Question #1: The application states that improving this corridor “benefits primarily lower income populations…” Please elaborate.

Answer #1: This corridor serves a large region. Sumner’s Manufacturing Industrial Center has 16,000 jobs while the City’s population is 10,000. We are the largest MIC in Pierce County, larger than the Port of Tacoma or Fredrickson. Due to the nature of the work, the people relying on this route to access employment and move freight are typically lower income populations from throughout Sumner as well as Pierce County and southern King County. Whether from Sumner or other neighborhoods current and potential employees live paycheck-to-paycheck and deserve non-discriminatory funding decisions when appropriating federal funds to help connect them to employment options.

In Sumner, two census block groups (Blocks 073301-4 and 073301-2) will be dramatically benefitted by the addition of new developments and employers east of the new bridge, leading to more family wage jobs that are either a local drive or even a walk or bike ride away from current residential housing. These block groups have median household incomes of $37,151 and $38,750, while “very low income” levels for the Tacoma Metropolitan area $43,250 for a family of four (reference: www.usa.com, www.huduser.gov). Clearly these block groups, which make up a significant portion of the residential portion of Sumner, would stand to benefit from additional family-wage jobs in the region, providing the opportunity to boost incomes and pull families out of poverty. This bridge will drive the development of vacant lands, leading to new business activity and the family-wage jobs needed to support current low-income residents of Sumner.

Completing the important trail connection across the White River at Stewart Road provides significantly improved access for lower income populations more heavily reliant on non-motorized transportation options. Completing the gap in the trail network will provide a safe pedestrian route from the LINK trail, a non-motorized “backbone” running through the Sumner-Pacific MIC, to the Interurban trail to the north and the Foothills trail to the south. The Interurban trail serves commuters and recreational bicyclists and provides access to the Southcenter area, Renton Junction, downtown Kent, and the communities of Auburn, Algona, and Pacific (Reference: Seattle Southside Regional Tourism Authority). The Foothills trail connects communities from Puyallup to Buckley.

As stated in our application, the project will provide significant beneficial opportunities to low-income populations in and around Sumner. This infrastructure will benefit the MIC, leading to more family-wage jobs close to low-income communities.
Question #2: Please provide a map illustrating the various trail and other nonmotorized connections.

Answer #2: Please see the attached maps.
Stewart RD Bridge Trail Improvements

- Existing Bike Lane
- Existing Trail
- Proposed Trail

**North to Interurban Trail System**
(Kent, Tukwila, Seattle)

- South to Foothills Trail System
(Orting, Buckley)