 50 percent higher.

While a 3.3 percent savings in the total household budget if one lives in the first (0.125-mile) distance band from an LRT station, it is not trivial. And, it is added to the Place Typology. Suppose this household lived in a High MA place. The incremental savings would be 30.7 percent based on the place times the median income transportation budget, being 23.0 percent times \$68,658. Together, the transportation cost savings to the Median Income household would be 14.5 percent for living in the first (0.125-mile) distance band plus 30.7 percent for living in a High MA place, for a total of 45.2 percent times the 23.0 percent is spends on transportation times its budget of \$68,658 for a total savings of:

$$[(14.5\% + 30.7\%) \times (23\% \times \$68,658)] = \$7,138/\text{year}$$

Assuming about a third of these savings can be used to support a mortgage at the 2020 rate of 2.25 percent, this household could add \$100,000 to their mortgage and be no worse off financially.

Figures 7.1 through 7.6 illustrate the effect of LRT station distance on only the transportation share of the household budget regardless of their Place Typology, for the ACS 2008-2012 and ACS 2012-2016 periods. We offer interpretations and implications for each here.

Median-Income Household

Figure 6.1 shows that these households enjoy lower VMT and lower transportation costs the closer they are to LRT stations. And their savings has increased between the two time periods with savings accelerating near LRT stations—this is shown as the bold line for ACS 2012-2016 is lower than that for the lighter line for ACS 2008-2012.

Working Individual @ 50% MHHI

As shown in Figure 6.2, these households have gained considerable transportation cost savings between ACS 2008-2012 and ACS 2012-2016 in the first three distance bands, to 0.375-mile from LRT stations. Thereafter, the gain in savings between the two study periods is modest though not trivial. (We cannot explain the anomalous dip at the 0.175-mile distance band.) Combined with being in High MA places, these households save the most in transportation costs being close to LRT stations. It is also remarkable that this is the lowest income group studied. It is also likely they are predominantly renters occupying small units close to transit and high activity centers.

Single Professionals @ 135% MHHI

In a sense, these are households with the most choices because of their higher incomes and presumably fewer household obligations than other household types. Then would be expected to gravitate to transit stations as well as locate in High MAS areas. This is borne out by tables 6.3 and 6.4 above, and by Figure 6.3 below. Although ostensibly their transportation costs savings might be the most modest because such accounts for only 12.1 percent of their total budget, in the ACS 2012-2016 period, they still realize more than 60 percent savings when living in the first (0.125-mile) distance band and High MA places. Given their higher incomes, total household savings would be in the range of \$11,000, the most of any household group. Allocating one third of that to a mortgaged based on 2020 rates could increase the mortgage by nearly \$150,000.

Single Parent Family @ 50% MHHI

These are perhaps the most challenged households as they have the lowest budgets with the highest transportation cost share at \$31,829 and 31.2 percent in the ACS 2012-2016, respectively. Table 6.6 also shows that their VMT has also increased between the study periods. Figure 6.4 also shows the trend where transportation cost savings with respect to LRT station proximity has eroded compared to the first three groups. We surmise that these households are being displaced from locations with lower transportation costs, which is also suggested in Table 6.5.

Moderate-Income Family @ 80% MHHI

With the second lowest income of the household types included in this study, these households may be nearly as challenged as single parent households, although their transportation cost share is about in the middle of the five other groups. Nonetheless, Tables 6.5 and 6.6 show they are similar to single parent households. While Figure 6.5 is not as pronounced as that for single parent households, it would seem that perhaps moderate income households are also being displaced from locations near LRT transit as well as in High MA areas.

Dual-Professional Family @ 150% MHHI

While these households have the highest incomes of the types we used in this analysis, their transportation costs are nearly the highest as well. One challenge these households may face is finding a location that meets the needs of both professionals. Although Table 6.6 shows that their annual VMT increased between the study periods, Figure 6.6 nonetheless shows that they gain considerable savings when locating near LRT transit stations, and especially if they also live in High MA areas.

Our analysis reveals that there can be considerable transportation cost savings when locating near LRT stations and especially when also locating in High MA areas but only to some households and notably not to others. We discuss these implications next.

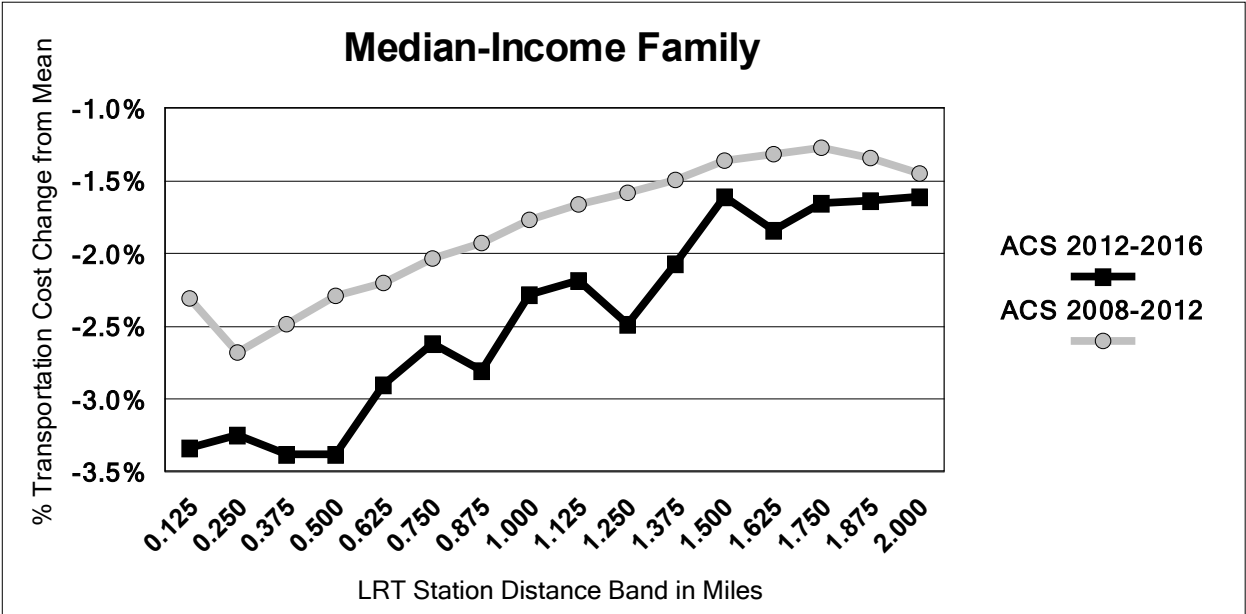


Figure 7.1
 Median-Income family household budget savings attributable to transportation cost savings by location in LRT distance band by between ACS 2008-2012 and ACS 2012-2016

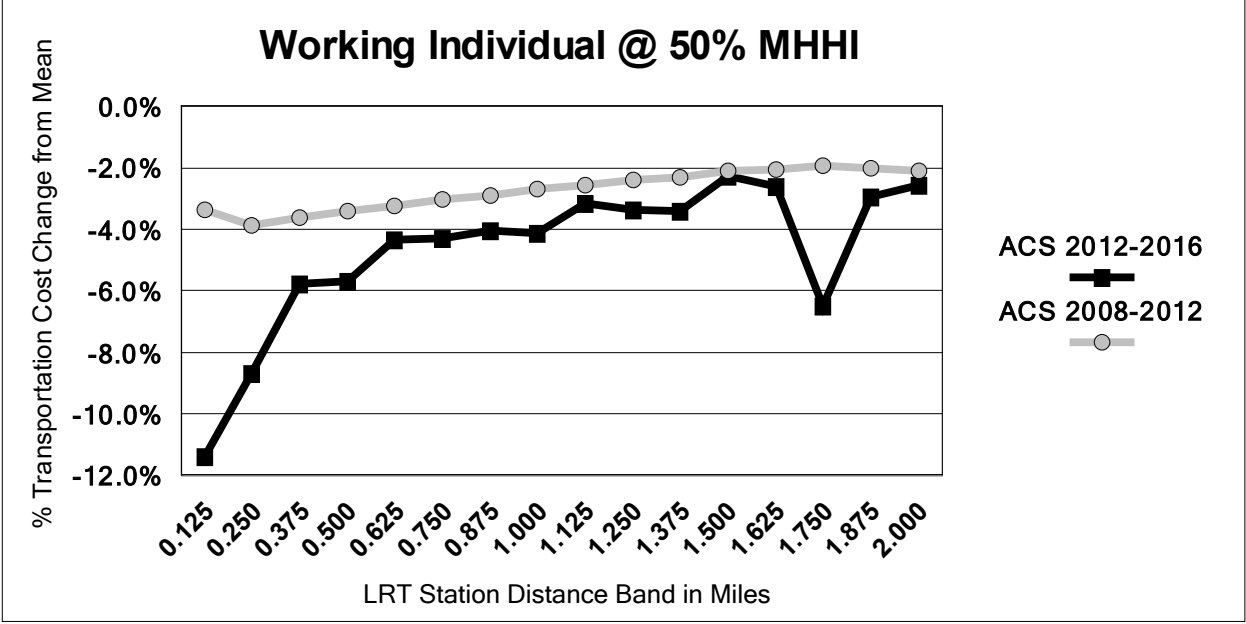


Figure 7.2
 Working Individual household budget savings attributable to transportation cost savings by location in LRT distance band by between ACS 2008-2012 and ACS 2012-2016

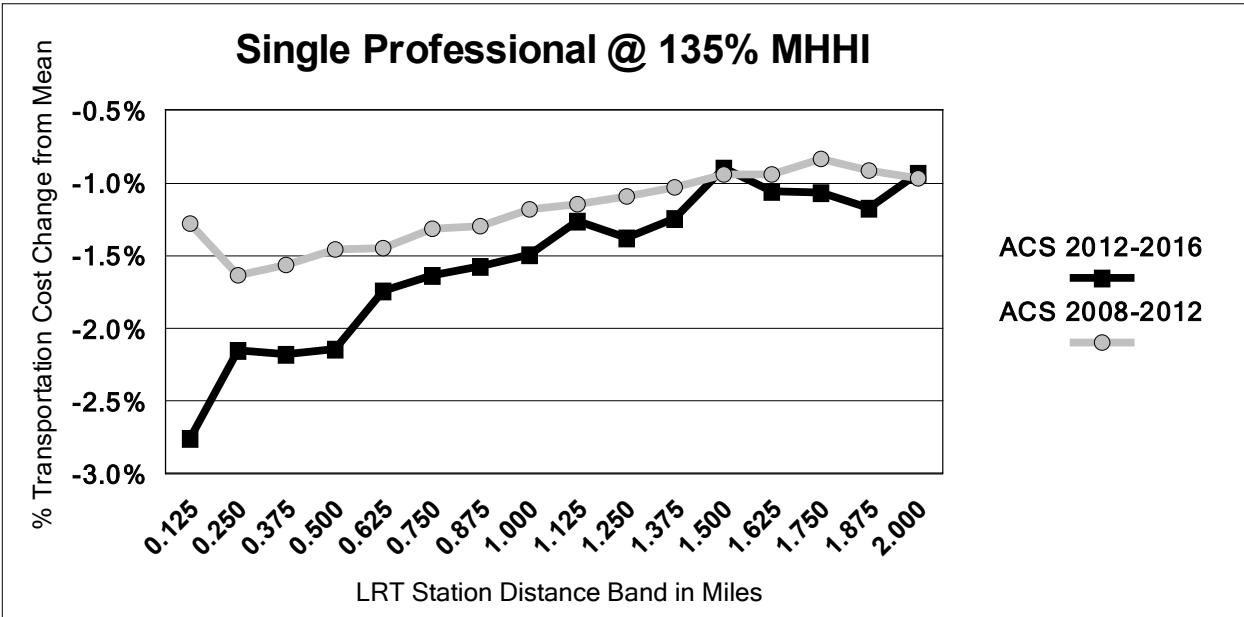


Figure 7.3
 Single Professional household budget savings attributable to transportation cost savings by location in LRT distance band by between ACS 2008-2012 and ACS 2012-2016

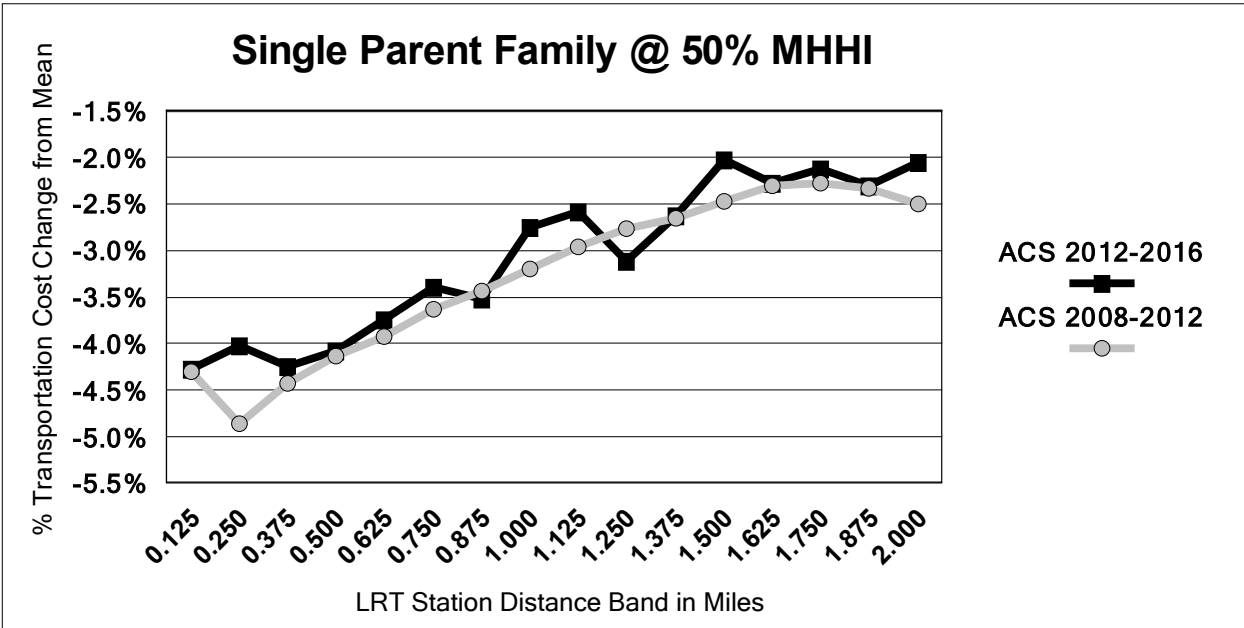


Figure 7.4
 Single Parent family household budget savings attributable to transportation cost savings by location in LRT distance band by between ACS 2008-2012 and ACS 2012-2016

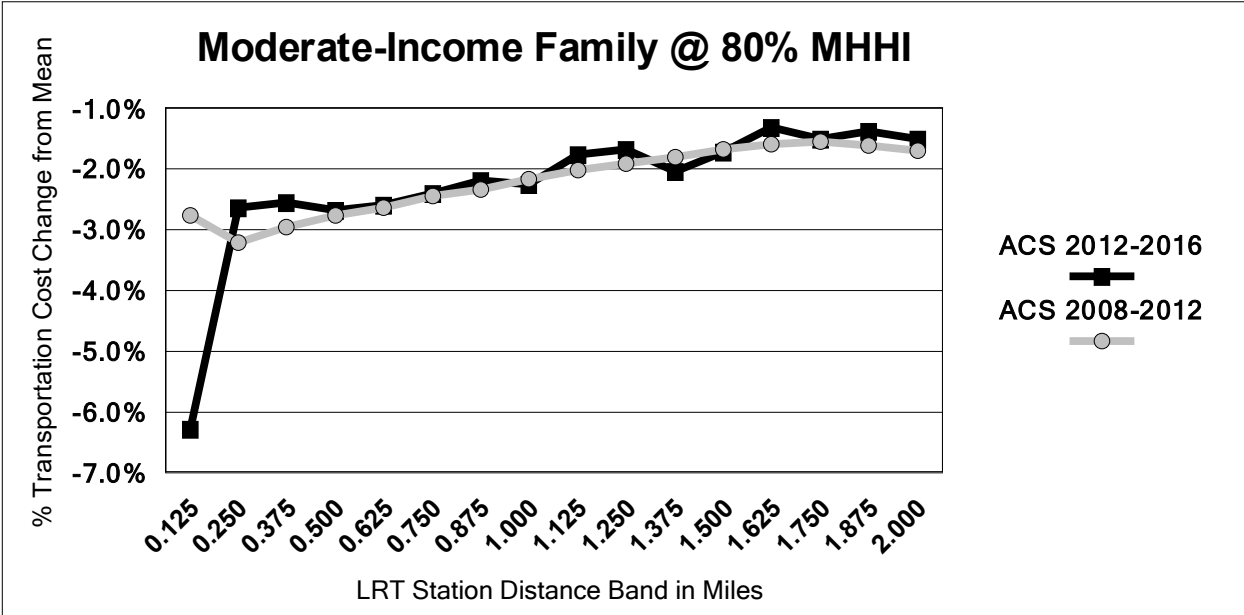


Figure 7.5
 Moderate-income family household budget savings attributable to transportation cost savings by location in LRT distance band by between ACS 2008-2012 and ACS 2012-2016

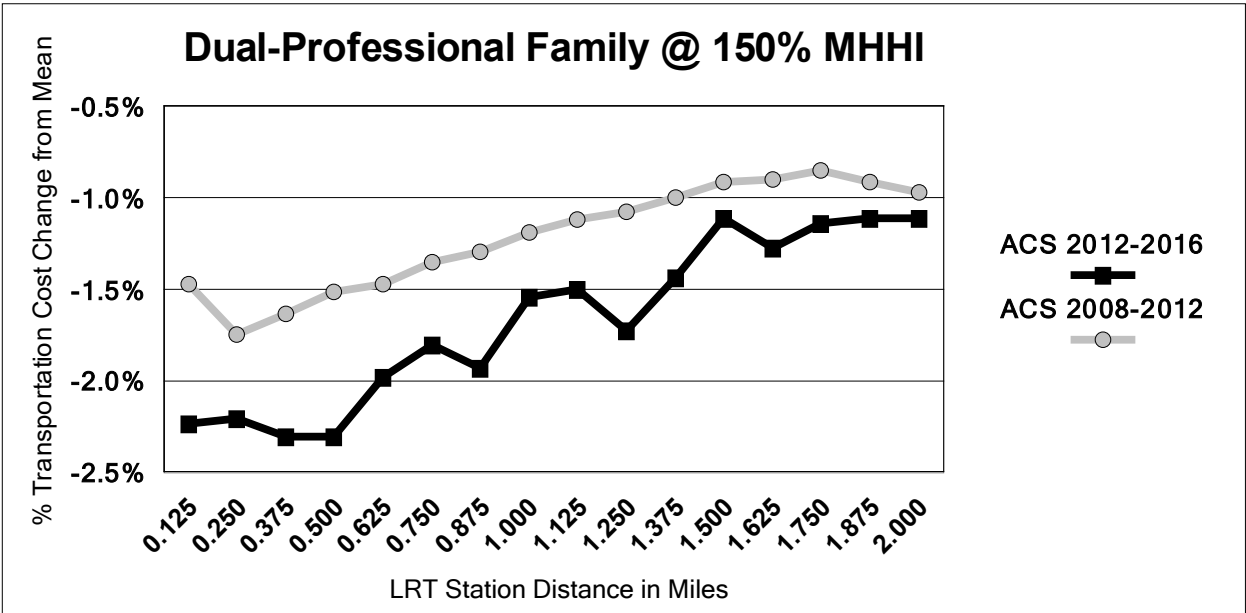


Figure 7.6
 Dual-Professional family household budget savings attributable to transportation cost savings by location in LRT distance band by between ACS 2008-2012 and ACS 2012-2016

Implications for Selected Households

First of all, our findings may be used to relax early efforts to calibrate location-efficient mortgages (LEM). For the most part, the LEM calculations were weighted substantially toward the central business district. Considering just this limitation, research by Blackman and Krupnick (2001) conclude that LEMs do not raise mortgage default rates and should be weighed against anti-sprawl benefits they may offer. We suspect default rates will be lower the closer properties are to LRT stations. Further research may explore the relationship between proximity to LRT stations if not all fixed guideway transit stations and foreclosure rates.¹¹

Secondly, assumptions about planning land uses around FRT stations may need to be relaxed. The so-called half-mile circle planning area has coming under increasing challenge with studies—including our own (see also Petheram 2013, Nelson et al. 2015, Nelson and Hibberd 2019)—showing market responsiveness transit station proximity up to 2 miles. Our empirical analysis suggests that FRT station planning protocols may need to extend many miles from stations.

These improvements aside, it may be the case that interventions are needed to make it possible for some households who wish to locate near transit and in higher MA areas but cannot compete with other households. They could be made financially and socially worse off as a consequence.

As Makarewicz, Dantzler and Adkins (2020) admonish, it may be (past) time to accelerate efforts to improve inclusionary housing especially near transit and in higher mixed-use/accessibility areas. But how? Their review of literature offers selected approaches we elaborate on here.

A simple(-minded?) approach is to increase the supply of housing, especially accessory dwelling units and other forms of “missing middle housing” (Parolek with Nelson 2020). We note that several cities (notably Minneapolis, Portland and Seattle) have expanded the range of residential options in formerly single-family residential districts, and one entire state (Oregon) has essentially banned exclusive single-family zoning.

An oft overlooked opportunity to increase density is simple to rebalance population especially near transit and other service amenities. The population in Minneapolis, for instance, has stayed about the same between 1970 and 2020 at about 440,000 residents. Yet it added nearly 30,000 housing units. The reason is declining household size. Most mature urban areas have fewer people living in them now than a generation ago. The creates excessive infrastructure capacity that is expensive to maintain. And economic development opportunities are lost. Part of Portland’s middle housing objective is to repopulate mature neighborhoods to their former levels through a range of middle housing options, especially near transit stations. Salt Lake City’s accessory dwelling unit policy also favors ADUs near transit.

Local and state governments may also need to expand the supply of deeply subsidized affordable housing in location efficient areas. This achieves two objectives: reduces density-

¹¹ We conducted an indirect test of this is using our data through a bivariate regression where Vacancy Rate (VR) as a proxy for foreclosure potential is a function of LRT station distance: $VR = 10.344 + LRT\text{-Station-Distance} * -0.626$, $p < 0.001$.

based public costs—indeed cost savings might be a source of subsidies and diversifies the community-based labor force.

We note that the nation will add about 100 million people between now and mid-century. One of us (Nelson 2013) has estimated that about a quarter of American households want to live near fixed guideway transit opportunities though less than 10 percent have those options now. Perhaps one reason is that Americans understand the cost savings associated with living near transit stations. Yet, even if all new homes built between now and mid-century were located near existing or planned fixed-guideway transit stations the demand for living near those stations would still not be met.

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APPENDIX F: Supplemental Tables for Chapter 5

Appendix F is for chapter 5. All study tables are significance tested. All z scores denote significance at the .10 level for 2-tailed test.

Table 5A.1. Poor MA: BRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|-------------------|-----------------|------------------|------------------|------------------|------------------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | (6,104) | 1,980 | (721) | (1,776) | 4,930 | (1,574) | (6,104) | (4,124) | (4,845) | (6,621) | (1,691) | (3,265) |
| Renter Occupied | (1,960) | 111 | 151 | (761) | 419 | (2,949) | (1,960) | (1,849) | (1,698) | (2,459) | (2,040) | (4,989) |
| Total Housing Units | (8,064) | 2,091 | (570) | (2,537) | 5,349 | (1,574) | (8,064) | (5,973) | (6,543) | (9,080) | (3,731) | (5,305) |
| Owner Occ No Veh | (229) | 4 | 124 | (13) | 24 | (1,290) | (229) | (225) | (101) | (114) | (90) | (1,380) |
| Owner Occupied Veh | 67,728 | 18,388 | 25,787 | 21,793 | 27,728 | (2,864) | 67,728 | 86,116 | 111,903 | 133,696 | 161,424 | 158,560 |
| Renter Occ No Veh | 408 | 232 | 385 | 579 | (246) | (170) | 408 | 640 | 1,025 | 1,604 | 1,358 | 1,188 |
| Renter Occupied Veh | (141,908) | (31,003) | (48,011) | (46,133) | (45,062) | 16,691 | (141,908) | (172,911) | (220,922) | (267,055) | (312,117) | (295,426) |
| Total Housing Units | (74,001) | (12,379) | (21,715) | (23,774) | (17,556) | (89) | (74,001) | (86,380) | (108,095) | (131,869) | (149,425) | (149,514) |
| Households No Veh | 179 | 236 | 509 | 566 | (222) | (37,721) | 179 | 415 | 924 | 1,490 | 1,268 | (36,453) |
| Households with Veh | (74,180) | (12,615) | (22,224) | (24,340) | (17,334) | (21,289) | (74,180) | (86,795) | (109,019) | (133,359) | (150,693) | (171,982) |
| Total Housing Units | (74,001) | (12,379) | (21,715) | (23,774) | (17,556) | (259) | (74,001) | (86,380) | (108,095) | (131,869) | (149,425) | (149,684) |
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | -8% | 11% | -3% | -7% | 21% | -8% | -8% | -4% | -4% | -4% | 0% | 0% |
| Renter Occupied | -9% | 2% | 2% | -11% | 6% | -23% | -9% | -7% | -5% | -6% | -4% | -5% |
| Total Housing Units | -8% | 9% | -2% | -8% | 18% | -11% | -8% | -5% | -4% | -5% | -1% | -1% |
| Owner Occ No Veh | -9% | 1% | 16% | -3% | 4% | -27% | -9% | -7% | -3% | -3% | 0% | -8% |
| Owner Occupied Veh | 3853% | 1932% | 20305% | 6726% | 8402% | 1563% | 3853% | 3178% | 3944% | 4230% | 4722% | 4277% |
| Renter Occ No Veh | 12% | 24% | 60% | 75% | -28% | -15% | 12% | -7% | -5% | -6% | -4% | -5% |
| Renter Occupied Veh | -89% | -87% | -89% | -90% | -88% | -91% | -89% | -89% | -89% | -89% | -89% | -89% |
| Total Housing Units | -44% | -33% | -39% | -45% | -33% | -49% | -44% | -7% | -5% | -6% | -4% | -5% |
| Households No Veh | 3% | 16% | 35% | 47% | -15% | -21% | 3% | 6% | 10% | 15% | 12% | 6% |
| Households with Veh | -46% | -35% | -41% | -47% | -34% | -49% | -46% | -44% | 57% | -44% | -42% | -42% |

| <i>Total Housing Units</i> | -44% | -33% | -39% | -45% | -33% | -49% | -44% | -7% | -5% | -6% | -4% | -5% |
|---|--------------|-------------|--------------|------------|-------------|----------|-------------------|-------------|--------------|------------|-------------|----------|
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| <i>Tenure by Vehicle Presence</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Owner Occupied | 0.96 | 0.90 | 1.00 | 0.93 | 0.87 | 0.87 | 0.96 | 1.03 | 1.03 | 1.03 | 1.04 | 1.04 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.94 | 0.96 | 0.95 | 0.93 | 0.93 |
| Owner Occ No Veh | 1.83 | 0.79 | 8.84 | 3.16 | 2.26 | 3.08 | 1.83 | 1.05 | 1.10 | 1.11 | 1.10 | 1.01 |
| Owner Occupied Veh | 1.17 | 1.09 | 1.55 | 1.83 | 1.04 | 0.59 | 1.17 | 1.47 | 1.80 | 1.94 | 2.07 | 1.89 |
| Renter Occ No Veh | 0.57 | 0.59 | 0.58 | 0.52 | 0.64 | 0.52 | 0.57 | 1.15 | 1.20 | 1.28 | 1.16 | 1.13 |
| Renter Occupied Veh | 1.11 | 1.13 | 1.14 | 1.09 | 1.10 | 1.04 | 1.11 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 |
| Households No Veh | 1.12 | 1.15 | 1.15 | 1.09 | 1.12 | 1.08 | 1.12 | 0.98 | 1.01 | 1.06 | 1.00 | 0.96 |
| Households with Veh | 1.11 | 1.13 | 1.14 | 1.09 | 1.10 | 1.04 | 1.11 | 1.01 | 1.01 | 1.01 | 1.01 | 1.02 |

Table 5A.2. Poor MA: CRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|--------------|-------------|--------------|------------|-------------|----------|-------------------|-------------|--------------|------------|-------------|----------|
| <i>Tenure by Vehicle Presence</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Owner Occupied | 4,930 | (686) | 1,327 | 2,171 | 293 | 870 | 4,930 | 4,244 | 5,571 | 7,742 | 8,035 | 8,905 |
| Renter Occupied | 1,350 | (281) | (670) | 1,851 | 169 | 1,046 | 1,350 | 1,069 | 399 | 2,250 | 2,419 | 3,465 |
| <i>Total Housing Units</i> | 6,280 | (967) | 657 | 4,022 | 462 | 870 | 6,280 | 5,313 | 5,970 | 9,992 | 10,454 | 11,324 |
| Owner Occ No Veh | 111 | 12 | 53 | (93) | (263) | 176 | 111 | 123 | 176 | 83 | (180) | (4) |
| Owner Occupied Veh | 4,500 | (1,365) | 1,660 | 1,965 | (3) | 1,046 | 4,500 | 3,135 | 4,795 | 6,760 | 6,757 | 7,803 |
| Renter Occ No Veh | 236 | 19 | (18) | 110 | 3 | (16) | 236 | 255 | 237 | 347 | 350 | 334 |
| Renter Occupied Veh | 1,604 | 62 | (772) | 2,386 | 778 | 458 | 1,604 | 1,666 | 894 | 3,280 | 4,058 | 4,516 |
| <i>Total Housing Units</i> | 6,451 | (1,272) | 923 | 4,368 | 515 | (281) | 6,451 | 5,179 | 6,102 | 10,470 | 10,985 | 10,704 |
| Households No Veh | 347 | 31 | 35 | 17 | (260) | 45 | 347 | 378 | 413 | 430 | 170 | 215 |
| Households with Veh | 6,104 | (1,303) | 888 | 4,351 | 775 | 206 | 6,104 | 4,801 | 5,689 | 10,040 | 10,815 | 11,021 |
| <i>Total Housing Units</i> | 6,451 | (1,272) | 923 | 4,368 | 515 | (297) | 6,451 | 5,179 | 6,102 | 10,470 | 10,985 | 10,688 |

| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|--------------|-------------|--------------|------------|-------------|----------|-------------------|-------------|--------------|------------|-------------|----------|
| <i>Tenure by Vehicle Presence</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Owner Occupied | 21% | -7% | 11% | 11% | 2% | 4% | 21% | 13% | 12% | 12% | 8% | 5% |
| Renter Occupied | 28% | -13% | -13% | 40% | 4% | 3% | 28% | 15% | 3% | 13% | 9% | 6% |
| <i>Total Housing Units</i> | 23% | -8% | 4% | 17% | 2% | 4% | 23% | 13% | 10% | 12% | 8% | 5% |
| Owner Occ No Veh | 17% | 4% | 23% | -22% | -37% | -2% | 17% | 13% | 15% | 5% | -4% | 1% |
| Owner Occupied Veh | 20% | -13% | 14% | 10% | 0% | 2% | 20% | 9% | 11% | 11% | 7% | 4% |
| Renter Occ No Veh | 65% | 11% | -3% | 34% | 1% | -38% | 65% | 15% | 3% | 13% | 9% | 6% |
| Renter Occupied Veh | 41% | 4% | -17% | 65% | 22% | 1% | 41% | 30% | 9% | 24% | 21% | 14% |
| <i>Total Housing Units</i> | 23% | -10% | 5% | 19% | 2% | 1% | 23% | 15% | 3% | 13% | 9% | 6% |
| Households No Veh | 34% | 6% | 4% | 2% | -26% | -21% | 34% | 25% | 17% | 14% | 4% | -3% |
| Households with Veh | 23% | -11% | 5% | 19% | 4% | 2% | 23% | 12% | 110% | 13% | 9% | 6% |

| <u>Total Housing Units</u> | 23% | -10% | 5% | 19% | 2% | 1% | 23% | 15% | 3% | 13% | 9% | 6% |
|---|-------|------|-------|------|------|------|-------------------|------|-------|------|------|------|
| <u>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</u> | | | | | | | <u>Cumulative</u> | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 1.00 | 0.90 | 0.80 | 1.14 | 0.92 | 0.97 | 1.00 | 1.03 | 1.05 | 1.03 | 1.03 | 1.03 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.89 | 0.96 | 0.96 | 0.95 |
| Owner Occ No Veh | 0.94 | 0.90 | 1.05 | 0.90 | 0.96 | 0.94 | 0.94 | 1.02 | 1.06 | 0.96 | 0.91 | 0.98 |
| Owner Occupied Veh | 1.25 | 1.12 | 0.87 | 1.06 | 0.78 | 0.92 | 1.25 | 0.92 | 0.96 | 0.94 | 0.94 | 0.95 |
| Renter Occ No Veh | 1.19 | 1.16 | 0.83 | 1.46 | 1.12 | 1.24 | 1.19 | 1.21 | 1.01 | 1.02 | 0.98 | 0.82 |
| Renter Occupied Veh | 0.99 | 0.96 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 1.19 | 1.02 | 1.14 | 1.15 | 1.12 |
| Households No Veh | 0.99 | 0.95 | 1.00 | 1.00 | 1.01 | 1.00 | 0.99 | 1.07 | 1.02 | 0.97 | 0.92 | 0.89 |
| Households with Veh | 0.99 | 0.96 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.01 |

Table 5A.3. Poor MA: LRT, Tenure by Vehicle Presence

| <u>Demographic Change 2010-2016 - Incremental</u> | <u>Cumulative</u> | | | | | | | | | | | |
|---|-------------------|---------|-------|---------|-------|-------|---------|---------|---------|---------|---------|---------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 518 | (245) | 991 | 286 | 296 | (158) | 518 | 273 | 1,264 | 1,550 | 1,846 | 1,688 |
| Renter Occupied | (591) | (136) | (502) | (1,065) | (186) | (80) | (591) | (727) | (1,229) | (2,294) | (2,480) | (2,560) |
| <u>Total Housing Units</u> | (73) | (381) | 489 | (779) | 110 | (158) | (73) | (454) | 35 | (744) | (634) | (792) |
| Owner Occ No Veh | (251) | 313 | 28 | (23) | 181 | 78 | (251) | 62 | 90 | 67 | 248 | 326 |
| Owner Occupied Veh | 1,316 | (1,045) | 543 | 185 | 168 | (80) | 1,316 | 271 | 814 | 999 | 1,167 | 1,087 |
| Renter Occ No Veh | (846) | (271) | 54 | (67) | (217) | (128) | (846) | (1,117) | (1,063) | (1,130) | (1,347) | (1,475) |
| Renter Occupied Veh | 1,159 | 354 | (644) | (738) | 558 | (217) | 1,159 | 1,513 | 869 | 131 | 689 | 472 |
| <u>Total Housing Units</u> | 1,378 | (649) | (19) | (643) | 690 | 99 | 1,378 | 729 | 710 | 67 | 757 | 856 |
| Households No Veh | (1,097) | 42 | 82 | (90) | (36) | 29 | (1,097) | (1,055) | (973) | (1,063) | (1,099) | (1,070) |
| Households with Veh | 2,475 | (691) | (101) | (553) | 726 | (217) | 2,475 | 1,784 | 1,683 | 1,130 | 1,856 | 1,639 |
| <u>Total Housing Units</u> | 1,378 | (649) | (19) | (643) | 690 | (29) | 1,378 | 729 | 710 | 67 | 757 | 728 |

| <u>Percent Demographic Change 2010-2016 - Incremental</u> | <u>Cumulative</u> | | | | | | | | | | | |
|---|-------------------|---------|-------|---------|-------|-------|---------|---------|---------|---------|---------|---------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 518 | (245) | 991 | 286 | 296 | (158) | 518 | 273 | 1,264 | 1,550 | 1,846 | 1,688 |
| Renter Occupied | (591) | (136) | (502) | (1,065) | (186) | (80) | (591) | (727) | (1,229) | (2,294) | (2,480) | (2,560) |
| <u>Total Housing Units</u> | (73) | (381) | 489 | (779) | 110 | (158) | (73) | (454) | 35 | (744) | (634) | (792) |
| Owner Occ No Veh | (251) | 313 | 28 | (23) | 181 | 78 | (251) | 62 | 90 | 67 | 248 | 326 |
| Owner Occupied Veh | 1,316 | (1,045) | 543 | 185 | 168 | (80) | 1,316 | 271 | 814 | 999 | 1,167 | 1,087 |
| Renter Occ No Veh | (846) | (271) | 54 | (67) | (217) | (128) | (846) | (1,117) | (1,063) | (1,130) | (1,347) | (1,475) |
| Renter Occupied Veh | 1,159 | 354 | (644) | (738) | 558 | (217) | 1,159 | 1,513 | 869 | 131 | 689 | 472 |
| <u>Total Housing Units</u> | 1,378 | (649) | (19) | (643) | 690 | 99 | 1,378 | 729 | 710 | 67 | 757 | 856 |
| Households No Veh | (1,097) | 42 | 82 | (90) | (36) | 29 | (1,097) | (1,055) | (973) | (1,063) | (1,099) | (1,070) |
| Households with Veh | 2,475 | (691) | (101) | (553) | 726 | (217) | 2,475 | 1,784 | 1,683 | 1,130 | 1,856 | 1,639 |
| <u>Total Housing Units</u> | 1,378 | (649) | (19) | (643) | 690 | (29) | 1,378 | 729 | 710 | 67 | 757 | 728 |

| | | | | | | | | | | | | |
|----------------------------|------|------|------|------|-----|-----|------|------|------|------|------|-----|
| Owner Occupied | 1% | -2% | 5% | 1% | 1% | -1% | 1% | 1% | 2% | 2% | 2% | 1% |
| Renter Occupied | -4% | -2% | -7% | -14% | -2% | 1% | -4% | -4% | -5% | -7% | -5% | -4% |
| <u>Total Housing Units</u> | 0% | -2% | 2% | -3% | 0% | 0% | 0% | -1% | 0% | -1% | 0% | 0% |
| Owner Occ No Veh | -17% | 219% | 4% | -4% | 34% | 16% | -17% | 4% | 4% | 2% | 1% | -2% |
| Owner Occupied Veh | 4% | -6% | 3% | 1% | 1% | -1% | 4% | 1% | 1% | 1% | 0% | 0% |
| Renter Occ No Veh | -35% | -30% | 5% | -7% | 23% | 11% | -35% | -4% | -5% | -7% | -5% | -4% |
| Renter Occupied Veh | 12% | 7% | -10% | -11% | 9% | 1% | 12% | 10% | 4% | 0% | 2% | 2% |
| <u>Total Housing Units</u> | 3% | -3% | 0% | -2% | 2% | -1% | 3% | -4% | -5% | -7% | -5% | -4% |
| Households No Veh | -28% | 4% | 4% | -6% | -2% | -2% | -28% | -21% | -14% | -13% | -11% | -8% |
| Households with Veh | 6% | -3% | 0% | -2% | 2% | -1% | 6% | 3% | 102% | 1% | 1% | 0% |
| <u>Total Housing Units</u> | 3% | -3% | 0% | -2% | 2% | -1% | 3% | -4% | -5% | -7% | -5% | -4% |

Cumulative

LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|------|-------|------|------|------|-------|------|-------|------|------|------|
| Owner Occupied | 0.91 | 0.95 | 0.87 | 0.84 | 0.93 | 0.93 | 0.91 | 1.04 | 1.05 | 1.06 | 1.05 | 1.05 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 0.91 | 0.89 | 0.90 | 0.91 |
| Owner Occ No Veh | 1.07 | 0.98 | 1.04 | 1.07 | 0.97 | 1.04 | 1.07 | 1.12 | 1.12 | 1.11 | 1.09 | 1.05 |
| Owner Occupied Veh | 0.64 | 0.70 | 1.01 | 0.93 | 0.97 | 0.75 | 0.64 | 1.04 | 1.04 | 1.05 | 1.03 | 1.03 |
| Renter Occ No Veh | 0.99 | 0.96 | 0.78 | 0.80 | 0.91 | 0.96 | 0.99 | 0.65 | 0.74 | 0.77 | 0.80 | 0.87 |
| Renter Occupied Veh | 1.01 | 0.97 | 0.96 | 0.98 | 0.93 | 1.00 | 1.01 | 0.98 | 0.92 | 0.89 | 0.90 | 0.90 |
| Households No Veh | 1.03 | 0.96 | 0.96 | 0.98 | 0.93 | 1.00 | 1.03 | 0.79 | 0.86 | 0.89 | 0.91 | 0.94 |
| Households with Veh | 1.01 | 0.97 | 0.96 | 0.98 | 0.93 | 1.00 | 1.01 | 1.02 | 1.01 | 1.01 | 1.01 | 1.00 |

Table 5A.4. Poor MA: SCT, Tenure by Vehicle Presence

Demographic Change 2010-2016 - Incremental

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Owner Occupied | 0 | (39) | (128) | 82 | (115) | 173 | 0 | (39) | (167) | (85) | (200) | (27) |
| Renter Occupied | 0 | (9) | (261) | (198) | 54 | 74 | 0 | (9) | (270) | (468) | (414) | (340) |
| <u>Total Housing Units</u> | 0 | (48) | (389) | (116) | (61) | 173 | 0 | (48) | (437) | (553) | (614) | (441) |
| Owner Occ No Veh | 0 | 25 | (63) | 11 | 31 | (63) | 0 | 25 | (38) | (27) | 4 | (59) |
| Owner Occupied Veh | 0 | 152 | (263) | 61 | (139) | 110 | 0 | 152 | (111) | (50) | (189) | (79) |
| Renter Occ No Veh | 0 | 58 | (55) | (5) | 95 | 56 | 0 | 58 | 3 | (2) | 93 | 149 |
| Renter Occupied Veh | 0 | (107) | 8 | (51) | 135 | 12 | 0 | (107) | (99) | (150) | (15) | (3) |
| <u>Total Housing Units</u> | 0 | 128 | (373) | 16 | 122 | (182) | 0 | 128 | (245) | (229) | (107) | (289) |
| Households No Veh | 0 | 83 | (118) | 6 | 126 | 48 | 0 | 83 | (35) | (29) | 97 | 145 |
| Households with Veh | 0 | 45 | (255) | 10 | (4) | (66) | 0 | 45 | (210) | (200) | (204) | (270) |

| <i>Total Housing Units</i> | 0 | 128 | (373) | 16 | 122 | (126) | 0 | 128 | (245) | (229) | (107) | (233) |
|---|-------|------|-------|------|------|-------|-------------------|------|-------|-------|-------|-------|
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 0 | -3% | -9% | 27% | -5% | 11% | 0 | -3% | -6% | -3% | 1% | 0% |
| Renter Occupied | 0 | -1% | -25% | -45% | 8% | -9% | 0 | -1% | -16% | -22% | -8% | -5% |
| <i>Total Housing Units</i> | 0 | -2% | -16% | -16% | -2% | 5% | 0 | -2% | -10% | -11% | -2% | -2% |
| Owner Occ No Veh | 0 | 0 | -67% | 61% | 207% | 295% | 0 | 0 | -40% | -24% | 30% | 6% |
| Owner Occupied Veh | 0 | 14% | -17% | 21% | -7% | 1% | 0 | 14% | -4% | -2% | 1% | -2% |
| Renter Occ No Veh | 0 | 116% | -33% | -8% | 106% | -61% | 0 | -1% | -16% | -22% | -8% | -5% |
| Renter Occupied Veh | 0 | -18% | 1% | -22% | 33% | 10% | 0 | -18% | -8% | -10% | 5% | 7% |
| <i>Total Housing Units</i> | 0 | 7% | -15% | 3% | 5% | -3% | 0 | -1% | -16% | -22% | -8% | -5% |
| Households No Veh | 0 | 166% | -45% | 7% | 120% | -39% | 0 | 166% | -11% | -7% | 30% | -1% |
| Households with Veh | 0 | 3% | -12% | 2% | 0% | 3% | 0 | 3% | 95% | -4% | 2% | 0% |
| <i>Total Housing Units</i> | 0 | 7% | -15% | 3% | 5% | -3% | 0 | -1% | -16% | -22% | -8% | -5% |
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 0 | 0.96 | 0.85 | 0.62 | 0.90 | 1.05 | 0 | 1.03 | 1.08 | 1.13 | 1.07 | 1.06 |
| Renter Occupied | 0 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0 | 0.96 | 0.88 | 0.83 | 0.89 | 0.92 |
| Owner Occ No Veh | 0 | 1.21 | 1.02 | 1.48 | 0.99 | 0.99 | 0 | 0 | 0.66 | 0.85 | 1.34 | 1.09 |
| Owner Occupied Veh | 0 | 2.06 | 0.74 | 1.02 | 0.91 | 1.95 | 0 | 1.21 | 1.10 | 1.14 | 1.06 | 1.03 |
| Renter Occ No Veh | 0 | 0.74 | 1.06 | 0.82 | 0.75 | 1.20 | 0 | 2.06 | 1.05 | 1.03 | 1.23 | 0.91 |
| Renter Occupied Veh | 0 | 1.07 | 0.98 | 1.18 | 0.92 | 1.04 | 0 | 0.74 | 0.91 | 0.89 | 0.95 | 0.96 |
| Households No Veh | 0 | 1.03 | 1.02 | 1.18 | 0.89 | 1.00 | 0 | 2.40 | 0.91 | 0.94 | 1.21 | 0.95 |
| Households with Veh | 0 | 1.07 | 0.98 | 1.18 | 0.92 | 1.04 | 0 | 0.96 | 1.01 | 1.01 | 0.99 | 1.00 |

Table 5A.5. Low MA: BRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | <i>Cumulative</i> | | | | | | | | | | | |
|---|-------------------|-------------|--------------|------------|-------------|----------|--------------|-------------|--------------|------------|-------------|-----------|
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Tenure by Vehicle Presence | | | | | | | | | | | | |
| Owner Occupied | 908 | 789 | 2,636 | 2,749 | 2,228 | 1,364 | 908 | 1,697 | 4,333 | 7,082 | 9,310 | 10,674 |
| Renter Occupied | 6,611 | 1,249 | 4,186 | 1,644 | (923) | 1,640 | 6,611 | 7,860 | 12,046 | 13,690 | 12,767 | 14,407 |
| <i>Total Housing Units</i> | 7,519 | 2,038 | 6,822 | 4,393 | 1,305 | 1,364 | 7,519 | 9,557 | 16,379 | 20,772 | 22,077 | 23,441 |
| Owner Occ No Veh | (103) | (382) | (259) | (373) | (359) | 360 | (103) | (485) | (744) | (1,117) | (1,476) | (1,116) |
| Owner Occupied Veh | 133,110 | 32,400 | 42,313 | 44,771 | 31,690 | 1,724 | 133,110 | 165,510 | 207,823 | 252,594 | 284,284 | 286,008 |
| Renter Occ No Veh | 1,985 | 143 | 771 | (545) | (894) | (98) | 1,985 | 2,128 | 2,899 | 2,354 | 1,460 | 1,362 |
| Renter Occupied Veh | (342,723) | (76,347) | (91,541) | (106,259) | (82,364) | 39,824 | (342,723) | (419,070) | (510,611) | (616,870) | (699,234) | (659,410) |

| | | | | | | | | | | | | |
|---|--------------|-------------|--------------|------------|-------------|----------|-------------------|-------------|--------------|------------|-------------|-----------|
| <i>Total Housing Units</i> | (207,731) | (44,186) | (48,716) | (62,406) | (51,927) | 554 | (207,731) | (251,917) | (300,633) | (363,039) | (414,966) | (414,412) |
| Households No Veh | 1,882 | (239) | 512 | (918) | (1,253) | (90,604) | 1,882 | 1,643 | 2,155 | 1,237 | (16) | (90,620) |
| Households with Veh | (209,613) | (43,947) | (49,228) | (61,488) | (50,674) | (50,324) | (209,613) | (253,560) | (302,788) | (364,276) | (414,950) | (465,274) |
| <i>Total Housing Units</i> | (207,731) | (44,186) | (48,716) | (62,406) | (51,927) | 456 | (207,731) | (251,917) | (300,633) | (363,039) | (414,966) | (414,510) |
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| <i>Tenure by Vehicle Presence</i> | | | | | | | | | | | | |
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Owner Occupied | 1% | 2% | 6% | 6% | 7% | 3% | 1% | 1% | 2% | 3% | 2% | 3% |
| Renter Occupied | 5% | 4% | 13% | 4% | -4% | 1% | 5% | 5% | 6% | 6% | 5% | 6% |
| <i>Total Housing Units</i> | 3% | 3% | 9% | 5% | 2% | 2% | 3% | 3% | 4% | 4% | 3% | 4% |
| Owner Occ No Veh | -2% | -22% | -15% | -19% | -27% | -6% | -2% | -6% | -8% | -10% | -14% | -14% |
| Owner Occupied Veh | 1475% | 2185% | 8946% | 4100% | 3389% | 4027% | 1475% | 1575% | 1892% | 2092% | 2380% | 2618% |
| Renter Occ No Veh | 7% | 2% | 15% | -8% | -19% | 14% | 7% | 5% | 6% | 6% | 5% | 6% |
| Renter Occupied Veh | -75% | -74% | -75% | -77% | -81% | -78% | -75% | -75% | -75% | -75% | -76% | -76% |
| <i>Total Housing Units</i> | -42% | -39% | -38% | -42% | -48% | -41% | -42% | 5% | 6% | 6% | 5% | 6% |
| Households No Veh | 6% | -3% | 7% | -11% | -21% | 8% | 6% | 4% | 5% | 2% | 0% | 1% |
| Households with Veh | -45% | -42% | -40% | -44% | -50% | -44% | -45% | -44% | 56% | -44% | -44% | -44% |
| <i>Total Housing Units</i> | -42% | -39% | -38% | -42% | -48% | -41% | -42% | 5% | 6% | 6% | 5% | 6% |
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| <i>Tenure by Vehicle Presence</i> | | | | | | | | | | | | |
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Owner Occupied | 0.98 | 0.97 | 1.00 | 0.95 | 1.00 | 0.90 | 0.98 | 1.01 | 1.01 | 1.01 | 1.02 | 1.01 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.98 | 0.97 | 0.98 |
| Owner Occ No Veh | 0.65 | 0.94 | 3.52 | 1.70 | 2.49 | 1.45 | 0.65 | 0.99 | 0.96 | 0.94 | 0.90 | 0.90 |
| Owner Occupied Veh | 1.00 | 0.95 | 1.00 | 0.83 | 1.05 | 0.76 | 1.00 | 0.69 | 0.82 | 0.90 | 1.02 | 1.11 |
| Renter Occ No Veh | 1.22 | 1.27 | 1.12 | 1.10 | 1.01 | 0.91 | 1.22 | 0.99 | 0.99 | 0.97 | 0.96 | 0.96 |
| Renter Occupied Veh | 1.04 | 1.08 | 1.04 | 1.01 | 1.04 | 0.93 | 1.04 | 1.23 | 1.21 | 1.19 | 1.14 | 1.13 |
| Households No Veh | 1.02 | 1.08 | 1.04 | 1.01 | 1.04 | 0.94 | 1.02 | 0.95 | 0.94 | 0.93 | 0.92 | 0.92 |
| Households with Veh | 1.04 | 1.08 | 1.04 | 1.01 | 1.04 | 0.93 | 1.04 | 0.99 | 0.99 | 0.99 | 0.99 | 1.00 |

Table 5A.6. Low MA: CRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|--------------|-------------|--------------|------------|-------------|----------|-------------------|-------------|--------------|------------|-------------|----------|
| <i>Tenure by Vehicle Presence</i> | | | | | | | | | | | | |
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |

| | | | | | | | | | | | | |
|----------------------------|--------|---------|---------|---------|---------|-------|--------|--------|---------|---------|---------|---------|
| Owner Occupied | 1,313 | (578) | (1,697) | (3,436) | (1,713) | (817) | 1,313 | 735 | (962) | (4,398) | (6,111) | (6,928) |
| Renter Occupied | 7,396 | 1,749 | 1,825 | 1,338 | 418 | 1,722 | 7,396 | 9,145 | 10,970 | 12,308 | 12,726 | 14,448 |
| <u>Total Housing Units</u> | 8,709 | 1,171 | 128 | (2,098) | (1,295) | (817) | 8,709 | 9,880 | 10,008 | 7,910 | 6,615 | 5,798 |
| Owner Occ No Veh | (378) | 292 | (219) | (222) | (85) | 2,539 | (378) | (86) | (305) | (527) | (612) | 1,927 |
| Owner Occupied Veh | 1,909 | (1,116) | (1,840) | (3,885) | (2,749) | 1,722 | 1,909 | 793 | (1,047) | (4,932) | (7,681) | (5,959) |
| Renter Occ No Veh | 1,299 | 831 | 510 | (135) | (1,341) | (169) | 1,299 | 2,130 | 2,640 | 2,505 | 1,164 | 995 |
| Renter Occupied Veh | 12,822 | 1,990 | 3,699 | 4,190 | 4,977 | (413) | 12,822 | 14,812 | 18,511 | 22,701 | 27,678 | 27,265 |
| <u>Total Housing Units</u> | 15,652 | 1,997 | 2,150 | (52) | 802 | (551) | 15,652 | 17,649 | 19,799 | 19,747 | 20,549 | 19,998 |
| Households No Veh | 921 | 1,123 | 291 | (357) | (1,426) | 6,748 | 921 | 2,044 | 2,335 | 1,978 | 552 | 7,300 |
| Households with Veh | 14,731 | 874 | 1,859 | 305 | 2,228 | 5,615 | 14,731 | 15,605 | 17,464 | 17,769 | 19,997 | 25,612 |
| <u>Total Housing Units</u> | 15,652 | 1,997 | 2,150 | (52) | 802 | (720) | 15,652 | 17,649 | 19,799 | 19,747 | 20,549 | 19,829 |

Cumulative

Percent Demographic Change 2010-2016 - Incremental

Tenure by Vehicle Presence

| | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|------|-------|------|------|------|-------|------|-------|------|------|-----|
| Owner Occupied | 2% | -2% | -4% | -9% | -3% | -1% | 2% | 1% | -1% | -2% | -1% | -2% |
| Renter Occupied | 13% | 9% | 6% | 4% | 1% | 6% | 13% | 12% | 10% | 9% | 7% | 6% |
| <u>Total Housing Units</u> | 6% | 3% | 0% | -3% | -1% | 2% | 6% | 6% | 4% | 2% | 2% | 1% |
| Owner Occ No Veh | -18% | 53% | -20% | -18% | -5% | -10% | -18% | -3% | -8% | -11% | -7% | -8% |
| Owner Occupied Veh | 2% | -4% | -5% | -10% | -5% | -1% | 2% | 1% | -1% | -3% | -2% | -2% |
| Renter Occ No Veh | 21% | 40% | 14% | -3% | -24% | -10% | 21% | 12% | 10% | 9% | 7% | 6% |
| Renter Occupied Veh | 30% | 12% | 15% | 17% | 18% | 22% | 30% | 25% | 22% | 21% | 19% | 18% |
| <u>Total Housing Units</u> | 12% | 4% | 3% | 0% | 1% | 6% | 12% | 12% | 10% | 9% | 7% | 6% |
| Households No Veh | 11% | 43% | 6% | -6% | -19% | -10% | 11% | 19% | 15% | 9% | 1% | 0% |
| Households with Veh | 12% | 2% | 3% | 0% | 3% | 7% | 12% | 10% | 108% | 6% | 6% | 5% |
| <u>Total Housing Units</u> | 12% | 4% | 3% | 0% | 1% | 6% | 12% | 10% | 9% | 7% | 6% | 6% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental

Cumulative

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|------|-------|------|------|------|-------|------|-------|------|------|------|
| Owner Occupied | 1.01 | 1.01 | 1.01 | 1.02 | 0.93 | 0.98 | 1.01 | 0.99 | 0.99 | 0.98 | 1.00 | 1.00 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Owner Occ No Veh | 0.96 | 0.93 | 0.95 | 0.93 | 1.01 | 0.96 | 0.96 | 0.94 | 0.90 | 0.89 | 0.93 | 0.93 |
| Owner Occupied Veh | 1.06 | 1.27 | 1.06 | 0.93 | 0.80 | 0.72 | 1.06 | 0.95 | 0.95 | 0.95 | 0.96 | 0.96 |
| Renter Occ No Veh | 1.06 | 0.95 | 0.99 | 1.05 | 0.91 | 1.03 | 1.06 | 1.11 | 1.09 | 1.04 | 0.94 | 0.93 |
| Renter Occupied Veh | 1.00 | 0.97 | 0.98 | 0.98 | 0.96 | 0.97 | 1.00 | 1.03 | 1.02 | 1.02 | 1.01 | 1.00 |
| Households No Veh | 1.00 | 0.94 | 0.97 | 0.98 | 0.97 | 0.99 | 1.00 | 1.08 | 1.06 | 1.03 | 0.96 | 0.95 |
| Households with Veh | 1.00 | 0.97 | 0.98 | 0.98 | 0.96 | 0.97 | 1.00 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 |

Table 5A.7. Low MA: LRT, Tenure by Vehicle Presence

| Demographic Change 2010-2016 - Incremental | Cumulative | | | | | | | | | | | |
|--|------------|-------|-------|-------|---------|-------|--------|--------|--------|--------|--------|--------|
| | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Tenure by Vehicle Presence | | | 0.375 | | | | | | | | | |
| Owner Occupied | 3,905 | 2,673 | 1,654 | 98 | 412 | 938 | 3,905 | 6,578 | 8,232 | 8,330 | 8,742 | 9,680 |
| Renter Occupied | 15,481 | 1,918 | 224 | 4,787 | 3,398 | 3,036 | 15,481 | 17,399 | 17,623 | 22,410 | 25,808 | 28,844 |
| <u>Total Housing Units</u> | 19,386 | 4,591 | 1,878 | 4,885 | 3,810 | 938 | 19,386 | 23,977 | 25,855 | 30,740 | 34,550 | 35,488 |
| Owner Occ No Veh | 5 | (141) | 66 | (317) | 31 | 2,098 | 5 | (136) | (70) | (387) | (356) | 1,742 |
| Owner Occupied Veh | 3,743 | 2,972 | (33) | (371) | (1,718) | 3,036 | 3,743 | 6,715 | 6,682 | 6,311 | 4,593 | 7,629 |
| Renter Occ No Veh | 1,998 | (14) | 268 | (267) | 454 | 17 | 1,998 | 1,984 | 2,252 | 1,985 | 2,439 | 2,456 |
| Renter Occupied Veh | 26,347 | 3,643 | 3,406 | 5,902 | 6,471 | 118 | 26,347 | 29,990 | 33,396 | 39,298 | 45,769 | 45,887 |
| <u>Total Housing Units</u> | 32,093 | 6,460 | 3,707 | 4,947 | 5,238 | 71 | 32,093 | 38,553 | 42,260 | 47,207 | 52,445 | 52,516 |
| Households No Veh | 2,003 | (155) | 334 | (584) | 485 | 4,626 | 2,003 | 1,848 | 2,182 | 1,598 | 2,083 | 6,709 |
| Households with Veh | 30,090 | 6,615 | 3,373 | 5,531 | 4,753 | 4,832 | 30,090 | 36,705 | 40,078 | 45,609 | 50,362 | 55,194 |
| <u>Total Housing Units</u> | 32,093 | 6,460 | 3,707 | 4,947 | 5,238 | 88 | 32,093 | 38,553 | 42,260 | 47,207 | 52,445 | 52,533 |

Percent Demographic Change 2010-2016 - Incremental

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.37 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|------|------|------|------|-----|-------|------|-------|-----|------|-----|
| Owner Occupied | 3% | 5% | 2% | 0% | 1% | 2% | 3% | 3% | 3% | 3% | 3% | 2% |
| Renter Occupied | 10% | 4% | 0% | 10% | 7% | 5% | 10% | 9% | 7% | 7% | 7% | 7% |
| <u>Total Housing Units</u> | 6% | 5% | 2% | 5% | 3% | 3% | 6% | 6% | 5% | 5% | 5% | 4% |
| Owner Occ No Veh | 0% | -8% | 3% | -16% | 1% | 1% | 0% | -2% | -1% | -3% | -2% | -4% |
| Owner Occupied Veh | 2% | 6% | 0% | -1% | -3% | 0% | 2% | 3% | 3% | 2% | 1% | 1% |
| Renter Occ No Veh | 8% | 0% | 3% | -3% | 6% | 1% | 8% | 9% | 7% | 7% | 7% | 7% |
| Renter Occupied Veh | 23% | 9% | 9% | 15% | 18% | 14% | 23% | 20% | 17% | 17% | 17% | 16% |
| <u>Total Housing Units</u> | 11% | 7% | 3% | 5% | 5% | 5% | 11% | 9% | 7% | 7% | 7% | 7% |
| Households No Veh | 7% | -1% | 3% | -6% | 5% | 1% | 7% | 4% | 4% | 3% | 3% | 1% |
| Households with Veh | 11% | 8% | 3% | 6% | 5% | 5% | 11% | 10% | 109% | 8% | 7% | 7% |
| <u>Total Housing Units</u> | 11% | 7% | 3% | 5% | 5% | 5% | 11% | 9% | 7% | 7% | 7% | 7% |

Cumulative

LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.37 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|------|------|------|------|------|-------|------|-------|------|------|------|
| Owner Occupied | 0.99 | 0.95 | 0.94 | 1.00 | 0.95 | 0.99 | 0.99 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.98 | 0.97 | 0.98 | 0.98 | 0.98 |
| Owner Occ No Veh | 1.00 | 1.05 | 1.02 | 0.98 | 1.00 | 0.97 | 1.00 | 1.00 | 1.02 | 0.99 | 1.01 | 0.99 |
| Owner Occupied Veh | 0.99 | 0.93 | 0.99 | 0.90 | 0.98 | 1.00 | 0.99 | 1.01 | 1.01 | 1.00 | 1.00 | 1.00 |
| Renter Occ No Veh | 1.02 | 0.92 | 0.94 | 0.97 | 0.95 | 1.01 | 1.02 | 0.97 | 0.98 | 0.96 | 0.97 | 0.96 |
| Renter Occupied Veh | 1.02 | 1.00 | 0.99 | 0.98 | 0.99 | 0.99 | 1.02 | 1.00 | 0.99 | 0.98 | 0.98 | 0.99 |
| Households No Veh | 1.02 | 1.00 | 0.99 | 0.99 | 0.99 | 0.99 | 1.02 | 0.97 | 0.98 | 0.97 | 0.98 | 0.97 |
| Households with Veh | 1.02 | 1.00 | 0.99 | 0.98 | 0.99 | 0.99 | 1.02 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Table 5A.8. Low MA: SCT, Tenure by Vehicle Presence

Demographic Change 2010-2016 - Incremental

Cumulative

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|-------|---------|-------|-------|---------|-------|-------|-------|-------|-------|---------|
| Owner Occupied | 1,576 | (277) | (571) | 168 | (170) | (588) | 1,576 | 1,299 | 728 | 896 | 726 | 138 |
| Renter Occupied | 1,385 | 83 | (341) | (316) | (234) | (1,292) | 1,385 | 1,468 | 1,127 | 811 | 577 | (715) |
| <u>Total Housing Units</u> | 2,961 | (194) | (912) | (148) | (404) | (588) | 2,961 | 2,767 | 1,855 | 1,707 | 1,303 | 715 |
| Owner Occ No Veh | 139 | (80) | (74) | (322) | (110) | (810) | 139 | 59 | (15) | (337) | (447) | (1,257) |
| Owner Occupied Veh | 2,165 | (603) | (275) | (110) | (476) | (1,398) | 2,165 | 1,562 | 1,287 | 1,177 | 701 | (697) |
| Renter Occ No Veh | 368 | (142) | (72) | (478) | 304 | (149) | 368 | 226 | 154 | (324) | (20) | (169) |
| Renter Occupied Veh | 2,599 | 1,523 | (666) | 283 | (187) | (248) | 2,599 | 4,122 | 3,456 | 3,739 | 3,552 | 3,304 |
| <u>Total Housing Units</u> | 5,271 | 698 | (1,087) | (627) | (469) | (431) | 5,271 | 5,969 | 4,882 | 4,255 | 3,786 | 3,355 |
| Households No Veh | 507 | (222) | (146) | (800) | 194 | (282) | 507 | 285 | 139 | (661) | (467) | (749) |
| Households with Veh | 4,764 | 920 | (941) | 173 | (663) | (1,110) | 4,764 | 5,684 | 4,743 | 4,916 | 4,253 | 3,143 |

| <i>Total Housing Units</i> | 5,271 | 698 | (1,087) | (627) | (469) | (580) | 5,271 | 5,969 | 4,882 | 4,255 | 3,786 | 3,206 |
|---|-------|------|---------|-------|-------|-------|-------------------|-------|-------|-------|-------|-------|
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 17% | -4% | -9% | 2% | -2% | -7% | 17% | 8% | 3% | 3% | 2% | 1% |
| Renter Occupied | 10% | 1% | -6% | -3% | -3% | -11% | 10% | 6% | 4% | 2% | -2% | -2% |
| <i>Total Housing Units</i> | 13% | -1% | -7% | -1% | -3% | -9% | 13% | 7% | 4% | 2% | 0% | -1% |
| Owner Occ No Veh | 27% | -22% | -16% | -44% | -20% | -29% | 27% | 7% | -1% | -16% | -17% | -19% |
| Owner Occupied Veh | 27% | -9% | -5% | -1% | -6% | -3% | 27% | 10% | 6% | 4% | 2% | 1% |
| Renter Occ No Veh | 13% | -8% | -5% | -16% | 13% | -25% | 13% | 6% | 4% | 2% | -2% | -2% |
| Renter Occupied Veh | 27% | 24% | -13% | 5% | -4% | -5% | 27% | 26% | 16% | 14% | 9% | 8% |
| <i>Total Housing Units</i> | 25% | 5% | -8% | -4% | -3% | -7% | 25% | 6% | 4% | 2% | -2% | -2% |
| Households No Veh | 15% | -11% | -8% | -21% | 7% | -26% | 15% | 5% | 2% | -6% | -7% | -12% |
| Households with Veh | 27% | 7% | -9% | 1% | -5% | -4% | 27% | 18% | 111% | 9% | 5% | 4% |
| <i>Total Housing Units</i> | 25% | 5% | -8% | -4% | -3% | -7% | 25% | 6% | 4% | 2% | -2% | -2% |
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 0.93 | 0.97 | 0.97 | 0.93 | 0.85 | 0.95 | 0.93 | 1.05 | 1.04 | 1.04 | 1.06 | 1.06 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.94 | 0.93 |
| Owner Occ No Veh | 1.17 | 0.96 | 1.06 | 1.03 | 1.19 | 0.99 | 1.17 | 1.00 | 0.96 | 0.82 | 0.83 | 0.82 |
| Owner Occupied Veh | 0.93 | 0.86 | 0.95 | 0.79 | 0.75 | 1.08 | 0.93 | 1.07 | 1.06 | 1.05 | 1.06 | 1.06 |
| Renter Occ No Veh | 1.00 | 1.11 | 0.83 | 0.94 | 0.91 | 0.88 | 1.00 | 0.91 | 0.92 | 0.88 | 0.89 | 0.84 |
| Renter Occupied Veh | 1.08 | 1.03 | 0.96 | 0.95 | 1.01 | 0.97 | 1.08 | 1.04 | 0.99 | 0.98 | 0.96 | 0.97 |
| Households No Veh | 1.10 | 1.06 | 0.96 | 1.00 | 1.07 | 0.95 | 1.10 | 0.88 | 0.90 | 0.86 | 0.87 | 0.84 |
| Households with Veh | 1.08 | 1.03 | 0.96 | 0.95 | 1.01 | 0.97 | 1.08 | 1.02 | 1.02 | 1.03 | 1.02 | 1.03 |

Table 5A.9. Mod MA: BRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | <i>Cumulative</i> | | | | | | | | | | | |
|---|-------------------|-------------|--------------|------------|-------------|----------|--------------|-------------|--------------|------------|-------------|-----------|
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Tenure by Vehicle Presence | | | | | | | | | | | | |
| Owner Occupied | 6,979 | 1,486 | 2,422 | 1,707 | (99) | (276) | 6,979 | 8,465 | 10,887 | 12,594 | 12,495 | 12,219 |
| Renter Occupied | 32,427 | 5,153 | 7,037 | 4,753 | 2,548 | 1,782 | 32,427 | 37,580 | 44,617 | 49,370 | 51,918 | 53,700 |
| <i>Total Housing Units</i> | 39,406 | 6,639 | 9,459 | 6,460 | 2,449 | (276) | 39,406 | 46,045 | 55,504 | 61,964 | 64,413 | 64,137 |
| Owner Occ No Veh | (320) | (272) | 108 | (373) | (250) | 2,323 | (320) | (592) | (484) | (857) | (1,107) | 1,216 |
| Owner Occupied Veh | 87,191 | 21,136 | 22,692 | 26,163 | 15,782 | 2,047 | 87,191 | 108,327 | 131,019 | 157,182 | 172,964 | 175,011 |
| Renter Occ No Veh | 7,896 | 1,542 | 788 | 2,088 | 604 | (579) | 7,896 | 9,438 | 10,226 | 12,314 | 12,918 | 12,339 |
| Renter Occupied Veh | (330,767) | (71,232) | (67,576) | (85,163) | (52,872) | 18,526 | (330,767) | (401,999) | (469,575) | (554,738) | (607,610) | (589,084) |

| | | | | | | | | | | | | |
|---|--------------|-------------|--------------|------------|-------------|----------|-------------------|-------------|--------------|------------|-------------|-----------|
| <i>Total Housing Units</i> | (236,000) | (48,826) | (43,988) | (57,285) | (36,736) | 746 | (236,000) | (284,826) | (328,814) | (386,099) | (422,835) | (422,089) |
| Households No Veh | 7,576 | 1,270 | 896 | 1,715 | 354 | (57,400) | 7,576 | 8,846 | 9,742 | 11,457 | 11,811 | (45,589) |
| Households with Veh | (243,576) | (50,096) | (44,884) | (59,000) | (37,090) | (38,707) | (243,576) | (293,672) | (338,556) | (397,556) | (434,646) | (473,353) |
| <i>Total Housing Units</i> | (236,000) | (48,826) | (43,988) | (57,285) | (36,736) | 167 | (236,000) | (284,826) | (328,814) | (386,099) | (422,835) | (422,668) |
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| <i>Tenure by Vehicle Presence</i> | | | | | | | | | | | | |
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Owner Occupied | 6% | 7% | 10% | 6% | -1% | -1% | 6% | 6% | 7% | 7% | 5% | 5% |
| Renter Occupied | 17% | 13% | 20% | 11% | 10% | 9% | 17% | 16% | 16% | 16% | 14% | 14% |
| <i>Total Housing Units</i> | 13% | 11% | 16% | 9% | 6% | 4% | 13% | 13% | 13% | 12% | 11% | 10% |
| Owner Occ No Veh | -6% | -21% | 10% | -22% | -20% | -42% | -6% | -9% | -6% | -9% | -8% | -13% |
| Owner Occupied Veh | 362% | 1338% | 1329% | 2614% | 1032% | 839% | 362% | 423% | 479% | 555% | 647% | 691% |
| Renter Occ No Veh | 20% | 17% | 13% | 27% | 12% | 18% | 20% | 16% | 16% | 16% | 14% | 14% |
| Renter Occupied Veh | -64% | -68% | -65% | -68% | -71% | -72% | -64% | -65% | -65% | -66% | -67% | -67% |
| <i>Total Housing Units</i> | -41% | -42% | -39% | -42% | -45% | -44% | -41% | 16% | 16% | 16% | 14% | 14% |
| Households No Veh | 17% | 12% | 13% | 18% | 6% | 3% | 17% | 16% | 16% | 16% | 14% | 12% |
| Households with Veh | -45% | -47% | -43% | -47% | -49% | -47% | -45% | -46% | 55% | -45% | -46% | -46% |
| <i>Total Housing Units</i> | -41% | -42% | -39% | -42% | -45% | -44% | -41% | 16% | 16% | 16% | 14% | 14% |
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| <i>Tenure by Vehicle Presence</i> | | | | | | | | | | | | |
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Owner Occupied | 0.99 | 0.98 | 0.99 | 0.98 | 0.97 | 1.00 | 0.99 | 0.97 | 0.97 | 0.98 | 0.98 | 0.97 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Owner Occ No Veh | 0.17 | 0.55 | 0.52 | 1.06 | 1.56 | 0.46 | 0.17 | 0.87 | 0.90 | 0.87 | 0.90 | 0.86 |
| Owner Occupied Veh | 1.02 | 1.01 | 0.93 | 1.11 | 0.93 | 1.01 | 1.02 | 0.20 | 0.22 | 0.25 | 0.29 | 0.31 |
| Renter Occ No Veh | 1.57 | 1.45 | 1.48 | 1.46 | 1.38 | 1.37 | 1.57 | 1.02 | 1.01 | 1.02 | 1.01 | 1.01 |
| Renter Occupied Veh | 0.96 | 0.96 | 0.96 | 0.97 | 1.00 | 0.96 | 0.96 | 1.55 | 1.54 | 1.53 | 1.50 | 1.49 |
| Households No Veh | 0.92 | 0.91 | 0.94 | 0.93 | 0.98 | 0.93 | 0.92 | 1.05 | 1.05 | 1.05 | 1.04 | 1.03 |
| Households with Veh | 0.96 | 0.96 | 0.96 | 0.97 | 1.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.97 |

Table 5A.10. Mod MA: CRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|--------------|-------------|--------------|------------|-------------|----------|-------------------|-------------|--------------|------------|-------------|----------|
| <i>Tenure by Vehicle Presence</i> | | | | | | | | | | | | |
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |

| | | | | | | | | | | | | |
|----------------------------|----------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|
| Owner Occupied | (10,181) | (1,130) | (2,196) | (2,863) | (1,465) | (174) | (10,181) | (11,311) | (13,507) | (16,370) | (17,835) | (18,009) |
| Renter Occupied | (8,300) | (3,045) | (329) | 1,001 | 1,119 | 3,158 | (8,300) | (11,345) | (11,674) | (10,673) | (9,554) | (6,396) |
| <i>Total Housing Units</i> | (18,481) | (4,175) | (2,525) | (1,862) | (346) | (174) | (18,481) | (22,656) | (25,181) | (27,043) | (27,389) | (27,563) |
| Owner Occ No Veh | (232) | (328) | (612) | 150 | (335) | 3,332 | (232) | (560) | (1,172) | (1,022) | (1,357) | 1,975 |
| Owner Occupied Veh | (9,268) | (1,139) | (2,603) | (3,738) | (1,980) | 3,158 | (9,268) | (10,407) | (13,010) | (16,748) | (18,728) | (15,570) |
| Renter Occ No Veh | (35) | (423) | 274 | (191) | 93 | 69 | (35) | (458) | (184) | (375) | (282) | (213) |
| Renter Occupied Veh | (1,107) | (705) | 1,493 | 2,874 | 4,619 | (1,873) | (1,107) | (1,812) | (319) | 2,555 | 7,174 | 5,301 |
| <i>Total Housing Units</i> | (10,642) | (2,595) | (1,448) | (905) | 2,397 | 134 | (10,642) | (13,237) | (14,685) | (15,590) | (13,193) | (13,059) |
| Households No Veh | (267) | (751) | (338) | (41) | (242) | 5,238 | (267) | (1,018) | (1,356) | (1,397) | (1,639) | 3,599 |
| Households with Veh | (10,375) | (1,844) | (1,110) | (864) | 2,639 | 3,568 | (10,375) | (12,219) | (13,329) | (14,193) | (11,554) | (7,986) |
| <i>Total Housing Units</i> | (10,642) | (2,595) | (1,448) | (905) | 2,397 | 203 | (10,642) | (13,237) | (14,685) | (15,590) | (13,193) | (12,990) |

Percent Demographic Change 2010-2016 - Incremental

Cumulative

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|------|-------|------|------|-----|-------|------|-------|------|------|------|
| Owner Occupied | -21% | -6% | -12% | -13% | -5% | -1% | -21% | -17% | -16% | -15% | -11% | -9% |
| Renter Occupied | -10% | -9% | -1% | 3% | 3% | 9% | -10% | -10% | -8% | -6% | -2% | 1% |
| <i>Total Housing Units</i> | -14% | -8% | -5% | -3% | 0% | 5% | -14% | -12% | -11% | -9% | -5% | -3% |
| Owner Occ No Veh | -11% | -42% | -47% | 18% | -27% | 7% | -11% | -19% | -28% | -20% | -17% | -17% |
| Owner Occupied Veh | -20% | -7% | -14% | -17% | -7% | -7% | -20% | -17% | -16% | -16% | -12% | -10% |
| Renter Occ No Veh | 0% | -7% | 5% | -3% | 1% | 2% | 0% | -10% | -8% | -6% | -2% | 1% |
| Renter Occupied Veh | -2% | -3% | 6% | 9% | 14% | 20% | -2% | -2% | 0% | 2% | 7% | 9% |
| <i>Total Housing Units</i> | -9% | -5% | -3% | -2% | 3% | 6% | -9% | -10% | -8% | -6% | -2% | 1% |
| Households No Veh | -2% | -11% | -5% | -1% | -3% | 3% | -2% | -5% | -5% | -4% | -1% | -1% |
| Households with Veh | -10% | -4% | -3% | -2% | 4% | 6% | -10% | -8% | 93% | -6% | -1% | 1% |
| <i>Total Housing Units</i> | -9% | -5% | -3% | -2% | 3% | 6% | -9% | -10% | -8% | -6% | -2% | 1% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental

Cumulative

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|------|-------|------|------|------|-------|------|-------|------|------|------|
| Owner Occupied | 1.00 | 0.94 | 0.99 | 1.01 | 1.01 | 0.98 | 1.00 | 0.98 | 0.97 | 0.96 | 0.97 | 0.97 |

| | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.99 | 0.99 | 0.99 |
| Owner Occ No Veh | 0.92 | 1.01 | 0.90 | 0.85 | 0.95 | 0.93 | 0.92 | 0.94 | 0.83 | 0.90 | 0.89 | 0.88 |
| Owner Occupied Veh | 1.08 | 0.94 | 1.03 | 0.93 | 1.01 | 0.95 | 1.08 | 0.95 | 0.94 | 0.92 | 0.93 | 0.92 |
| Renter Occ No Veh | 0.99 | 0.92 | 0.97 | 0.97 | 0.98 | 0.99 | 0.99 | 1.04 | 1.03 | 1.01 | 1.00 | 0.97 |
| Renter Occupied Veh | 1.01 | 0.98 | 0.97 | 0.96 | 0.99 | 0.99 | 1.01 | 0.97 | 0.97 | 0.97 | 0.97 | 0.98 |
| Households No Veh | 1.00 | 0.99 | 0.97 | 0.96 | 0.99 | 0.99 | 1.00 | 1.04 | 1.02 | 1.02 | 1.01 | 0.99 |
| Households with Veh | 1.01 | 0.98 | 0.97 | 0.96 | 0.99 | 0.99 | 1.01 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Table 5A.11. Mod MA: LRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|--------|-------|-------|---------|---------|---------|-------------------|--------|---------|---------|---------|--------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.37 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 740 | 335 | 43 | (764) | (400) | (298) | 740 | 1,075 | 1,118 | 354 | (46) | (344) |
| Renter Occupied | 23,923 | 5,598 | 4,901 | 6,627 | 4,864 | 3,426 | 23,923 | 29,521 | 34,422 | 41,049 | 45,913 | 49,339 |
| <i>Total Housing Units</i> | 24,663 | 5,933 | 4,944 | 5,863 | 4,464 | (298) | 24,663 | 30,596 | 35,540 | 41,403 | 45,867 | 45,569 |
| Owner Occ No Veh | (824) | 49 | (269) | (159) | (69) | 3,724 | (824) | (775) | (1,044) | (1,203) | (1,272) | 2,452 |
| Owner Occupied Veh | 1,845 | (354) | (98) | (1,006) | (1,214) | 3,426 | 1,845 | 1,491 | 1,393 | 387 | (827) | 2,599 |
| Renter Occ No Veh | 5,333 | 406 | 148 | 938 | 71 | (18) | 5,333 | 5,739 | 5,887 | 6,825 | 6,896 | 6,878 |
| Renter Occupied Veh | 30,853 | 8,121 | 8,705 | 9,191 | 7,038 | (1,373) | 30,853 | 38,974 | 47,679 | 56,870 | 63,908 | 62,535 |
| <i>Total Housing Units</i> | 37,207 | 8,222 | 8,486 | 8,964 | 5,826 | 1,349 | 37,207 | 45,429 | 53,915 | 62,879 | 68,705 | 70,054 |
| Households No Veh | 4,509 | 455 | (121) | 779 | 2 | 6,731 | 4,509 | 4,964 | 4,843 | 5,622 | 5,624 | 12,355 |
| Households with Veh | 32,698 | 7,767 | 8,607 | 8,185 | 5,824 | 6,689 | 32,698 | 40,465 | 49,072 | 57,257 | 63,081 | 69,770 |
| <i>Total Housing Units</i> | 37,207 | 8,222 | 8,486 | 8,964 | 5,826 | 1,331 | 37,207 | 45,429 | 53,915 | 62,879 | 68,705 | 70,036 |

| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|-------|------|------|-----|------|-----|-------------------|------|-------|-----|------|-----|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.37 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 1% | 1% | 0% | -2% | -1% | -1% | 1% | 1% | 1% | 0% | 0% | -1% |
| Renter Occupied | 12% | 9% | 7% | 9% | 9% | 7% | 12% | 11% | 11% | 10% | 9% | 9% |
| <i>Total Housing Units</i> | 8% | 6% | 5% | 5% | 5% | 3% | 8% | 8% | 7% | 7% | 6% | 6% |

| | | | | | | | | | | | | |
|----------------------------|------|-----|------|-----|-----|-----|------|------|------|------|------|------|
| Owner Occ No Veh | -17% | 3% | -13% | -8% | -5% | -1% | -17% | -12% | -12% | -11% | -13% | -14% |
| Owner Occupied Veh | 2% | -1% | 0% | -2% | -3% | -3% | 2% | 1% | 1% | 0% | -1% | -2% |
| Renter Occ No Veh | 13% | 3% | 1% | 6% | 1% | 14% | 13% | 11% | 11% | 10% | 9% | 9% |
| Renter Occupied Veh | 22% | 17% | 18% | 16% | 18% | 16% | 22% | 21% | 20% | 19% | 18% | 18% |
| <u>Total Housing Units</u> | 13% | 8% | 8% | 8% | 7% | 7% | 13% | 11% | 11% | 10% | 9% | 9% |
| Households No Veh | 10% | 3% | -1% | 5% | 0% | 12% | 10% | 8% | 6% | 6% | 3% | 3% |
| Households with Veh | 14% | 9% | 10% | 8% | 8% | 6% | 14% | 13% | 112% | 11% | 10% | 9% |
| <u>Total Housing Units</u> | 13% | 8% | 8% | 8% | 7% | 7% | 13% | 11% | 11% | 10% | 9% | 9% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010) -
Incremental

Cumulativ
e

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.37 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|-------|------|------|------|------|------|-------|------|-------|------|------|------|
| Owner Occupied | 0.99 | 0.98 | 0.98 | 0.99 | 0.97 | 0.99 | 0.99 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.98 | 0.98 | 0.99 |
| Owner Occ No Veh | 0.97 | 0.97 | 0.98 | 0.96 | 0.94 | 0.95 | 0.97 | 0.88 | 0.88 | 0.89 | 0.88 | 0.88 |
| Owner Occupied Veh | 1.01 | 0.95 | 0.94 | 0.99 | 0.89 | 0.93 | 1.01 | 0.97 | 0.97 | 0.97 | 0.96 | 0.96 |
| Renter Occ No Veh | 0.99 | 0.98 | 1.00 | 0.98 | 0.95 | 0.99 | 0.99 | 1.00 | 0.99 | 0.99 | 0.97 | 0.97 |
| Renter Occupied Veh | 1.02 | 1.00 | 1.01 | 1.00 | 0.96 | 0.99 | 1.02 | 0.99 | 0.99 | 0.99 | 0.98 | 0.99 |
| Households No Veh | 1.03 | 1.01 | 1.03 | 1.01 | 0.97 | 1.00 | 1.03 | 0.98 | 0.97 | 0.97 | 0.97 | 0.97 |
| Households with Veh | 1.02 | 1.00 | 1.01 | 1.00 | 0.96 | 0.99 | 1.02 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |

Table 5A.12. Mod MA: SCT, Tenure by Vehicle Presence

Demographic Change 2010-2016 - Incremental

Cumulativ
e

| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.37 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
|----------------------------|---------|-------|-------|-------|---------|-------|---------|--------|--------|--------|--------|---------|
| Owner Occupied | (316) | 302 | (80) | (67) | 17 | 329 | (316) | (14) | (94) | (161) | (144) | 185 |
| Renter Occupied | (314) | 2,816 | 1,661 | 839 | (1,432) | (302) | (314) | 2,502 | 4,163 | 5,002 | 3,570 | 3,268 |
| <u>Total Housing Units</u> | (630) | 3,118 | 1,581 | 772 | (1,415) | 329 | (630) | 2,488 | 4,069 | 4,841 | 3,426 | 3,755 |
| Owner Occ No Veh | (198) | (209) | 7 | (37) | 58 | (672) | (198) | (407) | (400) | (437) | (379) | (1,051) |
| Owner Occupied Veh | 2,091 | 703 | (257) | (117) | 348 | (343) | 2,091 | 2,794 | 2,537 | 2,420 | 2,768 | 2,425 |
| Renter Occ No Veh | (1,009) | 963 | 0 | (143) | (61) | 19 | (1,009) | (46) | (46) | (189) | (250) | (231) |
| Renter Occupied Veh | 7,548 | 2,511 | 1,833 | 1,630 | 997 | 988 | 7,548 | 10,059 | 11,892 | 13,522 | 14,519 | 15,507 |
| <u>Total Housing Units</u> | 8,432 | 3,968 | 1,583 | 1,333 | 1,342 | 157 | 8,432 | 12,400 | 13,983 | 15,316 | 16,658 | 16,815 |

| | | | | | | | | | | | | |
|----------------------------|---------|-------|-------|-------|-------|-------|---------|--------|--------|--------|--------|--------|
| Households No Veh | (1,207) | 754 | 7 | (180) | (3) | 1,220 | (1,207) | (453) | (446) | (626) | (629) | 591 |
| Households with Veh | 9,639 | 3,214 | 1,576 | 1,513 | 1,345 | 2,384 | 9,639 | 12,853 | 14,429 | 15,942 | 17,287 | 19,671 |
| <u>Total Housing Units</u> | 8,432 | 3,968 | 1,583 | 1,333 | 1,342 | 176 | 8,432 | 12,400 | 13,983 | 15,316 | 16,658 | 16,834 |

| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|-------|------|-------|-----|------|-----|-------------------|------|-------|------|------|-----|
| | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | -1% | 3% | -1% | -1% | 0% | 3% | -1% | 0% | 0% | 0% | -1% | 0% |
| Renter Occupied | -1% | 17% | 10% | 6% | -10% | -4% | -1% | 3% | 4% | 5% | 3% | 4% |
| <u>Total Housing Units</u> | -1% | 12% | 7% | 4% | -6% | -1% | -1% | 2% | 3% | 3% | 2% | 3% |
| Owner Occ No Veh | -11% | -22% | 1% | -7% | 9% | 3% | -11% | -15% | -12% | -11% | -8% | -5% |
| Owner Occupied Veh | 12% | 9% | -4% | -1% | 5% | 11% | 12% | 11% | 8% | 6% | 4% | 4% |
| Renter Occ No Veh | -6% | 17% | 0% | -4% | -2% | 4% | -6% | 3% | 4% | 5% | 3% | 4% |
| Renter Occupied Veh | 22% | 23% | 18% | 18% | 12% | 13% | 22% | 22% | 21% | 21% | 21% | 22% |
| <u>Total Housing Units</u> | 12% | 16% | 7% | 6% | 7% | 11% | 12% | 3% | 4% | 5% | 3% | 4% |
| Households No Veh | -6% | 11% | 0% | -5% | 0% | 4% | -6% | -2% | -1% | -2% | 0% | 3% |
| Households with Veh | 18% | 17% | 9% | 9% | 9% | 12% | 18% | 18% | 116% | 15% | 14% | 15% |
| <u>Total Housing Units</u> | 12% | 16% | 7% | 6% | 7% | 11% | 12% | 3% | 4% | 5% | 3% | 4% |

| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|-------|------|-------|------|------|------|-------------------|------|-------|------|------|------|
| | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 0.95 | 0.99 | 0.98 | 0.98 | 1.00 | 0.91 | 0.95 | 1.01 | 1.00 | 1.00 | 1.01 | 1.01 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.96 | 0.96 | 0.97 | 0.96 | 0.97 |
| Owner Occ No Veh | 1.17 | 1.01 | 0.94 | 0.98 | 0.97 | 1.16 | 1.17 | 0.84 | 0.86 | 0.86 | 0.91 | 0.93 |
| Owner Occupied Veh | 0.88 | 0.97 | 0.87 | 0.86 | 1.18 | 0.97 | 0.88 | 1.12 | 1.08 | 1.06 | 1.06 | 1.05 |
| Renter Occ No Veh | 1.09 | 0.97 | 0.98 | 1.01 | 1.21 | 1.06 | 1.09 | 0.91 | 0.90 | 0.90 | 0.92 | 0.94 |
| Renter Occupied Veh | 1.10 | 1.01 | 0.97 | 1.00 | 1.12 | 1.11 | 1.10 | 1.06 | 1.04 | 1.04 | 1.06 | 1.06 |
| Households No Veh | 1.16 | 1.02 | 1.00 | 1.03 | 1.11 | 1.13 | 1.16 | 0.84 | 0.86 | 0.86 | 0.88 | 0.89 |
| Households with Veh | 1.10 | 1.01 | 0.97 | 1.00 | 1.12 | 1.11 | 1.10 | 1.05 | 1.05 | 1.04 | 1.03 | 1.03 |

Table 5A.13. High MA: BRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|-------|------|-------|------|------|-----|-------------------|------|-------|-----|------|-----|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 214 | 118 | (65) | (33) | 284 | 343 | 214 | 332 | 267 | 234 | 518 | 861 |

| | | | | | | | | | | | | |
|---|--------------|-------------|--------------|------------|-------------|----------|-------------------|-------------|--------------|------------|-------------|-----------|
| Renter Occupied | 7,763 | 2,725 | 1,468 | 1,244 | 852 | 584 | 7,763 | 10,488 | 11,956 | 13,200 | 14,052 | 14,636 |
| <u>Total Housing Units</u> | 7,977 | 2,843 | 1,403 | 1,211 | 1,136 | 343 | 7,977 | 10,820 | 12,223 | 13,434 | 14,570 | 14,913 |
| Owner Occ No Veh | (55) | 29 | 38 | 13 | 112 | 241 | (55) | (26) | 12 | 25 | 137 | 378 |
| Owner Occupied Veh | 6,033 | 3,838 | 3,239 | 4,942 | 1,978 | 584 | 6,033 | 9,871 | 13,110 | 18,052 | 20,030 | 20,614 |
| Renter Occ No Veh | 2,018 | 505 | 112 | 59 | 411 | 59 | 2,018 | 2,523 | 2,635 | 2,694 | 3,105 | 3,164 |
| Renter Occupied Veh | (86,415) | (16,601) | (14,629) | (25,529) | (7,955) | 2,052 | (86,415) | (103,016) | (117,645) | (143,174) | (151,129) | (149,077) |
| <u>Total Housing Units</u> | (78,419) | (12,229) | (11,240) | (20,515) | (5,454) | (158) | (78,419) | (90,648) | (101,888) | (122,403) | (127,857) | (128,015) |
| Households No Veh | 1,963 | 534 | 150 | 72 | 523 | (7,975) | 1,963 | 2,497 | 2,647 | 2,719 | 3,242 | (4,733) |
| Households with Veh | (80,382) | (12,763) | (11,390) | (20,587) | (5,977) | (6,022) | (80,382) | (93,145) | (104,535) | (125,122) | (131,099) | (137,121) |
| <u>Total Housing Units</u> | (78,419) | (12,229) | (11,240) | (20,515) | (5,454) | (99) | (78,419) | (90,648) | (101,888) | (122,403) | (127,857) | (127,956) |
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| <i>Tenure by Vehicle Presence</i> | | | | | | | <i>ve</i> | | | | | |
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Owner Occupied | 1% | 3% | -2% | -1% | 13% | 19% | 1% | 2% | 1% | 1% | 0% | 1% |
| Renter Occupied | 11% | 13% | 12% | 9% | 14% | 5% | 11% | 11% | 11% | 11% | 11% | 11% |
| <u>Total Housing Units</u> | 9% | 11% | 8% | 6% | 13% | 9% | 9% | 10% | 9% | 9% | 9% | 9% |
| Owner Occ No Veh | -4% | 8% | 12% | 4% | 67% | 80% | -4% | -2% | 1% | 1% | -3% | 0% |
| Owner Occupied Veh | 60% | 1250% | 657% | 5202% | 741% | 51300% | 60% | 96% | 122% | 166% | 206% | 244% |
| Renter Occ No Veh | 10% | 9% | 3% | 1% | 25% | -17% | 10% | 11% | 11% | 11% | 11% | 11% |
| Renter Occupied Veh | -61% | -49% | -58% | -71% | -61% | -66% | -61% | -58% | -58% | -60% | -61% | -62% |
| <u>Total Housing Units</u> | -45% | -30% | -38% | -50% | -36% | -46% | -45% | 11% | 11% | 11% | 11% | 11% |
| Households No Veh | 9% | 9% | 4% | 2% | 28% | -10% | 9% | 9% | 9% | 8% | 7% | 7% |
| Households with Veh | -53% | -37% | -44% | -57% | -45% | -49% | -53% | -50% | 51% | -50% | -51% | -51% |
| <u>Total Housing Units</u> | -45% | -30% | -38% | -50% | -36% | -46% | -45% | 11% | 11% | 11% | 11% | 11% |
| <i>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| <i>Tenure by Vehicle Presence</i> | | | | | | | <i>ve</i> | | | | | |
| | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> | <i>0.125</i> | <i>0.25</i> | <i>0.375</i> | <i>0.5</i> | <i>0.75</i> | <i>1</i> |
| Owner Occupied | 0.98 | 0.98 | 0.99 | 0.99 | 1.01 | 0.96 | 0.98 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Owner Occ No Veh | 0.06 | 0.52 | 0.30 | 2.12 | 0.88 | 0.32 | 0.06 | 0.97 | 1.00 | 1.00 | 0.97 | 0.99 |
| Owner Occupied Veh | 0.96 | 0.94 | 0.91 | 0.91 | 0.92 | 1.05 | 0.96 | 0.08 | 0.09 | 0.10 | 0.12 | 0.13 |

| | | | | | | | | | | | | |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Renter Occ No Veh | 1.80 | 2.29 | 1.92 | 1.37 | 1.47 | 1.71 | 1.80 | 0.96 | 0.95 | 0.95 | 0.95 | 0.95 |
| Renter Occupied Veh | 0.92 | 1.15 | 1.04 | 0.85 | 0.83 | 1.03 | 0.92 | 1.90 | 1.90 | 1.82 | 1.78 | 1.74 |
| Households No Veh | 0.83 | 1.08 | 0.98 | 0.77 | 0.75 | 0.93 | 0.83 | 1.01 | 1.00 | 1.01 | 1.02 | 1.03 |
| Households with Veh | 0.92 | 1.15 | 1.04 | 0.85 | 0.83 | 1.03 | 0.92 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |

Table 5A.14. High MA: CRT, Tenure by Vehicle Presence

| <i>Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
|---|--------|-------|-------|-------|-------|-------|-------------------|--------|--------|---------|---------|---------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 203 | (459) | (296) | (547) | (15) | (128) | 203 | (256) | (552) | (1,099) | (1,114) | (1,242) |
| Renter Occupied | 1,313 | (369) | 1,205 | 927 | 1,138 | 319 | 1,313 | 944 | 2,149 | 3,076 | 4,214 | 4,533 |
| Total Housing Units | 1,516 | (828) | 909 | 380 | 1,123 | (128) | 1,516 | 688 | 1,597 | 1,977 | 3,100 | 2,972 |
| Owner Occ No Veh | 94 | (46) | 44 | 107 | 119 | 447 | 94 | 48 | 92 | 199 | 318 | 765 |
| Owner Occupied Veh | (117) | (447) | (194) | 132 | 198 | 319 | (117) | (564) | (758) | (626) | (428) | (109) |
| Renter Occ No Veh | 17,405 | 735 | 423 | 90 | 2,066 | 110 | 17,405 | 18,140 | 18,563 | 18,653 | 20,719 | 20,829 |
| Renter Occupied Veh | 2,414 | (492) | 1,181 | 2,104 | 909 | 33 | 2,414 | 1,922 | 3,103 | 5,207 | 6,116 | 6,149 |
| Total Housing Units | 19,796 | (250) | 1,454 | 2,433 | 3,292 | (79) | 19,796 | 19,546 | 21,000 | 23,433 | 26,725 | 26,646 |
| Households No Veh | 17,499 | 689 | 467 | 197 | 2,185 | 1,003 | 17,499 | 18,188 | 18,655 | 18,852 | 21,037 | 22,040 |
| Households with Veh | 2,297 | (939) | 987 | 2,236 | 1,107 | 1,067 | 2,297 | 1,358 | 2,345 | 4,581 | 5,688 | 6,755 |
| Total Housing Units | 19,796 | (250) | 1,454 | 2,433 | 3,292 | 31 | 19,796 | 19,546 | 21,000 | 23,433 | 26,725 | 26,756 |
| <i>Percent Demographic Change 2010-2016 - Incremental</i> | | | | | | | <i>Cumulative</i> | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 7% | -37% | -12% | -17% | 0% | -3% | 7% | -6% | -8% | -11% | -7% | -6% |
| Renter Occupied | 12% | -5% | 12% | 7% | 9% | 4% | 12% | 5% | 8% | 8% | 8% | 5% |
| Total Housing Units | 11% | -10% | 7% | 2% | 7% | 2% | 11% | 3% | 5% | 4% | 4% | 3% |
| Owner Occ No Veh | 44% | -29% | 17% | 50% | 52% | 43% | 44% | 13% | 15% | 24% | 19% | 27% |
| Owner Occupied Veh | -4% | -40% | -9% | 6% | 5% | 1% | -4% | -15% | -13% | -8% | -1% | 0% |
| Renter Occ No Veh | 604% | 38% | 14% | 3% | 78% | -3% | 604% | 5% | 8% | 8% | 8% | 5% |
| Renter Occupied Veh | 37% | -10% | 18% | 26% | 10% | 11% | 37% | 17% | 18% | 20% | 16% | 13% |
| Total Housing Units | 161% | -3% | 12% | 18% | 20% | 7% | 161% | 5% | 8% | 8% | 8% | 5% |
| Households No Veh | 565% | 33% | 14% | 6% | 76% | 1% | 565% | 351% | 218% | 158% | 104% | 77% |
| Households with Veh | 25% | -16% | 11% | 22% | 8% | 9% | 25% | 9% | 110% | 14% | 11% | 9% |
| Total Housing Units | 161% | -3% | 12% | 18% | 20% | 7% | 161% | 5% | 8% | 8% | 8% | 5% |

LQ Trend 2010-2016 (LQ 2016 / LQ 2010) -
Incremental

| Tenure by Vehicle Presence | 0.37 | | | | | | Cumulative | | | | | |
|----------------------------|-------|------|------|------|------|------|------------|------|-------|------|------|------|
| | 0.125 | 0.25 | 5 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 0.96 | 1.01 | 1.00 | 1.00 | 0.97 | 0.98 | 0.96 | 0.94 | 0.90 | 0.88 | 0.92 | 0.95 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.99 | 0.98 | 0.98 |
| Owner Occ No Veh | 0.84 | 0.65 | 0.83 | 1.01 | 1.02 | 0.96 | 0.84 | 1.05 | 1.05 | 1.14 | 1.09 | 1.18 |
| Owner Occupied Veh | 3.71 | 0.90 | 0.62 | 0.59 | 0.49 | 0.98 | 3.71 | 0.81 | 0.82 | 0.87 | 0.92 | 0.95 |
| Renter Occ No Veh | 1.06 | 0.85 | 0.95 | 1.06 | 0.90 | 0.88 | 1.06 | 2.71 | 1.87 | 1.51 | 1.18 | 1.03 |
| Renter Occupied Veh | 2.12 | 0.97 | 0.94 | 1.04 | 0.89 | 1.02 | 2.12 | 0.98 | 0.97 | 0.99 | 0.95 | 0.95 |
| Households No Veh | 1.05 | 0.87 | 0.97 | 1.11 | 0.98 | 0.95 | 1.05 | 1.63 | 1.37 | 1.22 | 1.08 | 1.00 |
| Households with Veh | 2.12 | 0.97 | 0.94 | 1.04 | 0.89 | 1.02 | 2.12 | 0.57 | 0.69 | 0.78 | 0.85 | 0.90 |

Table 5A.15. High MA: LRT, Tenure by Vehicle Presence

Demographic Change 2010-2016 - Incremental

| Tenure by Vehicle Presence | 0.125 | | | | | | Cumulative | | | | | |
|----------------------------|--------|-------|-------|-------|-------|-------|------------|--------|--------|---------|---------|--------|
| | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 71 | (76) | (627) | (418) | 36 | 24 | 71 | (5) | (632) | (1,050) | (1,014) | (990) |
| Renter Occupied | 9,047 | 1,881 | 3,734 | 2,005 | 1,562 | 1,413 | 9,047 | 10,928 | 14,662 | 16,667 | 18,229 | 19,642 |
| <i>Total Housing Units</i> | 9,118 | 1,805 | 3,107 | 1,587 | 1,598 | 24 | 9,118 | 10,923 | 14,030 | 15,617 | 17,215 | 17,239 |
| Owner Occ No Veh | 197 | 174 | (254) | (83) | (71) | 1,389 | 197 | 371 | 117 | 34 | (37) | 1,352 |
| Owner Occupied Veh | 782 | (506) | (930) | (391) | (216) | 1,413 | 782 | 276 | (654) | (1,045) | (1,261) | 152 |
| Renter Occ No Veh | 1,887 | 584 | 628 | (53) | (55) | (62) | 1,887 | 2,471 | 3,099 | 3,046 | 2,991 | 2,929 |
| Renter Occupied Veh | 10,963 | 2,641 | 3,157 | 3,204 | 1,782 | (161) | 10,963 | 13,604 | 16,761 | 19,965 | 21,747 | 21,586 |
| <i>Total Housing Units</i> | 13,829 | 2,893 | 2,601 | 2,677 | 1,440 | (102) | 13,829 | 16,722 | 19,323 | 22,000 | 23,440 | 23,338 |
| Households No Veh | 2,084 | 758 | 374 | (136) | (126) | 1,604 | 2,084 | 2,842 | 3,216 | 3,080 | 2,954 | 4,558 |
| Households with Veh | 11,745 | 2,135 | 2,227 | 2,813 | 1,566 | 1,279 | 11,745 | 13,880 | 16,107 | 18,920 | 20,486 | 21,765 |
| <i>Total Housing Units</i> | 13,829 | 2,893 | 2,601 | 2,677 | 1,440 | (164) | 13,829 | 16,722 | 19,323 | 22,000 | 23,440 | 23,276 |

Percent Demographic Change 2010-2016 - Incremental

| Tenure by Vehicle Presence | 0.125 | | | | | | Cumulative | | | | | |
|----------------------------|-------|------|-------|------|------|------|------------|------|-------|-----|------|-----|
| | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 0% | -1% | -9% | -6% | 1% | 0% | 0% | 0% | -2% | -3% | -4% | -3% |
| Renter Occupied | 12% | 9% | 13% | 7% | 8% | 7% | 12% | 11% | 12% | 11% | 10% | 10% |
| <i>Total Housing Units</i> | 10% | 7% | 9% | 5% | 6% | 6% | 10% | 9% | 9% | 8% | 7% | 7% |
| Owner Occ No Veh | 12% | 45% | -36% | -20% | -23% | -17% | 12% | 19% | 4% | 1% | -1% | -7% |
| Owner Occupied Veh | 5% | -9% | -14% | -6% | -4% | -3% | 5% | 1% | -2% | -3% | -4% | -3% |
| Renter Occ No Veh | 7% | 8% | 9% | -1% | -1% | -2% | 7% | 11% | 12% | 11% | 10% | 10% |
| Renter Occupied Veh | 24% | 23% | 14% | 17% | 11% | 11% | 24% | 24% | 21% | 20% | 17% | 17% |
| <i>Total Housing Units</i> | 16% | 11% | 7% | 8% | 6% | 5% | 16% | 11% | 12% | 11% | 10% | 10% |
| Households No Veh | 8% | 10% | 5% | -2% | -3% | -4% | 8% | 8% | 7% | 6% | 7% | 5% |
| Households with Veh | 19% | 12% | 8% | 11% | 7% | 7% | 19% | 18% | 115% | 14% | 11% | 11% |

| <u>Total Housing Units</u> | 16% | 11% | 7% | 8% | 6% | 5% | 16% | 11% | 12% | 11% | 10% | 10% |
|---|-------|------|-------|------|------|------|-------------------|------|-------|------|------|------|
| <u>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</u> | | | | | | | <u>Cumulative</u> | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 0.97 | 0.97 | 0.99 | 0.98 | 0.99 | 0.97 | 0.97 | 0.95 | 0.93 | 0.93 | 0.93 | 0.93 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.98 | 0.98 | 0.98 | 0.98 |
| Owner Occ No Veh | 0.99 | 0.88 | 0.82 | 0.93 | 0.94 | 0.94 | 0.99 | 1.17 | 1.04 | 1.01 | 1.00 | 0.94 |
| Owner Occupied Veh | 0.95 | 0.99 | 0.98 | 0.93 | 1.12 | 0.91 | 0.95 | 0.96 | 0.93 | 0.93 | 0.93 | 0.93 |
| Renter Occ No Veh | 1.00 | 1.01 | 0.93 | 0.98 | 0.91 | 0.93 | 1.00 | 0.96 | 0.97 | 0.96 | 0.98 | 0.97 |
| Renter Occupied Veh | 1.03 | 1.02 | 0.96 | 1.01 | 1.00 | 0.97 | 1.03 | 1.00 | 0.98 | 0.98 | 0.97 | 0.97 |
| Households No Veh | 1.06 | 1.02 | 0.97 | 1.03 | 0.97 | 0.99 | 1.06 | 0.96 | 0.97 | 0.97 | 0.99 | 0.98 |
| Households with Veh | 1.03 | 1.02 | 0.96 | 1.01 | 1.00 | 0.97 | 1.03 | 1.02 | 1.02 | 1.02 | 1.01 | 1.01 |

Table 5A.16. High MA: SCT, Tenure by Vehicle Presence

| <u>Demographic Change 2010-2016 - Incremental</u> | <u>Cumulative</u> | | | | | | | | | | | |
|---|-------------------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 1,618 | 389 | (368) | (29) | (302) | (87) | 1,618 | 2,007 | 1,639 | 1,610 | 1,308 | 1,221 |
| Renter Occupied | 5,309 | 1,158 | 1,340 | 1,349 | (549) | (412) | 5,309 | 6,467 | 7,807 | 9,156 | 8,607 | 8,195 |
| <u>Total Housing Units</u> | 6,927 | 1,547 | 972 | 1,320 | (851) | (87) | 6,927 | 8,474 | 9,446 | 10,766 | 9,915 | 9,828 |
| Owner Occ No Veh | 357 | 54 | (49) | (58) | 22 | (325) | 357 | 411 | 362 | 304 | 326 | 1 |
| Owner Occupied Veh | 2,605 | 286 | (440) | 654 | (370) | (412) | 2,605 | 2,891 | 2,451 | 3,105 | 2,735 | 2,323 |
| Renter Occ No Veh | 2,436 | 511 | 645 | 471 | (32) | 40 | 2,436 | 2,947 | 3,592 | 4,063 | 4,031 | 4,071 |
| Renter Occupied Veh | 7,335 | 1,673 | 1,050 | 1,313 | (562) | (400) | 7,335 | 9,008 | 10,058 | 11,371 | 10,809 | 10,409 |
| <u>Total Housing Units</u> | 12,733 | 2,524 | 1,206 | 2,380 | (942) | 124 | 12,733 | 15,257 | 16,463 | 18,843 | 17,901 | 18,025 |
| Households No Veh | 2,793 | 565 | 596 | 413 | (10) | 458 | 2,793 | 3,358 | 3,954 | 4,367 | 4,357 | 4,815 |
| Households with Veh | 9,940 | 1,959 | 610 | 1,967 | (932) | 222 | 9,940 | 11,899 | 12,509 | 14,476 | 13,544 | 13,766 |
| <u>Total Housing Units</u> | 12,733 | 2,524 | 1,206 | 2,380 | (942) | 164 | 12,733 | 15,257 | 16,463 | 18,843 | 17,901 | 18,065 |
| <u>Percent Demographic Change 2010-2016 - Incremental</u> | <u>Cumulative</u> | | | | | | | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 18% | 12% | -10% | -1% | -16% | -4% | 18% | 16% | 10% | 9% | 4% | 1% |
| Renter Occupied | 14% | 8% | 10% | 21% | -13% | -6% | 14% | 12% | 12% | 13% | 11% | 9% |
| <u>Total Housing Units</u> | 15% | 9% | 6% | 15% | -14% | -5% | 15% | 13% | 11% | 12% | 10% | 7% |
| Owner Occ No Veh | 41% | 16% | -10% | -24% | 19% | 23% | 41% | 34% | 21% | 16% | 17% | 14% |
| Owner Occupied Veh | 38% | 10% | -14% | 37% | -21% | -16% | 38% | 30% | 19% | 21% | 13% | 7% |
| Renter Occ No Veh | 16% | 9% | 11% | 22% | -3% | 7% | 16% | 12% | 12% | 13% | 11% | 9% |
| Renter Occupied Veh | 39% | 22% | 14% | 34% | -17% | 15% | 39% | 34% | 30% | 30% | 25% | 22% |
| <u>Total Housing Units</u> | 31% | 15% | 7% | 30% | -15% | 3% | 31% | 12% | 12% | 13% | 11% | 9% |
| Households No Veh | 18% | 9% | 9% | 18% | -1% | 8% | 18% | 15% | 14% | 14% | 14% | 13% |
| Households with Veh | 38% | 18% | 6% | 35% | -19% | 1% | 38% | 33% | 127% | 28% | 22% | 17% |

| <u>Total Housing Units</u> | 31% | 15% | 7% | 30% | -15% | 3% | 31% | 12% | 12% | 13% | 11% | 9% |
|---|-------------------|------|-------|------|------|------|-------|------|-------|------|------|------|
| <u>LQ Trend 2010-2016 (LQ 2016 / LQ 2010) - Incremental</u> | <u>Cumulative</u> | | | | | | | | | | | |
| Tenure by Vehicle Presence | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 | 0.125 | 0.25 | 0.375 | 0.5 | 0.75 | 1 |
| Owner Occupied | 0.94 | 0.95 | 0.99 | 1.01 | 1.03 | 0.96 | 0.94 | 1.07 | 1.03 | 1.01 | 0.98 | 0.98 |
| Renter Occupied | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.94 | 0.95 | 0.96 | 0.97 | 0.97 |
| Owner Occ No Veh | 1.25 | 1.04 | 0.85 | 1.24 | 0.83 | 0.96 | 1.25 | 1.19 | 1.09 | 1.04 | 1.08 | 1.07 |
| Owner Occupied Veh | 0.94 | 0.93 | 0.98 | 0.99 | 1.11 | 1.05 | 0.94 | 1.19 | 1.10 | 1.12 | 1.06 | 1.03 |
| Renter Occ No Veh | 1.07 | 0.99 | 0.96 | 1.04 | 0.98 | 0.85 | 1.07 | 0.94 | 0.95 | 0.95 | 0.97 | 0.98 |
| Renter Occupied Veh | 1.11 | 1.03 | 0.99 | 1.10 | 1.02 | 0.96 | 1.11 | 1.05 | 1.03 | 1.03 | 1.01 | 1.01 |
| Households No Veh | 1.18 | 1.06 | 0.98 | 1.15 | 0.99 | 0.93 | 1.18 | 0.89 | 0.91 | 0.90 | 0.93 | 0.95 |
| Households with Veh | 1.11 | 1.03 | 0.99 | 1.10 | 1.02 | 0.96 | 1.11 | 1.06 | 1.04 | 1.04 | 1.02 | 1.02 |

APPENDIX G: Supplemental Tables for Chapter 6

This appendix is for chapter 6. All study tables are significance tested. All z scores denote significance at the .10 level for 2-tailed test.

Table 6A.1A Poor MA: BRT

| | Transit Region Change | Incremental Analysis | | | Transit Region Change | Cumulative Analysis | | |
|--|-----------------------|----------------------|-------------------|------------------------|-----------------------|----------------------|-------------------|------------------------|
| | | Distance Band Change | Share of Transits | Share of Distance Band | | Distance Band Change | Share of Transits | Share of Distance Band |
| Transit Region LQ of Demographic Change | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | -0.04 | -3.7% | 47.6% | 1.01 | -0.04 | -3.7% | 47.6% |
| Other Non Latino | 1.09 | -0.14 | -13.1% | 179.7% | 1.09 | -0.14 | -13.1% | 179.7% |
| Other Groups | 1.10 | -0.30 | -27.2% | 375.7% | 1.10 | -0.30 | -27.2% | 375.7% |
| <u>Total Population</u> | 1.05 | -0.08 | -7.6% | | 1.05 | -0.08 | -7.6% | |
| White Non Latino | 1.01 | -0.04 | -3.7% | 47.6% | 1.01 | -0.04 | -3.7% | 47.6% |
| Hispanic | 1.08 | -0.40 | -37.1% | 507.4% | 1.08 | -0.40 | -37.1% | 507.4% |
| Other Non Latino | 1.09 | -0.14 | -13.1% | 179.7% | 1.09 | -0.14 | -13.1% | 179.7% |
| Other Groups | 1.21 | 0.29 | 23.7% | -360.8% | 1.21 | 0.29 | 23.7% | -360.8% |
| <u>Total Population</u> | 1.05 | -0.08 | -7.6% | | 1.05 | -0.08 | -7.6% | |
| White Alone | 1.07 | -0.05 | -4.9% | 65.8% | 1.07 | -0.05 | -4.9% | 65.8% |
| Black Alone | 1.03 | -0.06 | -5.4% | 70.4% | 1.03 | -0.06 | -5.4% | 70.4% |
| Asian and Pacific Islander Alone | 1.14 | 0.00 | 0.2% | -3.5% | 1.14 | 0.00 | 0.2% | -3.5% |
| | | | - | | | | - | 1169.1 |
| Native American Alone | 0.86 | -0.93 | 107.3% | 1169.1% | 0.86 | -0.93 | 107.3% | % |
| All Other Races Alone | 0.84 | -0.31 | -37.0% | 392.9% | 0.84 | -0.31 | -37.0% | 392.9% |
| <u>Total Population</u> | 1.05 | -0.08 | -7.6% | | 1.05 | -0.08 | -7.6% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.07 | 7.3% | 77.4% | 1.01 | 0.07 | 6.6% | -74.6% |
| | | | | | | | | - |
| | | | | | | | | 1263.3 |
| Other Non Latino | 1.09 | -0.03 | -3.0% | -34.4% | 1.09 | 1.13 | 103.6% | % |
| Other Groups | 1.10 | 0.54 | 49.3% | 563.0% | 1.10 | -0.17 | -15.4% | 189.7% |
| <u>Total Population</u> | 1.05 | 0.10 | 9.2% | | 1.05 | -0.09 | -8.5% | |
| White Non Latino | 1.01 | 0.07 | 7.3% | 77.4% | 1.01 | 0.07 | 6.6% | -74.6% |
| Hispanic | 1.08 | 0.67 | 61.9% | 698.6% | 1.08 | -0.25 | -23.0% | 279.5% |

| | | | | | | | | | |
|---|------|-------|--------|---------|------|-------|--------|---|---------|
| | | | | | | | | - | 1263.3 |
| Other Non Latino | 1.09 | -0.03 | -3.0% | -34.4% | 1.09 | 1.13 | 103.6% | % | |
| Other Groups | 1.21 | 0.23 | 19.2% | 241.2% | 1.21 | -0.17 | -14.0% | | 189.7% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.2% | | 1.05 | -0.09 | -8.5% | | |
| White Alone | 1.07 | -0.87 | -81.4% | -909.9% | 1.07 | 0.00 | -0.2% | | 2.9% |
| Black Alone | 1.03 | -0.11 | -11.0% | -117.9% | 1.03 | -0.01 | -0.7% | | 8.3% |
| Asian and Pacific Islander Alone | 1.14 | 0.10 | 9.0% | 107.3% | 1.14 | 0.00 | 0.0% | | 0.0% |
| Native American Alone | 0.86 | 1.44 | 166.0% | 1494.6% | 0.86 | -0.93 | 107.4% | | 1041.0% |
| | | | 1729.3 | 15196.2 | | | | | |
| All Other Races Alone | 0.84 | 14.59 | % | % | 0.84 | -0.17 | -20.0% | | 189.7% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.2% | | 1.05 | -0.09 | -8.5% | | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | | |
| White Non Latino | 1.01 | -0.03 | -2.6% | 101.9% | 1.01 | 0.06 | 5.8% | | -69.7% |
| Other Non Latino | 1.09 | -0.08 | -7.4% | 309.0% | 1.09 | 0.36 | 33.1% | | -424.0% |
| Other Groups | 1.10 | 0.10 | 8.7% | -365.7% | 1.10 | -0.06 | -5.5% | | 70.7% |
| <u>TotalPopulation</u> | 1.05 | -0.03 | -2.5% | | 1.05 | -0.08 | -8.1% | | |
| White Non Latino | 1.01 | -0.03 | -2.6% | 101.9% | 1.01 | 0.06 | 5.8% | | -69.7% |
| Hispanic | 1.08 | 0.11 | 9.8% | -407.3% | 1.08 | -0.20 | -18.0% | | 230.2% |
| Other Non Latino | 1.09 | -0.08 | -7.4% | 309.0% | 1.09 | 0.36 | 33.1% | | -424.0% |
| Other Groups | 1.21 | 0.07 | 5.5% | -252.9% | 1.21 | -0.06 | -5.0% | | 70.7% |
| <u>TotalPopulation</u> | 1.05 | -0.03 | -2.5% | | 1.05 | -0.08 | -8.1% | | |
| White Alone | 1.07 | -0.02 | -1.7% | 69.2% | 1.07 | -0.01 | -0.5% | | 6.8% |
| Black Alone | 1.03 | -0.04 | -3.8% | 149.0% | 1.03 | -0.01 | -0.5% | | 6.6% |
| Asian and Pacific Islander Alone | 1.14 | 0.07 | 6.0% | -263.6% | 1.14 | 0.00 | 0.0% | | 0.0% |
| Native American Alone | 0.86 | -0.81 | -94.1% | 3113.3% | 0.86 | -0.92 | 106.9% | | 1088.4% |
| All Other Races Alone | 0.84 | 0.02 | 2.1% | -66.3% | 0.84 | -0.06 | -7.1% | | 70.7% |
| <u>TotalPopulation</u> | 1.05 | -0.03 | -2.5% | | 1.05 | -0.08 | -8.1% | | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | | |
| White Non Latino | 1.01 | -0.09 | -9.2% | 110.7% | 1.01 | 0.05 | 5.3% | | -59.0% |
| Other Non Latino | 1.09 | 0.08 | 7.7% | -100.2% | 1.09 | 0.02 | 1.8% | | -21.1% |
| Other Groups | 1.10 | -0.21 | -19.4% | 253.9% | 1.10 | -0.08 | -7.6% | | 90.4% |
| <u>TotalPopulation</u> | 1.05 | -0.08 | -8.0% | | 1.05 | -0.09 | -8.8% | | |
| White Non Latino | 1.01 | -0.09 | -9.2% | 110.7% | 1.01 | 0.05 | 5.3% | | -59.0% |
| Hispanic | 1.08 | -0.33 | -30.3% | 392.2% | 1.08 | -0.22 | -20.4% | | 240.9% |
| Other Non Latino | 1.09 | 0.08 | 7.7% | -100.2% | 1.09 | 0.02 | 1.8% | | -21.1% |

| | | | | | | | | |
|--|------|-------|--------|---------|------|-------|--------|---------|
| Other Groups | 1.21 | 0.41 | 33.9% | -489.8% | 1.21 | -0.08 | -6.9% | 90.4% |
| <u>TotalPopulation</u> | 1.05 | -0.08 | -8.0% | | 1.05 | -0.09 | -8.8% | |
| White Alone | 1.07 | -0.10 | -9.7% | 124.0% | 1.07 | -0.01 | -1.1% | 13.2% |
| Black Alone | 1.03 | -0.06 | -5.9% | 73.2% | 1.03 | 0.00 | 0.2% | -1.9% |
| Asian and Pacific Islander Alone | 1.14 | 0.22 | 18.9% | -257.9% | 1.14 | 0.00 | 0.0% | 0.0% |
| | | | | | | | - | |
| Native American Alone | 0.86 | -0.05 | -6.1% | 63.4% | 0.86 | -0.91 | 105.4% | 992.5% |
| All Other Races Alone | 0.84 | -0.19 | -22.9% | 230.8% | 0.84 | -0.08 | -9.8% | 90.4% |
| <u>TotalPopulation</u> | 1.05 | -0.08 | -8.0% | | 1.05 | -0.09 | -8.8% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.18 | 17.3% | 82.3% | 1.01 | 0.04 | 4.0% | -88.4% |
| Other Non Latino | 1.09 | 0.23 | 21.0% | 107.2% | 1.09 | 0.20 | 18.2% | -428.5% |
| Other Groups | 1.10 | 0.36 | 32.6% | 168.4% | 1.10 | -0.10 | -9.3% | 222.2% |
| <u>TotalPopulation</u> | 1.05 | 0.21 | 20.3% | | 1.05 | -0.05 | -4.4% | |
| White Non Latino | 1.01 | 0.18 | 17.3% | 82.3% | 1.01 | 0.04 | 4.0% | -88.4% |
| Hispanic | 1.08 | 0.37 | 34.1% | 173.8% | 1.08 | -0.10 | -9.5% | 222.3% |
| Other Non Latino | 1.09 | 0.23 | 21.0% | 107.2% | 1.09 | 0.20 | 18.2% | -428.5% |
| Other Groups | 1.21 | 0.30 | 24.8% | 140.8% | 1.21 | -0.10 | -8.5% | 222.2% |
| <u>TotalPopulation</u> | 1.05 | 0.21 | 20.3% | | 1.05 | -0.05 | -4.4% | |
| White Alone | 1.07 | 0.23 | 21.6% | 109.0% | 1.07 | -0.01 | -1.1% | 25.6% |
| Black Alone | 1.03 | 0.49 | 47.6% | 231.2% | 1.03 | -0.01 | -1.1% | 23.6% |
| Asian and Pacific Islander Alone | 1.14 | 0.14 | 12.5% | 67.1% | 1.14 | 0.00 | 0.0% | 0.0% |
| | | | | | | | | 1615.0 |
| Native American Alone | 0.86 | 0.32 | 36.5% | 148.5% | 0.86 | -0.74 | -86.2% | % |
| All Other Races Alone | 0.84 | -0.02 | -2.1% | -8.5% | 0.84 | -0.10 | -12.1% | 222.2% |
| <u>TotalPopulation</u> | 1.05 | 0.21 | 20.3% | | 1.05 | -0.05 | -4.4% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | -0.07 | -6.5% | 55.0% | 1.01 | 0.04 | 3.8% | -76.2% |
| Other Non Latino | 1.09 | -0.09 | -7.9% | 72.1% | 1.09 | -0.17 | -16.1% | 342.7% |
| Other Groups | 1.10 | -0.38 | -34.2% | 314.2% | 1.10 | -0.09 | -7.8% | 168.1% |
| <u>TotalPopulation</u> | 1.05 | -0.12 | -11.4% | | 1.05 | -0.05 | -4.9% | |
| White Non Latino | 1.01 | -0.07 | -6.5% | 55.0% | 1.01 | 0.04 | 3.8% | -76.2% |
| Hispanic | 1.08 | -0.43 | -39.6% | 359.8% | 1.08 | -0.10 | -9.3% | 198.3% |
| Other Non Latino | 1.09 | -0.09 | -7.9% | 72.1% | 1.09 | -0.17 | -16.1% | 342.7% |
| Other Groups | 1.21 | 0.00 | -0.1% | 0.6% | 1.21 | -0.09 | -7.1% | 168.1% |
| <u>TotalPopulation</u> | 1.05 | -0.12 | -11.4% | | 1.05 | -0.05 | -4.9% | |
| White Alone | 1.07 | -0.08 | -7.7% | 69.7% | 1.07 | -0.01 | -1.1% | 24.2% |

| | | | | | | | | |
|----------------------------------|------|-------|--------|--------|------|-------|--------|---------|
| Black Alone | 1.03 | -0.18 | -17.3% | 149.4% | 1.03 | -0.02 | -2.1% | 42.2% |
| Asian and Pacific Islander Alone | 1.14 | 0.05 | 4.7% | -44.6% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | -0.71 | -81.9% | 593.2% | 0.86 | -0.58 | -67.2% | 1138.1% |
| All Other Races Alone | 0.84 | -0.42 | -49.4% | 349.0% | 0.84 | -0.09 | -10.2% | 168.1% |
| <u>Total Population</u> | 1.05 | -0.12 | -11.4% | | 1.05 | -0.05 | -4.9% | |

Table 6A.1B Poor MA: BRT

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| Demographic Share--Only Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 14201 | 14.7 | 0.1% | | Station Area (sq.mi.) | 14201 | 14.7 | 0.1% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | |
| White Non Latino | | | -3.7% | 47.6% | White Non Latino | | | -3.7% | 47.6% |
| Other Non Latino | | | -13.1% | 179.7% | Other Non Latino | | | -13.1% | 179.7% |
| Other Groups | | | -27.2% | 375.7% | Other Groups | | | -27.2% | 375.7% |
| <u>Total Population</u> | | | -7.6% | 0.0% | <u>Total Population</u> | | | -7.6% | 0.0% |
| White Non Latino | | | -3.7% | 47.6% | White Non Latino | | | -3.7% | 47.6% |
| Hispanic | | | -37.1% | 507.4% | Hispanic | | | -37.1% | 507.4% |
| Other Non Latino | | | -13.1% | 179.7% | Other Non Latino | | | -13.1% | 179.7% |

| | | | | | |
|---|--------|---------|-------------------------------------|--------|---------|
| Other Groups | 23.7% | -360.8% | Other Groups | 23.7% | -360.8% |
| <u>TotalPopulation</u> | -7.6% | 0.0% | <u>TotalPopulation</u> | -7.6% | 0.0% |
| White Alone | -4.9% | 65.8% | White Alone | -4.9% | 65.8% |
| Black Alone | -5.4% | 70.4% | Black Alone | -5.4% | 70.4% |
| Asian and Pacific Islander Alone | 0.2% | -3.5% | Asian and Pacific Islander Alone | 0.2% | -3.5% |
| | - | | | - | |
| | 107.3 | 1169.1 | | 107.3 | 1169.1 |
| Native American Alone | % | % | Native American Alone | % | % |
| All Other Races Alone | -37.0% | 392.9% | All Other Races Alone | -37.0% | 392.9% |
| <u>TotalPopulation</u> | -7.6% | 0.0% | <u>TotalPopulation</u> | -7.6% | 0.0% |
| <i>Spatial Share--0.25 Mile Distance Band</i> | | | | | |
| <i>Only</i> | | | | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 14201 | 20.3 | (sq.mi.) | 14201 | 35.0 |
| | | 0.1% | | | 0.2% |
| <i>Demographic Change--0.25 Mile Distance Band</i> | | | | | |
| <i>Only</i> | | | | | |
| White Non Latino | 7.3% | 77.4% | White Non Latino | 6.6% | -74.6% |
| | | | | - | |
| | | | | 103.6 | 1263.3 |
| Other Non Latino | -3.0% | -34.4% | Other Non Latino | % | % |
| Other Groups | 49.3% | 563.0% | Other Groups | -15.4% | 189.7% |
| <u>TotalPopulation</u> | 9.2% | 0.0% | <u>TotalPopulation</u> | -8.5% | 0.0% |
| White Non Latino | 7.3% | 77.4% | White Non Latino | 6.6% | -74.6% |
| Hispanic | 61.9% | 698.6% | Hispanic | -23.0% | 279.5% |
| | | | | - | |
| | | | | 103.6 | 1263.3 |
| Other Non Latino | -3.0% | -34.4% | Other Non Latino | % | % |
| Other Groups | 19.2% | 241.2% | Other Groups | -14.0% | 189.7% |
| <u>TotalPopulation</u> | 9.2% | 0.0% | <u>TotalPopulation</u> | -8.5% | 0.0% |
| White Alone | -81.4% | -909.9% | White Alone | -0.2% | 2.9% |
| Black Alone | -11.0% | -117.9% | Black Alone | -0.7% | 8.3% |
| Asian and Pacific Islander Alone | 9.0% | 107.3% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | | | - | |
| | 166.0 | 1494.6 | | 107.4 | 1041.0 |
| Native American Alone | % | % | Native American Alone | % | % |
| All Other Races Alone | 1729.3 | 15196.2 | All Other Races Alone | -20.0% | 189.7% |
| <u>TotalPopulation</u> | 9.2% | 0.0% | <u>TotalPopulation</u> | -8.5% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band</i> | | | | | |
| <i>Only</i> | | | | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 14201 | 22.2 | (sq.mi.) | 14201 | 57.2 |
| | | 0.2% | | | 0.4% |
| <i>Demographic Change--0.375 Mile Distance Band</i> | | | | | |
| <i>Only</i> | | | | | |
| | | | | | |

| | | | | | | | |
|---|--------|---------|--|---|--------|------|------|
| White Non Latino | 5.8% | -69.7% | White Non Latino | 5.8% | -69.7% | | |
| Other Non Latino | 33.1% | -424.0% | Other Non Latino | 33.1% | 424.0% | | |
| Other Groups | -5.5% | 70.7% | Other Groups | -5.5% | 70.7% | | |
| <u>TotalPopulation</u> | -8.1% | 0.0% | <u>TotalPopulation</u> | -8.1% | 0.0% | | |
| White Non Latino | 5.8% | -69.7% | White Non Latino | 5.8% | -69.7% | | |
| Hispanic | -18.0% | 230.2% | Hispanic | -18.0% | 230.2% | | |
| Other Non Latino | 33.1% | -424.0% | Other Non Latino | 33.1% | 424.0% | | |
| Other Groups | -5.0% | 70.7% | Other Groups | -5.0% | 70.7% | | |
| <u>TotalPopulation</u> | -8.1% | 0.0% | <u>TotalPopulation</u> | -8.1% | 0.0% | | |
| White Alone | -0.5% | 6.8% | White Alone | -0.5% | 6.8% | | |
| Black Alone | -0.5% | 6.6% | Black Alone | -0.5% | 6.6% | | |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% | | |
| | - | | | - | | | |
| | 106.9 | 1088.4 | | 106.9 | 1088.4 | | |
| Native American Alone | % | % | Native American Alone | % | % | | |
| All Other Races Alone | -7.1% | 70.7% | All Other Races Alone | -7.1% | 70.7% | | |
| <u>TotalPopulation</u> | -8.1% | 0.0% | <u>TotalPopulation</u> | -8.1% | 0.0% | | |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 14201 | 24.1 | 0.17% | Station Area (sq.mi.) | 14201 | 81.2 | 0.6% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | -9.2% | 110.7% | White Non Latino | 5.3% | -59.0% | | |
| Other Non Latino | 7.7% | -100.2% | Other Non Latino | 1.8% | -21.1% | | |
| Other Groups | -19.4% | 253.9% | Other Groups | -7.6% | 90.4% | | |
| <u>TotalPopulation</u> | -8.0% | 0.0% | <u>TotalPopulation</u> | -8.8% | 0.0% | | |
| White Non Latino | -9.2% | 110.7% | White Non Latino | 5.3% | -59.0% | | |
| Hispanic | -30.3% | 392.2% | Hispanic | -20.4% | 240.9% | | |
| Other Non Latino | 7.7% | -100.2% | Other Non Latino | 1.8% | -21.1% | | |
| Other Groups | 33.9% | -489.8% | Other Groups | -6.9% | 90.4% | | |
| <u>TotalPopulation</u> | -8.0% | 0.0% | <u>TotalPopulation</u> | -8.8% | 0.0% | | |
| White Alone | -9.7% | 124.0% | White Alone | -1.1% | 13.2% | | |
| Black Alone | -5.9% | 73.2% | Black Alone | 0.2% | -1.9% | | |
| Asian and Pacific Islander Alone | 18.9% | -257.9% | Asian and Pacific Islander Alone | 0.0% | 0.0% | | |
| | | | | - | | | |
| | | | | 105.4 | | | |
| Native American Alone | -6.1% | 63.4% | Native American Alone | % | 992.5% | | |
| All Other Races Alone | -22.9% | 230.8% | All Other Races Alone | -9.8% | 90.4% | | |
| <u>TotalPopulation</u> | -8.0% | 0.0% | <u>TotalPopulation</u> | -8.8% | 0.0% | | |

| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | |
|---|--------|--------|------|
| Station Area (sq.mi.) | 14201 | 52.6 | 0.4% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | |
| White Non Latino | 17.3% | 82.3% | |
| Other Non Latino | 21.0% | 107.2% | |
| Other Groups | 32.6% | 168.4% | |
| <u>TotalPopulation</u> | 20.3% | 0.0% | |
| White Non Latino | 17.3% | 82.3% | |
| Hispanic | 34.1% | 173.8% | |
| Other Non Latino | 21.0% | 107.2% | |
| Other Groups | 24.8% | 140.8% | |
| <u>TotalPopulation</u> | 20.3% | 0.0% | |
| White Alone | 21.6% | 109.0% | |
| Black Alone | 47.6% | 231.2% | |
| Asian and Pacific Islander Alone | 12.5% | 67.1% | |
| Native American Alone | 36.5% | 148.5% | |
| All Other Races Alone | -2.1% | -8.5% | |
| <u>TotalPopulation</u> | 20.3% | 0.0% | |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | |
| Station Area (sq.mi.) | 14201 | 56.7 | 0.4% |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | |
| White Non Latino | -6.5% | 55.0% | |
| Other Non Latino | -7.9% | 72.1% | |
| Other Groups | -34.2% | 314.2% | |
| <u>TotalPopulation</u> | -11.4% | 0.0% | |
| White Non Latino | -6.5% | 55.0% | |
| Hispanic | -39.6% | 359.8% | |
| Other Non Latino | -7.9% | 72.1% | |
| Other Groups | -0.1% | 0.6% | |
| <u>TotalPopulation</u> | -11.4% | 0.0% | |
| White Alone | -7.7% | 69.7% | |
| Black Alone | -17.3% | 149.4% | |
| Asian and Pacific Islander Alone | 4.7% | -44.6% | |

| <i>Spatial Share--0.75 Mile Distance Band Cumulative</i> | | | |
|---|--------|---------|------|
| Station Area (sq.mi.) | 14201 | 133.8 | 0.9% |
| <i>Demographic Change--0.75 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 4.0% | -88.4% | |
| Other Non Latino | 18.2% | 428.5% | |
| Other Groups | -9.3% | 222.2% | |
| <u>TotalPopulation</u> | -4.4% | 0.0% | |
| White Non Latino | 4.0% | -88.4% | |
| Hispanic | -9.5% | 222.3% | |
| Other Non Latino | 18.2% | 428.5% | |
| Other Groups | -8.5% | 222.2% | |
| <u>TotalPopulation</u> | -4.4% | 0.0% | |
| White Alone | -1.1% | 25.6% | |
| Black Alone | -1.1% | 23.6% | |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| Native American Alone | -86.2% | 1615.0% | |
| All Other Races Alone | -12.1% | 222.2% | |
| <u>TotalPopulation</u> | -4.4% | 0.0% | |
| <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | | |
| Station Area (sq.mi.) | 14201 | 190.5 | 1.3% |
| <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 3.8% | -76.2% | |
| Other Non Latino | -16.1% | 342.7% | |
| Other Groups | -7.8% | 168.1% | |
| <u>TotalPopulation</u> | -4.9% | 0.0% | |
| White Non Latino | 3.8% | -76.2% | |
| Hispanic | -9.3% | 198.3% | |
| Other Non Latino | -16.1% | 342.7% | |
| Other Groups | -7.1% | 168.1% | |
| <u>TotalPopulation</u> | -4.9% | 0.0% | |
| White Alone | -1.1% | 24.2% | |
| Black Alone | -2.1% | 42.2% | |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | |

| | | | | | |
|------------------------|--------|--------|------------------------|--------|---------|
| Native American Alone | -81.9% | 593.2% | Native American Alone | -67.2% | 1138.1% |
| All Other Races Alone | -49.4% | 349.0% | All Other Races Alone | -10.2% | 168.1% |
| <u>TotalPopulation</u> | -11.4% | 0.0% | <u>TotalPopulation</u> | -4.9% | 0.0% |

Table 6A.2A Low MA: BRT.

| | Incremental Analysis | | | | Cumulative Analysis | | | |
|--|-----------------------|----------------------|---------------------------|-------------------------------|-----------------------|----------------------|---------------------------|-------------------------------|
| | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | 2010-2016 | 2010-2016 | | | 2010-2016 | 2010-2016 | | |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.02 | 1.5% | 34.5% | 1.01 | 0.02 | 1.5% | 34.5% |
| Other Non Latino | 1.09 | 0.10 | 8.8% | 215.7% | 1.09 | 0.10 | 8.8% | 215.7% |
| Other Groups | 1.10 | 0.07 | 6.6% | 163.5% | 1.10 | 0.07 | 6.6% | 163.5% |
| <u>TotalPopulation</u> | 1.05 | 0.04 | 4.2% | | 1.05 | 0.04 | 4.2% | |
| White Non Latino | 1.01 | 0.02 | 1.5% | 34.5% | 1.01 | 0.02 | 1.5% | 34.5% |
| Hispanic | 1.08 | 0.02 | 2.1% | 51.5% | 1.08 | 0.02 | 2.1% | 51.5% |
| Other Non Latino | 1.09 | 0.10 | 8.8% | 215.7% | 1.09 | 0.10 | 8.8% | 215.7% |
| Other Groups | 1.21 | 0.39 | 32.0% | 874.4% | 1.21 | 0.39 | 32.0% | 874.4% |
| <u>TotalPopulation</u> | 1.05 | 0.04 | 4.2% | | 1.05 | 0.04 | 4.2% | |
| White Alone | 1.07 | 0.05 | 4.5% | 109.1% | 1.07 | 0.05 | 4.5% | 109.1% |
| Black Alone | 1.03 | 0.04 | 4.2% | 98.9% | 1.03 | 0.04 | 4.2% | 98.9% |
| Asian and Pacific Islander Alone | 1.14 | 0.15 | 12.9% | 331.7% | 1.14 | 0.15 | 12.9% | 331.7% |
| Native American Alone | 0.86 | 0.04 | 4.2% | 82.9% | 0.86 | 0.04 | 4.2% | 82.9% |
| All Other Races Alone | 0.84 | -0.07 | -8.7% | -165.1% | 0.84 | -0.07 | -8.7% | -165.1% |
| <u>TotalPopulation</u> | 1.05 | 0.04 | 4.2% | | 1.05 | 0.04 | 4.2% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.04 | 3.6% | 37.0% | 1.01 | 0.00 | 0.0% | -5.4% |
| Other Non Latino | 1.09 | 0.07 | 6.6% | 72.3% | 1.09 | 0.19 | 17.9% | 2665.7% |
| Other Groups | 1.10 | 0.32 | 29.4% | 324.0% | 1.10 | 0.07 | 6.2% | 931.0% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.5% | | 1.05 | 0.01 | 0.7% | |
| White Non Latino | 1.01 | 0.04 | 3.6% | 37.0% | 1.01 | 0.00 | 0.0% | -5.4% |
| Hispanic | 1.08 | 0.34 | 31.8% | 346.4% | 1.08 | -0.01 | -0.8% | -118.5% |
| Other Non Latino | 1.09 | 0.07 | 6.6% | 72.3% | 1.09 | 0.19 | 17.9% | 2665.7% |

| | | | | | | | | |
|--|------|-------|--------|---------|------|-------|-------|---------|
| Other Groups | 1.21 | 0.19 | 15.7% | 190.7% | 1.21 | 0.07 | 5.6% | 931.0% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.5% | | 1.05 | 0.01 | 0.7% | |
| White Alone | 1.07 | -0.66 | -61.5% | -663.5% | 1.07 | -0.02 | -1.6% | -228.9% |
| Black Alone | 1.03 | -0.06 | -6.2% | -64.1% | 1.03 | -0.02 | -1.8% | -249.3% |
| Asian and Pacific Islander Alone | 1.14 | 0.28 | 24.2% | 277.5% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 0.25 | 28.4% | 246.6% | 0.86 | 0.04 | 4.9% | 575.6% |
| All Other Races Alone | 0.84 | 4.78 | 567.0% | 4810.0% | 0.84 | 0.07 | 8.0% | 931.0% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.5% | | 1.05 | 0.01 | 0.7% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.06 | 6.1% | 47.5% | 1.01 | -0.01 | -0.6% | -29.9% |
| Other Non Latino | 1.09 | 0.20 | 18.5% | 154.4% | 1.09 | 0.15 | 13.4% | 724.0% |
| Other Groups | 1.10 | 0.22 | 20.3% | 171.5% | 1.10 | 0.08 | 7.1% | 386.1% |
| <u>TotalPopulation</u> | 1.05 | 0.13 | 12.4% | | 1.05 | 0.02 | 1.9% | |
| White Non Latino | 1.01 | 0.06 | 6.1% | 47.5% | 1.01 | -0.01 | -0.6% | -29.9% |
| Hispanic | 1.08 | 0.20 | 18.3% | 152.7% | 1.08 | 0.00 | -0.2% | -8.2% |
| Other Non Latino | 1.09 | 0.20 | 18.5% | 154.4% | 1.09 | 0.15 | 13.4% | 724.0% |
| Other Groups | 1.21 | 0.37 | 30.8% | 286.8% | 1.21 | 0.08 | 6.4% | 386.1% |
| <u>TotalPopulation</u> | 1.05 | 0.13 | 12.4% | | 1.05 | 0.02 | 1.9% | |
| White Alone | 1.07 | 0.12 | 10.8% | 89.1% | 1.07 | -0.02 | -1.9% | -104.0% |
| Black Alone | 1.03 | 0.10 | 9.3% | 74.2% | 1.03 | -0.02 | -1.9% | -95.4% |
| Asian and Pacific Islander Alone | 1.14 | 0.23 | 20.0% | 175.3% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 1.40 | 161.4% | 1073.9% | 0.86 | 0.00 | -0.4% | -18.8% |
| All Other Races Alone | 0.84 | 0.05 | 5.4% | 35.2% | 0.84 | 0.08 | 9.2% | 386.1% |
| <u>TotalPopulation</u> | 1.05 | 0.13 | 12.4% | | 1.05 | 0.02 | 1.9% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.07 | 7.2% | 79.3% | 1.01 | 0.00 | -0.3% | -10.9% |
| Other Non Latino | 1.09 | 0.03 | 2.9% | 34.4% | 1.09 | 0.17 | 15.2% | 694.4% |
| Other Groups | 1.10 | 0.22 | 19.6% | 235.4% | 1.10 | 0.09 | 8.0% | 368.5% |
| <u>TotalPopulation</u> | 1.05 | 0.09 | 8.7% | | 1.05 | 0.02 | 2.3% | |
| White Non Latino | 1.01 | 0.07 | 7.2% | 79.3% | 1.01 | 0.00 | -0.3% | -10.9% |
| Hispanic | 1.08 | 0.22 | 20.2% | 239.6% | 1.08 | 0.01 | 1.2% | 53.6% |
| Other Non Latino | 1.09 | 0.03 | 2.9% | 34.4% | 1.09 | 0.17 | 15.2% | 694.4% |
| Other Groups | 1.21 | 0.19 | 16.0% | 212.2% | 1.21 | 0.09 | 7.3% | 368.5% |
| <u>TotalPopulation</u> | 1.05 | 0.09 | 8.7% | | 1.05 | 0.02 | 2.3% | |
| White Alone | 1.07 | 0.14 | 13.0% | 152.4% | 1.07 | -0.01 | -1.4% | -61.8% |
| Black Alone | 1.03 | -0.10 | -9.8% | -110.9% | 1.03 | -0.04 | -4.2% | -183.7% |
| Asian and Pacific Islander Alone | 1.14 | 0.19 | 16.5% | 205.9% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 0.07 | 7.8% | 73.4% | 0.86 | 0.24 | 28.3% | 1028.1% |
| All Other Races Alone | 0.84 | -0.04 | -4.6% | -42.5% | 0.84 | 0.09 | 10.4% | 368.5% |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|-------|---------|
| <u>TotalPopulation</u> | 1.05 | 0.09 | 8.7% | | 1.05 | 0.02 | 2.3% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.06 | 5.4% | 92.8% | 1.01 | 0.00 | -0.1% | -5.5% |
| Other Non Latino | 1.09 | 0.02 | 2.1% | 38.3% | 1.09 | 0.19 | 17.6% | 931.9% |
| Other Groups | 1.10 | 0.11 | 9.6% | 177.2% | 1.10 | 0.09 | 8.1% | 430.0% |
| <u>TotalPopulation</u> | 1.05 | 0.06 | 5.7% | | 1.05 | 0.02 | 2.0% | |
| White Non Latino | 1.01 | 0.06 | 5.4% | 92.8% | 1.01 | 0.00 | -0.1% | -5.5% |
| Hispanic | 1.08 | 0.10 | 9.1% | 166.6% | 1.08 | 0.01 | 0.7% | 38.3% |
| Other Non Latino | 1.09 | 0.02 | 2.1% | 38.3% | 1.09 | 0.19 | 17.6% | 931.9% |
| Other Groups | 1.21 | 0.16 | 13.6% | 276.3% | 1.21 | 0.09 | 7.3% | 430.0% |
| <u>TotalPopulation</u> | 1.05 | 0.06 | 5.7% | | 1.05 | 0.02 | 2.0% | |
| White Alone | 1.07 | 0.12 | 11.0% | 199.5% | 1.07 | -0.01 | -1.1% | -56.8% |
| Black Alone | 1.03 | -0.06 | -5.7% | -100.1% | 1.03 | -0.05 | -4.8% | -240.2% |
| Asian and Pacific Islander Alone | 1.14 | 0.11 | 9.6% | 183.7% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 0.11 | 12.7% | 185.2% | 0.86 | 0.30 | 34.2% | 1438.6% |
| All Other Races Alone | 0.84 | -0.15 | -18.2% | -258.9% | 0.84 | 0.09 | 10.5% | 430.0% |
| <u>TotalPopulation</u> | 1.05 | 0.06 | 5.7% | | 1.05 | 0.02 | 2.0% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.04 | 3.7% | 78.3% | 1.01 | 0.00 | 0.0% | -1.8% |
| Other Non Latino | 1.09 | 0.05 | 5.0% | 114.0% | 1.09 | 0.12 | 11.4% | 499.8% |
| Other Groups | 1.10 | 0.06 | 5.8% | 133.0% | 1.10 | 0.05 | 4.6% | 204.9% |
| <u>TotalPopulation</u> | 1.05 | 0.05 | 4.6% | | 1.05 | 0.02 | 2.4% | |
| White Non Latino | 1.01 | 0.04 | 3.7% | 78.3% | 1.01 | 0.00 | 0.0% | -1.8% |
| Hispanic | 1.08 | 0.05 | 5.0% | 113.8% | 1.08 | 0.01 | 0.5% | 21.9% |
| Other Non Latino | 1.09 | 0.05 | 5.0% | 114.0% | 1.09 | 0.12 | 11.4% | 499.8% |
| Other Groups | 1.21 | 0.13 | 11.0% | 278.8% | 1.21 | 0.05 | 4.2% | 204.9% |
| <u>TotalPopulation</u> | 1.05 | 0.05 | 4.6% | | 1.05 | 0.02 | 2.4% | |
| White Alone | 1.07 | 0.10 | 9.0% | 202.5% | 1.07 | -0.01 | -0.7% | -29.3% |
| Black Alone | 1.03 | 0.02 | 2.2% | 47.8% | 1.03 | -0.04 | -3.9% | -164.6% |
| Asian and Pacific Islander Alone | 1.14 | 0.08 | 7.4% | 175.7% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | -0.08 | -9.4% | -170.9% | 0.86 | 0.26 | 29.6% | 1034.1% |
| All Other Races Alone | 0.84 | -0.20 | -24.2% | -428.5% | 0.84 | 0.05 | 6.0% | 204.9% |
| <u>TotalPopulation</u> | 1.05 | 0.05 | 4.6% | | 1.05 | 0.02 | 2.4% | |

Table 6A.2B Low MA: BRT.

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| Demographic Share--Only Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 14201 | 27.46 | 0.2% | | Station Area (sq.mi.) | 14201 | 27.46 | 0.2% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | |
| White Non Latino | | | 1.5% | 34.5% | White Non Latino | | | 1.5% | 34.5% |
| Other Non Latino | | | 8.8% | 215.7% | Other Non Latino | | | 8.8% | 215.7% |
| Other Groups | | | 6.6% | 163.5% | Other Groups | | | 6.6% | 163.5% |
| <u>Total Population</u> | | | 4.2% | 0.0% | <u>Total Population</u> | | | 4.2% | 0.0% |
| White Non Latino | | | 1.5% | 34.5% | White Non Latino | | | 1.5% | 34.5% |
| Hispanic | | | 2.1% | 51.5% | Hispanic | | | 2.1% | 51.5% |
| Other Non Latino | | | 8.8% | 215.7% | Other Non Latino | | | 8.8% | 215.7% |
| Other Groups | | | 32.0% | 874.4% | Other Groups | | | 32.0% | 874.4% |
| <u>Total Population</u> | | | 4.2% | 0.0% | <u>Total Population</u> | | | 4.2% | 0.0% |
| White Alone | | | 4.5% | 109.1% | White Alone | | | 4.5% | 109.1% |
| Black Alone | | | 4.2% | 98.9% | Black Alone | | | 4.2% | 98.9% |
| Asian and Pacific Islander Alone | | | 12.9% | 331.7% | Asian and Pacific Islander Alone | | | 12.9% | 331.7% |
| Native American Alone | | | 4.2% | 82.9% | Native American Alone | | | 4.2% | 82.9% |
| All Other Races Alone | | | -8.7% | 165.1% | All Other Races Alone | | | -8.7% | 165.1% |
| <u>Total Population</u> | | | 4.2% | 0.0% | <u>Total Population</u> | | | 4.2% | 0.0% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.25 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 14201 | 43.8 | 0.3% | | Station Area (sq.mi.) | 14201 | 71.3 | 0.5% | |

| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.25 Mile Distance Band Cumulative</i> | | | |
|--|--------|--------|------|--|-------|---------|------|
| White Non Latino | 3.6% | 37.0% | | White Non Latino | 0.0% | -5.4% | |
| Other Non Latino | 6.6% | 72.3% | | Other Non Latino | 17.9% | 2665.7% | |
| Other Groups | 29.4% | 324.0% | | Other Groups | 6.2% | 931.0% | |
| <u>TotalPopulation</u> | 9.5% | 0.0% | | <u>TotalPopulation</u> | 0.7% | 0.0% | |
| White Non Latino | 3.6% | 37.0% | | White Non Latino | 0.0% | -5.4% | |
| Hispanic | 31.8% | 346.4% | | Hispanic | -0.8% | 118.5% | |
| Other Non Latino | 6.6% | 72.3% | | Other Non Latino | 17.9% | 2665.7% | |
| Other Groups | 15.7% | 190.7% | | Other Groups | 5.6% | 931.0% | |
| <u>TotalPopulation</u> | 9.5% | 0.0% | | <u>TotalPopulation</u> | 0.7% | 0.0% | |
| White Alone | -61.5% | 663.5% | | White Alone | -1.6% | 228.9% | |
| Black Alone | -6.2% | -64.1% | | Black Alone | -1.8% | 249.3% | |
| Asian and Pacific Islander Alone | 24.2% | 277.5% | | Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| Native American Alone | 28.4% | 246.6% | | Native American Alone | 4.9% | 575.6% | |
| All Other Races Alone | 567.0% | % | | All Other Races Alone | 8.0% | 931.0% | |
| <u>TotalPopulation</u> | 9.5% | 0.0% | | <u>TotalPopulation</u> | 0.7% | 0.0% | |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | | |
| Station Area (sq.mi.) | 14201 | 49.07 | 0.3% | Station Area (sq.mi.) | 14201 | 120.39 | 0.8% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | -0.6% | -29.9% | | White Non Latino | -0.6% | -29.9% | |
| Other Non Latino | 13.4% | 724.0% | | Other Non Latino | 13.4% | 724.0% | |
| Other Groups | 7.1% | 386.1% | | Other Groups | 7.1% | 386.1% | |
| <u>TotalPopulation</u> | 1.9% | 0.0% | | <u>TotalPopulation</u> | 1.9% | 0.0% | |
| White Non Latino | -0.6% | -29.9% | | White Non Latino | -0.6% | -29.9% | |
| Hispanic | -0.2% | -8.2% | | Hispanic | -0.2% | -8.2% | |
| Other Non Latino | 13.4% | 724.0% | | Other Non Latino | 13.4% | 724.0% | |
| Other Groups | 6.4% | 386.1% | | Other Groups | 6.4% | 386.1% | |
| <u>TotalPopulation</u> | 1.9% | 0.0% | | <u>TotalPopulation</u> | 1.9% | 0.0% | |
| White Alone | -1.9% | 104.0% | | White Alone | -1.9% | 104.0% | |
| Black Alone | -1.9% | -95.4% | | Black Alone | -1.9% | -95.4% | |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | | Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| Native American Alone | -0.4% | -18.8% | | Native American Alone | -0.4% | -18.8% | |

| | | | | | |
|---|-------|--------|----------------------------------|-------|--------|
| All Other Races Alone | 9.2% | 386.1% | All Other Races Alone | 9.2% | 386.1% |
| <u>TotalPopulation</u> | 1.9% | 0.0% | <u>TotalPopulation</u> | 1.9% | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 14201 | 51.04 | (sq.mi.) | 14201 | 171.4 |
| | | 0.36% | | 1.2% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | |
| White Non Latino | 7.2% | 79.3% | White Non Latino | -0.3% | -10.9% |
| Other Non Latino | 2.9% | 34.4% | Other Non Latino | 15.2% | 694.4% |
| Other Groups | 19.6% | 235.4% | Other Groups | 8.0% | 368.5% |
| <u>TotalPopulation</u> | 8.7% | 0.0% | <u>TotalPopulation</u> | 2.3% | 0.0% |
| White Non Latino | 7.2% | 79.3% | White Non Latino | -0.3% | -10.9% |
| Hispanic | 20.2% | 239.6% | Hispanic | 1.2% | 53.6% |
| Other Non Latino | 2.9% | 34.4% | Other Non Latino | 15.2% | 694.4% |
| Other Groups | 16.0% | 212.2% | Other Groups | 7.3% | 368.5% |
| <u>TotalPopulation</u> | 8.7% | 0.0% | <u>TotalPopulation</u> | 2.3% | 0.0% |
| White Alone | 13.0% | 152.4% | White Alone | -1.4% | -61.8% |
| | | - | | | - |
| Black Alone | -9.8% | 110.9% | Black Alone | -4.2% | 183.7% |
| Asian and Pacific Islander Alone | 16.5% | 205.9% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | | | | 1028.1 |
| Native American Alone | 7.8% | 73.4% | Native American Alone | 28.3% | % |
| All Other Races Alone | -4.6% | -42.5% | All Other Races Alone | 10.4% | 368.5% |
| <u>TotalPopulation</u> | 8.7% | 0.0% | <u>TotalPopulation</u> | 2.3% | 0.0% |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 14201 | 101.6 | (sq.mi.) | 14201 | 273.05 |
| | | 0.7% | | 1.9% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | |
| White Non Latino | 5.4% | 92.8% | White Non Latino | -0.1% | -5.5% |
| Other Non Latino | 2.1% | 38.3% | Other Non Latino | 17.6% | 931.9% |
| Other Groups | 9.6% | 177.2% | Other Groups | 8.1% | 430.0% |
| <u>TotalPopulation</u> | 5.7% | 0.0% | <u>TotalPopulation</u> | 2.0% | 0.0% |
| White Non Latino | 5.4% | 92.8% | White Non Latino | -0.1% | -5.5% |
| Hispanic | 9.1% | 166.6% | Hispanic | 0.7% | 38.3% |
| Other Non Latino | 2.1% | 38.3% | Other Non Latino | 17.6% | 931.9% |
| Other Groups | 13.6% | 276.3% | Other Groups | 7.3% | 430.0% |
| <u>TotalPopulation</u> | 5.7% | 0.0% | <u>TotalPopulation</u> | 2.0% | 0.0% |
| White Alone | 11.0% | 199.5% | White Alone | -1.1% | -56.8% |
| | | - | | | - |
| Black Alone | -5.7% | 100.1% | Black Alone | -4.8% | 240.2% |

| | | | | | | | |
|---|--------|--------|----------------------------------|-----------------------|---------|--------|------|
| Asian and Pacific Islander Alone | 9.6% | 183.7% | Asian and Pacific Islander Alone | 0.0% | 0.0% | | |
| Native American Alone | 12.7% | 185.2% | Native American Alone | 34.2% | 1438.6% | | |
| All Other Races Alone | -18.2% | 258.9% | All Other Races Alone | 10.5% | 430.0% | | |
| <u>TotalPopulation</u> | 5.7% | 0.0% | <u>TotalPopulation</u> | 2.0% | 0.0% | | |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 98.03 | 0.7% | Station Area (sq.mi.) | 14201 | 371.09 | 2.6% |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| White Non Latino | 3.7% | 78.3% | White Non Latino | 0.0% | -1.8% | | |
| Other Non Latino | 5.0% | 114.0% | Other Non Latino | 11.4% | 499.8% | | |
| Other Groups | 5.8% | 133.0% | Other Groups | 4.6% | 204.9% | | |
| <u>TotalPopulation</u> | 4.6% | 0.0% | <u>TotalPopulation</u> | 2.4% | 0.0% | | |
| White Non Latino | 3.7% | 78.3% | White Non Latino | 0.0% | -1.8% | | |
| Hispanic | 5.0% | 113.8% | Hispanic | 0.5% | 21.9% | | |
| Other Non Latino | 5.0% | 114.0% | Other Non Latino | 11.4% | 499.8% | | |
| Other Groups | 11.0% | 278.8% | Other Groups | 4.2% | 204.9% | | |
| <u>TotalPopulation</u> | 4.6% | 0.0% | <u>TotalPopulation</u> | 2.4% | 0.0% | | |
| White Alone | 9.0% | 202.5% | White Alone | -0.7% | -29.3% | | |
| Black Alone | 2.2% | 47.8% | Black Alone | -3.9% | 164.6% | | |
| Asian and Pacific Islander Alone | 7.4% | 175.7% | Asian and Pacific Islander Alone | 0.0% | 0.0% | | |
| Native American Alone | -9.4% | 170.9% | Native American Alone | 29.6% | 1034.1% | | |
| All Other Races Alone | -24.2% | 428.5% | All Other Races Alone | 6.0% | 204.9% | | |
| <u>TotalPopulation</u> | 4.6% | 0.0% | <u>TotalPopulation</u> | 2.4% | 0.0% | | |

Table 6A.3A Mod MA: BRT.

| | Incremental Analysis | | | | Cumulative Analysis | | | |
|--|-----------------------|----------------------|---------------------------|-------------------------------|-----------------------|----------------------|---------------------------|-------------------------------|
| | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | 2010-2016 | 2010-2016 | | | 2010-2016 | 2010-2016 | | |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.08 | 8.1% | 59.3% | 1.01 | 0.08 | 8.1% | 59.3% |

| | | | | | | | | |
|--|------|-------|--------|---------|------|-------|-------|--------|
| Other Non Latino | 1.09 | 0.10 | 8.9% | 70.2% | 1.09 | 0.10 | 8.9% | 70.2% |
| Other Groups | 1.10 | 0.30 | 27.5% | 218.1% | 1.10 | 0.30 | 27.5% | 218.1% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.2% | | 1.05 | 0.14 | 13.2% | |
| White Non Latino | 1.01 | 0.08 | 8.1% | 59.3% | 1.01 | 0.08 | 8.1% | 59.3% |
| Hispanic | 1.08 | 0.29 | 27.0% | 211.6% | 1.08 | 0.29 | 27.0% | 211.6% |
| Other Non Latino | 1.09 | 0.10 | 8.9% | 70.2% | 1.09 | 0.10 | 8.9% | 70.2% |
| Other Groups | 1.21 | 0.36 | 30.1% | 262.5% | 1.21 | 0.36 | 30.1% | 262.5% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.2% | | 1.05 | 0.14 | 13.2% | |
| White Alone | 1.07 | 0.18 | 16.4% | 127.1% | 1.07 | 0.18 | 16.4% | 127.1% |
| Black Alone | 1.03 | 0.06 | 5.4% | 40.5% | 1.03 | 0.06 | 5.4% | 40.5% |
| Asian and Pacific Islander Alone | 1.14 | 0.11 | 9.7% | 80.2% | 1.14 | 0.11 | 9.7% | 80.2% |
| Native American Alone | 0.86 | 0.42 | 48.2% | 300.9% | 0.86 | 0.42 | 48.2% | 300.9% |
| All Other Races Alone | 0.84 | 0.08 | 9.0% | 55.1% | 0.84 | 0.08 | 9.0% | 55.1% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.2% | | 1.05 | 0.14 | 13.2% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.10 | 10.0% | 70.6% | 1.01 | -0.01 | -1.5% | -16.7% |
| Other Non Latino | 1.09 | 0.13 | 12.1% | 91.2% | 1.09 | -0.07 | -6.7% | -82.9% |
| Other Groups | 1.10 | 0.23 | 20.8% | 159.2% | 1.10 | 0.21 | 19.0% | 235.7% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.7% | | 1.05 | 0.09 | 8.4% | |
| White Non Latino | 1.01 | 0.10 | 10.0% | 70.6% | 1.01 | -0.01 | -1.5% | -16.7% |
| Hispanic | 1.08 | 0.21 | 19.4% | 146.2% | 1.08 | 0.08 | 7.6% | 93.5% |
| Other Non Latino | 1.09 | 0.13 | 12.1% | 91.2% | 1.09 | -0.07 | -6.7% | -82.9% |
| Other Groups | 1.21 | 0.36 | 30.1% | 253.4% | 1.21 | 0.21 | 17.2% | 235.7% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.7% | | 1.05 | 0.09 | 8.4% | |
| White Alone | 1.07 | -0.50 | -47.0% | -350.7% | 1.07 | 0.01 | 0.8% | 9.5% |
| Black Alone | 1.03 | 0.13 | 12.5% | 89.5% | 1.03 | -0.05 | -4.6% | -54.0% |
| Asian and Pacific Islander Alone | 1.14 | 0.11 | 9.3% | 73.6% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 0.16 | 19.0% | 114.4% | 0.86 | 0.76 | 88.1% | 862.8% |
| All Other Races Alone | 0.84 | 2.83 | 335.7% | 1970.4% | 0.84 | 0.21 | 24.7% | 235.7% |
| <u>TotalPopulation</u> | 1.05 | 0.14 | 13.7% | | 1.05 | 0.09 | 8.4% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.14 | 14.1% | 69.3% | 1.01 | -0.02 | -1.6% | -16.4% |
| Other Non Latino | 1.09 | 0.26 | 23.9% | 125.9% | 1.09 | -0.09 | -8.5% | -94.8% |
| Other Groups | 1.10 | 0.25 | 23.1% | 123.2% | 1.10 | 0.22 | 20.2% | 228.6% |
| <u>TotalPopulation</u> | 1.05 | 0.21 | 19.7% | | 1.05 | 0.10 | 9.3% | |
| White Non Latino | 1.01 | 0.14 | 14.1% | 69.3% | 1.01 | -0.02 | -1.6% | -16.4% |
| Hispanic | 1.08 | 0.24 | 21.7% | 114.3% | 1.08 | 0.07 | 6.3% | 70.0% |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|-------|--------|
| Other Non Latino | 1.09 | 0.26 | 23.9% | 125.9% | 1.09 | -0.09 | -8.5% | -94.8% |
| Other Groups | 1.21 | 0.43 | 35.2% | 206.6% | 1.21 | 0.22 | 18.4% | 228.6% |
| <u>TotalPopulation</u> | 1.05 | 0.21 | 19.7% | | 1.05 | 0.10 | 9.3% | |
| White Alone | 1.07 | 0.22 | 20.3% | 105.7% | 1.07 | 0.00 | 0.5% | 5.1% |
| Black Alone | 1.03 | 0.30 | 28.6% | 143.4% | 1.03 | -0.03 | -3.3% | -34.8% |
| Asian and Pacific Islander Alone | 1.14 | 0.19 | 16.6% | 91.9% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 0.20 | 22.6% | 95.0% | 0.86 | 0.75 | 86.4% | 769.4% |
| All Other Races Alone | 0.84 | 0.12 | 14.7% | 60.1% | 0.84 | 0.22 | 26.3% | 228.6% |
| <u>TotalPopulation</u> | 1.05 | 0.21 | 19.7% | | 1.05 | 0.10 | 9.3% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.11 | 11.0% | 101.9% | 1.01 | -0.01 | -0.8% | -9.2% |
| Other Non Latino | 1.09 | 0.09 | 8.1% | 80.6% | 1.09 | -0.07 | -6.0% | -71.4% |
| Other Groups | 1.10 | 0.13 | 11.4% | 114.4% | 1.10 | 0.18 | 16.5% | 197.9% |
| <u>TotalPopulation</u> | 1.05 | 0.11 | 10.5% | | 1.05 | 0.09 | 8.7% | |
| White Non Latino | 1.01 | 0.11 | 11.0% | 101.9% | 1.01 | -0.01 | -0.8% | -9.2% |
| Hispanic | 1.08 | 0.11 | 10.1% | 100.0% | 1.08 | 0.05 | 4.6% | 54.4% |
| Other Non Latino | 1.09 | 0.09 | 8.1% | 80.6% | 1.09 | -0.07 | -6.0% | -71.4% |
| Other Groups | 1.21 | 0.27 | 22.0% | 242.9% | 1.21 | 0.18 | 15.0% | 197.9% |
| <u>TotalPopulation</u> | 1.05 | 0.11 | 10.5% | | 1.05 | 0.09 | 8.7% | |
| White Alone | 1.07 | 0.20 | 18.7% | 183.1% | 1.07 | 0.01 | 1.1% | 13.4% |
| Black Alone | 1.03 | 0.03 | 2.6% | 24.8% | 1.03 | -0.04 | -3.6% | -40.6% |
| Asian and Pacific Islander Alone | 1.14 | 0.13 | 11.7% | 121.5% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 0.10 | 11.7% | 92.5% | 0.86 | 0.67 | 78.1% | 737.4% |
| All Other Races Alone | 0.84 | -0.14 | -16.9% | -130.3% | 0.84 | 0.18 | 21.5% | 197.9% |
| <u>TotalPopulation</u> | 1.05 | 0.11 | 10.5% | | 1.05 | 0.09 | 8.7% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.07 | 6.7% | 70.7% | 1.01 | 0.00 | -0.5% | -5.9% |
| Other Non Latino | 1.09 | 0.07 | 6.7% | 75.8% | 1.09 | -0.05 | -4.8% | -64.2% |
| Other Groups | 1.10 | 0.16 | 14.2% | 162.5% | 1.10 | 0.17 | 15.9% | 217.2% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.1% | | 1.05 | 0.08 | 7.7% | |
| White Non Latino | 1.01 | 0.07 | 6.7% | 70.7% | 1.01 | 0.00 | -0.5% | -5.9% |
| Hispanic | 1.08 | 0.15 | 13.9% | 157.8% | 1.08 | 0.03 | 2.8% | 38.1% |
| Other Non Latino | 1.09 | 0.07 | 6.7% | 75.8% | 1.09 | -0.05 | -4.8% | -64.2% |
| Other Groups | 1.21 | 0.20 | 16.8% | 211.9% | 1.21 | 0.17 | 14.5% | 217.2% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.1% | | 1.05 | 0.08 | 7.7% | |
| White Alone | 1.07 | 0.18 | 16.9% | 189.8% | 1.07 | 0.01 | 1.2% | 16.0% |
| Black Alone | 1.03 | 0.04 | 3.9% | 42.3% | 1.03 | -0.03 | -2.6% | -33.6% |
| Asian and Pacific Islander Alone | 1.14 | 0.13 | 11.0% | 130.9% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | -0.33 | -37.8% | -340.9% | 0.86 | 0.75 | 87.2% | 936.7% |
| All Other Races Alone | 0.84 | -0.12 | -14.6% | -129.0% | 0.84 | 0.17 | 20.7% | 217.2% |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|-------|--------|
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.1% | | 1.05 | 0.08 | 7.7% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.08 | 7.8% | 76.3% | 1.01 | 0.00 | -0.3% | -3.4% |
| Other Non Latino | 1.09 | 0.12 | 11.1% | 115.5% | 1.09 | -0.07 | -6.1% | -87.4% |
| Other Groups | 1.10 | 0.13 | 11.8% | 124.5% | 1.10 | 0.14 | 13.0% | 187.5% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.9% | | 1.05 | 0.08 | 7.3% | |
| White Non Latino | 1.01 | 0.08 | 7.8% | 76.3% | 1.01 | 0.00 | -0.3% | -3.4% |
| Hispanic | 1.08 | 0.12 | 10.7% | 111.9% | 1.08 | 0.02 | 1.9% | 26.9% |
| Other Non Latino | 1.09 | 0.12 | 11.1% | 115.5% | 1.09 | -0.07 | -6.1% | -87.4% |
| Other Groups | 1.21 | 0.24 | 20.2% | 235.0% | 1.21 | 0.14 | 11.8% | 187.5% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.9% | | 1.05 | 0.08 | 7.3% | |
| White Alone | 1.07 | 0.18 | 16.4% | 169.0% | 1.07 | 0.02 | 1.5% | 21.1% |
| Black Alone | 1.03 | 0.02 | 2.3% | 22.4% | 1.03 | -0.03 | -3.0% | -41.2% |
| Asian and Pacific Islander Alone | 1.14 | 0.23 | 20.2% | 221.5% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | -0.12 | -14.1% | -117.0% | 0.86 | 0.64 | 74.2% | 841.6% |
| All Other Races Alone | 0.84 | -0.18 | -21.3% | -172.4% | 0.84 | 0.14 | 16.9% | 187.5% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.9% | | 1.05 | 0.08 | 7.3% | |

Table 6A.3B Mod MA: BRT.

| Incremental Analysis | | | | Cumulative Analysis | | | | | |
|--|-----------------------|----------------------|---------------------------|-------------------------------|--|-----------------------|----------------------|---------------------------|-------------------------------|
| Demographic Share--Only Distance Band Change | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| | 2010-2016 | 2010-2016 | | | | 2010-2016 | 2010-2016 | | |
| | | | | | | | | | |

Spatial Share--0.125 Mile Distance Band Only

Station Area
(sq.mi.) 14201 22.6 0.2%

Basic Demographics--0.125 Mile Distance Band Only

| | | |
|----------------------------------|-------|--------|
| White Non Latino | 8.1% | 59.3% |
| Other Non Latino | 8.9% | 70.2% |
| Other Groups | 27.5% | 218.1% |
| <u>TotalPopulation</u> | 13.2% | 0.0% |
| White Non Latino | 8.1% | 59.3% |
| Hispanic | 27.0% | 211.6% |
| Other Non Latino | 8.9% | 70.2% |
| Other Groups | 30.1% | 262.5% |
| <u>TotalPopulation</u> | 13.2% | 0.0% |
| White Alone | 16.4% | 127.1% |
| Black Alone | 5.4% | 40.5% |
| Asian and Pacific Islander Alone | 9.7% | 80.2% |
| Native American Alone | 48.2% | 300.9% |
| All Other Races Alone | 9.0% | 55.1% |
| <u>TotalPopulation</u> | 13.2% | 0.0% |

Spatial Share--0.25 Mile Distance Band Only

Station Area
(sq.mi.) 14201 38.3 0.3%

Demographic Change--0.25 Mile Distance Band Only

| | | |
|----------------------------------|--------|--------|
| White Non Latino | 10.0% | 70.6% |
| Other Non Latino | 12.1% | 91.2% |
| Other Groups | 20.8% | 159.2% |
| <u>TotalPopulation</u> | 13.7% | 0.0% |
| White Non Latino | 10.0% | 70.6% |
| Hispanic | 19.4% | 146.2% |
| Other Non Latino | 12.1% | 91.2% |
| Other Groups | 30.1% | 253.4% |
| <u>TotalPopulation</u> | 13.7% | 0.0% |
| White Alone | -47.0% | 350.7% |
| Black Alone | 12.5% | 89.5% |
| Asian and Pacific Islander Alone | 9.3% | 73.6% |
| Native American Alone | 19.0% | 114.4% |

Spatial Share--0.125 Mile Distance Band Only

Station Area
(sq.mi.) 14201 22.6 0.2%

Basic Demographics--0.125 Mile Distance Band Only

| | | |
|----------------------------------|-------|--------|
| White Non Latino | 8.1% | 59.3% |
| Other Non Latino | 8.9% | 70.2% |
| Other Groups | 27.5% | 218.1% |
| <u>TotalPopulation</u> | 13.2% | 0.0% |
| White Non Latino | 8.1% | 59.3% |
| Hispanic | 27.0% | 211.6% |
| Other Non Latino | 8.9% | 70.2% |
| Other Groups | 30.1% | 262.5% |
| <u>TotalPopulation</u> | 13.2% | 0.0% |
| White Alone | 16.4% | 127.1% |
| Black Alone | 5.4% | 40.5% |
| Asian and Pacific Islander Alone | 9.7% | 80.2% |
| Native American Alone | 48.2% | 300.9% |
| All Other Races Alone | 9.0% | 55.1% |
| <u>TotalPopulation</u> | 13.2% | 0.0% |

Spatial Share--0.25 Mile Distance Band Cumulative

Station Area
(sq.mi.) 14201 60.95 0.4%

Demographic Change--0.25 Mile Distance Band Cumulative

| | | |
|----------------------------------|-------|--------|
| White Non Latino | -1.5% | -16.7% |
| Other Non Latino | -6.7% | -82.9% |
| Other Groups | 19.0% | 235.7% |
| <u>TotalPopulation</u> | 8.4% | 0.0% |
| White Non Latino | -1.5% | -16.7% |
| Hispanic | 7.6% | 93.5% |
| Other Non Latino | -6.7% | -82.9% |
| Other Groups | 17.2% | 235.7% |
| <u>TotalPopulation</u> | 8.4% | 0.0% |
| White Alone | 0.8% | 9.5% |
| Black Alone | -4.6% | -54.0% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | 88.1% | 862.8% |

| | | | | | |
|--|--------|---------|--|-----------------------|--------|
| All Other Races Alone | 335.7% | 1970.4% | All Other Races Alone | 24.7% | 235.7% |
| <u>TotalPopulation</u> | 13.7% | 0.0% | <u>TotalPopulation</u> | 8.4% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 14201 | 38.9 | 0.3% | Station Area (sq.mi.) | 14201 |
| | | | | | 99.88 |
| | | | | | 0.7% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | |
| White Non Latino | -1.6% | -16.4% | White Non Latino | -1.6% | -16.4% |
| Other Non Latino | -8.5% | -94.8% | Other Non Latino | -8.5% | -94.8% |
| Other Groups | 20.2% | 228.6% | Other Groups | 20.2% | 228.6% |
| <u>TotalPopulation</u> | 9.3% | 0.0% | <u>TotalPopulation</u> | 9.3% | 0.0% |
| White Non Latino | -1.6% | -16.4% | White Non Latino | -1.6% | -16.4% |
| Hispanic | 6.3% | 70.0% | Hispanic | 6.3% | 70.0% |
| Other Non Latino | -8.5% | -94.8% | Other Non Latino | -8.5% | -94.8% |
| Other Groups | 18.4% | 228.6% | Other Groups | 18.4% | 228.6% |
| <u>TotalPopulation</u> | 9.3% | 0.0% | <u>TotalPopulation</u> | 9.3% | 0.0% |
| White Alone | 0.5% | 5.1% | White Alone | 0.5% | 5.1% |
| Black Alone | -3.3% | -34.8% | Black Alone | -3.3% | -34.8% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | 86.4% | 769.4% | Native American Alone | 86.4% | 769.4% |
| All Other Races Alone | 26.3% | 228.6% | All Other Races Alone | 26.3% | 228.6% |
| <u>TotalPopulation</u> | 9.3% | 0.0% | <u>TotalPopulation</u> | 9.3% | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 14201 | 35.7 | 0.25% | Station Area (sq.mi.) | 14201 |
| | | | | | 135.6 |
| | | | | | 1.0% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 11.0% | 101.9% | White Non Latino | -0.8% | -9.2% |
| Other Non Latino | 8.1% | 80.6% | Other Non Latino | -6.0% | -71.4% |
| Other Groups | 11.4% | 114.4% | Other Groups | 16.5% | 197.9% |
| <u>TotalPopulation</u> | 10.5% | 0.0% | <u>TotalPopulation</u> | 8.7% | 0.0% |
| White Non Latino | 11.0% | 101.9% | White Non Latino | -0.8% | -9.2% |
| Hispanic | 10.1% | 100.0% | Hispanic | 4.6% | 54.4% |
| Other Non Latino | 8.1% | 80.6% | Other Non Latino | -6.0% | -71.4% |
| Other Groups | 22.0% | 242.9% | Other Groups | 15.0% | 197.9% |
| <u>TotalPopulation</u> | 10.5% | 0.0% | <u>TotalPopulation</u> | 8.7% | 0.0% |
| White Alone | 18.7% | 183.1% | White Alone | 1.1% | 13.4% |
| Black Alone | 2.6% | 24.8% | Black Alone | -3.6% | -40.6% |
| Asian and Pacific Islander Alone | 11.7% | 121.5% | Asian and Pacific Islander Alone | 0.0% | 0.0% |

| | | | | | | | |
|---|--------|--------|----------------------------------|-----------------------|--------|--------|------|
| Native American Alone | 11.7% | 92.5% | Native American Alone | 78.1% | 737.4% | | |
| All Other Races Alone | -16.9% | 130.3% | All Other Races Alone | 21.5% | 197.9% | | |
| <u>TotalPopulation</u> | 10.5% | 0.0% | <u>TotalPopulation</u> | 8.7% | 0.0% | | |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 60.6 | 0.4% | Station Area (sq.mi.) | 14201 | 196.2 | 1.4% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |
| White Non Latino | 6.7% | 70.7% | White Non Latino | -0.5% | -5.9% | | |
| Other Non Latino | 6.7% | 75.8% | Other Non Latino | -4.8% | -64.2% | | |
| Other Groups | 14.2% | 162.5% | Other Groups | 15.9% | 217.2% | | |
| <u>TotalPopulation</u> | 9.1% | 0.0% | <u>TotalPopulation</u> | 7.7% | 0.0% | | |
| White Non Latino | 6.7% | 70.7% | White Non Latino | -0.5% | -5.9% | | |
| Hispanic | 13.9% | 157.8% | Hispanic | 2.8% | 38.1% | | |
| Other Non Latino | 6.7% | 75.8% | Other Non Latino | -4.8% | -64.2% | | |
| Other Groups | 16.8% | 211.9% | Other Groups | 14.5% | 217.2% | | |
| <u>TotalPopulation</u> | 9.1% | 0.0% | <u>TotalPopulation</u> | 7.7% | 0.0% | | |
| White Alone | 16.9% | 189.8% | White Alone | 1.2% | 16.0% | | |
| Black Alone | 3.9% | 42.3% | Black Alone | -2.6% | -33.6% | | |
| Asian and Pacific Islander Alone | 11.0% | 130.9% | Asian and Pacific Islander Alone | 0.0% | 0.0% | | |
| Native American Alone | -37.8% | 340.9% | Native American Alone | 87.2% | 936.7% | | |
| All Other Races Alone | -14.6% | 129.0% | All Other Races Alone | 20.7% | 217.2% | | |
| <u>TotalPopulation</u> | 9.1% | 0.0% | <u>TotalPopulation</u> | 7.7% | 0.0% | | |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 49.7 | 0.3% | Station Area (sq.mi.) | 14201 | 245.99 | 1.7% |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| White Non Latino | 7.8% | 76.3% | White Non Latino | -0.3% | -3.4% | | |
| Other Non Latino | 11.1% | 115.5% | Other Non Latino | -6.1% | -87.4% | | |
| Other Groups | 11.8% | 124.5% | Other Groups | 13.0% | 187.5% | | |
| <u>TotalPopulation</u> | 9.9% | 0.0% | <u>TotalPopulation</u> | 7.3% | 0.0% | | |
| White Non Latino | 7.8% | 76.3% | White Non Latino | -0.3% | -3.4% | | |
| Hispanic | 10.7% | 111.9% | Hispanic | 1.9% | 26.9% | | |
| Other Non Latino | 11.1% | 115.5% | Other Non Latino | -6.1% | -87.4% | | |
| Other Groups | 20.2% | 235.0% | Other Groups | 11.8% | 187.5% | | |
| <u>TotalPopulation</u> | 9.9% | 0.0% | <u>TotalPopulation</u> | 7.3% | 0.0% | | |
| White Alone | 16.4% | 169.0% | White Alone | 1.5% | 21.1% | | |

| | | | | | |
|----------------------------------|--------|--------|----------------------------------|-------|--------|
| Black Alone | 2.3% | 22.4% | Black Alone | -3.0% | -41.2% |
| Asian and Pacific Islander Alone | 20.2% | 221.5% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -14.1% | 117.0% | Native American Alone | 74.2% | 841.6% |
| All Other Races Alone | -21.3% | 172.4% | All Other Races Alone | 16.9% | 187.5% |
| <u>TotalPopulation</u> | 9.9% | 0.0% | <u>TotalPopulation</u> | 7.3% | 0.0% |

Table 6A.4A High MA: BRT.

| | Incremental Analysis | | | | Cumulative Analysis | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | | | | | | | | |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.06 | 5.9% | 60.5% | 1.01 | 0.06 | 5.9% | 60.5% |
| Other Non Latino | 1.09 | 0.14 | 13.3% | 146.6% | 1.09 | 0.14 | 13.3% | 146.6% |
| Other Groups | 1.10 | 0.11 | 9.9% | 109.9% | 1.10 | 0.11 | 9.9% | 109.9% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.4% | | 1.05 | 0.10 | 9.4% | |
| White Non Latino | 1.01 | 0.06 | 5.9% | 60.5% | 1.01 | 0.06 | 5.9% | 60.5% |
| Hispanic | 1.08 | 0.09 | 8.5% | 93.6% | 1.08 | 0.09 | 8.5% | 93.6% |
| Other Non Latino | 1.09 | 0.14 | 13.3% | 146.6% | 1.09 | 0.14 | 13.3% | 146.6% |
| Other Groups | 1.21 | 0.26 | 21.5% | 263.6% | 1.21 | 0.26 | 21.5% | 263.6% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.4% | | 1.05 | 0.10 | 9.4% | |
| White Alone | 1.07 | 0.19 | 18.1% | 197.2% | 1.07 | 0.19 | 18.1% | 197.2% |
| Black Alone | 1.03 | 0.00 | 0.0% | -0.2% | 1.03 | 0.00 | 0.0% | -0.2% |
| Asian and Pacific Islander Alone | 1.14 | 0.24 | 21.4% | 247.8% | 1.14 | 0.24 | 21.4% | 247.8% |
| Native American Alone | 0.86 | -0.10 | -11.2% | -98.6% | 0.86 | -0.10 | -11.2% | -98.6% |
| All Other Races Alone | 0.84 | -0.24 | -28.4% | -243.8% | 0.84 | -0.24 | -28.4% | -243.8% |
| <u>TotalPopulation</u> | 1.05 | 0.10 | 9.4% | | 1.05 | 0.10 | 9.4% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.17 | 16.9% | 98.8% | 1.01 | 0.01 | 0.6% | 9.2% |
| Other Non Latino | 1.09 | 0.17 | 15.4% | 96.8% | 1.09 | 0.11 | 10.0% | 168.5% |
| Other Groups | 1.10 | 0.18 | 16.4% | 103.8% | 1.10 | -0.18 | -16.1% | -275.9% |
| <u>TotalPopulation</u> | 1.05 | 0.17 | 16.5% | | 1.05 | 0.06 | 6.1% | |
| White Non Latino | 1.01 | 0.17 | 16.9% | 98.8% | 1.01 | 0.01 | 0.6% | 9.2% |

| | | | | | | | | |
|--|------|-------|--------|---------|------|-------|--------|---------|
| Hispanic | 1.08 | 0.19 | 17.6% | 109.9% | 1.08 | -0.03 | -3.1% | -52.4% |
| Other Non Latino | 1.09 | 0.17 | 15.4% | 96.8% | 1.09 | 0.11 | 10.0% | 168.5% |
| Other Groups | 1.21 | 0.06 | 5.2% | 36.4% | 1.21 | -0.18 | -14.7% | -275.9% |
| <u>TotalPopulation</u> | 1.05 | 0.17 | 16.5% | | 1.05 | 0.06 | 6.1% | |
| White Alone | 1.07 | -0.31 | -28.9% | -178.9% | 1.07 | 0.07 | 6.8% | 114.1% |
| Black Alone | 1.03 | -0.19 | -18.6% | -110.7% | 1.03 | -0.12 | -11.4% | -183.4% |
| Asian and Pacific Islander Alone | 1.14 | 0.28 | 24.5% | 161.5% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 0.69 | 80.0% | 399.2% | 0.86 | 0.19 | 21.5% | 289.5% |
| All Other Races Alone | 0.84 | 1.42 | 167.8% | 817.3% | 0.84 | -0.18 | -21.0% | -275.9% |
| <u>TotalPopulation</u> | 1.05 | 0.17 | 16.5% | | 1.05 | 0.06 | 6.1% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.07 | 7.2% | 42.9% | 1.01 | 0.00 | -0.2% | -2.4% |
| Other Non Latino | 1.09 | 0.13 | 12.0% | 77.1% | 1.09 | 0.14 | 12.4% | 190.6% |
| Other Groups | 1.10 | 0.31 | 28.7% | 185.8% | 1.10 | -0.14 | -12.5% | -193.4% |
| <u>TotalPopulation</u> | 1.05 | 0.17 | 16.2% | | 1.05 | 0.07 | 6.8% | |
| White Non Latino | 1.01 | 0.07 | 7.2% | 42.9% | 1.01 | 0.00 | -0.2% | -2.4% |
| Hispanic | 1.08 | 0.32 | 29.4% | 188.1% | 1.08 | -0.02 | -1.4% | -21.4% |
| Other Non Latino | 1.09 | 0.13 | 12.0% | 77.1% | 1.09 | 0.14 | 12.4% | 190.6% |
| Other Groups | 1.21 | 0.27 | 22.1% | 158.0% | 1.21 | -0.14 | -11.4% | -193.4% |
| <u>TotalPopulation</u> | 1.05 | 0.17 | 16.2% | | 1.05 | 0.07 | 6.8% | |
| White Alone | 1.07 | 0.27 | 24.8% | 157.5% | 1.07 | 0.07 | 6.6% | 100.4% |
| Black Alone | 1.03 | -0.01 | -1.2% | -7.6% | 1.03 | -0.12 | -11.8% | -171.1% |
| Asian and Pacific Islander Alone | 1.14 | 0.19 | 16.8% | 113.2% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 0.00 | 0.6% | 2.9% | 0.86 | 0.06 | 6.7% | 81.5% |
| All Other Races Alone | 0.84 | -0.04 | -4.8% | -24.2% | 0.84 | -0.14 | -16.3% | -193.4% |
| <u>TotalPopulation</u> | 1.05 | 0.17 | 16.2% | | 1.05 | 0.07 | 6.8% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.09 | 9.3% | 59.5% | 1.01 | 0.00 | -0.5% | -6.3% |
| Other Non Latino | 1.09 | 0.15 | 14.2% | 98.3% | 1.09 | 0.16 | 14.8% | 211.1% |
| Other Groups | 1.10 | 0.26 | 23.3% | 162.4% | 1.10 | -0.10 | -8.7% | -125.1% |
| <u>TotalPopulation</u> | 1.05 | 0.16 | 15.0% | | 1.05 | 0.08 | 7.3% | |
| White Non Latino | 1.01 | 0.09 | 9.3% | 59.5% | 1.01 | 0.00 | -0.5% | -6.3% |
| Hispanic | 1.08 | 0.24 | 22.0% | 151.3% | 1.08 | -0.01 | -0.8% | -11.9% |
| Other Non Latino | 1.09 | 0.15 | 14.2% | 98.3% | 1.09 | 0.16 | 14.8% | 211.1% |
| Other Groups | 1.21 | 0.40 | 33.1% | 254.3% | 1.21 | -0.10 | -7.9% | -125.1% |
| <u>TotalPopulation</u> | 1.05 | 0.16 | 15.0% | | 1.05 | 0.08 | 7.3% | |
| White Alone | 1.07 | 0.20 | 18.6% | 126.5% | 1.07 | 0.06 | 5.8% | 81.5% |
| Black Alone | 1.03 | 0.04 | 3.8% | 24.8% | 1.03 | -0.11 | -10.9% | -148.4% |
| Asian and Pacific Islander Alone | 1.14 | 0.28 | 24.4% | 176.9% | 1.14 | 0.00 | 0.0% | 0.0% |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|--------|---------|
| Native American Alone | 0.86 | 0.11 | 12.3% | 67.6% | 0.86 | 0.06 | 7.2% | 82.3% |
| All Other Races Alone | 0.84 | 0.04 | 4.4% | 23.4% | 0.84 | -0.10 | -11.3% | -125.1% |
| <u>TotalPopulation</u> | 1.05 | 0.16 | 15.0% | | 1.05 | 0.08 | 7.3% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.26 | 25.2% | 323.3% | 1.01 | 0.00 | 0.4% | 6.2% |
| Other Non Latino | 1.09 | 0.11 | 10.5% | 144.9% | 1.09 | 0.28 | 25.8% | 405.1% |
| Other Groups | 1.10 | -0.08 | -6.9% | -95.8% | 1.10 | -0.08 | -7.1% | -113.2% |
| <u>TotalPopulation</u> | 1.05 | 0.08 | 7.5% | | 1.05 | 0.07 | 6.6% | |
| White Non Latino | 1.01 | 0.26 | 25.2% | 323.3% | 1.01 | 0.00 | 0.4% | 6.2% |
| Hispanic | 1.08 | -0.11 | -9.8% | -133.9% | 1.08 | -0.02 | -2.0% | -30.6% |
| Other Non Latino | 1.09 | 0.11 | 10.5% | 144.9% | 1.09 | 0.28 | 25.8% | 405.1% |
| Other Groups | 1.21 | 0.38 | 31.0% | 474.7% | 1.21 | -0.08 | -6.5% | -113.2% |
| <u>TotalPopulation</u> | 1.05 | 0.08 | 7.5% | | 1.05 | 0.07 | 6.6% | |
| White Alone | 1.07 | 0.18 | 17.1% | 231.8% | 1.07 | 0.06 | 5.9% | 91.7% |
| Black Alone | 1.03 | -0.08 | -8.0% | -104.0% | 1.03 | -0.09 | -9.1% | -135.9% |
| Asian and Pacific Islander Alone | 1.14 | 0.35 | 30.9% | 446.2% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | -0.28 | -32.1% | -351.4% | 0.86 | 0.09 | 10.1% | 125.6% |
| All Other Races Alone | 0.84 | -0.19 | -22.5% | -240.5% | 0.84 | -0.08 | -9.3% | -113.2% |
| <u>TotalPopulation</u> | 1.05 | 0.08 | 7.5% | | 1.05 | 0.07 | 6.6% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.01 | 0.12 | 11.7% | 57.5% | 1.01 | -0.01 | -0.8% | -11.2% |
| Other Non Latino | 1.09 | 0.28 | 26.2% | 137.6% | 1.09 | 0.19 | 17.2% | 253.3% |
| Other Groups | 1.10 | 0.24 | 21.4% | 113.7% | 1.10 | -0.05 | -4.3% | -63.4% |
| <u>TotalPopulation</u> | 1.05 | 0.21 | 19.8% | | 1.05 | 0.07 | 7.0% | |
| White Non Latino | 1.01 | 0.12 | 11.7% | 57.5% | 1.01 | -0.01 | -0.8% | -11.2% |
| Hispanic | 1.08 | 0.27 | 24.7% | 129.3% | 1.08 | -0.01 | -1.4% | -20.3% |
| Other Non Latino | 1.09 | 0.28 | 26.2% | 137.6% | 1.09 | 0.19 | 17.2% | 253.3% |
| Other Groups | 1.21 | -0.30 | -24.6% | -143.8% | 1.21 | -0.05 | -3.9% | -63.4% |
| <u>TotalPopulation</u> | 1.05 | 0.21 | 19.8% | | 1.05 | 0.07 | 7.0% | |
| White Alone | 1.07 | 0.30 | 28.1% | 145.6% | 1.07 | 0.06 | 5.5% | 80.6% |
| Black Alone | 1.03 | 0.26 | 25.1% | 125.5% | 1.03 | -0.08 | -7.8% | -109.3% |
| Asian and Pacific Islander Alone | 1.14 | 0.29 | 25.8% | 142.1% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.86 | 0.50 | 58.4% | 244.0% | 0.86 | -0.01 | -0.9% | -10.5% |
| All Other Races Alone | 0.84 | -0.05 | -5.3% | -21.8% | 0.84 | -0.05 | -5.5% | -63.4% |
| <u>TotalPopulation</u> | 1.05 | 0.21 | 19.8% | | 1.05 | 0.07 | 7.0% | |

Table 6A.4B High MA: BRT.

| Incremental Analysis | | | | Cumulative Analysis | | | | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|--|----------------------------------|--------------------------------|---------------------------|-------------------------------|--------|
| Demographic Share--Only Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 14201 | 4.4221530 | 15 | 0.0% | Station Area (sq.mi.) | 14201 | 4.4221530 | 15 | 0.0% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | |
| White Non Latino | | | | 5.9% | 60.5% | White Non Latino | | | 5.9% | 60.5% |
| Other Non Latino | | | | 13.3% | 146.6% | Other Non Latino | | | 13.3% | 146.6% |
| Other Groups | | | | 9.9% | 109.9% | Other Groups | | | 9.9% | 109.9% |
| <u>Total Population</u> | | | | 9.4% | 0.0% | <u>Total Population</u> | | | 9.4% | 0.0% |
| White Non Latino | | | | 5.9% | 60.5% | White Non Latino | | | 5.9% | 60.5% |
| Hispanic | | | | 8.5% | 93.6% | Hispanic | | | 8.5% | 93.6% |
| Other Non Latino | | | | 13.3% | 146.6% | Other Non Latino | | | 13.3% | 146.6% |
| Other Groups | | | | 21.5% | 263.6% | Other Groups | | | 21.5% | 263.6% |
| <u>Total Population</u> | | | | 9.4% | 0.0% | <u>Total Population</u> | | | 9.4% | 0.0% |
| White Alone | | | | 18.1% | 197.2% | White Alone | | | 18.1% | 197.2% |
| Black Alone | | | | 0.0% | -0.2% | Black Alone | | | 0.0% | -0.2% |
| Asian and Pacific Islander Alone | | | | 21.4% | 247.8% | Asian and Pacific Islander Alone | | | 21.4% | 247.8% |
| Native American Alone | | | | -11.2% | -98.6% | Native American Alone | | | -11.2% | -98.6% |
| | | | | - | - | | | | - | - |
| All Other Races Alone | | | | -28.4% | 243.8% | All Other Races Alone | | | -28.4% | 243.8% |
| <u>Total Population</u> | | | | 9.4% | 0.0% | <u>Total Population</u> | | | 9.4% | 0.0% |

Spatial Share--0.25 Mile Distance Band Only

Station Area 6.7627159
(sq.mi.) 14201 07 0.0%

Demographic Change--0.25 Mile Distance Band Only

White Non Latino 16.9% 98.8%
Other Non Latino 15.4% 96.8%

Other Groups 16.4% 103.8%

TotalPopulation 16.5% 0.0%

White Non Latino 16.9% 98.8%

Hispanic 17.6% 109.9%

Other Non Latino 15.4% 96.8%

Other Groups 5.2% 36.4%

TotalPopulation 16.5% 0.0%

-

White Alone -28.9% 178.9%

-

Black Alone -18.6% 110.7%

Asian and Pacific Islander
Alone 24.5% 161.5%

Native American Alone 80.0% 399.2%

All Other Races Alone 167.8% 817.3%

TotalPopulation 16.5% 0.0%

Spatial Share--0.375 Mile Distance Band Only

Station Area 6.0578135
(sq.mi.) 14201 3 0.0%

Demographic Change--0.375 Mile Distance Band Only

White Non Latino -0.2% -2.4%

Other Non Latino 12.4% 190.6%

-

Other Groups -12.5% 193.4%

TotalPopulation 6.8% 0.0%

White Non Latino -0.2% -2.4%

Hispanic -1.4% -21.4%

Other Non Latino 12.4% 190.6%

-

Other Groups -11.4% 193.4%

TotalPopulation 6.8% 0.0%

White Alone 6.6% 100.4%

Spatial Share--0.25 Mile Distance Band Cumulative

Station Area 11.184868
(sq.mi.) 14201 92 0.1%

Demographic Change--0.25 Mile Distance Band Cumulative

White Non Latino 0.6% 9.2%

Other Non Latino 10.0% 168.5%

-

Other Groups -16.1% 275.9%

TotalPopulation 6.1% 0.0%

White Non Latino 0.6% 9.2%

Hispanic -3.1% -52.4%

Other Non Latino 10.0% 168.5%

-

Other Groups -14.7% 275.9%

TotalPopulation 6.1% 0.0%

-

White Alone 6.8% 114.1%

-

Black Alone -11.4% 183.4%

Asian and Pacific Islander
Alone 0.0% 0.0%

Native American Alone 21.5% 289.5%

-

All Other Races Alone -21.0% 275.9%

TotalPopulation 6.1% 0.0%

Spatial Share--0.375 Mile Distance Band Cumulative

Station Area 17.242682
(sq.mi.) 14201 45 0.1%

Demographic Change--0.375 Mile Distance Band Cumulative

White Non Latino -0.2% -2.4%

Other Non Latino 12.4% 190.6%

-

Other Groups -12.5% 193.4%

TotalPopulation 6.8% 0.0%

White Non Latino -0.2% -2.4%

Hispanic -1.4% -21.4%

Other Non Latino 12.4% 190.6%

-

Other Groups -11.4% 193.4%

TotalPopulation 6.8% 0.0%

White Alone 6.6% 100.4%

| | | | | | | | |
|---|--------|-----------|--------|---|-----------------------|--------|-----------|
| Black Alone | -11.8% | - | 171.1% | Black Alone | -11.8% | - | 171.1% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | | Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| Native American Alone | 6.7% | 81.5% | | Native American Alone | 6.7% | 81.5% | |
| All Other Races Alone | -16.3% | 193.4% | | All Other Races Alone | -16.3% | 193.4% | |
| <u>Total Population</u> | 6.8% | 0.0% | | <u>Total Population</u> | 6.8% | 0.0% | |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | | |
| Station Area (sq.mi.) | 14201 | 5.0124486 | 75 | 0.04% | Station Area (sq.mi.) | 14201 | 22.255131 |
| | | | | | | 13 | 0.2% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 9.3% | 59.5% | | White Non Latino | -0.5% | -6.3% | |
| Other Non Latino | 14.2% | 98.3% | | Other Non Latino | 14.8% | 211.1% | |
| Other Groups | 23.3% | 162.4% | | Other Groups | -8.7% | 125.1% | |
| <u>Total Population</u> | 15.0% | 0.0% | | <u>Total Population</u> | 7.3% | 0.0% | |
| White Non Latino | 9.3% | 59.5% | | White Non Latino | -0.5% | -6.3% | |
| Hispanic | 22.0% | 151.3% | | Hispanic | -0.8% | -11.9% | |
| Other Non Latino | 14.2% | 98.3% | | Other Non Latino | 14.8% | 211.1% | |
| Other Groups | 33.1% | 254.3% | | Other Groups | -7.9% | 125.1% | |
| <u>Total Population</u> | 15.0% | 0.0% | | <u>Total Population</u> | 7.3% | 0.0% | |
| White Alone | 18.6% | 126.5% | | White Alone | 5.8% | 81.5% | |
| Black Alone | 3.8% | 24.8% | | Black Alone | -10.9% | 148.4% | |
| Asian and Pacific Islander Alone | 24.4% | 176.9% | | Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| Native American Alone | 12.3% | 67.6% | | Native American Alone | 7.2% | 82.3% | |
| All Other Races Alone | 4.4% | 23.4% | | All Other Races Alone | -11.3% | 125.1% | |
| <u>Total Population</u> | 15.0% | 0.0% | | <u>Total Population</u> | 7.3% | 0.0% | |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.75 Mile Distance Band Cumulative</i> | | | |
| Station Area (sq.mi.) | 14201 | 7.5904574 | 78 | 0.1% | Station Area (sq.mi.) | 14201 | 29.845588 |
| | | | | | | 61 | 0.2% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.75 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 25.2% | 323.3% | | White Non Latino | 0.4% | 6.2% | |
| Other Non Latino | 10.5% | 144.9% | | Other Non Latino | 25.8% | 405.1% | |
| Other Groups | -6.9% | -95.8% | | Other Groups | -7.1% | 113.2% | |
| <u>Total Population</u> | 7.5% | 0.0% | | <u>Total Population</u> | 6.6% | 0.0% | |
| White Non Latino | 25.2% | 323.3% | | White Non Latino | 0.4% | 6.2% | |

| | | | | | | | |
|---|--------|-----------------|--------|---|-------|-----------------|------|
| Hispanic | -9.8% | - | 133.9% | Hispanic | -2.0% | -30.6% | |
| Other Non Latino | 10.5% | - | 144.9% | Other Non Latino | 25.8% | 405.1% | |
| Other Groups | 31.0% | - | 474.7% | Other Groups | -6.5% | 113.2% | |
| <u>TotalPopulation</u> | 7.5% | - | 0.0% | <u>TotalPopulation</u> | 6.6% | 0.0% | |
| White Alone | 17.1% | - | 231.8% | White Alone | 5.9% | 91.7% | |
| Black Alone | -8.0% | - | 104.0% | Black Alone | -9.1% | 135.9% | |
| Asian and Pacific Islander Alone | 30.9% | - | 446.2% | Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| Native American Alone | -32.1% | - | 351.4% | Native American Alone | 10.1% | 125.6% | |
| All Other Races Alone | -22.5% | - | 240.5% | All Other Races Alone | -9.3% | 113.2% | |
| <u>TotalPopulation</u> | 7.5% | - | 0.0% | <u>TotalPopulation</u> | 6.6% | 0.0% | |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | | |
| Station Area (sq.mi.) | 14201 | 6.4042721 38 | 0.0% | Station Area (sq.mi.) | 14201 | 36.249860 74 | 0.3% |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 11.7% | - | 57.5% | White Non Latino | -0.8% | -11.2% | |
| Other Non Latino | 26.2% | - | 137.6% | Other Non Latino | 17.2% | 253.3% | |
| Other Groups | 21.4% | - | 113.7% | Other Groups | -4.3% | -63.4% | |
| <u>TotalPopulation</u> | 19.8% | - | 0.0% | <u>TotalPopulation</u> | 7.0% | 0.0% | |
| White Non Latino | 11.7% | - | 57.5% | White Non Latino | -0.8% | -11.2% | |
| Hispanic | 24.7% | - | 129.3% | Hispanic | -1.4% | -20.3% | |
| Other Non Latino | 26.2% | - | 137.6% | Other Non Latino | 17.2% | 253.3% | |
| Other Groups | -24.6% | - | 143.8% | Other Groups | -3.9% | -63.4% | |
| <u>TotalPopulation</u> | 19.8% | - | 0.0% | <u>TotalPopulation</u> | 7.0% | 0.0% | |
| White Alone | 28.1% | - | 145.6% | White Alone | 5.5% | 80.6% | |
| Black Alone | 25.1% | - | 125.5% | Black Alone | -7.8% | 109.3% | |
| Asian and Pacific Islander Alone | 25.8% | - | 142.1% | Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| Native American Alone | 58.4% | - | 244.0% | Native American Alone | -0.9% | -10.5% | |
| All Other Races Alone | -5.3% | - | -21.8% | All Other Races Alone | -5.5% | -63.4% | |
| <u>TotalPopulation</u> | 19.8% | - | 0.0% | <u>TotalPopulation</u> | 7.0% | 0.0% | |

Table 6A.5A Poor MA: CRT.

| Transit Region LQ of Demographic Change | Incremental Analysis | | | | Cumulative Analysis | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.12 | 11.7% | 44.6% | 1.02 | 0.12 | 11.7% | 44.6% |
| Other Non Latino | 1.10 | 0.42 | 38.5% | 156.7% | 1.10 | 0.42 | 38.5% | 156.7% |
| Other Groups | 1.12 | 0.95 | 84.9% | 351.7% | 1.12 | 0.95 | 84.9% | 351.7% |
| <u>Total Population</u> | 1.07 | 0.27 | 25.3% | | 1.07 | 0.27 | 25.3% | |
| White Non Latino | 1.02 | 0.12 | 11.7% | 44.6% | 1.02 | 0.12 | 11.7% | 44.6% |
| Hispanic | 1.11 | 1.09 | 98.1% | 403.2% | 1.11 | 1.09 | 98.1% | 403.2% |
| Other Non Latino | 1.10 | 0.42 | 38.5% | 156.7% | 1.10 | 0.42 | 38.5% | 156.7% |
| Other Groups | 1.21 | 0.22 | 18.0% | 81.4% | 1.21 | 0.22 | 18.0% | 81.4% |
| <u>Total Population</u> | 1.07 | 0.27 | 25.3% | | 1.07 | 0.27 | 25.3% | |
| White Alone | 1.10 | 0.23 | 20.6% | 84.0% | 1.10 | 0.23 | 20.6% | 84.0% |
| Black Alone | 1.07 | 0.04 | 4.0% | 15.9% | 1.07 | 0.04 | 4.0% | 15.9% |
| Asian and Pacific Islander Alone | 1.14 | 0.57 | 50.3% | 212.7% | 1.14 | 0.57 | 50.3% | 212.7% |
| Native American Alone | 0.81 | 9.66 | 1191.0% | 3586.9% | 0.81 | 9.66 | 1191.0% | 3586.9% |
| All Other Races Alone | 0.82 | 0.39 | 47.2% | 144.5% | 0.82 | 0.39 | 47.2% | 144.5% |
| <u>Total Population</u> | 1.07 | 0.27 | 25.3% | | 1.07 | 0.27 | 25.3% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.01 | -1.1% | 48.3% | 1.02 | -0.05 | -4.4% | -43.2% |
| Other Non Latino | 1.10 | -0.01 | -1.3% | 63.6% | 1.10 | 0.28 | 25.6% | 268.5% |
| Other Groups | 1.12 | -0.07 | -6.7% | 321.3% | 1.12 | 0.34 | 30.4% | 323.6% |
| <u>Total Population</u> | 1.07 | -0.02 | -2.2% | | 1.07 | 0.10 | 9.8% | |
| White Non Latino | 1.02 | -0.01 | -1.1% | 48.3% | 1.02 | -0.05 | -4.4% | -43.2% |
| Hispanic | 1.11 | -0.19 | -17.5% | 834.8% | 1.11 | 0.27 | 24.4% | 258.0% |
| Other Non Latino | 1.10 | -0.01 | -1.3% | 63.6% | 1.10 | 0.28 | 25.6% | 268.5% |
| Other Groups | 1.21 | 0.82 | 67.9% | -3555.4% | 1.21 | 0.34 | 27.9% | 323.6% |
| <u>Total Population</u> | 1.07 | -0.02 | -2.2% | | 1.07 | 0.10 | 9.8% | |
| White Alone | 1.10 | -0.83 | -75.7% | 3594.3% | 1.10 | -0.06 | -5.1% | -53.9% |
| Black Alone | 1.07 | 0.09 | 8.0% | -368.0% | 1.07 | -0.11 | -10.3% | -106.1% |
| Asian and Pacific Islander Alone | 1.14 | -0.15 | -12.9% | 635.8% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.46 | -57.1% | 1998.6% | 0.81 | -0.90 | -111.5% | -863.8% |
| All Other Races Alone | 0.82 | 7.62 | 924.9% | -32846.7% | 0.82 | 0.34 | 41.1% | 323.6% |
| <u>Total Population</u> | 1.07 | -0.02 | -2.2% | | 1.07 | 0.10 | 9.8% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|---------|----------|
| White Non Latino | 1.02 | 0.05 | 5.1% | 98.1% | 1.02 | -0.02 | -2.1% | -30.5% |
| Other Non Latino | 1.10 | 0.11 | 10.3% | 213.1% | 1.10 | -0.11 | -10.2% | -157.2% |
| Other Groups | 1.12 | -0.02 | -2.1% | -43.5% | 1.12 | 0.22 | 19.3% | 302.2% |
| <u>TotalPopulation</u> | 1.07 | 0.05 | 5.0% | | 1.07 | 0.07 | 6.7% | |
| White Non Latino | 1.02 | 0.05 | 5.1% | 98.1% | 1.02 | -0.02 | -2.1% | -30.5% |
| Hispanic | 1.11 | 0.00 | -0.2% | -3.6% | 1.11 | 0.15 | 13.8% | 215.2% |
| Other Non Latino | 1.10 | 0.11 | 10.3% | 213.1% | 1.10 | -0.11 | -10.2% | -157.2% |
| Other Groups | 1.21 | -0.14 | -11.4% | -260.1% | 1.21 | 0.22 | 17.7% | 302.2% |
| <u>TotalPopulation</u> | 1.07 | 0.05 | 5.0% | | 1.07 | 0.07 | 6.7% | |
| White Alone | 1.10 | 0.09 | 7.8% | 162.7% | 1.10 | -0.04 | -3.7% | -56.5% |
| Black Alone | 1.07 | 0.12 | 11.4% | 230.7% | 1.07 | -0.06 | -5.8% | -87.3% |
| Asian and Pacific Islander Alone | 1.14 | -0.22 | -19.5% | -417.5% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | 3.85 | 474.5% | 7249.1% | 0.81 | -0.93 | -115.0% | -1310.7% |
| All Other Races Alone | 0.82 | -0.27 | -32.6% | -505.2% | 0.82 | 0.22 | 26.1% | 302.2% |
| <u>TotalPopulation</u> | 1.07 | 0.05 | 5.0% | | 1.07 | 0.07 | 6.7% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.10 | 9.6% | 68.3% | 1.02 | -0.02 | -1.5% | -21.3% |
| Other Non Latino | 1.10 | 0.23 | 21.2% | 161.9% | 1.10 | 0.10 | 8.7% | 133.2% |
| Other Groups | 1.12 | 0.28 | 25.2% | 195.7% | 1.12 | 0.02 | 1.8% | 27.7% |
| <u>TotalPopulation</u> | 1.07 | 0.14 | 13.5% | | 1.07 | 0.07 | 6.7% | |
| White Non Latino | 1.02 | 0.10 | 9.6% | 68.3% | 1.02 | -0.02 | -1.5% | -21.3% |
| Hispanic | 1.11 | 0.28 | 25.0% | 192.2% | 1.11 | 0.13 | 11.5% | 176.6% |
| Other Non Latino | 1.10 | 0.23 | 21.2% | 161.9% | 1.10 | 0.10 | 8.7% | 133.2% |
| Other Groups | 1.21 | 0.32 | 26.4% | 222.7% | 1.21 | 0.02 | 1.6% | 27.7% |
| <u>TotalPopulation</u> | 1.07 | 0.14 | 13.5% | | 1.07 | 0.07 | 6.7% | |
| White Alone | 1.10 | 0.17 | 15.6% | 119.1% | 1.10 | -0.03 | -2.8% | -42.3% |
| Black Alone | 1.07 | 0.22 | 20.2% | 150.6% | 1.07 | -0.05 | -4.4% | -65.2% |
| Asian and Pacific Islander Alone | 1.14 | 0.28 | 24.2% | 191.7% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.09 | -10.5% | -59.5% | 0.81 | -0.70 | -86.2% | -973.4% |
| All Other Races Alone | 0.82 | -0.24 | -28.7% | -164.5% | 0.82 | 0.02 | 2.4% | 27.7% |
| <u>TotalPopulation</u> | 1.07 | 0.14 | 13.5% | | 1.07 | 0.07 | 6.7% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.00 | 0.0% | -0.3% | 1.02 | -0.02 | -1.9% | -43.5% |
| Other Non Latino | 1.10 | 0.22 | 20.4% | 268.8% | 1.10 | -0.14 | -12.7% | -308.5% |
| Other Groups | 1.12 | 0.24 | 21.4% | 286.3% | 1.12 | 0.11 | 10.2% | 251.8% |
| <u>TotalPopulation</u> | 1.07 | 0.08 | 7.8% | | 1.07 | 0.05 | 4.2% | |
| White Non Latino | 1.02 | 0.00 | 0.0% | -0.3% | 1.02 | -0.02 | -1.9% | -43.5% |
| Hispanic | 1.11 | 0.23 | 20.4% | 271.0% | 1.11 | 0.11 | 9.5% | 233.1% |
| Other Non Latino | 1.10 | 0.22 | 20.4% | 268.8% | 1.10 | -0.14 | -12.7% | -308.5% |
| Other Groups | 1.21 | 0.32 | 26.4% | 384.7% | 1.21 | 0.11 | 9.4% | 251.8% |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|--------|-----------|
| <u>TotalPopulation</u> | 1.07 | 0.08 | 7.8% | | 1.07 | 0.05 | 4.2% | |
| White Alone | 1.10 | 0.06 | 5.8% | 77.0% | 1.10 | -0.04 | -3.2% | -78.8% |
| Black Alone | 1.07 | 0.11 | 10.1% | 130.8% | 1.07 | 0.00 | -0.4% | -10.0% |
| Asian and Pacific Islander Alone | 1.14 | 0.33 | 28.5% | 390.6% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.47 | -57.4% | -559.8% | 0.81 | -0.11 | -13.8% | -247.3% |
| All Other Races Alone | 0.82 | 0.04 | 4.5% | 44.5% | 0.82 | 0.11 | 13.8% | 251.8% |
| <u>TotalPopulation</u> | 1.07 | 0.08 | 7.8% | | 1.07 | 0.05 | 4.2% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.01 | 1.0% | 11.4% | 1.02 | -0.01 | -0.5% | 789.4% |
| Other Non Latino | 1.10 | 0.10 | 9.0% | 110.8% | 1.10 | -0.20 | -18.4% | 30479.0% |
| Other Groups | 1.12 | 0.40 | 36.1% | 452.7% | 1.12 | 0.15 | 13.1% | -22121.4% |
| <u>TotalPopulation</u> | 1.07 | 0.09 | 8.4% | | 1.07 | 0.00 | -0.1% | |
| White Non Latino | 1.02 | 0.01 | 1.0% | 11.4% | 1.02 | -0.01 | -0.5% | 789.4% |
| Hispanic | 1.11 | 0.44 | 39.7% | 493.7% | 1.11 | 0.06 | 5.1% | -8509.0% |
| Other Non Latino | 1.10 | 0.10 | 9.0% | 110.8% | 1.10 | -0.20 | -18.4% | 30479.0% |
| Other Groups | 1.21 | 0.18 | 14.4% | 196.6% | 1.21 | 0.15 | 12.1% | -22121.4% |
| <u>TotalPopulation</u> | 1.07 | 0.09 | 8.4% | | 1.07 | 0.00 | -0.1% | |
| White Alone | 1.10 | 0.08 | 7.3% | 90.4% | 1.10 | -0.03 | -2.8% | 4640.7% |
| Black Alone | 1.07 | 0.13 | 12.6% | 151.5% | 1.07 | 0.01 | 0.5% | -766.1% |
| Asian and Pacific Islander Alone | 1.14 | 0.02 | 2.1% | 27.5% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.37 | -45.8% | -417.3% | 0.81 | -0.34 | -42.3% | 51809.9% |
| All Other Races Alone | 0.82 | 0.18 | 21.8% | 201.9% | 0.82 | 0.15 | 17.8% | -22121.4% |
| <u>TotalPopulation</u> | 1.07 | 0.09 | 8.4% | | 1.07 | 0.00 | -0.1% | |

Table 6A.5B Poor MA: CRT.

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| Demographic Share--Only Distance Band ChangB | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 41703 | 10 | 0.02% | | Station Area (sq.mi.) | 41703 | 10 | 0.02% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | |
| White Non | | | 11.7% | 44.6% | White Non | | | 11.7% | 44.6% |
| Latino | | | 38.5% | 156.7% | Latino | | | 38.5% | 156.7% |
| Other Non | | | 84.9% | 351.7% | Other Non | | | 84.9% | 351.7% |
| Latino | | | 25.3% | 0.0% | Latino | | | 25.3% | 0.0% |
| Other Groups | | | 11.7% | 44.6% | Other Groups | | | 11.7% | 44.6% |
| <u>TotalPopulation</u> | | | 98.1% | 403.2% | <u>TotalPopulation</u> | | | 98.1% | 403.2% |
| White Non | | | 38.5% | 156.7% | White Non | | | 38.5% | 156.7% |
| Latino | | | 18.0% | 81.4% | Latino | | | 18.0% | 81.4% |
| Hispanic | | | 25.3% | 0.0% | Hispanic | | | 25.3% | 0.0% |
| Other Non | | | 20.6% | 84.0% | Other Non | | | 20.6% | 84.0% |
| Latino | | | 4.0% | 15.9% | Latino | | | 4.0% | 15.9% |
| Other Groups | | | 50.3% | 212.7% | Other Groups | | | 50.3% | 212.7% |
| <u>TotalPopulation</u> | | | 1191.0% | 3586.9% | <u>TotalPopulation</u> | | | 1191.0% | 3586.9% |
| White Alone | | | 47.2% | 144.5% | White Alone | | | 47.2% | 144.5% |
| Black Alone | | | 25.3% | 0.0% | Black Alone | | | 25.3% | 0.0% |
| Asian and Pacific Islander Alone | | | | | Asian and Pacific Islander Alone | | | | |
| Native American Alone | | | | | Native American Alone | | | | |
| All Other Races Alone | | | | | All Other Races Alone | | | | |
| <u>TotalPopulation</u> | | | 25.3% | 0.0% | <u>TotalPopulation</u> | | | 25.3% | 0.0% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 41703 | 30 | 0.1% | | Station Area (sq.mi.) | 41703 | 40 | 0.1% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | |
| White Non | | | -1.1% | 48.3% | White Non | | | -4.4% | -43.2% |
| Latino | | | -1.3% | 63.6% | Latino | | | 25.6% | 268.5% |
| Other Non | | | -6.7% | 321.3% | Other Non | | | 30.4% | 323.6% |
| Latino | | | -2.2% | 0.0% | Latino | | | 9.8% | 0.0% |
| Other Groups | | | | | Other Groups | | | | |
| <u>TotalPopulation</u> | | | | | <u>TotalPopulation</u> | | | | |

| | | | | | |
|--|--------|---------|--|-----------------------|---------|
| White Non Latino | -1.1% | 48.3% | White Non Latino | -4.4% | -43.2% |
| Hispanic Other Non Latino | -17.5% | 834.8% | Hispanic Other Non Latino | 24.4% | 258.0% |
| | -1.3% | 63.6% | | 25.6% | 268.5% |
| | | - | | | |
| Other Groups | 67.9% | 3555.4% | Other Groups | 27.9% | 323.6% |
| <u>TotalPopulation</u> | -2.2% | 0.0% | <u>TotalPopulation</u> | 9.8% | 0.0% |
| White Alone | -75.7% | 3594.3% | White Alone | -5.1% | -53.9% |
| Black Alone | 8.0% | -368.0% | Black Alone | -10.3% | -106.1% |
| Asian and Pacific Islander Alone | -12.9% | 635.8% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | | | - | |
| | | | | 111.5 | |
| Native American Alone | -57.1% | 1998.6% | Native American Alone | % | -863.8% |
| | | - | | | |
| | 924.9 | 32846.7 | | | |
| All Other Races Alone | % | % | All Other Races Alone | 41.1% | 323.6% |
| <u>TotalPopulation</u> | -2.2% | 0.0% | <u>TotalPopulation</u> | 9.8% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 41703 | 51 | 0.1% | Station Area (sq.mi.) | 41703 |
| | | | | 91 | 0.2% |
| | | | | | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | |
| White Non Latino | -2.1% | -30.5% | White Non Latino | -2.1% | -30.5% |
| Other Non Latino | -10.2% | -157.2% | Other Non Latino | -10.2% | -157.2% |
| Other Groups | 19.3% | 302.2% | Other Groups | 19.3% | 302.2% |
| <u>TotalPopulation</u> | 6.7% | 0.0% | <u>TotalPopulation</u> | 6.7% | 0.0% |
| White Non Latino | -2.1% | -30.5% | White Non Latino | -2.1% | -30.5% |
| Hispanic Other Non Latino | 13.8% | 215.2% | Hispanic Other Non Latino | 13.8% | 215.2% |
| Other Non Latino | -10.2% | -157.2% | Other Non Latino | -10.2% | -157.2% |
| Other Groups | 17.7% | 302.2% | Other Groups | 17.7% | 302.2% |
| <u>TotalPopulation</u> | 6.7% | 0.0% | <u>TotalPopulation</u> | 6.7% | 0.0% |
| White Alone | -3.7% | -56.5% | White Alone | -3.7% | -56.5% |
| Black Alone | -5.8% | -87.3% | Black Alone | -5.8% | -87.3% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | - | | | - | |
| | 115.0 | - | | 115.0 | - |
| Native American Alone | % | 1310.7% | Native American Alone | % | 1310.7% |
| All Other Races Alone | 26.1% | 302.2% | All Other Races Alone | 26.1% | 302.2% |
| <u>TotalPopulation</u> | 6.7% | 0.0% | <u>TotalPopulation</u> | 6.7% | 0.0% |

Spatial Share--0.50 Mile Distance Band Only

| | | | |
|--------------------------|-------|----|-------|
| Station Area (sq.mi.) | 41703 | 71 | 0.17% |
|--------------------------|-------|----|-------|

Demographic Change--0.50 Mile Distance Band Only

| | | |
|-------------------------------------|--------|---------|
| White Non | | |
| Latino | 9.6% | 68.3% |
| Other Non | | |
| Latino | 21.2% | 161.9% |
| Other Groups | 25.2% | 195.7% |
| <u>TotalPopulation</u> | 13.5% | 0.0% |
| White Non | | |
| Latino | 9.6% | 68.3% |
| Hispanic | 25.0% | 192.2% |
| Other Non | | |
| Latino | 21.2% | 161.9% |
| Other Groups | 26.4% | 222.7% |
| <u>TotalPopulation</u> | 13.5% | 0.0% |
| White Alone | 15.6% | 119.1% |
| Black Alone | 20.2% | 150.6% |
| Asian and Pacific Islander Alone | 24.2% | 191.7% |
| Native American Alone | -10.5% | -59.5% |
| All Other Races Alone | -28.7% | -164.5% |
| <u>TotalPopulation</u> | 13.5% | 0.0% |

Spatial Share--0.75 Mile Distance Band Only

| | | | |
|--------------------------|-------|-----|------|
| Station Area (sq.mi.) | 41703 | 205 | 0.5% |
|--------------------------|-------|-----|------|

Demographic Change--0.75 Mile Distance Band Only

| | | |
|------------------------|-------|--------|
| White Non | | |
| Latino | 0.0% | -0.3% |
| Other Non | | |
| Latino | 20.4% | 268.8% |
| Other Groups | 21.4% | 286.3% |
| <u>TotalPopulation</u> | 7.8% | 0.0% |
| White Non | | |
| Latino | 0.0% | -0.3% |
| Hispanic | 20.4% | 271.0% |
| Other Non | | |
| Latino | 20.4% | 268.8% |
| Other Groups | 26.4% | 384.7% |
| <u>TotalPopulation</u> | 7.8% | 0.0% |
| White Alone | 5.8% | 77.0% |

Spatial Share--0.50 Mile Distance Band Cumulative

| | | | |
|--------------------------|-------|-----|------|
| Station Area (sq.mi.) | 41703 | 162 | 0.4% |
|--------------------------|-------|-----|------|

Demographic Change--0.50 Mile Distance Band Cumulative

| | | |
|-------------------------------------|--------|---------|
| White Non | | |
| Latino | -1.5% | -21.3% |
| Other Non | | |
| Latino | 8.7% | 133.2% |
| Other Groups | 1.8% | 27.7% |
| <u>TotalPopulation</u> | 6.7% | 0.0% |
| White Non | | |
| Latino | -1.5% | -21.3% |
| Hispanic | 11.5% | 176.6% |
| Other Non | | |
| Latino | 8.7% | 133.2% |
| Other Groups | 1.6% | 27.7% |
| <u>TotalPopulation</u> | 6.7% | 0.0% |
| White Alone | -2.8% | -42.3% |
| Black Alone | -4.4% | -65.2% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -86.2% | -973.4% |
| All Other Races Alone | 2.4% | 27.7% |
| <u>TotalPopulation</u> | 6.7% | 0.0% |

Spatial Share--0.75 Mile Distance Band Cumulative

| | | | |
|--------------------------|-------|-----|------|
| Station Area (sq.mi.) | 41703 | 367 | 0.9% |
|--------------------------|-------|-----|------|

Demographic Change--0.75 Mile Distance Band Cumulative

| | | |
|------------------------|--------|---------|
| White Non | | |
| Latino | -1.9% | -43.5% |
| Other Non | | |
| Latino | -12.7% | -308.5% |
| Other Groups | 10.2% | 251.8% |
| <u>TotalPopulation</u> | 4.2% | 0.0% |
| White Non | | |
| Latino | -1.9% | -43.5% |
| Hispanic | 9.5% | 233.1% |
| Other Non | | |
| Latino | -12.7% | -308.5% |
| Other Groups | 9.4% | 251.8% |
| <u>TotalPopulation</u> | 4.2% | 0.0% |
| White Alone | -3.2% | -78.8% |

| | | | | | | | | | |
|---|-------|-----|--------|---------|---|-------|-----|--------|----------|
| Black Alone | | | 10.1% | 130.8% | Black Alone | | | -0.4% | -10.0% |
| Asian and Pacific Islander Alone | | | 28.5% | 390.6% | Asian and Pacific Islander Alone | | | 0.0% | 0.0% |
| Native American Alone | | | -57.4% | -559.8% | Native American Alone | | | -13.8% | -247.3% |
| All Other Races Alone | | | 4.5% | 44.5% | All Other Races Alone | | | 13.8% | 251.8% |
| <u>Total Population</u> | | | 7.8% | 0.0% | <u>Total Population</u> | | | 4.2% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 41703 | 277 | 0.7% | | Station Area (sq.mi.) | 41703 | 644 | 1.5% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | | | | |
| White Non Latino | | | 1.0% | 11.4% | White Non Latino | | | -0.5% | 789.4% |
| Other Non Latino | | | 9.0% | 110.8% | Other Non Latino | | | -18.4% | 30479.0% |
| | | | | | | | | | - |
| Other Groups | | | 36.1% | 452.7% | Other Groups | | | 13.1% | 22121.4% |
| <u>Total Population</u> | | | 8.4% | 0.0% | <u>Total Population</u> | | | -0.1% | 0.0% |
| White Non Latino | | | 1.0% | 11.4% | White Non Latino | | | -0.5% | 789.4% |
| Hispanic Other Non Latino | | | 39.7% | 493.7% | Hispanic Other Non Latino | | | 5.1% | - |
| | | | 9.0% | 110.8% | | | | -18.4% | 8509.0% |
| | | | | | | | | | 30479.0% |
| | | | | | | | | | - |
| Other Groups | | | 14.4% | 196.6% | Other Groups | | | 12.1% | 22121.4% |
| <u>Total Population</u> | | | 8.4% | 0.0% | <u>Total Population</u> | | | -0.1% | 0.0% |
| White Alone | | | 7.3% | 90.4% | White Alone | | | -2.8% | 4640.7% |
| Black Alone | | | 12.6% | 151.5% | Black Alone | | | 0.5% | -766.1% |
| Asian and Pacific Islander Alone | | | 2.1% | 27.5% | Asian and Pacific Islander Alone | | | 0.0% | 0.0% |
| Native American Alone | | | -45.8% | -417.3% | Native American Alone | | | -42.3% | 51809.9% |
| | | | | | | | | | - |
| | | | | | | | | | 22121.4% |
| All Other Races Alone | | | 21.8% | 201.9% | All Other Races Alone | | | 17.8% | 0.0% |
| <u>Total Population</u> | | | 8.4% | 0.0% | <u>Total Population</u> | | | -0.1% | 0.0% |

Table 6A.6A Low MA: CRT.

| | Transit Region Change 2010-2016 | Incremental Analysis | | | Transit Region Change 2010-2016 | Cumulative Analysis | | |
|---|---------------------------------|--------------------------------|---------------------------|-------------------------------|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| | | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | | | | | | | | |

| | | | | | | | | |
|--|------|-------|--------|----------|------|-------|--------|-----------|
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.07 | 6.8% | 86.5% | 1.02 | 0.07 | 6.8% | 86.5% |
| Other Non Latino | 1.10 | 0.05 | 4.3% | 57.9% | 1.10 | 0.05 | 4.3% | 57.9% |
| Other Groups | 1.12 | 0.13 | 11.9% | 163.5% | 1.12 | 0.13 | 11.9% | 163.5% |
| <u>TotalPopulation</u> | 1.07 | 0.08 | 7.6% | | 1.07 | 0.08 | 7.6% | |
| White Non Latino | 1.02 | 0.07 | 6.8% | 86.5% | 1.02 | 0.07 | 6.8% | 86.5% |
| Hispanic | 1.11 | 0.12 | 10.6% | 145.4% | 1.11 | 0.12 | 10.6% | 145.4% |
| Other Non Latino | 1.10 | 0.05 | 4.3% | 57.9% | 1.10 | 0.05 | 4.3% | 57.9% |
| Other Groups | 1.21 | 0.28 | 22.8% | 341.4% | 1.21 | 0.28 | 22.8% | 341.4% |
| <u>TotalPopulation</u> | 1.07 | 0.08 | 7.6% | | 1.07 | 0.08 | 7.6% | |
| White Alone | 1.10 | 0.13 | 11.7% | 158.7% | 1.10 | 0.13 | 11.7% | 158.7% |
| Black Alone | 1.07 | 0.03 | 2.4% | 31.9% | 1.07 | 0.03 | 2.4% | 31.9% |
| Asian and Pacific Islander Alone | 1.14 | 0.11 | 10.0% | 141.1% | 1.14 | 0.11 | 10.0% | 141.1% |
| Native American Alone | 0.81 | -0.30 | -36.9% | -369.8% | 0.81 | -0.30 | -36.9% | -369.8% |
| All Other Races Alone | 0.82 | -0.11 | -13.5% | -137.5% | 0.82 | -0.11 | -13.5% | -137.5% |
| <u>TotalPopulation</u> | 1.07 | 0.08 | 7.6% | | 1.07 | 0.08 | 7.6% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.00 | -0.1% | -2.2% | 1.02 | 0.03 | 2.5% | 856.2% |
| Other Non Latino | 1.10 | 0.11 | 9.9% | 366.0% | 1.10 | 0.14 | 12.4% | 4612.2% |
| Other Groups | 1.12 | 0.03 | 2.4% | 89.1% | 1.12 | 0.07 | 6.0% | 2275.3% |
| <u>TotalPopulation</u> | 1.07 | 0.03 | 2.8% | | 1.07 | 0.00 | 0.3% | |
| White Non Latino | 1.02 | 0.00 | -0.1% | -2.2% | 1.02 | 0.03 | 2.5% | 856.2% |
| Hispanic | 1.11 | 0.02 | 1.8% | 68.8% | 1.11 | -0.02 | -1.4% | -522.3% |
| Other Non Latino | 1.10 | 0.11 | 9.9% | 366.0% | 1.10 | 0.14 | 12.4% | 4612.2% |
| Other Groups | 1.21 | 0.08 | 6.9% | 281.5% | 1.21 | 0.07 | 5.5% | 2275.3% |
| <u>TotalPopulation</u> | 1.07 | 0.03 | 2.8% | | 1.07 | 0.00 | 0.3% | |
| White Alone | 1.10 | -0.61 | -55.4% | -2053.6% | 1.10 | 0.01 | 1.0% | 386.5% |
| Black Alone | 1.07 | 0.06 | 5.4% | 195.2% | 1.07 | -0.04 | -3.8% | -1369.5% |
| Asian and Pacific Islander Alone | 1.14 | 0.18 | 16.0% | 613.6% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.47 | -57.8% | -1578.6% | 0.81 | -0.58 | -71.5% | -19587.2% |
| All Other Races Alone | 0.82 | 2.98 | 362.0% | 10033.5% | 0.82 | 0.07 | 8.2% | 2275.3% |
| <u>TotalPopulation</u> | 1.07 | 0.03 | 2.8% | | 1.07 | 0.00 | 0.3% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.10 | 9.4% | 264.5% | 1.02 | 0.04 | 4.4% | -891.3% |
| Other Non Latino | 1.10 | 0.00 | -0.1% | -2.2% | 1.10 | -0.03 | -2.8% | 602.9% |
| Other Groups | 1.12 | -0.05 | -4.5% | -136.5% | 1.12 | 0.02 | 2.0% | -452.7% |
| <u>TotalPopulation</u> | 1.07 | 0.04 | 3.4% | | 1.07 | -0.01 | -0.5% | |
| White Non Latino | 1.02 | 0.10 | 9.4% | 264.5% | 1.02 | 0.04 | 4.4% | -891.3% |
| Hispanic | 1.11 | -0.07 | -6.4% | -194.4% | 1.11 | -0.05 | -4.4% | 965.0% |
| Other Non Latino | 1.10 | 0.00 | -0.1% | -2.2% | 1.10 | -0.03 | -2.8% | 602.9% |

| | | | | | | | | |
|---|------|-------|--------|----------|------|-------|--------|----------|
| Other Groups | 1.21 | 0.16 | 13.3% | 443.7% | 1.21 | 0.02 | 1.9% | -452.7% |
| <u>TotalPopulation</u> | 1.07 | 0.04 | 3.4% | | 1.07 | -0.01 | -0.5% | |
| White Alone | 1.10 | 0.12 | 11.0% | 331.8% | 1.10 | 0.02 | 1.9% | -410.0% |
| Black Alone | 1.07 | 0.04 | 3.6% | 106.7% | 1.07 | -0.03 | -2.9% | 627.1% |
| Asian and Pacific Islander Alone | 1.14 | -0.05 | -4.0% | -125.5% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.55 | -67.7% | -1504.6% | 0.81 | -0.50 | -62.2% | 10070.9% |
| All Other Races Alone | 0.82 | -0.27 | -33.2% | -748.8% | 0.82 | 0.02 | 2.8% | -452.7% |
| <u>TotalPopulation</u> | 1.07 | 0.04 | 3.4% | | 1.07 | -0.01 | -0.5% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.00 | 0.4% | 29.3% | 1.02 | 0.04 | 4.1% | -284.4% |
| Other Non Latino | 1.10 | 0.01 | 1.0% | 90.9% | 1.10 | -0.02 | -1.8% | 136.0% |
| Other Groups | 1.12 | 0.03 | 2.8% | 254.3% | 1.12 | 0.02 | 2.1% | -159.0% |
| <u>TotalPopulation</u> | 1.07 | 0.01 | 1.2% | | 1.07 | -0.01 | -1.4% | |
| White Non Latino | 1.02 | 0.00 | 0.4% | 29.3% | 1.02 | 0.04 | 4.1% | -284.4% |
| Hispanic | 1.11 | 0.01 | 1.3% | 114.1% | 1.11 | -0.05 | -4.1% | 310.4% |
| Other Non Latino | 1.10 | 0.01 | 1.0% | 90.9% | 1.10 | -0.02 | -1.8% | 136.0% |
| Other Groups | 1.21 | 0.20 | 16.5% | 1608.8% | 1.21 | 0.02 | 1.9% | -159.0% |
| <u>TotalPopulation</u> | 1.07 | 0.01 | 1.2% | | 1.07 | -0.01 | -1.4% | |
| White Alone | 1.10 | 0.06 | 5.0% | 446.9% | 1.10 | 0.02 | 1.6% | -122.5% |
| Black Alone | 1.07 | -0.04 | -3.4% | -292.5% | 1.07 | -0.04 | -3.5% | 258.3% |
| Asian and Pacific Islander Alone | 1.14 | 0.08 | 7.4% | 679.5% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.45 | -55.3% | -3605.0% | 0.81 | -0.39 | -48.3% | 2665.2% |
| All Other Races Alone | 0.82 | -0.19 | -22.6% | -1494.0% | 0.82 | 0.02 | 2.8% | -159.0% |
| <u>TotalPopulation</u> | 1.07 | 0.01 | 1.2% | | 1.07 | -0.01 | -1.4% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.00 | 0.5% | 18.5% | 1.02 | 0.04 | 4.4% | -287.6% |
| Other Non Latino | 1.10 | 0.09 | 8.0% | 328.7% | 1.10 | -0.11 | -10.4% | 735.5% |
| Other Groups | 1.12 | 0.02 | 1.8% | 76.4% | 1.12 | -0.03 | -2.4% | 170.5% |
| <u>TotalPopulation</u> | 1.07 | 0.03 | 2.5% | | 1.07 | -0.02 | -1.5% | |
| White Non Latino | 1.02 | 0.00 | 0.5% | 18.5% | 1.02 | 0.04 | 4.4% | -287.6% |
| Hispanic | 1.11 | 0.01 | 0.9% | 35.5% | 1.11 | -0.07 | -6.2% | 442.8% |
| Other Non Latino | 1.10 | 0.09 | 8.0% | 328.7% | 1.10 | -0.11 | -10.4% | 735.5% |
| Other Groups | 1.21 | 0.12 | 10.1% | 459.4% | 1.21 | -0.03 | -2.2% | 170.5% |
| <u>TotalPopulation</u> | 1.07 | 0.03 | 2.5% | | 1.07 | -0.02 | -1.5% | |
| White Alone | 1.10 | 0.07 | 6.7% | 277.9% | 1.10 | 0.02 | 1.4% | -102.2% |
| Black Alone | 1.07 | 0.02 | 1.8% | 71.4% | 1.07 | -0.03 | -3.1% | 213.5% |
| Asian and Pacific Islander Alone | 1.14 | 0.22 | 19.1% | 814.8% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.27 | -32.7% | -993.2% | 0.81 | -0.22 | -27.1% | 1415.4% |
| All Other Races Alone | 0.82 | -0.30 | -36.2% | -1117.2% | 0.82 | -0.03 | -3.2% | 170.5% |
| <u>TotalPopulation</u> | 1.07 | 0.03 | 2.5% | | 1.07 | -0.02 | -1.5% | |

Demographic Group--1.00 Mile Distance Band Only

| | | | | | | | | |
|----------------------------------|------|-------|--------|---------|------|-------|--------|---------|
| White Non Latino | 1.02 | 0.04 | 3.6% | 71.7% | 1.02 | 0.04 | 4.2% | -175.2% |
| Other Non Latino | 1.10 | -0.01 | -1.2% | -25.6% | 1.10 | -0.16 | -14.5% | 643.8% |
| Other Groups | 1.12 | 0.14 | 12.3% | 267.0% | 1.12 | 0.01 | 1.1% | -48.6% |
| <u>Total Population</u> | 1.07 | 0.05 | 4.8% | | 1.07 | -0.02 | -2.3% | |
| White Non Latino | 1.02 | 0.04 | 3.6% | 71.7% | 1.02 | 0.04 | 4.2% | -175.2% |
| Hispanic | 1.11 | 0.13 | 11.4% | 246.1% | 1.11 | -0.06 | -5.3% | 236.4% |
| Other Non Latino | 1.10 | -0.01 | -1.2% | -25.6% | 1.10 | -0.16 | -14.5% | 643.8% |
| Other Groups | 1.21 | 0.24 | 19.4% | 459.1% | 1.21 | 0.01 | 1.0% | -48.6% |
| <u>Total Population</u> | 1.07 | 0.05 | 4.8% | | 1.07 | -0.02 | -2.3% | |
| White Alone | 1.10 | 0.11 | 10.2% | 218.9% | 1.10 | 0.02 | 1.4% | -61.5% |
| Black Alone | 1.07 | 0.00 | -0.1% | -2.3% | 1.07 | -0.04 | -3.5% | 151.3% |
| Asian and Pacific Islander Alone | 1.14 | -0.05 | -4.0% | -88.5% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.20 | -25.3% | -398.5% | 0.81 | -0.19 | -23.6% | 773.2% |
| All Other Races Alone | 0.82 | -0.15 | -18.6% | -298.5% | 0.82 | 0.01 | 1.5% | -48.6% |
| <u>Total Population</u> | 1.07 | 0.05 | 4.8% | | 1.07 | -0.02 | -2.3% | |

Table 6A.6B Low MA: CRT.

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| Demographic Share--Only Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| | | | | | | | | | |

Spatial Share--0.125 Mile Distance Band Only

Station Area
(sq.mi.) 41703 17 0.04%

Basic Demographics--0.125 Mile Distance Band Only

White Non
Latino 6.8% 86.5%
Other Non Latino 4.3% 57.9%
Other Groups 11.9% 163.5%

TotalPopulation 7.6% 0.0%

White Non
Latino 6.8% 86.5%
Hispanic 10.6% 145.4%
Other Non Latino 4.3% 57.9%
Other Groups 22.8% 341.4%

TotalPopulation 7.6% 0.0%

White Alone 11.7% 158.7%
Black Alone 2.4% 31.9%
Asian and Pacific Islander
Alone 10.0% 141.1%

Native American Alone -36.9% -369.8%

All Other Races Alone -13.5% -137.5%

TotalPopulation 7.6% 0.0%

Spatial Share--0.25 Mile Distance Band Only

Station Area
(sq.mi.) 41703 51 0.1%

Demographic Change--0.25 Mile Distance Band Only

White Non
Latino -0.1% -2.2%
Other Non Latino 9.9% 366.0%
Other Groups 2.4% 89.1%

TotalPopulation 2.8% 0.0%

White Non
Latino -0.1% -2.2%
Hispanic 1.8% 68.8%
Other Non Latino 9.9% 366.0%
Other Groups 6.9% 281.5%

TotalPopulation 2.8% 0.0%

-
2053.6

White Alone -55.4% %

Black Alone 5.4% 195.2%

Spatial Share--0.125 Mile Distance Band Only

Station Area
(sq.mi.) 41703 17 0.04%

Basic Demographics--0.125 Mile Distance Band Only

White Non
Latino 6.8% 86.5%
Other Non Latino 4.3% 57.9%
Other Groups 11.9% 163.5%

TotalPopulation 7.6% 0.0%

White Non
Latino 6.8% 86.5%
Hispanic 10.6% 145.4%
Other Non Latino 4.3% 57.9%
Other Groups 22.8% 341.4%

TotalPopulation 7.6% 0.0%

White Alone 11.7% 158.7%
Black Alone 2.4% 31.9%
Asian and Pacific Islander
Alone 10.0% 141.1%

Native American Alone -36.9% -369.8%

All Other Races Alone -13.5% -137.5%

TotalPopulation 7.6% 0.0%

Spatial Share--0.25 Mile Distance Band

Cumulative
Station Area
(sq.mi.) 41703 68 0.2%

Demographic Change--0.25 Mile Distance Band

Cumulative
White Non
Latino 2.5% 856.2%
Other Non Latino 12.4% 4612.2%
Other Groups 6.0% 2275.3%

TotalPopulation 0.3% 0.0%

White Non
Latino 2.5% 856.2%
Hispanic -1.4% -522.3%
Other Non Latino 12.4% 4612.2%
Other Groups 5.5% 2275.3%

TotalPopulation 0.3% 0.0%

-
2053.6

White Alone 1.0% 386.5%

Black Alone -3.8% 1369.5%

| | | | | | |
|---|--------|---------|---|--------|---------|
| Asian and Pacific Islander Alone | 16.0% | 613.6% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | - | | | - |
| | | 1578.6 | | | 19587.2 |
| Native American Alone | -57.8% | % | Native American Alone | -71.5% | % |
| | 362.0 | 10033.5 | | | |
| All Other Races Alone | % | % | All Other Races Alone | 8.2% | 2275.3% |
| <u>TotalPopulation</u> | 2.8% | 0.0% | <u>TotalPopulation</u> | 0.3% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 41703 | 81 | (sq.mi.) | 41703 | 149 |
| Demographic Change--0.375 Mile Distance Band Only | 0.2% | | Demographic Change--0.375 Mile Distance Band Cumulative | 0.4% | |
| White Non | | | White Non | | |
| Latino | 4.4% | -891.3% | Latino | 4.4% | -891.3% |
| Other Non Latino | -2.8% | 602.9% | Other Non Latino | -2.8% | 602.9% |
| Other Groups | 2.0% | -452.7% | Other Groups | 2.0% | -452.7% |
| <u>TotalPopulation</u> | -0.5% | 0.0% | <u>TotalPopulation</u> | -0.5% | 0.0% |
| White Non | | | White Non | | |
| Latino | 4.4% | -891.3% | Latino | 4.4% | -891.3% |
| Hispanic | -4.4% | 965.0% | Hispanic | -4.4% | 965.0% |
| Other Non Latino | -2.8% | 602.9% | Other Non Latino | -2.8% | 602.9% |
| Other Groups | 1.9% | -452.7% | Other Groups | 1.9% | -452.7% |
| <u>TotalPopulation</u> | -0.5% | 0.0% | <u>TotalPopulation</u> | -0.5% | 0.0% |
| White Alone | 1.9% | -410.0% | White Alone | 1.9% | -410.0% |
| Black Alone | -2.9% | 627.1% | Black Alone | -2.9% | 627.1% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | 10070.9 | | | 10070.9 |
| Native American Alone | -62.2% | % | Native American Alone | -62.2% | % |
| All Other Races Alone | 2.8% | -452.7% | All Other Races Alone | 2.8% | -452.7% |
| <u>TotalPopulation</u> | -0.5% | 0.0% | <u>TotalPopulation</u> | -0.5% | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 41703 | 105 | (sq.mi.) | 41703 | 254 |
| Demographic Change--0.50 Mile Distance Band Only | 0.25% | | Demographic Change--0.50 Mile Distance Band Cumulative | 0.6% | |
| White Non | | | White Non | | |
| Latino | 0.4% | 29.3% | Latino | 4.1% | -284.4% |
| Other Non Latino | 1.0% | 90.9% | Other Non Latino | -1.8% | 136.0% |
| Other Groups | 2.8% | 254.3% | Other Groups | 2.1% | -159.0% |
| <u>TotalPopulation</u> | 1.2% | 0.0% | <u>TotalPopulation</u> | -1.4% | 0.0% |
| White Non | | | White Non | | |
| Latino | 0.4% | 29.3% | Latino | 4.1% | -284.4% |

| | | | | | |
|--|--------|---------|--|--------|---------|
| Hispanic | 1.3% | 114.1% | Hispanic | -4.1% | 310.4% |
| Other Non Latino | 1.0% | 90.9% | Other Non Latino | -1.8% | 136.0% |
| | | 1608.8 | | | |
| Other Groups | 16.5% | % | Other Groups | 1.9% | -159.0% |
| <u>TotalPopulation</u> | 1.2% | 0.0% | <u>TotalPopulation</u> | -1.4% | 0.0% |
| White Alone | 5.0% | 446.9% | White Alone | 1.6% | -122.5% |
| Black Alone | -3.4% | -292.5% | Black Alone | -3.5% | 258.3% |
| Asian and Pacific Islander Alone | 7.4% | 679.5% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | - | | | |
| | | 3605.0 | | | |
| Native American Alone | -55.3% | % | Native American Alone | -48.3% | 2665.2% |
| | | - | | | |
| | | 1494.0 | | | |
| All Other Races Alone | -22.6% | % | All Other Races Alone | 2.8% | -159.0% |
| <u>TotalPopulation</u> | 1.2% | 0.0% | <u>TotalPopulation</u> | -1.4% | 0.0% |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | <i>Spatial Share--0.75 Mile Distance Band Cumulative</i> | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 41703 | 261 | (sq.mi.) | 41703 | 515 |
| Demographic Change--0.75 Mile Distance Band Only | 0.6% | | Demographic Change--0.75 Mile Distance Band Cumulative | 1.2% | |
| White Non Latino | 0.5% | 18.5% | White Non Latino | 4.4% | -287.6% |
| Other Non Latino | 8.0% | 328.7% | Other Non Latino | -10.4% | 735.5% |
| Other Groups | 1.8% | 76.4% | Other Groups | -2.4% | 170.5% |
| <u>TotalPopulation</u> | 2.5% | 0.0% | <u>TotalPopulation</u> | -1.5% | 0.0% |
| White Non Latino | 0.5% | 18.5% | White Non Latino | 4.4% | -287.6% |
| Hispanic | 0.9% | 35.5% | Hispanic | -6.2% | 442.8% |
| Other Non Latino | 8.0% | 328.7% | Other Non Latino | -10.4% | 735.5% |
| Other Groups | 10.1% | 459.4% | Other Groups | -2.2% | 170.5% |
| <u>TotalPopulation</u> | 2.5% | 0.0% | <u>TotalPopulation</u> | -1.5% | 0.0% |
| White Alone | 6.7% | 277.9% | White Alone | 1.4% | -102.2% |
| Black Alone | 1.8% | 71.4% | Black Alone | -3.1% | 213.5% |
| Asian and Pacific Islander Alone | 19.1% | 814.8% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -32.7% | -993.2% | Native American Alone | -27.1% | 1415.4% |
| | | - | | | |
| | | 1117.2 | | | |
| All Other Races Alone | -36.2% | % | All Other Races Alone | -3.2% | 170.5% |
| <u>TotalPopulation</u> | 2.5% | 0.0% | <u>TotalPopulation</u> | -1.5% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 41703 | 307 | (sq.mi.) | 41703 | 822 |
| | 0.7% | | | 2.0% | |

Demographic Change--1.00 Mile Distance Band

| Only | | |
|----------------------------------|--------|---------|
| White Non Latino | 3.6% | 71.7% |
| Other Non Latino | -1.2% | -25.6% |
| Other Groups | 12.3% | 267.0% |
| <u>TotalPopulation</u> | 4.8% | 0.0% |
| White Non | | |
| Latino | 3.6% | 71.7% |
| Hispanic | 11.4% | 246.1% |
| Other Non Latino | -1.2% | -25.6% |
| Other Groups | 19.4% | 459.1% |
| <u>TotalPopulation</u> | 4.8% | 0.0% |
| White Alone | 10.2% | 218.9% |
| Black Alone | -0.1% | -2.3% |
| Asian and Pacific Islander Alone | -4.0% | -88.5% |
| Native American Alone | -25.3% | -398.5% |
| All Other Races Alone | -18.6% | -298.5% |
| <u>TotalPopulation</u> | 4.8% | 0.0% |

Demographic Change--1.00 Mile Distance Band

| Cumulative | | |
|----------------------------------|--------|---------|
| White Non Latino | 4.2% | -175.2% |
| Other Non Latino | -14.5% | 643.8% |
| Other Groups | 1.1% | -48.6% |
| <u>TotalPopulation</u> | -2.3% | 0.0% |
| White Non | | |
| Latino | 4.2% | -175.2% |
| Hispanic | -5.3% | 236.4% |
| Other Non Latino | -14.5% | 643.8% |
| Other Groups | 1.0% | -48.6% |
| <u>TotalPopulation</u> | -2.3% | 0.0% |
| White Alone | 1.4% | -61.5% |
| Black Alone | -3.5% | 151.3% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -23.6% | 773.2% |
| All Other Races Alone | 1.5% | -48.6% |
| <u>TotalPopulation</u> | -2.3% | 0.0% |

Table 6A.7A Mod MA: CRT.

| | Incremental Analysis | | | | Cumulative Analysis | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | | | | | | | | |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.05 | -4.4% | 57.2% | 1.02 | -0.05 | -4.4% | 57.2% |
| Other Non Latino | 1.10 | 0.00 | 0.0% | -0.1% | 1.10 | 0.00 | 0.0% | -0.1% |
| Other Groups | 1.12 | -0.17 | -15.4% | 218.0% | 1.12 | -0.17 | -15.4% | 218.0% |
| <u>TotalPopulation</u> | 1.07 | -0.08 | -7.4% | | 1.07 | -0.08 | -7.4% | |
| White Non Latino | 1.02 | -0.05 | -4.4% | 57.2% | 1.02 | -0.05 | -4.4% | 57.2% |
| Hispanic | 1.11 | -0.20 | -18.3% | 257.0% | 1.11 | -0.20 | -18.3% | 257.0% |
| Other Non Latino | 1.10 | 0.00 | 0.0% | -0.1% | 1.10 | 0.00 | 0.0% | -0.1% |
| Other Groups | 1.21 | 0.27 | 21.8% | -336.1% | 1.21 | 0.27 | 21.8% | -336.1% |

| | | | | | | | | |
|--|------|-------|--------|----------|------|-------|--------|---------|
| <u>TotalPopulation</u> | 1.07 | -0.08 | -7.4% | | 1.07 | -0.08 | -7.4% | |
| White Alone | 1.10 | -0.03 | -2.4% | 32.9% | 1.10 | -0.03 | -2.4% | 32.9% |
| Black Alone | 1.07 | -0.02 | -2.3% | 31.1% | 1.07 | -0.02 | -2.3% | 31.1% |
| Asian and Pacific Islander Alone | 1.14 | 0.12 | 10.8% | -156.0% | 1.14 | 0.12 | 10.8% | -156.0% |
| Native American Alone | 0.81 | -0.72 | -89.0% | 914.7% | 0.81 | -0.72 | -89.0% | 914.7% |
| All Other Races Alone | 0.82 | -0.36 | -44.1% | 459.8% | 0.82 | -0.36 | -44.1% | 459.8% |
| <u>TotalPopulation</u> | 1.07 | -0.08 | -7.4% | | 1.07 | -0.08 | -7.4% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.07 | -6.6% | 235.9% | 1.02 | 0.05 | 5.2% | -44.0% |
| Other Non Latino | 1.10 | 0.09 | 8.6% | -327.3% | 1.10 | -0.09 | -8.0% | 72.4% |
| Other Groups | 1.12 | -0.07 | -6.6% | 255.8% | 1.12 | -0.15 | -13.5% | 123.5% |
| <u>TotalPopulation</u> | 1.07 | -0.03 | -2.7% | | 1.07 | -0.12 | -11.4% | |
| White Non Latino | 1.02 | -0.07 | -6.6% | 235.9% | 1.02 | 0.05 | 5.2% | -44.0% |
| Hispanic | 1.11 | -0.09 | -8.5% | 328.1% | 1.11 | -0.15 | -13.9% | 126.0% |
| Other Non Latino | 1.10 | 0.09 | 8.6% | -327.3% | 1.10 | -0.09 | -8.0% | 72.4% |
| Other Groups | 1.21 | 0.10 | 8.6% | -364.2% | 1.21 | -0.15 | -12.4% | 123.5% |
| <u>TotalPopulation</u> | 1.07 | -0.03 | -2.7% | | 1.07 | -0.12 | -11.4% | |
| White Alone | 1.10 | -0.63 | -57.6% | 2205.0% | 1.10 | 0.01 | 1.0% | -8.9% |
| Black Alone | 1.07 | 0.08 | 7.7% | -287.1% | 1.07 | 0.07 | 6.8% | -59.7% |
| Asian and Pacific Islander Alone | 1.14 | 0.15 | 12.9% | -511.6% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.49 | -60.9% | 1718.8% | 0.81 | -0.42 | -51.4% | 342.3% |
| All Other Races Alone | 0.82 | 2.65 | 321.2% | -9199.6% | 0.82 | -0.15 | -18.3% | 123.5% |
| <u>TotalPopulation</u> | 1.07 | -0.03 | -2.7% | | 1.07 | -0.12 | -11.4% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.05 | -4.9% | -205.6% | 1.02 | 0.03 | 3.1% | -31.2% |
| Other Non Latino | 1.10 | 0.10 | 9.3% | 421.8% | 1.10 | -0.12 | -11.1% | 118.1% |
| Other Groups | 1.12 | 0.04 | 3.7% | 172.0% | 1.12 | -0.10 | -9.3% | 100.9% |
| <u>TotalPopulation</u> | 1.07 | 0.02 | 2.3% | | 1.07 | -0.10 | -9.7% | |
| White Non Latino | 1.02 | -0.05 | -4.9% | -205.6% | 1.02 | 0.03 | 3.1% | -31.2% |
| Hispanic | 1.11 | 0.03 | 3.0% | 138.6% | 1.11 | -0.11 | -10.4% | 111.3% |
| Other Non Latino | 1.10 | 0.10 | 9.3% | 421.8% | 1.10 | -0.12 | -11.1% | 118.1% |
| Other Groups | 1.21 | 0.18 | 15.1% | 759.9% | 1.21 | -0.10 | -8.6% | 100.9% |
| <u>TotalPopulation</u> | 1.07 | 0.02 | 2.3% | | 1.07 | -0.10 | -9.7% | |
| White Alone | 1.10 | 0.09 | 8.0% | 364.5% | 1.10 | 0.01 | 1.2% | -13.3% |
| Black Alone | 1.07 | 0.12 | 11.1% | 492.1% | 1.07 | 0.08 | 7.4% | -76.7% |
| Asian and Pacific Islander Alone | 1.14 | 0.08 | 7.2% | 339.0% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.45 | -55.3% | -1855.8% | 0.81 | -0.37 | -46.0% | 361.9% |
| All Other Races Alone | 0.82 | -0.27 | -32.3% | -1102.8% | 0.82 | -0.10 | -12.6% | 100.9% |
| <u>TotalPopulation</u> | 1.07 | 0.02 | 2.3% | | 1.07 | -0.10 | -9.7% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |

| | | | | | | | | |
|---|------|-------|--------|----------|------|-------|--------|---------|
| White Non Latino | 1.02 | -0.06 | -5.5% | 238.5% | 1.02 | 0.03 | 2.6% | -26.5% |
| Other Non Latino | 1.10 | 0.03 | 3.0% | -141.1% | 1.10 | -0.02 | -1.7% | 19.3% |
| Other Groups | 1.12 | -0.02 | -2.1% | 97.2% | 1.12 | -0.11 | -9.9% | 111.5% |
| <u>TotalPopulation</u> | 1.07 | -0.02 | -2.2% | | 1.07 | -0.10 | -9.3% | |
| White Non Latino | 1.02 | -0.06 | -5.5% | 238.5% | 1.02 | 0.03 | 2.6% | -26.5% |
| Hispanic | 1.11 | -0.06 | -5.4% | 251.9% | 1.11 | -0.11 | -9.5% | 106.8% |
| Other Non Latino | 1.10 | 0.03 | 3.0% | -141.1% | 1.10 | -0.02 | -1.7% | 19.3% |
| Other Groups | 1.21 | 0.43 | 35.4% | -1816.6% | 1.21 | -0.11 | -9.1% | 111.5% |
| <u>TotalPopulation</u> | 1.07 | -0.02 | -2.2% | | 1.07 | -0.10 | -9.3% | |
| White Alone | 1.10 | 0.03 | 3.0% | -141.4% | 1.10 | 0.02 | 1.4% | -16.1% |
| Black Alone | 1.07 | -0.02 | -2.3% | 102.3% | 1.07 | 0.06 | 5.6% | -61.3% |
| Asian and Pacific Islander Alone | 1.14 | 0.15 | 12.8% | -615.0% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.49 | -61.0% | 2087.8% | 0.81 | -0.34 | -42.2% | 346.3% |
| All Other Races Alone | 0.82 | -0.28 | -33.8% | 1175.9% | 0.82 | -0.11 | -13.4% | 111.5% |
| <u>TotalPopulation</u> | 1.07 | -0.02 | -2.2% | | 1.07 | -0.10 | -9.3% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.07 | 6.7% | 338.5% | 1.02 | 0.03 | 2.6% | -41.6% |
| Other Non Latino | 1.10 | 0.03 | 2.9% | 157.6% | 1.10 | 0.11 | 10.3% | -175.3% |
| Other Groups | 1.12 | -0.05 | -4.7% | -258.0% | 1.12 | -0.07 | -6.0% | 104.3% |
| <u>TotalPopulation</u> | 1.07 | 0.02 | 1.9% | | 1.07 | -0.06 | -6.0% | |
| White Non Latino | 1.02 | 0.07 | 6.7% | 338.5% | 1.02 | 0.03 | 2.6% | -41.6% |
| Hispanic | 1.11 | -0.07 | -6.3% | -345.5% | 1.11 | -0.09 | -8.1% | 138.9% |
| Other Non Latino | 1.10 | 0.03 | 2.9% | 157.6% | 1.10 | 0.11 | 10.3% | -175.3% |
| Other Groups | 1.21 | 0.14 | 11.7% | 700.3% | 1.21 | -0.07 | -5.5% | 104.3% |
| <u>TotalPopulation</u> | 1.07 | 0.02 | 1.9% | | 1.07 | -0.06 | -6.0% | |
| White Alone | 1.10 | 0.08 | 7.2% | 389.7% | 1.10 | 0.02 | 1.5% | -26.3% |
| Black Alone | 1.07 | -0.01 | -1.3% | -67.4% | 1.07 | 0.04 | 3.6% | -59.4% |
| Asian and Pacific Islander Alone | 1.14 | 0.09 | 8.1% | 453.6% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | -0.33 | -40.2% | -1611.9% | 0.81 | -0.32 | -38.9% | 489.1% |
| All Other Races Alone | 0.82 | -0.22 | -26.9% | -1094.0% | 0.82 | -0.07 | -8.2% | 104.3% |
| <u>TotalPopulation</u> | 1.07 | 0.02 | 1.9% | | 1.07 | -0.06 | -6.0% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.06 | 6.1% | 76.1% | 1.02 | 0.03 | 2.7% | -58.7% |
| Other Non Latino | 1.10 | 0.18 | 16.2% | 216.8% | 1.10 | 0.11 | 9.7% | -226.7% |
| Other Groups | 1.12 | 0.04 | 3.5% | 48.3% | 1.12 | 0.01 | 1.3% | -30.7% |
| <u>TotalPopulation</u> | 1.07 | 0.08 | 7.7% | | 1.07 | -0.05 | -4.4% | |
| White Non Latino | 1.02 | 0.06 | 6.1% | 76.1% | 1.02 | 0.03 | 2.7% | -58.7% |
| Hispanic | 1.11 | 0.03 | 2.8% | 38.4% | 1.11 | -0.08 | -7.4% | 175.1% |
| Other Non Latino | 1.10 | 0.18 | 16.2% | 216.8% | 1.10 | 0.11 | 9.7% | -226.7% |
| Other Groups | 1.21 | 0.14 | 11.5% | 169.9% | 1.21 | 0.01 | 1.2% | -30.7% |

| | | | | | | | | |
|----------------------------------|------|-------|--------|---------|------|-------|--------|--------|
| <u>Total Population</u> | 1.07 | 0.08 | 7.7% | | 1.07 | -0.05 | -4.4% | |
| White Alone | 1.10 | 0.10 | 8.7% | 117.5% | 1.10 | 0.01 | 1.0% | -23.2% |
| Black Alone | 1.07 | 0.11 | 10.4% | 136.4% | 1.07 | 0.03 | 2.9% | -66.3% |
| Asian and Pacific Islander Alone | 1.14 | 0.26 | 22.7% | 315.9% | 1.14 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.81 | 0.11 | 13.8% | 136.4% | 0.81 | -0.35 | -42.6% | 739.1% |
| All Other Races Alone | 0.82 | -0.10 | -12.2% | -122.2% | 0.82 | 0.01 | 1.7% | -30.7% |
| <u>Total Population</u> | 1.07 | 0.08 | 7.7% | | 1.07 | -0.05 | -4.4% | |

Table 6A.7B Mod MA: CRT.

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|-----------------------|----------------------|---------------------------|-------------------------------|--|-----------------------|----------------------|---------------------------|-------------------------------|
| Demographic | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 41703 | 9 | 0.02% | | Station Area (sq.mi.) | 41703 | 9 | 0.02% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | |
| White Non Latino | | | -4.4% | 57.2% | White Non Latino | | | -4.4% | 57.2% |
| Other Non Latino | | | 0.0% | -0.1% | Other Non Latino | | | 0.0% | -0.1% |

| | | | | | |
|---|--------|---------|---|-----------------------|--------|
| Other Groups | -15.4% | 218.0% | Other Groups | -15.4% | 218.0% |
| <u>TotalPopulation</u> | -7.4% | 0.0% | <u>TotalPopulation</u> | -7.4% | 0.0% |
| White Non Latino | -4.4% | 57.2% | White Non Latino | -4.4% | 57.2% |
| Hispanic | -18.3% | 257.0% | Hispanic | -18.3% | 257.0% |
| Other Non Latino | 0.0% | -0.1% | Other Non Latino | 0.0% | -0.1% |
| | | - | | | - |
| Other Groups | 21.8% | 336.1% | Other Groups | 21.8% | 336.1% |
| <u>TotalPopulation</u> | -7.4% | 0.0% | <u>TotalPopulation</u> | -7.4% | 0.0% |
| White Alone | -2.4% | 32.9% | White Alone | -2.4% | 32.9% |
| Black Alone | -2.3% | 31.1% | Black Alone | -2.3% | 31.1% |
| | | - | | | - |
| Asian and Pacific Islander Alone | 10.8% | 156.0% | Asian and Pacific Islander Alone | 10.8% | 156.0% |
| Native American Alone | -89.0% | 914.7% | Native American Alone | -89.0% | 914.7% |
| All Other Races Alone | -44.1% | 459.8% | All Other Races Alone | -44.1% | 459.8% |
| <u>TotalPopulation</u> | -7.4% | 0.0% | <u>TotalPopulation</u> | -7.4% | 0.0% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | <i>Spatial Share--0.25 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 41703 | 25 | 0.1% | Station Area (sq.mi.) | 41703 |
| | | | | | 33 |
| | | | | | 0.1% |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | <i>Demographic Change--0.25 Mile Distance Band Cumulative</i> | | |
| White Non Latino | -6.6% | 235.9% | White Non Latino | 5.2% | -44.0% |
| Other Non Latino | 8.6% | 327.3% | Other Non Latino | -8.0% | 72.4% |
| Other Groups | -6.6% | 255.8% | Other Groups | -13.5% | 123.5% |
| <u>TotalPopulation</u> | -2.7% | 0.0% | <u>TotalPopulation</u> | -11.4% | 0.0% |
| White Non Latino | -6.6% | 235.9% | White Non Latino | 5.2% | -44.0% |
| Hispanic | -8.5% | 328.1% | Hispanic | -13.9% | 126.0% |
| Other Non Latino | 8.6% | 327.3% | Other Non Latino | -8.0% | 72.4% |
| Other Groups | 8.6% | 364.2% | Other Groups | -12.4% | 123.5% |
| <u>TotalPopulation</u> | -2.7% | 0.0% | <u>TotalPopulation</u> | -11.4% | 0.0% |
| White Alone | -57.6% | 2205.0% | White Alone | 1.0% | -8.9% |
| Black Alone | 7.7% | 287.1% | Black Alone | 6.8% | -59.7% |
| Asian and Pacific Islander Alone | 12.9% | 511.6% | Asian and Pacific Islander Alone | 0.0% | 0.0% |

| | | | | | |
|--|--------|---------|--|-----------------------|--------|
| Native American Alone | -60.9% | 1718.8% | Native American Alone | -51.4% | 342.3% |
| | | - | | | |
| All Other Races Alone | 321.2% | 9199.6% | All Other Races Alone | -18.3% | 123.5% |
| <u>TotalPopulation</u> | -2.7% | 0.0% | <u>TotalPopulation</u> | -11.4% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 41703 | 38 | 0.1% | Station Area (sq.mi.) | 41703 |
| | | | | | 71 |
| | | | | | 0.2% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 3.1% | -31.2% | White Non Latino | 3.1% | -31.2% |
| Other Non Latino | -11.1% | 118.1% | Other Non Latino | -11.1% | 118.1% |
| Other Groups | -9.3% | 100.9% | Other Groups | -9.3% | 100.9% |
| <u>TotalPopulation</u> | -9.7% | 0.0% | <u>TotalPopulation</u> | -9.7% | 0.0% |
| White Non Latino | 3.1% | -31.2% | White Non Latino | 3.1% | -31.2% |
| Hispanic | -10.4% | 111.3% | Hispanic | -10.4% | 111.3% |
| Other Non Latino | -11.1% | 118.1% | Other Non Latino | -11.1% | 118.1% |
| Other Groups | -8.6% | 100.9% | Other Groups | -8.6% | 100.9% |
| <u>TotalPopulation</u> | -9.7% | 0.0% | <u>TotalPopulation</u> | -9.7% | 0.0% |
| White Alone | 1.2% | -13.3% | White Alone | 1.2% | -13.3% |
| Black Alone | 7.4% | -76.7% | Black Alone | 7.4% | -76.7% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -46.0% | 361.9% | Native American Alone | -46.0% | 361.9% |
| All Other Races Alone | -12.6% | 100.9% | All Other Races Alone | -12.6% | 100.9% |
| <u>TotalPopulation</u> | -9.7% | 0.0% | <u>TotalPopulation</u> | -9.7% | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 41703 | 47 | 0.11% | Station Area (sq.mi.) | 41703 |
| | | | | | 118 |
| | | | | | 0.3% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | |
| White Non Latino | -5.5% | 238.5% | White Non Latino | 2.6% | -26.5% |
| Other Non Latino | 3.0% | 141.1% | Other Non Latino | -1.7% | 19.3% |
| Other Groups | -2.1% | 97.2% | Other Groups | -9.9% | 111.5% |
| <u>TotalPopulation</u> | -2.2% | 0.0% | <u>TotalPopulation</u> | -9.3% | 0.0% |
| White Non Latino | -5.5% | 238.5% | White Non Latino | 2.6% | -26.5% |

| | | | | | |
|---|--------|---------|---|--------|--------|
| Hispanic | -5.4% | 251.9% | Hispanic | -9.5% | 106.8% |
| Other Non Latino | 3.0% | 141.1% | Other Non Latino | -1.7% | 19.3% |
| | | - | | | 111.5% |
| Other Groups | 35.4% | 1816.6% | Other Groups | -9.1% | 111.5% |
| <u>TotalPopulation</u> | -2.2% | 0.0% | <u>TotalPopulation</u> | -9.3% | 0.0% |
| | | - | | | 111.5% |
| White Alone | 3.0% | 141.4% | White Alone | 1.4% | -16.1% |
| Black Alone | -2.3% | 102.3% | Black Alone | 5.6% | -61.3% |
| Asian and Pacific Islander Alone | 12.8% | 615.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | 2087.8% | | | 346.3% |
| Native American Alone | -61.0% | 1175.9% | Native American Alone | -42.2% | 111.5% |
| All Other Races Alone | -33.8% | 1175.9% | All Other Races Alone | -13.4% | 111.5% |
| <u>TotalPopulation</u> | -2.2% | 0.0% | <u>TotalPopulation</u> | -9.3% | 0.0% |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | <i>Spatial Share--0.75 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 41703 | 110 | Station Area (sq.mi.) | 41703 | 229 |
| | | 0.3% | | | 0.5% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | <i>Demographic Change--0.75 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 6.7% | 338.5% | White Non Latino | 2.6% | -41.6% |
| | | - | | | 175.3% |
| Other Non Latino | 2.9% | 157.6% | Other Non Latino | 10.3% | 104.3% |
| | | - | | | 104.3% |
| Other Groups | -4.7% | 258.0% | Other Groups | -6.0% | 104.3% |
| <u>TotalPopulation</u> | 1.9% | 0.0% | <u>TotalPopulation</u> | -6.0% | 0.0% |
| White Non Latino | 6.7% | 338.5% | White Non Latino | 2.6% | -41.6% |
| | | - | | | 138.9% |
| Hispanic | -6.3% | 345.5% | Hispanic | -8.1% | 138.9% |
| | | - | | | 175.3% |
| Other Non Latino | 2.9% | 157.6% | Other Non Latino | 10.3% | 175.3% |
| | | - | | | 104.3% |
| Other Groups | 11.7% | 700.3% | Other Groups | -5.5% | 104.3% |
| <u>TotalPopulation</u> | 1.9% | 0.0% | <u>TotalPopulation</u> | -6.0% | 0.0% |
| White Alone | 7.2% | 389.7% | White Alone | 1.5% | -26.3% |
| Black Alone | -1.3% | -67.4% | Black Alone | 3.6% | -59.4% |
| Asian and Pacific Islander Alone | 8.1% | 453.6% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | - | | | 489.1% |
| | | 1611.9% | | | 489.1% |
| Native American Alone | -40.2% | 1611.9% | Native American Alone | -38.9% | 489.1% |

| | | | | | | | | | |
|---|-------|-----|--------|--------|--|--|--|--------|--------|
| | | | - | | | | | | |
| All Other Races Alone | | | 1094.0 | | | | | | 104.3 |
| | | | % | | | | | | % |
| <u>TotalPopulation</u> | | | 0.0% | | | | | | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | | | |
| Station Area | | | | | | | | | |
| (sq.mi.) | 41703 | 124 | 0.3% | | | | | | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | | | |
| White Non Latino | | | 6.1% | 76.1% | | | | 2.7% | -58.7% |
| | | | | | | | | | - |
| | | | | | | | | | 226.7 |
| | | | | | | | | | % |
| Other Non Latino | | | 16.2% | 216.8% | | | | 9.7% | -30.7% |
| Other Groups | | | 3.5% | 48.3% | | | | 1.3% | -30.7% |
| <u>TotalPopulation</u> | | | 7.7% | 0.0% | | | | -4.4% | 0.0% |
| White Non Latino | | | 6.1% | 76.1% | | | | 2.7% | -58.7% |
| | | | | | | | | | 175.1 |
| | | | | | | | | | % |
| Hispanic | | | 2.8% | 38.4% | | | | -7.4% | - |
| | | | | | | | | | 226.7 |
| | | | | | | | | | % |
| Other Non Latino | | | 16.2% | 216.8% | | | | 9.7% | -30.7% |
| Other Groups | | | 11.5% | 169.9% | | | | 1.2% | -30.7% |
| <u>TotalPopulation</u> | | | 7.7% | 0.0% | | | | -4.4% | 0.0% |
| White Alone | | | 8.7% | 117.5% | | | | 1.0% | -23.2% |
| Black Alone | | | 10.4% | 136.4% | | | | 2.9% | -66.3% |
| Asian and Pacific Islander Alone | | | 22.7% | 315.9% | | | | 0.0% | 0.0% |
| | | | | | | | | | 739.1 |
| | | | | | | | | | % |
| Native American Alone | | | 13.8% | 136.4% | | | | -42.6% | - |
| | | | | | | | | | 739.1 |
| | | | | | | | | | % |
| All Other Races Alone | | | -12.2% | 122.2% | | | | 1.7% | -30.7% |
| <u>TotalPopulation</u> | | | 7.7% | 0.0% | | | | -4.4% | 0.0% |

Table 6A.8A High MA: CRT.

| | Transit Region Change | Incremental Analysis | | | Transit Region Change | Cumulative Analysis | | |
|---|-----------------------|----------------------|---------------------------|-------------------------------|-----------------------|----------------------|---------------------------|-------------------------------|
| | | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 | 2010-2016 |

| | | | | | | | | |
|--|------|-------|--------|----------|------|-------|--------|----------|
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.18 | 17.7% | 458.5% | 1.02 | 0.18 | 17.7% | 458.5% |
| Other Non Latino | 1.20 | 0.16 | 12.9% | 392.2% | 1.20 | 0.16 | 12.9% | 392.2% |
| Other Groups | 1.04 | -0.22 | -20.8% | -544.8% | 1.04 | -0.22 | -20.8% | -544.8% |
| <u>TotalPopulation</u> | 1.07 | 0.04 | 3.7% | | 1.07 | 0.04 | 3.7% | |
| White Non Latino | 1.02 | 0.18 | 17.7% | 458.5% | 1.02 | 0.18 | 17.7% | 458.5% |
| Hispanic | 1.11 | -0.22 | -20.3% | -568.6% | 1.11 | -0.22 | -20.3% | -568.6% |
| Other Non Latino | 1.20 | 0.16 | 12.9% | 392.2% | 1.20 | 0.16 | 12.9% | 392.2% |
| Other Groups | 0.25 | -0.07 | -27.6% | -171.7% | 0.25 | -0.07 | -27.6% | -171.7% |
| <u>TotalPopulation</u> | 1.07 | 0.04 | 3.7% | | 1.07 | 0.04 | 3.7% | |
| White Alone | 1.07 | 0.06 | 5.3% | 142.0% | 1.07 | 0.06 | 5.3% | 142.0% |
| Black Alone | 1.08 | 0.11 | 10.6% | 290.3% | 1.08 | 0.11 | 10.6% | 290.3% |
| Asian and Pacific Islander Alone | 1.18 | 0.22 | 18.5% | 550.8% | 1.18 | 0.22 | 18.5% | 550.8% |
| Native American Alone | 0.68 | -0.63 | -92.8% | -1593.3% | 0.68 | -0.63 | -92.8% | -1593.3% |
| All Other Races Alone | 0.98 | -0.10 | -9.8% | -243.7% | 0.98 | -0.10 | -9.8% | -243.7% |
| <u>TotalPopulation</u> | 1.07 | 0.04 | 3.7% | | 1.07 | 0.04 | 3.7% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.15 | -15.1% | 104.7% | 1.02 | 0.10 | 10.2% | -107.2% |
| Other Non Latino | 1.20 | -0.06 | -5.4% | 43.7% | 1.20 | 1.87 | 155.9% | -1920.2% |
| Other Groups | 1.04 | -0.19 | -18.6% | 130.4% | 1.04 | -0.17 | -16.7% | 177.7% |
| <u>TotalPopulation</u> | 1.07 | -0.15 | -13.9% | | 1.07 | -0.10 | -9.2% | |
| White Non Latino | 1.02 | -0.15 | -15.1% | 104.7% | 1.02 | 0.10 | 10.2% | -107.2% |
| Hispanic | 1.11 | -0.19 | -17.4% | 129.9% | 1.11 | -0.21 | -19.1% | 216.5% |
| Other Non Latino | 1.20 | -0.06 | -5.4% | 43.7% | 1.20 | 1.87 | 155.9% | -1920.2% |
| Other Groups | 0.25 | -0.20 | -82.9% | 138.0% | 0.25 | -0.17 | -70.4% | 177.7% |
| <u>TotalPopulation</u> | 1.07 | -0.15 | -13.9% | | 1.07 | -0.10 | -9.2% | |
| White Alone | 1.07 | -0.61 | -56.8% | 410.2% | 1.07 | 0.05 | 4.3% | -47.1% |
| Black Alone | 1.08 | -0.17 | -15.4% | 112.2% | 1.08 | 0.06 | 5.3% | -59.1% |
| Asian and Pacific Islander Alone | 1.18 | 0.17 | 14.8% | -118.2% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.68 | -0.67 | -98.5% | 452.4% | 0.68 | -0.67 | -98.8% | 688.3% |
| All Other Races Alone | 0.98 | 1.19 | 120.8% | -801.2% | 0.98 | -0.17 | -17.7% | 177.7% |
| <u>TotalPopulation</u> | 1.07 | -0.15 | -13.9% | | 1.07 | -0.10 | -9.2% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.04 | 3.6% | 66.6% | 1.02 | 0.07 | 7.1% | -110.9% |
| Other Non Latino | 1.20 | 0.15 | 12.1% | 265.7% | 1.20 | 0.70 | 58.2% | -1064.2% |
| Other Groups | 1.04 | 0.00 | 0.2% | 4.4% | 1.04 | -0.15 | -14.4% | 227.4% |
| <u>TotalPopulation</u> | 1.07 | 0.05 | 5.2% | | 1.07 | -0.07 | -6.2% | |
| White Non Latino | 1.02 | 0.04 | 3.6% | 66.6% | 1.02 | 0.07 | 7.1% | -110.9% |
| Hispanic | 1.11 | -0.08 | -6.9% | -138.5% | 1.11 | -0.19 | -17.4% | 292.7% |
| Other Non Latino | 1.20 | 0.15 | 12.1% | 265.7% | 1.20 | 0.70 | 58.2% | -1064.2% |

| | | | | | | | | |
|---|------|-------|---------|---------|------|-------|--------|----------|
| Other Groups | 0.25 | 0.80 | 326.1% | 1462.2% | 0.25 | -0.15 | -60.6% | 227.4% |
| <u>TotalPopulation</u> | 1.07 | 0.05 | 5.2% | | 1.07 | -0.07 | -6.2% | |
| White Alone | 1.07 | 0.03 | 3.1% | 59.8% | 1.07 | 0.02 | 1.8% | -28.8% |
| Black Alone | 1.08 | 0.17 | 15.8% | 309.8% | 1.08 | 0.07 | 6.8% | -111.3% |
| Asian and Pacific Islander Alone | 1.18 | 0.06 | 5.2% | 110.8% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.68 | -0.13 | -19.0% | -234.9% | 0.68 | -0.40 | -58.5% | 605.7% |
| All Other Races Alone | 0.98 | 0.04 | 4.0% | 71.3% | 0.98 | -0.15 | -15.2% | 227.4% |
| <u>TotalPopulation</u> | 1.07 | 0.05 | 5.2% | | 1.07 | -0.07 | -6.2% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.11 | 10.9% | 126.3% | 1.02 | 0.06 | 6.3% | -167.6% |
| Other Non Latino | 1.20 | -0.05 | -3.8% | -51.7% | 1.20 | 1.37 | 113.9% | -3550.6% |
| Other Groups | 1.04 | 0.17 | 16.6% | 194.8% | 1.04 | -0.19 | -18.2% | 489.6% |
| <u>TotalPopulation</u> | 1.07 | 0.09 | 8.3% | | 1.07 | -0.04 | -3.6% | |
| White Non Latino | 1.02 | 0.11 | 10.9% | 126.3% | 1.02 | 0.06 | 6.3% | -167.6% |
| Hispanic | 1.11 | 0.18 | 16.0% | 200.7% | 1.11 | -0.10 | -9.2% | 264.7% |
| Other Non Latino | 1.20 | -0.05 | -3.8% | -51.7% | 1.20 | 1.37 | 113.9% | -3550.6% |
| Other Groups | 0.25 | 0.10 | 40.0% | 111.6% | 0.25 | -0.19 | -76.6% | 489.6% |
| <u>TotalPopulation</u> | 1.07 | 0.09 | 8.3% | | 1.07 | -0.04 | -3.6% | |
| White Alone | 1.07 | 0.33 | 30.9% | 373.6% | 1.07 | 0.08 | 7.5% | -208.4% |
| Black Alone | 1.08 | -0.16 | -14.6% | -178.1% | 1.08 | -0.04 | -3.7% | 104.2% |
| Asian and Pacific Islander Alone | 1.18 | 0.12 | 10.6% | 141.0% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.68 | -0.73 | -106.7% | -821.2% | 0.68 | -0.55 | -81.4% | 1435.5% |
| All Other Races Alone | 0.98 | -0.32 | -33.0% | -366.9% | 0.98 | -0.19 | -19.2% | 489.6% |
| <u>TotalPopulation</u> | 1.07 | 0.09 | 8.3% | | 1.07 | -0.04 | -3.6% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.12 | 11.5% | 106.0% | 1.02 | 0.04 | 4.3% | -481.5% |
| Other Non Latino | 1.20 | 0.21 | 17.1% | 185.7% | 1.20 | 0.86 | 71.7% | -9337.8% |
| Other Groups | 1.04 | 0.02 | 1.7% | 16.3% | 1.04 | -0.03 | -3.3% | 370.0% |
| <u>TotalPopulation</u> | 1.07 | 0.11 | 10.4% | | 1.07 | -0.01 | -0.9% | |
| White Non Latino | 1.02 | 0.12 | 11.5% | 99.5% | 1.02 | 0.04 | 4.3% | -481.5% |
| Hispanic | 1.11 | 0.11 | 9.7% | 91.0% | 1.11 | -0.07 | -6.6% | 786.5% |
| Other Non Latino | 1.20 | 0.21 | 17.1% | 174.2% | 1.20 | 0.86 | 71.7% | -9337.8% |
| Other Groups | 0.25 | -1.00 | -405.9% | -848.0% | 0.25 | -0.03 | -13.9% | 370.0% |
| <u>TotalPopulation</u> | 1.07 | 0.12 | 11.1% | | 1.07 | -0.01 | -0.9% | |
| White Alone | 1.07 | 0.07 | 6.2% | 60.2% | 1.07 | 0.05 | 4.4% | -506.4% |
| Black Alone | 1.08 | 0.11 | 10.4% | 101.1% | 1.08 | -0.01 | -1.2% | 142.2% |
| Asian and Pacific Islander Alone | 1.18 | 0.14 | 11.7% | 124.4% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.68 | -0.56 | -82.2% | -505.0% | 0.68 | -0.56 | -82.3% | 6066.3% |
| All Other Races Alone | 0.98 | 0.23 | 23.9% | 211.9% | 0.98 | -0.03 | -3.5% | 370.0% |
| <u>TotalPopulation</u> | 1.07 | 0.11 | 10.4% | | 1.07 | -0.01 | -0.9% | |

Demographic Group--1.00 Mile Distance Band Only

| | | | | | | | | |
|----------------------------------|------|-------|--------|---------|------|-------|--------|----------|
| White Non Latino | 1.02 | 0.02 | 2.1% | 36.8% | 1.02 | 0.03 | 3.4% | -250.9% |
| Other Non Latino | 1.20 | 0.08 | 6.7% | 139.5% | 1.20 | 0.60 | 50.1% | -4333.8% |
| Other Groups | 1.04 | 0.06 | 6.0% | 108.8% | 1.04 | -0.09 | -8.5% | 636.1% |
| <u>TotalPopulation</u> | 1.07 | 0.06 | 5.4% | | 1.07 | -0.01 | -1.3% | |
| White Non Latino | 1.02 | 0.02 | 2.1% | 36.8% | 1.02 | 0.03 | 3.4% | -250.9% |
| Hispanic | 1.11 | 0.06 | 5.1% | 98.6% | 1.11 | -0.06 | -5.5% | 435.3% |
| Other Non Latino | 1.20 | 0.08 | 6.7% | 139.5% | 1.20 | 0.60 | 50.1% | -4333.8% |
| Other Groups | 0.25 | 0.18 | 73.4% | 314.7% | 0.25 | -0.09 | -35.9% | 636.1% |
| <u>TotalPopulation</u> | 1.07 | 0.06 | 5.4% | | 1.07 | -0.01 | -1.3% | |
| White Alone | 1.07 | 0.18 | 16.4% | 305.4% | 1.07 | 0.07 | 6.3% | -487.1% |
| Black Alone | 1.08 | 0.01 | 0.5% | 9.2% | 1.08 | -0.04 | -3.9% | 300.3% |
| Asian and Pacific Islander Alone | 1.18 | 0.22 | 18.3% | 375.9% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.68 | -0.14 | -21.3% | -252.1% | 0.68 | -0.62 | -90.5% | 4427.3% |
| All Other Races Alone | 0.98 | -0.31 | -31.5% | -537.1% | 0.98 | -0.09 | -9.0% | 636.1% |
| <u>TotalPopulation</u> | 1.07 | 0.06 | 5.4% | | 1.07 | -0.01 | -1.3% | |

Table 6A.8B High MA: CRT.

| Incremental Analysis | | | | Cumulative Analysis | | | | | |
|---|---------------------------------|--------------------------------|---------------------------|---|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| Demographic Share--Only Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 41703 | 1 | 0.002 % | | Station Area (sq.mi.) | 41703 | 1 | 0.002 % | |

Basic Demographics--0.125 Mile Distance Band Only

| | | | |
|-------------------------------------|--------|--------|--|
| White Non | | | |
| Latino | 17.7% | 458.5% | |
| Other Non Latino | 12.9% | 392.2% | |
| | | - | |
| Other Groups | -20.8% | 544.8% | |
| <u>TotalPopulation</u> | 3.7% | 0.0% | |
| White Non | | | |
| Latino | 17.7% | 458.5% | |
| | | - | |
| Hispanic | -20.3% | 568.6% | |
| Other Non Latino | 12.9% | 392.2% | |
| | | - | |
| Other Groups | -27.6% | 171.7% | |
| <u>TotalPopulation</u> | 3.7% | 0.0% | |
| White Alone | 5.3% | 142.0% | |
| Black Alone | 10.6% | 290.3% | |
| Asian and Pacific Islander Alone | 18.5% | 550.8% | |
| | | - | |
| | | 1593.3 | |
| Native American Alone | -92.8% | % | |
| | | - | |
| All Other Races Alone | -9.8% | 243.7% | |
| <u>TotalPopulation</u> | 3.7% | 0.0% | |

*Spatial Share--0.25 Mile Distance Band
Only*

| | | | |
|--------------------------|-------|---|-------|
| Station Area (sq.mi.) | 41703 | 3 | 0.01% |
|--------------------------|-------|---|-------|

Demographic Change--0.25 Mile Distance Band Only

| | | | |
|------------------------|--------|--------|--|
| White Non | | | |
| Latino | -15.1% | 104.7% | |
| | | - | |
| Other Non Latino | -5.4% | 43.7% | |
| Other Groups | -18.6% | 130.4% | |
| <u>TotalPopulation</u> | -13.9% | 0.0% | |
| White Non | | | |
| Latino | -15.1% | 104.7% | |
| Hispanic | -17.4% | 129.9% | |
| | | - | |
| Other Non Latino | -5.4% | 43.7% | |
| Other Groups | -82.9% | 138.0% | |
| <u>TotalPopulation</u> | -13.9% | 0.0% | |
| White Alone | -56.8% | 410.2% | |

Basic Demographics--0.125 Mile Distance Band Only

| | | | |
|-------------------------------------|--------|--------|--|
| White Non | | | |
| Latino | 17.7% | 458.5% | |
| Other Non Latino | 12.9% | 392.2% | |
| | | - | |
| Other Groups | -20.8% | 544.8% | |
| <u>TotalPopulation</u> | 3.7% | 0.0% | |
| White Non | | | |
| Latino | 17.7% | 458.5% | |
| | | - | |
| Hispanic | -20.3% | 568.6% | |
| Other Non Latino | 12.9% | 392.2% | |
| | | - | |
| Other Groups | -27.6% | 171.7% | |
| <u>TotalPopulation</u> | 3.7% | 0.0% | |
| White Alone | 5.3% | 142.0% | |
| Black Alone | 10.6% | 290.3% | |
| Asian and Pacific Islander Alone | 18.5% | 550.8% | |
| | | - | |
| | | 1593.3 | |
| Native American Alone | -92.8% | % | |
| | | - | |
| All Other Races Alone | -9.8% | 243.7% | |
| <u>TotalPopulation</u> | 3.7% | 0.0% | |

*Spatial Share--0.25 Mile Distance Band
Cumulative*

| | | | |
|--------------------------|-------|---|-------|
| Station Area (sq.mi.) | 41703 | 3 | 0.01% |
|--------------------------|-------|---|-------|

*Demographic Change--0.25 Mile Distance Band
Cumulative*

| | | | |
|------------------------|--------|--------|--|
| White Non | | | |
| Latino | 10.2% | 107.2% | |
| | | - | |
| | 155.9 | 1920.2 | |
| | % | % | |
| Other Non Latino | -16.7% | 177.7% | |
| Other Groups | -9.2% | 0.0% | |
| <u>TotalPopulation</u> | | | |
| White Non | | | |
| Latino | 10.2% | 107.2% | |
| Hispanic | -19.1% | 216.5% | |
| | | - | |
| | 155.9 | 1920.2 | |
| | % | % | |
| Other Non Latino | -70.4% | 177.7% | |
| Other Groups | -9.2% | 0.0% | |
| <u>TotalPopulation</u> | | | |
| White Alone | 4.3% | -47.1% | |

| | | | | | | | | | |
|--|-------|---|--------|---------|--|-------|----|--------|---------|
| Black Alone | | | -15.4% | 112.2% | Black Alone | | | 5.3% | -59.1% |
| Asian and Pacific Islander Alone | | | 14.8% | 118.2% | Asian and Pacific Islander Alone | | | 0.0% | 0.0% |
| Native American Alone | | | -98.5% | 452.4% | Native American Alone | | | -98.8% | 688.3% |
| All Other Races Alone | | | 120.8% | 801.2% | All Other Races Alone | | | -17.7% | 177.7% |
| <u>Total Population</u> | | | -13.9% | 0.0% | <u>Total Population</u> | | | -9.2% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 41703 | 4 | 0.01% | | Station Area (sq.mi.) | 41703 | 7 | 0.02% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | | | |
| White Non Latino | | | 7.1% | 110.9% | White Non Latino | | | 7.1% | 110.9% |
| | | | | - | | | | | - |
| | | | | 1064.2% | | | | | 1064.2% |
| Other Non Latino | | | 58.2% | % | Other Non Latino | | | 58.2% | % |
| Other Groups | | | -14.4% | 227.4% | Other Groups | | | -14.4% | 227.4% |
| <u>Total Population</u> | | | -6.2% | 0.0% | <u>Total Population</u> | | | -6.2% | 0.0% |
| White Non Latino | | | | - | White Non Latino | | | | - |
| Latino | | | 7.1% | 110.9% | Latino | | | 7.1% | 110.9% |
| Hispanic | | | -17.4% | 292.7% | Hispanic | | | -17.4% | 292.7% |
| | | | | - | | | | | - |
| | | | | 1064.2% | | | | | 1064.2% |
| Other Non Latino | | | 58.2% | % | Other Non Latino | | | 58.2% | % |
| Other Groups | | | -60.6% | 227.4% | Other Groups | | | -60.6% | 227.4% |
| <u>Total Population</u> | | | -6.2% | 0.0% | <u>Total Population</u> | | | -6.2% | 0.0% |
| White Alone | | | 1.8% | -28.8% | White Alone | | | 1.8% | -28.8% |
| | | | | - | | | | | - |
| Black Alone | | | 6.8% | 111.3% | Black Alone | | | 6.8% | 111.3% |
| Asian and Pacific Islander Alone | | | 0.0% | 0.0% | Asian and Pacific Islander Alone | | | 0.0% | 0.0% |
| Native American Alone | | | -58.5% | 605.7% | Native American Alone | | | -58.5% | 605.7% |
| All Other Races Alone | | | -15.2% | 227.4% | All Other Races Alone | | | -15.2% | 227.4% |
| <u>Total Population</u> | | | -6.2% | 0.0% | <u>Total Population</u> | | | -6.2% | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 41703 | 5 | 0.01% | | Station Area (sq.mi.) | 41703 | 12 | 0.03% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | | | |
| White Non Latino | | | | | White Non Latino | | | | - |
| Latino | | | 10.9% | 126.3% | Latino | | | 6.3% | 167.6% |
| | | | | | | | | 113.9% | 3550.6% |
| Other Non Latino | | | -3.8% | -51.7% | Other Non Latino | | | % | % |

| | | | | | |
|---|--------|--------|--|--------|--------|
| Other Groups | 16.6% | 194.8% | Other Groups | -18.2% | 489.6% |
| <u>TotalPopulation</u> | 8.3% | 0.0% | <u>TotalPopulation</u> | -3.6% | 0.0% |
| White Non | | | White Non | - | |
| Latino | 10.9% | 126.3% | Latino | 6.3% | 167.6% |
| Hispanic | 16.0% | 200.7% | Hispanic | -9.2% | 264.7% |
| | | | | - | |
| Other Non Latino | -3.8% | -51.7% | Other Non Latino | 113.9 | 3550.6 |
| Other Groups | 40.0% | 111.6% | Other Groups | % | % |
| <u>TotalPopulation</u> | 8.3% | 0.0% | <u>TotalPopulation</u> | -76.6% | 489.6% |
| | | | | -3.6% | 0.0% |
| White Alone | 30.9% | 373.6% | White Alone | - | |
| Black Alone | -14.6% | 178.1% | Black Alone | 7.5% | 208.4% |
| Asian and Pacific Islander | | | Asian and Pacific Islander | -3.7% | 104.2% |
| Alone | 10.6% | 141.0% | Alone | 0.0% | 0.0% |
| | - | | | | |
| | 106.7 | - | | | 1435.5 |
| Native American Alone | % | 821.2% | Native American Alone | -81.4% | % |
| | | | | | |
| All Other Races Alone | -33.0% | 366.9% | All Other Races Alone | -19.2% | 489.6% |
| <u>TotalPopulation</u> | 8.3% | 0.0% | <u>TotalPopulation</u> | -3.6% | 0.0% |
| <i>Spatial Share--0.75 Mile Distance Band</i> | | | <i>Spatial Share--0.75 Mile Distance Band</i> | | |
| <i>Only</i> | | | <i>Cumulative</i> | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 41703 | 12 | (sq.mi.) | 41703 | 24 |
| | 0.03% | | | 0.1% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | <i>Demographic Change--0.75 Mile Distance Band</i> | | |
| <i>Cumulative</i> | | | <i>Cumulative</i> | | |
| White Non | | | White Non | - | |
| Latino | 11.5% | 106.0% | Latino | 4.3% | 481.5% |
| | | | | - | |
| | | | | - | 9337.8 |
| Other Non Latino | 17.1% | 185.7% | Other Non Latino | 71.7% | % |
| Other Groups | 1.7% | 16.3% | Other Groups | -3.3% | 370.0% |
| <u>TotalPopulation</u> | 10.4% | 0.0% | <u>TotalPopulation</u> | -0.9% | 0.0% |
| White Non | | | White Non | - | |
| Latino | 11.5% | 99.5% | Latino | 4.3% | 481.5% |
| Hispanic | 9.7% | 91.0% | Hispanic | -6.6% | 786.5% |
| | | | | - | |
| | | | | - | 9337.8 |
| Other Non Latino | 17.1% | 174.2% | Other Non Latino | 71.7% | % |
| | - | | | | |
| | 405.9 | - | | | |
| Other Groups | % | 848.0% | Other Groups | -13.9% | 370.0% |
| <u>TotalPopulation</u> | 11.1% | 0.0% | <u>TotalPopulation</u> | -0.9% | 0.0% |
| | | | | - | |
| White Alone | 6.2% | 60.2% | White Alone | 4.4% | 506.4% |
| Black Alone | 10.4% | 101.1% | Black Alone | -1.2% | 142.2% |

| | | | | | |
|---|--------|--------|----------------------------------|-----------------------|---------------|
| Asian and Pacific Islander Alone | 11.7% | 124.4% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -82.2% | 505.0% | Native American Alone | -82.3% | 6066.3% |
| All Other Races Alone | 23.9% | 211.9% | All Other Races Alone | -3.5% | 370.0% |
| <u>Total Population</u> | 10.4% | 0.0% | <u>Total Population</u> | -0.9% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 41703 | 14 | 0.03% | Station Area (sq.mi.) | 41703 38 0.1% |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | |
| White Non Latino | 2.1% | 36.8% | White Non Latino | 3.4% | 250.9% |
| Other Non Latino | 6.7% | 139.5% | Other Non Latino | 50.1% | 4333.8% |
| Other Groups | 6.0% | 108.8% | Other Groups | -8.5% | 636.1% |
| <u>Total Population</u> | 5.4% | 0.0% | <u>Total Population</u> | -1.3% | 0.0% |
| White Non Latino | 2.1% | 36.8% | White Non Latino | 3.4% | 250.9% |
| Hispanic | 5.1% | 98.6% | Hispanic | -5.5% | 435.3% |
| Other Non Latino | 6.7% | 139.5% | Other Non Latino | 50.1% | 4333.8% |
| Other Groups | 73.4% | 314.7% | Other Groups | -35.9% | 636.1% |
| <u>Total Population</u> | 5.4% | 0.0% | <u>Total Population</u> | -1.3% | 0.0% |
| White Alone | 16.4% | 305.4% | White Alone | 6.3% | 487.1% |
| Black Alone | 0.5% | 9.2% | Black Alone | -3.9% | 300.3% |
| Asian and Pacific Islander Alone | 18.3% | 375.9% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -21.3% | 252.1% | Native American Alone | -90.5% | 4427.3% |
| All Other Races Alone | -31.5% | 537.1% | All Other Races Alone | -9.0% | 636.1% |
| <u>Total Population</u> | 5.4% | 0.0% | <u>Total Population</u> | -1.3% | 0.0% |

Table 6A.9A Poor MA: LRT.

| | Transit Region Change | Incremental Analysis | | | Transit Region Change | Cumulative Analysis | | |
|---|-----------------------|--------------------------------|---------------------------|-------------------------------|-----------------------|----------------------|---------------------------|-------------------------------|
| | | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | | | | | | | | |

| | 2010-2016 | | | | 2010-2016 | | | |
|--|-----------|-------|--------|----------|-----------|-------|--------|----------|
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.01 | -0.8% | -107.2% | 1.02 | -0.01 | -0.8% | -107.2% |
| Other Non Latino | 1.10 | -0.04 | -3.3% | -489.9% | 1.10 | -0.04 | -3.3% | -489.9% |
| Other Groups | 1.11 | 0.14 | 12.7% | 1885.7% | 1.11 | 0.14 | 12.7% | 1885.7% |
| <u>Total Population</u> | 1.06 | 0.01 | 0.7% | | 1.06 | 0.01 | 0.7% | |
| White Non Latino | 1.02 | -0.01 | -0.8% | -107.2% | 1.02 | -0.01 | -0.8% | -107.2% |
| Hispanic | 1.10 | 0.12 | 10.8% | 1591.2% | 1.10 | 0.12 | 10.8% | 1591.2% |
| Other Non Latino | 1.10 | -0.04 | -3.3% | -489.9% | 1.10 | -0.04 | -3.3% | -489.9% |
| Other Groups | 1.24 | 0.24 | 19.5% | 3233.5% | 1.24 | 0.24 | 19.5% | 3233.5% |
| <u>Total Population</u> | 1.06 | 0.01 | 0.7% | | 1.06 | 0.01 | 0.7% | |
| White Alone | 1.11 | 0.04 | 3.7% | 549.1% | 1.11 | 0.04 | 3.7% | 549.1% |
| Black Alone | 1.06 | -0.09 | -8.9% | -1253.0% | 1.06 | -0.09 | -8.9% | -1253.0% |
| Asian and Pacific Islander Alone | 1.16 | 0.09 | 7.6% | 1174.2% | 1.16 | 0.09 | 7.6% | 1174.2% |
| Native American Alone | 0.83 | 0.05 | 6.4% | 713.0% | 0.83 | 0.05 | 6.4% | 713.0% |
| All Other Races Alone | 0.76 | -0.18 | -22.9% | -2339.7% | 0.76 | -0.18 | -22.9% | -2339.7% |
| <u>Total Population</u> | 1.06 | 0.01 | 0.7% | | 1.06 | 0.01 | 0.7% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.02 | -2.4% | -156.5% | 1.02 | 0.01 | 1.3% | -27.7% |
| Other Non Latino | 1.10 | 0.00 | -0.4% | -28.6% | 1.10 | 0.92 | 83.9% | -1986.7% |
| Other Groups | 1.11 | 0.19 | 17.2% | 1222.2% | 1.11 | 0.15 | 13.1% | -314.9% |
| <u>Total Population</u> | 1.06 | 0.02 | 1.5% | | 1.06 | -0.05 | -4.4% | |
| White Non Latino | 1.02 | -0.02 | -2.4% | -156.5% | 1.02 | 0.01 | 1.3% | -27.7% |
| Hispanic | 1.10 | 0.15 | 13.3% | 937.8% | 1.10 | 0.08 | 7.0% | -166.8% |
| Other Non Latino | 1.10 | 0.00 | -0.4% | -28.6% | 1.10 | 0.92 | 83.9% | -1986.7% |
| Other Groups | 1.24 | 0.44 | 35.3% | 2806.9% | 1.24 | 0.15 | 11.8% | -314.9% |
| <u>Total Population</u> | 1.06 | 0.02 | 1.5% | | 1.06 | -0.05 | -4.4% | |
| White Alone | 1.11 | -0.77 | -69.5% | -4922.8% | 1.11 | -0.02 | -1.7% | 39.6% |
| Black Alone | 1.06 | -0.03 | -2.6% | -173.8% | 1.06 | -0.08 | -7.8% | 177.4% |
| Asian and Pacific Islander Alone | 1.16 | 0.04 | 3.3% | 248.1% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.36 | -42.8% | -2285.0% | 0.83 | 1.02 | 123.0% | -2207.6% |
| All Other Races Alone | 0.76 | 6.26 | 819.7% | 40120.8% | 0.76 | 0.15 | 19.1% | -314.9% |
| <u>Total Population</u> | 1.06 | 0.02 | 1.5% | | 1.06 | -0.05 | -4.4% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.02 | 2.0% | 77.1% | 1.02 | 0.02 | 1.8% | -43.8% |
| Other Non Latino | 1.10 | -0.01 | -0.7% | -31.2% | 1.10 | 0.19 | 17.5% | -456.3% |
| Other Groups | 1.11 | 0.11 | 9.6% | 411.5% | 1.11 | 0.14 | 12.4% | -329.0% |
| <u>Total Population</u> | 1.06 | 0.03 | 2.5% | | 1.06 | -0.04 | -4.0% | |
| White Non Latino | 1.02 | 0.02 | 2.0% | 77.1% | 1.02 | 0.02 | 1.8% | -43.8% |
| Hispanic | 1.10 | 0.06 | 5.5% | 229.8% | 1.10 | 0.06 | 5.1% | -132.5% |

| | | | | | | | | |
|---|------|-------|--------|----------|------|-------|-------|----------|
| Other Non Latino | 1.10 | -0.01 | -0.7% | -31.2% | 1.10 | 0.19 | 17.5% | -456.3% |
| Other Groups | 1.24 | 0.32 | 25.7% | 1222.7% | 1.24 | 0.14 | 11.1% | -329.0% |
| <u>TotalPopulation</u> | 1.06 | 0.03 | 2.5% | | 1.06 | -0.04 | -4.0% | |
| White Alone | 1.11 | 0.05 | 4.1% | 174.5% | 1.11 | -0.02 | -1.8% | 47.1% |
| Black Alone | 1.06 | -0.05 | -5.1% | -205.4% | 1.06 | -0.08 | -7.7% | 193.5% |
| Asian and Pacific Islander Alone | 1.16 | 0.10 | 9.1% | 402.7% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.47 | -56.7% | -1811.4% | 0.83 | 0.65 | 77.6% | -1537.2% |
| All Other Races Alone | 0.76 | -0.06 | -7.7% | -225.1% | 0.76 | 0.14 | 18.1% | -329.0% |
| <u>TotalPopulation</u> | 1.06 | 0.03 | 2.5% | | 1.06 | -0.04 | -4.0% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.00 | 0.1% | -2.5% | 1.02 | 0.04 | 3.5% | -62.4% |
| Other Non Latino | 1.10 | -0.14 | -13.1% | 274.7% | 1.10 | 0.10 | 8.8% | -170.0% |
| Other Groups | 1.11 | -0.15 | -13.5% | 287.6% | 1.11 | 0.07 | 6.0% | -117.1% |
| <u>TotalPopulation</u> | 1.06 | -0.05 | -4.9% | | 1.06 | -0.06 | -5.4% | |
| White Non Latino | 1.02 | 0.00 | 0.1% | -2.5% | 1.02 | 0.04 | 3.5% | -62.4% |
| Hispanic | 1.10 | -0.21 | -19.0% | 399.0% | 1.10 | -0.01 | -0.7% | 13.2% |
| Other Non Latino | 1.10 | -0.14 | -13.1% | 274.7% | 1.10 | 0.10 | 8.8% | -170.0% |
| Other Groups | 1.24 | 0.15 | 12.2% | -290.8% | 1.24 | 0.07 | 5.4% | -117.1% |
| <u>TotalPopulation</u> | 1.06 | -0.05 | -4.9% | | 1.06 | -0.06 | -5.4% | |
| White Alone | 1.11 | 0.00 | 0.3% | -5.8% | 1.11 | -0.01 | -1.1% | 21.4% |
| Black Alone | 1.06 | -0.24 | -22.3% | 452.4% | 1.06 | -0.10 | -9.5% | 176.7% |
| Asian and Pacific Islander Alone | 1.16 | -0.03 | -2.7% | 59.9% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.52 | -62.4% | 993.6% | 0.83 | 0.41 | 49.2% | -720.0% |
| All Other Races Alone | 0.76 | -0.24 | -31.8% | 464.5% | 0.76 | 0.07 | 8.7% | -117.1% |
| <u>TotalPopulation</u> | 1.06 | -0.05 | -4.9% | | 1.06 | -0.06 | -5.4% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.02 | 2.2% | 426.7% | 1.02 | 0.04 | 4.4% | -76.3% |
| Other Non Latino | 1.10 | -0.06 | -5.2% | -1099.0% | 1.10 | 0.01 | 0.7% | -12.4% |
| Other Groups | 1.11 | 0.01 | 0.5% | 116.0% | 1.11 | 0.06 | 5.3% | -101.5% |
| <u>TotalPopulation</u> | 1.06 | 0.01 | 0.5% | | 1.06 | -0.06 | -5.5% | |
| White Non Latino | 1.02 | 0.02 | 2.2% | 426.7% | 1.02 | 0.04 | 4.4% | -76.3% |
| Hispanic | 1.10 | -0.01 | -0.6% | -134.8% | 1.10 | -0.03 | -3.0% | 56.0% |
| Other Non Latino | 1.10 | -0.06 | -5.2% | -1099.0% | 1.10 | 0.01 | 0.7% | -12.4% |
| Other Groups | 1.24 | 0.07 | 6.0% | 1441.8% | 1.24 | 0.06 | 4.8% | -101.5% |
| <u>TotalPopulation</u> | 1.06 | 0.01 | 0.5% | | 1.06 | -0.06 | -5.5% | |
| White Alone | 1.11 | 0.04 | 4.0% | 855.2% | 1.11 | -0.01 | -0.7% | 13.5% |
| Black Alone | 1.06 | -0.05 | -4.9% | -999.0% | 1.06 | -0.09 | -8.9% | 162.2% |
| Asian and Pacific Islander Alone | 1.16 | -0.06 | -5.0% | -1124.2% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.22 | -27.0% | -4341.3% | 0.83 | 0.24 | 28.5% | -407.2% |
| All Other Races Alone | 0.76 | -0.18 | -23.0% | -3385.5% | 0.76 | 0.06 | 7.8% | -101.5% |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|-------|---------|
| <u>TotalPopulation</u> | 1.06 | 0.01 | 0.5% | | 1.06 | -0.06 | -5.5% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.02 | -2.2% | 96.8% | 1.02 | 0.04 | 4.0% | -68.2% |
| Other Non Latino | 1.10 | -0.05 | -4.4% | 210.8% | 1.10 | 0.16 | 15.0% | -273.5% |
| Other Groups | 1.11 | 0.01 | 0.9% | -42.5% | 1.11 | 0.07 | 6.4% | -118.5% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -2.2% | | 1.06 | -0.06 | -5.7% | |
| White Non Latino | 1.02 | -0.02 | -2.2% | 96.8% | 1.02 | 0.04 | 4.0% | -68.2% |
| Hispanic | 1.10 | 0.00 | 0.2% | -10.2% | 1.10 | -0.03 | -2.6% | 47.7% |
| Other Non Latino | 1.10 | -0.05 | -4.4% | 210.8% | 1.10 | 0.16 | 15.0% | -273.5% |
| Other Groups | 1.24 | 0.04 | 3.5% | -189.8% | 1.24 | 0.07 | 5.7% | -118.5% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -2.2% | | 1.06 | -0.06 | -5.7% | |
| White Alone | 1.11 | -0.01 | -0.8% | 37.9% | 1.11 | -0.01 | -1.2% | 21.4% |
| Black Alone | 1.06 | 0.05 | 5.0% | -228.1% | 1.06 | -0.06 | -6.1% | 107.8% |
| Asian and Pacific Islander Alone | 1.16 | -0.21 | -17.8% | 893.0% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.36 | -43.1% | 1552.3% | 0.83 | 0.54 | 65.2% | -903.0% |
| All Other Races Alone | 0.76 | -0.08 | -10.3% | 340.3% | 0.76 | 0.07 | 9.3% | -118.5% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -2.2% | | 1.06 | -0.06 | -5.7% | |

Table 6A.9B Poor MA: LRT.

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|----------------|---------------|---------------------------|-------------------------------|--|-----------------------|----------------------|---------------------------|-------------------------------|
| Demographic | Transit Region | Distance Band | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 29669 | 3 | 0.01% | | Station Area (sq.mi.) | 29669 | 3 | 0.01% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | |

| | | | | | |
|---|--------|---------|---|--------|---------|
| White Non Latino | -0.8% | -107.2% | White Non Latino | -0.8% | - |
| Other Non Latino | -3.3% | -489.9% | Other Non Latino | -3.3% | 107.2% |
| Other Groups | 12.7% | 1885.7% | Other Groups | 12.7% | 1885.7% |
| <u>TotalPopulation</u> | 0.7% | 0.0% | <u>TotalPopulation</u> | 0.7% | 0.0% |
| White Non Latino | -0.8% | -107.2% | White Non Latino | -0.8% | - |
| Hispanic | 10.8% | 1591.2% | Hispanic | 10.8% | 107.2% |
| Other Non Latino | -3.3% | -489.9% | Other Non Latino | -3.3% | 1591.2% |
| Other Groups | 19.5% | 3233.5% | Other Groups | 19.5% | - |
| <u>TotalPopulation</u> | 0.7% | 0.0% | <u>TotalPopulation</u> | 0.7% | 489.9% |
| White Alone | 3.7% | 549.1% | White Alone | 3.7% | 3233.5% |
| Black Alone | -8.9% | 1253.0% | Black Alone | -8.9% | 549.1% |
| Asian and Pacific Islander Alone | 7.6% | 1174.2% | Asian and Pacific Islander Alone | 7.6% | - |
| Native American Alone | 6.4% | 713.0% | Native American Alone | 6.4% | 1253.0% |
| All Other Races Alone | -22.9% | 2339.7% | All Other Races Alone | -22.9% | 1174.2% |
| <u>TotalPopulation</u> | 0.7% | 0.0% | <u>TotalPopulation</u> | 0.7% | 713.0% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | <i>Spatial Share--0.25 Mile Distance Band Cumulative</i> | | 2339.7% |
| Station Area (sq.mi.) | 29669 | 19 | Station Area (sq.mi.) | 29669 | 22 |
| | | 0.1% | | | 0.1% |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | <i>Demographic Change--0.25 Mile Distance Band Cumulative</i> | | |
| White Non Latino | -2.4% | -156.5% | White Non Latino | 1.3% | -27.7% |
| Other Non Latino | -0.4% | -28.6% | Other Non Latino | 83.9% | - |
| Other Groups | 17.2% | 1222.2% | Other Groups | 13.1% | 1986.7% |
| <u>TotalPopulation</u> | 1.5% | 0.0% | <u>TotalPopulation</u> | -4.4% | 314.9% |
| White Non Latino | -2.4% | -156.5% | White Non Latino | 1.3% | -27.7% |
| Hispanic | 13.3% | 937.8% | Hispanic | 7.0% | - |
| Other Non Latino | -0.4% | -28.6% | Other Non Latino | 83.9% | 166.8% |
| | | | | | - |
| | | | | | 1986.7% |
| | | | | | % |

| | | | | | | | |
|--|--------|---------|------|--|-------|--------|--------|
| Other Groups | 35.3% | 2806.9 | % | Other Groups | 11.8% | - | 314.9% |
| <u>TotalPopulation</u> | 1.5% | 0.0% | | <u>TotalPopulation</u> | -4.4% | 0.0% | |
| | | - | | | | | |
| White Alone | -69.5% | 4922.8 | % | White Alone | -1.7% | 39.6% | |
| Black Alone | -2.6% | -173.8% | | Black Alone | -7.8% | 177.4% | |
| Asian and Pacific Islander Alone | 3.3% | 248.1% | | Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| | | - | | | | | |
| Native American Alone | -42.8% | 2285.0 | % | Native American Alone | 123.0 | 2207.6 | % |
| All Other Races Alone | 819.7 | 40120.8 | % | All Other Races Alone | 19.1% | 314.9% | |
| <u>TotalPopulation</u> | 1.5% | 0.0% | | <u>TotalPopulation</u> | -4.4% | 0.0% | |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | | |
| Station Area (sq.mi.) | 29669 | 20 | 0.1% | Station Area (sq.mi.) | 29669 | 42 | 0.1% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 1.8% | -43.8% | | White Non Latino | 1.8% | -43.8% | |
| Other Non Latino | 17.5% | -456.3% | | Other Non Latino | 17.5% | 456.3% | |
| Other Groups | 12.4% | -329.0% | | Other Groups | 12.4% | 329.0% | |
| <u>TotalPopulation</u> | -4.0% | 0.0% | | <u>TotalPopulation</u> | -4.0% | 0.0% | |
| White Non Latino | 1.8% | -43.8% | | White Non Latino | 1.8% | -43.8% | |
| Hispanic | 5.1% | -132.5% | | Hispanic | 5.1% | 132.5% | |
| Other Non Latino | 17.5% | -456.3% | | Other Non Latino | 17.5% | 456.3% | |
| Other Groups | 11.1% | -329.0% | | Other Groups | 11.1% | 329.0% | |
| <u>TotalPopulation</u> | -4.0% | 0.0% | | <u>TotalPopulation</u> | -4.0% | 0.0% | |
| White Alone | -1.8% | 47.1% | | White Alone | -1.8% | 47.1% | |
| Black Alone | -7.7% | 193.5% | | Black Alone | -7.7% | 193.5% | |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | | Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| | | - | | | | | |
| Native American Alone | 77.6% | 1537.2 | % | Native American Alone | 77.6% | 1537.2 | % |
| All Other Races Alone | 18.1% | -329.0% | | All Other Races Alone | 18.1% | 329.0% | |
| <u>TotalPopulation</u> | -4.0% | 0.0% | | <u>TotalPopulation</u> | -4.0% | 0.0% | |

| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | |
|---|--------|---------|-------|
| Station Area (sq.mi.) | 29669 | 5 | 0.02% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | |
| White Non Latino | 0.1% | -2.5% | |
| Other Non Latino | -13.1% | 274.7% | |
| Other Groups | -13.5% | 287.6% | |
| <u>Total Population</u> | -4.9% | 0.0% | |
| White Non Latino | 0.1% | -2.5% | |
| Hispanic | -19.0% | 399.0% | |
| Other Non Latino | -13.1% | 274.7% | |
| Other Groups | 12.2% | -290.8% | |
| <u>Total Population</u> | -4.9% | 0.0% | |
| White Alone | 0.3% | -5.8% | |
| Black Alone | -22.3% | 452.4% | |
| Asian and Pacific Islander Alone | -2.7% | 59.9% | |
| Native American Alone | -62.4% | 993.6% | |
| All Other Races Alone | -31.8% | 464.5% | |
| <u>Total Population</u> | -4.9% | 0.0% | |

| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | |
|---|-------|---------|------|
| Station Area (sq.mi.) | 29669 | 8 | 0.0% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | |
| White Non Latino | 2.2% | 426.7% | |
| Other Non Latino | -5.2% | 1099.0% | |
| Other Groups | 0.5% | 116.0% | |
| <u>Total Population</u> | 0.5% | 0.0% | |
| White Non Latino | 2.2% | 426.7% | |
| Hispanic | -0.6% | -134.8% | |

| <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | | |
|---|-------|--------|------|
| Station Area (sq.mi.) | 29669 | 46 | 0.2% |
| <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 3.5% | -62.4% | |
| Other Non Latino | 8.8% | 170.0% | |
| Other Groups | 6.0% | 117.1% | |
| <u>Total Population</u> | -5.4% | 0.0% | |
| White Non Latino | 3.5% | -62.4% | |
| Hispanic | -0.7% | 13.2% | |
| Other Non Latino | 8.8% | 170.0% | |
| Other Groups | 5.4% | 117.1% | |
| <u>Total Population</u> | -5.4% | 0.0% | |
| White Alone | -1.1% | 21.4% | |
| Black Alone | -9.5% | 176.7% | |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| Native American Alone | 49.2% | 720.0% | |
| All Other Races Alone | 8.7% | 117.1% | |
| <u>Total Population</u> | -5.4% | 0.0% | |

| <i>Spatial Share--0.75 Mile Distance Band Cumulative</i> | | | |
|---|-------|--------|------|
| Station Area (sq.mi.) | 29669 | 55 | 0.2% |
| <i>Demographic Change--0.75 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 4.4% | -76.3% | |
| Other Non Latino | 0.7% | -12.4% | |
| Other Groups | 5.3% | 101.5% | |
| <u>Total Population</u> | -5.5% | 0.0% | |
| White Non Latino | 4.4% | -76.3% | |
| Hispanic | -3.0% | 56.0% | |

| | | | | | | | | | |
|---|--------|-------|---------|------|--|---|-------|-------|--------|
| | | | - | | | | | | |
| Other Non Latino | | | 1099.0 | | | Other Non Latino | | 0.7% | -12.4% |
| | -5.2% | | % | | | | | | |
| | | | 1441.8 | | | | | | |
| Other Groups | | | % | | | Other Groups | | 4.8% | 101.5% |
| <u>TotalPopulation</u> | 6.0% | | | | | <u>TotalPopulation</u> | | -5.5% | 0.0% |
| White Alone | 0.5% | | 0.0% | | | White Alone | | -0.7% | 13.5% |
| Black Alone | 4.0% | | 855.2% | | | Black Alone | | -8.9% | 162.2% |
| | -4.9% | | -999.0% | | | | | | |
| | | | - | | | | | | |
| Asian and Pacific Islander Alone | | | 1124.2 | | | Asian and Pacific Islander Alone | | 0.0% | 0.0% |
| | -5.0% | | % | | | | | | |
| | | | - | | | | | | |
| Native American Alone | | | 4341.3 | | | Native American Alone | | 28.5% | 407.2% |
| | -27.0% | | % | | | | | | |
| | | | - | | | | | | |
| | | | 3385.5 | | | | | | |
| All Other Races Alone | | | % | | | All Other Races Alone | | 7.8% | 101.5% |
| <u>TotalPopulation</u> | -23.0% | | | | | <u>TotalPopulation</u> | | -5.5% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | 0.5% | | 0.0% | | | <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | | |
| Station Area (sq.mi.) | | 29669 | 48 | 0.2% | | Station Area (sq.mi.) | 29669 | 103 | 0.3% |
| | | | | | | <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | | | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | | | | | | White Non Latino | | 4.0% | -68.2% |
| | -2.2% | | 96.8% | | | | | | |
| | | | | | | | | | |
| Other Non Latino | | | 210.8% | | | Other Non Latino | | 15.0% | 273.5% |
| | -4.4% | | | | | | | | |
| | | | | | | | | | |
| Other Groups | | | -42.5% | | | Other Groups | | 6.4% | 118.5% |
| <u>TotalPopulation</u> | 0.9% | | | | | <u>TotalPopulation</u> | | -5.7% | 0.0% |
| White Non Latino | -2.2% | | 96.8% | | | White Non Latino | | 4.0% | -68.2% |
| Hispanic | 0.2% | | -10.2% | | | Hispanic | | -2.6% | 47.7% |
| | | | | | | | | | |
| Other Non Latino | | | 210.8% | | | Other Non Latino | | 15.0% | 273.5% |
| | -4.4% | | | | | | | | |
| | | | | | | | | | |
| Other Groups | | | -189.8% | | | Other Groups | | 5.7% | 118.5% |
| <u>TotalPopulation</u> | 3.5% | | | | | <u>TotalPopulation</u> | | -5.7% | 0.0% |
| White Alone | -2.2% | | 0.0% | | | White Alone | | -1.2% | 21.4% |
| Black Alone | -0.8% | | 37.9% | | | Black Alone | | -6.1% | 107.8% |
| Asian and Pacific Islander Alone | 5.0% | | -228.1% | | | Asian and Pacific Islander Alone | | 0.0% | 0.0% |
| | -17.8% | | 893.0% | | | | | | |
| | | | 1552.3 | | | | | | |
| Native American Alone | | | % | | | Native American Alone | | 65.2% | 903.0% |
| | -43.1% | | | | | | | | |
| | | | | | | | | | |
| All Other Races Alone | | | 340.3% | | | All Other Races Alone | | 9.3% | 118.5% |
| <u>TotalPopulation</u> | -10.3% | | | | | <u>TotalPopulation</u> | | -5.7% | 0.0% |
| | -2.2% | | 0.0% | | | | | | |

Table 6A.10A Low MA: LRT.

| Transit Region LQ of Demographic Change | Incremental Analysis | | | | Cumulative Analysis | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.07 | 6.9% | 109.7% | 1.02 | 0.07 | 6.9% | 109.7% |
| Other Non Latino | 1.10 | 0.07 | 6.5% | 111.9% | 1.10 | 0.07 | 6.5% | 111.9% |
| Other Groups | 1.11 | 0.04 | 3.9% | 68.4% | 1.11 | 0.04 | 3.9% | 68.4% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 6.0% | | 1.06 | 0.06 | 6.0% | |
| White Non Latino | 1.02 | 0.07 | 6.9% | 109.7% | 1.02 | 0.07 | 6.9% | 109.7% |
| Hispanic | 1.10 | 0.02 | 2.0% | 34.2% | 1.10 | 0.02 | 2.0% | 34.2% |
| Other Non Latino | 1.10 | 0.07 | 6.5% | 111.9% | 1.10 | 0.07 | 6.5% | 111.9% |
| Other Groups | 1.24 | 0.22 | 17.9% | 347.4% | 1.24 | 0.22 | 17.9% | 347.4% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 6.0% | | 1.06 | 0.06 | 6.0% | |
| White Alone | 1.11 | 0.12 | 10.7% | 184.7% | 1.11 | 0.12 | 10.7% | 184.7% |
| Black Alone | 1.06 | -0.03 | -3.0% | -49.9% | 1.06 | -0.03 | -3.0% | -49.9% |
| Asian and Pacific Islander Alone | 1.16 | 0.20 | 17.4% | 315.0% | 1.16 | 0.20 | 17.4% | 315.0% |
| Native American Alone | 0.83 | -0.20 | -23.7% | -308.1% | 0.83 | -0.20 | -23.7% | -308.1% |
| All Other Races Alone | 0.76 | -0.19 | -24.2% | -289.0% | 0.76 | -0.19 | -24.2% | -289.0% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 6.0% | | 1.06 | 0.06 | 6.0% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.07 | 7.0% | 118.8% | 1.02 | 0.04 | 4.3% | 1155.2% |
| Other Non Latino | 1.10 | 0.04 | 3.3% | 60.1% | 1.10 | -0.21 | -18.9% | -5476.2% |
| Other Groups | 1.11 | 0.06 | 5.8% | 106.5% | 1.11 | 0.11 | 9.9% | 2909.0% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.7% | | 1.06 | 0.00 | 0.4% | |
| White Non Latino | 1.02 | 0.07 | 7.0% | 118.8% | 1.02 | 0.04 | 4.3% | 1155.2% |
| Hispanic | 1.10 | 0.04 | 3.7% | 68.0% | 1.10 | -0.07 | -6.3% | -1822.4% |
| Other Non Latino | 1.10 | 0.04 | 3.3% | 60.1% | 1.10 | -0.21 | -18.9% | -5476.2% |
| Other Groups | 1.24 | 0.26 | 20.7% | 425.2% | 1.24 | 0.11 | 8.9% | 2909.0% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.7% | | 1.06 | 0.00 | 0.4% | |
| White Alone | 1.11 | -0.61 | -55.3% | -1011.8% | 1.11 | 0.01 | 0.9% | 264.5% |
| Black Alone | 1.06 | -0.03 | -2.8% | -48.7% | 1.06 | -0.09 | -8.4% | -2343.3% |
| Asian and Pacific Islander Alone | 1.16 | 0.11 | 9.7% | 186.8% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.34 | -40.6% | -560.3% | 0.83 | 0.59 | 70.9% | 15569.9% |
| All Other Races Alone | 0.76 | 3.01 | 393.6% | 4981.2% | 0.76 | 0.11 | 14.4% | 2909.0% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.7% | | 1.06 | 0.00 | 0.4% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|--------|----------|
| White Non Latino | 1.02 | -0.02 | -2.3% | 88.6% | 1.02 | 0.04 | 4.1% | -258.9% |
| Other Non Latino | 1.10 | -0.07 | -6.6% | 266.8% | 1.10 | -0.25 | -23.2% | 1562.9% |
| Other Groups | 1.11 | 0.00 | 0.3% | -12.6% | 1.11 | 0.11 | 9.9% | -678.3% |
| <u>TotalPopulation</u> | 1.06 | -0.03 | -2.5% | | 1.06 | -0.02 | -1.5% | |
| White Non Latino | 1.02 | -0.02 | -2.3% | 88.6% | 1.02 | 0.04 | 4.1% | -258.9% |
| Hispanic | 1.10 | -0.01 | -0.6% | 24.5% | 1.10 | -0.06 | -5.2% | 352.9% |
| Other Non Latino | 1.10 | -0.07 | -6.6% | 266.8% | 1.10 | -0.25 | -23.2% | 1562.9% |
| Other Groups | 1.24 | 0.09 | 7.0% | -323.5% | 1.24 | 0.11 | 8.9% | -678.3% |
| <u>TotalPopulation</u> | 1.06 | -0.03 | -2.5% | | 1.06 | -0.02 | -1.5% | |
| White Alone | 1.11 | 0.04 | 3.3% | -134.2% | 1.11 | 0.01 | 1.1% | -72.1% |
| Black Alone | 1.06 | -0.16 | -14.9% | 585.6% | 1.06 | -0.10 | -9.3% | 602.6% |
| Asian and Pacific Islander Alone | 1.16 | 0.05 | 4.1% | -177.0% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.27 | -32.5% | 1004.3% | 0.83 | 0.51 | 61.1% | -3123.2% |
| All Other Races Alone | 0.76 | -0.23 | -29.9% | 848.1% | 0.76 | 0.11 | 14.5% | -678.3% |
| <u>TotalPopulation</u> | 1.06 | -0.03 | -2.5% | | 1.06 | -0.02 | -1.5% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.08 | 7.7% | 164.4% | 1.02 | 0.05 | 4.5% | -300.0% |
| Other Non Latino | 1.10 | 0.01 | 0.5% | 11.7% | 1.10 | -0.21 | -18.8% | 1346.9% |
| Other Groups | 1.11 | 0.03 | 2.9% | 67.3% | 1.11 | 0.10 | 8.9% | -641.7% |
| <u>TotalPopulation</u> | 1.06 | 0.05 | 4.5% | | 1.06 | -0.02 | -1.4% | |
| White Non Latino | 1.02 | 0.08 | 7.7% | 164.4% | 1.02 | 0.05 | 4.5% | -300.0% |
| Hispanic | 1.10 | 0.00 | 0.1% | 1.5% | 1.10 | -0.06 | -5.6% | 400.2% |
| Other Non Latino | 1.10 | 0.01 | 0.5% | 11.7% | 1.10 | -0.21 | -18.8% | 1346.9% |
| Other Groups | 1.24 | 0.36 | 29.0% | 752.3% | 1.24 | 0.10 | 7.9% | -641.7% |
| <u>TotalPopulation</u> | 1.06 | 0.05 | 4.5% | | 1.06 | -0.02 | -1.4% | |
| White Alone | 1.11 | 0.14 | 12.5% | 288.1% | 1.11 | 0.02 | 1.5% | -106.7% |
| Black Alone | 1.06 | -0.06 | -5.8% | -128.8% | 1.06 | -0.10 | -9.4% | 646.8% |
| Asian and Pacific Islander Alone | 1.16 | 0.12 | 10.4% | 253.2% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.05 | -6.1% | -106.0% | 0.83 | 0.55 | 65.9% | -3574.4% |
| All Other Races Alone | 0.76 | -0.23 | -29.5% | -471.8% | 0.76 | 0.10 | 12.9% | -641.7% |
| <u>TotalPopulation</u> | 1.06 | 0.05 | 4.5% | | 1.06 | -0.02 | -1.4% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.05 | 4.7% | 101.2% | 1.02 | 0.04 | 4.3% | -382.2% |
| Other Non Latino | 1.10 | 0.05 | 4.9% | 113.5% | 1.10 | -0.25 | -22.6% | 2145.1% |
| Other Groups | 1.11 | 0.04 | 3.6% | 83.9% | 1.11 | 0.08 | 7.6% | -734.0% |
| <u>TotalPopulation</u> | 1.06 | 0.05 | 4.5% | | 1.06 | -0.01 | -1.1% | |
| White Non Latino | 1.02 | 0.05 | 4.7% | 101.2% | 1.02 | 0.04 | 4.3% | -382.2% |
| Hispanic | 1.10 | 0.01 | 1.1% | 24.5% | 1.10 | -0.07 | -6.1% | 577.2% |
| Other Non Latino | 1.10 | 0.05 | 4.9% | 113.5% | 1.10 | -0.25 | -22.6% | 2145.1% |
| Other Groups | 1.24 | 0.30 | 23.8% | 625.3% | 1.24 | 0.08 | 6.8% | -734.0% |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|--------|----------|
| <u>TotalPopulation</u> | 1.06 | 0.05 | 4.5% | | 1.06 | -0.01 | -1.1% | |
| White Alone | 1.11 | 0.09 | 8.5% | 198.7% | 1.11 | 0.01 | 1.3% | -123.4% |
| Black Alone | 1.06 | -0.02 | -1.7% | -37.7% | 1.06 | -0.08 | -7.8% | 712.0% |
| Asian and Pacific Islander Alone | 1.16 | 0.16 | 13.8% | 337.7% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.24 | -28.6% | -504.8% | 0.83 | 0.59 | 70.3% | -5059.7% |
| All Other Races Alone | 0.76 | -0.16 | -20.7% | -335.9% | 0.76 | 0.08 | 11.1% | -734.0% |
| <u>TotalPopulation</u> | 1.06 | 0.05 | 4.5% | | 1.06 | -0.01 | -1.1% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.03 | 2.8% | 61.1% | 1.02 | 0.04 | 3.8% | -333.1% |
| Other Non Latino | 1.10 | 0.04 | 3.5% | 82.7% | 1.10 | -0.16 | -14.1% | 1349.6% |
| Other Groups | 1.11 | 0.09 | 8.3% | 195.6% | 1.11 | 0.07 | 6.1% | -592.4% |
| <u>TotalPopulation</u> | 1.06 | 0.05 | 4.5% | | 1.06 | -0.01 | -1.1% | |
| White Non Latino | 1.02 | 0.03 | 2.8% | 61.1% | 1.02 | 0.04 | 3.8% | -333.1% |
| Hispanic | 1.10 | 0.06 | 5.5% | 127.2% | 1.10 | -0.06 | -5.1% | 483.4% |
| Other Non Latino | 1.10 | 0.04 | 3.5% | 82.7% | 1.10 | -0.16 | -14.1% | 1349.6% |
| Other Groups | 1.24 | 0.39 | 31.0% | 817.5% | 1.24 | 0.07 | 5.5% | -592.4% |
| <u>TotalPopulation</u> | 1.06 | 0.05 | 4.5% | | 1.06 | -0.01 | -1.1% | |
| White Alone | 1.11 | 0.12 | 10.4% | 244.3% | 1.11 | 0.01 | 1.2% | -119.8% |
| Black Alone | 1.06 | -0.01 | -0.7% | -16.4% | 1.06 | -0.08 | -7.4% | 682.5% |
| Asian and Pacific Islander Alone | 1.16 | 0.14 | 12.2% | 300.7% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.31 | -37.0% | -653.4% | 0.83 | 0.49 | 58.5% | -4234.0% |
| All Other Races Alone | 0.76 | -0.24 | -31.3% | -507.8% | 0.76 | 0.07 | 8.9% | -592.4% |
| <u>TotalPopulation</u> | 1.06 | 0.05 | 4.5% | | 1.06 | -0.01 | -1.1% | |

Table 6A.10B Low MA: LRT.

| Incremental Analysis | | | | Cumulative Analysis | | | | | |
|--|-----------------------|----------------------|---------------------------|---|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| Demographic | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 29669 | 45 | 0.2% | | Station Area (sq.mi.) | 29669 | 45 | 0.2% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | |
| White Non Latino | | | 6.9% | 109.7% | White Non Latino | | | 6.9% | 109.7% |
| Other Non Latino | | | 6.5% | 111.9% | Other Non Latino | | | 6.5% | 111.9% |
| Other Groups | | | 3.9% | 68.4% | Other Groups | | | 3.9% | 68.4% |
| <u>Total Population</u> | | | 6.0% | 0.0% | <u>Total Population</u> | | | 6.0% | 0.0% |
| White Non Latino | | | 6.9% | 109.7% | White Non Latino | | | 6.9% | 109.7% |
| Hispanic | | | 2.0% | 34.2% | Hispanic | | | 2.0% | 34.2% |
| Other Non Latino | | | 6.5% | 111.9% | Other Non Latino | | | 6.5% | 111.9% |
| Other Groups | | | 17.9% | 347.4% | Other Groups | | | 17.9% | 347.4% |
| <u>Total Population</u> | | | 6.0% | 0.0% | <u>Total Population</u> | | | 6.0% | 0.0% |
| White Alone | | | 10.7% | 184.7% | White Alone | | | 10.7% | 184.7% |
| Black Alone | | | -3.0% | -49.9% | Black Alone | | | -3.0% | -49.9% |
| Asian and Pacific Islander Alone | | | 17.4% | 315.0% | Asian and Pacific Islander Alone | | | 17.4% | 315.0% |
| Native American Alone | | | -23.7% | 308.1% | Native American Alone | | | -23.7% | -308.1% |
| All Other Races Alone | | | -24.2% | 289.0% | All Other Races Alone | | | -24.2% | -289.0% |
| <u>Total Population</u> | | | 6.0% | 0.0% | <u>Total Population</u> | | | 6.0% | 0.0% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.25 Mile Distance Band Cumulative</i> | | | | | |
| Station Area (sq.mi.) | 29669 | 9 | 0.02% | | Station Area (sq.mi.) | 29669 | 55 | 0.2% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.25 Mile Distance Band Cumulative</i> | | | | | |
| White Non Latino | | | 7.0% | 118.8% | White Non Latino | | | 4.3% | 1155.2% |
| Other Non Latino | | | 3.3% | 60.1% | Other Non Latino | | | -18.9% | 5476.2% |
| Other Groups | | | 5.8% | 106.5% | Other Groups | | | 9.9% | 2909.0% |
| <u>Total Population</u> | | | 5.7% | 0.0% | <u>Total Population</u> | | | 0.4% | 0.0% |

| | | | | | |
|--|--------|---------|---|--|----------|
| White Non Latino | 7.0% | 118.8% | White Non Latino | 4.3% | 1155.2% |
| Hispanic | 3.7% | 68.0% | Hispanic | -6.3% | 1822.4% |
| Other Non Latino | 3.3% | 60.1% | Other Non Latino | -18.9% | 5476.2% |
| Other Groups | 20.7% | 425.2% | Other Groups | 8.9% | 2909.0% |
| <u>TotalPopulation</u> | 5.7% | 0.0% | <u>TotalPopulation</u> | 0.4% | 0.0% |
| White Alone | -55.3% | 1011.8% | White Alone | 0.9% | 264.5% |
| Black Alone | -2.8% | -48.7% | Black Alone | -8.4% | 2343.3% |
| Asian and Pacific Islander Alone | 9.7% | 186.8% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -40.6% | 560.3% | Native American Alone | 70.9% | 15569.9% |
| All Other Races Alone | 393.6% | 4981.2% | All Other Races Alone | 14.4% | 2909.0% |
| <u>TotalPopulation</u> | 5.7% | 0.0% | <u>TotalPopulation</u> | 0.4% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 29669 | 14 | 0.02% | Station Area (sq.mi.) | 29669 |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | 68 |
| White Non Latino | 4.1% | 258.9% | White Non Latino | 4.1% | -258.9% |
| Other Non Latino | -23.2% | 1562.9% | Other Non Latino | -23.2% | 1562.9% |
| Other Groups | 9.9% | 678.3% | Other Groups | 9.9% | -678.3% |
| <u>TotalPopulation</u> | -1.5% | 0.0% | <u>TotalPopulation</u> | -1.5% | 0.0% |
| White Non Latino | 4.1% | 258.9% | White Non Latino | 4.1% | -258.9% |
| Hispanic | -5.2% | 352.9% | Hispanic | -5.2% | 352.9% |
| Other Non Latino | -23.2% | 1562.9% | Other Non Latino | -23.2% | 1562.9% |
| Other Groups | 8.9% | 678.3% | Other Groups | 8.9% | -678.3% |
| <u>TotalPopulation</u> | -1.5% | 0.0% | <u>TotalPopulation</u> | -1.5% | 0.0% |
| White Alone | 1.1% | -72.1% | White Alone | 1.1% | -72.1% |
| Black Alone | -9.3% | 602.6% | Black Alone | -9.3% | 602.6% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% |

| | | | | | | | | | |
|---|--------|--------|--------|----------------------------------|--------|---------|------|--|--------|
| | | | - | | | | | | |
| | | | 3123.2 | | | | | | 3123.2 |
| Native American Alone | 61.1% | % | | Native American Alone | 61.1% | % | | | |
| | | | - | | | | | | |
| All Other Races Alone | 14.5% | 678.3% | | All Other Races Alone | 14.5% | -678.3% | | | |
| <u>TotalPopulation</u> | -1.5% | 0.0% | | <u>TotalPopulation</u> | -1.5% | 0.0% | | | |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | | | |
| Station Area | | | | Station Area | | | | | |
| (sq.mi.) | 29669 | 69 | 0.23% | (sq.mi.) | 29669 | 137 | 0.5% | | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | | | |
| White Non Latino | 7.7% | 164.4% | | White Non Latino | 4.5% | -300.0% | | | |
| | | | | | | 1346.9 | | | |
| Other Non Latino | 0.5% | 11.7% | | Other Non Latino | -18.8% | % | | | |
| Other Groups | 2.9% | 67.3% | | Other Groups | 8.9% | -641.7% | | | |
| <u>TotalPopulation</u> | 4.5% | 0.0% | | <u>TotalPopulation</u> | -1.4% | 0.0% | | | |
| White Non Latino | 7.7% | 164.4% | | White Non Latino | 4.5% | -300.0% | | | |
| Hispanic | 0.1% | 1.5% | | Hispanic | -5.6% | 400.2% | | | |
| | | | | | | 1346.9 | | | |
| Other Non Latino | 0.5% | 11.7% | | Other Non Latino | -18.8% | % | | | |
| Other Groups | 29.0% | 752.3% | | Other Groups | 7.9% | -641.7% | | | |
| <u>TotalPopulation</u> | 4.5% | 0.0% | | <u>TotalPopulation</u> | -1.4% | 0.0% | | | |
| White Alone | 12.5% | 288.1% | | White Alone | 1.5% | -106.7% | | | |
| | | | | | | | | | |
| Black Alone | -5.8% | 128.8% | | Black Alone | -9.4% | 646.8% | | | |
| Asian and Pacific Islander Alone | 10.4% | 253.2% | | Asian and Pacific Islander Alone | 0.0% | 0.0% | | | |
| | | | | | | | | | |
| | | | - | | | | | | 3574.4 |
| Native American Alone | -6.1% | 106.0% | | Native American Alone | 65.9% | % | | | |
| | | | | | | | | | |
| All Other Races Alone | -29.5% | 471.8% | | All Other Races Alone | 12.9% | -641.7% | | | |
| <u>TotalPopulation</u> | 4.5% | 0.0% | | <u>TotalPopulation</u> | -1.4% | 0.0% | | | |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | | | |
| Station Area | | | | Station Area | | | | | |
| (sq.mi.) | 29669 | 56 | 0.2% | (sq.mi.) | 29669 | 193 | 0.7% | | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | | | |
| White Non Latino | 4.7% | 101.2% | | White Non Latino | 4.3% | -382.2% | | | |
| | | | | | | 2145.1 | | | |
| Other Non Latino | 4.9% | 113.5% | | Other Non Latino | -22.6% | % | | | |
| Other Groups | 3.6% | 83.9% | | Other Groups | 7.6% | -734.0% | | | |
| <u>TotalPopulation</u> | 4.5% | 0.0% | | <u>TotalPopulation</u> | -1.1% | 0.0% | | | |
| White Non Latino | 4.7% | 101.2% | | White Non Latino | 4.3% | -382.2% | | | |
| Hispanic | 1.1% | 24.5% | | Hispanic | -6.1% | 577.2% | | | |

| | | | | | |
|---|--------|--------|--|---|---------|
| Other Non Latino | 4.9% | 113.5% | Other Non Latino | -22.6% | 2145.1% |
| Other Groups | 23.8% | 625.3% | Other Groups | 6.8% | -734.0% |
| <u>TotalPopulation</u> | 4.5% | 0.0% | <u>TotalPopulation</u> | -1.1% | 0.0% |
| White Alone | 8.5% | 198.7% | White Alone | 1.3% | -123.4% |
| Black Alone | -1.7% | -37.7% | Black Alone | -7.8% | 712.0% |
| Asian and Pacific Islander Alone | 13.8% | 337.7% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | - | | | - |
| Native American Alone | -28.6% | 504.8% | Native American Alone | 70.3% | 5059.7% |
| | | - | | | - |
| All Other Races Alone | -20.7% | 335.9% | All Other Races Alone | 11.1% | -734.0% |
| <u>TotalPopulation</u> | 4.5% | 0.0% | <u>TotalPopulation</u> | -1.1% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 29669 | 10 | 0.02% | Station Area (sq.mi.) | 29669 |
| | | | | | 203 |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | |
| White Non Latino | 2.8% | 61.1% | White Non Latino | 3.8% | -333.1% |
| | | | | | 1349.6% |
| Other Non Latino | 3.5% | 82.7% | Other Non Latino | -14.1% | |
| Other Groups | 8.3% | 195.6% | Other Groups | 6.1% | -592.4% |
| <u>TotalPopulation</u> | 4.5% | 0.0% | <u>TotalPopulation</u> | -1.1% | 0.0% |
| White Non Latino | 2.8% | 61.1% | White Non Latino | 3.8% | -333.1% |
| Hispanic | 5.5% | 127.2% | Hispanic | -5.1% | 483.4% |
| | | | | | 1349.6% |
| Other Non Latino | 3.5% | 82.7% | Other Non Latino | -14.1% | |
| Other Groups | 31.0% | 817.5% | Other Groups | 5.5% | -592.4% |
| <u>TotalPopulation</u> | 4.5% | 0.0% | <u>TotalPopulation</u> | -1.1% | 0.0% |
| White Alone | 10.4% | 244.3% | White Alone | 1.2% | -119.8% |
| Black Alone | -0.7% | -16.4% | Black Alone | -7.4% | 682.5% |
| Asian and Pacific Islander Alone | 12.2% | 300.7% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | - | | | - |
| Native American Alone | -37.0% | 653.4% | Native American Alone | 58.5% | 4234.0% |
| | | - | | | - |
| All Other Races Alone | -31.3% | 507.8% | All Other Races Alone | 8.9% | -592.4% |
| <u>TotalPopulation</u> | 4.5% | 0.0% | <u>TotalPopulation</u> | -1.1% | 0.0% |

Table 6A.11A. Mod MA: LRT.

| Transit Region LQ of Demographic Change | Incremental Analysis | | | | Cumulative Analysis | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.08 | 7.9% | 86.8% | 1.02 | 0.08 | 7.9% | 86.8% |
| Other Non Latino | 1.10 | 0.11 | 9.8% | 116.0% | 1.10 | 0.11 | 9.8% | 116.0% |
| Other Groups | 1.11 | 0.10 | 8.7% | 104.2% | 1.11 | 0.10 | 8.7% | 104.2% |
| <u>Total Population</u> | 1.06 | 0.09 | 8.7% | | 1.06 | 0.09 | 8.7% | |
| White Non Latino | 1.02 | 0.08 | 7.9% | 86.8% | 1.02 | 0.08 | 7.9% | 86.8% |
| Hispanic | 1.10 | 0.08 | 7.1% | 84.4% | 1.10 | 0.08 | 7.1% | 84.4% |
| Other Non Latino | 1.10 | 0.11 | 9.8% | 116.0% | 1.10 | 0.11 | 9.8% | 116.0% |
| Other Groups | 1.24 | 0.28 | 22.3% | 299.4% | 1.24 | 0.28 | 22.3% | 299.4% |
| <u>Total Population</u> | 1.06 | 0.09 | 8.7% | | 1.06 | 0.09 | 8.7% | |
| White Alone | 1.11 | 0.18 | 16.6% | 197.9% | 1.11 | 0.18 | 16.6% | 197.9% |
| Black Alone | 1.06 | 0.05 | 5.1% | 58.0% | 1.06 | 0.05 | 5.1% | 58.0% |
| Asian and Pacific Islander Alone | 1.16 | 0.19 | 16.3% | 203.6% | 1.16 | 0.19 | 16.3% | 203.6% |
| Native American Alone | 0.83 | -0.21 | -25.2% | -226.2% | 0.83 | -0.21 | -25.2% | -226.2% |
| All Other Races Alone | 0.76 | -0.24 | -31.0% | -255.5% | 0.76 | -0.24 | -31.0% | -255.5% |
| <u>Total Population</u> | 1.06 | 0.09 | 8.7% | | 1.06 | 0.09 | 8.7% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.12 | 11.9% | 125.8% | 1.02 | 0.03 | 3.3% | 101.9% |
| Other Non Latino | 1.10 | 0.08 | 7.1% | 80.3% | 1.10 | 0.12 | 10.7% | 360.7% |
| Other Groups | 1.11 | 0.08 | 7.5% | 86.4% | 1.11 | -0.03 | -2.9% | -98.8% |
| <u>Total Population</u> | 1.06 | 0.10 | 9.1% | | 1.06 | 0.03 | 3.1% | |
| White Non Latino | 1.02 | 0.12 | 11.9% | 125.8% | 1.02 | 0.03 | 3.3% | 101.9% |
| Hispanic | 1.10 | 0.06 | 5.9% | 66.6% | 1.10 | -0.05 | -4.8% | -163.2% |
| Other Non Latino | 1.10 | 0.08 | 7.1% | 80.3% | 1.10 | 0.12 | 10.7% | 360.7% |
| Other Groups | 1.24 | 0.36 | 28.7% | 367.9% | 1.24 | -0.03 | -2.6% | -98.8% |
| <u>Total Population</u> | 1.06 | 0.10 | 9.1% | | 1.06 | 0.03 | 3.1% | |
| White Alone | 1.11 | -0.35 | -31.7% | -361.7% | 1.11 | 0.05 | 4.4% | 149.0% |
| Black Alone | 1.06 | 0.04 | 3.6% | 39.9% | 1.06 | -0.04 | -3.8% | -122.0% |
| Asian and Pacific Islander Alone | 1.16 | 0.11 | 9.2% | 110.8% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.27 | -32.8% | -282.5% | 0.83 | 0.01 | 1.0% | 24.3% |
| All Other Races Alone | 0.76 | 1.45 | 190.2% | 1503.1% | 0.76 | -0.03 | -4.2% | -98.8% |
| <u>Total Population</u> | 1.06 | 0.10 | 9.1% | | 1.06 | 0.03 | 3.1% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|-------|---------|
| White Non Latino | 1.02 | 0.05 | 5.2% | 95.5% | 1.02 | 0.03 | 3.3% | 132.8% |
| Other Non Latino | 1.10 | 0.06 | 5.1% | 100.6% | 1.10 | -0.04 | -4.0% | -176.6% |
| Other Groups | 1.11 | 0.06 | 5.3% | 105.4% | 1.11 | 0.00 | 0.2% | 10.7% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.3% | | 1.06 | 0.03 | 2.4% | |
| White Non Latino | 1.02 | 0.05 | 5.2% | 95.5% | 1.02 | 0.03 | 3.3% | 132.8% |
| Hispanic | 1.10 | 0.06 | 5.6% | 111.0% | 1.10 | -0.05 | -4.4% | -193.8% |
| Other Non Latino | 1.10 | 0.06 | 5.1% | 100.6% | 1.10 | -0.04 | -4.0% | -176.6% |
| Other Groups | 1.24 | 0.02 | 1.5% | 32.9% | 1.24 | 0.00 | 0.2% | 10.7% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.3% | | 1.06 | 0.03 | 2.4% | |
| White Alone | 1.11 | 0.15 | 13.9% | 276.6% | 1.11 | 0.05 | 4.4% | 192.1% |
| Black Alone | 1.06 | 0.01 | 0.8% | 15.7% | 1.06 | -0.04 | -3.9% | -162.7% |
| Asian and Pacific Islander Alone | 1.16 | 0.11 | 9.3% | 194.0% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.13 | -16.0% | -239.3% | 0.83 | -0.01 | -1.2% | -38.6% |
| All Other Races Alone | 0.76 | -0.24 | -31.2% | -428.4% | 0.76 | 0.00 | 0.4% | 10.7% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.3% | | 1.06 | 0.03 | 2.4% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.06 | 6.0% | 87.9% | 1.02 | 0.03 | 3.2% | 145.8% |
| Other Non Latino | 1.10 | 0.07 | 6.2% | 97.6% | 1.10 | 0.00 | 0.2% | 8.1% |
| Other Groups | 1.11 | 0.08 | 7.3% | 115.7% | 1.11 | 0.02 | 1.6% | 78.1% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.6% | | 1.06 | 0.02 | 2.1% | |
| White Non Latino | 1.02 | 0.06 | 6.0% | 87.9% | 1.02 | 0.03 | 3.2% | 145.8% |
| Hispanic | 1.10 | 0.07 | 6.6% | 102.9% | 1.10 | -0.05 | -4.2% | -205.7% |
| Other Non Latino | 1.10 | 0.07 | 6.2% | 97.6% | 1.10 | 0.00 | 0.2% | 8.1% |
| Other Groups | 1.24 | 0.19 | 15.7% | 277.0% | 1.24 | 0.02 | 1.4% | 78.1% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.6% | | 1.06 | 0.02 | 2.1% | |
| White Alone | 1.11 | 0.18 | 16.3% | 256.6% | 1.11 | 0.05 | 4.5% | 223.8% |
| Black Alone | 1.06 | 0.03 | 3.2% | 47.7% | 1.06 | -0.04 | -3.7% | -177.3% |
| Asian and Pacific Islander Alone | 1.16 | 0.11 | 9.7% | 160.1% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.32 | -38.6% | -457.5% | 0.83 | 0.13 | 15.8% | 592.3% |
| All Other Races Alone | 0.76 | -0.23 | -30.2% | -328.7% | 0.76 | 0.02 | 2.3% | 78.1% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.6% | | 1.06 | 0.02 | 2.1% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.05 | 4.7% | 77.2% | 1.02 | 0.03 | 2.9% | 185.7% |
| Other Non Latino | 1.10 | 0.13 | 11.9% | 211.6% | 1.10 | -0.03 | -3.1% | -213.5% |
| Other Groups | 1.11 | 0.03 | 3.1% | 56.2% | 1.11 | 0.02 | 1.4% | 93.7% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.8% | | 1.06 | 0.02 | 1.5% | |
| White Non Latino | 1.02 | 0.05 | 4.7% | 77.2% | 1.02 | 0.03 | 2.9% | 185.7% |
| Hispanic | 1.10 | 0.03 | 2.3% | 40.5% | 1.10 | -0.05 | -4.6% | -314.1% |
| Other Non Latino | 1.10 | 0.13 | 11.9% | 211.6% | 1.10 | -0.03 | -3.1% | -213.5% |
| Other Groups | 1.24 | 0.17 | 14.1% | 282.9% | 1.24 | 0.02 | 1.2% | 93.7% |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|-------|---------|
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.8% | | 1.06 | 0.02 | 1.5% | |
| White Alone | 1.11 | 0.15 | 13.4% | 239.8% | 1.11 | 0.05 | 4.7% | 320.1% |
| Black Alone | 1.06 | 0.10 | 9.0% | 154.7% | 1.06 | -0.03 | -2.8% | -181.5% |
| Asian and Pacific Islander Alone | 1.16 | 0.15 | 13.3% | 249.0% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | 0.00 | 0.3% | 3.6% | 0.83 | 0.09 | 11.0% | 569.7% |
| All Other Races Alone | 0.76 | -0.24 | -31.9% | -394.6% | 0.76 | 0.02 | 2.0% | 93.7% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.8% | | 1.06 | 0.02 | 1.5% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.03 | 2.5% | 43.3% | 1.02 | 0.03 | 2.5% | 150.0% |
| Other Non Latino | 1.10 | 0.07 | 6.7% | 124.3% | 1.10 | -0.01 | -1.2% | -77.5% |
| Other Groups | 1.11 | 0.09 | 8.2% | 154.1% | 1.11 | 0.04 | 3.3% | 220.0% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.6% | | 1.06 | 0.02 | 1.6% | |
| White Non Latino | 1.02 | 0.03 | 2.5% | 43.3% | 1.02 | 0.03 | 2.5% | 150.0% |
| Hispanic | 1.10 | 0.09 | 8.2% | 151.3% | 1.10 | -0.04 | -3.6% | -235.8% |
| Other Non Latino | 1.10 | 0.07 | 6.7% | 124.3% | 1.10 | -0.01 | -1.2% | -77.5% |
| Other Groups | 1.24 | 0.11 | 9.1% | 189.5% | 1.24 | 0.04 | 3.0% | 220.0% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.6% | | 1.06 | 0.02 | 1.6% | |
| White Alone | 1.11 | 0.16 | 14.1% | 262.5% | 1.11 | 0.05 | 4.7% | 307.3% |
| Black Alone | 1.06 | 0.00 | -0.3% | -5.0% | 1.06 | -0.04 | -3.7% | -230.6% |
| Asian and Pacific Islander Alone | 1.16 | 0.19 | 16.5% | 323.0% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.83 | -0.41 | -49.5% | -695.2% | 0.83 | 0.23 | 27.6% | 1357.6% |
| All Other Races Alone | 0.76 | -0.23 | -30.0% | -386.8% | 0.76 | 0.04 | 4.9% | 220.0% |
| <u>TotalPopulation</u> | 1.06 | 0.06 | 5.6% | | 1.06 | 0.02 | 1.6% | |

Table 6A.11B. Mod MA: LRT.

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|---------------------------------|--------------------------------|---------------------------|--------------------------------|---|---------------------------------|--------------------------------|---------------------------|--------------------------------|
| Demographic Share--Only Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Bands Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Bands Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 29669 | 18 | 0.1% | | Station Area (sq.mi.) | 29669 | 18 | 0.1% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | |
| White Non Latino | | | 7.9% | 86.8% 116.0 | White Non Latino | | | 7.9% | 86.8% 116.0 |
| Other Non Latino | | | 9.8% | % 104.2 | Other Non Latino | | | 9.8% | % 104.2 |
| Other Groups | | | 8.7% | % | Other Groups | | | 8.7% | % |
| <u>Total Population</u> | | | 8.7% | 0.0% | <u>Total Population</u> | | | 8.7% | 0.0% |
| White Non Latino | | | 7.9% | 86.8% | White Non Latino | | | 7.9% | 86.8% |
| Hispanic | | | 7.1% | 84.4% 116.0 | Hispanic | | | 7.1% | 84.4% 116.0 |
| Other Non Latino | | | 9.8% | % 299.4 | Other Non Latino | | | 9.8% | % 299.4 |
| Other Groups | | | 22.3% | % | Other Groups | | | 22.3% | % |
| <u>Total Population</u> | | | 8.7% | 0.0% 197.9 | <u>Total Population</u> | | | 8.7% | 0.0% 197.9 |
| White Alone | | | 16.6% | % | White Alone | | | 16.6% | % |
| Black Alone | | | 5.1% | 58.0% | Black Alone | | | 5.1% | 58.0% |
| Asian and Pacific Islander Alone | | | 16.3% | 203.6 | Asian and Pacific Islander Alone | | | 16.3% | 203.6 |
| | | | | - | | | | | - |
| Native American Alone | | | -25.2% | 226.2 | Native American Alone | | | -25.2% | 226.2 |
| | | | | - | | | | | - |
| All Other Races Alone | | | -31.0% | 255.5 | All Other Races Alone | | | -31.0% | 255.5 |
| <u>Total Population</u> | | | 8.7% | 0.0% | <u>Total Population</u> | | | 8.7% | 0.0% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.25 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 29669 | 80 | 0.3% | | Station Area (sq.mi.) | 29669 | 98 | 0.3% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | <i>Demographic Change--0.25 Mile Distance Band Cumulative</i> | | | | |
| White Non Latino | | | 11.9% | 125.8 | White Non Latino | | | 3.3% | 101.9 |
| | | | | % | | | | % | |

| | | | | | |
|--|--------|---------|--|-----------------------|--------|
| Other Non Latino | 7.1% | 80.3% | Other Non Latino | 10.7% | 360.7% |
| Other Groups | 7.5% | 86.4% | Other Groups | -2.9% | -98.8% |
| <u>TotalPopulation</u> | 9.1% | 0.0% | <u>TotalPopulation</u> | 3.1% | 0.0% |
| White Non Latino | 11.9% | 125.8% | White Non Latino | 3.3% | 101.9% |
| | | | | | - |
| Hispanic | 5.9% | 66.6% | Hispanic | -4.8% | 163.2% |
| Other Non Latino | 7.1% | 80.3% | Other Non Latino | 10.7% | 360.7% |
| Other Groups | 28.7% | 367.9% | Other Groups | -2.6% | -98.8% |
| <u>TotalPopulation</u> | 9.1% | 0.0% | <u>TotalPopulation</u> | 3.1% | 0.0% |
| | | - | | | 149.0% |
| White Alone | -31.7% | 361.7% | White Alone | 4.4% | - |
| | | | | | 122.0% |
| Black Alone | 3.6% | 39.9% | Black Alone | -3.8% | % |
| Asian and Pacific Islander Alone | 9.2% | 110.8% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | - | | | |
| Native American Alone | -32.8% | 282.5% | Native American Alone | 1.0% | 24.3% |
| All Other Races Alone | 190.2% | 1503.1% | All Other Races Alone | -4.2% | -98.8% |
| <u>TotalPopulation</u> | 9.1% | 0.0% | <u>TotalPopulation</u> | 3.1% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 29669 | 61 | 0.2% | Station Area (sq.mi.) | 29669 |
| | | | | | 159 |
| | | | | | 0.5% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 3.3% | 132.8% | White Non Latino | 3.3% | 132.8% |
| | | - | | | - |
| Other Non Latino | -4.0% | 176.6% | Other Non Latino | -4.0% | 176.6% |
| Other Groups | 0.2% | 10.7% | Other Groups | 0.2% | 10.7% |
| <u>TotalPopulation</u> | 2.4% | 0.0% | <u>TotalPopulation</u> | 2.4% | 0.0% |
| White Non Latino | 3.3% | 132.8% | White Non Latino | 3.3% | 132.8% |
| | | - | | | - |
| Hispanic | -4.4% | 193.8% | Hispanic | -4.4% | 193.8% |
| | | - | | | - |
| Other Non Latino | -4.0% | 176.6% | Other Non Latino | -4.0% | 176.6% |
| | | | | | % |

| | | | | | | | | | |
|---|-------|----|--------|--------|---|-------|-----|-------|--------|
| Other Groups | | | 0.2% | 10.7% | Other Groups | | | 0.2% | 10.7% |
| <u>TotalPopulation</u> | | | 2.4% | 0.0% | <u>TotalPopulation</u> | | | 2.4% | 0.0% |
| | | | | 192.1 | | | | | 192.1 |
| White Alone | | | 4.4% | % | White Alone | | | 4.4% | % |
| | | | | - | | | | | - |
| | | | | 162.7 | | | | | 162.7 |
| Black Alone | | | -3.9% | % | Black Alone | | | -3.9% | % |
| Asian and Pacific Islander Alone | | | 0.0% | 0.0% | Asian and Pacific Islander Alone | | | 0.0% | 0.0% |
| Native American Alone | | | -1.2% | -38.6% | Native American Alone | | | -1.2% | -38.6% |
| All Other Races Alone | | | 0.4% | 10.7% | All Other Races Alone | | | 0.4% | 10.7% |
| <u>TotalPopulation</u> | | | 2.4% | 0.0% | <u>TotalPopulation</u> | | | 2.4% | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 29669 | 10 | 0.03% | | Station Area (sq.mi.) | 29669 | 169 | 0.6% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | | | |
| White Non Latino | | | 6.0% | 87.9% | White Non Latino | | | 3.2% | 145.8 |
| Other Non Latino | | | 6.2% | 97.6% | Other Non Latino | | | 0.2% | 8.1% |
| | | | | 115.7 | | | | | |
| Other Groups | | | 7.3% | % | Other Groups | | | 1.6% | 78.1% |
| <u>TotalPopulation</u> | | | 6.6% | 0.0% | <u>TotalPopulation</u> | | | 2.1% | 0.0% |
| | | | | | | | | | 145.8 |
| White Non Latino | | | 6.0% | 87.9% | White Non Latino | | | 3.2% | % |
| | | | | 102.9 | | | | | 205.7 |
| Hispanic | | | 6.6% | % | Hispanic | | | -4.2% | % |
| Other Non Latino | | | 6.2% | 97.6% | Other Non Latino | | | 0.2% | 8.1% |
| | | | | 277.0 | | | | | |
| Other Groups | | | 15.7% | % | Other Groups | | | 1.4% | 78.1% |
| <u>TotalPopulation</u> | | | 6.6% | 0.0% | <u>TotalPopulation</u> | | | 2.1% | 0.0% |
| | | | | 256.6 | | | | | 223.8 |
| White Alone | | | 16.3% | % | White Alone | | | 4.5% | % |
| | | | | | | | | | - |
| | | | | | | | | | 177.3 |
| Black Alone | | | 3.2% | 47.7% | Black Alone | | | -3.7% | % |
| Asian and Pacific Islander Alone | | | 9.7% | 160.1 | Asian and Pacific Islander Alone | | | 0.0% | 0.0% |
| | | | | - | | | | | |
| | | | | 457.5 | | | | | 592.3 |
| Native American Alone | | | -38.6% | % | Native American Alone | | | 15.8% | % |
| | | | | - | | | | | |
| | | | | 328.7 | | | | | |
| All Other Races Alone | | | -30.2% | % | All Other Races Alone | | | 2.3% | 78.1% |
| <u>TotalPopulation</u> | | | 6.6% | 0.0% | <u>TotalPopulation</u> | | | 2.1% | 0.0% |

Spatial Share--0.75 Mile Distance Band Only

Station Area
(sq.mi.) 29669 46 0.2%

Demographic Change--0.75 Mile Distance Band Only

| | | |
|----------------------------------|--------|-------|
| White Non Latino | 4.7% | 77.2% |
| | | 211.6 |
| Other Non Latino | 11.9% | % |
| Other Groups | 3.1% | 56.2% |
| <u>TotalPopulation</u> | 5.8% | 0.0% |
| White Non Latino | 4.7% | 77.2% |
| Hispanic | 2.3% | 40.5% |
| | | 211.6 |
| Other Non Latino | 11.9% | % |
| | | 282.9 |
| Other Groups | 14.1% | % |
| <u>TotalPopulation</u> | 5.8% | 0.0% |
| | | 239.8 |
| White Alone | 13.4% | % |
| | | 154.7 |
| Black Alone | 9.0% | % |
| Asian and Pacific Islander Alone | 13.3% | % |
| | | 249.0 |
| Native American Alone | 0.3% | 3.6% |
| | | - |
| | | 394.6 |
| All Other Races Alone | -31.9% | % |
| <u>TotalPopulation</u> | 5.8% | 0.0% |

Spatial Share--1.00 Mile Distance Band Only

Station Area
(sq.mi.) 29669 172 0.6%

Demographic Change--1.00 Mile Distance Band Only

| | | |
|------------------|------|-------|
| White Non Latino | 2.5% | 43.3% |
| | | 124.3 |
| Other Non Latino | 6.7% | % |
| | | 154.1 |
| Other Groups | 8.2% | % |

Spatial Share--0.75 Mile Distance Band Cumulative

Station Area
(sq.mi.) 29669 215 0.7%

Demographic Change--0.75 Mile Distance Band Cumulative

| | | |
|----------------------------------|-------|-------|
| White Non Latino | 2.9% | 185.7 |
| | | % |
| | | - |
| | | 213.5 |
| Other Non Latino | -3.1% | % |
| Other Groups | 1.4% | 93.7% |
| <u>TotalPopulation</u> | 1.5% | 0.0% |
| | | 185.7 |
| White Non Latino | 2.9% | % |
| | | - |
| | | 314.1 |
| Hispanic | -4.6% | % |
| | | - |
| | | 213.5 |
| Other Non Latino | -3.1% | % |
| Other Groups | 1.2% | 93.7% |
| <u>TotalPopulation</u> | 1.5% | 0.0% |
| | | 320.1 |
| White Alone | 4.7% | % |
| | | - |
| | | 181.5 |
| Black Alone | -2.8% | % |
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| | | 569.7 |
| Native American Alone | 11.0% | % |
| | | - |
| | | 150.0 |
| All Other Races Alone | 2.0% | 93.7% |
| <u>TotalPopulation</u> | 1.5% | 0.0% |

Spatial Share--1.00 Mile Distance Band Cumulative

Station Area
(sq.mi.) 29669 386 1.3%

Demographic Change--1.00 Mile Distance Band Cumulative

| | | |
|------------------|-------|--------|
| White Non Latino | 2.5% | 150.0 |
| | | % |
| Other Non Latino | -1.2% | -77.5% |
| | | 220.0 |
| Other Groups | 3.3% | % |

| | | | | | |
|----------------------------------|--------|--------|----------------------------------|-------|---------|
| <u>TotalPopulation</u> | 5.6% | 0.0% | <u>TotalPopulation</u> | 1.6% | 0.0% |
| White Non Latino | 2.5% | 43.3% | White Non Latino | 2.5% | 150.0% |
| Hispanic | 8.2% | 151.3% | Hispanic | -3.6% | 235.8% |
| Other Non Latino | 6.7% | 124.3% | Other Non Latino | -1.2% | 220.0% |
| Other Groups | 9.1% | 189.5% | Other Groups | 3.0% | -77.5% |
| <u>TotalPopulation</u> | 5.6% | 0.0% | <u>TotalPopulation</u> | 1.6% | 307.3% |
| White Alone | 14.1% | 262.5% | White Alone | 4.7% | 230.6% |
| Black Alone | -0.3% | -5.0% | Black Alone | -3.7% | 0.0% |
| Asian and Pacific Islander Alone | 16.5% | 323.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -49.5% | 695.2% | Native American Alone | 27.6% | 1357.6% |
| All Other Races Alone | -30.0% | 386.8% | All Other Races Alone | 4.9% | 220.0% |
| <u>TotalPopulation</u> | 5.6% | 0.0% | <u>TotalPopulation</u> | 1.6% | 0.0% |

Table 6A. 12A High MA:LRT.

| | Transit Region Change | Incremental Analysis | | | Transit Region Change | Cumulative Analysis | | |
|--|-----------------------|----------------------|---------------------------|-------------------------------|-----------------------|----------------------|---------------------------|-------------------------------|
| | | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | 2010-2016 | 2010-2016 | Share of Transit Counties | Share of Distance Band Change | 2010-2016 | 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.05 | 0.10 | 9.4% | 112.9% | 1.05 | 0.10 | 9.4% | 112.9% |
| Other Non Latino | 1.15 | 0.10 | 8.6% | 113.4% | 1.15 | 0.10 | 8.6% | 113.4% |
| Other Groups | 1.13 | 0.07 | 5.8% | 74.7% | 1.13 | 0.07 | 5.8% | 74.7% |
| <u>TotalPopulation</u> | 1.09 | 0.09 | 8.0% | | 1.09 | 0.09 | 8.0% | |
| White Non Latino | 1.05 | 0.10 | 9.4% | 112.9% | 1.05 | 0.10 | 9.4% | 112.9% |
| Hispanic | 1.11 | 0.04 | 3.6% | 46.5% | 1.11 | 0.04 | 3.6% | 46.5% |

| | | | | | | | | |
|--|------|-------|--------|---------|------|-------|--------|-----------|
| Other Non Latino | 1.15 | 0.10 | 8.6% | 113.4% | 1.15 | 0.10 | 8.6% | 113.4% |
| Other Groups | 1.27 | 0.37 | 29.1% | 424.3% | 1.27 | 0.37 | 29.1% | 424.3% |
| <u>TotalPopulation</u> | 1.09 | 0.09 | 8.0% | | 1.09 | 0.09 | 8.0% | |
| White Alone | 1.13 | 0.21 | 19.0% | 246.9% | 1.13 | 0.21 | 19.0% | 246.9% |
| Black Alone | 1.13 | 0.06 | 4.9% | 63.4% | 1.13 | 0.06 | 4.9% | 63.4% |
| Asian and Pacific Islander Alone | 1.18 | 0.22 | 18.4% | 249.1% | 1.18 | 0.22 | 18.4% | 249.1% |
| Native American Alone | 0.84 | -0.27 | -32.2% | -312.7% | 0.84 | -0.27 | -32.2% | -312.7% |
| All Other Races Alone | 0.78 | -0.31 | -39.9% | -357.0% | 0.78 | -0.31 | -39.9% | -357.0% |
| <u>TotalPopulation</u> | 1.09 | 0.09 | 8.0% | | 1.09 | 0.09 | 8.0% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.05 | 0.06 | 5.4% | 56.3% | 1.05 | 0.04 | 3.7% | 1874.6% |
| Other Non Latino | 1.15 | 0.12 | 10.4% | 119.1% | 1.15 | 0.42 | 36.3% | 20430.9% |
| Other Groups | 1.13 | 0.13 | 11.7% | 132.1% | 1.13 | -0.01 | -0.8% | -463.8% |
| <u>TotalPopulation</u> | 1.09 | 0.10 | 9.2% | | 1.09 | 0.00 | 0.2% | |
| White Non Latino | 1.05 | 0.06 | 5.4% | 56.3% | 1.05 | 0.04 | 3.7% | 1874.6% |
| Hispanic | 1.11 | 0.13 | 11.9% | 131.8% | 1.11 | -0.05 | -4.2% | -2284.8% |
| Other Non Latino | 1.15 | 0.12 | 10.4% | 119.1% | 1.15 | 0.42 | 36.3% | 20430.9% |
| Other Groups | 1.27 | 0.14 | 10.9% | 137.9% | 1.27 | -0.01 | -0.7% | -463.8% |
| <u>TotalPopulation</u> | 1.09 | 0.10 | 9.2% | | 1.09 | 0.00 | 0.2% | |
| White Alone | 1.13 | -0.19 | -16.8% | -189.5% | 1.13 | 0.07 | 6.1% | 3400.2% |
| Black Alone | 1.13 | 0.03 | 3.0% | 34.0% | 1.13 | -0.07 | -6.5% | -3589.1% |
| Asian and Pacific Islander Alone | 1.18 | 0.15 | 13.0% | 153.1% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.84 | -0.22 | -26.5% | -223.0% | 0.84 | -0.49 | -57.5% | -23792.3% |
| All Other Races Alone | 0.78 | 0.81 | 104.1% | 808.5% | 0.78 | -0.01 | -1.2% | -463.8% |
| <u>TotalPopulation</u> | 1.09 | 0.10 | 9.2% | | 1.09 | 0.00 | 0.2% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.05 | 0.14 | 13.6% | 151.0% | 1.05 | 0.05 | 4.5% | 1518.6% |
| Other Non Latino | 1.15 | 0.15 | 13.3% | 161.3% | 1.15 | 0.79 | 68.5% | 25136.7% |
| Other Groups | 1.13 | 0.04 | 3.5% | 41.7% | 1.13 | -0.06 | -5.3% | -1891.3% |
| <u>TotalPopulation</u> | 1.09 | 0.09 | 8.7% | | 1.09 | 0.00 | 0.3% | |
| White Non Latino | 1.05 | 0.14 | 13.6% | 151.0% | 1.05 | 0.05 | 4.5% | 1518.6% |
| Hispanic | 1.11 | 0.02 | 1.9% | 22.3% | 1.11 | -0.06 | -5.4% | -1917.3% |
| Other Non Latino | 1.15 | 0.15 | 13.3% | 161.3% | 1.15 | 0.79 | 68.5% | 25136.7% |
| Other Groups | 1.27 | 0.46 | 36.7% | 491.2% | 1.27 | -0.06 | -4.7% | -1891.3% |
| <u>TotalPopulation</u> | 1.09 | 0.09 | 8.7% | | 1.09 | 0.00 | 0.3% | |
| White Alone | 1.13 | 0.29 | 26.1% | 311.4% | 1.13 | 0.09 | 7.6% | 2749.9% |
| Black Alone | 1.13 | 0.09 | 8.1% | 97.0% | 1.13 | -0.07 | -5.8% | -2114.1% |
| Asian and Pacific Islander Alone | 1.18 | 0.26 | 22.4% | 278.6% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.84 | -0.18 | -21.2% | -188.9% | 0.84 | -0.54 | -63.8% | -17184.3% |
| All Other Races Alone | 0.78 | -0.36 | -46.7% | -384.6% | 0.78 | -0.06 | -7.6% | -1891.3% |

| | | | | | | | | |
|---|------|-------|--------|---------|------|-------|--------|-----------|
| <u>TotalPopulation</u> | 1.09 | 0.09 | 8.7% | | 1.09 | 0.00 | 0.3% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.05 | 0.11 | 10.9% | 128.5% | 1.05 | 0.05 | 4.8% | 1826.8% |
| Other Non Latino | 1.15 | 0.14 | 11.9% | 154.4% | 1.15 | 0.60 | 51.7% | 21574.8% |
| Other Groups | 1.13 | 0.03 | 2.7% | 34.2% | 1.13 | -0.07 | -6.4% | -2606.0% |
| <u>TotalPopulation</u> | 1.09 | 0.09 | 8.2% | | 1.09 | 0.00 | 0.3% | |
| White Non Latino | 1.05 | 0.11 | 10.9% | 128.5% | 1.05 | 0.05 | 4.8% | 1826.8% |
| Hispanic | 1.11 | -0.01 | -0.7% | -8.3% | 1.11 | -0.07 | -6.2% | -2502.1% |
| Other Non Latino | 1.15 | 0.14 | 11.9% | 154.4% | 1.15 | 0.60 | 51.7% | 21574.8% |
| Other Groups | 1.27 | 0.55 | 43.6% | 621.7% | 1.27 | -0.07 | -5.7% | -2606.0% |
| <u>TotalPopulation</u> | 1.09 | 0.09 | 8.2% | | 1.09 | 0.00 | 0.3% | |
| White Alone | 1.13 | 0.23 | 20.0% | 253.8% | 1.13 | 0.09 | 7.6% | 3109.9% |
| Black Alone | 1.13 | 0.16 | 14.0% | 179.2% | 1.13 | -0.05 | -4.3% | -1763.7% |
| Asian and Pacific Islander Alone | 1.18 | 0.07 | 6.3% | 83.0% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.84 | -0.14 | -17.1% | -162.6% | 0.84 | -0.53 | -62.9% | -19272.1% |
| All Other Races Alone | 0.78 | -0.30 | -39.1% | -342.6% | 0.78 | -0.07 | -9.2% | -2606.0% |
| <u>TotalPopulation</u> | 1.09 | 0.09 | 8.2% | | 1.09 | 0.00 | 0.3% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.05 | 0.21 | 19.8% | 260.9% | 1.05 | 0.06 | 5.7% | -1498.3% |
| Other Non Latino | 1.15 | 0.17 | 15.1% | 218.9% | 1.15 | 0.15 | 13.3% | -3824.3% |
| Other Groups | 1.13 | -0.05 | -4.2% | -60.2% | 1.13 | -0.06 | -5.6% | 1564.8% |
| <u>TotalPopulation</u> | 1.09 | 0.08 | 7.3% | | 1.09 | 0.00 | -0.4% | |
| White Non Latino | 1.05 | 0.21 | 19.8% | 260.9% | 1.05 | 0.06 | 5.7% | -1498.3% |
| Hispanic | 1.11 | -0.07 | -6.3% | -88.9% | 1.11 | -0.08 | -7.1% | 1981.3% |
| Other Non Latino | 1.15 | 0.17 | 15.1% | 218.9% | 1.15 | 0.15 | 13.3% | -3824.3% |
| Other Groups | 1.27 | 0.46 | 36.2% | 578.1% | 1.27 | -0.06 | -4.9% | 1564.8% |
| <u>TotalPopulation</u> | 1.09 | 0.08 | 7.3% | | 1.09 | 0.00 | -0.4% | |
| White Alone | 1.13 | 0.27 | 23.7% | 337.8% | 1.13 | 0.09 | 8.1% | -2279.1% |
| Black Alone | 1.13 | 0.03 | 2.9% | 40.9% | 1.13 | -0.06 | -5.2% | 1476.6% |
| Asian and Pacific Islander Alone | 1.18 | 0.36 | 30.4% | 450.7% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.84 | 0.01 | 1.0% | 10.1% | 0.84 | -0.48 | -56.5% | 11910.2% |
| All Other Races Alone | 0.78 | -0.40 | -51.4% | -504.3% | 0.78 | -0.06 | -8.1% | 1564.8% |
| <u>TotalPopulation</u> | 1.09 | 0.08 | 7.3% | | 1.09 | 0.00 | -0.4% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.05 | 0.12 | 11.6% | 108.1% | 1.05 | 0.05 | 5.1% | 2718.7% |
| Other Non Latino | 1.15 | 0.16 | 14.3% | 146.0% | 1.15 | 0.07 | 6.0% | 3487.0% |
| Other Groups | 1.13 | 0.08 | 7.5% | 75.1% | 1.13 | -0.03 | -2.6% | -1496.9% |
| <u>TotalPopulation</u> | 1.09 | 0.11 | 10.4% | | 1.09 | 0.00 | 0.2% | |
| White Non Latino | 1.05 | 0.12 | 11.6% | 108.1% | 1.05 | 0.05 | 5.1% | 2718.7% |
| Hispanic | 1.11 | 0.07 | 6.2% | 61.5% | 1.11 | -0.07 | -6.3% | -3549.4% |

| | | | | | | | | |
|----------------------------------|------|-------|--------|---------|------|-------|--------|-----------|
| Other Non Latino | 1.15 | 0.16 | 14.3% | 146.0% | 1.15 | 0.07 | 6.0% | 3487.0% |
| Other Groups | 1.27 | 0.41 | 32.2% | 362.7% | 1.27 | -0.03 | -2.3% | -1496.9% |
| <u>TotalPopulation</u> | 1.09 | 0.11 | 10.4% | | 1.09 | 0.00 | 0.2% | |
| White Alone | 1.13 | 0.32 | 28.0% | 280.8% | 1.13 | 0.09 | 8.1% | 4610.3% |
| Black Alone | 1.13 | 0.09 | 7.7% | 77.1% | 1.13 | -0.07 | -6.1% | -3504.9% |
| Asian and Pacific Islander Alone | 1.18 | 0.36 | 30.3% | 316.5% | 1.18 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.84 | -0.45 | -52.7% | -395.3% | 0.84 | -0.44 | -52.3% | -22344.8% |
| All Other Races Alone | 0.78 | -0.33 | -42.1% | -290.8% | 0.78 | -0.03 | -3.8% | -1496.9% |
| <u>TotalPopulation</u> | 1.09 | 0.11 | 10.4% | | 1.09 | 0.00 | 0.2% | |

Table 6A.12B High MA: LRT.

| Incremental Analysis | | | | Cumulative Analysis | | | | | |
|--|-----------------------------|----------------------------|------------------------------------|--|---|--|---|------------------------------------|--|
| | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | Demographic Share-- Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 29669 | 124 | 0.4% | | Station Area (sq.mi.) | 29669 | 124 | 0.4% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | |

| | | | | | | | |
|---|--------|---------|---|--------------------------|----------|-----|------|
| White Non Latino | 9.4% | 112.9% | White Non Latino | 9.4% | 112.9% | | |
| Other Non Latino | 8.6% | 113.4% | Other Non Latino | 8.6% | 113.4% | | |
| Other Groups | 5.8% | 74.7% | Other Groups | 5.8% | 74.7% | | |
| <u>TotalPopulation</u> | 8.0% | 0.0% | <u>TotalPopulation</u> | 8.0% | 0.0% | | |
| White Non Latino | 9.4% | 112.9% | White Non Latino | 9.4% | 112.9% | | |
| Hispanic | 3.6% | 46.5% | Hispanic | 3.6% | 46.5% | | |
| Other Non Latino | 8.6% | 113.4% | Other Non Latino | 8.6% | 113.4% | | |
| Other Groups | 29.1% | 424.3% | Other Groups | 29.1% | 424.3% | | |
| <u>TotalPopulation</u> | 8.0% | 0.0% | <u>TotalPopulation</u> | 8.0% | 0.0% | | |
| White Alone | 19.0% | 246.9% | White Alone | 19.0% | 246.9% | | |
| Black Alone | 4.9% | 63.4% | Black Alone | 4.9% | 63.4% | | |
| Asian and Pacific Islander Alone | 18.4% | 249.1% | Asian and Pacific Islander Alone | 18.4% | 249.1% | | |
| Native American Alone | -32.2% | -312.7% | Native American Alone | -32.2% | -312.7% | | |
| All Other Races Alone | -39.9% | -357.0% | All Other Races Alone | -39.9% | -357.0% | | |
| <u>TotalPopulation</u> | 8.0% | 0.0% | <u>TotalPopulation</u> | 8.0% | 0.0% | | |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | <i>Spatial Share--0.25 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 29669 | 19 | 0.1% | Station Area (sq.mi.) | 29669 | 143 | 0.5% |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | <i>Demographic Change--0.25 Mile Distance Band Cumulative</i> | | | | |
| White Non Latino | 5.4% | 56.3% | White Non Latino | 3.7% | 1874.6% | | |
| Other Non Latino | 10.4% | 119.1% | Other Non Latino | 36.3% | 20430.9% | | |
| Other Groups | 11.7% | 132.1% | Other Groups | -0.8% | -463.8% | | |
| <u>TotalPopulation</u> | 9.2% | 0.0% | <u>TotalPopulation</u> | 0.2% | 0.0% | | |
| White Non Latino | 5.4% | 56.3% | White Non Latino | 3.7% | 1874.6% | | |
| Hispanic | 11.9% | 131.8% | Hispanic | -4.2% | 2284.8% | | |
| Other Non Latino | 10.4% | 119.1% | Other Non Latino | 36.3% | 20430.9% | | |
| Other Groups | 10.9% | 137.9% | Other Groups | -0.7% | -463.8% | | |
| <u>TotalPopulation</u> | 9.2% | 0.0% | <u>TotalPopulation</u> | 0.2% | 0.0% | | |
| White Alone | -16.8% | -189.5% | White Alone | 6.1% | 3400.2% | | |
| Black Alone | 3.0% | 34.0% | Black Alone | -6.5% | 3589.1% | | |
| Asian and Pacific Islander Alone | 13.0% | 153.1% | Asian and Pacific Islander Alone | 0.0% | 0.0% | | |
| Native American Alone | -26.5% | -223.0% | Native American Alone | -57.5% | 23792.3% | | |
| All Other Races Alone | 104.1% | 808.5% | All Other Races Alone | -1.2% | -463.8% | | |
| <u>TotalPopulation</u> | 9.2% | 0.0% | <u>TotalPopulation</u> | 0.2% | 0.0% | | |

Spatial Share--0.375 Mile Distance

Band Only

Station Area
(sq.mi.) 29669 56 0.2%

Demographic Change--0.375 Mile Distance Band Only

| | | | |
|----------------------------------|--------|---------|---------|
| White Non Latino | 4.5% | 1518.6% | 25136.7 |
| Other Non Latino | 68.5% | % | - |
| Other Groups | -5.3% | 1891.3% | - |
| <u>TotalPopulation</u> | 0.3% | 0.0% | - |
| White Non Latino | 4.5% | 1518.6% | - |
| Hispanic | -5.4% | 1917.3% | 25136.7 |
| Other Non Latino | 68.5% | % | - |
| Other Groups | -4.7% | 1891.3% | - |
| <u>TotalPopulation</u> | 0.3% | 0.0% | - |
| White Alone | 7.6% | 2749.9% | - |
| Black Alone | -5.8% | 2114.1% | - |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | - |
| Native American Alone | -63.8% | % | 17184.3 |
| All Other Races Alone | -7.6% | 1891.3% | - |
| <u>TotalPopulation</u> | 0.3% | 0.0% | - |

Spatial Share--0.50 Mile Distance Band Only

Station Area
(sq.mi.) 29669 173 0.58%

Demographic Change--0.50 Mile Distance Band Only

| | | |
|------------------------|-------|--------|
| White Non Latino | 10.9% | 128.5% |
| Other Non Latino | 11.9% | 154.4% |
| Other Groups | 2.7% | 34.2% |
| <u>TotalPopulation</u> | 8.2% | 0.0% |
| White Non Latino | 10.9% | 128.5% |
| Hispanic | -0.7% | -8.3% |
| Other Non Latino | 11.9% | 154.4% |

Spatial Share--0.375 Mile Distance Band Cumulative

Station Area
(sq.mi.) 29669 199 0.7%

Demographic Change--0.375 Mile Distance Band Cumulative

| | | | |
|----------------------------------|--------|---------|---------|
| White Non Latino | 4.5% | 1518.6% | 25136.7 |
| Other Non Latino | 68.5% | % | - |
| Other Groups | -5.3% | 1891.3% | - |
| <u>TotalPopulation</u> | 0.3% | 0.0% | - |
| White Non Latino | 4.5% | 1518.6% | - |
| Hispanic | -5.4% | 1917.3% | 25136.7 |
| Other Non Latino | 68.5% | % | - |
| Other Groups | -4.7% | 1891.3% | - |
| <u>TotalPopulation</u> | 0.3% | 0.0% | - |
| White Alone | 7.6% | 2749.9% | - |
| Black Alone | -5.8% | 2114.1% | - |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | - |
| Native American Alone | -63.8% | % | 17184.3 |
| All Other Races Alone | -7.6% | 1891.3% | - |
| <u>TotalPopulation</u> | 0.3% | 0.0% | - |

Spatial Share--0.50 Mile Distance Band Cumulative

Station Area
(sq.mi.) 29669 372 1.3%

Demographic Change--0.50 Mile Distance Band Cumulative

| | | | |
|------------------------|-------|---------|---------|
| White Non Latino | 4.8% | 1826.8% | 21574.8 |
| Other Non Latino | 51.7% | % | - |
| Other Groups | -6.4% | 2606.0% | - |
| <u>TotalPopulation</u> | 0.3% | 0.0% | - |
| White Non Latino | 4.8% | 1826.8% | - |
| Hispanic | -6.2% | 2502.1% | 21574.8 |
| Other Non Latino | 51.7% | % | - |

| | | | | | | | |
|---|--------|---------|--|---|-------|----------|------|
| Other Groups | 43.6% | 621.7% | Other Groups | -5.7% | - | 2606.0% | |
| <u>TotalPopulation</u> | 8.2% | 0.0% | <u>TotalPopulation</u> | 0.3% | 0.0% | 0.0% | |
| White Alone | 20.0% | 253.8% | White Alone | 7.6% | - | 3109.9% | |
| Black Alone | 14.0% | 179.2% | Black Alone | -4.3% | - | 1763.7% | |
| Asian and Pacific Islander Alone | 6.3% | 83.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% | 0.0% | |
| Native American Alone | -17.1% | -162.6% | Native American Alone | -62.9% | - | 19272.1% | |
| All Other Races Alone | -39.1% | -342.6% | All Other Races Alone | -9.2% | - | 2606.0% | |
| <u>TotalPopulation</u> | 8.2% | 0.0% | <u>TotalPopulation</u> | 0.3% | 0.0% | 0.0% | |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | <i>Spatial Share--0.75 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 29669 | 116 | 0.4% | Station Area (sq.mi.) | 29669 | 488 | 1.6% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.75 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 19.8% | 260.9% | White Non Latino | 5.7% | - | 1498.3% | |
| Other Non Latino | 15.1% | 218.9% | Other Non Latino | 13.3% | - | 3824.3% | |
| Other Groups | -4.2% | -60.2% | Other Groups | -5.6% | - | 1564.8% | |
| <u>TotalPopulation</u> | 7.3% | 0.0% | <u>TotalPopulation</u> | -0.4% | 0.0% | 0.0% | |
| White Non Latino | 19.8% | 260.9% | White Non Latino | 5.7% | - | 1498.3% | |
| Hispanic | -6.3% | -88.9% | Hispanic | -7.1% | - | 1981.3% | |
| Other Non Latino | 15.1% | 218.9% | Other Non Latino | 13.3% | - | 3824.3% | |
| Other Groups | 36.2% | 578.1% | Other Groups | -4.9% | - | 1564.8% | |
| <u>TotalPopulation</u> | 7.3% | 0.0% | <u>TotalPopulation</u> | -0.4% | 0.0% | 0.0% | |
| White Alone | 23.7% | 337.8% | White Alone | 8.1% | - | 2279.1% | |
| Black Alone | 2.9% | 40.9% | Black Alone | -5.2% | - | 1476.6% | |
| Asian and Pacific Islander Alone | 30.4% | 450.7% | Asian and Pacific Islander Alone | 0.0% | 0.0% | 0.0% | |
| Native American Alone | 1.0% | 10.1% | Native American Alone | -56.5% | - | 11910.2% | |
| All Other Races Alone | -51.4% | -504.3% | All Other Races Alone | -8.1% | - | 1564.8% | |
| <u>TotalPopulation</u> | 7.3% | 0.0% | <u>TotalPopulation</u> | -0.4% | 0.0% | 0.0% | |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 29669 | 17 | 0.1% | Station Area (sq.mi.) | 29669 | 504 | 1.7% |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | | | |

| | | | | | |
|----------------------------------|--------|---------|----------------------------------|--------|----------|
| White Non Latino | 11.6% | 108.1% | White Non Latino | 5.1% | 2718.7% |
| Other Non Latino | 14.3% | 146.0% | Other Non Latino | 6.0% | 3487.0% |
| Other Groups | 7.5% | 75.1% | Other Groups | -2.6% | 1496.9% |
| <u>TotalPopulation</u> | 10.4% | 0.0% | <u>TotalPopulation</u> | 0.2% | 0.0% |
| White Non Latino | 11.6% | 108.1% | White Non Latino | 5.1% | 2718.7% |
| Hispanic | 6.2% | 61.5% | Hispanic | -6.3% | 3549.4% |
| Other Non Latino | 14.3% | 146.0% | Other Non Latino | 6.0% | 3487.0% |
| Other Groups | 32.2% | 362.7% | Other Groups | -2.3% | 1496.9% |
| <u>TotalPopulation</u> | 10.4% | 0.0% | <u>TotalPopulation</u> | 0.2% | 0.0% |
| White Alone | 28.0% | 280.8% | White Alone | 8.1% | 4610.3% |
| Black Alone | 7.7% | 77.1% | Black Alone | -6.1% | 3504.9% |
| Asian and Pacific Islander Alone | 30.3% | 316.5% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -52.7% | -395.3% | Native American Alone | -52.3% | 22344.8% |
| All Other Races Alone | -42.1% | -290.8% | All Other Races Alone | -3.8% | 1496.9% |
| <u>TotalPopulation</u> | 10.4% | 0.0% | <u>TotalPopulation</u> | 0.2% | 0.0% |

Table 6A.13A Poor MA: SCT.

| | Incremental Analysis | | | | Cumulative Analysis | | | |
|--|-----------------------|----------------------|---------------------------|-------------------------------|-----------------------|----------------------|---------------------------|-------------------------------|
| | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | 2010-2016 | 2010-2016 | | | 2010-2016 | 2010-2016 | | |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | NA | NA | NA | 1.02 | NA | NA | NA |
| Other Non Latino | 1.08 | NA | NA | NA | 1.08 | NA | NA | NA |
| Other Groups | 1.12 | NA | NA | NA | 1.12 | NA | NA | NA |
| <u>TotalPopulation</u> | 1.06 | NA | NA | NA | 1.06 | NA | NA | NA |
| White Non Latino | 1.02 | NA | NA | NA | 1.02 | NA | NA | NA |
| Hispanic | 1.10 | NA | NA | NA | 1.10 | NA | NA | NA |
| Other Non Latino | 1.08 | NA | NA | NA | 1.08 | NA | NA | NA |

| | | | | | | | | |
|--|------|-------|---------|-----------|------|-------|---------|----------|
| Other Groups | 1.26 | NA | NA | NA | 1.26 | NA | NA | NA |
| <u>TotalPopulation</u> | 1.06 | NA | NA | NA | 1.06 | NA | NA | NA |
| White Alone | 1.08 | NA | NA | NA | 1.08 | NA | NA | NA |
| Black Alone | 1.06 | NA | NA | NA | 1.06 | NA | NA | NA |
| Asian and Pacific Islander Alone | 1.16 | NA | NA | NA | 1.16 | NA | NA | NA |
| Native American Alone | 0.88 | NA | NA | NA | 0.88 | NA | NA | NA |
| All Other Races Alone | 0.87 | NA | NA | NA | 0.87 | NA | NA | NA |
| <u>TotalPopulation</u> | 1.06 | NA | NA | NA | 1.06 | NA | NA | NA |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.07 | -6.8% | 213.2% | 1.02 | -0.01 | -0.5% | 6.2% |
| Other Non Latino | 1.08 | -0.17 | -15.5% | 517.5% | 1.08 | -0.86 | -79.9% | 1022.9% |
| Other Groups | 1.12 | 0.25 | 21.9% | -758.0% | 1.12 | 2.39 | 213.4% | -2832.3% |
| <u>TotalPopulation</u> | 1.06 | -0.03 | -3.1% | | 1.06 | -0.08 | -8.0% | |
| White Non Latino | 1.02 | -0.07 | -6.8% | 213.2% | 1.02 | -0.01 | -0.5% | 6.2% |
| Hispanic | 1.10 | 0.24 | 21.7% | -736.4% | 1.10 | 0.23 | 20.7% | -269.7% |
| Other Non Latino | 1.08 | -0.17 | -15.5% | 517.5% | 1.08 | -0.86 | -79.9% | 1022.9% |
| Other Groups | 1.26 | 0.29 | 22.9% | -886.2% | 1.26 | 2.39 | 190.2% | -2832.3% |
| <u>TotalPopulation</u> | 1.06 | -0.03 | -3.1% | | 1.06 | -0.08 | -8.0% | |
| White Alone | 1.08 | -0.83 | -77.0% | 2562.2% | 1.08 | -0.06 | -5.2% | 66.9% |
| Black Alone | 1.06 | -0.37 | -34.7% | 1131.1% | 1.06 | -0.35 | -32.7% | 409.5% |
| Asian and Pacific Islander Alone | 1.16 | -0.23 | -19.5% | 701.5% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.79 | -90.5% | 2444.6% | 0.88 | -1.00 | -114.1% | 1184.6% |
| All Other Races Alone | 0.87 | 11.37 | 1312.1% | -35035.2% | 0.87 | 2.39 | 276.0% | -2832.3% |
| <u>TotalPopulation</u> | 1.06 | -0.03 | -3.1% | | 1.06 | -0.08 | -8.0% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.18 | -17.5% | 116.4% | 1.02 | 0.02 | 2.0% | -13.3% |
| Other Non Latino | 1.08 | -0.19 | -18.0% | 126.9% | 1.08 | -0.80 | -74.2% | 524.4% |
| Other Groups | 1.12 | 0.24 | 21.6% | -157.7% | 1.12 | 2.11 | 187.9% | -1376.0% |
| <u>TotalPopulation</u> | 1.06 | -0.15 | -14.5% | | 1.06 | -0.15 | -14.5% | |
| White Non Latino | 1.02 | -0.18 | -17.5% | 116.4% | 1.02 | 0.02 | 2.0% | -13.3% |
| Hispanic | 1.10 | 0.20 | 18.1% | -129.7% | 1.10 | 0.31 | 27.8% | -200.6% |
| Other Non Latino | 1.08 | -0.19 | -18.0% | 126.9% | 1.08 | -0.80 | -74.2% | 524.4% |
| Other Groups | 1.26 | 0.63 | 49.7% | -407.1% | 1.26 | 2.11 | 167.5% | -1376.0% |
| <u>TotalPopulation</u> | 1.06 | -0.15 | -14.5% | | 1.06 | -0.15 | -14.5% | |
| White Alone | 1.08 | -0.14 | -13.4% | 93.9% | 1.08 | -0.02 | -1.5% | 10.8% |
| Black Alone | 1.06 | -0.20 | -19.2% | 132.1% | 1.06 | -0.12 | -10.9% | 75.5% |
| Asian and Pacific Islander Alone | 1.16 | -0.09 | -7.6% | 57.9% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.21 | -23.6% | 134.8% | 0.88 | -1.00 | -114.1% | 653.6% |
| All Other Races Alone | 0.87 | 0.47 | 54.0% | -304.6% | 0.87 | 2.11 | 243.0% | -1376.0% |
| <u>TotalPopulation</u> | 1.06 | -0.15 | -14.5% | | 1.06 | -0.15 | -14.5% | |

Demographic Group--0.5 Mile Distance Band Only

| | | | | | | | | |
|----------------------------------|------|-------|--------|----------|------|-------|---------|---------|
| White Non Latino | 1.02 | -0.16 | -15.8% | 101.7% | 1.02 | 0.02 | 2.0% | -12.5% |
| Other Non Latino | 1.08 | 0.44 | 41.0% | -279.2% | 1.08 | -0.79 | -73.1% | 493.5% |
| Other Groups | 1.12 | -0.37 | -33.0% | 232.6% | 1.12 | 1.40 | 124.8% | -873.9% |
| <u>TotalPopulation</u> | 1.06 | -0.16 | -15.0% | | 1.06 | -0.16 | -15.1% | |
| White Non Latino | 1.02 | -0.16 | -15.8% | 101.7% | 1.02 | 0.02 | 2.0% | -12.5% |
| Hispanic | 1.10 | -0.44 | -39.9% | 277.1% | 1.10 | 0.15 | 13.3% | -91.7% |
| Other Non Latino | 1.08 | 0.44 | 41.0% | -279.2% | 1.08 | -0.79 | -73.1% | 493.5% |
| Other Groups | 1.26 | 0.30 | 23.9% | -188.9% | 1.26 | 1.40 | 111.3% | -873.9% |
| <u>TotalPopulation</u> | 1.06 | -0.16 | -15.0% | | 1.06 | -0.16 | -15.1% | |
| White Alone | 1.08 | -0.15 | -13.8% | 93.9% | 1.08 | -0.02 | -1.6% | 11.1% |
| Black Alone | 1.06 | 0.20 | 18.5% | -123.2% | 1.06 | -0.10 | -9.6% | 63.5% |
| Asian and Pacific Islander Alone | 1.16 | -0.45 | -38.6% | 283.3% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | 2.25 | 256.8% | -1416.4% | 0.88 | -1.00 | -114.1% | 624.8% |
| All Other Races Alone | 0.87 | -0.61 | -70.0% | 381.8% | 0.87 | 1.40 | 161.4% | -873.9% |
| <u>TotalPopulation</u> | 1.06 | -0.16 | -15.0% | | 1.06 | -0.16 | -15.1% | |

Demographic Group--0.75 Mile Distance Band Only

| | | | | | | | | |
|----------------------------------|------|-------|--------|----------|------|-------|---------|---------|
| White Non Latino | 1.02 | -0.07 | -7.2% | 97.9% | 1.02 | 0.05 | 4.7% | -44.4% |
| Other Non Latino | 1.08 | -0.07 | -6.7% | 96.0% | 1.08 | -0.62 | -57.0% | 565.6% |
| Other Groups | 1.12 | -0.09 | -8.4% | 126.0% | 1.12 | 0.30 | 27.1% | -279.2% |
| <u>TotalPopulation</u> | 1.06 | -0.08 | -7.1% | | 1.06 | -0.11 | -10.3% | |
| White Non Latino | 1.02 | -0.07 | -7.2% | 97.9% | 1.02 | 0.05 | 4.7% | -44.4% |
| Hispanic | 1.10 | -0.53 | -47.8% | 702.2% | 1.10 | -0.08 | -7.5% | 75.4% |
| Other Non Latino | 1.08 | -0.07 | -6.7% | 96.0% | 1.08 | -0.62 | -57.0% | 565.6% |
| Other Groups | 1.26 | 1.37 | 108.9% | -1822.6% | 1.26 | 0.30 | 24.2% | -279.2% |
| <u>TotalPopulation</u> | 1.06 | -0.08 | -7.1% | | 1.06 | -0.11 | -10.3% | |
| White Alone | 1.08 | -0.08 | -7.3% | 105.4% | 1.08 | 0.00 | -0.1% | 0.9% |
| Black Alone | 1.06 | -0.24 | -22.4% | 315.4% | 1.06 | -0.19 | -17.5% | 169.9% |
| Asian and Pacific Islander Alone | 1.16 | 0.31 | 26.7% | -414.1% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.52 | -58.9% | 687.4% | 0.88 | -1.00 | -114.1% | 918.0% |
| All Other Races Alone | 0.87 | -0.04 | -4.6% | 53.4% | 0.87 | 0.30 | 35.1% | -279.2% |
| <u>TotalPopulation</u> | 1.06 | -0.08 | -7.1% | | 1.06 | -0.11 | -10.3% | |

Demographic Group--1.00 Mile Distance Band Only

| | | | | | | | | |
|------------------------|------|-------|--------|---------|------|-------|--------|---------|
| White Non Latino | 1.02 | 0.11 | 10.6% | 325.5% | 1.02 | 0.01 | 0.9% | -12.0% |
| Other Non Latino | 1.08 | -0.08 | -7.7% | -251.2% | 1.08 | -0.64 | -59.2% | 812.0% |
| Other Groups | 1.12 | -0.23 | -20.2% | -678.9% | 1.12 | 0.28 | 25.0% | -355.7% |
| <u>TotalPopulation</u> | 1.06 | 0.03 | 3.1% | | 1.06 | -0.08 | -7.5% | |
| White Non Latino | 1.02 | 0.11 | 10.6% | 325.5% | 1.02 | 0.01 | 0.9% | -12.0% |
| Hispanic | 1.10 | -0.17 | -15.5% | -514.9% | 1.10 | -0.17 | -15.8% | 221.4% |
| Other Non Latino | 1.08 | -0.08 | -7.7% | -251.2% | 1.08 | -0.64 | -59.2% | 812.0% |

| | | | | | | | | |
|----------------------------------|------|-------|--------|----------|------|-------|--------|---------|
| Other Groups | 1.26 | -0.54 | -42.8% | -1615.4% | 1.26 | 0.28 | 22.3% | -355.7% |
| <u>Total Population</u> | 1.06 | 0.03 | 3.1% | | 1.06 | -0.08 | -7.5% | |
| White Alone | 1.08 | 0.11 | 10.0% | 324.7% | 1.08 | -0.04 | -4.1% | 56.1% |
| Black Alone | 1.06 | 0.01 | 0.9% | 27.2% | 1.06 | 0.06 | 6.0% | -80.0% |
| Asian and Pacific Islander Alone | 1.16 | -0.75 | -64.2% | -2245.2% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.78 | -88.8% | -2336.9% | 0.88 | -0.43 | -49.3% | 548.5% |
| All Other Races Alone | 0.87 | -0.38 | -44.3% | -1152.3% | 0.87 | 0.28 | 32.3% | -355.7% |
| <u>Total Population</u> | 1.06 | 0.03 | 3.1% | | 1.06 | -0.08 | -7.5% | |

Table 6A.13B Poor MA: SCT.

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|-----------------------|----------------------|---------------------------|-------------------------------|--|-----------------------|----------------------|---------------------------|-------------------------------|
| Demographic | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Change | Transit Region Change | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 12770 | 2 | 0.0% | | Station Area (sq.mi.) | 12770 | 2 | 0.0% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | |
| White Non Latino | | | NA | NA | White Non Latino | | | NA | NA |

| | | | | | |
|---|--------|---------|---|--------|--------|
| Other Non Latino | NA | NA | Other Non Latino | NA | NA |
| Other Groups | NA | NA | Other Groups | NA | NA |
| <u>TotalPopulation</u> | NA | 0.0% | <u>TotalPopulation</u> | NA | 0.0% |
| White Non Latino | NA | NA | White Non Latino | NA | NA |
| Hispanic | NA | NA | Hispanic | NA | NA |
| Other Non Latino | NA | NA | Other Non Latino | NA | NA |
| Other Groups | NA | NA | Other Groups | NA | NA |
| <u>TotalPopulation</u> | NA | 0.0% | <u>TotalPopulation</u> | NA | 0.0% |
| White Alone | NA | NA | White Alone | NA | NA |
| Black Alone | NA | NA | Black Alone | NA | NA |
| Asian and Pacific Islander Alone | NA | NA | Asian and Pacific Islander Alone | NA | NA |
| Native American Alone | NA | NA | Native American Alone | NA | NA |
| All Other Races Alone | NA | NA | All Other Races Alone | NA | NA |
| <u>TotalPopulation</u> | NA | 0.0% | <u>TotalPopulation</u> | NA | 0.0% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | <i>Spatial Share--0.25 Mile Distance Band Cumulative</i> | | |
| Station Area | | | Station Area | | |
| (sq.mi.) | 12770 | 6 | (sq.mi.) | 12770 | 8 |
| | | 0.0% | | | 0.1% |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | <i>Demographic Change--0.25 Mile Distance Band Cumulative</i> | | |
| White Non Latino | -6.8% | 213.2% | White Non Latino | -0.5% | 6.2% |
| Other Non Latino | -15.5% | 517.5% | Other Non Latino | -79.9% | % |
| | | | | 213.4 | 2832.3 |
| Other Groups | 21.9% | -758.0% | Other Groups | % | % |
| <u>TotalPopulation</u> | -3.1% | 0.0% | <u>TotalPopulation</u> | -8.0% | 0.0% |
| White Non Latino | -6.8% | 213.2% | White Non Latino | -0.5% | 6.2% |
| Hispanic | 21.7% | -736.4% | Hispanic | 20.7% | 269.7% |
| Other Non Latino | -15.5% | 517.5% | Other Non Latino | -79.9% | 1022.9 |
| | | | | % | % |
| Other Groups | 22.9% | -886.2% | Other Groups | 190.2 | 2832.3 |
| <u>TotalPopulation</u> | -3.1% | 0.0% | <u>TotalPopulation</u> | % | % |
| White Alone | -77.0% | 2562.2% | White Alone | -8.0% | 0.0% |
| Black Alone | -34.7% | 1131.1% | Black Alone | -5.2% | 66.9% |
| Asian and Pacific Islander Alone | -19.5% | 701.5% | Asian and Pacific Islander Alone | -32.7% | 409.5% |
| | | | | 0.0% | 0.0% |
| | | | | - | |
| Native American Alone | -90.5% | 2444.6% | Native American Alone | 114.1 | 1184.6 |
| | | | | % | % |

| | | | | | | | |
|--|--------|---------|-------|--|--------|--------|------|
| | | | - | | | | - |
| All Other Races Alone | 1312.1 | 35035.2 | | All Other Races Alone | 276.0 | 2832.3 | |
| | % | % | | | % | % | |
| <u>TotalPopulation</u> | -3.1% | 0.0% | | <u>TotalPopulation</u> | -8.0% | 0.0% | |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | | |
| Station Area | | | | Station Area | | | |
| (sq.mi.) | 12770 | 10 | 0.1% | (sq.mi.) | 12770 | 18 | 0.1% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | 2.0% | -13.3% | | White Non Latino | 2.0% | -13.3% | |
| Other Non Latino | -74.2% | 524.4% | | Other Non Latino | -74.2% | 524.4% | |
| | | | | | | | |
| | 187.9 | - | | | 187.9 | 1376.0 | |
| Other Groups | % | 1376.0% | | Other Groups | % | % | |
| <u>TotalPopulation</u> | -14.5% | 0.0% | | <u>TotalPopulation</u> | -14.5% | 0.0% | |
| White Non Latino | 2.0% | -13.3% | | White Non Latino | 2.0% | -13.3% | |
| | | | | | | | |
| Hispanic | 27.8% | -200.6% | | Hispanic | 27.8% | 200.6% | |
| Other Non Latino | -74.2% | 524.4% | | Other Non Latino | -74.2% | 524.4% | |
| | | | | | | | |
| | 167.5 | - | | | 167.5 | 1376.0 | |
| Other Groups | % | 1376.0% | | Other Groups | % | % | |
| <u>TotalPopulation</u> | -14.5% | 0.0% | | <u>TotalPopulation</u> | -14.5% | 0.0% | |
| White Alone | -1.5% | 10.8% | | White Alone | -1.5% | 10.8% | |
| Black Alone | -10.9% | 75.5% | | Black Alone | -10.9% | 75.5% | |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | | Asian and Pacific Islander Alone | 0.0% | 0.0% | |
| | | | | | | | |
| | 114.1 | - | | | 114.1 | - | |
| Native American Alone | % | 653.6% | | Native American Alone | % | 653.6% | |
| | | | | | | | |
| | 243.0 | - | | | 243.0 | 1376.0 | |
| All Other Races Alone | % | 1376.0% | | All Other Races Alone | % | % | |
| <u>TotalPopulation</u> | -14.5% | 0.0% | | <u>TotalPopulation</u> | -14.5% | 0.0% | |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | | |
| Station Area | | | | Station Area | | | |
| (sq.mi.) | 12770 | 4 | 0.03% | (sq.mi.) | 12770 | 22 | 0.2% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | -15.8% | 101.7% | | White Non Latino | 2.0% | -12.5% | |
| Other Non Latino | 41.0% | -279.2% | | Other Non Latino | -73.1% | 493.5% | |
| | | | | | 124.8 | - | |
| Other Groups | -33.0% | 232.6% | | Other Groups | % | 873.9% | |
| <u>TotalPopulation</u> | -15.0% | 0.0% | | <u>TotalPopulation</u> | -15.1% | 0.0% | |
| White Non Latino | -15.8% | 101.7% | | White Non Latino | 2.0% | -12.5% | |

| | | | | | | | | | |
|---|-------|----|--------|---------|---|-------|----|--------|--------|
| Hispanic | | | -39.9% | 277.1% | Hispanic | | | 13.3% | -91.7% |
| Other Non Latino | | | 41.0% | -279.2% | Other Non Latino | | | -73.1% | 493.5% |
| | | | | | | | | 111.3 | - |
| Other Groups | | | 23.9% | -188.9% | Other Groups | | | % | 873.9% |
| <u>TotalPopulation</u> | | | -15.0% | 0.0% | <u>TotalPopulation</u> | | | -15.1% | 0.0% |
| White Alone | | | -13.8% | 93.9% | White Alone | | | -1.6% | 11.1% |
| Black Alone | | | 18.5% | -123.2% | Black Alone | | | -9.6% | 63.5% |
| Asian and Pacific Islander Alone | | | -38.6% | 283.3% | Asian and Pacific Islander Alone | | | 0.0% | 0.0% |
| | | | | | | | | - | |
| | | | 256.8 | - | | | | 114.1 | |
| Native American Alone | | | % | 1416.4% | Native American Alone | | | % | 624.8% |
| | | | | | | | | 161.4 | - |
| All Other Races Alone | | | -70.0% | 381.8% | All Other Races Alone | | | % | 873.9% |
| <u>TotalPopulation</u> | | | -15.0% | 0.0% | <u>TotalPopulation</u> | | | -15.1% | 0.0% |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.75 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 12770 | 4 | 0.0% | | Station Area (sq.mi.) | 12770 | 25 | 0.2% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | <i>Demographic Change--0.75 Mile Distance Band Cumulative</i> | | | | |
| White Non Latino | | | -7.2% | 97.9% | White Non Latino | | | 4.7% | -44.4% |
| Other Non Latino | | | -6.7% | 96.0% | Other Non Latino | | | -57.0% | 565.6% |
| | | | | | | | | - | |
| Other Groups | | | -8.4% | 126.0% | Other Groups | | | 27.1% | 279.2% |
| <u>TotalPopulation</u> | | | -7.1% | 0.0% | <u>TotalPopulation</u> | | | -10.3% | 0.0% |
| White Non Latino | | | -7.2% | 97.9% | White Non Latino | | | 4.7% | -44.4% |
| Hispanic | | | -47.8% | 702.2% | Hispanic | | | -7.5% | 75.4% |
| Other Non Latino | | | -6.7% | 96.0% | Other Non Latino | | | -57.0% | 565.6% |
| | | | 108.9 | - | | | | - | |
| Other Groups | | | % | 1822.6% | Other Groups | | | 24.2% | 279.2% |
| <u>TotalPopulation</u> | | | -7.1% | 0.0% | <u>TotalPopulation</u> | | | -10.3% | 0.0% |
| White Alone | | | -7.3% | 105.4% | White Alone | | | -0.1% | 0.9% |
| Black Alone | | | -22.4% | 315.4% | Black Alone | | | -17.5% | 169.9% |
| Asian and Pacific Islander Alone | | | 26.7% | -414.1% | Asian and Pacific Islander Alone | | | 0.0% | 0.0% |
| | | | | | | | | - | |
| | | | | | | | | 114.1 | |
| Native American Alone | | | -58.9% | 687.4% | Native American Alone | | | % | 918.0% |
| | | | | | | | | - | |
| All Other Races Alone | | | -4.6% | 53.4% | All Other Races Alone | | | 35.1% | 279.2% |
| <u>TotalPopulation</u> | | | -7.1% | 0.0% | <u>TotalPopulation</u> | | | -10.3% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 12770 | 10 | 0.1% | | Station Area (sq.mi.) | 12770 | 35 | 0.3% | |

| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | | |
|---|--------|---------|---|--------|--------|
| White Non Latino | 10.6% | 325.5% | White Non Latino | 0.9% | -12.0% |
| Other Non Latino | -7.7% | -251.2% | Other Non Latino | -59.2% | 812.0% |
| Other Groups | -20.2% | -678.9% | Other Groups | 25.0% | 355.7% |
| <u>TotalPopulation</u> | 3.1% | 0.0% | <u>TotalPopulation</u> | -7.5% | 0.0% |
| White Non Latino | 10.6% | 325.5% | White Non Latino | 0.9% | -12.0% |
| Hispanic | -15.5% | -514.9% | Hispanic | -15.8% | 221.4% |
| Other Non Latino | -7.7% | -251.2% | Other Non Latino | -59.2% | 812.0% |
| Other Groups | -42.8% | 1615.4% | Other Groups | 22.3% | 355.7% |
| <u>TotalPopulation</u> | 3.1% | 0.0% | <u>TotalPopulation</u> | -7.5% | 0.0% |
| White Alone | 10.0% | 324.7% | White Alone | -4.1% | 56.1% |
| Black Alone | 0.9% | 27.2% | Black Alone | 6.0% | -80.0% |
| Asian and Pacific Islander Alone | -64.2% | 2245.2% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -88.8% | 2336.9% | Native American Alone | -49.3% | 548.5% |
| All Other Races Alone | -44.3% | 1152.3% | All Other Races Alone | 32.3% | 355.7% |
| <u>TotalPopulation</u> | 3.1% | 0.0% | <u>TotalPopulation</u> | -7.5% | 0.0% |

Table 6A.14A Low MA: SCT.

| | Transit Region Change | Incremental Analysis | | | Transit Region Change | Cumulative Analysis | | |
|---|-----------------------|----------------------|---------------------------|-------------------------------|-----------------------|----------------------|---------------------------|-------------------------------|
| | | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | 2010-2016 | 2010-2016 | Counties | Change | 2010-2016 | 2010-2016 | Counties | Change |
| <i>Demographic Group--0.125 Mile Distance Band Only</i> | | | | | | | | |
| White Non Latino | 1.02 | 0.16 | 15.4% | 239.2% | 1.02 | 0.16 | 15.4% | 239.2% |
| Other Non Latino | 1.08 | -0.03 | -2.3% | -38.1% | 1.08 | -0.03 | -2.3% | -38.1% |
| Other Groups | 1.12 | -0.03 | -2.5% | -42.4% | 1.12 | -0.03 | -2.5% | -42.4% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.2% | | 1.06 | 0.07 | 6.2% | |
| White Non Latino | 1.02 | 0.16 | 15.4% | 239.2% | 1.02 | 0.16 | 15.4% | 239.2% |
| Hispanic | 1.10 | -0.08 | -7.4% | -124.0% | 1.10 | -0.08 | -7.4% | -124.0% |
| Other Non Latino | 1.08 | -0.03 | -2.3% | -38.1% | 1.08 | -0.03 | -2.3% | -38.1% |

| | | | | | | | | |
|--|------|-------|--------|----------|------|-------|--------|---------|
| Other Groups | 1.26 | 0.43 | 34.2% | 652.8% | 1.26 | 0.43 | 34.2% | 652.8% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.2% | | 1.06 | 0.07 | 6.2% | |
| White Alone | 1.08 | 0.15 | 13.8% | 226.3% | 1.08 | 0.15 | 13.8% | 226.3% |
| Black Alone | 1.06 | -0.08 | -7.8% | -124.7% | 1.06 | -0.08 | -7.8% | -124.7% |
| Asian and Pacific Islander Alone | 1.16 | 0.35 | 29.8% | 527.4% | 1.16 | 0.35 | 29.8% | 527.4% |
| Native American Alone | 0.88 | 0.06 | 7.4% | 98.1% | 0.88 | 0.06 | 7.4% | 98.1% |
| All Other Races Alone | 0.87 | -0.12 | -13.5% | -177.3% | 0.87 | -0.12 | -13.5% | -177.3% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.2% | | 1.06 | 0.07 | 6.2% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.06 | -5.6% | 81.5% | 1.02 | 0.09 | 9.1% | -190.6% |
| Other Non Latino | 1.08 | -0.10 | -9.1% | 138.4% | 1.08 | 0.12 | 10.9% | -242.0% |
| Other Groups | 1.12 | -0.05 | -4.7% | 74.0% | 1.12 | 0.02 | 1.8% | -40.4% |
| <u>TotalPopulation</u> | 1.06 | -0.07 | -6.7% | | 1.06 | -0.05 | -4.6% | |
| White Non Latino | 1.02 | -0.06 | -5.6% | 81.5% | 1.02 | 0.09 | 9.1% | -190.6% |
| Hispanic | 1.10 | -0.09 | -8.3% | 129.3% | 1.10 | -0.13 | -11.6% | 262.1% |
| Other Non Latino | 1.08 | -0.10 | -9.1% | 138.4% | 1.08 | 0.12 | 10.9% | -242.0% |
| Other Groups | 1.26 | 0.35 | 27.8% | -493.7% | 1.26 | 0.02 | 1.6% | -40.4% |
| <u>TotalPopulation</u> | 1.06 | -0.07 | -6.7% | | 1.06 | -0.05 | -4.6% | |
| White Alone | 1.08 | -0.78 | -71.9% | 1098.5% | 1.08 | 0.04 | 3.4% | -75.2% |
| Black Alone | 1.06 | -0.10 | -9.1% | 135.9% | 1.06 | -0.09 | -8.8% | 191.3% |
| Asian and Pacific Islander Alone | 1.16 | -0.03 | -2.3% | 37.9% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.32 | -36.6% | 453.8% | 0.88 | -0.57 | -65.6% | 1177.7% |
| All Other Races Alone | 0.87 | 6.71 | 774.9% | -9497.6% | 0.87 | 0.02 | 2.3% | -40.4% |
| <u>TotalPopulation</u> | 1.06 | -0.07 | -6.7% | | 1.06 | -0.05 | -4.6% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.00 | 0.2% | -8.1% | 1.02 | 0.09 | 8.6% | -156.1% |
| Other Non Latino | 1.08 | -0.07 | -6.0% | 208.3% | 1.08 | 0.06 | 6.0% | -115.7% |
| Other Groups | 1.12 | -0.08 | -7.1% | 252.9% | 1.12 | 0.00 | 0.0% | 0.3% |
| <u>TotalPopulation</u> | 1.06 | -0.03 | -3.0% | | 1.06 | -0.06 | -5.3% | |
| White Non Latino | 1.02 | 0.00 | 0.2% | -8.1% | 1.02 | 0.09 | 8.6% | -156.1% |
| Hispanic | 1.10 | -0.09 | -8.4% | 295.6% | 1.10 | -0.12 | -11.1% | 217.4% |
| Other Non Latino | 1.08 | -0.07 | -6.0% | 208.3% | 1.08 | 0.06 | 6.0% | -115.7% |
| Other Groups | 1.26 | -0.02 | -1.5% | 59.9% | 1.26 | 0.00 | 0.0% | 0.3% |
| <u>TotalPopulation</u> | 1.06 | -0.03 | -3.0% | | 1.06 | -0.06 | -5.3% | |
| White Alone | 1.08 | 0.02 | 2.0% | -67.6% | 1.08 | 0.04 | 3.3% | -63.5% |
| Black Alone | 1.06 | -0.07 | -6.9% | 233.7% | 1.06 | -0.08 | -7.8% | 147.4% |
| Asian and Pacific Islander Alone | 1.16 | -0.01 | -0.5% | 18.0% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.74 | -84.6% | 2373.5% | 0.88 | -0.58 | -65.8% | 1027.7% |
| All Other Races Alone | 0.87 | -0.23 | -26.9% | 744.6% | 0.87 | 0.00 | 0.0% | 0.3% |
| <u>TotalPopulation</u> | 1.06 | -0.03 | -3.0% | | 1.06 | -0.06 | -5.3% | |

Demographic Group--0.5 Mile Distance Band Only

| | | | | | | | | |
|----------------------------------|------|-------|--------|----------|------|-------|--------|---------|
| White Non Latino | 1.02 | 0.02 | 1.8% | -101.0% | 1.02 | 0.08 | 8.2% | -140.5% |
| Other Non Latino | 1.08 | -0.10 | -9.7% | 588.2% | 1.08 | 0.04 | 4.0% | -72.1% |
| Other Groups | 1.12 | 0.13 | 11.7% | -736.9% | 1.12 | 0.00 | -0.2% | 2.9% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -1.7% | | 1.06 | -0.06 | -5.6% | |
| White Non Latino | 1.02 | 0.02 | 1.8% | -101.0% | 1.02 | 0.08 | 8.2% | -140.5% |
| Hispanic | 1.10 | 0.12 | 11.3% | -700.3% | 1.10 | -0.09 | -7.9% | 146.2% |
| Other Non Latino | 1.08 | -0.10 | -9.7% | 588.2% | 1.08 | 0.04 | 4.0% | -72.1% |
| Other Groups | 1.26 | 0.16 | 12.4% | -876.3% | 1.26 | 0.00 | -0.1% | 2.9% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -1.7% | | 1.06 | -0.06 | -5.6% | |
| White Alone | 1.08 | 0.05 | 5.0% | -300.8% | 1.08 | 0.04 | 3.6% | -65.5% |
| Black Alone | 1.06 | -0.15 | -14.0% | 830.4% | 1.06 | -0.10 | -9.1% | 161.5% |
| Asian and Pacific Islander Alone | 1.16 | 0.20 | 16.8% | -1099.6% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.10 | -11.7% | 575.6% | 0.88 | -0.19 | -21.3% | 313.0% |
| All Other Races Alone | 0.87 | -0.10 | -11.9% | 577.4% | 0.87 | 0.00 | -0.2% | 2.9% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -1.7% | | 1.06 | -0.06 | -5.6% | |

Demographic Group--0.75 Mile Distance Band Only

| | | | | | | | | |
|----------------------------------|------|-------|--------|----------|------|-------|--------|---------|
| White Non Latino | 1.02 | 0.04 | 3.5% | -85.2% | 1.02 | 0.10 | 10.3% | -140.7% |
| Other Non Latino | 1.08 | -0.08 | -7.6% | 198.3% | 1.08 | 0.11 | 10.5% | -151.9% |
| Other Groups | 1.12 | -0.17 | -14.8% | 401.0% | 1.12 | 0.01 | 1.0% | -14.8% |
| <u>TotalPopulation</u> | 1.06 | -0.04 | -3.9% | | 1.06 | -0.07 | -7.1% | |
| White Non Latino | 1.02 | 0.04 | 3.5% | -85.2% | 1.02 | 0.10 | 10.3% | -140.7% |
| Hispanic | 1.10 | -0.11 | -9.7% | 257.3% | 1.10 | -0.08 | -7.0% | 102.9% |
| Other Non Latino | 1.08 | -0.08 | -7.6% | 198.3% | 1.08 | 0.11 | 10.5% | -151.9% |
| Other Groups | 1.26 | -0.52 | -41.6% | 1263.2% | 1.26 | 0.01 | 0.9% | -14.8% |
| <u>TotalPopulation</u> | 1.06 | -0.04 | -3.9% | | 1.06 | -0.07 | -7.1% | |
| White Alone | 1.08 | 0.05 | 4.9% | -128.2% | 1.08 | 0.06 | 5.7% | -82.0% |
| Black Alone | 1.06 | -0.12 | -11.8% | 300.1% | 1.06 | -0.12 | -11.7% | 165.7% |
| Asian and Pacific Islander Alone | 1.16 | 0.45 | 38.5% | -1084.6% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.17 | -19.5% | 413.8% | 0.88 | -0.39 | -44.3% | 520.9% |
| All Other Races Alone | 0.87 | -0.44 | -50.3% | 1052.6% | 0.87 | 0.01 | 1.3% | -14.8% |
| <u>TotalPopulation</u> | 1.06 | -0.04 | -3.9% | | 1.06 | -0.07 | -7.1% | |

Demographic Group--1.00 Mile Distance Band Only

| | | | | | | | | |
|------------------------|------|-------|--------|--------|------|-------|-------|---------|
| White Non Latino | 1.02 | 0.04 | 4.2% | -27.4% | 1.02 | 0.13 | 12.6% | -151.9% |
| Other Non Latino | 1.08 | -0.34 | -31.8% | 216.9% | 1.08 | 0.02 | 1.9% | -24.0% |
| Other Groups | 1.12 | -0.17 | -14.9% | 105.3% | 1.12 | -0.06 | -5.5% | 72.5% |
| <u>TotalPopulation</u> | 1.06 | -0.16 | -15.0% | | 1.06 | -0.08 | -8.0% | |
| White Non Latino | 1.02 | 0.04 | 4.2% | -27.4% | 1.02 | 0.13 | 12.6% | -151.9% |
| Hispanic | 1.10 | -0.21 | -19.1% | 133.0% | 1.10 | -0.08 | -7.1% | 93.0% |
| Other Non Latino | 1.08 | -0.34 | -31.8% | 216.9% | 1.08 | 0.02 | 1.9% | -24.0% |

| | | | | | | | | |
|----------------------------------|------|-------|--------|---------|------|-------|--------|---------|
| Other Groups | 1.26 | 0.25 | 19.8% | -156.9% | 1.26 | -0.06 | -4.9% | 72.5% |
| <u>Total Population</u> | 1.06 | -0.16 | -15.0% | | 1.06 | -0.08 | -8.0% | |
| White Alone | 1.08 | 0.07 | 6.2% | -42.2% | 1.08 | 0.09 | 8.0% | -102.0% |
| Black Alone | 1.06 | -0.40 | -38.1% | 254.1% | 1.06 | -0.15 | -14.4% | 179.5% |
| Asian and Pacific Islander Alone | 1.16 | 0.00 | 0.0% | -0.3% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.27 | -30.4% | 167.7% | 0.88 | -0.47 | -53.6% | 555.0% |
| All Other Races Alone | 0.87 | -0.38 | -44.0% | 240.5% | 0.87 | -0.06 | -7.1% | 72.5% |
| <u>Total Population</u> | 1.06 | -0.16 | -15.0% | | 1.06 | -0.08 | -8.0% | |

Table 6A.14B Low MA: SCT.

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|----------------|---------------|---------------------------|-------------------------------|--|----------------|---------------|---------------------------|-------------------------------|
| Demographic | Transit Region | Distance Band | Share of Transit Counties | Share of Distance Band Change | Demographic | Transit Region | Distance Band | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 12770 | 11 | 0.1% | | Station Area (sq.mi.) | 12770 | 11 | 0.1% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | |
| White Non Latino | | | 15.4% | 239.2% | White Non Latino | | | 15.4% | 239.2% |

| | | | | | |
|---|--------|--------|--|--------------------------|------------|
| Other Non Latino | -2.3% | -38.1% | Other Non Latino | -2.3% | -38.1% |
| Other Groups | -2.5% | -42.4% | Other Groups | -2.5% | -42.4% |
| <u>TotalPopulation</u> | 6.2% | 0.0% | <u>TotalPopulation</u> | 6.2% | 0.0% |
| White Non Latino | 15.4% | 239.2% | White Non Latino | 15.4% | 239.2% |
| | | | | | % |
| | | | | | - |
| Hispanic | -7.4% | 124.0% | Hispanic | -7.4% | 124.0% |
| Other Non Latino | -2.3% | -38.1% | Other Non Latino | -2.3% | -38.1% |
| Other Groups | 34.2% | 652.8% | Other Groups | 34.2% | 652.8% |
| <u>TotalPopulation</u> | 6.2% | 0.0% | <u>TotalPopulation</u> | 6.2% | 0.0% |
| White Alone | 13.8% | 226.3% | White Alone | 13.8% | 226.3% |
| | | | | | % |
| | | | | | - |
| Black Alone | -7.8% | 124.7% | Black Alone | -7.8% | 124.7% |
| Asian and Pacific Islander Alone | 29.8% | 527.4% | Asian and Pacific Islander Alone | 29.8% | 527.4% |
| Native American Alone | 7.4% | 98.1% | Native American Alone | 7.4% | 98.1% |
| | | | | | - |
| All Other Races Alone | -13.5% | 177.3% | All Other Races Alone | -13.5% | 177.3% |
| <u>TotalPopulation</u> | 6.2% | 0.0% | <u>TotalPopulation</u> | 6.2% | 0.0% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | <i>Spatial Share--0.25 Mile Distance Band</i> | | |
| Station Area (sq.mi.) | 12770 | 4 | 0.03% | Station Area (sq.mi.) | 12770 |
| | | | | 15 | 0.1% |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | <i>Demographic Change--0.25 Mile Distance Band</i> | | |
| | | | | | Cumulative |
| White Non Latino | -5.6% | 81.5% | White Non Latino | 9.1% | 190.6% |
| | | | | | - |
| Other Non Latino | -9.1% | 138.4% | Other Non Latino | 10.9% | 242.0% |
| Other Groups | -4.7% | 74.0% | Other Groups | 1.8% | -40.4% |
| <u>TotalPopulation</u> | -6.7% | 0.0% | <u>TotalPopulation</u> | -4.6% | 0.0% |
| | | | | | - |
| White Non Latino | -5.6% | 81.5% | White Non Latino | 9.1% | 190.6% |
| Hispanic | -8.3% | 129.3% | Hispanic | -11.6% | 262.1% |
| | | | | | - |
| Other Non Latino | -9.1% | 138.4% | Other Non Latino | 10.9% | 242.0% |
| Other Groups | 27.8% | 493.7% | Other Groups | 1.6% | -40.4% |

| | | | | | |
|--|--------|---------|--|----------------------------------|---------|
| <u>TotalPopulation</u> | -6.7% | 0.0% | <u>TotalPopulation</u> | -4.6% | 0.0% |
| White Alone | -71.9% | 1098.5% | White Alone | 3.4% | -75.2% |
| Black Alone | -9.1% | 135.9% | Black Alone | -8.8% | 191.3% |
| Asian and Pacific Islander Alone | -2.3% | 37.9% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -36.6% | 453.8% | Native American Alone | -65.6% | 1177.7% |
| All Other Races Alone | 774.9% | 9497.6% | All Other Races Alone | 2.3% | -40.4% |
| <u>TotalPopulation</u> | -6.7% | 0.0% | <u>TotalPopulation</u> | -4.6% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 12770 | 5 | 0.04% | Station Area (sq.mi.) | 12770 |
| | | | | 19 | 0.1% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 8.6% | - | 156.1% | White Non Latino | 8.6% |
| | | | | | 156.1% |
| Other Non Latino | 6.0% | - | 115.7% | Other Non Latino | 6.0% |
| | | | | | 115.7% |
| Other Groups | 0.0% | - | 0.3% | Other Groups | 0.0% |
| | | | | | 0.3% |
| <u>TotalPopulation</u> | -5.3% | - | 0.0% | <u>TotalPopulation</u> | -5.3% |
| | | | | | 0.0% |
| White Non Latino | 8.6% | - | 156.1% | White Non Latino | 8.6% |
| | | | | | 156.1% |
| Hispanic | -11.1% | - | 217.4% | Hispanic | -11.1% |
| | | | | | 217.4% |
| Other Non Latino | 6.0% | - | 115.7% | Other Non Latino | 6.0% |
| | | | | | 115.7% |
| Other Groups | 0.0% | - | 0.3% | Other Groups | 0.0% |
| | | | | | 0.3% |
| <u>TotalPopulation</u> | -5.3% | - | 0.0% | <u>TotalPopulation</u> | -5.3% |
| | | | | | 0.0% |
| White Alone | 3.3% | - | -63.5% | White Alone | 3.3% |
| | | | | | -63.5% |
| Black Alone | -7.8% | - | 147.4% | Black Alone | -7.8% |
| | | | | | 147.4% |
| Asian and Pacific Islander Alone | 0.0% | - | 0.0% | Asian and Pacific Islander Alone | 0.0% |
| | | | | | 0.0% |
| Native American Alone | -65.8% | - | % | Native American Alone | -65.8% |
| | | | | | % |
| All Other Races Alone | 0.0% | - | 0.3% | All Other Races Alone | 0.0% |
| | | | | | 0.3% |
| <u>TotalPopulation</u> | -5.3% | - | 0.0% | <u>TotalPopulation</u> | -5.3% |
| | | | | | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | |

| | | | | | | | |
|---|-------|--------|---------|---|-------|--------|--------|
| Station Area (sq.mi.) | 12770 | 11 | 0.09% | Station Area (sq.mi.) | 12770 | 30 | 0.2% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | | 1.8% | 101.0% | White Non Latino | | 8.2% | 140.5% |
| Other Non Latino | | -9.7% | 588.2% | Other Non Latino | | 4.0% | -72.1% |
| Other Groups | | 11.7% | 736.9% | Other Groups | | -0.2% | 2.9% |
| <u>TotalPopulation</u> | | -1.7% | 0.0% | <u>TotalPopulation</u> | | -5.6% | 0.0% |
| White Non Latino | | 1.8% | 101.0% | White Non Latino | | 8.2% | 140.5% |
| Hispanic | | 11.3% | 700.3% | Hispanic | | -7.9% | 146.2% |
| Other Non Latino | | -9.7% | 588.2% | Other Non Latino | | 4.0% | -72.1% |
| Other Groups | | 12.4% | 876.3% | Other Groups | | -0.1% | 2.9% |
| <u>TotalPopulation</u> | | -1.7% | 0.0% | <u>TotalPopulation</u> | | -5.6% | 0.0% |
| White Alone | | 5.0% | 300.8% | White Alone | | 3.6% | -65.5% |
| Black Alone | | -14.0% | 830.4% | Black Alone | | -9.1% | 161.5% |
| Asian and Pacific Islander Alone | | 16.8% | 1099.6% | Asian and Pacific Islander Alone | | 0.0% | 0.0% |
| Native American Alone | | -11.7% | 575.6% | Native American Alone | | -21.3% | 313.0% |
| All Other Races Alone | | -11.9% | 577.4% | All Other Races Alone | | -0.2% | 2.9% |
| <u>TotalPopulation</u> | | -1.7% | 0.0% | <u>TotalPopulation</u> | | -5.6% | 0.0% |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | <i>Spatial Share--0.75 Mile Distance Band Cumulative</i> | | | |
| Station Area (sq.mi.) | 12770 | 10 | 0.1% | Station Area (sq.mi.) | 12770 | 40 | 0.3% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | <i>Demographic Change--0.75 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | | 3.5% | -85.2% | White Non Latino | | 10.3% | 140.7% |
| Other Non Latino | | -7.6% | 198.3% | Other Non Latino | | 10.5% | 151.9% |
| Other Groups | | -14.8% | 401.0% | Other Groups | | 1.0% | -14.8% |
| <u>TotalPopulation</u> | | -3.9% | 0.0% | <u>TotalPopulation</u> | | -7.1% | 0.0% |
| White Non Latino | | 3.5% | -85.2% | White Non Latino | | 10.3% | 140.7% |

| | | | | | |
|---|--------|---------|--|--------|--------|
| Hispanic | -9.7% | 257.3% | Hispanic | -7.0% | 102.9% |
| Other Non Latino | -7.6% | 198.3% | Other Non Latino | 10.5% | 151.9% |
| Other Groups | -41.6% | 1263.2% | Other Groups | 0.9% | -14.8% |
| <u>TotalPopulation</u> | -3.9% | 0.0% | <u>TotalPopulation</u> | -7.1% | 0.0% |
| White Alone | 4.9% | 128.2% | White Alone | 5.7% | -82.0% |
| Black Alone | -11.8% | 300.1% | Black Alone | -11.7% | 165.7% |
| Asian and Pacific Islander Alone | 38.5% | 1084.6% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -19.5% | 413.8% | Native American Alone | -44.3% | 520.9% |
| All Other Races Alone | -50.3% | 1052.6% | All Other Races Alone | 1.3% | -14.8% |
| <u>TotalPopulation</u> | -3.9% | 0.0% | <u>TotalPopulation</u> | -7.1% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | <i>Spatial Share--1.00 Mile Distance Band</i> | | |
| Station Area (sq.mi.) | 12770 | 3 | Station Area (sq.mi.) | 12770 | 44 |
| | | 0.02% | | | 0.3% |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | <i>Demographic Change--1.00 Mile Distance Band</i> | | |
| White Non Latino | 4.2% | -27.4% | White Non Latino | 12.6% | - |
| Other Non Latino | -31.8% | 216.9% | Other Non Latino | 1.9% | 151.9% |
| Other Groups | -14.9% | 105.3% | Other Groups | -5.5% | % |
| <u>TotalPopulation</u> | -15.0% | 0.0% | <u>TotalPopulation</u> | -8.0% | -24.0% |
| White Non Latino | 4.2% | -27.4% | White Non Latino | 12.6% | 72.5% |
| Hispanic | -19.1% | 133.0% | Hispanic | -7.1% | 0.0% |
| Other Non Latino | -31.8% | 216.9% | Other Non Latino | 1.9% | - |
| Other Groups | 19.8% | 156.9% | Other Groups | -4.9% | 151.9% |
| <u>TotalPopulation</u> | -15.0% | 0.0% | <u>TotalPopulation</u> | -8.0% | % |
| White Alone | 6.2% | -42.2% | White Alone | 8.0% | 102.0% |
| Black Alone | -38.1% | 254.1% | Black Alone | -14.4% | 179.5% |
| Asian and Pacific Islander Alone | 0.0% | -0.3% | Asian and Pacific Islander Alone | 0.0% | % |
| | | | | | 0.0% |

| | | | | | |
|------------------------|--------|--------|------------------------|--------|--------|
| Native American Alone | -30.4% | 167.7% | Native American Alone | -53.6% | 555.0% |
| All Other Races Alone | -44.0% | 240.5% | All Other Races Alone | -7.1% | 72.5% |
| <u>TotalPopulation</u> | -15.0% | 0.0% | <u>TotalPopulation</u> | -8.0% | 0.0% |

Table 6A.15A Mod MA: SCT.

| | Incremental Analysis | | | | Cumulative Analysis | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| Transit Region LQ of Demographic Change | | | | | | | | |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.05 | 4.7% | -116.6% | 1.02 | 0.05 | 4.7% | -116.6% |
| Other Non Latino | 1.08 | -0.20 | -18.6% | 485.6% | 1.08 | -0.20 | -18.6% | 485.6% |
| Other Groups | 1.12 | 0.08 | 6.9% | -185.6% | 1.12 | 0.08 | 6.9% | -185.6% |
| <u>TotalPopulation</u> | 1.06 | -0.04 | -3.9% | | 1.06 | -0.04 | -3.9% | |
| White Non Latino | 1.02 | 0.05 | 4.7% | -116.6% | 1.02 | 0.05 | 4.7% | -116.6% |
| Hispanic | 1.10 | 0.03 | 3.0% | -79.0% | 1.10 | 0.03 | 3.0% | -79.0% |
| Other Non Latino | 1.08 | -0.20 | -18.6% | 485.6% | 1.08 | -0.20 | -18.6% | 485.6% |
| Other Groups | 1.26 | 0.28 | 22.5% | -683.3% | 1.26 | 0.28 | 22.5% | -683.3% |
| <u>TotalPopulation</u> | 1.06 | -0.04 | -3.9% | | 1.06 | -0.04 | -3.9% | |
| White Alone | 1.08 | 0.08 | 7.4% | -192.3% | 1.08 | 0.08 | 7.4% | -192.3% |
| Black Alone | 1.06 | -0.25 | -24.1% | 614.1% | 1.06 | -0.25 | -24.1% | 614.1% |
| Asian and Pacific Islander Alone | 1.16 | 0.19 | 15.9% | -448.3% | 1.16 | 0.19 | 15.9% | -448.3% |
| Native American Alone | 0.88 | -0.27 | -31.3% | 663.0% | 0.88 | -0.27 | -31.3% | 663.0% |
| All Other Races Alone | 0.87 | -0.17 | -19.5% | 409.2% | 0.87 | -0.17 | -19.5% | 409.2% |
| <u>TotalPopulation</u> | 1.06 | -0.04 | -3.9% | | 1.06 | -0.04 | -3.9% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.15 | 15.0% | 183.1% | 1.02 | 0.12 | 12.1% | -197.0% |
| Other Non Latino | 1.08 | -0.02 | -1.6% | -20.2% | 1.08 | 0.72 | 66.3% | -1144.1% |
| Other Groups | 1.12 | 0.06 | 5.4% | 72.2% | 1.12 | -0.15 | -13.8% | 246.7% |
| <u>TotalPopulation</u> | 1.06 | 0.08 | 7.9% | | 1.06 | -0.06 | -5.9% | |
| White Non Latino | 1.02 | 0.15 | 15.0% | 183.1% | 1.02 | 0.12 | 12.1% | -197.0% |
| Hispanic | 1.10 | 0.02 | 2.0% | 26.0% | 1.10 | 0.00 | -0.3% | 5.4% |
| Other Non Latino | 1.08 | -0.02 | -1.6% | -20.2% | 1.08 | 0.72 | 66.3% | -1144.1% |
| Other Groups | 1.26 | 0.25 | 20.2% | 303.1% | 1.26 | -0.15 | -12.3% | 246.7% |
| <u>TotalPopulation</u> | 1.06 | 0.08 | 7.9% | | 1.06 | -0.06 | -5.9% | |
| White Alone | 1.08 | -0.80 | -73.9% | -951.0% | 1.08 | 0.09 | 8.4% | -144.8% |
| Black Alone | 1.06 | -0.06 | -5.2% | -65.8% | 1.06 | -0.20 | -19.0% | 320.4% |

| | | | | | | | | |
|--|------|-------|--------|---------|------|-------|--------|----------|
| Asian and Pacific Islander Alone | 1.16 | 0.31 | 26.7% | 370.5% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.73 | -83.5% | -871.4% | 0.88 | -0.47 | -54.1% | 757.0% |
| All Other Races Alone | 0.87 | 7.79 | 898.8% | 9272.7% | 0.87 | -0.15 | -17.8% | 246.7% |
| <u>TotalPopulation</u> | 1.06 | 0.08 | 7.9% | | 1.06 | -0.06 | -5.9% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.13 | 12.7% | 140.3% | 1.02 | 0.11 | 10.9% | -250.4% |
| Other Non Latino | 1.08 | 0.02 | 1.4% | 16.8% | 1.08 | 0.55 | 51.1% | -1246.5% |
| Other Groups | 1.12 | 0.19 | 17.1% | 206.7% | 1.12 | -0.09 | -7.6% | 192.1% |
| <u>TotalPopulation</u> | 1.06 | 0.09 | 8.8% | | 1.06 | -0.04 | -4.2% | |
| White Non Latino | 1.02 | 0.13 | 12.7% | 140.3% | 1.02 | 0.11 | 10.9% | -250.4% |
| Hispanic | 1.10 | 0.16 | 14.3% | 170.2% | 1.10 | 0.01 | 0.5% | -12.3% |
| Other Non Latino | 1.08 | 0.02 | 1.4% | 16.8% | 1.08 | 0.55 | 51.1% | -1246.5% |
| Other Groups | 1.26 | 0.38 | 30.1% | 407.6% | 1.26 | -0.09 | -6.8% | 192.1% |
| <u>TotalPopulation</u> | 1.06 | 0.09 | 8.8% | | 1.06 | -0.04 | -4.2% | |
| White Alone | 1.08 | 0.17 | 15.3% | 178.7% | 1.08 | 0.08 | 7.4% | -180.5% |
| Black Alone | 1.06 | -0.03 | -3.0% | -34.5% | 1.06 | -0.18 | -16.9% | 403.2% |
| Asian and Pacific Islander Alone | 1.16 | 0.43 | 36.6% | 459.1% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | 0.12 | 13.4% | 127.0% | 0.88 | -0.54 | -61.5% | 1217.2% |
| All Other Races Alone | 0.87 | 0.02 | 2.4% | 22.6% | 0.87 | -0.09 | -9.8% | 192.1% |
| <u>TotalPopulation</u> | 1.06 | 0.09 | 8.8% | | 1.06 | -0.04 | -4.2% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.13 | 12.6% | 148.3% | 1.02 | 0.11 | 10.3% | -314.4% |
| Other Non Latino | 1.08 | 0.02 | 2.2% | 27.4% | 1.08 | 0.57 | 52.8% | -1705.3% |
| Other Groups | 1.12 | 0.08 | 7.6% | 97.6% | 1.12 | -0.18 | -15.6% | 523.3% |
| <u>TotalPopulation</u> | 1.06 | 0.09 | 8.2% | | 1.06 | -0.03 | -3.2% | |
| White Non Latino | 1.02 | 0.13 | 12.6% | 148.3% | 1.02 | 0.11 | 10.3% | -314.4% |
| Hispanic | 1.10 | 0.07 | 6.0% | 75.4% | 1.10 | 0.00 | -0.4% | 14.1% |
| Other Non Latino | 1.08 | 0.02 | 2.2% | 27.4% | 1.08 | 0.57 | 52.8% | -1705.3% |
| Other Groups | 1.26 | 0.20 | 16.3% | 235.2% | 1.26 | -0.18 | -13.9% | 523.3% |
| <u>TotalPopulation</u> | 1.06 | 0.09 | 8.2% | | 1.06 | -0.03 | -3.2% | |
| White Alone | 1.08 | 0.21 | 19.1% | 236.8% | 1.08 | 0.08 | 7.5% | -242.8% |
| Black Alone | 1.06 | -0.02 | -2.0% | -24.3% | 1.06 | -0.17 | -15.8% | 500.4% |
| Asian and Pacific Islander Alone | 1.16 | 0.49 | 41.8% | 559.5% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.64 | -73.2% | -737.5% | 0.88 | -0.51 | -58.6% | 1533.5% |
| All Other Races Alone | 0.87 | -0.40 | -46.1% | -459.3% | 0.87 | -0.18 | -20.2% | 523.3% |
| <u>TotalPopulation</u> | 1.06 | 0.09 | 8.2% | | 1.06 | -0.03 | -3.2% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.09 | 8.8% | -173.4% | 1.02 | 0.11 | 10.7% | -267.6% |
| Other Non Latino | 1.08 | -0.27 | -24.9% | 519.8% | 1.08 | 0.66 | 61.2% | -1622.3% |
| Other Groups | 1.12 | 0.11 | 9.4% | -203.5% | 1.12 | -0.15 | -13.8% | 380.2% |

| | | | | | | | | |
|---|------|-------|--------|-----------|------|-------|--------|----------|
| <u>TotalPopulation</u> | 1.06 | -0.05 | -4.9% | | 1.06 | -0.04 | -3.9% | |
| White Non Latino | 1.02 | 0.09 | 8.8% | -173.4% | 1.02 | 0.11 | 10.7% | -267.6% |
| Hispanic | 1.10 | 0.10 | 9.0% | -191.4% | 1.10 | 0.00 | 0.0% | -0.5% |
| Other Non Latino | 1.08 | -0.27 | -24.9% | 519.8% | 1.08 | 0.66 | 61.2% | -1622.3% |
| Other Groups | 1.26 | 0.15 | 12.3% | -297.5% | 1.26 | -0.15 | -12.3% | 380.2% |
| <u>TotalPopulation</u> | 1.06 | -0.05 | -4.9% | | 1.06 | -0.04 | -3.9% | |
| White Alone | 1.08 | 0.16 | 15.2% | -318.0% | 1.08 | 0.09 | 8.3% | -219.4% |
| Black Alone | 1.06 | -0.31 | -29.0% | 592.4% | 1.06 | -0.17 | -15.9% | 410.9% |
| Asian and Pacific Islander Alone | 1.16 | 0.21 | 17.8% | -400.0% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.68 | -77.3% | 1307.7% | 0.88 | -0.30 | -34.0% | 730.2% |
| All Other Races Alone | 0.87 | -0.22 | -25.1% | 419.2% | 0.87 | -0.15 | -17.9% | 380.2% |
| <u>TotalPopulation</u> | 1.06 | -0.05 | -4.9% | | 1.06 | -0.04 | -3.9% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.14 | 14.2% | 7754.5% | 1.02 | 0.10 | 9.4% | -275.5% |
| Other Non Latino | 1.08 | -0.20 | -18.8% | -10880.5% | 1.08 | 0.64 | 59.1% | -1836.7% |
| Other Groups | 1.12 | 0.09 | 8.2% | 4948.7% | 1.12 | -0.15 | -13.2% | 426.6% |
| <u>TotalPopulation</u> | 1.06 | 0.00 | 0.2% | | 1.06 | -0.03 | -3.3% | |
| White Non Latino | 1.02 | 0.14 | 14.2% | 7754.5% | 1.02 | 0.10 | 9.4% | -275.5% |
| Hispanic | 1.10 | 0.11 | 10.0% | 5897.1% | 1.10 | 0.01 | 0.5% | -16.3% |
| Other Non Latino | 1.08 | -0.20 | -18.8% | -10880.5% | 1.08 | 0.64 | 59.1% | -1836.7% |
| Other Groups | 1.26 | -0.02 | -1.3% | -894.1% | 1.26 | -0.15 | -11.8% | 426.6% |
| <u>TotalPopulation</u> | 1.06 | 0.00 | 0.2% | | 1.06 | -0.03 | -3.3% | |
| White Alone | 1.08 | 0.20 | 18.6% | 10753.0% | 1.08 | 0.08 | 7.4% | -231.2% |
| Black Alone | 1.06 | -0.23 | -22.2% | -12550.3% | 1.06 | -0.15 | -13.8% | 417.8% |
| Asian and Pacific Islander Alone | 1.16 | 0.09 | 7.6% | 4726.0% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.22 | -24.9% | -11697.4% | 0.88 | -0.43 | -48.8% | 1228.4% |
| All Other Races Alone | 0.87 | -0.21 | -24.2% | -11244.1% | 0.87 | -0.15 | -17.1% | 426.6% |
| <u>TotalPopulation</u> | 1.06 | 0.00 | 0.2% | | 1.06 | -0.03 | -3.3% | |

Table 6A.15B Mod MA: SCT.

| Incremental Analysis | | | | | Cumulative Analysis | | | |
|--|-----------|-----------|----------|----------|---|-----------|-------------|----------|
| Demographic | Transit | Distance | Share of | Share of | Demographic | Transit | Distance | Share of |
| Share--Only | Region | Band | Transit | Distance | Share--Cumulative | Region | Band | Share of |
| Distance Band | Change | Change | Counties | Band | Distance Band | Change | Band Change | Transit |
| Change | 2010-2016 | 2010-2016 | Change | Change | Change | 2010-2016 | 2010-2016 | Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | |
| Station Area (sq.mi.) | 12770 | 5 | 0.04% | | Station Area (sq.mi.) | 12770 | 5 | 0.04% |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | |
| White Non Latino | | | 4.7% | -116.6% | White Non Latino | | | 4.7% |
| Other Non Latino | | | -18.6% | 485.6% | Other Non Latino | | | -18.6% |
| Other Groups | | | 6.9% | -185.6% | Other Groups | | | 6.9% |
| <u>Total Population</u> | | | -3.9% | 0.0% | <u>Total Population</u> | | | -3.9% |
| White Non Latino | | | 4.7% | -116.6% | White Non Latino | | | 4.7% |
| Hispanic | | | 3.0% | -79.0% | Hispanic | | | 3.0% |
| Other Non Latino | | | -18.6% | 485.6% | Other Non Latino | | | -18.6% |
| Other Groups | | | 22.5% | -683.3% | Other Groups | | | 22.5% |
| <u>Total Population</u> | | | -3.9% | 0.0% | <u>Total Population</u> | | | -3.9% |
| White Alone | | | 7.4% | -192.3% | White Alone | | | 7.4% |
| Black Alone | | | -24.1% | 614.1% | Black Alone | | | -24.1% |
| Asian and Pacific Islander Alone | | | 15.9% | -448.3% | Asian and Pacific Islander Alone | | | 15.9% |
| Native American Alone | | | -31.3% | 663.0% | Native American Alone | | | -31.3% |
| All Other Races Alone | | | -19.5% | 409.2% | All Other Races Alone | | | -19.5% |
| <u>Total Population</u> | | | -3.9% | 0.0% | <u>Total Population</u> | | | -3.9% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.25 Mile Distance Band Cumulative</i> | | | |
| Station Area (sq.mi.) | 12770 | 12 | 0.1% | | Station Area (sq.mi.) | 12770 | 16 | 0.1% |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | <i>Demographic Change--0.25 Mile Distance Band Cumulative</i> | | | |
| White Non Latino | | | 15.0% | 183.1% | White Non Latino | | | 12.0% |
| Other Non Latino | | | -1.6% | -20.2% | Other Non Latino | | | 66.0% |
| Other Groups | | | 5.4% | 72.2% | Other Groups | | | -13.0% |
| <u>Total Population</u> | | | 7.9% | 0.0% | <u>Total Population</u> | | | -5.0% |
| White Non Latino | | | 15.0% | 183.1% | White Non Latino | | | 12.0% |
| Hispanic | | | 2.0% | 26.0% | Hispanic | | | -0.0% |
| Other Non Latino | | | -1.6% | -20.2% | Other Non Latino | | | 66.0% |

| | | |
|--|--------|----------|
| Other Groups | 20.2% | 303.1% |
| <u>TotalPopulation</u> | 7.9% | 0.0% |
| White Alone | -73.9% | -951.0% |
| Black Alone | -5.2% | -65.8% |
| Asian and Pacific Islander Alone | 26.7% | 370.5% |
| Native American Alone | -83.5% | -871.4% |
| All Other Races Alone | 898.8% | 9272.7% |
| <u>TotalPopulation</u> | 7.9% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | |
| Station Area (sq.mi.) | 12770 | 10 |
| | | 0.1% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | |
| White Non Latino | 10.9% | -250.4% |
| Other Non Latino | 51.1% | -1246.5% |
| Other Groups | -7.6% | 192.1% |
| <u>TotalPopulation</u> | -4.2% | 0.0% |
| White Non Latino | 10.9% | -250.4% |
| Hispanic | 0.5% | -12.3% |
| Other Non Latino | 51.1% | -1246.5% |
| Other Groups | -6.8% | 192.1% |
| <u>TotalPopulation</u> | -4.2% | 0.0% |
| White Alone | 7.4% | -180.5% |
| Black Alone | -16.9% | 403.2% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -61.5% | 1217.2% |
| All Other Races Alone | -9.8% | 192.1% |
| <u>TotalPopulation</u> | -4.2% | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | |
| Station Area (sq.mi.) | 12770 | 3 |
| | | 0.02% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | |
| White Non Latino | 12.6% | 148.3% |
| Other Non Latino | 2.2% | 27.4% |
| Other Groups | 7.6% | 97.6% |
| <u>TotalPopulation</u> | 8.2% | 0.0% |
| White Non Latino | 12.6% | 148.3% |
| Hispanic | 6.0% | 75.4% |
| Other Non Latino | 2.2% | 27.4% |
| Other Groups | 16.3% | 235.2% |
| <u>TotalPopulation</u> | 8.2% | 0.0% |
| White Alone | 19.1% | 236.8% |
| Black Alone | -2.0% | -24.3% |

| | | |
|--|--------|----------|
| Other Groups | -12.3% | 246.7% |
| <u>TotalPopulation</u> | -5.9% | 0.0% |
| White Alone | 8.4% | -144.8% |
| Black Alone | -19.0% | 320.4% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -54.1% | 757.0% |
| All Other Races Alone | -17.8% | 246.7% |
| <u>TotalPopulation</u> | -5.9% | 0.0% |
| <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 12770 | 26 |
| | | 0.2% |
| <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 10.9% | -250.4% |
| Other Non Latino | 51.1% | -1246.5% |
| Other Groups | -7.6% | 192.1% |
| <u>TotalPopulation</u> | -4.2% | 0.0% |
| White Non Latino | 10.9% | -250.4% |
| Hispanic | 0.5% | -12.3% |
| Other Non Latino | 51.1% | -1246.5% |
| Other Groups | -6.8% | 192.1% |
| <u>TotalPopulation</u> | -4.2% | 0.0% |
| White Alone | 7.4% | -180.5% |
| Black Alone | -16.9% | 403.2% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -61.5% | 1217.2% |
| All Other Races Alone | -9.8% | 192.1% |
| <u>TotalPopulation</u> | -4.2% | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 12770 | 29 |
| | | 0.2% |
| <i>Demographic Change--0.50 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 10.3% | -314.4% |
| Other Non Latino | 52.8% | -1705.3% |
| Other Groups | -15.6% | 523.3% |
| <u>TotalPopulation</u> | -3.2% | 0.0% |
| White Non Latino | 10.3% | -314.4% |
| Hispanic | -0.4% | 14.1% |
| Other Non Latino | 52.8% | -1705.3% |
| Other Groups | -13.9% | 523.3% |
| <u>TotalPopulation</u> | -3.2% | 0.0% |
| White Alone | 7.5% | -242.8% |
| Black Alone | -15.8% | 500.4% |

| | | |
|---|--------|-----------|
| Asian and Pacific Islander Alone | 41.8% | 559.5% |
| Native American Alone | -73.2% | -737.5% |
| All Other Races Alone | -46.1% | -459.3% |
| <u>TotalPopulation</u> | 8.2% | 0.0% |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | |
| Station Area (sq.mi.) | 12770 | 9 |
| | | 0.1% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | |
| White Non Latino | 8.8% | -173.4% |
| Other Non Latino | -24.9% | 519.8% |
| Other Groups | 9.4% | -203.5% |
| <u>TotalPopulation</u> | -4.9% | 0.0% |
| White Non Latino | 8.8% | -173.4% |
| Hispanic | 9.0% | -191.4% |
| Other Non Latino | -24.9% | 519.8% |
| Other Groups | 12.3% | -297.5% |
| <u>TotalPopulation</u> | -4.9% | 0.0% |
| White Alone | 15.2% | -318.0% |
| Black Alone | -29.0% | 592.4% |
| Asian and Pacific Islander Alone | 17.8% | -400.0% |
| Native American Alone | -77.3% | 1307.7% |
| All Other Races Alone | -25.1% | 419.2% |
| <u>TotalPopulation</u> | -4.9% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | |
| Station Area (sq.mi.) | 12770 | 25 |
| | | 0.2% |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | |
| White Non Latino | 14.2% | 7754.5% |
| Other Non Latino | -18.8% | -10880.5% |
| Other Groups | 8.2% | 4948.7% |
| <u>TotalPopulation</u> | 0.2% | 0.0% |
| White Non Latino | 14.2% | 7754.5% |
| Hispanic | 10.0% | 5897.1% |
| Other Non Latino | -18.8% | -10880.5% |
| Other Groups | -1.3% | -894.1% |
| <u>TotalPopulation</u> | 0.2% | 0.0% |
| White Alone | 18.6% | 10753.0% |
| Black Alone | -22.2% | -12550.3% |
| Asian and Pacific Islander Alone | 7.6% | 4726.0% |
| Native American Alone | -24.9% | -11697.4% |
| All Other Races Alone | -24.2% | -11244.1% |
| <u>TotalPopulation</u> | 0.2% | 0.0% |

| | | |
|---|--------|----------|
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -58.6% | 1533.5% |
| All Other Races Alone | -20.2% | 523.3% |
| <u>TotalPopulation</u> | -3.2% | 0.0% |
| <i>Spatial Share--0.75 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 12770 | 38 |
| | | 0.3% |
| <i>Demographic Change--0.75 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 10.7% | -267.6% |
| Other Non Latino | 61.2% | -1622.3% |
| Other Groups | -13.8% | 380.2% |
| <u>TotalPopulation</u> | -3.9% | 0.0% |
| White Non Latino | 10.7% | -267.6% |
| Hispanic | 0.0% | -0.5% |
| Other Non Latino | 61.2% | -1622.3% |
| Other Groups | -12.3% | 380.2% |
| <u>TotalPopulation</u> | -3.9% | 0.0% |
| White Alone | 8.3% | -219.4% |
| Black Alone | -15.9% | 410.9% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -34.0% | 730.2% |
| All Other Races Alone | -17.9% | 380.2% |
| <u>TotalPopulation</u> | -3.9% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 12770 | 62 |
| | | 0.5% |
| <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 9.4% | -275.5% |
| Other Non Latino | 59.1% | -1836.7% |
| Other Groups | -13.2% | 426.6% |
| <u>TotalPopulation</u> | -3.3% | 0.0% |
| White Non Latino | 9.4% | -275.5% |
| Hispanic | 0.5% | -16.3% |
| Other Non Latino | 59.1% | -1836.7% |
| Other Groups | -11.8% | 426.6% |
| <u>TotalPopulation</u> | -3.3% | 0.0% |
| White Alone | 7.4% | -231.2% |
| Black Alone | -13.8% | 417.8% |
| Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | -48.8% | 1228.4% |
| All Other Races Alone | -17.1% | 426.6% |
| <u>TotalPopulation</u> | -3.3% | 0.0% |

Table 6A.16A High MA: SCT.

| Transit Region LQ of Demographic Change | Transit Region Change | Incremental Analysis | | | Transit Region Change | Cumulative Analysis | | |
|--|-----------------------|----------------------|---------------------------|-------------------------------|-----------------------|----------------------|---------------------------|-------------------------------|
| | | Distance Band Change | Share of Transit Counties | Share of Distance Band Change | | Distance Band Change | Share of Transit Counties | Share of Distance Band Change |
| Demographic Group--0.125 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.18 | 17.7% | 103.3% | 1.02 | 0.18 | 17.7% | 103.3% |
| Other Non Latino | 1.08 | 0.03 | 2.6% | 15.9% | 1.08 | 0.03 | 2.6% | 15.9% |
| Other Groups | 1.12 | 0.59 | 52.7% | 337.5% | 1.12 | 0.59 | 52.7% | 337.5% |
| <u>Total Population</u> | 1.06 | 0.18 | 16.6% | | 1.06 | 0.18 | 16.6% | |
| White Non Latino | 1.02 | 0.18 | 17.7% | 103.3% | 1.02 | 0.18 | 17.7% | 103.3% |
| Hispanic | 1.10 | 0.50 | 45.6% | 286.9% | 1.10 | 0.50 | 45.6% | 286.9% |
| Other Non Latino | 1.08 | 0.03 | 2.6% | 15.9% | 1.08 | 0.03 | 2.6% | 15.9% |
| Other Groups | 1.26 | 0.80 | 64.0% | 459.7% | 1.26 | 0.80 | 64.0% | 459.7% |
| <u>Total Population</u> | 1.06 | 0.18 | 16.6% | | 1.06 | 0.18 | 16.6% | |
| White Alone | 1.08 | 0.21 | 19.6% | 121.1% | 1.08 | 0.21 | 19.6% | 121.1% |
| Black Alone | 1.06 | -0.05 | -5.0% | -30.3% | 1.06 | -0.05 | -5.0% | -30.3% |
| Asian and Pacific Islander Alone | 1.16 | 0.24 | 20.9% | 139.0% | 1.16 | 0.24 | 20.9% | 139.0% |
| Native American Alone | 0.88 | -0.05 | -5.7% | -28.7% | 0.88 | -0.05 | -5.7% | -28.7% |
| All Other Races Alone | 0.87 | 0.55 | 63.0% | 311.6% | 0.87 | 0.55 | 63.0% | 311.6% |
| <u>Total Population</u> | 1.06 | 0.18 | 16.6% | | 1.06 | 0.18 | 16.6% | |
| Demographic Group--0.25 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.12 | 12.1% | 190.2% | 1.02 | 0.05 | 5.3% | 65.5% |
| Other Non Latino | 1.08 | -0.06 | -5.4% | -89.0% | 1.08 | 0.00 | -0.2% | -3.3% |
| Other Groups | 1.12 | 0.09 | 8.2% | 141.4% | 1.12 | 0.25 | 22.1% | 299.9% |
| <u>Total Population</u> | 1.06 | 0.07 | 6.2% | | 1.06 | 0.08 | 7.8% | |
| White Non Latino | 1.02 | 0.12 | 12.1% | 190.2% | 1.02 | 0.05 | 5.3% | 65.5% |
| Hispanic | 1.10 | 0.07 | 6.8% | 114.5% | 1.10 | 0.09 | 8.4% | 112.5% |
| Other Non Latino | 1.08 | -0.06 | -5.4% | -89.0% | 1.08 | 0.00 | -0.2% | -3.3% |
| Other Groups | 1.26 | 0.19 | 14.8% | 284.5% | 1.26 | 0.25 | 19.7% | 299.9% |
| <u>Total Population</u> | 1.06 | 0.07 | 6.2% | | 1.06 | 0.08 | 7.8% | |
| White Alone | 1.08 | -0.72 | -66.8% | -1105.8% | 1.08 | 0.03 | 2.5% | 32.6% |

| | | | | | | | | |
|--|------|-------|--------|---------|------|-------|--------|----------|
| Black Alone | 1.06 | -0.11 | -10.5% | -169.9% | 1.06 | -0.19 | -17.7% | -226.6% |
| Asian and Pacific Islander Alone | 1.16 | 0.11 | 9.5% | 168.8% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.22 | -24.5% | -330.0% | 0.88 | -0.79 | -89.9% | -955.0% |
| All Other Races Alone | 0.87 | 5.18 | 598.0% | 7945.6% | 0.87 | 0.25 | 28.6% | 299.9% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.2% | | 1.06 | 0.08 | 7.8% | |
| Demographic Group--0.375 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.04 | 4.0% | 37.1% | 1.02 | 0.04 | 3.6% | 48.9% |
| Other Non Latino | 1.08 | 0.19 | 17.8% | 175.7% | 1.08 | -0.14 | -13.2% | -188.1% |
| Other Groups | 1.12 | 0.26 | 22.9% | 234.6% | 1.12 | 0.19 | 17.0% | 250.9% |
| <u>TotalPopulation</u> | 1.06 | 0.11 | 10.3% | | 1.06 | 0.08 | 7.2% | |
| White Non Latino | 1.02 | 0.04 | 4.0% | 37.1% | 1.02 | 0.04 | 3.6% | 48.9% |
| Hispanic | 1.10 | 0.09 | 8.0% | 81.0% | 1.10 | 0.07 | 6.5% | 94.9% |
| Other Non Latino | 1.08 | 0.19 | 17.8% | 175.7% | 1.08 | -0.14 | -13.2% | -188.1% |
| Other Groups | 1.26 | 0.62 | 49.1% | 565.3% | 1.26 | 0.19 | 15.2% | 250.9% |
| <u>TotalPopulation</u> | 1.06 | 0.11 | 10.3% | | 1.06 | 0.08 | 7.2% | |
| White Alone | 1.08 | 0.06 | 5.2% | 51.6% | 1.08 | 0.01 | 0.8% | 11.3% |
| Black Alone | 1.06 | 0.18 | 17.4% | 168.2% | 1.06 | -0.13 | -12.6% | -175.6% |
| Asian and Pacific Islander Alone | 1.16 | 0.17 | 14.3% | 152.8% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | 0.34 | 38.4% | 307.9% | 0.88 | -0.82 | -93.2% | -1075.6% |
| All Other Races Alone | 0.87 | 0.25 | 28.9% | 229.6% | 0.87 | 0.19 | 22.0% | 250.9% |
| <u>TotalPopulation</u> | 1.06 | 0.11 | 10.3% | | 1.06 | 0.08 | 7.2% | |
| Demographic Group--0.5 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.21 | 20.4% | 81.4% | 1.02 | 0.03 | 3.2% | 38.1% |
| Other Non Latino | 1.08 | 0.18 | 17.1% | 72.1% | 1.08 | -0.15 | -14.2% | -178.6% |
| Other Groups | 1.12 | 0.74 | 66.5% | 291.0% | 1.12 | 0.17 | 15.4% | 200.5% |
| <u>TotalPopulation</u> | 1.06 | 0.26 | 24.2% | | 1.06 | 0.09 | 8.1% | |
| White Non Latino | 1.02 | 0.21 | 20.4% | 81.4% | 1.02 | 0.03 | 3.2% | 38.1% |
| Hispanic | 1.10 | 0.74 | 67.2% | 289.3% | 1.10 | 0.09 | 8.4% | 107.9% |
| Other Non Latino | 1.08 | 0.18 | 17.1% | 72.1% | 1.08 | -0.15 | -14.2% | -178.6% |
| Other Groups | 1.26 | 0.76 | 60.3% | 296.0% | 1.26 | 0.17 | 13.7% | 200.5% |
| <u>TotalPopulation</u> | 1.06 | 0.26 | 24.2% | | 1.06 | 0.09 | 8.1% | |
| White Alone | 1.08 | 0.30 | 28.0% | 118.1% | 1.08 | 0.01 | 0.8% | 9.9% |
| Black Alone | 1.06 | 0.08 | 7.4% | 30.4% | 1.06 | -0.13 | -12.6% | -154.7% |
| Asian and Pacific Islander Alone | 1.16 | 0.56 | 48.0% | 218.3% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.72 | -82.1% | -281.2% | 0.88 | -0.82 | -93.7% | -956.1% |
| All Other Races Alone | 0.87 | 0.25 | 29.3% | 99.0% | 0.87 | 0.17 | 19.9% | 200.5% |
| <u>TotalPopulation</u> | 1.06 | 0.26 | 24.2% | | 1.06 | 0.09 | 8.1% | |
| Demographic Group--0.75 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | -0.02 | -1.9% | 87.3% | 1.02 | 0.03 | 3.4% | 47.4% |
| Other Non Latino | 1.08 | -0.16 | -15.0% | 719.1% | 1.08 | -0.10 | -9.6% | -142.9% |

| | | | | | | | | |
|---|------|-------|--------|----------|------|-------|--------|----------|
| Other Groups | 1.12 | 0.29 | 26.1% | -1295.9% | 1.12 | 0.00 | 0.4% | 6.3% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -2.1% | | 1.06 | 0.07 | 6.8% | |
| White Non Latino | 1.02 | -0.02 | -1.9% | 87.3% | 1.02 | 0.03 | 3.4% | 47.4% |
| Hispanic | 1.10 | 0.21 | 18.7% | -909.7% | 1.10 | 0.05 | 4.3% | 64.9% |
| Other Non Latino | 1.08 | -0.16 | -15.0% | 719.1% | 1.08 | -0.10 | -9.6% | -142.9% |
| Other Groups | 1.26 | 0.60 | 47.4% | -2634.0% | 1.26 | 0.00 | 0.4% | 6.3% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -2.1% | | 1.06 | 0.07 | 6.8% | |
| White Alone | 1.08 | 0.01 | 1.0% | -45.7% | 1.08 | 0.02 | 1.5% | 23.1% |
| Black Alone | 1.06 | -0.21 | -19.5% | 913.5% | 1.06 | -0.13 | -12.0% | -174.8% |
| Asian and Pacific Islander Alone | 1.16 | 0.06 | 5.1% | -263.8% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | 0.10 | 11.0% | -426.5% | 0.88 | -0.82 | -93.8% | -1136.8% |
| All Other Races Alone | 0.87 | 0.25 | 28.7% | -1099.0% | 0.87 | 0.00 | 0.5% | 6.3% |
| <u>TotalPopulation</u> | 1.06 | -0.02 | -2.1% | | 1.06 | 0.07 | 6.8% | |
| Demographic Group--1.00 Mile Distance Band Only | | | | | | | | |
| White Non Latino | 1.02 | 0.04 | 4.2% | 60.7% | 1.02 | 0.04 | 3.9% | 68.9% |
| Other Non Latino | 1.08 | 0.10 | 8.9% | 135.1% | 1.08 | -0.12 | -10.7% | -200.5% |
| Other Groups | 1.12 | 0.09 | 8.3% | 130.6% | 1.12 | 0.03 | 2.5% | 49.0% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.7% | | 1.06 | 0.06 | 5.5% | |
| White Non Latino | 1.02 | 0.04 | 4.2% | 60.7% | 1.02 | 0.04 | 3.9% | 68.9% |
| Hispanic | 1.10 | 0.14 | 12.5% | 193.3% | 1.10 | 0.04 | 3.5% | 66.5% |
| Other Non Latino | 1.08 | 0.10 | 8.9% | 135.1% | 1.08 | -0.12 | -10.7% | -200.5% |
| Other Groups | 1.26 | -0.08 | -6.4% | -113.3% | 1.26 | 0.03 | 2.3% | 49.0% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.7% | | 1.06 | 0.06 | 5.5% | |
| White Alone | 1.08 | 0.07 | 6.8% | 103.3% | 1.08 | 0.03 | 2.4% | 44.2% |
| Black Alone | 1.06 | 0.05 | 4.3% | 63.7% | 1.06 | -0.12 | -11.3% | -207.3% |
| Asian and Pacific Islander Alone | 1.16 | 0.43 | 36.7% | 601.7% | 1.16 | 0.00 | 0.0% | 0.0% |
| Native American Alone | 0.88 | -0.60 | -68.5% | -844.7% | 0.88 | -0.84 | -95.6% | -1448.1% |
| All Other Races Alone | 0.87 | -0.06 | -6.8% | -82.4% | 0.87 | 0.03 | 3.3% | 49.0% |
| <u>TotalPopulation</u> | 1.06 | 0.07 | 6.7% | | 1.06 | 0.06 | 5.5% | |

Table 6A.16B High MA: SCT.

| Incremental Analysis | | | | | Cumulative Analysis | | | | |
|--|---------------------------------|--------------------------------|---------------------------|-------------------------------|---|---------------------------------|--------------------------------|---------------------------|-------------------------------|
| Demographic Share--Only Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change | Demographic Share--Cumulative Distance Band Change | Transit Region Change 2010-2016 | Distance Band Change 2010-2016 | Share of Transit Counties | Share of Distance Band Change |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | |
| Station Area (sq.mi.) | 12770 | 19 | 0.1% | | Station Area (sq.mi.) | 12770 | 19 | 0.1% | |
| <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | | <i>Basic Demographics--0.125 Mile Distance Band Only</i> | | | | |
| White Non Latino | | | 17.7% | 103.3% | White Non Latino | | | 17.7% | 103.3% |
| Other Non Latino | | | 2.6% | 15.9% | Other Non Latino | | | 2.6% | 15.9% |
| Other Groups | | | 52.7% | 337.5% | Other Groups | | | 52.7% | 337.5% |
| <u>Total Population</u> | | | 16.6% | 0.0% | <u>Total Population</u> | | | 16.6% | 0.0% |
| White Non Latino | | | 17.7% | 103.3% | White Non Latino | | | 17.7% | 103.3% |
| Hispanic | | | 45.6% | 286.9% | Hispanic | | | 45.6% | 286.9% |
| Other Non Latino | | | 2.6% | 15.9% | Other Non Latino | | | 2.6% | 15.9% |
| Other Groups | | | 64.0% | 459.7% | Other Groups | | | 64.0% | 459.7% |
| <u>Total Population</u> | | | 16.6% | 0.0% | <u>Total Population</u> | | | 16.6% | 0.0% |
| White Alone | | | 19.6% | 121.1% | White Alone | | | 19.6% | 121.1% |
| Black Alone | | | -5.0% | -30.3% | Black Alone | | | -5.0% | -30.3% |
| Asian and Pacific Islander Alone | | | 20.9% | 139.0% | Asian and Pacific Islander Alone | | | 20.9% | 139.0% |
| Native American Alone | | | -5.7% | -28.7% | Native American Alone | | | -5.7% | -28.7% |
| All Other Races Alone | | | 63.0% | 311.6% | All Other Races Alone | | | 63.0% | 311.6% |
| <u>Total Population</u> | | | 16.6% | 0.0% | <u>Total Population</u> | | | 16.6% | 0.0% |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | <i>Spatial Share--0.25 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 12770 | 4 | 0.02% | | Station Area (sq.mi.) | 12770 | 23 | 0.2% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | <i>Demographic Change--0.25 Mile Distance Band Cumulative</i> | | | | |

| | | | | | | | |
|--|--------|---------|--|-----------------------|--------|----|------|
| White Non Latino | 12.1% | 190.2% | White Non Latino | 5.3% | 65.5% | | |
| Other Non Latino | -5.4% | -89.0% | Other Non Latino | -0.2% | -3.3% | | |
| Other Groups | 8.2% | 141.4% | Other Groups | 22.1% | 299.9% | | |
| <u>TotalPopulation</u> | 6.2% | 0.0% | <u>TotalPopulation</u> | 7.8% | 0.0% | | |
| White Non Latino | 12.1% | 190.2% | White Non Latino | 5.3% | 65.5% | | |
| Hispanic | 6.8% | 114.5% | Hispanic | 8.4% | 112.5% | | |
| Other Non Latino | -5.4% | -89.0% | Other Non Latino | -0.2% | -3.3% | | |
| Other Groups | 14.8% | 284.5% | Other Groups | 19.7% | 299.9% | | |
| <u>TotalPopulation</u> | 6.2% | 0.0% | <u>TotalPopulation</u> | 7.8% | 0.0% | | |
| | | - | | | - | | |
| White Alone | -66.8% | 1105.8% | White Alone | 2.5% | 32.6% | | |
| | | - | | | - | | |
| Black Alone | -10.5% | 169.9% | Black Alone | -17.7% | 226.6% | | |
| Asian and Pacific Islander Alone | 9.5% | 168.8% | Asian and Pacific Islander Alone | 0.0% | 0.0% | | |
| | | - | | | - | | |
| Native American Alone | -24.5% | 330.0% | Native American Alone | -89.9% | 955.0% | | |
| 598.0 | | 7945.6 | | | | | |
| All Other Races Alone | % | % | All Other Races Alone | 28.6% | 299.9% | | |
| <u>TotalPopulation</u> | 6.2% | 0.0% | <u>TotalPopulation</u> | 7.8% | 0.0% | | |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | <i>Spatial Share--0.375 Mile Distance Band Cumulative</i> | | | | |
| Station Area (sq.mi.) | 12770 | 10 | 0.1% | Station Area (sq.mi.) | 12770 | 33 | 0.3% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | <i>Demographic Change--0.375 Mile Distance Band Cumulative</i> | | | | |
| White Non Latino | 3.6% | 48.9% | White Non Latino | 3.6% | 48.9% | | |
| | | - | | | - | | |
| Other Non Latino | -13.2% | 188.1% | Other Non Latino | -13.2% | 188.1% | | |
| Other Groups | 17.0% | 250.9% | Other Groups | 17.0% | 250.9% | | |
| <u>TotalPopulation</u> | 7.2% | 0.0% | <u>TotalPopulation</u> | 7.2% | 0.0% | | |
| White Non Latino | 3.6% | 48.9% | White Non Latino | 3.6% | 48.9% | | |
| Hispanic | 6.5% | 94.9% | Hispanic | 6.5% | 94.9% | | |
| | | - | | | - | | |
| Other Non Latino | -13.2% | 188.1% | Other Non Latino | -13.2% | 188.1% | | |
| Other Groups | 15.2% | 250.9% | Other Groups | 15.2% | 250.9% | | |
| <u>TotalPopulation</u> | 7.2% | 0.0% | <u>TotalPopulation</u> | 7.2% | 0.0% | | |
| White Alone | 0.8% | 11.3% | White Alone | 0.8% | 11.3% | | |
| | | - | | | - | | |
| Black Alone | -12.6% | 175.6% | Black Alone | -12.6% | 175.6% | | |
| Asian and Pacific Islander Alone | 0.0% | 0.0% | Asian and Pacific Islander Alone | 0.0% | 0.0% | | |

| | | | | | | | | |
|---|-------|----|--------|--------|--|--|--------|--------|
| | | | - | 1075.6 | | | - | 1075.6 |
| Native American Alone | | | -93.2% | % | | | -93.2% | % |
| All Other Races Alone | | | 22.0% | 250.9% | | | 22.0% | 250.9% |
| <u>TotalPopulation</u> | | | 7.2% | 0.0% | | | 7.2% | 0.0% |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | | |
| Station Area | | | | | | | | |
| (sq.mi.) | 12770 | 24 | | 0.19% | | | | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | | |
| White Non | | | | | | | | |
| Latino | | | 20.4% | 81.4% | | | 3.2% | 38.1% |
| | | | | | | | | - |
| Other Non Latino | | | 17.1% | 72.1% | | | -14.2% | 178.6% |
| Other Groups | | | 66.5% | 291.0% | | | 15.4% | 200.5% |
| <u>TotalPopulation</u> | | | 24.2% | 0.0% | | | 8.1% | 0.0% |
| White Non | | | | | | | | |
| Latino | | | 20.4% | 81.4% | | | 3.2% | 38.1% |
| Hispanic | | | 67.2% | 289.3% | | | 8.4% | 107.9% |
| | | | | | | | | - |
| Other Non Latino | | | 17.1% | 72.1% | | | -14.2% | 178.6% |
| Other Groups | | | 60.3% | 296.0% | | | 13.7% | 200.5% |
| <u>TotalPopulation</u> | | | 24.2% | 0.0% | | | 8.1% | 0.0% |
| White Alone | | | 28.0% | 118.1% | | | 0.8% | 9.9% |
| | | | | | | | | - |
| Black Alone | | | 7.4% | 30.4% | | | -12.6% | 154.7% |
| Asian and Pacific Islander | | | | | | | | |
| Alone | | | 48.0% | 218.3% | | | 0.0% | 0.0% |
| | | | | | | | | - |
| Native American Alone | | | -82.1% | 281.2% | | | -93.7% | 956.1% |
| All Other Races Alone | | | 29.3% | 99.0% | | | 19.9% | 200.5% |
| <u>TotalPopulation</u> | | | 24.2% | 0.0% | | | 8.1% | 0.0% |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | | |
| Station Area | | | | | | | | |
| (sq.mi.) | 12770 | 18 | | 0.1% | | | | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | | |
| White Non | | | | | | | | |
| Latino | | | -1.9% | 87.3% | | | 3.4% | 47.4% |
| | | | | | | | | - |
| Other Non Latino | | | -15.0% | 719.1% | | | -9.6% | 142.9% |
| | | | | | | | | - |
| | | | | 1295.9 | | | | |
| Other Groups | | | 26.1% | % | | | 0.4% | 6.3% |
| <u>TotalPopulation</u> | | | -2.1% | 0.0% | | | 6.8% | 0.0% |

| | | | | | |
|---|--------|---------|---|--------|---------|
| White Non Latino | -1.9% | 87.3% | White Non Latino | 3.4% | 47.4% |
| Hispanic | 18.7% | 909.7% | Hispanic | 4.3% | 64.9% |
| Other Non Latino | -15.0% | 719.1% | Other Non Latino | -9.6% | 142.9% |
| Other Groups | 47.4% | 2634.0% | Other Groups | 0.4% | 6.3% |
| <u>TotalPopulation</u> | -2.1% | 0.0% | <u>TotalPopulation</u> | 6.8% | 0.0% |
| White Alone | 1.0% | -45.7% | White Alone | 1.5% | 23.1% |
| Black Alone | -19.5% | 913.5% | Black Alone | -12.0% | 174.8% |
| Asian and Pacific Islander Alone | 5.1% | 263.8% | Asian and Pacific Islander Alone | 0.0% | 0.0% |
| Native American Alone | 11.0% | 426.5% | Native American Alone | -93.8% | 1136.8% |
| All Other Races Alone | 28.7% | 1099.0% | All Other Races Alone | 0.5% | 6.3% |
| <u>TotalPopulation</u> | -2.1% | 0.0% | <u>TotalPopulation</u> | 6.8% | 0.0% |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | <i>Spatial Share--1.00 Mile Distance Band Cumulative</i> | | |
| Station Area (sq.mi.) | 12770 | 3 | Station Area (sq.mi.) | 12770 | 79 |
| | 0.0% | | | 0.6% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | <i>Demographic Change--1.00 Mile Distance Band Cumulative</i> | | |
| White Non Latino | 4.2% | 60.7% | White Non Latino | 3.9% | 68.9% |
| Other Non Latino | 8.9% | 135.1% | Other Non Latino | -10.7% | 200.5% |
| Other Groups | 8.3% | 130.6% | Other Groups | 2.5% | 49.0% |
| <u>TotalPopulation</u> | 6.7% | 0.0% | <u>TotalPopulation</u> | 5.5% | 0.0% |
| White Non Latino | 4.2% | 60.7% | White Non Latino | 3.9% | 68.9% |
| Hispanic | 12.5% | 193.3% | Hispanic | 3.5% | 66.5% |
| Other Non Latino | 8.9% | 135.1% | Other Non Latino | -10.7% | 200.5% |
| Other Groups | -6.4% | 113.3% | Other Groups | 2.3% | 49.0% |
| <u>TotalPopulation</u> | 6.7% | 0.0% | <u>TotalPopulation</u> | 5.5% | 0.0% |
| White Alone | 6.8% | 103.3% | White Alone | 2.4% | 44.2% |
| Black Alone | 4.3% | 63.7% | Black Alone | -11.3% | 207.3% |
| Asian and Pacific Islander Alone | 36.7% | 601.7% | Asian and Pacific Islander Alone | 0.0% | 0.0% |

| | | | | | | | |
|-------------------------|--------|---|--------|-------------------------|--------|---|--------|
| Native American Alone | -68.5% | - | 844.7% | Native American Alone | -95.6% | - | 1448.1 |
| All Other Races Alone | -6.8% | - | -82.4% | All Other Races Alone | 3.3% | - | 49.0% |
| <u>Total Population</u> | 6.7% | - | 0.0% | <u>Total Population</u> | 5.5% | - | 0.0% |

Table 6A.17 Poor MA BRT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|--|-----------------------------|----------------------------|---------------------------------------|--|----------------------------|---------------------------------------|--|
| Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14,201 | 14.7 | 0.10% | | 14.7 | 0.10% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -3.0% | -28.9 | | -3.0% | -28.9 |
| HH with Children 2+ Adult HH no Child | | | -5.8% | -55.8 | | -5.8% | -55.8 |
| One Person HH | | | -2.6% | -25.4 | | -2.6% | -25.4 |
| HH under 25 | | | -1.4% | -13.8 | | -1.4% | -13.8 |
| HH 25 to 44 | | | 1.4% | 13.9 | | 1.4% | 13.9 |
| HH 45 to 64 | | | 2.1% | 20.5 | | 2.1% | 20.5 |
| HH 65+ | | | -0.9% | -8.9 | | -0.9% | -8.9 |
| | | | 5.2% | 49.8 | | 5.2% | 49.8 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14,201 | 20.3 | 0.1% | | 35.0 | 0.2% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.8% | 5.4 | | -2.2% | -9.0 |
| HH with Children 2+ Adult HH no Child | | | 0.0% | -0.3 | | -5.8% | -23.6 |
| One Person HH | | | 2.3% | 16.0 | | -0.3% | -1.3 |
| HH under 25 | | | 0.6% | 4.1 | | -0.8% | -3.4 |
| HH 25 to 44 | | | 0.0% | 0.2 | | 1.5% | 5.9 |
| HH 45 to 64 | | | -0.2% | -1.6 | | 1.9% | 7.7 |
| HH 65+ | | | 0.1% | 0.5 | | -0.8% | -3.4 |
| | | | -11.5% | -80.6 | | -6.4% | -25.8 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | | |

| | | | | | | | |
|--|--------|------|--------|-------|-------|--------|-------|
| Station Area (sq.mi.) | 14,201 | 22.2 | 0.2% | | 57.2 | 0.4% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.2% | -1.4 | | -2.4% | -6.0 |
| HH with Children | | | -1.0% | -6.1 | | -6.8% | -16.8 |
| 2+ Adult HH no Child | | | -1.1% | -7.2 | | -1.4% | -3.6 |
| One Person HH | | | 0.7% | 4.3 | | -0.2% | -0.4 |
| HH under 25 | | | 0.0% | 0.0 | | 1.5% | 3.6 |
| HH 25 to 44 | | | 0.2% | 1.6 | | 2.1% | 5.3 |
| HH 45 to 64 | | | -0.2% | -1.5 | | -1.1% | -2.7 |
| HH 65+ | | | -5.7% | -36.5 | | -12.1% | -30.0 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14,201 | 24.1 | 0.2% | | 81.2 | 0.6% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.9% | -5.6 | | -3.4% | -5.9 |
| HH with Children | | | -2.4% | -14.4 | | -9.2% | -16.1 |
| 2+ Adult HH no Child | | | -0.7% | -4.0 | | -2.1% | -3.7 |
| One Person HH | | | -0.1% | -0.8 | | -0.3% | -0.5 |
| HH under 25 | | | 0.5% | 3.2 | | 2.0% | 3.5 |
| HH 25 to 44 | | | 0.7% | 4.3 | | 2.9% | 5.0 |
| HH 45 to 64 | | | -0.4% | -2.4 | | -1.5% | -2.6 |
| HH 65+ | | | -2.5% | -14.7 | | -14.6% | -25.5 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14,201 | 52.6 | 0.4% | | 133.8 | 0.9% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 2.0% | 5.5 | | -1.4% | -1.5 |
| HH with Children | | | 1.6% | 4.5 | | -7.6% | -8.1 |
| 2+ Adult HH no Child | | | 3.6% | 9.9 | | 1.4% | 1.5 |
| One Person HH | | | 1.5% | 4.1 | | 1.2% | 1.2 |
| HH under 25 | | | 0.4% | 1.2 | | 2.4% | 2.6 |
| HH 25 to 44 | | | -1.2% | -3.4 | | 1.6% | 1.7 |
| HH 45 to 64 | | | 0.4% | 1.1 | | -1.1% | -1.2 |
| HH 65+ | | | -16.9% | -47.0 | | -31.4% | -33.4 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14,201 | 56.7 | 0.4% | | 190.5 | 1.3% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |

| | | | | |
|----------------------|-------|------|--------|-------|
| Total Households | -1.1% | -2.7 | -2.4% | -1.8 |
| HH with Children | -1.8% | -4.4 | -9.3% | -7.0 |
| 2+ Adult HH no Child | -0.7% | -1.8 | 0.7% | 0.5 |
| One Person HH | -0.8% | -1.9 | 0.4% | 0.3 |
| HH under 25 | 0.4% | 1.0 | 2.8% | 2.1 |
| HH 25 to 44 | 0.9% | 2.2 | 2.5% | 1.9 |
| HH 45 to 64 | -0.4% | -0.9 | -1.5% | -1.1 |
| HH 65+ | 0.1% | 0.3 | -31.3% | -23.3 |

Table 6A.18 Low MA BRT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|-------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 27.5 | 0.19% | | 27.5 | 0.19% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 2.8% | 14.4 | | 2.8% | 14.4 |
| HH with Children | | | 1.0% | 4.9 | | 1.0% | 4.9 |
| 2+ Adult HH no Child | | | 4.8% | 24.7 | | 4.8% | 24.7 |
| One Person HH | | | 3.0% | 15.6 | | 3.0% | 15.6 |
| Householder under 25 | | | 9.1% | 46.8 | | 9.1% | 46.8 |
| Householder 25 to 44 | | | -4.1% | -21.2 | | -4.1% | -21.2 |
| Householder 45 to 64 | | | 0.6% | 3.2 | | 0.6% | 3.2 |
| Householder 65+ | | | -28.2% | -145.6 | | -28.2% | -145.6 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |

| | | | | | | | |
|--|-------|------|--------|-------|-------|--------|-------|
| Station Area (sq.mi.) | 14201 | 43.8 | 0.3% | | 71.3 | 0.5% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.8% | 2.4 | | 3.5% | 7.1 |
| HH with Children | | | 0.5% | 1.8 | | 1.5% | 3.0 |
| 2+ Adult HH no Child | | | 3.9% | 12.8 | | 8.7% | 17.4 |
| One Person HH | | | -0.6% | -1.8 | | 2.4% | 4.9 |
| Householder under 25 | | | 1.0% | 3.3 | | 10.1% | 20.0 |
| Householder 25 to 44 | | | -0.5% | -1.6 | | -4.6% | -9.1 |
| Householder 45 to 64 | | | 0.3% | 1.0 | | 0.9% | 1.8 |
| Householder 65+ | | | -3.5% | -11.4 | | -31.7% | -63.1 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 49.1 | 0.3% | | 120.4 | 0.8% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 2.5% | 7.3 | | 6.1% | 7.2 |
| HH with Children | | | 2.4% | 6.9 | | 3.9% | 4.6 |
| 2+ Adult HH no Child | | | 4.4% | 12.6 | | 13.1% | 15.4 |
| One Person HH | | | 1.8% | 5.1 | | 4.2% | 5.0 |
| Householder under 25 | | | 0.5% | 1.5 | | 10.6% | 12.5 |
| Householder 25 to 44 | | | -2.4% | -7.0 | | -7.0% | -8.2 |
| Householder 45 to 64 | | | 0.3% | 1.0 | | 1.3% | 1.5 |
| Householder 65+ | | | -15.6% | -45.0 | | -47.2% | -55.7 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 51.0 | 0.4% | | 171.4 | 1.2% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 1.6% | 4.5 | | 7.7% | 6.4 |
| HH with Children | | | 0.5% | 1.5 | | 4.4% | 3.7 |
| 2+ Adult HH no Child | | | 3.3% | 9.1 | | 16.4% | 13.5 |
| One Person HH | | | 1.6% | 4.3 | | 5.8% | 4.8 |
| Householder under 25 | | | 0.6% | 1.7 | | 11.2% | 9.3 |
| Householder 25 to 44 | | | -0.9% | -2.5 | | -7.9% | -6.5 |

| | | | | | | | |
|---|-------|-------|--------|-------|-------|--------|-------|
| Householder 45 to 64 | | | 0.5% | 1.3 | | 1.7% | 1.4 |
| Householder 65+ | | | -9.7% | -27.0 | | -56.9% | -47.2 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area | | | | | | | |
| (sq.mi.) | 14201 | 101.6 | 0.7% | | 273.1 | 1.9% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.5% | 0.7 | | 8.2% | 4.3 |
| HH with Children | | | 0.2% | 0.3 | | 4.6% | 2.4 |
| 2+ Adult HH no Child | | | 2.5% | 3.6 | | 18.9% | 9.8 |
| One Person HH | | | -0.3% | -0.4 | | 5.5% | 2.9 |
| Householder under 25 | | | 1.5% | 2.2 | | 12.7% | 6.6 |
| Householder 25 to 44 | | | -0.7% | -1.0 | | -8.6% | -4.4 |
| Householder 45 to 64 | | | 0.2% | 0.3 | | 1.9% | 1.0 |
| Householder 65+ | | | -3.8% | -5.4 | | -60.7% | -31.6 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area | | | | | | | |
| (sq.mi.) | 14201 | 98.0 | 0.7% | | 371.1 | 2.6% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.6% | 0.9 | | 8.8% | 3.4 |
| HH with Children | | | -0.3% | -0.4 | | 4.4% | 1.7 |
| 2+ Adult HH no Child | | | 1.2% | 1.7 | | 20.1% | 7.7 |
| One Person HH | | | 0.9% | 1.4 | | 6.4% | 2.5 |
| Householder under 25 | | | 2.6% | 3.7 | | 15.3% | 5.8 |
| Householder 25 to 44 | | | 0.0% | -0.1 | | -8.6% | -3.3 |
| Householder 45 to 64 | | | 0.1% | 0.2 | | 2.1% | 0.8 |
| Householder 65+ | | | -17.1% | -24.7 | | -77.8% | -29.8 |

Table 6A.19 Mod MA BRT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 22.6 | 0.16% | | 22.6 | 0.16% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 14.6% | 91.7 | | 14.6% | 91.7 |
| HH with Children 2+ Adult HH no Child | | | 13.5% | 84.7 | | 13.5% | 84.7 |
| One Person HH Householder under 25 | | | 26.0% | 163.1 | | 26.0% | 163.1 |
| Householder 25 to 44 | | | 10.1% | 63.4 | | 10.1% | 63.4 |
| Householder 45 to 64 | | | 5.3% | 33.2 | | 5.3% | 33.2 |
| Householder 65+ | | | -15.5% | -97.3 | | -15.5% | -97.3 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 38.3 | 0.3% | | 61.0 | 0.4% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 2.5% | 9.1 | | 17.1% | 39.8 |
| HH with Children 2+ Adult HH no Child | | | 3.4% | 12.5 | | 16.9% | 39.3 |
| One Person HH Householder under 25 | | | 2.8% | 10.5 | | 28.8% | 67.2 |
| Householder 25 to 44 | | | 1.7% | 6.4 | | 11.8% | 27.6 |
| Householder 45 to 64 | | | 0.6% | 2.3 | | 5.9% | 13.8 |
| Householder 65+ | | | -2.1% | -7.8 | | -17.6% | -41.0 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 38.9 | 0.3% | | 99.9 | 0.7% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 3.5% | 12.8 | | 20.6% | 29.3 |

| | | | | | | | |
|---|-------|------|--------|-------|-------|---------|--------|
| HH with Children | | | 4.0% | 14.4 | | 20.8% | 29.6 |
| 2+ Adult HH no Child | | | 5.6% | 20.6 | | 34.5% | 49.0 |
| One Person HH | | | 2.3% | 8.2 | | 14.1% | 20.0 |
| Householder under 25 | | | 0.5% | 1.6 | | 6.4% | 9.1 |
| Householder 25 to 44 | | | -4.1% | -14.9 | | -21.7% | -30.9 |
| Householder 45 to 64 | | | 0.5% | 1.9 | | 3.8% | 5.4 |
| Householder 65+ | | | -12.2% | -44.6 | | -98.2% | -139.7 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 35.7 | 0.3% | | 135.6 | 1.0% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 2.4% | 9.5 | | 23.0% | 24.1 |
| HH with Children | | | 2.6% | 10.2 | | 23.4% | 24.5 |
| 2+ Adult HH no Child | | | 3.7% | 14.5 | | 38.1% | 39.9 |
| One Person HH | | | 1.7% | 6.8 | | 15.8% | 16.5 |
| Householder under 25 | | | 2.2% | 8.8 | | 8.6% | 9.0 |
| Householder 25 to 44 | | | -2.3% | -9.0 | | -24.0% | -25.1 |
| Householder 45 to 64 | | | 0.6% | 2.4 | | 4.4% | 4.6 |
| Householder 65+ | | | -15.7% | -62.5 | | -114.0% | -119.3 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 60.7 | 0.4% | | 196.3 | 1.4% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.9% | 2.2 | | 23.9% | 17.3 |
| HH with Children | | | 1.5% | 3.6 | | 24.9% | 18.0 |
| 2+ Adult HH no Child | | | 0.6% | 1.4 | | 38.7% | 28.0 |
| One Person HH | | | 0.7% | 1.7 | | 16.5% | 11.9 |
| Householder under 25 | | | 1.1% | 2.7 | | 9.7% | 7.0 |
| Householder 25 to 44 | | | -0.7% | -1.7 | | -24.7% | -17.9 |
| Householder 45 to 64 | | | 0.2% | 0.5 | | 4.6% | 3.3 |
| Householder 65+ | | | -8.0% | -19.4 | | -122.0% | -88.3 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 49.7 | 0.3% | | 246.0 | 1.7% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.8% | 2.2 | | 24.6% | 14.2 |

| | | | | |
|---|-------|-------|---------|-------|
| HH with Children 2+ Adult HH no Child | 2.0% | 5.6 | 26.8% | 15.5 |
| One Person HH Householder under 25 | 0.1% | 0.2 | 38.8% | 22.4 |
| Householder 25 to 44 | 0.3% | 1.0 | 16.8% | 9.7 |
| Householder 45 to 64 | 0.7% | 2.1 | 10.4% | 6.0 |
| Householder 65+ | -0.7% | -2.0 | -25.4% | -14.7 |
| | 0.1% | 0.3 | 4.7% | 2.7 |
| | -5.6% | -16.0 | -127.6% | -73.7 |

Table 6A.20 High MA BRT Households

| Incremental Analysis | | | Cumulative Analysis | | | | |
|---|--------------------------------------|----------------------------------|---|--|-------------------------------------|---|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 4.4 | 0.03% | | 4.4 | 0.03% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 3.0% | 95.0 | | 3.0% | 95.0 |
| HH with Children 2+ Adult HH no Child | | | 3.0% | 97.3 | | 3.0% | 97.3 |
| One Person HH Householder under 25 | | | 5.2% | 166.9 | | 5.2% | 166.9 |
| Householder 25 to 44 | | | 1.9% | 60.7 | | 1.9% | 60.7 |
| Householder 45 to 64 | | | 2.6% | 83.1 | | 2.6% | 83.1 |
| | | | -5.2% | -166.4 | | -5.2% | -166.4 |
| | | | 0.3% | 10.1 | | 0.3% | 10.1 |

| | | | | | | | |
|--|--|-----|-------|--------|------|--------|--------|
| Householder 65+ | | | -6.2% | -197.5 | | -6.2% | -197.5 |
| | <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 14201 | 6.8 | 0.0% | | 11.2 | 0.1% | |
| | <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | |
| Total Households | | | 1.1% | 22.1 | | 4.0% | 50.9 |
| HH with Children | | | 0.9% | 18.4 | | 3.9% | 49.6 |
| 2+ Adult HH no Child | | | 3.0% | 63.1 | | 8.2% | 104.1 |
| One Person HH Householder under 25 | | | 0.3% | 5.8 | | 2.2% | 27.5 |
| Householder 25 to 44 | | | 0.6% | 12.1 | | 3.2% | 40.2 |
| Householder 45 to 64 | | | -1.5% | -31.8 | | -6.7% | -85.0 |
| Householder 65+ | | | 0.1% | 1.6 | | 0.4% | 4.9 |
| | | | -5.6% | -117.4 | | -11.7% | -149.1 |
| | <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 14201 | 6.1 | 0.0% | | 17.2 | 0.1% | |
| | <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | |
| Total Households | | | 0.5% | 12.2 | | 4.5% | 37.3 |
| HH with Children | | | 1.1% | 24.9 | | 5.0% | 40.9 |
| 2+ Adult HH no Child | | | 0.2% | 5.3 | | 8.4% | 69.4 |
| One Person HH Householder under 25 | | | 0.3% | 7.5 | | 2.5% | 20.5 |
| Householder 25 to 44 | | | 1.3% | 30.9 | | 4.5% | 36.9 |
| Householder 45 to 64 | | | -1.1% | -26.8 | | -7.8% | -64.6 |
| Householder 65+ | | | 0.0% | 0.5 | | 0.4% | 3.4 |
| | | | -1.4% | -31.6 | | -13.1% | -107.8 |
| | <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 14201 | 5.0 | 0.0% | | 22.3 | 0.2% | |
| | <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | |
| Total Households | | | 0.4% | 12.7 | | 5.0% | 31.8 |
| HH with Children | | | 1.8% | 50.9 | | 6.8% | 43.2 |
| 2+ Adult HH no Child | | | 1.0% | 28.7 | | 9.4% | 60.2 |
| One Person HH Householder under 25 | | | -0.6% | -18.3 | | 1.8% | 11.7 |
| | | | 0.1% | 3.8 | | 4.6% | 29.4 |

| | | | | | | | |
|---|-------|-----|-------|-------|------|--------|-------|
| Householder 25 to 44 | | | -0.7% | -20.1 | | -8.5% | -54.5 |
| Householder 45 to 64 | | | 0.1% | 1.5 | | 0.5% | 3.0 |
| Householder 65+ | | | 0.0% | 0.9 | | -13.1% | -83.3 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 7.6 | 0.1% | | 29.8 | 0.2% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.4% | 8.1 | | 5.4% | 25.7 |
| HH with Children 2+ Adult HH no Child | | | 0.0% | -0.4 | | 6.7% | 32.1 |
| One Person HH Householder under 25 | | | 1.0% | 18.9 | | 10.4% | 49.6 |
| Householder 25 to 44 | | | 0.4% | 8.5 | | 2.3% | 10.9 |
| Householder 45 to 64 | | | -0.1% | -1.3 | | 4.5% | 21.6 |
| Householder 65+ | | | -0.8% | -15.2 | | -9.3% | -44.4 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 14201 | 6.4 | 0.0% | | 36.2 | 0.3% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.2% | 4.8 | | 5.6% | 22.0 |
| HH with Children 2+ Adult HH no Child | | | 0.7% | 16.1 | | 7.5% | 29.3 |
| One Person HH Householder under 25 | | | 0.6% | 12.5 | | 11.0% | 43.0 |
| Householder 25 to 44 | | | -0.3% | -5.8 | | 2.0% | 7.9 |
| Householder 45 to 64 | | | 0.0% | 0.9 | | 4.6% | 18.0 |
| Householder 65+ | | | -0.4% | -8.9 | | -9.7% | -38.1 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.0% | 0.8 | | 0.5% | 1.9 |
| HH with Children 2+ Adult HH no Child | | | 1.1% | 24.8 | | -12.1% | -47.4 |

Table 6A.21 Poor MA CRT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|--|-----------------------------|----------------------------|---------------------------------------|--|----------------------------|---------------------------------------|--|
| Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 10 | 0.02% | | 10 | 0.02% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -1.2% | -50.4 | | -1.2% | -50.4 |
| HH with Children | | | -0.5% | -19.4 | | -0.5% | -19.4 |
| 2+ Adult HH no Child | | | -0.3% | -10.9 | | -0.3% | -10.9 |
| One Person HH | | | 0.2% | 6.7 | | 0.2% | 6.7 |
| Householder under 25 | | | 0.0% | 0.4 | | 0.0% | 0.4 |
| Householder 25 to 44 | | | -0.2% | -10.2 | | -0.2% | -10.2 |
| Householder 45 to 64 | | | 0.3% | 10.9 | | 0.3% | 10.9 |
| Householder 65+ | | | 0.4% | 18.2 | | 0.4% | 18.2 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 30 | 0.1% | | 40 | 0.1% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.2% | 2.6 | | -1.0% | -10.7 |
| HH with Children | | | 0.1% | 1.9 | | -0.3% | -3.4 |
| 2+ Adult HH no Child | | | 0.0% | 0.2 | | -0.2% | -2.6 |
| One Person HH | | | 0.0% | -0.5 | | 0.1% | 1.3 |
| Householder under 25 | | | 0.0% | -0.3 | | 0.0% | -0.1 |
| Householder 25 to 44 | | | 0.0% | 0.6 | | -0.2% | -2.1 |
| Householder 45 to 64 | | | 0.0% | -0.6 | | 0.2% | 2.3 |
| Householder 65+ | | | 0.0% | -0.6 | | 0.4% | 4.1 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 51 | 0.1% | | 91 | 0.2% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.1% | -1.0 | | -1.1% | -5.3 |
| HH with Children | | | 0.2% | 1.6 | | -0.1% | -0.6 |

| | | | | | | | |
|---|-------|-----|-------|------|-----|-------|------|
| 2+ Adult HH no Child | | | -0.1% | -0.6 | | -0.3% | -1.5 |
| One Person HH | | | 0.0% | 0.2 | | 0.2% | 0.7 |
| Householder under 25 | | | -0.1% | -0.8 | | -0.1% | -0.5 |
| Householder 25 to 44 | | | 0.2% | 1.4 | | 0.0% | -0.1 |
| Householder 45 to 64 | | | 0.1% | 0.8 | | 0.3% | 1.5 |
| Householder 65+ | | | 0.2% | 2.0 | | 0.6% | 2.9 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 71 | 0.2% | | 162 | 0.4% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.8% | -4.5 | | -1.9% | -4.9 |
| HH with Children | | | 0.2% | 1.0 | | 0.0% | 0.1 |
| 2+ Adult HH no Child | | | -0.2% | -1.2 | | -0.5% | -1.3 |
| One Person HH | | | 0.2% | 1.2 | | 0.3% | 0.9 |
| Householder under 25 | | | 0.0% | -0.3 | | -0.2% | -0.4 |
| Householder 25 to 44 | | | -0.1% | -0.8 | | -0.2% | -0.4 |
| Householder 45 to 64 | | | 0.2% | 1.1 | | 0.5% | 1.3 |
| Householder 65+ | | | 0.3% | 1.8 | | 0.9% | 2.4 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 205 | 1.4% | | 367 | 0.9% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.1% | -0.1 | | -2.0% | -2.3 |
| HH with Children | | | 0.1% | 0.1 | | 0.2% | 0.2 |
| 2+ Adult HH no Child | | | 0.0% | 0.0 | | -0.6% | -0.6 |
| One Person HH | | | 0.0% | 0.0 | | 0.4% | 0.4 |
| Householder under 25 | | | 0.0% | 0.0 | | -0.2% | -0.2 |
| Householder 25 to 44 | | | 0.1% | 0.1 | | 0.0% | 0.0 |
| Householder 45 to 64 | | | 0.1% | 0.1 | | 0.6% | 0.7 |
| Householder 65+ | | | 0.1% | 0.1 | | 1.1% | 1.2 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 277 | 0.7% | | 644 | 1.5% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.2% | -0.3 | | -2.2% | -1.4 |
| HH with Children | | | 0.1% | 0.1 | | 0.2% | 0.1 |

| | | | | |
|----------------------|-------|------|-------|------|
| 2+ Adult HH no Child | -0.1% | -0.1 | -0.6% | -0.4 |
| One Person HH | 0.0% | 0.1 | 0.4% | 0.3 |
| Householder under 25 | -0.1% | -0.1 | -0.2% | -0.2 |
| Householder 25 to 44 | 0.0% | 0.1 | 0.0% | 0.0 |
| Householder 45 to 64 | 0.0% | 0.0 | 0.6% | 0.4 |
| Householder 65+ | 0.2% | 0.4 | 1.3% | 0.8 |

Table 6A.22 Low MA CRT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 17 | 0.04% | | 17 | 0.04% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -1.7% | -41.1 | | -1.7% | -41.1 |
| HH with Children | | | -0.7% | -17.4 | | -0.7% | -17.4 |
| 2+ Adult HH no Child | | | -0.2% | -6.1 | | -0.2% | -6.1 |
| One Person HH | | | 0.3% | 8.5 | | 0.3% | 8.5 |
| Householder under 25 | | | -0.4% | -9.1 | | -0.4% | -9.1 |
| Householder 25 to 44 | | | -0.6% | -13.7 | | -0.6% | -13.7 |
| Householder 45 to 64 | | | 0.4% | 8.9 | | 0.4% | 8.9 |
| Householder 65+ | | | 0.6% | 14.8 | | 0.6% | 14.8 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |

| | | | | | | | |
|--|-------|-----|-------|------|-----|-------|-------|
| Station Area (sq.mi.) | 41703 | 51 | 0.1% | | 68 | 0.2% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.2% | -1.8 | | -1.9% | -11.7 |
| HH with Children | | | 0.2% | 1.5 | | -0.5% | -3.2 |
| 2+ Adult HH no Child | | | 0.0% | -0.4 | | -0.3% | -1.8 |
| One Person HH | | | 0.1% | 0.9 | | 0.5% | 2.8 |
| Householder under 25 | | | -0.1% | -0.8 | | -0.5% | -2.9 |
| Householder 25 to 44 | | | 0.0% | 0.3 | | -0.5% | -3.2 |
| Householder 45 to 64 | | | 0.1% | 0.8 | | 0.5% | 2.8 |
| Householder 65+ | | | 0.2% | 1.5 | | 0.8% | 4.8 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 81 | 0.2% | | 149 | 0.4% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.0% | -0.1 | | -1.9% | -5.4 |
| HH with Children | | | 0.2% | 1.2 | | -0.3% | -0.8 |
| 2+ Adult HH no Child | | | 0.0% | 0.1 | | -0.3% | -0.8 |
| One Person HH | | | 0.1% | 0.5 | | 0.5% | 1.5 |
| Householder under 25 | | | -0.2% | -1.2 | | -0.7% | -2.0 |
| Householder 25 to 44 | | | -0.1% | -0.4 | | -0.6% | -1.7 |
| Householder 45 to 64 | | | -0.1% | -0.3 | | 0.4% | 1.1 |
| Householder 65+ | | | 0.2% | 1.1 | | 1.0% | 2.8 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 105 | 0.3% | | 254 | 0.6% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.4% | 1.6 | | -1.5% | -2.5 |
| HH with Children | | | 0.5% | 2.1 | | 0.3% | 0.4 |
| 2+ Adult HH no Child | | | 0.0% | 0.1 | | -0.2% | -0.4 |
| One Person HH | | | 0.0% | 0.0 | | 0.5% | 0.9 |
| Householder under 25 | | | -0.3% | -1.3 | | -1.0% | -1.7 |
| Householder 25 to 44 | | | 0.1% | 0.5 | | -0.5% | -0.8 |
| Householder 45 to 64 | | | -0.1% | -0.4 | | 0.3% | 0.5 |
| Householder 65+ | | | 0.2% | 0.6 | | 1.1% | 1.9 |

| | | | | | | |
|---|-------|-----|-------|------|-----|------------|
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 41703 | 261 | 1.8% | | 515 | 1.2% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | |
| Total Households | | | 0.2% | 0.1 | | -1.3% -1.0 |
| HH with Children | | | 0.5% | 0.3 | | 0.8% 0.6 |
| 2+ Adult HH no Child | | | 0.0% | 0.0 | | -0.2% -0.2 |
| One Person HH Householder under 25 | | | 0.0% | 0.0 | | 0.6% 0.4 |
| Householder 25 to 44 | | | -0.2% | -0.1 | | -1.2% -1.0 |
| Householder 45 to 64 | | | 0.2% | 0.1 | | -0.2% -0.2 |
| Householder 65+ | | | 0.0% | 0.0 | | 0.3% 0.2 |
| | | | 0.3% | 0.1 | | 1.4% 1.1 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 41703 | 307 | 0.7% | | 822 | 2.0% |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | |
| Total Households | | | -0.3% | -0.4 | | -1.6% -0.8 |
| HH with Children | | | 0.6% | 0.8 | | 1.4% 0.7 |
| 2+ Adult HH no Child | | | -0.2% | -0.2 | | -0.4% -0.2 |
| One Person HH Householder under 25 | | | 0.1% | 0.2 | | 0.7% 0.4 |
| Householder 25 to 44 | | | -0.3% | -0.5 | | -1.6% -0.8 |
| Householder 45 to 64 | | | 0.0% | 0.1 | | -0.2% -0.1 |
| Householder 65+ | | | 0.1% | 0.2 | | 0.4% 0.2 |
| | | | 0.4% | 0.6 | | 1.8% 0.9 |

Table 6A.23 Mod MA CRT Households

Incremental
Analysis

Cumulative Analysis

| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 9 | 0.02% | | 9 | 0.02% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 3.6% | 164.7 | | 3.6% | 164.7 |
| HH with Children 2+ Adult HH no Child | | | 1.8% | 81.5 | | 1.8% | 81.5 |
| One Person HH Householder under 25 | | | 0.4% | 19.4 | | 0.4% | 19.4 |
| Householder 25 to 44 | | | -0.8% | -36.7 | | -0.8% | -36.7 |
| Householder 45 to 64 | | | -1.0% | -46.1 | | -1.0% | -46.1 |
| Householder 65+ | | | 0.6% | 29.0 | | 0.6% | 29.0 |
| | | | -0.9% | -43.3 | | -0.9% | -43.3 |
| | | | -0.5% | -21.3 | | -0.5% | -21.3 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 25 | 0.1% | | 33 | 0.1% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.8% | 13.4 | | 4.4% | 55.1 |
| HH with Children 2+ Adult HH no Child | | | 0.0% | -0.5 | | 1.7% | 21.8 |
| One Person HH Householder under 25 | | | 0.1% | 2.5 | | 0.6% | 7.2 |
| Householder 25 to 44 | | | -0.2% | -3.9 | | -1.0% | -12.9 |
| Householder 45 to 64 | | | -0.5% | -8.5 | | -1.5% | -19.0 |
| Householder 65+ | | | 0.1% | 2.4 | | 0.8% | 9.7 |
| | | | -0.1% | -1.0 | | -1.0% | -12.6 |
| | | | -0.1% | -2.3 | | -0.6% | -7.6 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 38 | 0.1% | | 71 | 0.2% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.5% | 5.3 | | 4.8% | 28.4 |
| HH with Children 2+ Adult HH no Child | | | 0.2% | 2.3 | | 1.9% | 11.4 |
| One Person HH | | | 0.0% | 0.1 | | 0.6% | 3.4 |
| | | | -0.2% | -1.9 | | -1.2% | -7.1 |

| | | | | | | | |
|---|-------|-----|-------|------|-----|-------|-------|
| Householder under 25 | | | -0.2% | -2.5 | | -1.7% | -10.1 |
| Householder 25 to 44 | | | 0.1% | 1.3 | | 0.9% | 5.2 |
| Householder 45 to 64 | | | -0.1% | -1.0 | | -1.1% | -6.4 |
| Householder 65+ | | | 0.0% | -0.1 | | -0.6% | -3.6 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 47 | 0.1% | | 118 | 0.3% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.4% | 3.2 | | 5.2% | 18.4 |
| HH with Children | | | 0.3% | 2.3 | | 2.2% | 7.8 |
| 2+ Adult HH no Child | | | 0.1% | 0.5 | | 0.6% | 2.2 |
| One Person HH | | | 0.0% | -0.3 | | -1.2% | -4.4 |
| Householder under 25 | | | -0.3% | -2.7 | | -2.0% | -7.2 |
| Householder 25 to 44 | | | 0.1% | 0.7 | | 1.0% | 3.4 |
| Householder 45 to 64 | | | -0.1% | -0.6 | | -1.2% | -4.1 |
| Householder 65+ | | | 0.1% | 0.7 | | -0.5% | -1.9 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 110 | 0.8% | | 229 | 0.5% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.1% | 0.1 | | 5.3% | 9.6 |
| HH with Children | | | 0.1% | 0.1 | | 2.3% | 4.1 |
| 2+ Adult HH no Child | | | 0.0% | 0.0 | | 0.7% | 1.2 |
| One Person HH | | | 0.0% | 0.0 | | -1.2% | -2.2 |
| Householder under 25 | | | -0.1% | -0.1 | | -2.1% | -3.8 |
| Householder 25 to 44 | | | 0.0% | 0.0 | | 1.0% | 1.7 |
| Householder 45 to 64 | | | 0.0% | 0.0 | | -1.1% | -2.1 |
| Householder 65+ | | | 0.0% | 0.0 | | -0.6% | -1.0 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 124 | 0.3% | | 352 | 0.8% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.6% | -2.0 | | 4.7% | 5.5 |
| HH with Children | | | 0.2% | 0.6 | | 2.4% | 2.9 |
| 2+ Adult HH no Child | | | -0.1% | -0.4 | | 0.5% | 0.6 |
| One Person HH | | | 0.2% | 0.7 | | -1.0% | -1.2 |

| | | | | |
|----------------------|-------|------|-------|------|
| Householder under 25 | -0.2% | -0.7 | -2.3% | -2.8 |
| Householder 25 to 44 | -0.1% | -0.5 | 0.8% | 1.0 |
| Householder 45 to 64 | 0.2% | 0.6 | -1.0% | -1.2 |
| Householder 65+ | 0.3% | 1.0 | -0.3% | -0.3 |

Table 6A.24 High MA CRT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 1 | 0.002% | | 1 | 0.002% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.019% | 8.0 | | 0.019% | 8.0 |
| HH with Children 2+ Adult HH no Child | | | 0.022% | 9.0 | | 0.022% | 9.0 |
| One Person HH | | | 0.028% | 11.7 | | 0.028% | 11.7 |
| Householder under 25 | | | 0.011% | 4.5 | | 0.011% | 4.5 |
| Householder 25 to 44 | | | 0.013% | 5.4 | | 0.013% | 5.4 |
| Householder 45 to 64 | | | 0.022% | 9.2 | | 0.022% | 9.2 |
| Householder 65+ | | | 0.008% | 3.5 | | 0.008% | 3.5 |
| Householder 65+ | | | 0.007% | 2.7 | | 0.007% | 2.7 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 3 | 0.007% | | 3 | 0.007% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.008% | -1.1 | | 0.011% | 1.5 |

| | | | | | | | |
|--|-------|----|---------|------|----|---------|------|
| HH with Children | | | -0.007% | -0.9 | | 0.015% | 2.1 |
| 2+ Adult HH no Child | | | -0.007% | -1.0 | | 0.021% | 2.9 |
| One Person HH | | | -0.010% | -1.4 | | 0.000% | 0.1 |
| Householder under 25 | | | -0.021% | -2.9 | | -0.008% | -1.2 |
| Householder 25 to 44 | | | 0.002% | 0.3 | | 0.024% | 3.3 |
| Householder 45 to 64 | | | -0.008% | -1.2 | | 0.000% | 0.0 |
| Householder 65+ | | | -0.013% | -1.8 | | -0.007% | -0.9 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 4 | 0.010% | | 7 | 0.017% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.009% | 0.9 | | 0.020% | 1.2 |
| HH with Children | | | 0.007% | 0.8 | | 0.022% | 1.3 |
| 2+ Adult HH no Child | | | 0.009% | 0.9 | | 0.030% | 1.8 |
| One Person HH | | | 0.010% | 1.1 | | 0.011% | 0.6 |
| Householder under 25 | | | -0.026% | -2.7 | | -0.034% | -2.0 |
| Householder 25 to 44 | | | 0.025% | 2.6 | | 0.049% | 2.9 |
| Householder 45 to 64 | | | -0.005% | -0.5 | | -0.005% | -0.3 |
| Householder 65+ | | | 0.014% | 1.5 | | 0.008% | 0.4 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 5 | 0.012% | | 12 | 0.029% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.004% | 0.3 | | 0.024% | 0.8 |
| HH with Children | | | 0.006% | 0.5 | | 0.028% | 1.0 |
| 2+ Adult HH no Child | | | 0.015% | 1.3 | | 0.045% | 1.6 |
| One Person HH | | | -0.006% | -0.5 | | 0.004% | 0.1 |
| Householder under 25 | | | -0.008% | -0.7 | | -0.043% | -1.5 |
| Householder 25 to 44 | | | 0.018% | 1.5 | | 0.068% | 2.4 |
| Householder 45 to 64 | | | -0.006% | -0.5 | | -0.011% | -0.4 |
| Householder 65+ | | | 0.000% | 0.0 | | 0.007% | 0.2 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 12 | 0.082% | | 24 | 0.058% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |

| | | | | | | | |
|---|-------|----|---------|------|----|---------|------|
| Total Households | | | 0.010% | 0.1 | | 0.034% | 0.6 |
| HH with Children | | | 0.035% | 0.4 | | 0.063% | 1.1 |
| 2+ Adult HH no Child | | | -0.002% | 0.0 | | 0.043% | 0.7 |
| One Person HH | | | -0.003% | 0.0 | | 0.001% | 0.0 |
| Householder under 25 | | | 0.016% | 0.2 | | -0.026% | -0.5 |
| Householder 25 to 44 | | | 0.025% | 0.3 | | 0.093% | 1.6 |
| Householder 45 to 64 | | | 0.001% | 0.0 | | -0.010% | -0.2 |
| Householder 65+ | | | 0.002% | 0.0 | | 0.009% | 0.1 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 41703 | 14 | 0.034% | | 38 | 0.091% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.003% | 0.1 | | 0.037% | 0.4 |
| HH with Children | | | 0.009% | 0.3 | | 0.073% | 0.8 |
| 2+ Adult HH no Child | | | -0.017% | -0.5 | | 0.026% | 0.3 |
| One Person HH | | | 0.011% | 0.3 | | 0.012% | 0.1 |
| Householder under 25 | | | -0.015% | -0.4 | | -0.041% | -0.4 |
| Householder 25 to 44 | | | 0.010% | 0.3 | | 0.103% | 1.1 |
| Householder 45 to 64 | | | 0.000% | 0.0 | | -0.010% | -0.1 |
| Householder 65+ | | | 0.003% | 0.1 | | 0.011% | 0.1 |

Table 6A.25 Poor MA LRT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |

Spatial Share--0.125 Mile Distance Band Only

Station Area (sq.mi.) 29669 3 0.01% 3 0.01%

Demographic Change--0.125 Mile Distance Band Only

| | | | | |
|----------------------|-------|-------|-------|-------|
| Total Households | 0.0% | -0.9 | 0.0% | -0.9 |
| HH with Children | -0.7% | -72.6 | -0.7% | -72.6 |
| 2+ Adult HH no Child | 0.6% | 56.3 | 0.6% | 56.3 |
| One Person HH | 0.0% | 4.4 | 0.0% | 4.4 |
| Householder under 25 | 1.0% | 94.1 | 1.0% | 94.1 |
| Householder 25 to 44 | -0.1% | -9.4 | -0.1% | -9.4 |
| Householder 45 to 64 | 0.0% | -3.8 | 0.0% | -3.8 |
| Householder 65+ | 1.2% | 115.8 | 1.2% | 115.8 |

Spatial Share--0.25 Mile Distance Band Only

Station Area (sq.mi.) 29669 19 0.1% 22 0.1%

Demographic Change--0.25 Mile Distance Band Only

| | | | | |
|----------------------|-------|------|-------|-------|
| Total Households | 0.0% | -0.7 | -0.1% | -0.7 |
| HH with Children | -0.4% | -5.8 | -1.1% | -14.9 |
| 2+ Adult HH no Child | 0.3% | 4.4 | 0.9% | 11.5 |
| One Person HH | -0.1% | -1.1 | 0.0% | -0.3 |
| Householder under 25 | 0.1% | 1.5 | 1.0% | 14.1 |
| Householder 25 to 44 | -0.6% | -9.3 | -0.7% | -9.3 |
| Householder 45 to 64 | -0.1% | -1.5 | -0.1% | -1.8 |
| Householder 65+ | 0.4% | 5.8 | 1.5% | 20.8 |

Spatial Share--0.375 Mile Distance Band Only

Station Area (sq.mi.) 29669 20 0.1% 42 0.1%

Demographic Change--0.375 Mile Distance Band Only

| | | | | |
|----------------------|-------|------|-------|-------|
| Total Households | 0.1% | 0.9 | 0.0% | 0.0 |
| HH with Children | -0.4% | -5.5 | -1.5% | -10.4 |
| 2+ Adult HH no Child | 0.4% | 5.5 | 1.2% | 8.6 |
| One Person HH | 0.1% | 1.6 | 0.1% | 0.6 |
| Householder under 25 | 0.4% | 6.4 | 1.5% | 10.5 |
| Householder 25 to 44 | 1.1% | 16.4 | 0.4% | 2.9 |
| Householder 45 to 64 | 0.1% | 1.0 | -0.1% | -0.5 |

| | | | | | | |
|---|-------|-------|-------|-----|-------|-------|
| Householder 65+ | | 0.8% | 11.3 | | 2.3% | 16.3 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 29669 | 5 | 0.0% | 46 | 0.2% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | |
| Total Households | | -0.1% | -5.5 | | -0.1% | -0.6 |
| HH with Children | | -0.8% | -45.5 | | -2.2% | -14.5 |
| 2+ Adult HH no Child | | 0.3% | 16.1 | | 1.5% | 9.6 |
| One Person HH | | 0.1% | 4.6 | | 0.2% | 1.1 |
| Householder under 25 | | 0.5% | 26.9 | | 1.9% | 12.5 |
| Householder 25 to 44 | | 2.2% | 133.3 | | 2.7% | 17.2 |
| Householder 45 to 64 | | -0.1% | -6.2 | | -0.2% | -1.1 |
| Householder 65+ | | 1.5% | 86.2 | | 3.8% | 24.2 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 29669 | 8 | 0.1% | 55 | 0.2% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | |
| Total Households | | 0.0% | 0.2 | | -0.1% | -0.4 |
| HH with Children | | -0.6% | -11.4 | | -2.9% | -15.4 |
| 2+ Adult HH no Child | | 0.4% | 8.0 | | 1.9% | 10.4 |
| One Person HH | | 0.1% | 2.1 | | 0.3% | 1.5 |
| Householder under 25 | | 0.0% | -0.8 | | 1.9% | 10.2 |
| Householder 25 to 44 | | 0.9% | 17.3 | | 3.6% | 19.5 |
| Householder 45 to 64 | | 0.0% | -0.9 | | -0.2% | -1.2 |
| Householder 65+ | | 1.0% | 17.7 | | 4.7% | 25.5 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 29669 | 48 | 0.2% | 103 | 0.3% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | |
| Total Households | | 0.0% | -0.1 | | -0.1% | -0.2 |
| HH with Children | | -0.6% | -3.6 | | -3.4% | -9.9 |
| 2+ Adult HH no Child | | 0.2% | 1.4 | | 2.1% | 6.2 |
| One Person HH | | 0.2% | 1.2 | | 0.5% | 1.3 |
| Householder under 25 | | 0.2% | 1.2 | | 2.1% | 6.0 |
| Householder 25 to 44 | | 1.6% | 9.8 | | 5.2% | 15.0 |
| Householder 45 to 64 | | -0.1% | -0.5 | | -0.3% | -0.8 |

| | | | | |
|-----------------|------|-----|------|------|
| Householder 65+ | 1.5% | 9.2 | 6.2% | 17.9 |
|-----------------|------|-----|------|------|

Table 6A.26 Low MA LRT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 45 | 0.15% | | 45 | 0.15% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 2.3% | 15.2 | | 2.3% | 15.2 |
| HH with Children | | | -0.2% | -1.4 | | -0.2% | -1.4 |
| 2+ Adult HH no Child | | | 4.5% | 29.7 | | 4.5% | 29.7 |
| One Person HH | | | 2.4% | 15.5 | | 2.4% | 15.5 |
| Householder under 25 | | | 4.5% | 29.4 | | 4.5% | 29.4 |
| Householder 25 to 44 | | | -33.6% | -221.5 | | -33.6% | -221.5 |
| Householder 45 to 64 | | | 0.7% | 4.4 | | 0.7% | 4.4 |
| Householder 65+ | | | 8.1% | 53.4 | | 8.1% | 53.4 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 9 | 0.0% | | 55 | 0.2% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.5% | 18.0 | | 2.9% | 15.4 |
| HH with Children | | | -0.7% | -21.8 | | -0.9% | -4.7 |
| 2+ Adult HH no Child | | | 1.7% | 56.2 | | 6.2% | 33.5 |
| One Person HH | | | 0.5% | 16.3 | | 2.9% | 15.4 |

| | | | | | |
|--|-------|-------|-----|--------|--------|
| Householder under 25 | 1.6% | 53.6 | | 6.1% | 32.8 |
| Householder 25 to 44 | -1.5% | -49.3 | | -35.1% | -189.3 |
| Householder 45 to 64 | 0.3% | 10.5 | | 1.0% | 5.3 |
| Householder 65+ | 3.3% | 107.7 | | 11.4% | 61.3 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 29669 | 14 | | 0.2% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | |
| Total Households | 0.2% | 4.7 | 68 | 3.1% | 13.4 |
| HH with Children 2+ Adult HH no Child | -0.3% | -5.8 | | -1.2% | -5.0 |
| One Person HH | 0.5% | 9.6 | | 6.7% | 29.0 |
| Householder under 25 | 0.4% | 8.0 | | 3.2% | 14.1 |
| Householder 25 to 44 | 1.8% | 37.9 | | 7.9% | 34.4 |
| Householder 45 to 64 | -2.2% | -46.9 | | -37.3% | -162.8 |
| Householder 65+ | 0.1% | 2.1 | | 1.1% | 4.7 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 29669 | 69 | | 0.5% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | |
| Total Households | 0.6% | 2.5 | 137 | 3.7% | 7.9 |
| HH with Children 2+ Adult HH no Child | -0.6% | -2.7 | | -1.8% | -3.9 |
| One Person HH | 1.4% | 5.9 | | 8.0% | 17.4 |
| Householder under 25 | 0.8% | 3.4 | | 4.0% | 8.7 |
| Householder 25 to 44 | 1.3% | 5.5 | | 9.1% | 19.8 |
| Householder 45 to 64 | -5.6% | -23.9 | | -42.9% | -92.9 |
| Householder 65+ | 0.2% | 0.7 | | 1.2% | 2.7 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 29669 | 56 | | 0.7% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | |
| Total Households | 0.5% | 1.2 | 193 | 4.1% | 6.3 |
| HH with Children 2+ Adult HH no Child | -0.5% | -1.3 | | -2.3% | -3.5 |
| One Person HH | 0.9% | 2.3 | | 8.9% | 13.7 |

| | | | | | | | |
|---|-------|----|-------|--------|-----|--------|-------|
| One Person HH | | | 0.7% | 1.9 | | 4.8% | 7.3 |
| Householder under 25 | | | 1.4% | 3.5 | | 10.5% | 16.1 |
| Householder 25 to 44 | | | -3.5% | -9.1 | | -46.4% | -71.3 |
| Householder 45 to 64 | | | 0.1% | 0.3 | | 1.4% | 2.1 |
| Householder 65+ | | | 3.4% | 9.0 | | 20.2% | 31.1 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 10 | 0.0% | | 203 | 0.7% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.4% | 10.7 | | 4.5% | 6.5 |
| HH with Children | | | -0.1% | -4.4 | | -2.4% | -3.5 |
| 2+ Adult HH no Child | | | 0.8% | 24.2 | | 9.7% | 14.2 |
| One Person HH | | | 0.4% | 10.8 | | 5.1% | 7.5 |
| Householder under 25 | | | 1.5% | 45.5 | | 12.0% | 17.6 |
| Householder 25 to 44 | | | -4.5% | -132.8 | | -50.9% | -74.3 |
| Householder 45 to 64 | | | -0.1% | -1.9 | | 1.3% | 1.9 |
| Householder 65+ | | | 4.1% | 122.9 | | 24.3% | 35.6 |

Table 6A.27 Mod MA LRT Households

| Incremental Analysis | | | Cumulative Analysis | | | | |
|--|-----------------------------|----------------------------|---------------------------------------|--|----------------------------|---------------------------------------|--|
| Spatial Share--Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 18 | 0.06% | | 18 | 0.06% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |

| | | | | | | | |
|--|-------|----|--------|--------|-----|--------|--------|
| Total Households | | | 2.9% | 48.3 | | 2.9% | 48.3 |
| HH with Children | | | 3.3% | 53.6 | | 3.3% | 53.6 |
| 2+ Adult HH no Child | | | 3.8% | 63.4 | | 3.8% | 63.4 |
| One Person HH | | | 2.1% | 34.4 | | 2.1% | 34.4 |
| Householder under 25 | | | 2.6% | 43.0 | | 2.6% | 43.0 |
| Householder 25 to 44 | | | -52.8% | -870.4 | | -52.8% | -870.4 |
| Householder 45 to 64 | | | 0.6% | 9.2 | | 0.6% | 9.2 |
| Householder 65+ | | | 6.5% | 106.4 | | 6.5% | 106.4 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 80 | 0.3% | | 98 | 0.3% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.7% | 2.6 | | 3.6% | 11.0 |
| HH with Children | | | 0.9% | 3.3 | | 4.1% | 12.5 |
| 2+ Adult HH no Child | | | 1.4% | 5.2 | | 5.2% | 15.9 |
| One Person HH | | | 0.1% | 0.4 | | 2.2% | 6.6 |
| Householder under 25 | | | 0.7% | 2.5 | | 3.3% | 9.9 |
| Householder 25 to 44 | | | -11.1% | -41.3 | | -64.0% | -193.6 |
| Householder 45 to 64 | | | 0.2% | 0.9 | | 0.8% | 2.4 |
| Householder 65+ | | | 1.0% | 3.7 | | 7.4% | 22.5 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 61 | 0.2% | | 159 | 0.5% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.6% | 2.9 | | 4.2% | 7.9 |
| HH with Children | | | 0.4% | 2.0 | | 4.5% | 8.5 |
| 2+ Adult HH no Child | | | 0.8% | 3.9 | | 6.1% | 11.3 |
| One Person HH | | | 0.5% | 2.7 | | 2.7% | 5.1 |
| Householder under 25 | | | 1.5% | 7.4 | | 4.8% | 8.9 |
| Householder 25 to 44 | | | -12.1% | -58.6 | | -76.0% | -141.8 |
| Householder 45 to 64 | | | 0.2% | 1.0 | | 1.0% | 1.9 |
| Householder 65+ | | | 0.6% | 2.9 | | 8.0% | 15.0 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 10 | 0.0% | | 169 | 0.6% | |

Demographic Change--0.50 Mile Distance Band Only

| | | | | |
|----------------------|--------|--------|--------|--------|
| Total Households | 0.7% | 20.7 | 4.9% | 8.6 |
| HH with Children | 0.6% | 18.6 | 5.2% | 9.1 |
| 2+ Adult HH no Child | 0.7% | 22.1 | 6.8% | 11.9 |
| One Person HH | 0.7% | 21.0 | 3.4% | 6.1 |
| Householder under 25 | 1.6% | 48.7 | 6.4% | 11.3 |
| Householder 25 to 44 | -12.5% | -369.6 | -88.5% | -155.3 |
| Householder 45 to 64 | 0.1% | 2.0 | 1.1% | 1.9 |
| Householder 65+ | 3.2% | 96.1 | 11.3% | 19.8 |

Spatial Share--0.75 Mile Distance Band Only

| | | | | | |
|-----------------------|-------|----|------|-----|------|
| Station Area (sq.mi.) | 29669 | 46 | 0.3% | 215 | 0.7% |
|-----------------------|-------|----|------|-----|------|

Demographic Change--0.75 Mile Distance Band Only

| | | | | |
|----------------------|-------|-------|--------|--------|
| Total Households | 0.5% | 1.7 | 5.5% | 7.5 |
| HH with Children | 0.6% | 2.0 | 5.8% | 8.0 |
| 2+ Adult HH no Child | 0.2% | 0.5 | 7.0% | 9.6 |
| One Person HH | 0.7% | 2.4 | 4.2% | 5.8 |
| Householder under 25 | 1.4% | 4.5 | 7.8% | 10.8 |
| Householder 25 to 44 | -7.9% | -25.2 | -96.4% | -133.0 |
| Householder 45 to 64 | 0.2% | 0.6 | 1.3% | 1.8 |
| Householder 65+ | 1.7% | 5.3 | 12.9% | 17.9 |

Spatial Share--1.00 Mile Distance Band Only

| | | | | | |
|-----------------------|-------|-----|------|-----|------|
| Station Area (sq.mi.) | 29669 | 172 | 0.6% | 386 | 1.3% |
|-----------------------|-------|-----|------|-----|------|

Demographic Change--1.00 Mile Distance Band Only

| | | | | |
|----------------------|-------|-------|---------|-------|
| Total Households | 0.4% | 0.7 | 5.9% | 4.5 |
| HH with Children | 0.7% | 1.2 | 6.5% | 5.0 |
| 2+ Adult HH no Child | 0.4% | 0.7 | 7.3% | 5.6 |
| One Person HH | 0.2% | 0.4 | 4.4% | 3.4 |
| Householder under 25 | 1.3% | 2.2 | 9.1% | 7.0 |
| Householder 25 to 44 | -8.1% | -14.0 | -104.5% | -80.3 |
| Householder 45 to 64 | 0.1% | 0.1 | 1.4% | 1.0 |
| Householder 65+ | 1.4% | 2.5 | 14.4% | 11.0 |

Table 6A.28 High MA LRT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 124 | 0.42% | | 124 | 0.42% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 1.1% | 2.6 | | 1.1% | 2.6 |
| HH with Children 2+ Adult HH no Child | | | 0.8% | 2.0 | | 0.8% | 2.0 |
| One Person HH Householder under 25 | | | 1.1% | 2.7 | | 1.1% | 2.7 |
| Householder 25 to 44 | | | 1.2% | 2.9 | | 1.2% | 2.9 |
| Householder 45 to 64 | | | 2.5% | 6.1 | | 2.5% | 6.1 |
| Householder 65+ | | | -26.2% | -62.8 | | -26.2% | -62.8 |
| Householder 25 to 44 | | | 0.2% | 0.4 | | 0.2% | 0.4 |
| Householder 65+ | | | 1.8% | 4.2 | | 1.8% | 4.2 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 19 | 0.1% | | 143 | 0.5% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.2% | 3.4 | | 1.3% | 2.7 |
| HH with Children 2+ Adult HH no Child | | | 0.3% | 4.0 | | 1.1% | 2.3 |
| One Person HH Householder under 25 | | | 0.3% | 5.3 | | 1.5% | 3.1 |
| Householder 25 to 44 | | | 0.1% | 1.5 | | 1.3% | 2.7 |
| Householder 45 to 64 | | | 0.5% | 7.1 | | 3.0% | 6.2 |
| Householder 65+ | | | -3.3% | -51.6 | | -29.5% | -61.3 |

| | | | | | |
|--|-------|-------|--|--------|-------|
| Householder 45 to 64 | 0.1% | 1.1 | | 0.2% | 0.5 |
| Householder 65+ | 0.6% | 10.1 | | 2.4% | 5.0 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 29669 | 56 | | 199 | 0.7% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | |
| Total Households | 0.4% | 2.0 | | 1.7% | 2.5 |
| HH with Children | 0.4% | 2.1 | | 1.5% | 2.2 |
| 2+ Adult HH no Child | 0.6% | 2.9 | | 2.0% | 3.0 |
| One Person HH | 0.2% | 1.2 | | 1.5% | 2.3 |
| Householder under 25 | 1.1% | 6.0 | | 4.1% | 6.2 |
| Householder 25 to 44 | -9.1% | -48.3 | | -38.7% | -57.6 |
| Householder 45 to 64 | 0.1% | 0.3 | | 0.3% | 0.4 |
| Householder 65+ | 0.7% | 3.7 | | 3.1% | 4.7 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 29669 | 173 | | 372 | 1.3% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | |
| Total Households | 0.2% | 0.3 | | 1.9% | 1.5 |
| HH with Children | 0.4% | 0.7 | | 1.9% | 1.5 |
| 2+ Adult HH no Child | 0.3% | 0.5 | | 2.3% | 1.8 |
| One Person HH | 0.0% | 0.0 | | 1.5% | 1.2 |
| Householder under 25 | 1.2% | 2.1 | | 5.3% | 4.3 |
| Householder 25 to 44 | -4.8% | -8.2 | | -43.4% | -34.6 |
| Householder 45 to 64 | 0.0% | 0.0 | | 0.3% | 0.2 |
| Householder 65+ | 1.2% | 2.0 | | 4.3% | 3.4 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 29669 | 116 | | 488 | 1.6% |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | |
| Total Households | 0.2% | 0.2 | | 2.0% | 1.2 |
| HH with Children | 0.3% | 0.4 | | 2.2% | 1.3 |
| 2+ Adult HH no Child | 0.4% | 0.4 | | 2.7% | 1.6 |
| One Person HH | 0.0% | 0.0 | | 1.5% | 0.9 |
| Householder under 25 | 0.5% | 0.6 | | 5.8% | 3.5 |

| | | | | | | | |
|---|-------|----|-------|-------|-----|--------|-------|
| Householder 25 to 44 | | | -3.0% | -3.8 | | -46.4% | -28.2 |
| Householder 45 to 64 | | | 0.1% | 0.1 | | 0.3% | 0.2 |
| Householder 65+ | | | 0.7% | 0.9 | | 5.0% | 3.0 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 29669 | 17 | 0.1% | | 504 | 1.7% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.2% | 2.9 | | 2.2% | 1.3 |
| HH with Children | | | 0.5% | 8.6 | | 2.7% | 1.6 |
| 2+ Adult HH no Child | | | 0.1% | 1.4 | | 2.7% | 1.6 |
| One Person HH | | | 0.0% | 0.4 | | 1.6% | 0.9 |
| Householder under 25 | | | 0.5% | 8.3 | | 6.3% | 3.7 |
| Householder 25 to 44 | | | -2.6% | -46.0 | | -49.1% | -28.9 |
| Householder 45 to 64 | | | 0.1% | 1.6 | | 0.4% | 0.3 |
| Householder 65+ | | | 0.2% | 3.4 | | 5.2% | 3.1 |

Table 6A.29 Poor MA SCT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 2 | 0.02% | | 2 | 0.02% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.0% | 0.0 | | 0.0% | 0.0 |
| HH with Children | | | 0.0% | 0.0 | | 0.0% | 0.0 |

| | | | | | | | |
|--|-------|----|-------|------|----|-------|------|
| 2+ Adult HH no Child | | | 0.0% | 0.0 | | 0.0% | 0.0 |
| One Person HH | | | 0.0% | 0.0 | | 0.0% | 0.0 |
| Householder under 25 | | | 0.0% | 0.0 | | 0.0% | 0.0 |
| Householder 25 to 44 | | | 0.0% | 0.0 | | 0.0% | 0.0 |
| Householder 45 to 64 | | | 0.0% | 0.0 | | 0.0% | 0.0 |
| Householder 65+ | | | 0.0% | 0.0 | | 0.0% | 0.0 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 6 | 0.0% | | 8 | 0.1% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.0% | -0.5 | | 0.0% | -0.3 |
| HH with Children | | | 0.3% | 7.3 | | 0.3% | 5.5 |
| 2+ Adult HH no Child | | | 0.0% | -1.0 | | 0.0% | -0.7 |
| One Person HH | | | 0.0% | 0.5 | | 0.0% | 0.4 |
| Householder under 25 | | | -0.1% | -2.8 | | -0.1% | -2.1 |
| Householder 25 to 44 | | | 0.0% | 0.3 | | 0.0% | 0.2 |
| Householder 45 to 64 | | | -0.1% | -1.4 | | -0.1% | -1.0 |
| Householder 65+ | | | 0.3% | 6.6 | | 0.3% | 4.9 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 10 | 0.1% | | 18 | 0.1% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.2% | -2.2 | | -0.2% | -1.4 |
| HH with Children | | | 1.9% | 24.4 | | 2.3% | 16.0 |
| 2+ Adult HH no Child | | | -0.1% | -0.8 | | -0.1% | -0.8 |
| One Person HH | | | 0.0% | -0.2 | | 0.0% | 0.1 |
| Householder under 25 | | | 0.0% | 0.5 | | -0.1% | -0.7 |
| Householder 25 to 44 | | | 0.4% | 4.9 | | 0.4% | 2.8 |
| Householder 45 to 64 | | | 0.0% | -0.4 | | -0.1% | -0.7 |
| Householder 65+ | | | -0.3% | -4.4 | | 0.0% | -0.3 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 4 | 0.0% | | 22 | 0.2% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | | | |

| | | | | | | | |
|---|-------|----|-------|------|----|-------|------|
| Total Households | | | -0.1% | -1.6 | | -0.2% | -1.4 |
| HH with Children | | | 0.0% | 0.2 | | 2.3% | 13.1 |
| 2+ Adult HH no Child | | | -0.2% | -5.5 | | -0.3% | -1.6 |
| One Person HH | | | 0.0% | 0.1 | | 0.0% | 0.1 |
| Householder under 25 | | | 0.2% | 7.7 | | 0.1% | 0.8 |
| Householder 25 to 44 | | | 0.1% | 3.3 | | 0.5% | 2.9 |
| Householder 45 to 64 | | | 0.0% | 0.8 | | -0.1% | -0.4 |
| Householder 65+ | | | 0.0% | -0.6 | | -0.1% | -0.3 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area | | | | | | | |
| (sq.mi.) | 12770 | 4 | 0.0% | | 25 | 0.2% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.0% | -0.9 | | -0.3% | -1.4 |
| HH with Children | | | 1.3% | 42.9 | | 3.6% | 18.4 |
| 2+ Adult HH no Child | | | 0.2% | 5.2 | | -0.1% | -0.6 |
| One Person HH | | | 0.0% | 0.9 | | 0.0% | 0.2 |
| Householder under 25 | | | -0.1% | -1.8 | | 0.1% | 0.5 |
| Householder 25 to 44 | | | 0.3% | 8.1 | | 0.8% | 3.8 |
| Householder 45 to 64 | | | 0.0% | -1.0 | | -0.1% | -0.6 |
| Householder 65+ | | | 0.4% | 14.3 | | 0.4% | 2.0 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area | | | | | | | |
| (sq.mi.) | 12770 | 10 | 0.1% | | 35 | 0.3% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 0.0% | 0.6 | | -0.2% | -0.8 |
| HH with Children | | | -0.4% | -5.6 | | 3.2% | 11.6 |
| 2+ Adult HH no Child | | | -0.2% | -2.3 | | -0.3% | -1.1 |
| One Person HH | | | 0.1% | 1.2 | | 0.1% | 0.5 |
| Householder under 25 | | | 0.1% | 0.9 | | 0.2% | 0.6 |
| Householder 25 to 44 | | | -0.3% | -4.4 | | 0.4% | 1.5 |
| Householder 45 to 64 | | | 0.0% | 0.2 | | -0.1% | -0.3 |
| Householder 65+ | | | -0.3% | -4.1 | | 0.1% | 0.2 |

Table 6A.30 Low MA SCT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 11 | 0.08% | | 11 | 0.08% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | 1.3% | 16.5 | | 1.3% | 16.5 |
| HH with Children 2+ Adult HH no Child | | | 2.8% | 35.6 | | 2.8% | 35.6 |
| One Person HH Householder under 25 | | | 1.1% | 13.4 | | 1.1% | 13.4 |
| Householder 25 to 44 | | | 1.6% | 19.6 | | 1.6% | 19.6 |
| Householder 45 to 64 | | | 0.6% | 7.9 | | 0.6% | 7.9 |
| Householder 65+ | | | -3.0% | -38.0 | | -3.0% | -38.0 |
| | | | 0.3% | 4.3 | | 0.3% | 4.3 |
| | | | 5.4% | 67.2 | | 5.4% | 67.2 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 4 | 0.0% | | 15 | 0.1% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.1% | -3.0 | | 1.2% | 11.3 |
| HH with Children 2+ Adult HH no Child | | | 2.7% | 93.6 | | 5.6% | 51.0 |
| One Person HH Householder under 25 | | | -0.1% | -4.0 | | 1.0% | 8.8 |
| Householder 25 to 44 | | | 0.2% | 6.8 | | 1.8% | 16.2 |
| | | | 0.6% | 19.5 | | 1.2% | 11.0 |
| | | | -0.9% | -31.5 | | -4.0% | -36.3 |

| | | | | | |
|--|-------|-------|--|-------|-------|
| Householder 45 to 64 | -0.2% | -5.5 | | 0.2% | 1.7 |
| Householder 65+ | 1.5% | 52.9 | | 6.9% | 63.4 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 12770 | 5 | | 0.1% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | |
| Total Households | -0.4% | -11.2 | | 0.8% | 6.0 |
| HH with Children | 2.8% | 77.4 | | 8.4% | 60.7 |
| 2+ Adult HH no Child | -0.3% | -7.5 | | 0.7% | 4.9 |
| One Person HH | -0.1% | -4.1 | | 1.6% | 11.7 |
| Householder under 25 | 0.2% | 6.4 | | 1.4% | 10.4 |
| Householder 25 to 44 | 2.1% | 57.7 | | -1.9% | -13.4 |
| Householder 45 to 64 | 0.0% | 0.6 | | 0.2% | 1.5 |
| Householder 65+ | 0.5% | 12.8 | | 7.4% | 53.4 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 12770 | 11 | | 0.2% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | |
| Total Households | -0.1% | -0.8 | | 0.8% | 3.5 |
| HH with Children | 1.7% | 21.0 | | 10.1% | 46.1 |
| 2+ Adult HH no Child | -0.5% | -5.8 | | 0.2% | 1.0 |
| One Person HH | 0.3% | 3.3 | | 1.9% | 8.6 |
| Householder under 25 | 0.6% | 7.6 | | 2.0% | 9.4 |
| Householder 25 to 44 | 0.1% | 0.7 | | -1.8% | -8.2 |
| Householder 45 to 64 | 0.0% | 0.1 | | 0.2% | 1.0 |
| Householder 65+ | 1.2% | 14.5 | | 8.6% | 39.1 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 12770 | 10 | | 0.3% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | |
| Total Households | -0.2% | -2.6 | | 0.6% | 2.0 |
| HH with Children | 3.7% | 54.4 | | 13.8% | 47.3 |
| 2+ Adult HH no Child | 0.1% | 1.2 | | 0.3% | 1.1 |
| One Person HH | 0.1% | 1.3 | | 2.0% | 6.8 |
| Householder under 25 | 0.0% | 0.4 | | 2.1% | 7.1 |

| | | | | | | | |
|---|-------|---|-------|-------|----|-------|------|
| Householder 25 to 44 | | | -0.4% | -5.4 | | -2.2% | -7.4 |
| Householder 45 to 64 | | | -0.1% | -2.1 | | 0.1% | 0.2 |
| Householder 65+ | | | -0.7% | -9.9 | | 7.9% | 27.0 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 3 | 0.0% | | 44 | 0.3% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.6% | -28.5 | | 0.0% | -0.1 |
| HH with Children | | | 5.4% | 245.2 | | 19.2% | 59.7 |
| 2+ Adult HH no Child | | | -0.1% | -3.3 | | 0.2% | 0.7 |
| One Person HH | | | -0.3% | -12.4 | | 1.7% | 5.3 |
| Householder under 25 | | | 0.4% | 20.4 | | 2.5% | 7.8 |
| Householder 25 to 44 | | | 1.7% | 76.8 | | -0.5% | -1.5 |
| Householder 45 to 64 | | | -0.2% | -7.3 | | -0.1% | -0.3 |
| Householder 65+ | | | 0.8% | 36.1 | | 8.7% | 27.0 |

Table 6A.31 Mod MA SCT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|---|-----------------------------------|----------------------------------|--|--|----------------------------------|--|--|
| Spatial Share-- Incremental Distance Band Change | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region | Distance Band Area, Sq.Mi. | Distance Band Share of Transit Region | Distance Band Multiplier of Transit Region |
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 5 | 0.04% | | 5 | 0.04% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.3% | -7.2 | | -0.3% | -7.2 |
| HH with Children | | | 7.1% | 181.2 | | 7.1% | 181.2 |

| | | | | | |
|--|-------|-------|------|--------|-------|
| 2+ Adult HH no Child | 2.1% | 54.7 | | 2.1% | 54.7 |
| One Person HH | -0.6% | -14.4 | | -0.6% | -14.4 |
| HH under 25 | 4.3% | 110.3 | | 4.3% | 110.3 |
| HH 25 to 44 | -3.7% | -95.1 | | -3.7% | -95.1 |
| HH 45 to 64 | 0.0% | 0.9 | | 0.0% | 0.9 |
| HH 65+ | 3.0% | 77.0 | | 3.0% | 77.0 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 12770 | 12 | 0.1% | 16 | 0.1% |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | |
| Total Households | 1.4% | 14.8 | | 1.1% | 8.8 |
| HH with Children | 0.3% | 3.3 | | 7.4% | 59.1 |
| 2+ Adult HH no Child | 1.7% | 18.3 | | 3.9% | 30.9 |
| One Person HH | 1.1% | 12.2 | | 0.6% | 4.7 |
| HH under 25 | 0.2% | 1.7 | | 4.5% | 35.7 |
| HH 25 to 44 | -3.4% | -36.0 | | -7.1% | -56.7 |
| HH 45 to 64 | 0.2% | 1.7 | | 0.2% | 1.6 |
| HH 65+ | 5.4% | 57.4 | | 8.4% | 67.1 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 12770 | 10 | 0.1% | 26 | 0.2% |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | |
| Total Households | 0.7% | 9.0 | | 1.8% | 8.9 |
| HH with Children | 1.3% | 16.0 | | 8.7% | 42.5 |
| 2+ Adult HH no Child | 1.0% | 13.3 | | 4.9% | 24.1 |
| One Person HH | 0.6% | 7.9 | | 1.2% | 5.9 |
| HH under 25 | -0.2% | -2.7 | | 4.3% | 20.9 |
| HH 25 to 44 | -2.4% | -31.2 | | -9.5% | -46.9 |
| HH 45 to 64 | 0.0% | 0.3 | | 0.2% | 1.1 |
| HH 65+ | 1.6% | 20.3 | | 10.0% | 49.1 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) | 12770 | 3 | 0.0% | 29 | 0.2% |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | |
| Total Households | 0.3% | 14.6 | | 2.2% | 9.5 |
| HH with Children | -1.2% | -52.5 | | 7.4% | 32.7 |
| 2+ Adult HH no Child | 0.4% | 15.6 | | 5.3% | 23.2 |
| One Person HH | 0.2% | 7.7 | | 1.4% | 6.1 |
| HH under 25 | 0.9% | 38.5 | | 5.2% | 22.7 |
| HH 25 to 44 | -1.6% | -67.4 | | -11.1% | -49.0 |

| | | | | | | | |
|---|-------|----|-------|-------|----|--------|-------|
| HH 45 to 64 | | | 0.0% | -0.4 | | 0.2% | 0.9 |
| HH 65+ | | | 2.3% | 96.2 | | 12.3% | 54.0 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 9 | 0.1% | | 38 | 0.3% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.6% | -8.9 | | 1.5% | 5.1 |
| HH with Children | | | 7.9% | 112.7 | | 15.4% | 51.6 |
| 2+ Adult HH no Child | | | -0.3% | -4.8 | | 4.9% | 16.6 |
| One Person HH | | | 0.1% | 1.1 | | 1.5% | 4.9 |
| HH under 25 | | | 1.2% | 17.7 | | 6.4% | 21.6 |
| HH 25 to 44 | | | 2.2% | 31.1 | | -8.9% | -30.0 |
| HH 45 to 64 | | | -0.1% | -1.0 | | 0.1% | 0.5 |
| HH 65+ | | | 1.4% | 19.7 | | 13.6% | 45.8 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | | | |
| Station Area (sq.mi.) | 12770 | 25 | 0.2% | | 62 | 0.5% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | | | |
| Total Households | | | -0.2% | -0.8 | | 1.4% | 2.8 |
| HH with Children | | | 0.4% | 2.2 | | 15.8% | 32.5 |
| 2+ Adult HH no Child | | | -0.1% | -0.5 | | 4.8% | 9.9 |
| One Person HH | | | -0.1% | -0.6 | | 1.3% | 2.8 |
| HH under 25 | | | 1.9% | 9.9 | | 8.3% | 17.2 |
| HH 25 to 44 | | | -1.1% | -5.7 | | -10.0% | -20.7 |
| HH 45 to 64 | | | 0.0% | -0.2 | | 0.1% | 0.2 |
| HH 65+ | | | 1.6% | 8.2 | | 15.3% | 31.4 |

Table 6A.32 High MA SCT Households

| Incremental Analysis | | | | Cumulative Analysis | | | |
|--------------------------------|-----------------------------------|----------------------------------|------------------------|-----------------------------------|----------------------------------|------------------------|-----------------------------------|
| Spatial Share-- Incremental | Transit Region Area, Sq.Mi. | Distance Band Area, Sq.Mi. | Distance Band Share | Distance Band Multiplier of | Distance Band Area, Sq.Mi. | Distance Band Share | Distance Band Multiplier of |

| Distance Band Change | | of Transit Region | Transit Region | | of Transit Region | Transit Region |
|--|-------|-------------------|----------------|--------|-------------------|----------------|
| <i>Spatial Share--0.125 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 12770 | 19 | 0.15% | 19 | 0.15% | |
| <i>Demographic Change--0.125 Mile Distance Band Only</i> | | | | | | |
| Total Households | | | 3.1% | 20.7 | 3.1% | 20.7 |
| HH with Children | | | -4.2% | -28.5 | -4.2% | -28.5 |
| 2+ Adult HH no Child | | | 4.1% | 27.8 | 4.1% | 27.8 |
| One Person HH | | | 1.9% | 13.1 | 1.9% | 13.1 |
| Householder under 25 | | | 1.5% | 10.1 | 1.5% | 10.1 |
| Householder 25 to 44 | | | -15.1% | -101.2 | -15.1% | -101.2 |
| Householder 45 to 64 | | | 0.1% | 0.9 | 0.1% | 0.9 |
| Householder 65+ | | | 2.9% | 19.4 | 2.9% | 19.4 |
| <i>Spatial Share--0.25 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 12770 | 4 | 0.03% | 23 | 0.2% | |
| <i>Demographic Change--0.25 Mile Distance Band Only</i> | | | | | | |
| Total Households | | | 0.7% | 22.0 | 3.8% | 21.0 |
| HH with Children | | | -1.7% | -54.3 | -5.9% | -33.0 |
| 2+ Adult HH no Child | | | 0.9% | 28.7 | 5.0% | 27.9 |
| One Person HH | | | 0.4% | 11.9 | 2.3% | 12.9 |
| Householder under 25 | | | 0.6% | 19.8 | 2.1% | 11.8 |
| Householder 25 to 44 | | | -2.9% | -93.9 | -18.0% | -99.9 |
| Householder 45 to 64 | | | 0.1% | 2.8 | 0.2% | 1.2 |
| Householder 65+ | | | 1.1% | 36.0 | 4.0% | 22.3 |
| <i>Spatial Share--0.375 Mile Distance Band Only</i> | | | | | | |
| Station Area (sq.mi.) | 12770 | 10 | 0.1% | 33 | 0.3% | |
| <i>Demographic Change--0.375 Mile Distance Band Only</i> | | | | | | |
| Total Households | | | 0.4% | 5.5 | 4.2% | 16.3 |
| HH with Children | | | -0.7% | -8.4 | -6.6% | -25.5 |
| 2+ Adult HH no Child | | | 0.4% | 4.9 | 5.4% | 21.0 |
| One Person HH | | | 0.3% | 4.4 | 2.7% | 10.3 |
| Householder under 25 | | | 0.8% | 10.4 | 2.9% | 11.4 |
| Householder 25 to 44 | | | -1.2% | -14.9 | -19.2% | -74.2 |

| | | | | | |
|---|-------|-------|----|--------|-------|
| Householder 45 to 64 | 0.2% | 2.6 | | 0.4% | 1.6 |
| Householder 65+ | 1.2% | 14.7 | | 5.2% | 20.0 |
| <i>Spatial Share--0.50 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) 12770 24 | 0.2% | | 58 | 0.5% | |
| <i>Demographic Change--0.50 Mile Distance Band Only</i> | | | | | |
| Total Households | 0.6% | 3.1 | | 4.8% | 10.6 |
| HH with Children 2+ Adult HH no Child | -0.9% | -4.5 | | -7.5% | -16.4 |
| One Person HH Householder under 25 | 0.3% | 1.6 | | 3.0% | 6.5 |
| Householder 25 to 44 | 0.2% | 1.1 | | 3.1% | 6.9 |
| Householder 45 to 64 | -1.4% | -7.5 | | -20.6% | -45.3 |
| Householder 65+ | 0.2% | 1.2 | | 0.6% | 1.4 |
| | 0.4% | 2.2 | | 5.6% | 12.3 |
| <i>Spatial Share--0.75 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) 12770 18 | 0.1% | | 75 | 0.6% | |
| <i>Demographic Change--0.75 Mile Distance Band Only</i> | | | | | |
| Total Households | -0.4% | -2.7 | | 4.4% | 7.5 |
| HH with Children 2+ Adult HH no Child | -0.5% | -3.6 | | -8.0% | -13.6 |
| One Person HH Householder under 25 | -0.3% | -2.0 | | 6.1% | 10.4 |
| Householder 25 to 44 | -0.4% | -3.1 | | 2.5% | 4.3 |
| Householder 45 to 64 | 0.5% | 3.3 | | 3.6% | 6.2 |
| Householder 65+ | 1.0% | 7.4 | | -19.5% | -33.2 |
| | 0.0% | -0.3 | | 0.6% | 1.0 |
| | 0.1% | 0.9 | | 5.7% | 9.7 |
| <i>Spatial Share--1.00 Mile Distance Band Only</i> | | | | | |
| Station Area (sq.mi.) 12770 3 | 0.02% | | 79 | 0.6% | |
| <i>Demographic Change--1.00 Mile Distance Band Only</i> | | | | | |
| Total Households | -0.2% | -7.8 | | 4.2% | 6.8 |
| HH with Children 2+ Adult HH no Child | -1.0% | -43.0 | | -9.0% | -14.5 |
| One Person HH Householder under 25 | 0.0% | 1.1 | | 6.1% | 9.9 |
| Householder 25 to 44 | -0.3% | -14.9 | | 2.2% | 3.5 |
| | 0.6% | 24.3 | | 4.2% | 6.8 |
| | 0.0% | -2.0 | | -19.6% | -31.6 |

| | | | | |
|----------------------|-------|------|------|-----|
| Householder 45 to 64 | -0.1% | -3.2 | 0.5% | 0.8 |
| Householder 65+ | 0.4% | 18.3 | 6.1% | 9.9 |