

**BEFORE THE
POSTAL REGULATORY COMMISSION
WASHINGTON, D.C. 20268-0001**

**Station and Branch Optimization and
Consolidation Initiative, 2009**

Docket No. N2009-1

**REBUTTAL TESTIMONY OF
ANITA B. MORRISON
ON BEHALF OF
THE AMERICAN POSTAL WORKERS UNION, AFL-CIO**

APWU-T-2

TABLE OF CONTENTS

Autobiographical Sketch

Partners for Economic Solutions Overview

I.	Purpose and Scope of Testimony.....	5
II.	Review of Stations Being Studied for Closure.....	6
III.	Economic and Community Development Impacts.....	12
IV.	Review Process Recommendations.....	16
V.	Conclusion.....	20

Appendix A

Appendix B

AUTOBIOGRAPHICAL SKETCH

1
2 My name is Anita B. Morrison. I am a Founding Principal of Partners for
3 Economic Solutions, an urban economics consulting firm focused on development,
4 including market and financial analysis, economic revitalization strategies and
5 economic impact analysis. Over the past 32 years, I have worked in dozens of
6 communities and business districts, evaluating their conditions and developing
7 strategies to improve the factors affecting their economic health. These
8 assignments have ranged from neighborhood strategies for small cities such as
9 Hopewell, Virginia to development strategies for major mixed-use projects in
10 Baltimore, Orlando and Atlanta. My recent work in neighborhood business district
11 revitalization has included a series of nine areas in the District of Columbia where I
12 assessed market potentials, evaluated redevelopment opportunities and projected
13 the resulting tax revenues for use in tax-increment financing. For Arlington County,
14 Virginia, I assessed retail market potentials for 10 retail districts, evaluating their
15 ability to compete for retail tenants and recommending new retailers that could be
16 brought in to expand the mix in each district. In neighborhood plans for such places
17 as Park Place in Norfolk, Virginia; West Savannah, Georgia; and Georgia
18 Avenue/Petworth in Washington, DC, I worked with the local communities to develop
19 revitalization strategies to preserve and strengthen what they value most.

20 In my work on major public/private partnerships, I have assisted and
21 represented a number of development agencies, including the District of Columbia
22 Deputy Mayor for Planning and Economic Development, the Pennsylvania Avenue
23 Development Corporation, the Atlanta Development Authority, the Maryland
24 Department of Transportation, the Fort Monroe Federal Area Development Authority,
25 the Norfolk Redevelopment and Housing Authority, the Orlando Community
26 Redevelopment Agency, the Armed Forces Retirement Home - Washington and the
27 City of Dallas.

28 For the Urban Land Institute, the international multidisciplinary real estate
29 organization dedicated to responsible use of land and creating and sustaining

1 thriving communities, I participated in the expert panel that developed *10 Principles*
2 *for Reinventing America's Suburban Strips*, 2001.

3 I earned a BA in Political Science at the University of Michigan in 1976
4 followed by a Master of Public Policy from the University's Institute for Public Policy
5 Studies (now the Gerald Ford School of Public Policy) in 1977. I have not testified
6 before the Postal Regulatory Commission or any Congressional committees.

7

8 **Partners for Economic Solutions Overview**

9

10 **Partners for Economic Solutions** is a full-service urban economics consulting
11 firm dedicated to fostering sustainable economic vitality and growth in America's
12 neighborhoods, cities and regions. Working extensively with cities, economic
13 development and redevelopment agencies, public/private partnerships, universities,
14 housing authorities and non-profits, **PES** brings real estate and economics expertise
15 to bear on a wide range of urban development and public policy issues.

16 PES provides advice, strategies and research that are:

17

- 18 • Rigorous, objective and market-driven
- 19 • Backed by reliable data
- 20 • Drawn from the best national practices
- 21 • Tailored to the local situation and resources
- 22 • Practical and keyed to specific implementation actions

23

24 The firm's services focus on five primary categories:

25

- 26 • Market-driven analysis
- 27 • Real estate advisory services
- 28 • Economic development and revitalization strategies
- 29 • Impact analysis
- 30 • Public policy evaluations and strategies

31

32 **PES** is a woman-owned company based in Washington, DC. Its founding
33 principals – Anita Morrison and Abigail Ferretti – have a combined experience of more
34 than 40 years in economic and development consulting.

1 **I. Purpose and Scope of Testimony**

2 Partners for Economic Solutions (PES) evaluated the postal stations¹ being
3 studied for closure to determine if there was evidence that the process used was
4 adversely impacting low-income, elderly and/or minority persons. Also considered
5 were the impacts of closing postal stations on economic development, postal
6 patrons and the communities in which they are based. I offer recommendations to
7 improve the study process to ensure that the impacts on these vulnerable
8 communities are considered and properly mitigated.

9

¹ In this testimony, the terms “station,” “branch” and “post office” are used interchangeably and all refer to postal facilities utilized by the public, specifically including postal stations and branches that are the central focus of this docket.

1 **II. Review of Stations Being Studied for Closure**

2 Under my direction, PES reviewed the USPS lists of stations and branches
3 being studied for closure posted on the Postal Regulatory Commission (PRC)
4 website as of October 9 and October 16, 2009 to profile the demographics of areas
5 surrounding the listed stations and branches.

6
7 **A. Methodology**

8 PES used each postal station's street address to designate a close-in service
9 area, defined as a one-half mile radius around the station. This area represents the
10 walk-in patrons – those most dependent on the physical facility and most likely to
11 utilize the facility.

12 PES gathered data on a series of economic indicators, including population
13 and household counts, income levels, ethnicity, age, car ownership and other
14 demographic characteristics. These characteristics were compared to national
15 averages to determine disparities between impacted populations and the general
16 population. These data, provided in the Appendix A of this testimony, were drawn
17 from ESRI, a national Geographic Information System (GIS) and data provider, and
18 the U.S. Census.

19 PES examined demographic characteristics associated with both the 371
20 stations or branches still being studied for closure as of October 16, 2009 and the 42
21 stations eliminated from consideration between October 9 and October 16.² The
22 comparisons among the two populations help to understand whether the review
23 process is fair and reasonable with respect to burdens on minority, low-income and
24 elderly households.

25
26 **B. Demographic Summary**

27 The highlights from this analysis suggest that the 371 postal stations and
28 branches still currently being studied for possible closure serve a diverse selection of
29 areas and neighborhoods, including a large number of areas with concentrations of
30 low-income, minority and elderly populations. The following analysis compares the

² Data were not available for two stations in Puerto Rico being considered for closure and two stations excluded from further consideration.

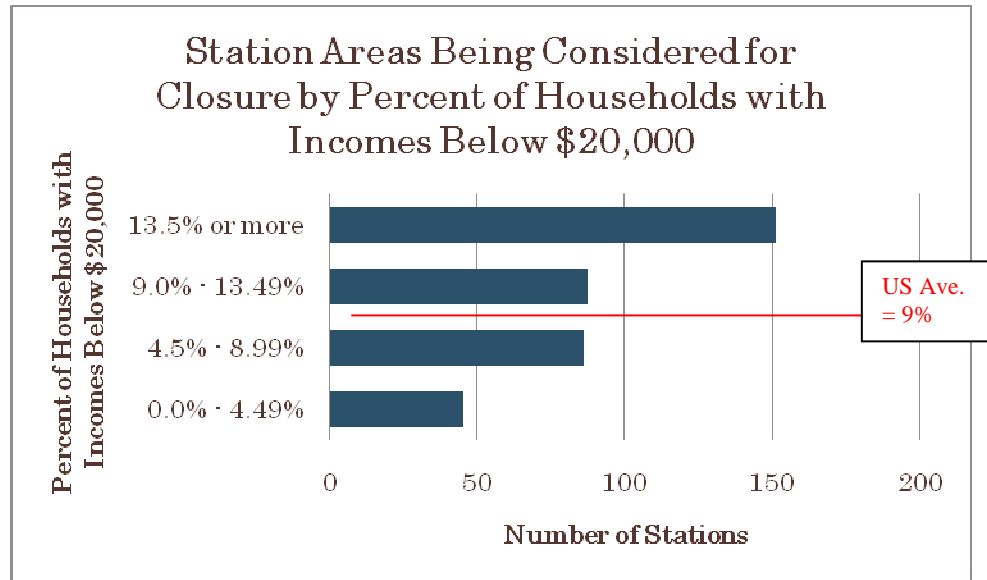
1 extent of these impacted populations as a percent of total households or population
 2 to the U.S. average.

3
 4 1. Income

5 Median household income provides an important indication of residents'
 6 resources. Seventy-eight percent of the areas (or 287 stations) surrounding postal
 7 stations being considered for closure have median household incomes below the
 8 U.S. average. More important to the identification of low-income households is the
 9 percentage of households with incomes below \$20,000. Households falling into this
 10 category are those most likely to be affected by the inconvenience and cost of
 11 accessing a more distant post office following closure of the postal facility now
 12 accessible on foot. In the U.S., 9.0 percent of households have incomes below
 13 \$20,000, compared with 12.0 percent of the households within one-half mile of
 14 postal facilities being considered for closure that fall into this category. Forty-one
 15 percent of the stations being considered for closure have percentages of households
 16 with incomes below \$20,000 that are at least 50 percent higher than the national
 17 average. Among the 42 stations excluded from further consideration, only 35
 18 percent have as high a rate of low-income households. The median share of low-
 19 income households is 10.9 percent for the stations no longer being considered for
 20 closure. This suggests that the process favors postal stations in more affluent
 21 neighborhoods, creating an undue burden on low-income residents.

22

Table 1. Percent of Households with Incomes Less Than \$20,000 by Station Areas				
	371 Stations Under Study		42 Stations Excluded from Further Study	
Percent of Households	Number of Stations	Percent of Stations	Number of Stations	Percent of Stations
0.0% - 4.49%	45	12%	6	15%
4.5% - 8.99%	86	23%	9	23%
9.0% - 13.49%	87	24%	11	28%
13.5% or more	151	41%	14	35%
Median	12.0%		10.9%	
Note: U.S. Average = 9.0%				
Source: ESRI; Partners for Economic Solutions, 2009.				



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17

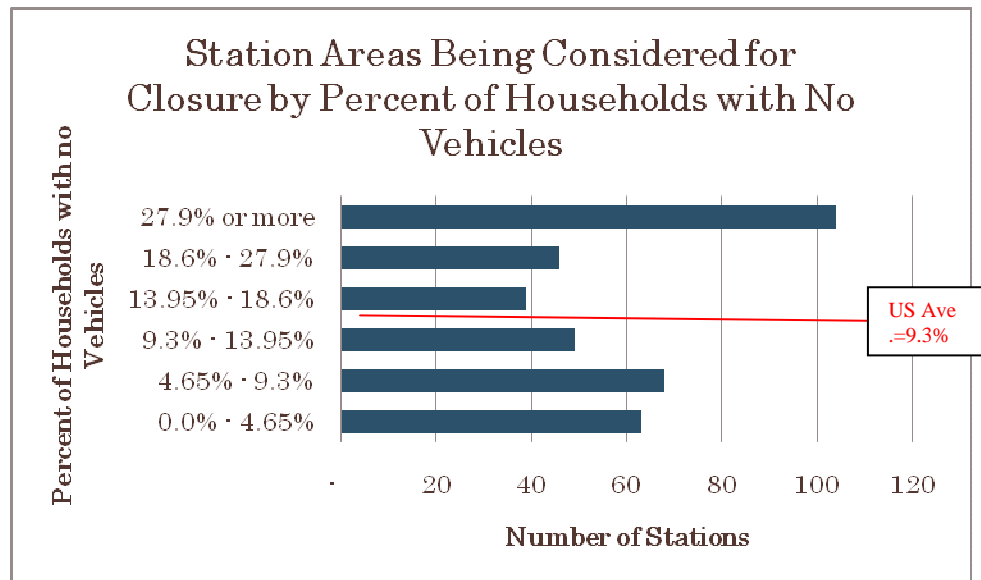
2. Automobile Ownership

Where the nearest postal station remaining open is at least one-quarter mile away, the distance for some patrons previously within the half-mile ring will increase to three-quarters of a mile, forcing them to drive or take public transit. The extent of private vehicle ownership becomes a key indicator of undue burden placed on residents that depend on the facility proposed for closure. In the U.S. as a whole, 9.3 percent of households did not own a vehicle in 2000. Of the 371 close-in areas with facilities being studied for closure, 150 stations or 40 percent have at least double (18.6 percent or higher) that rate of dependence on travel by foot or on bike or public transit. Twenty-eight percent of stations being studied for closure have triple that rate. The study process's focus on major cities appears to favor postal facility closures in neighborhoods with high percentages of households dependent on walking, biking or public transit, causing greater hardship than in more suburban locations where the rate of car ownership is greater.

Table 2. Percent of Households with No Vehicles by Station Areas				
	371 Stations Under Study		42 Stations Excluded from Further Study	
Percent of Households	Number of Stations	Percent of Stations	Number of Stations	Percent of Stations
0.0% - 4.649%	63	17%	9	23%
4.65% - 9.29%	68	18%	8	20%
9.3% - 13.949%	49	13%	2	5%
13.95% - 18.59%	39	11%	2	5%
18.6% - 27.89%	46	12%	11	28%
27.9% or more	104	28%	8	20%
Median	14.4%		19.2%	

Note: U.S. Average = 9.3%
 Source: ESRI; Partners for Economic Solutions, 2009.

1
 2



3
 4
 5
 6
 7
 8
 9
 10
 11
 12

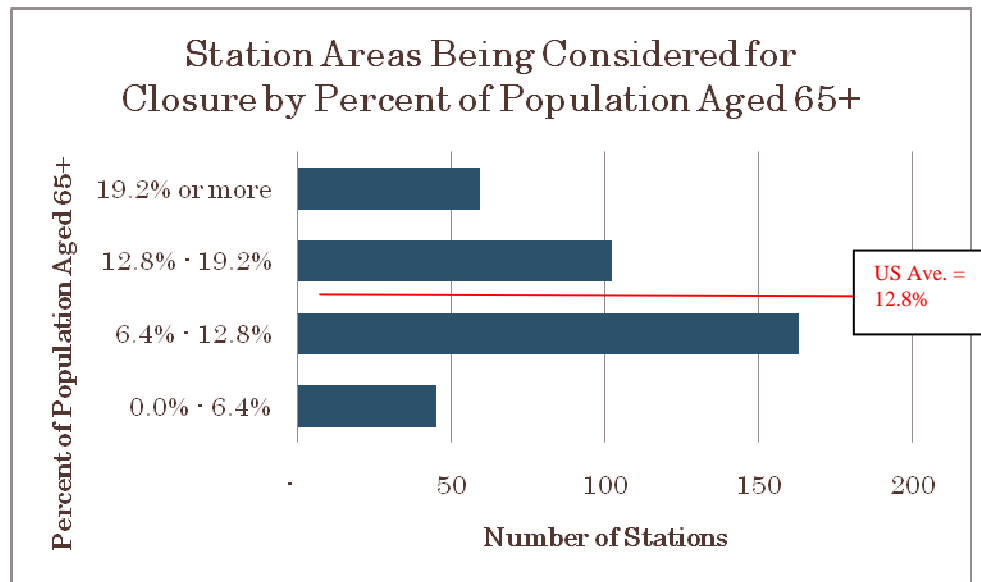
3. Age

Older residents may have greater trouble in traveling additional distances to access postal services. Clusters of residents aged 65 and over may suggest that the postal station closure will cause undue burdens. Americans aged 65 and over represent 12.8 percent of the U.S. population. Sixteen percent of the close-in areas impacted by proposed closures have at least 50 percent more than that share of elderly residents (19.2 percent or more).

Table 3. Percent of Residents Aged 65 or Older by Station Areas				
	371 Stations Under Study		42 Stations Excluded from Further Study	
Percent of Population	Number of Stations	Percent of Stations	Number of Stations	Percent of Stations
0.0% - 6.39%	45	12%	6	15%
6.4% - 12.79%	163	44%	16	40%
12.8% - 19.19%	102	28%	14	35%
19.2% or more	59	16%	4	10%
Median	12.0%		11.6%	

Note: U.S. Average = 12.8%
 Source: ESRI; Partners for Economic Solutions, 2009.

1
 2



3
 4
 5

4. Ethnicity

6
 7
 8
 9
 10
 11
 12
 13
 14

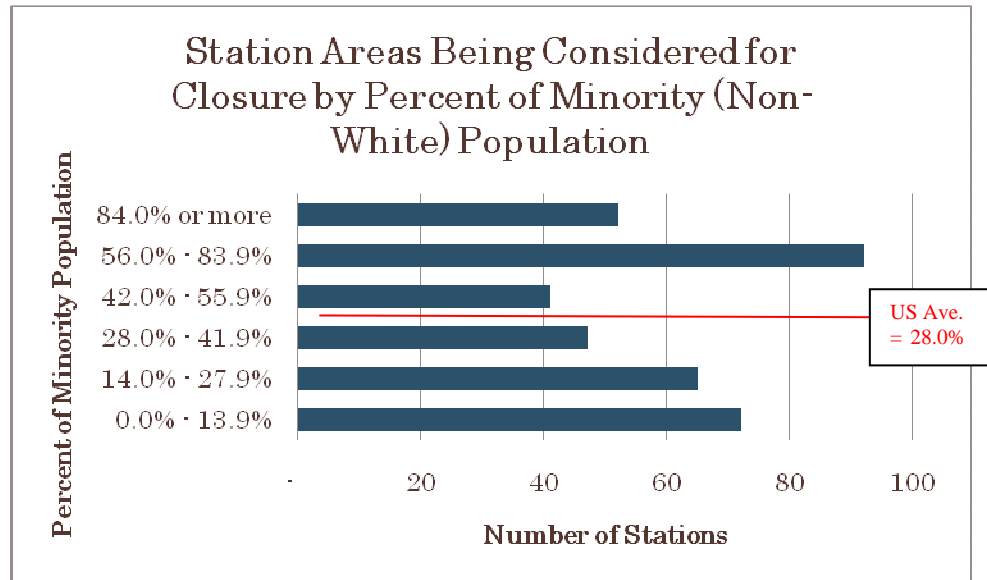
The closures being considered appear to have a disproportionate impact on minority populations. Examining the profiles of close-in residents around each of the stations and branches under study for possible closure indicates that half of the facility areas have a minority population (measured as non-white residents) at least 50 percent higher than the U.S. rate of 28 percent; 39 percent of facilities have minority population percentages more than twice the U.S. rate. Among the stations excluded from further study, only 18 percent have more than double the percentage of minority residents than the U.S. average. Minority populations will see a greater impact by post office closures than the white population.

1

Table 4. Percent of Minority (Non-White) Population by Station Areas				
	371 Stations Under Study		42 Stations Excluded from Further Study	
Percent of Population	Number of Stations	Percent of Stations	Number of Stations	Percent of Stations
0.0% - 13.9%	72	20%	7	18%
14.0% - 27.9%	65	18%	3	8%
28.0% - 41.9%	47	13%	7	18%
42.0% - 55.9%	41	11%	10	25%
56.0% - 83.9%	92	25%	7	18%
84.0% or more	52	14%	6	15%
Median	42.3%		48.2%	

Note: U.S. Average = 28.0%
 Source: ESRI; Partners for Economic Solutions, 2009.

2
 3



4
 5

6 **5. Multiple Indicators**

7

8 Focusing on the populations shown to be unduly burdened – low-income
 9 households, minorities and households with no vehicles – 39 stations being studied
 10 for closure have concentrations of these residents. They include the Gary, IN
 11 Downtown Finance Station, the Petworth station in Washington, DC, the Los
 12 Angeles Arcade Station, Oakland, CA Station B, Winston-Salem NC Center City and
 13 the Federal Finance Station in Greenville, SC. The statistics for these stations
 appear in Appendix Table A-3. These stations have 19 to 31 percent of their

1 households with incomes below \$20,000, 41 to 99 percent minorities and 14 to 74
2 percent with no vehicles.

3

4 **C. *Businesses in Station Areas***

5 Review of business and employment data for the close-in areas surrounding
6 the 371 stations being considered for closure, as of October 16, 2009, reveals a total
7 of more than 245,000 businesses and an estimated 3.16 million employees located
8 within one-half mile.

9 **III. Economic and Community Development Impacts**

10

11 **A. *Economic Role of the Post Office in Local Communities***

12 The branch and station post offices anchor many business districts across
13 America. All post offices serve as activity generators, drawing customers from a
14 broad area to the post office as a destination. Many customers expand their
15 activities to incorporate other retail or business transactions within the same trip to
16 the post office, generating a customer base for nearby businesses. As such, they
17 make the business district a more attractive and competitive location for retailers and
18 other businesses that benefit from walk-in customers. In this way, they serve the
19 same function as a department store in a shopping mall – attracting customers who
20 then patronize other mall stores.

21 Retailers choose sites by first focusing on several factors that characterize
22 their target market including the number of households in close proximity, household
23 income, retail expenditures, education levels and family makeup. However, these
24 factors are only meaningful in the context of the competitive business environment.
25 Thinking as consumers, retailers have to consider whether they can compete with
26 existing and planned retailers to attract enough customers to be successful.

27 Consumers select shopping alternatives for several reasons including the
28 atmosphere and safety, convenience, variety of goods offered, familiarity with the
29 store and product, among others. The convenience of combining trips can be a
30 deciding factor in choosing one business over another, as can the greater familiarity
31 with stores seen up close when the consumer stops at the post office. This makes a

1 location near a branch post office more attractive to retailers and able to support
2 higher rents.

3 Certain other business operations, such as attorneys, benefit from close
4 proximity to post office branch and station locations. These businesses find it easier
5 to ship packages through the postal service, use post office boxes for mail delivery
6 and make simple transactions, such as purchasing stamps, quickly and without
7 much time away from their main business operations.

8 ***B. Economic Development Effects of Losing a Post Office***

9 The loss of a long-time post office station can create a significant void in the
10 local business environment. The shifting of postal services to another location can
11 create dislocations for individual businesses and for the local business district as a
12 whole. Today, many neighborhood business districts are teetering on the edge of
13 decline. The trend toward creating auto-dependent shopping centers has reduced
14 the ability of neighborhood business districts to compete with chain retailers and
15 restaurants. Convenience becomes a critical factor then in neighborhood
16 businesses' ability to compete for customers and operate profitably. For example,
17 following a post office closure, the local restaurant that serves lunch may find itself
18 losing customers to restaurants that are further away because their customers that
19 came for lunch in conjunction with visiting the post office will now more often
20 frequent restaurants near their new post office. Those postal employees no longer
21 working in the area also would reduce the restaurant's overall customer base.
22 Obviously, not all of the lunch business is postal customers and employees, but in
23 business, it is always the last 10 or 20 percent of the trade that generates the
24 business profits. The same phenomenon may impact the local dry cleaners, retail
25 shops and banks.

26 The loss of daily activity is not easily replaced by another entity. There are
27 few retailers or institutions that generate daily visits on the level associated with a
28 post office. In today's retail environment, attracting new retailers to neighborhood
29 business districts is increasingly difficult, particularly with the absence of a major
30 activity generator.

1 Some service businesses, such as local attorneys or insurance agents, that
2 use post office boxes as a part of their daily activity may decide over time to seek
3 greater efficiencies by relocating to another site closer to an active post office.

4 The combination of losing one or two retailers and reducing the area's ability
5 to attract new replacement businesses can tip a neighborhood business district over
6 the edge into long-term decline. What happens then impacts the remaining
7 businesses and the value of commercial property. Rents stagnate as demand drops
8 with a corresponding loss in property values. Some landlords respond by reducing
9 their investment in routine maintenance and repairs, allowing their properties to
10 deteriorate. That deterioration deters customers from visiting the tenant businesses,
11 which further limits their profitability and leads to additional commercial vacancies.
12 In the worst case, vacant commercial buildings become havens for illegal activity
13 and impact the surrounding residential neighborhoods as well.

14 Local neighborhood business districts that offer services within easy walking
15 distance are important to sustainable land use patterns that do not depend on
16 automobiles. Smart growth development policies attempt to achieve walkability and
17 pedestrian connections in new developments similar to those that have served older
18 urban areas so well. Reduced dependence on private automobiles is key to fighting
19 climate change:

20
21 'Curbing emissions from cars depends on a three-legged stool: improved
22 vehicle efficiency, cleaner fuels, and a reduction in driving,' said lead author
23 Reid Ewing, Research Professor at the National Center for Smart Growth,
24 University of Maryland. 'The research shows that one of the best ways to
25 reduce vehicle travel is to build places where people can accomplish more
26 with less driving.'³

27
28 *Growing Cooler*⁴, a recent book prepared for the Urban Land Institute, demonstrated
29 that:

³ Smart Growth America press release: <http://www.smartgrowthamerica.org/gcindex.html>.

⁴ Reid Ewing, Keith Bartholomew, Steve Winkelman, Jerry Walters, and Don Chen, *Growing Cooler: The Evidence on Urban Development and Climate Change*, Urban Land Institute, 2008, 176 pp.

1 Depending on several factors, from mix of land uses to pedestrian-friendly
2 design, compact development reduces driving from 20 to 40 percent, and
3 more in some instances. Typically, Americans living in compact urban
4 neighborhoods where cars are not the only transportation option drive a third
5 fewer miles than those in automobile-oriented suburbs, the researchers
6 found.⁵
7

8 **C. *Impacts on Customers***

9 For customers now able to walk to the local post office, transferring their
10 business to another branch may create a real hardship if they do not own a car. The
11 demographic analysis indicated that more than one-third of households near 79 of
12 the postal stations under study for closure do not own a car. In many communities,
13 easy transit access to another postal station does not exist. Where transit service to
14 another postal station does exist, there is still the burden of paying the fare,
15 particularly for those who visit frequently to pick up mail from their post office boxes.

16 For lower-income residents with limited access to banking services, the use of
17 money orders to pay their rent, utilities and other bills is an important service in their
18 day-to-day life. Making access to a post office more difficult may require them to
19 travel further to another post office or other outlets for the same service.

20 While residents of many suburban and higher-income neighborhoods could
21 leave a package to be collected by the postal carrier, that option is not viable in
22 many low-income inner-city neighborhoods. While public collection boxes provide
23 security for letters and small packages, postal regulations prevent their use for
24 packages weighing more than 13 ounces.

25 For many residents, the expanding availability of on-line postal services will
26 reduce their need to visit a postal station. That option is constrained for lower-
27 income households that lack access to the Internet and do not have a credit card to
28 make on-line postal purchases. The Pew Internet and American Life Project's April
29 2009 survey reported that 63 percent of adult Americans have broadband access at
30 home. However, only 35 percent of residents living in households with incomes of
31 less than \$20,000, 30 percent of Americans over 65 and 46 percent of African

⁵ Smart Growth America press release: <http://www.smartgrowthamerica.org/gcindex.html>.

1 Americans have home broadband access.⁶ Most major credit card companies
2 require annual household income in excess of \$30,000 to obtain credit. If lenders do
3 extend credit, it typically comes with higher interest rates and more fees for
4 minorities and low-income households. Even debit cards may be hard to come by
5 for many low-income households that live paycheck to paycheck and do not have
6 standard checking or depository accounts. Recent research estimates that nearly
7 25 percent of low-income families – those earning less than \$18,900 a year – have
8 neither a checking nor a savings account.⁷

9 For business owners, the loss of employee time or their own time spent
10 accessing another postal station has a real cost. In some states, filing deadlines for
11 legal documents allow mailing by First Class U.S. mail to be deemed filed the same
12 date it was postmarked. Easy access to a post office provides potential cost savings
13 when compared with private mail delivery services with expedited delivery for higher
14 fees.

15 16 **IV. Review Process Recommendations**

17
18 The importance of a local post office to local residents and the business
19 community suggests a deliberate, comprehensive and inclusive process should be
20 implemented prior to deciding to close a location.

21 The current process for considering closure of a postal station or branch
22 starts with a selection of the offices in larger jurisdictions with at least a Level 24
23 Postmaster and includes a limited review of station profitability, number of post office
24 boxes (for both businesses and residents) and other activity levels. The USPS
25 should consider additional factors, including the demographics of nearby residents,
26 the extent of mail order sales, and the importance of the post office as an anchor for

⁶ Pew Internet and American Life Project, *Home Broadband Adoption 2009*, July 2009, <http://www.pewinternet.org/~media/Files/Reports/2009/Home-Broadband-Adoption-2009.pdf>

⁷ Rebecca M. Blank and Michael S. Barr (editors), *Insufficient Funds: Savings, Assets, Credit and Banking Among Low-Income Households*, Russell Sage Foundation, New York, 2009, 304 pp., as reported in Pittsburgh Post-Gazette: <http://www.post-gazette.com/pg/09224/990133-68.stm#ixzz0ULLLmLKx>

1 the neighborhood business district and the ease of pedestrian access to alternative
2 post offices in its process.

3 A brief demographic profile, detailing the population currently served,
4 including both residents and businesses, offers critical information for the decision-
5 making process. This would allow USPS to highlight those stations for which the
6 closure of the post office may significantly impact low-income residents, households
7 that do not own cars, and/or elderly residents. The extent of money order sales
8 would serve as an important indicator of service to low-income residents with limited
9 access to bank accounts, credit cards and Internet service.

10 An assessment of the physical landscape and routes to the nearest post
11 office could assist in understanding pedestrian and transit travel patterns. An elderly
12 person may be unable to walk to the next closest post office because the access to
13 this post office does not incorporate a friendly, safe or easily traversed path. The
14 National Complete Streets Coalition identifies the many constraints on walkability:

15 Unfortunately, many roads do not provide safe alternatives to driving.
16 Crossings are long, sidewalks are absent, and transit stops have no place to
17 sit. A national poll found 47% of Americans over 50 said they could not cross
18 main roads near their home safely. Almost 40% said their neighborhoods do
19 not have adequate sidewalks, while another 55 % reported no bike lanes or
20 paths, and 48% reported no comfortable place to wait for the bus.⁸

21
22 A meeting with area planners and other government staff to understand the
23 general activity of development from both the private and public sector would also
24 provide valuable information for making the closure decision. In particular, most
25 local jurisdictions gather information about proposed developments before approving
26 building permits. Discussions with this group of stakeholders might identify pending
27 new development that could boost the postal station's profitability.

28
29

A. *Soliciting Feedback*

30 USPS currently gathers information from interested stakeholders without a
31 specified forum for sharing initial feedback with the public. In addition, the feedback
32 represents a reactive rather than pro-active approach. Expanding the current

⁸ National Complete Streets Coalition, 2009, www.completestreets.org.

1 methods of soliciting feedback and adding other affordable feedback options could
2 greatly improve this process.

3
4

1. Surveys

5 The Postal Service's current process of gathering input from paper surveys
6 dispersed by the post office clerk may not reach all constituents. Adding additional
7 survey methods, which include both English and Spanish or other languages based
8 on the demographic profile, should garner a higher response. Currently, post office
9 patrons must request a form from the post office clerk in order to submit comments.
10 The process should be revised to make the comment form easier to access by
11 having a stack available on the desk with other postal forms (e.g., change of address
12 forms) or available for easy copying in the same way that tax forms are made
13 available. Surveys also should be available from a stand near the post office boxes
14 to reach users who do not come to the counter.

15 There are several web-based survey tools for minimal or no charge that could
16 be used for print or on-line information gathering. Telephone interviews conducted
17 by privately held market research firms often offer a method of objectively assessing
18 a community to probe for answers to challenging questions. These randomly
19 conducted telephone surveys may be limited to a few questions, capturing only the
20 most useful information for the USPS decision-makers.

21
22

2. Notices

23 A post card or letter delivered to local area residents and businesses could
24 provide better information to local users. Press releases to local periodicals could
25 provide limited narrative or announce other places to find information on post office
26 closures; however, this should not be the only means of communication given that
27 many postal patrons do not read newspapers.

28
29

3. Website

30 A website page should be provided for each proposed closure with updated
31 information, including scheduled meetings, and direct links to the on-line survey and
32 other options for providing further feedback.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30

4. Public Meetings

Public workshops with residents, government officials and staff, and the business community (including developers) could help to solicit input and test strategies through frank discussions. USPS may not be able to spend the time or money to hold several special public meetings dedicated solely to the question of postal facility closure. However, USPS representatives could attend regularly scheduled meetings of the residential (e.g., neighborhood associations) and business community (e.g., merchant associations) by contacting leaders of each group to request that discussion of the possible closure of the local postal facility be added to an upcoming meeting agenda. In these instances, an initial contact with the local planning office could facilitate that request and become only a matter of providing USPS staff for a specified time on the agenda. An on-site meeting would be appropriate where there is a concentration of elderly residents, such as in a retirement community. Translators should accompany USPS representatives in communities with a high number of residents who do not speak English.

The USPS needs to work closely with the community to maintain continual dialogue and provide quick responses. A holistic approach that relies heavily on community involvement and draws on stakeholders' knowledge would best serve not only the community but USPS as well.

B. Response to Feedback

In response to the stakeholder feedback received, USPS should consider further extending the review process to include posting of survey results and comments received and a response period. This would allow the Postal Service to contemplate the information received and provide a response to the community. Making the process more transparent and accessible to the stakeholders that would be impacted by postal facility closure could help militate against community pushback over a necessary closure.

1 **C. Options**

2 The USPS suggests that with the closure of post offices, customers will be
3 able to access to other stations or branches within the area. However, the
4 pedestrian access to these other post offices must be considered. Examination of
5 demographic data will enable the Postal Service to identify communities where many
6 of the customers in the close-in area likely do not have access to vehicles and would
7 likely need not only a short route to another station or branch but one that is also
8 safe and passable.

9 In considering closures in areas with concentrations of low-income residents
10 and households without automobiles, the USPS should be required to demonstrate
11 pedestrian accessibility to another postal station or branch within one-half mile. In
12 cases where pedestrian access is not possible due to distance or barriers (e.g.,
13 highways, rivers), mitigation strategies should be considered. These might include
14 periodic dispatch of a mobile van providing postal services and/or installation of PO
15 boxes in a local facility, such as the lobby of an assisted living facility.

16
17 **V. Conclusion**

18 The profile of postal stations and branches being considered for closure
19 provides statistical evidence that the study process discriminates against
20 communities with high percentages of low-income, minority and transit-dependent
21 residents. Closure of a branch post office can have significant negative impacts on
22 local business districts, particularly in the walkable neighborhoods critical to reducing
23 America's dependence on the automobile and associated carbon emissions.

24 I recommend the following modifications to the closure review process:

- 25 • The USPS should incorporate consideration of these impacts into its analysis
26 to make certain that these populations do not bear an undue burden and
27 mitigate the impacts where significant.
- 28 • Where customers will be asked to shift to other nearby facilities, a walkability
29 analysis should be undertaken to ensure that residents without cars can
30 actually access those facilities.

- 1 • Much better outreach is needed to reach all members of the impacted
- 2 communities. User feedback should be shared with the public along with
- 3 USPS responses to the issues raised.

APPENDIX A

APWU-T-2

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009						
Station / Branch	City	State	Total Population	Total Households	Population 65 and Over	Unemployment Rate
Akron Chapel Hill	Akron	OH	2,895	1,599	579	14.8%
Akron Downtown Station	Akron	OH	1,359	545	115	18.8%
Akron East Akron	Akron	OH	4,631	1,944	495	8.7%
Akron Maple Valley	Akron	OH	2,706	1,089	324	15.8%
ALB-DELAWARE	Albany	NY	6,854	2,656	929	10.2%
ALB-PATROON	Albany	NY	2,097	805	285	12.3%
ALB-PINE	Albany	NY	7,944	3,339	775	8.4%
AMERICAN CANYON BR SITE	American Canyon	CA	4,075	1,243	460	10.1%
ANN ARBOR-SOUTH UNIVERSITY STA-FIN ST	Ann Arbor	MI	16,757	3,537	121	14.9%
ARL-Great Southwest	Arlington	TX	1	1	-	7.3%
ASH-Oteen Finance Station	Asheville	NC	1,717	854	348	13.2%
Wilkes-Barre - Ashley	Ashley	PA	3,054	1,375	543	9.7%
Athens-GA Square Mall	Athens	GA	951	463	138	6.9%
ATL-Buckhead	Atlanta	GA	3,259	1,780	964	9.6%
ATL-Civic Center	Atlanta	GA	8,781	5,204	839	11.2%
ATL-CNN Postal Store	Atlanta	GA	5,178	1,348	125	44.8%
ATL-College Park	Atlanta	GA	1,682	585	177	18.5%
ATL-CUMBERLAND MALL	Atlanta	GA	1,353	783	63	11.9%
ATL-Eastwood	Atlanta	GA	3,804	1,363	432	24.0%
ATL-Gate City Station	Atlanta	GA	7,409	3,712	1,053	20.4%
ATL-Greenbriar Mall	Atlanta	GA	1,696	996	223	15.6%
ATL-HAPEVILLE STA	Atlanta	GA	2,554	941	200	12.8%
ATL-Hartsfield Airport P/Store	Atlanta	GA	3,247	143	275	128.0%
ATL-MIDTOWN STA	Atlanta	GA	8,541	5,568	440	10.8%
ATL-MORRIS BROWN STA	Atlanta	GA	6,422	2,486	542	31.3%
ATL-North Springs	Atlanta	GA	1,279	652	73	11.5%
JAX-BALDWIN STA	Baldwin	FL	1,338	545	182	12.8%
Towson Towne Center	Baltimore	MD	3,424	2,163	1,031	9.9%
Eastpoint Mall	Baltimore	MD	4,260	1,625	727	15.1%
Gateway Finance Unit (move to Old Hammond S	Baton Rouge	LA	1,938	964	397	5.3%
University Station (LSU)	Baton Rouge	LA	2,216	576	11	11.2%
LANDSCAPE	Berkeley	CA	6,583	2,716	1,204	7.9%
PARK STATION	Berkeley	CA	12,344	5,019	1,151	19.4%
Friendship Heights	Bethesda	MD	7,984	4,392	2,329	3.9%
BOC-DOWNTOWN STA	Boca Raton	FL	1,733	905	345	10.0%
Boise Airport Station	Boise	ID	210	90	27	8.0%
Boise Collister Station	Boise	ID	4,627	1,914	564	7.2%
Boston Univ.	Boston	MA	12,305	4,455	547	9.9%
Faneuil Hall	Boston	MA	13,256	7,812	1,822	11.3%
Soldiers Field	Boston	MA	7,786	2,578	408	12.5%
Bridgeport-Noble	Bridgeport	CT	9,812	2,921	624	25.9%
Botanical	Bronx	NY	47,796	15,388	3,219	19.1%
Clason Point	Bronx	NY	31,083	10,968	3,417	20.7%
Crotona Park	Bronx	NY	26,196	8,328	1,827	23.1%
Hillside	Bronx	NY	29,802	10,697	3,377	15.6%
Melcourt	Bronx	NY	41,378	14,503	4,388	23.3%
Oak Point	Bronx	NY	32,016	10,213	2,532	22.8%
Van Nest	Bronx	NY	26,963	9,713	2,625	17.7%
Cleveland Brookpark	Brook Park	OH	3,599	1,448	771	8.6%
Buffalo - Broadway Fillmore Station	Buffalo	NY	5,861	2,646	766	29.9%
Buffalo -Lackawanna Branch	Buffalo	NY	3,582	1,636	550	12.5%
Buffalo -MidCity Station	Buffalo	NY	6,601	3,794	1,361	12.3%
Cambridge-M.I.T.	Cambridge	MA	9,376	1,926	264	11.6%
S.Camden (F)	Camden	NJ	5,052	1,567	440	23.7%
Canton Deuber	Canton	OH	4,119	1,598	371	13.6%
Pinehaven	Charleston	SC	3,254	1,249	315	19.8%
Capitol Station - Charleston	Charleston	WV	3,313	1,847	612	4.2%
CLT-Arrowood	Charlotte	NC	-	-	-	0.0%
CLT-Eastway Finance	Charlotte	NC	3,061	1,354	284	15.3%
CHA-EAST LAKE STA	Chattanooga	TN	3,140	1,274	410	20.6%
CHA-HIGHLAND PARK STA	Chattanooga	TN	4,329	1,420	418	16.1%
CHA-MURRAY LAKE HILLS STA	Chattanooga	TN	1,582	632	268	11.4%
CHA-NORTH STA	Chattanooga	TN	1,153	595	177	13.9%
Boston Coll.	Chestnut Hill	MA	5,910	1,117	718	10.5%
CHICAGO-FINANCE STATION L-FIN STA	Chicago	IL	14,588	3,746	596	16.5%
CHICAGO-FINANCE STATION N-FND STA	Chicago	IL	19,195	8,849	2,198	17.8%
CHICAGO-FINANCE STATION W-FIN STA	Chicago	IL	9,405	2,788	920	18.2%
CHICAGO-LINCOLN PARK POSTAL STORE-FII	Chicago	IL	20,107	9,173	1,567	6.0%
Rancho Del Rey	Chula Vista	CA	10,122	3,612	1,045	15.8%
Cumminsville	Cincinnati	OH	4,294	1,784	378	14.3%

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)

Station / Branch	Percent Non-White	Median HH Income	HH Income Less than \$20,000	HH Without Vehicles	Total Area Businesses	Total Area Employees
Akron Chapel Hill	28.4%	\$32,670	16%	19%	211	2,273
Akron Downtown Station	44.8%	\$11,899	28%	74%	837	19,662
Akron East Akron	15.8%	\$52,982	6%	7%	84	298
Akron Maple Valley	90.7%	\$40,794	12%	10%	110	500
ALB-DELAWARE	44.0%	\$43,454	14%	20%	217	4,449
ALB-PATROON	63.7%	\$32,436	17%	25%	109	1,846
ALB-PINE	23.5%	\$47,942	9%	19%	152	2,846
AMERICAN CANYON BR SITE	44.2%	\$72,005	5%	2%	166	1,299
ANN ARBOR-SOUTH UNIVERSITY STA-FIN STA	33.9%	\$20,552	21%	19%	451	31,393
ARL-Great Southwest	100.0%	\$0	0%	0%	273	4,549
ASH-Oteen Finance Station	11.6%	\$50,181	7%	5%	138	1,630
Wilkes-Barre - Ashley	2.0%	\$41,758	10%	13%	79	1,260
Athens-GA Square Mall	39.6%	\$57,517	7%	4%	69	467
ATL-Buckhead	19.7%	\$0	6%	0%	-	-
ATL-Civic Center	63.0%	\$51,788	11%	21%	678	10,888
ATL-CNN Postal Store	90.6%	\$23,809	16%	51%	2,128	44,565
ATL-College Park	93.0%	\$29,701	19%	34%	144	2,851
ATL-CUMBERLAND MALL	32.9%	\$68,289	3%	3%	850	11,128
ATL-Eastwood	86.7%	\$43,416	12%	34%	122	739
ATL-Gate City Station	85.5%	\$23,118	18%	41%	372	3,568
ATL-Greenbriar Mall	99.2%	\$35,265	11%	17%	184	1,253
ATL-HAPEVILLE STA	62.7%	\$46,204	7%	17%	198	4,751
ATL-Hartsfield Airport P/Store	46.1%	\$456	163%	0%	9,628	544
ATL-MIDTOWN STA	36.5%	\$66,808	7%	9%	1,420	28,836
ATL-MORRIS BROWN STA	99.0%	\$17,147	19%	44%	153	2,159
ATL-North Springs	48.6%	\$65,927	3%	5%	68	696
JAX-BALDWIN STA	35.1%	\$37,149	14%	8%	49	351
Towson Towne Center	23.7%	\$33,867	20%	30%	1,397	17,117
Eastpoint Mall	8.8%	\$48,851	9%	15%	284	3,464
Gateway Finance Unit (move to Old Hammond Station)	15.0%	\$49,081	9%	2%	155	1,540
University Station (LSU)	50.6%	\$13,641	26%	16%	56	1,226
LANDSCAPE	24.2%	\$136,549	2%	3%	491	1,908
PARK STATION	73.8%	\$48,652	12%	21%	214	994
Friendship Heights	18.6%	\$104,422	3%	17%	865	13,910
BOC-DOWNTOWN STA	14.9%	\$53,420	7%	9%	1,201	8,279
Boise Airport Station	9.0%	\$55,303	10%	2%	90	2,216
Boise Collister Station	9.5%	\$46,542	12%	7%	161	1,502
Boston Univ.	35.0%	\$54,561	12%	33%	482	11,527
Faneuil Hall	14.0%	\$81,698	5%	50%	8,181	165,769
Soldiers Field	49.1%	\$53,476	9%	27%	181	2,314
Bridgeport-Noble	66.6%	\$23,039	24%	40%	380	2,889
Botanical	67.6%	\$36,283	14%	69%	778	4,901
Clason Point	76.5%	\$30,176	16%	67%	308	4,307
Crotona Park	80.5%	\$23,984	17%	67%	523	3,441
Hillside	89.4%	\$54,197	9%	40%	640	2,559
Melcourt	79.3%	\$26,249	18%	68%	1,385	10,986
Oak Point	76.8%	\$25,061	17%	78%	891	7,790
Van Nest	58.1%	\$43,470	12%	51%	726	4,361
Cleveland Brookpark	6.9%	\$54,456	6%	4%	106	1,685
Buffalo - Broadway Fillmore Station	82.6%	\$16,154	22%	78%	185	1,248
Buffalo -Lackawanna Branch	9.6%	\$33,467	17%	30%	148	2,084
Buffalo -MidCity Station	62.4%	\$24,541	18%	46%	594	16,591
Cambridge-M.I.T.	62.1%	\$48,628	8%	37%	468	28,409
S.Camden (F)	88.7%	\$26,586	17%	49%	185	1,853
Canton Deuber	18.0%	\$35,330	13%	14%	147	4,400
Pinehaven	83.5%	\$23,654	22%	36%	251	2,518
Capitol Station - Charleston	34.5%	\$31,709	13%	37%	330	8,348
CLT-Arrowood		\$0			102	2,848
CLT-Eastway Finance	55.0%	\$43,581	11%	15%	293	1,120
CHA-EAST LAKE STA	41.0%	\$27,827	19%	18%	111	1,260
CHA-HIGHLAND PARK STA	72.3%	\$26,414	20%	27%	190	2,394
CHA-MURRAY LAKE HILLS STA	69.8%	\$63,045	5%	2%	136	1,129
CHA-NORTH STA	24.5%	\$37,122	15%	16%	304	2,512
Boston Coll.	19.4%	\$126,037	2%	3%	63	2,286
CHICAGO-FINANCE STATION L-FIN STA	59.9%	\$28,001	18%	39%	325	5,088
CHICAGO-FINANCE STATION N-FND STA	99.1%	\$39,400	14%	44%	409	2,421
CHICAGO-FINANCE STATION W-FIN STA	51.6%	\$48,023	12%	20%	195	1,023
CHICAGO-LINCOLN PARK POSTAL STORE-FIN ST	15.5%	\$97,625	6%	21%	815	8,843
Rancho Del Rey	54.9%	\$39,947	15%	17%	297	1,768
Cumminsville	53.9%	\$33,336	13%	32%	317	2,412

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)						
Station / Branch	City	State	Total Population	Total Households	Population 65 and Over	Unemployment Rate
East End	Cincinnati	OH	1,056	509	84	10.1%
Madisonville Station	Cincinnati	OH	4,513	1,975	684	10.6%
Newtown Branch	Cincinnati	OH	1,702	672	168	6.9%
Reed Hartman Finance	Cincinnati	OH	763	238	90	5.6%
Saylor Park	Cincinnati	OH	1,665	671	167	7.0%
Stock Yards	Cincinnati	OH	1,871	710	182	13.6%
CLA-DOWNTOWN STA	Clarksville	TN	1,569	704	155	18.0%
CLA-HILLDALE STA	Clarksville	TN	1,567	818	345	8.5%
CLA-RINGGOLD MILL STA	Clarksville	TN	1,467	553	61	12.6%
CLW-BEACH STA	Clearwater Beach	FL	1,105	659	463	7.2%
CLW-CLEVELAND STA	Clearwater	FL	2,342	1,152	826	10.3%
CLW-COUNTRYSIDE POSTAL	Clearwater	FL	3,304	1,717	1,176	10.7%
Cleveland AMC Finance Unit	Cleveland	OH	9	3	1	5.1%
Cleveland Cranwood	Cleveland	OH	5,103	2,109	1,220	13.5%
Cleveland Edgewater	Cleveland	OH	9,197	4,970	1,181	9.3%
Cleveland Huntingtin Finance	Cleveland	OH	3,087	2,127	455	15.4%
Cleveland Kamms	Cleveland	OH	4,000	1,870	698	8.8%
Cleveland Maple Heights	Cleveland	OH	2,896	1,211	461	10.9%
Cleveland Shore Finance	Cleveland	OH	3,681	1,871	573	9.5%
Edgewood	Columbia	SC	2,147	983	300	16.2%
Busch Finance Station	Columbus	OH	1,554	840	83	9.0%
Olde Town Finance	Columbus	OH	5,086	1,998	438	18.3%
PAWTUCKET VALLEY FALS BRANCH	Cumberland	RI	3,297	1,375	568	16.2%
FTL-WESTSIDE BR	Davie	FL	2,014	720	219	8.1%
Centerville Finance	Dayton	OH	2,090	983	408	7.6%
Mid City Finance	Dayton	OH	6,096	2,487	728	19.3%
Station B	Dayton	OH	1,809	826	273	34.1%
Vet Adm Finance	Dayton	OH	2,373	1,033	350	29.4%
DEARBORN-MAPLE-FIN STA	Dearborn	MI	6,317	2,173	823	26.5%
DEARBORN-TELEFORD STA-STA	Dearborn	MI	3,770	1,553	571	13.1%
East 14th Retail- Des Moines	Des Moines	IA	4,229	1,604	493	11.9%
East Des Moines	Des Moines	IA	2,147	1,209	513	37.3%
DETROIT-FISHER BLDG FINANCE-FIN STA	Detroit	MI	4,670	1,937	459	27.8%
DETROIT-HARPER-STA	Detroit	MI	2,126	720	247	38.4%
DETROIT-LINWOOD STA-FIN STA	Detroit	MI	7,026	2,604	911	31.9%
DETROIT-PENOBSCOT POSTAL STORE-FIN S	Detroit	MI	4,617	1,638	531	20.5%
DETROIT-RENAISSANCE CENTER-FIN STA	Detroit	MI	3,422	899	204	17.3%
Scranton - Dickson City	Dickson City	PA	2,554	1,166	491	13.1%
Logan Airport	East Boston	MA	4,919	1,669	346	17.7%
New Haven-Trolley Square	East Haven	CT	6,895	3,437	760	16.2%
Wesleyville	Erie	PA	3,624	1,441	412	10.4%
EUG-UNIVERSITY	Eugene	OR	4,599	2,114	375	17.3%
Evansville North Park Finance	Evansville	IN	3,284	1,459	767	8.0%
UNIVERSITY STATION	Fargo	ND	7,232	2,262	342	6.2%
Fayetteville - Lakedale	Fayetteville	NC	926	343	110	17.8%
Fayetteville Haymont	Fayetteville	NC	2,552	1,372	442	10.4%
FLINT-CODY-STA	Flint	MI	4,444	2,089	581	15.0%
FLINT-DOWNTOWN FLINT-FIN STA	Flint	MI	1,873	595	123	31.5%
FLINT-MOTT PARK-FIN STA	Flint	MI	4,764	1,853	411	22.7%
FLINT-NORTHSIDE-STA	Flint	MI	2,868	1,014	377	38.6%
LaGuardia	Flushing	NY	17,234	6,696	3,464	10.8%
Ft Smith Rogers Avenue Station	Fort Smith	AR	2,098	1,054	339	4.8%
South Ft Smith Station	Fort Smith	AR	1,237	551	180	7.6%
FORT WAYNE-DIPLOMAT PLAZA-STA	Fort Wayne	IN	2,602	1,028	240	23.8%
FORT WAYNE-WAYNEDEALE-FIN STA	Fort Wayne	IN	2,464	1,203	427	11.4%
MISSION SAN JOSE	Fremont	CA	2,863	919	291	10.7%
NILES	Fremont	CA	1,732	678	171	10.6%
Fresno Barton	Fresno	CA	7,452	1,800	419	19.8%
Fresno Calwa	Fresno	CA	4,395	1,079	278	18.5%
Fresno Civic Center Downton Station	Fresno	CA	3,405	493	288	20.5%
FMY-MIRACLE MILE STA	Ft Myers	FL	2,656	1,294	442	12.2%
GARY-BRUNSWICK-STA	Gary	IN	3,303	1,144	590	22.3%
GARY-DOWNTOWN FINANCE-FIN STA	Gary	IN	2,300	1,081	444	43.3%
GARY-MILLER-STA	Gary	IN	1,383	566	117	21.3%
GRAND RAPIDS-KENTWOOD-BR	Grand Rapids	MI	2,848	1,169	369	16.8%
GRAND RAPIDS-WYOMING-ROGERS PLAZA F	Grand Rapids	MI	3,305	1,219	410	17.2%
GREEN BAY-STA A-FIN STA	Green Bay	WI	3,863	1,534	330	16.7%
Greensboro Plaza Station	Greensboro	NC	976	495	177	11.5%
Federal Station (Fin) Greenville	Greenville	SC	974	800	270	11.6%
Lindenwald	Hamilton	OH	4,923	2,011	544	10.4%
Buckroe Finance Unit	Hampton	VA	3,012	1,420	417	10.1%
BRADFORD	Hayward	CA	8,711	3,148	816	15.0%
MOUNT EDEN	Hayward	CA	7,320	2,228	712	13.6%

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)						
Station / Branch	Percent Non-White	Median HH Income	HH Income Less than \$20,000	HH Without Vehicles	Total Area Businesses	Total Area Employees
East End	15.3%	\$52,142	6%	12%	90	1,087
Madisonville Station	78.6%	\$38,177	12%	18%	159	1,489
Newtown Branch	5.5%	\$104,408	3%	3%	97	1,712
Reed Hartman Finance	13.5%	\$94,886	6%	3%	394	5,850
Saylor Park	5.4%	\$49,723	6%	8%	27	80
Stock Yards	41.8%	\$25,815	17%	24%	193	3,769
CLA-DOWNTOWN STA	34.0%	\$26,148	20%	20%	409	4,721
CLA-HILLDALE STA	14.7%	\$45,638	12%	11%	151	1,319
CLA-RINGGOLD MILL STA	43.6%	\$51,450	6%	3%	47	587
CLW-BEACH STA	3.4%	\$46,001	11%	12%	236	2,042
CLW-CLEVELAND STA	27.9%	\$31,677	18%	35%	542	11,616
CLW-COUNTRYSIDE POSTAL	11.0%	\$39,750	12%	11%	220	2,298
Cleveland AMC Finance Unit	11.1%	\$0	0%	0%	98	3,084
Cleveland Cranwood	99.6%	\$48,760	7%	8%	156	1,133
Cleveland Edgewater	24.0%	\$37,878	12%	24%	285	4,050
Cleveland Huntington Finance	67.3%	\$23,210	16%	43%	2,612	98,340
Cleveland Kamms	8.1%	\$50,200	10%	17%	209	5,993
Cleveland Maple Heights	67.1%	\$46,416	10%	12%	230	1,793
Cleveland Shore Finance	26.2%	\$41,826	11%	13%	207	1,270
Edgewood	69.7%	\$33,164	18%	18%	142	842
Busch Finance Station	29.4%	\$42,840	9%	3%	297	5,213
Olde Town Finance	87.3%	\$26,171	15%	35%	199	8,701
PAWTUCKET VALLEY FALS BRANCH	12.9%	\$41,998	11%	21%	124	989
FTL-WESTSIDE BR	12.2%	\$62,927	5%	2%	102	1,020
Centerville Finance	12.8%	\$67,005	5%	4%	208	1,631
Mid City Finance	82.3%	\$29,824	16%	33%	135	2,942
Station B	96.2%	\$15,678	25%	53%	118	1,493
Vet Adm Finance	98.1%	\$25,523	19%	33%	68	797
DEARBORN-MAPLE-FIN STA	25.4%	\$33,784	17%	20%	333	3,391
DEARBORN-TELEFORD STA-STA	7.1%	\$63,996	6%	6%	191	1,298
East 14th Retail- Des Moines	30.0%	\$45,964	11%	13%	158	1,635
East Des Moines	39.8%	\$19,640	26%	48%	731	17,932
DETROIT-FISHER BLDG FINANCE-FIN STA	93.8%	\$22,303	21%	51%	527	28,411
DETROIT-HARPER-STA	98.7%	\$30,283	14%	33%	130	1,317
DETROIT-LINWOOD STA-FIN STA	99.7%	\$27,865	18%	37%	96	454
DETROIT-PENOBSCOT POSTAL STORE-FIN STA	89.6%	\$25,914	18%	48%	2,091	64,525
DETROIT-RENAISSANCE CENTER-FIN STA	90.2%	\$34,172	14%	32%	1,668	54,682
Scranton - Dickson City	2.1%	\$37,305	14%	14%	139	905
Logan Airport	44.3%	\$42,687	9%	44%	300	2,416
New Haven-Trolley Square	53.5%	\$29,978	20%	39%	1,358	21,801
Wesleyville	11.3%	\$43,622	11%	12%	114	784
EUG-UNIVERSITY	21.0%	\$18,531	27%	31%	1,480	21,687
Evansville North Park Finance	4.4%	\$52,340	9%	5%	131	2,112
UNIVERSITY STATION	9.2%	\$32,254	18%	7%	70	4,168
Fayetteville - Lakedale	44.7%	\$31,440	19%	14%	119	917
Fayetteville Haymont	31.1%	\$41,925	13%	13%	232	1,724
FLINT-CODY-STA	31.9%	\$46,849	9%	11%	118	693
FLINT-DOWNTOWN FLINT-FIN STA	65.2%	\$25,739	19%	34%	649	10,651
FLINT-MOTT PARK-FIN STA	66.9%	\$47,178	11%	7%	112	644
FLINT-NORTHSIDE-STA	97.6%	\$23,038	21%	29%	82	517
LaGuardia	72.0%	\$42,100	13%	49%	2,454	11,058
Ft Smith Rogers Avenue Station	22.0%	\$42,311	9%	7%	110	786
South Ft Smith Station	11.5%	\$35,929	12%	4%	102	2,081
FORT WAYNE-DIPLOMAT PLAZA-STA	73.8%	\$34,505	13%	10%	20	145
FORT WAYNE-WAYNEDEALE-FIN STA	7.0%	\$47,479	10%	7%	129	1,341
MISSION SAN JOSE	61.5%	\$109,694	4%	3%	141	785
NILES	38.9%	\$79,973	6%	9%	106	371
Fresno Barton	71.0%	\$30,628	19%	18%	181	1,442
Fresno Calwa	72.9%	\$24,732	25%	20%	93	1,042
Fresno Civic Center Downton Station	69.0%	\$10,000	25%	72%	1,114	28,021
FLY-MIRACLE MILE STA	48.1%	\$30,108	15%	18%	583	5,852
GARY-BRUNSWICK-STA	93.9%	\$34,589	9%	14%	49	419
GARY-DOWNTOWN FINANCE-FIN STA	97.0%	\$15,201	29%	49%	275	2,831
GARY-MILLER-STA	90.9%	\$38,370	12%	10%	84	735
GRAND RAPIDS-KENTWOOD-BR	33.9%	\$56,522	7%	8%	166	1,339
GRAND RAPIDS-WYOMING-ROGERS PLAZA POS	25.0%	\$50,597	8%	7%	214	1,947
GREEN BAY-STA A-FIN STA	33.4%	\$33,049	17%	15%	374	5,880
Greensboro Plaza Station	4.5%	\$65,896	5%	1%	400	4,586
Federal Station (Fin) Greenville	29.8%	\$16,915	20%	29%	1,355	19,956
Lindenwald	5.0%	\$51,557	9%	8%	92	659
Buckroe Finance Unit	31.5%	\$41,658	15%	11%	35	120
BRADFORD	57.7%	\$53,682	7%	14%	1,161	5,881
MOUNT EDEN	70.2%	\$72,316	5%	8%	212	7,494

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)							
Station / Branch	City	State	Total Population	Total Households	Population 65 and Over	Unemployment Rate	
HERMOSA BEACH BRANCH	Hermosa Beach	CA	9,712	4,887	774	9.3%	
HIA-MAIN OFFICE STA	Hialeah	FL	11,858	4,441	2,402	10.7%	
High Point Furnitureland	High Point	NC	243	96	39	14.3%	
HOL-HILLCREST FINANCE	Hollywood	FL	3,926	1,595	673	10.8%	
Genoa	Houston	TX	2,825	1,315	262	10.7%	
Landover Hills	Hyattsville	MD	3,559	1,249	348	11.0%	
INDIANAPOLIS-BRIDGEPORT-FIN BR	Indianapolis	IN	569	218	69	8.3%	
INDIANAPOLIS-CIRCLE CITY-STA	Indianapolis	IN	4,417	2,853	388	9.3%	
INDIANAPOLIS-WEST INDIANAPOLIS FIN-FIN	Indianapolis	IN	4,114	1,631	440	15.8%	
CRENSHAW-IMPERIAL PRT	Inglewood	CA	6,821	2,199	929	20.0%	
LENNOX BRANCH	Inglewood	CA	18,064	3,836	711	17.7%	
MORNINGSIDE PK STA	Inglewood	CA	8,413	3,520	1,384	13.5%	
N INGLEWOOD STATION	Inglewood	CA	16,655	6,178	1,096	16.4%	
IRV-EAST IRVINE STA	Irvine	CA	36	12	2	10.8%	
Irving Downtown	Irving	TX	3,720	1,179	222	9.6%	
JAC-BEMIS STA	Jackson	TN	1,053	487	125	9.0%	
JAX-AIRPORT STATION	Jacksonville	FL	30	13	3	16.2%	
JAX-ARLINGTON STA	Jacksonville	FL	6,751	2,762	547	9.6%	
JAX-CECIL FIELD FSTA	Jacksonville	FL	121	43	10	12.2%	
JAX-EDDIE MAE STEWARD FSTA	Jacksonville	FL	4,421	1,775	401	16.8%	
JAX-LAKE SHORE STA	Jacksonville	FL	2,339	1,030	298	10.1%	
KALAMAZOO-ARCADIA CREEK-FIN STA	Kalamazoo	MI	1,007	397	119	16.3%	
KCK-FAIRFAX	Kansas City	KS	-	-	-	0.0%	
KCK-PACKER	Kansas City	KS	622	197	62	12.5%	
KCM-METRO MALL	Kansas City	MO	1,201	463	159	8.6%	
KCM-SOUTHEAST STA	Kansas City	MO	2,345	915	264	25.2%	
KCM-WILLIAM CHICK	Kansas City	MO	6,872	2,532	553	22.3%	
KIS-BUENA VENTURA LAKES BR	Kissimmee	FL	4,892	1,504	486	14.4%	
KIS-GOOD SAMARITAN BR	Kissimmee	FL	1,640	846	995	14.0%	
KNO-NORWOOD FSTA	Knoxville	TN	1,316	614	273	10.2%	
LAG-SOUTH LAGUNA STA	Laguna Beach	CA	2,788	1,295	604	8.3%	
GARY-LAKE STATION-BR	Lake Station Bra	IN	1,147	431	126	18.9%	
LKL-DIXIELAND FINANCE	Lakeland	FL	3,919	1,808	557	8.4%	
LANSING-DELTA POSTAL STORE-FIN STA	Lansing	MI	2,543	1,295	333	14.6%	
LANSING-MERRILL STREET STATION-FND ST	Lansing	MI	3,444	1,846	376	13.3%	
LKW-LANTANA BR	Lantana	FL	3,707	1,649	559	13.8%	
Las Strip Station	Las Vegas	NV	298	198	76	8.5%	
LNK-WOODS PARK STA	Lincoln	NE	3,642	1,519	281	7.3%	
Pleasant Ridge Station	Little Rock	AR	4,053	2,337	403	2.4%	
Aerospace	Little Rock	AR	17	8	5	27.9%	
LBC-NO LONG BEAC	Long Beach	CA	9,760	2,599	422	18.4%	
LBC-TRADE CENTER	Long Beach	CA	1,723	508	141	9.5%	
LIC PP Annex	Lons Island City	NY	11,588	4,561	1,036	18.5%	
ARCADE STATION	Los Angeles	CA	15,561	1,676	938	25.6%	
ARCO PLAZA STATION	Los Angeles	CA	9,566	5,647	2,351	13.0%	
BALDWIN CREN PLAZA STORE	Los Angeles	CA	8,004	3,856	1,753	16.8%	
BUNKER HILL RETAIL UNIT	Los Angeles	CA	7,373	4,903	1,972	12.7%	
CENTURY CITY MALL STATION	Los Angeles	CA	4,888	2,552	974	10.5%	
CENTURY CITY STATION	Los Angeles	CA	5,203	2,837	1,365	10.5%	
COL. WASHINGTON STATION	Los Angeles	CA	21,884	4,699	914	24.5%	
COLE BRANCH	Los Angeles	CA	19,025	11,304	3,563	13.0%	
DEL VALLE RETAIL STATION	Los Angeles	CA	11,817	3,347	647	16.2%	
FEDERAL FINANCE STATION	Los Angeles	CA	6,661	2,924	1,546	34.4%	
HIGHLAND PARK STATION	Los Angeles	CA	14,781	4,251	799	16.8%	
HOLLYWOOD PAVILION STORE	Los Angeles	CA	19,235	11,012	1,653	16.9%	
MARKET STATION	Los Angeles	CA	7,977	2,884	1,243	29.2%	
SANTA WESTERN STATION	Los Angeles	CA	28,397	9,710	2,370	20.6%	
TEXTILE FINANCE STATION	Los Angeles	CA	8,584	5,172	1,623	14.7%	
WATTS STATION	Los Angeles	CA	10,401	2,480	529	27.2%	
WESTSIDE PAVILION	Los Angeles	CA	5,826	2,460	863	8.0%	
WESTVERN	Los Angeles	CA	11,984	3,376	1,102	23.9%	
YORK STATION	Los Angeles	CA	11,857	3,106	951	14.0%	
Louisville Beechmont Finance	Louisville	KY	4,784	2,289	754	9.2%	
Louisville Buechel Finance	Louisville	KY	2,466	1,136	547	8.0%	
Louisville Plainview Finance	Louisville	KY	2,171	1,025	279	7.4%	
MAC-Macon Mall	Macon	GA	736	278	133	23.2%	
MAC-Riverside Station	Macon	GA	890	430	214	7.5%	
Tufts Univ.	Medford	MA	13,279	3,975	1,226	10.1%	
MEM-COLONIAL FIN UNIT	Memphis	TN	1,841	1,169	607	3.8%	
MEM-LEE FINANCE UNIT	Memphis	TN	3,700	1,244	344	31.7%	
MEM-PEABODY PLACE FIN UNIT	Memphis	TN	4,205	1,418	681	16.7%	

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)						
Station / Branch	Percent Non-White	Median HH Income	HH Income Less than \$20,000	HH Without Vehicles	Total Area Businesses	Total Area Employees
HERMOSA BEACH BRANCH	16.0%	\$107,428	3%	3%	979	4,519
HIA-MAIN OFFICE STA	13.6%	\$25,345	20%	20%	663	3,776
High Point Furnitureland	27.6%	\$37,897	11%	11%	121	2,383
HOL-HILLCREST FINANCE	20.1%	\$69,009	5%	5%	383	2,799
Genoa	38.1%	\$51,947	8%	1%	371	2,938
Landover Hills	79.4%	\$63,412	4%	7%	184	1,023
INDIANAPOLIS-BRIDGEPORT-FIN BR	8.3%	\$61,209	2%	4%	36	615
INDIANAPOLIS-CIRCLE CITY-STA	44.7%	\$40,903	14%	28%	2,310	50,086
INDIANAPOLIS-WEST INDIANAPOLIS FIN-FIN STA	13.1%	\$36,346	15%	16%	92	1,294
CRENSHAW-IMPERIAL PRT	91.5%	\$60,965	7%	11%	221	1,536
LENNOX BRANCH	70.0%	\$37,478	15%	20%	278	1,603
MORNINGSIDE PK STA	95.7%	\$60,561	6%	8%	226	1,041
N INGLEWOOD STATION	83.2%	\$41,765	11%	15%	401	2,364
IRV-EAST IRVINE STA	77.8%	\$10,872	25%	0%	52	953
Irving Downtown	44.1%	\$43,355	10%	6%	273	1,715
JAC-BEMIS STA	14.2%	\$36,319	7%	9%	62	468
JAX-AIRPORT STATION	30.0%	\$42,343	15%	0%	84	1,535
JAX-ARLINGTON STA	44.7%	\$56,147	4%	2%	86	773
JAX-CECIL FIELD FSTA	10.7%	\$43,604	7%	5%	7	46
JAX-EDDIE MAE STEWARD FSTA	81.9%	\$27,818	17%	36%	269	3,545
JAX-LAKE SHORE STA	38.7%	\$45,000	11%	10%	142	954
KALAMAZOO-ARCADIA CREEK-FIN STA	4.5%	\$49,588	9%	6%	21	154
KCK-FAIRFAX		\$0			76	3,140
KCK-PACKER	45.2%	\$29,231	20%	14%	156	2,956
KCM-METRO MALL	8.3%	\$65,606	3%	3%	148	1,842
KCM-SOUTHEAST STA	82.6%	\$32,523	15%	15%	52	1,579
KCM-WILLIAM CHICK	66.6%	\$27,095	17%	31%	140	1,282
KIS-BUENA VENTURA LAKES BR	43.3%	\$46,789	10%	4%	58	212
KIS-GOOD SAMARITAN BR	8.6%	\$29,852	19%	32%	102	140
KNO-NORWOOD FSTA	8.3%	\$41,019	12%	5%	172	815
LAG-SOUTH LAGUNA STA	10.2%	\$125,956	3%	1%	122	1,443
GARY-LAKE STATION-BR	20.7%	\$52,987	11%	4%	80	430
LKL-DIXIELAND FINANCE	18.6%	\$39,178	15%	10%	255	2,121
LANSING-DELTA POSTAL STORE-FIN STA	25.7%	\$54,415	8%	7%	315	3,392
LANSING-MERRILL STREET STATION-FND STA	20.1%	\$48,790	8%	5%	270	3,339
LKW-LANTANA BR	27.7%	\$40,734	12%	10%	216	1,361
Las Strip Station	34.9%	\$27,638	20%	36%	700	28,118
LNK-WOODS PARK STA	20.8%	\$45,000	13%	6%	182	1,827
Pleasant Ridge Station	30.8%	\$51,972	6%	5%	216	1,742
Aerospace	94.1%	\$27,208	25%	13%	21	494
LBC-NO LONG BEAC	72.7%	\$39,729	14%	17%	136	1,335
LBC-TRADE CENTER	13.8%	\$84,381	2%	0%	175	1,851
LIC PP Annex	75.4%	\$23,724	20%	73%	1,315	14,287
ARCADE STATION	86.4%	\$17,482	23%	47%	968	10,975
ARCO PLAZA STATION	75.7%	\$18,545	18%	41%	6,740	92,092
BALDWIN CREN PLAZA STORE	97.6%	\$35,777	16%	25%	875	4,192
BUNKER HILL RETAIL UNIT	73.1%	\$19,093	17%	42%	5,742	90,172
CENTURY CITY MALL STATION	19.5%	\$93,696	7%	7%	2,255	40,585
CENTURY CITY STATION	18.5%	\$109,243	7%	7%	2,307	41,645
COL. WASHINGTON STATION	70.9%	\$27,743	19%	33%	266	1,499
COLE BRANCH	18.1%	\$48,916	12%	19%	763	4,170
DEL VALLE RETAIL STATION	72.5%	\$21,621	23%	38%	453	5,371
FEDERAL FINANCE STATION	69.5%	\$16,870	21%	49%	1,455	34,544
HIGHLAND PARK STATION	63.3%	\$38,964	14%	19%	436	1,571
HOLLYWOOD PAVILION STORE	41.9%	\$39,912	14%	25%	1,517	11,044
MARKET STATION	78.4%	\$11,338	26%	63%	1,340	12,156
SANTA WESTERN STATION	59.9%	\$24,511	23%	35%	839	4,222
TEXTILE FINANCE STATION	77.3%	\$15,108	21%	43%	8,032	35,066
WATTS STATION	83.3%	\$29,676	18%	26%	144	1,982
WESTSIDE PAVILION	28.7%	\$87,059	4%	4%	818	5,711
WESTVERN	84.4%	\$36,550	14%	22%	227	1,149
YORK STATION	61.4%	\$48,635	11%	10%	198	683
Louisville Beechmont Finance	21.0%	\$40,174	16%	12%	98	1,007
Louisville Buechel Finance	22.3%	\$46,884	8%	11%	213	1,669
Louisville Plainview Finance	25.3%	\$59,044	3%	2%	242	3,763
MAC-Macon Mall	96.7%	\$15,915	26%	28%	189	1,811
MAC-Riverside Station	11.7%	\$61,866	4%	3%	80	615
Tufts Univ.	20.9%	\$76,016	5%	10%	203	1,470
MEM-COLONIAL FIN UNIT	6.7%	\$52,742	6%	6%	841	7,847
MEM-LEE FINANCE UNIT	99.0%	\$15,752	22%	52%	151	1,661
MEM-PEABODY PLACE FIN UNIT	74.0%	\$38,323	9%	14%	1,790	24,653

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)							
Station / Branch	City	State	Total Population	Total Households	Population 65 and Over	Unemployment Rate	
MEM-WHITE STATION	Memphis	TN	2,053	1,037	307	5.9%	
MIA- INTERNATIONAL AIRPORT FINANCE	Miami	FL	9,410	3,195	2,182	12.0%	
MIA-EDISON CENTER FSTA	Miami	FL	7,466	2,700	857	21.9%	
MIA-GOULD'S FSTA	Miami	FL	1,638	553	197	15.6%	
MIA-MILAM DAIRY BR	Miami	FL	1,121	2	7	9.8%	
MOB-CHICKASAW FIN	Mobile	AL	1,453	711	313	11.7%	
MOB-EIGHT MILE FIN	Mobile	AL	730	258	90	17.7%	
Modesto El Viejo	Modesto	CA	2,309	858	276	23.3%	
MGY-BOYLSTON	Montgomery	AL	1,539	628	193	18.9%	
MGY-CAPITOL HEIGHTS STA	Montgomery	AL	3,689	1,813	394	16.1%	
Moreno Station	Monreno Valley	CA	1,445	404	118	10.0%	
MUSKEGON-MUSKEGON HEIGHTS-BR	Muskegon	MI	3,287	1,206	399	24.4%	
MUSKEGON-NORTH MUSKEGON-BR	Muskegon	MI	1,132	467	258	10.0%	
NPS-DOWNTOWN STATION	Naples	FL	1,689	963	554	7.1%	
NPS-GOLDEN GATE FINANCE	Naples	FL	1,567	614	241	11.9%	
NPS-VANDERBILT BEACH	Naples	FL	2,421	1,300	822	11.3%	
NAS-DONELSON STA	Nashville	TN	1,819	812	385	9.3%	
NAS-GLENVIEW STA	Nashville	TN	57	18	2	7.9%	
NAS-NORTHEAST STA	Nashville	TN	3,238	1,231	285	12.8%	
Neville Island Branch	Neville	PA	493	236	91	7.5%	
Cherokee	New York	NY	95,594	55,623	12,971	7.5%	
Pitt	New York	NY	81,957	29,460	12,509	12.9%	
Port Authority	New York	NY	51,824	31,373	6,536	8.5%	
Port Authority Conv.	New York	NY	32,635	18,688	3,284	10.9%	
Tudor City	New York	NY	46,703	29,540	5,576	7.2%	
West Village	New York	NY	46,845	28,442	5,248	8.0%	
Riverfront	Newark	NJ	7,315	2,773	594	21.9%	
Washington Park	Newark	NJ	7,532	2,565	567	19.7%	
Nonantum	Newton	MA	6,329	2,658	858	9.1%	
Norfolk Business Center	Norfolk	VA	2,744	1,067	306	13.7%	
College	New York	NY	62,856	27,173	8,052	20.5%	
DIMOND	Oakland	CA	10,809	4,194	1,293	15.2%	
KAISER CENTER	Oakland	CA	12,554	8,412	2,781	13.9%	
MILLS COLLEGE	Oakland	CA	11,985	6,178	2,749	19.1%	
OAKLAND STATION B	Oakland	CA	14,312	7,674	3,545	17.0%	
OAKLAND STATION E	Oakland	CA	2,762	1,229	490	6.9%	
Ogden Town Station	Ogden	UT	6,208	1,865	321	21.9%	
Southwest station	Oklahoma City	OK	4,207	1,638	815	8.5%	
Warr Acres	Oklahoma City	OK	1,698	647	211	9.7%	
OMA-STATION A	Omaha	NE	2,593	970	220	25.8%	
OMA-STATION B	Omaha	NE	8,932	3,775	801	9.6%	
OMA-STATION C	Omaha	NE	6,239	2,170	572	9.4%	
ORL-ARTHUR KENNEDY STATION	Orlando	FL	2,256	813	250	20.2%	
ORL-COLONIALTOWN STATION	Orlando	FL	3,289	1,937	402	8.8%	
ORL-LEE VISTA STATION	Orlando	FL	-	-	-	0.0%	
ORL-LOCKHART BRANCH	Orlando	FL	1,894	850	323	16.9%	
ORL-PINE HILLS BRANCH	Orlando	FL	1,588	539	196	17.1%	
PFN-EASTSIDE STA	Panama City	FL	1,687	712	259	4.6%	
Hillcrest	Paterson	NJ	17,202	4,874	1,270	17.6%	
River Street	Paterson	NJ	14,199	4,035	969	20.7%	
MOU 1 Finance Station	Pearl Harbor	HI	1,320	57	15	12.2%	
MOU 3 Finance Station	Pearl Harbor	HI	1,320	57	15	12.2%	
HOL-FLAMINGO BR	Pembroke Pines	FL	1,491	874	866	12.1%	
PNS-DOWNTOWN STA	Pensacola	FL	1,130	540	217	12.5%	
PHI-ADAMS AVENUE POS - Frankford	Philadelphia	PA	4,491	1,497	563	13.2%	
PHI-GIRARD AVE - Spring Garden	Philadelphia	PA	12,468	4,657	1,805	23.3%	
PHI-WISSINOMING STAT - Tacony	Philadelphia	PA	10,719	4,199	1,311	12.7%	
Corliss Branch	Pittsburgh	PA	4,538	1,777	553	10.2%	
Homewood Branch	Pittsburgh	PA	5,092	2,055	790	23.4%	
Mt. Lebanon	Pittsburgh	PA	5,884	2,977	1,058	5.7%	
Pocatello Bannock	Pocatello	ID	2,603	1,361	184	5.1%	
POMONA - YORBA STA	Pomona	CA	4,328	1,166	387	15.5%	
PONTIAC-PHOENIX-FIN STA	Pontiac	MI	3,719	1,087	191	34.0%	
PNTG-MURDOCK	Port Charlotte	FL	1,243	494	359	11.9%	
Port Wentworth	Port Wentworth	GA	1,568	611	291	8.2%	
PORTLAND STATION A	Portland	ME	12,053	6,851	1,373	11.8%	
POR-SOLOMAN	Portland	OR	9,373	5,832	1,580	24.1%	
Raleigh State University	Raleigh	NC	5,533	1,323	460	10.4%	
RC - ETIWANDA	Rancho Cucamonga	CA	3,143	988	235	12.9%	
Reading - West Lawn Br	Reading	PA	4,518	2,023	876	7.5%	
GALLERIA STATION	Redondo Beach	CA	7,486	2,557	668	11.3%	
NORTH REDONDO STATION	Redondo Beach	CA	12,886	5,432	948	9.7%	
MIRA VISTA STATION	Richmond	CA	7,838	2,802	892	15.2%	

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)

Station / Branch	Percent Non-White	Median HH Income	HH Income Less than \$20,000	HH Without Vehicles	Total Area Businesses	Total Area Employees
MEM-WHITE STATION	27.8%	\$64,288	5%	4%	411	8,009
MIA- INTERNATIONAL AIRPORT FINANCE	9.1%	\$32,867	18%	14%	248	1,157
MIA-EDISON CENTER FSTA	97.4%	\$20,879	21%	42%	230	1,377
MIA-GOULD'S FSTA	67.3%	\$34,419	21%	15%	59	294
MIA-MILAM DAIRY BR	61.1%	\$0	0%	0%	988	8,129
MOB-CHICKASAW FIN	15.8%	\$31,737	20%	11%	63	720
MOB-EIGHT MILE FIN	69.3%	\$36,708	16%	5%	58	452
Modesto El Viejo	30.4%	\$19,942	25%	34%	1,247	19,678
MGY-BOYLSTON	71.0%	\$31,373	18%	9%	45	729
MGY-CAPITOL HEIGHTS STA	37.6%	\$32,103	17%	15%	116	622
Moreno Station	39.9%	\$71,501	4%	0%	12	243
MUSKEGON-MUSKEGON HEIGHTS-BR	93.4%	\$27,089	22%	18%	154	1,701
MUSKEGON-NORTH MUSKEGON-BR	4.5%	\$52,591	6%	6%	80	624
NPS-DOWNTOWN STATION	22.7%	\$56,271	8%	4%	1,135	5,592
NPS-GOLDEN GATE FINANCE	22.3%	\$54,674	8%	1%	78	348
NPS-VANDERBILT BEACH	4.5%	\$74,110	4%	2%	178	1,937
NAS-DONELSON STA	10.1%	\$52,695	5%	4%	332	1,402
NAS-GLENVIEW STA	57.9%	\$63,124	0%	0%	32	564
NAS-NORTHEAST STA	47.4%	\$35,143	15%	11%	106	748
Neville Island Branch	8.3%	\$39,300	13%	17%	42	668
Cherokee	19.9%	\$101,471	4%	72%	4,429	43,684
Pitt	77.4%	\$33,338	17%	79%	4,067	20,140
Port Authority	24.2%	\$89,777	5%	75%	5,076	52,229
Port Authority Conv.	43.1%	\$73,608	8%	75%	22,278	297,288
Tudor City	27.8%	\$104,156	4%	78%	11,388	151,810
West Village	17.3%	\$100,965	4%	77%	4,676	47,649
Riverfront	42.3%	\$46,089	11%	39%	1,532	32,608
Washington Park	64.8%	\$38,155	13%	46%	877	19,203
Nonantum	18.0%	\$85,116	6%	10%	417	4,361
Norfolk Business Center	55.0%	\$44,285	11%	10%	212	4,740
College	95.1%	\$28,433	17%	75%	1,518	9,123
DIMOND	65.5%	\$63,913	8%	12%	282	1,451
KAISER CENTER	69.9%	\$34,478	17%	43%	2,714	31,573
MILLS COLLEGE	83.7%	\$20,299	25%	55%	3,787	39,438
OAKLAND STATION B	81.8%	\$24,672	23%	52%	4,075	50,221
OAKLAND STATION E	27.4%	\$128,460	2%	2%	275	1,508
Ogden Town Station	47.1%	\$26,199	20%	29%	555	6,071
Southwest station	28.7%	\$34,055	14%	13%	113	1,303
Warr Acres	36.3%	\$29,701	21%	9%	110	1,384
OMA-STATION A	90.0%	\$23,036	19%	29%	141	1,455
OMA-STATION B	39.5%	\$32,687	18%	27%	242	7,495
OMA-STATION C	44.8%	\$37,554	12%	17%	120	937
ORL-ARTHUR KENNEDY STATION	95.0%	\$18,757	26%	40%	292	3,298
ORL-COLONIALTOWN STATION	13.5%	\$58,547	6%	7%	693	4,207
ORL-LEE VISTA STATION		\$0			127	1,892
ORL-LOCKHART BRANCH	22.9%	\$39,955	14%	14%	184	2,505
ORL-PINE HILLS BRANCH	66.4%	\$31,052	13%	9%	261	1,408
PFN-EASTSIDE STA	27.4%	\$42,094	13%	7%	65	328
Hillcrest	65.8%	\$45,772	9%	23%	410	2,756
River Street	74.6%	\$45,116	10%	24%	359	2,247
MOU 1 Finance Station	39.2%	\$64,127	4%	2%	11	138
MOU 3 Finance Station	39.2%	\$64,127	4%	2%	11	138
HOL-FLAMINGO BR	13.6%	\$33,265	18%	24%	127	1,256
PNS-DOWNTOWN STA	65.7%	\$28,167	23%	18%	917	11,561
PHI-ADAMS AVENUE POS - Frankford	50.7%	\$50,059	8%	21%	107	4,643
PHI-GIRARD AVE - Spring Garden	93.9%	\$24,595	18%	62%	455	7,555
PHI-WISSINOMING STAT - Tacony	17.5%	\$42,629	13%	23%	239	2,153
Corliss Branch	35.7%	\$46,430	11%	24%	82	1,020
Homewood Branch	95.0%	\$25,271	19%	58%	238	3,300
Mt. Lebanon	7.0%	\$58,554	8%	18%	352	2,471
Pocatello Bannock	10.9%	\$28,069	20%	10%	434	4,018
POMONA - YORBA STA	61.0%	\$63,514	4%	10%	148	2,202
PONTIAC-PHOENIX-FIN STA	68.2%	\$29,566	17%	23%	345	4,774
PNTG-MURDOCK	12.3%	\$52,435	13%	9%	285	2,588
Port Wentworth	19.8%	\$62,023	5%	4%	48	1,081
PORTLAND STATION A	13.1%	\$35,260	15%	33%	1,534	18,486
POR-SOLOMAN	27.6%	\$18,886	25%	57%	4,784	63,238
Raleigh State University	32.2%	\$45,220	11%	7%	374	3,452
RC - ETIWANDA	32.3%	\$81,226	2%	0%	36	386
Reading - West Lawn Br	6.1%	\$61,720	5%	6%	177	911
GALLERIA STATION	56.6%	\$55,641	7%	10%	473	4,711
NORTH REDONDO STATION	35.9%	\$80,444	4%	5%	416	1,491
MIRA VISTA STATION	62.7%	\$60,166	5%	9%	174	670

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)						
Station / Branch	City	State	Total Population	Total Households	Population 65 and Over	Unemployment Rate
POINT RICHMOND STATION	Richmond	CA	1,934	1,055	338	14.3%
RICHMOND STATION A	Richmond	CA	9,046	2,960	832	21.7%
Riv--La Sierra	Riverside	CA	6,309	1,615	424	14.4%
Hollins College Roanoke	Roanoke	VA	911	353	142	8.1%
Williamson Road - Roanoke	Roanoke	VA	3,106	1,502	483	11.0%
Rochester-Dewey St	Rochester	NY	8,944	3,122	542	16.7%
SAGINAW-WHEELER STATION-STA	Saginaw	MI	3,286	1,359	373	22.7%
SAINT LOUIS-BADEN-FIN STA	Saint Louis	MO	4,649	1,670	593	20.5%
SAINT LOUIS-BERKELEY-BR	Saint Louis	MO	1,638	586	147	26.1%
SAINT LOUIS-GALLERIA POSTAL STORE-FIN	Saint Louis	MO	2,512	1,430	362	4.8%
SAINT LOUIS-JORDAN W CHAMBERS-FIN STA	Saint Louis	MO	3,756	1,615	536	24.8%
SPT-CENTRAL STA	Saint Petersburg	FL	3,449	1,313	416	14.8%
SPT-EUCLID STA	Saint Petersburg	FL	4,253	1,998	627	7.7%
SPT-PASS A GRILLE	Saint Petersburg	FL	908	500	191	10.9%
Cresthaven	San Antonio	TX	6,062	2,078	727	6.8%
Nimitz Finance	San Antonio	TX	3,118	1,265	251	8.2%
Station A	San Antonio	TX	8,323	1,699	912	17.9%
San Bernardino Finance	San Bernadino	CA	138	38	6	21.8%
George Washington	San Diego	CA	12,792	4,451	526	16.2%
Naval Amphibus Base	San Diego	CA	-	-	-	0.0%
North Park Retail	San Diego	CA	13,436	6,317	1,113	15.0%
Bernal	San Francisco	CA	21,620	9,089	1,939	13.5%
Federal	San Francisco	CA	42,084	23,572	5,862	20.9%
McLaren	San Francisco	CA	15,343	4,011	2,162	16.2%
OAKRIDGE MALL	San Jose	CA	5,181	2,183	572	9.3%
Airport	San Juan		-	-	-	0.0%
Puerto De Tierra	San Juan		-	-	-	0.0%
SAN PABLO BRANCH	San Pablo	CA	12,520	3,716	1,179	21.6%
SNA-DIAMOND STA	Santa Ana	CA	14,201	2,232	612	14.6%
SNA-INDUSTRIAL STA	Santa Ana	CA	1,381	254	71	19.5%
SNA-KING STA	Santa Ana	CA	10,665	2,050	626	13.8%
SAR-SOUTHGATE STA	Sarasota	FL	2,188	1,225	405	4.2%
SCH-SCOTIA	Schenectady	NY	5,240	2,214	755	7.3%
MOUNT CLEMENS-SELFRIDGE ANGB-FIN BR	Selfridge Angb	MI	-	-	-	0.0%
Silver Spring Center	Silver Spring	MD	11,223	6,497	1,480	4.5%
SOUTH BEND-OLIVE STREET-STA	South Bend	IN	2,686	865	302	20.0%
Spring Hill Station	South Charleston	WV	2,308	1,184	504	3.6%
Pinewood (Fin)	Spartanburg	SC	652	177	222	21.6%
BKS-PLAZA	Spring Hill	FL	1,761	766	403	14.8%
Springfield-Colonial	Springfield	MA	7,250	3,484	712	21.6%
SAINT LOUIS-CRESTWOOD PLAZA POSTAL S	Saint Louis	MO	2,081	1,032	501	6.6%
SAINT LOUIS-JEFFERSON MEMORIAL-FIN ST	Saint Louis	MO	1,769	1,358	358	13.0%
SAINT LOUIS-SOULARD-FIN STA	Saint Louis	MO	2,411	1,343	224	9.2%
SAINT LOUIS-SOUTH COUNTY POSTAL STOR	Saint Louis	MO	950	544	175	7.1%
SAINT LOUIS-TOWER GROVE-FIN STA	Saint Louis	MO	9,574	3,623	724	13.0%
Hbg - Steelton Br	Steelton	PA	2,443	1,031	364	6.3%
Stockton Tuxedo Park	Stockton	CA	5,599	2,550	854	15.9%
MBH-SURFSIDE BR	Surfside	FL	3,688	1,816	1,100	8.8%
SYR-ELMWOOD	Syracuse	NY	5,870	2,024	414	18.3%
SYR-NORTH SYRACUSE	Syracuse	NY	3,205	1,381	522	9.1%
TLH-WESTSIDE STA	Tallahassee	FL	6,022	3,063	128	16.5%
TPA-PORT TAMPA	Tampa	FL	4,108	2,258	681	10.7%
TPA-SEMINOLE HEIGHTS STA	Tampa	FL	3,183	1,437	363	10.4%
TPA-TEMPLE TERRACE BRANCH	Tampa	FL	4,753	1,987	473	11.3%
TORRANCE - DEL AMO STA	Torrance	CA	3,858	1,696	739	10.9%
TORRANCE - MARCELINA STA	Torrance	CA	5,814	2,485	510	11.9%
TORRANCE - WALTERIA STA	Torrance	CA	8,104	3,266	1,047	10.2%
Trenton Chambersburg (F)	Trenton	NJ	16,410	5,188	1,434	12.9%
Trenton-Yardville(F)	Trenton	NJ	3,811	1,496	647	7.9%
Tucson Midtown	Tucson	AZ	3,331	1,463	606	7.6%
TCL-EASTSIDE STA	Tuscaloosa	AL	2,768	1,174	272	17.2%
VALLEJO STATION A	Vallejo	CA	5,517	2,040	609	18.9%
Columbia Heights Finance	Washington	DC	17,765	5,919	1,723	23.5%
Fort Davis	Washington	DC	6,417	3,028	1,078	16.7%
Ledroit Park	Washington	DC	16,571	5,941	1,698	20.5%
Naval Research Laboratory	Washington	DC	4,315	1,792	338	26.0%
Navy Annex	Washington	DC	10,099	5,815	1,605	13.6%
Northeast	Washington	DC	16,603	7,020	2,256	24.2%
Petworth	Washington	DC	13,982	4,778	1,968	16.4%
Randle	Washington	DC	6,821	3,166	833	21.3%
Woodridge	Washington	DC	6,068	2,200	1,188	20.0%
Babson Park	Wellesley	MA	1,602	242	191	12.0%
New Haven-Baybrook	West Haven	CT	3,168	1,328	643	8.0%

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)						
Station / Branch	Percent Non-White	Median HH Income	HH Income Less than \$20,000	HH Without Vehicles	Total Area Businesses	Total Area Employees
POINT RICHMOND STATION	25.4%	\$79,354	6%	5%	162	1,669
RICHMOND STATION A	76.5%	\$41,809	12%	21%	368	2,071
Riv--La Sierra	54.2%	\$53,444	10%	5%	201	1,101
Hollins College Roanoke	12.1%	\$59,855	9%	4%	45	630
Williamson Road - Roanoke	21.2%	\$41,425	13%	7%	136	800
Rochester-Dewey St	57.7%	\$32,041	18%	28%	100	1,121
SAGINAW-WHEELER STATION-STA	27.3%	\$41,579	13%	11%	45	372
SAINT LOUIS-BADEN-FIN STA	90.4%	\$28,598	18%	31%	130	1,573
SAINT LOUIS-BERKELEY-BR	88.4%	\$35,178	13%	26%	114	2,966
SAINT LOUIS-GALLERIA POSTAL STORE-FIN BR	20.9%	\$64,459	7%	6%	487	8,629
SAINT LOUIS-JORDAN W CHAMBERS-FIN STA	96.8%	\$13,101	25%	52%	241	8,214
SPT-CENTRAL STA	20.7%	\$39,444	11%	9%	327	5,864
SPT-EUCLID STA	10.9%	\$50,825	7%	9%	146	861
SPT-PASS A GRILLE	5.8%	\$79,960	4%	6%	42	263
Cresthaven	28.4%	\$39,318	12%	13%	96	394
Nimitz Finance	47.6%	\$28,602	18%	17%	986	8,711
Station A	30.5%	\$17,392	26%	48%	321	11,526
San Bernardino Finance	55.1%	\$52,532	5%	11%	327	3,860
George Washington	56.8%	\$34,213	15%	23%	269	1,514
Naval Amphibius Base		\$0			-	-
North Park Retail	52.1%	\$37,478	13%	18%	556	2,388
Bernal	43.7%	\$86,388	5%	19%	715	4,728
Federal	61.4%	\$29,082	21%	70%	3,412	44,625
McLaren	84.4%	\$69,424	6%	16%	383	2,591
OAKRIDGE MALL	42.3%	\$84,045	4%	10%	517	5,986
Airport		\$0			-	-
Puerto De Tierra		\$0			-	-
SAN PABLO BRANCH	70.2%	\$39,770	14%	17%	215	2,285
SNA-DIAMOND STA	68.1%	\$66,435	3%	8%	126	1,076
SNA-INDUSTRIAL STA	57.6%	\$56,025	6%	9%	850	12,776
SNA-KING STA	64.4%	\$60,788	5%	8%	113	737
SAR-SOUTHGATE STA	7.3%	\$49,953	8%	4%	470	4,197
SCH-SCOTIA	4.3%	\$52,521	9%	11%	160	1,393
MOUNT CLEMENS-SELFRIDGE ANGB-FIN BR		\$0			-	-
Silver Spring Center	67.2%	\$51,597	5%	26%	2,120	20,303
SOUTH BEND-OLIVE STREET-STA	76.7%	\$34,358	19%	20%	122	1,461
Spring Hill Station	12.1%	\$36,020	15%	20%	175	2,533
Pinewood (Fin)	45.9%	\$27,960	19%	31%	241	7,643
BKS-PLAZA	11.1%	\$30,997	19%	6%	79	399
Springfield-Colonial	64.7%	\$21,245	23%	47%	1,212	12,298
SAINT LOUIS-CRESTWOOD PLAZA POSTAL STOR	9.2%	\$58,244	6%	9%	277	2,915
SAINT LOUIS-JEFFERSON MEMORIAL-FIN STA	60.4%	\$33,767	16%	37%	1,542	44,122
SAINT LOUIS-SOULARD-FIN STA	39.2%	\$43,609	10%	16%	286	4,277
SAINT LOUIS-SOUTH COUNTY POSTAL STORE-FI	6.8%	\$49,455	8%	4%	305	3,481
SAINT LOUIS-TOWER GROVE-FIN STA	62.3%	\$36,996	13%	22%	237	2,428
Hbg - Steelton Br	25.5%	\$48,542	5%	12%	40	299
Stockton Tuxedo Park	37.0%	\$48,626	10%	12%	241	1,342
MBH-SURFSIDE BR	8.0%	\$50,797	10%	15%	424	3,025
SYR-ELMWOOD	79.2%	\$30,260	16%	30%	115	946
SYR-NORTH SYRACUSE	6.6%	\$52,304	9%	7%	290	1,940
TLH-WESTSIDE STA	45.1%	\$14,096	25%	9%	200	1,664
TPA-PORT TAMPA	22.5%	\$46,627	9%	8%	152	1,676
TPA-SEMINOLE HEIGHTS STA	27.4%	\$45,234	9%	9%	163	1,015
TPA-TEMPLE TERRACE BRANCH	39.6%	\$46,689	10%	6%	253	2,924
TORRANCE - DEL AMO STA	49.2%	\$68,586	6%	7%	759	7,590
TORRANCE - MARCELINA STA	47.6%	\$59,494	9%	11%	949	7,317
TORRANCE - WALTERIA STA	43.3%	\$76,810	4%	3%	452	3,733
Trenton Chambersburg (F)	55.1%	\$41,476	13%	26%	513	3,917
Trenton-Yardville(F)	7.5%	\$79,045	3%	7%	61	450
Tucson Midtown	21.7%	\$49,928	8%	9%	300	3,678
TCL-EASTSIDE STA	66.8%	\$25,461	16%	13%	111	766
VALLEJO STATION A	56.7%	\$50,086	9%	13%	813	1,940
Columbia Heights Finance	87.2%	\$38,117	12%	45%	377	2,952
Fort Davis	96.1%	\$50,859	6%	23%	82	421
Ledroit Park	88.7%	\$37,687	13%	42%	653	8,929
Naval Research Laboratory	88.0%	\$32,767	12%	39%	50	1,166
Navy Annex	69.4%	\$35,511	16%	37%	3,824	95,091
Northeast	96.2%	\$32,251	14%	46%	406	2,287
Petworth	89.2%	\$32,251	21%	67%	406	2,287
Randle	96.6%	\$48,912	14%	53%	358	2,601
Woodridge	92.9%	\$39,210	15%	57%	170	1,220
Babson Park	16.7%	\$60,618	67%	191%	216	1,300
New Haven-Baybrook	6.8%	\$117,157	0%	2%	16	197

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)						
Station / Branch	City	State	Total Population	Total Households	Population 65 and Over	Unemployment Rate
WPB-SOUTHBORO	West Palm Beach	FL	4,998	1,740	641	16.7%
WAYNE-WESTLAND-WESTLAND MALL-FIN ST	Westland	MI	4,140	1,718	568	15.8%
WAYNE-WESTLAND-WESTLAND-BR	Westland	MI	6,395	3,475	978	13.8%
WHITTIER - LOS NIETOS BR	Whittier	CA	7,715	1,851	611	14.3%
Winston-Salem Center City	Winston-Salem	NC	1,665	495	129	14.8%
York - Hellam Br	York	PA	2,177	963	329	8.0%
York - Jacobus	York	PA	873	366	150	5.4%
Youngstown Eastside Station	Youngstown	OH	1,966	856	216	26.7%
Youngstown Southside Station	Youngstown	OH	3,044	1,077	273	24.4%
United States of America			309,731,508	116,523,156	39,619,879	10.6%

Table A-1. Demographic Summary of Post Office Stations/Branches Being Studied for Closure, 2009 (Cont.)						
Station / Branch	Percent Non-White	Median HH Income	HH Income Less than \$20,000	HH Without Vehicles	Total Area Businesses	Total Area Employees
WPB-SOUTHBORO	27.5%	\$66,645	5%	8%	46	207
WAYNE-WESTLAND-WESTLAND MALL-FIN STA	10.0%	\$41,150	14%	17%	336	2,432
WAYNE-WESTLAND-WESTLAND-BR	32.4%	\$55,950	4%	2%	62	471
WHITTIER - LOS NIETOS BR	55.8%	\$41,275	21%	23%	189	2,532
Winston-Salem Center City	56.8%	\$51,296	31%	59%	255	2,002
York - Hellam Br	5.6%	\$26,325	11%	12%	812	13,270
York - Jacobus	1.0%	\$59,355	16%	6%	43	375
Youngstown Eastside Station	92.8%	\$68,962	2%	1%	50	487
Youngstown Southside Station	82.8%	\$15,159	19%	35%	77	799
United States of America	28.0%	\$54,719	9.0%	9.3%	12,354,421	138,655,152

Source: ESRI; Partners for Economic Solutions, 2009.

Table A-2. Demographic Summary of Post Office Stations/Branches Excluded from Further Study for Closure, 2009

Station / Branch	City	State	Total Population	Total Households	Population 65 and Over	Unemployment Rate
ANA-BROOKHURST	Anaheim	CA	9,991	2,662	1,036	16.9%
ANA-CANYON STA	Anaheim	CA	2,407	980	132	9.2%
ANA-FEDERAL STA	Anaheim	CA	8,460	2,659	772	16.1%
ANA-STADIUM STA	Anaheim	CA	3,178	820	178	13.0%
LA PUENTE-BASSETT BR	Bassett	CA	6,098	1,472	553	13.6%
SOUTH BERKELEY	Berkeley	CA	12,588	5,300	1,098	16.9%
BRIDGEPORT BRANCH - Norristown	Bridgeport	PA	3,892	1,811	541	9.3%
Canton East Canton	Canton	OH	912	382	147	10.8%
Canton North Industry	Canton	OH	796	333	141	8.5%
Carolina Pueblo	Carolina		2,101	791	376	8.9%
Station C - Charleston	Charleston	WV	957	467	137	5.8%
CLT-30th St	Charlotte	NC	1,840	598	141	28.8%
CLT-Derita	Charlotte	NC	1,697	786	129	11.5%
CLT-Northeast	Charlotte	NC	3,042	1,125	97	11.0%
Cleveland Beachland	Cleveland	OH	4,803	2,259	764	9.3%
Cleveland Erieview Finance	Cleveland	OH	4,864	1,963	496	12.5%
Cleveland Euclid	Cleveland	OH	2,334	952	456	8.4%
Cleveland Independence	Cleveland	OH	852	340	161	4.2%
Cleveland Jesse Owens Finance	Cleveland	OH	3,314	1,256	242	48.2%
Cleveland North Royalton	Cleveland	OH	2,134	937	284	9.2%
Cleveland Shaker Finance	Cleveland	OH	10,029	5,066	1,359	15.2%
Cleveland Willow	Cleveland	OH	4,663	1,680	468	24.2%
Capital	Columbia	SC	2,200	732	173	13.5%
Linden Finance	Columbus	OH	5,708	2,183	604	19.2%
CASA CORREO	Concord	CA	5,800	2,235	790	15.3%
TODOS SANTOS	Concord	CA	3,265	1,527	678	13.2%
HSV-WYNN DRIVE STA	Huntsville	AL	349	195	21	12.0%
LA PUENTE-CITY OF INDUSTRY	La Puente	CA	1,995	446	197	17.9%
RAMIREZ STATION	Los Angeles	CA	18,599	4,520	971	22.7%
Mansfield Lexington	Mansfield	OH	1,291	546	191	12.9%
NAS-ARCADE STA	Nashville	TN	2,985	1,359	175	12.9%
San Luis Rey	Oceanside	CA	3,794	1,447	820	9.9%
PHI-30th Street trai - MOD	Philadelphia	PA	10,594	5,820	1,333	11.8%
PHI-CASTOR AVE. FINA - BLVD	Philadelphia	PA	19,003	6,877	1,996	12.5%
PHI-FRANKLIN MILLS - Torresdale	Philadelphia	PA	3,188	1,114	406	8.6%
PHI-MAYFAIR PSTL STO - Holmesburg	Philadelphia	PA	17,493	6,913	2,340	12.3%
PHI-NICETOWN FSTA	Philadelphia	PA	12,023	4,675	1,733	22.5%
Atocha	Ponce		-	-	-	0.0%
University City Retail	San Diego	CA	4,131	1,604	978	11.8%
COLONNADE	San Jose	CA	11,876	4,281	853	19.5%
Midtown Sta Toledo	Toledo	OH	3,709	1,493	553	26.2%
Youngstown Westside Station	Youngstown	OH	3,023	1,292	390	18.6%
United States of America			309,731,508	116,523,156	39,619,879	10.6%

Table A-2. Demographic Summary of Post Office Stations/Branches Excluded from Further Study for Closure, 2009 (Continued)

Station / Branch	Percent Non-White	Median HH Income	HH Income Less than \$20,000	HH without vehicles	Total Area Businesses	Total Area Employees
ANA-BROOKHURST	58.1%	\$58,378	6%	8%	280	1,392
ANA-CANYON STA	36.9%	\$113,201	1%	2%	336	3,734
ANA-FEDERAL STA	51.3%	\$48,008	11%	17%	607	6,846
ANA-STADIUM STA	52.2%	\$62,353	4%	3%	509	7,218
LA PUENTE-BASSETT BR	50.8%	\$62,132	7%	3%	91	789
SOUTH BERKELEY	67.7%	\$50,205	12%	21%	462	2,193
BRIDGEPORT BRANCH - Norristown	16.3%	\$47,902	11%	20%	277	2,175
Canton East Canton	7.1%	\$45,540	10%	4%	54	576
Canton North Industry	7.7%	\$51,276	8%	3%	35	471
Carolina Pueblo	7.5%	\$58,137	6%	5%	73	532
Station C - Charleston	32.2%	\$16,838	24%	42%	76	1,205
CLT-30th St	85.7%	\$31,893	17%	31%	188	2,052
CLT-Derita	57.0%	\$63,827	6%	2%	82	962
CLT-Northeast	48.3%	\$80,944	1%	1%	34	116
Cleveland Beachland	31.9%	\$41,700	12%	10%	216	1,656
Cleveland Erieview Finance	69.3%	\$27,349	15%	41%	2,093	83,451
Cleveland Euclid	52.4%	\$43,724	10%	5%	111	2,546
Cleveland Independence	2.5%	\$58,407	10%	7%	96	1,293
Cleveland Jesse Owens Finance	99.3%	\$10,806	26%	76%	127	1,566
Cleveland North Royalton	4.9%	\$73,247	4%	2%	131	998
Cleveland Shaker Finance	86.9%	\$30,098	15%	27%	248	1,327
Cleveland Willow	55.5%	\$26,476	18%	37%	158	1,292
Capital	37.7%	\$21,668	21%	20%	1,709	23,246
Linden Finance	94.8%	\$29,707	13%	21%	99	1,044
CASA CORREO	33.7%	\$67,656	6%	7%	153	1,092
TODOS SANTOS	34.1%	\$47,294	10%	25%	1,115	7,980
HSV-WYNN DRIVE STA	76.5%	\$28,246	21%	8%	309	8,073
LA PUENTE-CITY OF INDUSTRY	55.6%	\$48,971	4%	7%	349	4,753
RAMIREZ STATION	79.4%	\$26,066	19%	30%	316	1,118
Mansfield Lexington	1.4%	\$52,527	5%	3%	126	1,078
NAS-ARCADE STA	48.2%	\$36,644	11%	19%	1,800	41,596
San Luis Rey	46.9%	\$36,303	15%	7%	144	959
PHI-30th Street trai - MOD	39.0%	\$45,824	12%	48%	933	34,361
PHI-CASTOR AVE. FINA - BLVD	44.0%	\$54,159	8%	19%	238	1,086
PHI-FRANKLIN MILLS - Torresdale	26.4%	\$67,991	6%	10%	252	3,766
PHI-MAYFAIR PSTL STO - Holmesburg	6.2%	\$57,606	9%	20%	359	1,855
PHI-NICETOWN FSTA	98.3%	\$30,454	16%	52%	407	3,742
Atocha		\$0			-	-
University City Retail	18.2%	\$84,178	3%	6%	85	631
COLONNADE	65.0%	\$36,139	17%	24%	1,825	21,911
Midtown Sta Toledo	97.3%	\$26,923	21%	18%	102	775
Youngstown Westside Station	13.6%	\$22,603	18%	24%	127	877
United States of America	28.0%	\$54,719	9%	9%	12,354,421	138,655,152

Source: ESRI: Partners for Economic Solutions, 2009.

Table A-3. Demographic Summary of Post Office Stations/Branches Being Studied for Closure with High Concentrations of Low-Income, Minority and Transit-Dependent Residents, 2009

Station / Branch	City	State	Total Population	Total Households	Population 65 and Over	Unemployment Rate
Akron Downtown Station	Akron	OH	1,359	545	115	18.8%
ATL-MORRIS BROWN STA	Atlanta	GA	6,422	2,486	542	31.3%
University Station (LSU)	Baton Rouge	LA	2,216	576	11	11.2%
Bridgeport-Noble	Bridgeport	CT	9,812	2,921	624	25.9%
Buffalo - Broadway Fillmore Station	Buffalo	NY	5,861	2,646	766	29.9%
CHA-EAST LAKE STA	Chattanooga	TN	3,140	1,274	410	20.6%
CHA-HIGHLAND PARK STA	Chattanooga	TN	4,329	1,420	418	16.1%
Station B	Dayton	OH	1,809	826	273	34.1%
East Des Moines	Des Moines	IA	2,147	1,209	513	37.3%
DETROIT-FISHER BLDG FINANCE-FIN STA	Detroit	MI	4,670	1,937	459	27.8%
New Haven-Trolley Square	East Haven	CT	6,895	3,437	760	16.2%
FLINT-NORTHSIDE-STA	Flint	MI	2,868	1,014	377	38.6%
Fresno Barton	Fresno	CA	7,452	1,800	419	19.8%
Fresno Calwa	Fresno	CA	4,395	1,079	278	18.5%
Fresno Civic Center Downton Station	Fresno	CA	3,405	493	288	20.5%
GARY-DOWNTOWN FINANCE-FIN STA	Gary	IN	2,300	1,081	444	43.3%
KCK-PACKER	Kansas City	KS	622	197	62	12.5%
LIC PP Annex	Lons Island City	NY	11,588	4,561	1,036	18.5%
ARCADE STATION	Los Angeles	CA	15,561	1,676	938	25.6%
DEL VALLE RETAIL STATION	Los Angeles	CA	11,817	3,347	647	16.2%
FEDERAL FINANCE STATION	Los Angeles	CA	6,661	2,924	1,546	34.4%
TEXTILE FINANCE STATION	Los Angeles	CA	8,584	5,172	1,623	14.7%
MAC-Macon Mall	Macon	GA	736	278	133	23.2%
MEM-LEE FINANCE UNIT	Memphis	TN	3,700	1,244	344	31.7%
MIA-EDISON CENTER FSTA	Miami	FL	7,466	2,700	857	21.9%
MIA-GOULD'S FSTA	Miami	FL	1,638	553	197	15.6%
MUSKEGON-MUSKEGON HEIGHTS-BR	Muskegon	MI	3,287	1,206	399	24.4%
MILLS COLLEGE	Oakland	CA	11,985	6,178	2,749	19.1%
OAKLAND STATION B	Oakland	CA	14,312	7,674	3,545	17.0%
Ogden Town Station	Ogden	UT	6,208	1,865	321	21.9%
OMA-STATION A	Omaha	NE	2,593	970	220	25.8%
ORL-ARTHUR KENNEDY STATION	Orlando	FL	2,256	813	250	20.2%
PNS-DOWNTOWN STA	Pensacola	FL	1,130	540	217	12.5%
SAINT LOUIS-JORDAN W CHAMBERS-FIN STA	Saint Louis	MO	3,756	1,615	536	24.8%
Federal	San Francisco	CA	42,084	23,572	5,862	20.9%
SOUTH BEND-OLIVE STREET-STA	South Bend	IN	2,686	865	302	20.0%
Springfield-Colonial	Springfield	MA	7,250	3,484	712	21.6%
Petworth	Washington	DC	13,982	4,778	1,968	16.4%
Winston-Salem Center City	Winston-Salem	NC	1,665	495	129	14.8%

Table A-3. Demographic Summary of Post Office Stations/Branches Being Studied for Closure with High Concentrations of Low-Income, Minority and Transit-Dependent Residents, 2009 (Continued)

Station / Branch	Percent Non-White	Median HH Income	HH Income Less than \$20,000	HH Without Vehicles	Total Area Businesses	Total Area Employees
Akron Downtown Station	44.8%	\$11,899	28%	74%	837	19,662
ATL-MORRIS BROWN STA	99.0%	\$17,147	19%	44%	153	2,159
University Station (LSU)	50.6%	\$13,641	26%	16%	56	1,226
Bridgeport-Noble	66.6%	\$23,039	24%	40%	380	2,889
Buffalo - Broadway Fillmore Station	82.6%	\$16,154	22%	78%	185	1,248
CHA-EAST LAKE STA	41.0%	\$27,827	19%	18%	111	1,260
CHA-HIGHLAND PARK STA	72.3%	\$26,414	20%	27%	190	2,394
Station B	96.2%	\$15,678	25%	53%	118	1,493
East Des Moines	39.8%	\$19,640	26%	48%	731	17,932
DETROIT-FISHER BLDG FINANCE-FIN STA	93.8%	\$22,303	21%	51%	527	28,411
New Haven-Trolley Square	53.5%	\$29,978	20%	39%	1,358	21,801
FLINT-NORTHSIDE-STA	97.6%	\$23,038	21%	29%	82	517
Fresno Barton	71.0%	\$30,628	19%	18%	181	1,442
Fresno Calwa	72.9%	\$24,732	25%	20%	93	1,042
Fresno Civic Center Dnnton Station	69.0%	\$10,000	25%	72%	1,114	28,021
GARY-DOWNTOWN FINANCE-FIN STA	97.0%	\$15,201	29%	49%	275	2,831
KCK-PACKER	45.2%	\$29,231	20%	14%	156	2,956
LIC PP Annex	75.4%	\$23,724	20%	73%	1,315	14,287
ARCADE STATION	86.4%	\$17,482	23%	47%	968	10,975
DEL VALLE RETAIL STATION	72.5%	\$21,621	23%	38%	453	5,371
FEDERAL FINANCE STATION	69.5%	\$16,870	21%	49%	1,455	34,544
TEXTILE FINANCE STATION	77.3%	\$15,108	21%	43%	8,032	35,066
MAC-Macon Mall	96.7%	\$15,915	26%	28%	189	1,811
MEM-LEE FINANCE UNIT	99.0%	\$15,752	22%	52%	151	1,661
MIA-EDISON CENTER FSTA	97.4%	\$20,879	21%	42%	230	1,377
MIA-GOULD'S FSTA	67.3%	\$34,419	21%	15%	59	294
MUSKEGON-MUSKEGON HEIGHTS-BR	93.4%	\$27,089	22%	18%	154	1,701
MILLS COLLEGE	83.7%	\$20,299	25%	55%	3,787	39,438
OAKLAND STATION B	81.8%	\$24,672	23%	52%	4,075	50,221
Ogden Town Station	47.1%	\$26,199	20%	29%	555	6,071
OMA-STATION A	90.0%	\$23,036	19%	29%	141	1,455
ORL-ARTHUR KENNEDY STATION	95.0%	\$18,757	26%	40%	292	3,298
PNS-DOWNTOWN STA	65.7%	\$28,167	23%	18%	917	11,561
SAINT LOUIS-JORDAN W CHAMBERS-FIN STA	96.8%	\$13,101	25%	52%	241	8,214
Federal	61.4%	\$29,082	21%	70%	3,412	44,625
SOUTH BEND-OLIVE STREET-STA	76.7%	\$34,358	19%	20%	122	1,461
Springfield-Colonial	64.7%	\$21,245	23%	47%	1,212	12,298
Petworth	89.2%	\$32,251	21%	67%	406	2,287
Winston-Salem Center City	56.8%	\$51,296	31%	59%	255	2,002

Source: ESRI; Partners for Economic Solutions, 2009.

APWU-T-2
APPENDIX B

BA in Political Science, University of Michigan, 1976
MPP in Public Policy and Economics, University of Michigan, 1977

Work History

September 2008-

Partners for Economic Solutions, LLC, *Founding Principal*

The firm provides reliable, realistic and useful guidance to public and private clients seeking to maximize public benefit or earning potential for development projects and effectively position existing real estate holdings through research-driven strategies and solutions.

1997 to August 2008

Bay Area Economics, *Principal*

Founded East Coast office for national urban economics consulting firm. Developed the office to staff of five persons, marketing professional services and managing day-to-day operations. Directed over 200 consulting assignments with cities, counties, states, non-profit organizations and private developers. Conducted market and financial analyses of real estate developments, developed strategies for neighborhood commercial district revitalization, tested the fiscal impact of public policies and new developments, recommended financing strategies, quantified economic impacts of major institutions and provided economic inputs to multi-disciplinary planning studies. Special focus on structuring public/private partnerships, including initial project planning, preparation of developer RFPs, evaluation of developer submissions, negotiation of partnership agreements and structuring of the partnerships. Developed program guidelines and legislation for the Michigan Economic Development system of SmartZones. Prepared affordable housing strategies, tested project feasibility and evaluated the financial impact of policies for inclusionary zoning and linkage fees.

1977 to 1997

Hammer, Siler, George Associates, *Vice President*

Progressive increase in responsibility from Associate to Vice President for a national economic and development consulting firm. Directed over 300 consulting assignments for public and private clients, performing market and financial feasibility analyses for office, retail, residential and industrial projects, emphasizing public/private partnerships. Developed special expertise in research park feasibility and development strategies, working with more than one dozen universities and cities. Prepared business plans for closure and reuse of two major military bases.

Economic development assignments included:

- an economic development strategy for redeveloping the area surrounding Dallas' Love Field airport, a mixed-use area of light and heavy industrial, commercial, residential and institutional uses;
- evaluation of potential economic incentives for redevelopment with the Baltimore Mayor's Economic Incentives Task Force;
- a detailed strategy to capitalize on the Buffalo (NY) region's base of medical device manufacturers and medical research activities;
- revitalization and reuse strategies for strip commercial districts in communities surrounding Dayton (OH);
- a regional economic development strategy for Connecticut's Lower Naugatuck Valley, a region shifting from a traditional heavy industry focus; and
- development and marketing strategies for the Three Rivers Industrial District in Pittsburgh adjacent to the Ohio River and Three Rivers Stadium.

Professional Memberships: Urban Land Institute, including serving on Expert Panels regarding Suburban Strip Development and eCommerce as well as ULI Advisory Services Panels in Little Rock, AR, Paterson, NJ, Salem, OR and Albuquerque, NM
Congress for the New Urbanism
American Planning Association