

A COMPARISON OF THE MILWAUKEE METROPOLITAN AREA TO ITS PEERS



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**A COMPARISON OF THE
MILWAUKEE METROPOLITAN AREA
TO ITS PEERS**

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TABLE OF CONTENTS

Executive Summary	2
1 Introduction	4
2 Metropolitan Area Comparisons: Population and Households	5
3 Metropolitan Area Comparisons: Economy	7
4 Metropolitan Area Comparisons: Housing	9
5 Metropolitan Area Comparisons: Transportation	10
6 Metropolitan Area Comparisons: Air Quality.....	11
7 Principal City Comparisons	12
8 Summary	14

This report provides a statistical comparison of the Milwaukee metropolitan area with 13 other metro areas in the midwest and 13 other metro areas throughout the nation (see Map 1). The purpose was to assess how the Milwaukee area compares with other areas on a number of key measures, including population growth and characteristics, the economy, and transportation. The comparison includes data on existing conditions as well as changes primarily between 2000 and 2013. Major findings of the comparison are noted below. These findings provide valuable information for use in developing VISION 2050, a long-range regional land use and transportation plan for Southeastern Wisconsin.

- **A Slow-growth Area** – The Milwaukee metro area has had slower population growth than most metro areas. Of the 26 peers in this report, 17 grew by 10 percent or more from 2000 to 2013 compared to about 5 percent growth for the Milwaukee area.

In terms of job “growth,” the recession had nationwide impacts, but only the Cleveland and Detroit metro areas fared worse than the 5 percent overall job loss in the Milwaukee area from 2001 to 2013. Manufacturing employment in the Milwaukee area has also continued its long-term decline, although it continues to account for 15 percent of total employment, ranking Milwaukee first among its peers.

Even though the Milwaukee area has experienced slower population growth and above average job loss, housing values and home selling prices in the Milwaukee area are among the highest in the midwest and rank near the middle of metro areas outside the midwest.

- **Strong Evidence of Disparities** – Within the Milwaukee metro area’s population, there are significant disparities between whites and minorities—far more pronounced than the disparities in almost all other metro areas. Whites on average have significantly higher educational attainment levels and per capita income levels, and a far lower poverty rate. Similar disparities also exist between whites and minorities within the City of Milwaukee itself.

There are also significant disparities for education, per capita income, and poverty between City of Milwaukee residents and residents of the rest of the Milwaukee metro area. These geographical disparities in the Milwaukee area exceed the disparities between central cities and their suburbs in almost all other metro areas.

- **A Transportation System Losing Balance** – Several indicators show that the highway system in the Milwaukee metro area performs well in comparison to other metropolitan areas. Travel time delay and

A COMPARISON OF THE MILWAUKEE METROPOLITAN AREA TO ITS PEERS: EXECUTIVE SUMMARY

congestion costs for auto commuters in the Milwaukee area are among the lowest for midwest and other metropolitan areas. The increase in travel time delay for auto commuters in the Milwaukee area over the past three decades is also among the lowest compared to midwest and other metro areas.

The Milwaukee area does not compare nearly as well with respect to public transit. While the Milwaukee area continues to have among the highest transit service levels per capita compared to midwest and other metro areas, it has experienced among the most severe declines in transit service and ridership—20 percent and 40 percent, respectively, since 2000—compared to its peers. The root of this decline is its unique method of funding transit, which is heavily dependent on State and Federal funds and uses local funds coming from property taxes. Only one of the 26 metro areas is more dependent on State funding than the Milwaukee area. Two-thirds of the peer metro areas have a local dedicated source of funding—typically a sales tax—which provides the bulk of their funding. Milwaukee has by far the largest transit system of its peers not supported by dedicated funding. The other peer metro area transit systems without dedicated funding provide 1/2 to 1/5 the transit service per capita provided in Milwaukee. This would suggest that action is needed to provide dedicated local transit funding, or at least increase State transit funding, to avoid Milwaukee’s transit levels shrinking to the much lower levels of those peers without dedicated funding.

1 INTRODUCTION

One of the major functions of the Regional Planning Commission is to collect, analyze, and disseminate basic planning and engineering data. As part of this function, the Commission has recently prepared a statistical comparison of the Milwaukee metropolitan area—the largest metropolitan area in the Southeastern Wisconsin Region—with other metropolitan areas throughout the nation. This effort was undertaken at the request of the Commission’s Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning to help assess how this area compares with other areas of the nation in terms of such matters as population growth and characteristics, the economy, and transportation.

This effort involved a comparison of the Milwaukee “metropolitan statistical area” and 26 other metropolitan statistical areas in the nation. Metropolitan statistical areas are delineated throughout the nation by the U.S. Office of Management and Budget based largely upon population size and density and travel patterns. In general, each metropolitan statistical area includes one or more counties containing an urban core area of at least 50,000 persons, as well as adjacent counties that have a high degree of social and economic integration with the urban core.

The Milwaukee metropolitan statistical area includes four of the seven counties that comprise the Southeastern Wisconsin Region—Milwaukee, Ozaukee, Washington, and Waukesha. In this comparative analysis, the Milwaukee metropolitan statistical area, which had an estimated population of 1.57 million persons in 2013, is compared to the 13 other metropolitan statistical areas located in the midwest (within 500 miles of Milwaukee) that have a population of at least 1.0 million persons. In addition, the Milwaukee area is compared to 13 other metropolitan statistical areas having a population of at least 1.0 million persons that are geographically distributed throughout the nation (see Map 1).

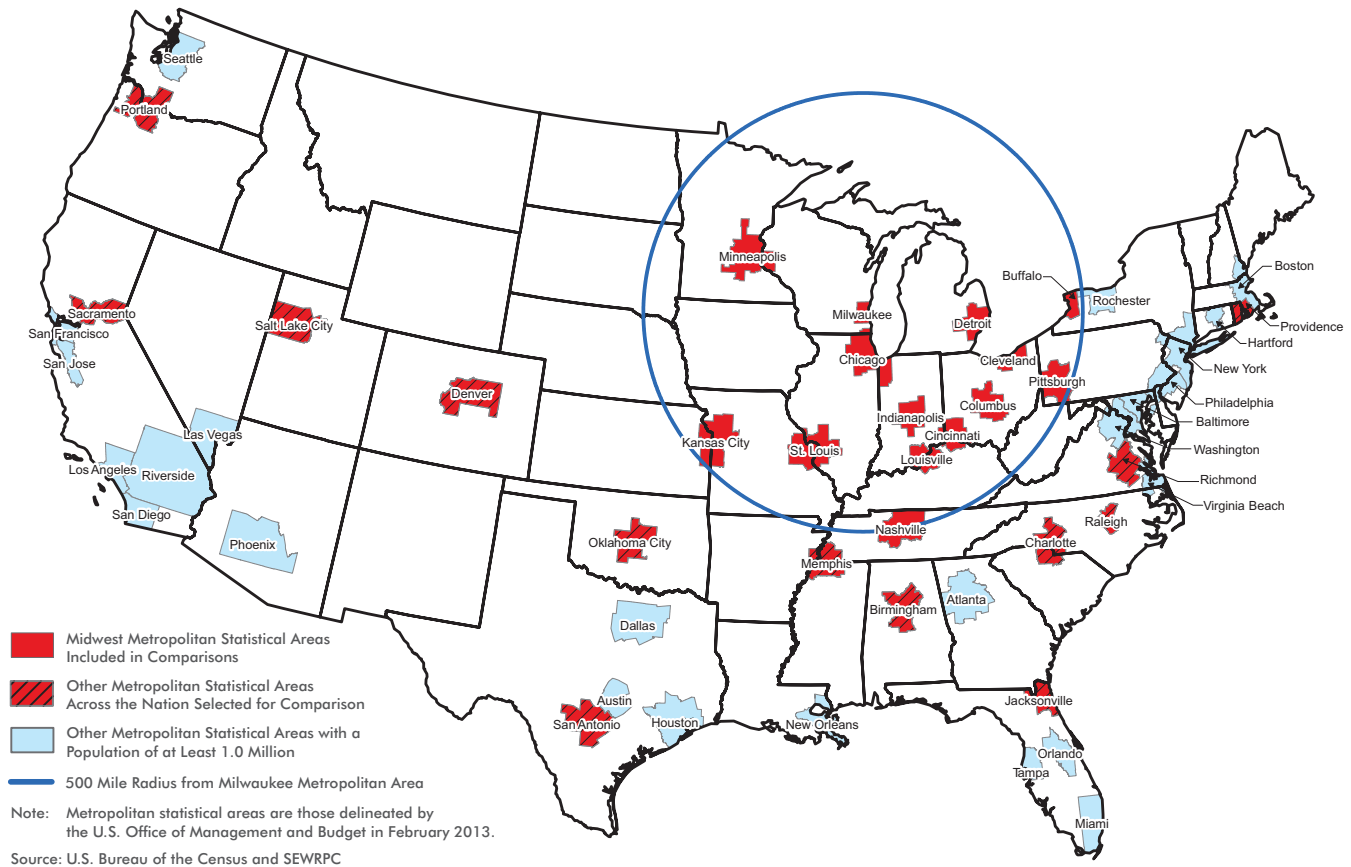
In most cases, the data presented in the metropolitan area comparisons pertain to entire metropolitan statistical areas as delineated by the U.S. Office of Management and Budget in February 2013. Several data sets pertain to the primary urbanized area within the metropolitan statistical area.

In the tabular data, the metro areas are presented in rank order for the data item concerned. In each table, the ranking should be considered in the context of the range of the data presented. In tables where the data for the metro areas is tightly grouped, and where range between low and high values is small, the rankings are less meaningful. In many cases, comparisons to the metro area averages, rather the rankings, may be more useful.

While this report focuses on metropolitan statistical areas as defined by the U.S. Office of Management and Budget, the report also presents information pertaining to the largest cities of the metropolitan areas considered. This information is provided comparing the City of Milwaukee, the largest city in the four-county Milwaukee metropolitan statistical area, with the largest cities of other metropolitan areas—for example, the Cities of Detroit, St. Louis, Cleveland, and Portland—within the midwest and across the country. The city-by-city data comparisons are included in the last set of tables in this report.

This report compares the Milwaukee area to 13 metropolitan areas within 500 miles of Milwaukee and 13 other metropolitan areas from the remainder of the Nation.

Map 1
Metropolitan Statistical Areas in the United States with a
2010 Population of at Least 1.0 Million persons



**2 METROPOLITAN AREA COMPARISONS:
 POPULATION AND HOUSEHOLDS**

Overview

Growth in the Milwaukee metro area population has been relatively slow since 2000, especially in comparison to other metro areas from across the nation. The Milwaukee area is similar to many other metro areas with respect to population age, educational attainment, and per capita income. The proportion of the racial/ethnic minority population for Milwaukee is higher than the average for the midwest metro areas but somewhat lower than the average for other metro areas. Disparities between the white and minority population levels in terms of educational attainment, per capita income, and poverty in the Milwaukee metro area are relatively high in comparison to other metro areas.

- **Population Change (Table 2)**

The Milwaukee area has experienced relatively slow population growth since 2000, increasing by 4.6 percent between 2000 and 2013. Within the midwest, ten of 14 metropolitan areas experienced a population increase between 2000 and 2013, ranging from 4.6 percent in Milwaukee to 27.3 percent in Nashville. Four metro areas in the midwest—Pittsburgh, Buffalo, Detroit, and Cleveland—experienced decreases in population.

The Milwaukee area has grown slower than many other metro areas across the country.

The Milwaukee area population growth rate of 4.6 percent between 2000 and 2013 was second lowest compared to the metro areas from across the nation. More than half of these metro areas experienced population growth of at least 20 percent during this time.

- **Population Density** (Table 3)
Population density is provided for the primary urbanized area within the respective metropolitan statistical areas. The Milwaukee urbanized area had an overall population density of 2,523 persons per square mile in 2010. This is just above the average density for midwest urbanized areas (2,379 persons per square mile) and about the same as the average for the other areas (2,504 persons per square mile).
- **Age Makeup** (Tables 4-6)
The median age of the Milwaukee area population in 2013 (37.2 years) was slightly lower than the average for the midwest metro areas (38.2 years) and slightly above the average for the other metro areas (36.5 years).
- **Race/Ethnicity** (Tables 7-11)
The racial/ethnic minority population comprised 32.0 percent of the total population of the Milwaukee metro area in 2013. This includes those reported by the Census Bureau as being of Hispanic origin and/or non-white race. Milwaukee's minority population percentage was higher than the average for midwest metro areas (26.2 percent) and lower than the average for the other metro areas (37.6 percent).
- **Educational Attainment** (Tables 12-16)
About 41.8 percent of adults age 25 and over in the Milwaukee metro area had a degree beyond high school (associate's, bachelor's, or graduate degree) in 2013. This is slightly higher than the average for the midwest metro areas (40.5 percent) and for the other areas (40.1 percent).

About 11.2 percent of adults in the Milwaukee area held a graduate degree in 2013, compared to the average of 12.0 percent for the midwest metro areas and 11.3 percent for the other metro areas.

About 10.0 percent of adults in the Milwaukee area did not have a high school diploma or the equivalent in 2013, nearly the same as the average percentage for the midwest metro areas (10.1) and slightly lower than the average for the other metro areas (12.0).

- **Personal Income** (Tables 17-18)
Milwaukee's annual per capita income of \$29,069 in 2013 was close to the average for the midwest metro areas (\$29,232) and slightly higher than the average for the other metro areas (\$28,405).

Nearly all of the metro areas experienced a decrease in real per capita income, adjusted for inflation, between 2000 and 2013. The Milwaukee area experienced a decrease of 10.2 percent in constant dollar per capita income during that time—compared to the average decrease of 8.3 percent among the midwest metro areas and 7.4 percent among the other metro areas.

- **Poverty** (Table 19)
About 15.9 percent of the total population in the Milwaukee area was below the poverty level in 2013. This compares to the average of 14.2 percent for the midwest metro areas and 14.9 percent for the other metro areas.

- **Infant Mortality** (Table 20)

The Milwaukee area’s infant mortality rate in 2010—7.47 infant deaths per 1,000 live births—was similar to the average rate for the midwest metro areas (7.56) and somewhat higher than the average rate for the other metro areas (6.81). These rates reflect records for counties with a population of at least 250,000 within each metropolitan statistical area.

- **Households** (Tables 21-23)

The average household size in the Milwaukee metro area was 2.47 persons in 2013. This compares to the average of 2.51 persons per household for the midwest metro areas and 2.66 for the other metro areas.

About 62.3 percent of all households in the Milwaukee metro area in 2013 were family households, compared to the average of 64.0 percent for the midwest metro areas and 65.7 percent for the other metro areas.

- **Racial/Ethnic Disparities** (Tables 24-27)

In all of the metro areas considered, there are differences in educational attainment, personal income levels, and poverty rates between the white and the minority populations. In all metro areas, the percent of minority adults without a high school diploma or equivalent exceeds the percentage for the adult white population. This disparity is more pronounced in the Milwaukee metro area than most of the other midwest metro areas and many of the other metro areas across the nation. The disparity between white and minority adults holding a bachelor’s or greater degree is also relatively high in the Milwaukee area.

In all metro areas, the per capita income for the white population exceeds that of the minority population. As measured by the ratio of white to minority per capita income, the income disparity in the Milwaukee metro area is the largest among both the midwest metro areas and the other metro areas.

In all metro areas, the incidence of poverty is greater for the minority population than the white population. The Milwaukee area disparity in this regard is among the largest of all the metro areas considered.

There are significant education and income disparities between whites and minorities in the Milwaukee area—greater disparities than nearly all other metro areas.

3 METROPOLITAN AREA COMPARISONS: ECONOMY

Overview

The recession of the late 2000s has had a significant impact on job trends throughout the nation. While some metro areas, particularly areas outside the midwest, have seen job growth, for other areas (including Milwaukee) job levels in 2013 remain below the levels of 2001. Milwaukee’s job loss is among the worst for midwest metro areas, and is the worst among the other metro areas. Nevertheless, Milwaukee and most other metro areas saw an increase in constant dollar gross domestic product (GDP) since 2001, with more rapid growth generally occurring in the metro areas outside the midwest. Milwaukee’s GDP on a per capita basis is above the average for both the midwest and the other metro areas. Manufacturing remains a key sector of Milwaukee’s economic base, with the Milwaukee area’s proportion of manufacturing jobs the highest among all metro areas considered.

- **Change in Jobs** (Table 29)

As noted above, the trend in the number of jobs throughout the nation was significantly impacted by the recession of the late 2000s. In the Milwaukee area, the number of jobs in 2013 was 4.6 percent below the level in 2001. Milwaukee was among a majority of metro areas in the midwest where job levels in 2013 remained below 2001 job levels.

Job growth has generally been stronger in the metro areas outside the midwest. Despite the recession, ten of these metro areas experienced job increases of 4 to 22 percent between 2001 and 2013.

- **Change in Labor Force** (Table 30)

Changes in the size of the labor force between 2000 and 2013 generally lagged behind changes in population, due in part to the recession of the late 2000s. With a slight loss of 1.3 percent, the Milwaukee area was one of five midwest metro areas to experience a decrease in labor force during this time.

The slight decrease in the Milwaukee area labor force between 2000 and 2013 is in contrast to the growth in the labor force in many metro areas outside the midwest. More than half of these metro areas have seen labor force increases of at least 15 percent since 2000.

- **Change in Gross Domestic Product** (Table 32)

Nearly all of the metro areas considered experienced an increase in gross domestic product (the market value of all goods and services produced) between 2001 and 2013, adjusted for inflation. GDP growth in metro areas across the nation was more robust than the midwest. The Milwaukee area increase of 13.6 percent in GDP ranked near the middle among the midwest metro areas and in the lower half among the other metro areas.

- **Gross Domestic Product per Capita** (Table 33)

The Milwaukee metro area gross domestic product on a per capita basis was relatively high compared to many midwest and other metro areas. The Milwaukee metro area per capita GDP of \$60,100 in 2013 ranked fourth highest among both midwest metro areas (where the average was \$56,900) and the other metro areas (where the average was \$55,200).

- **Manufacturing Sector** (Tables 34-36)

Manufacturing has historically been a key component of the economic base in the Milwaukee metro area. As in other metro areas, the share of jobs in manufacturing relative to total jobs in the Milwaukee metro area has decreased. Despite the reduction, manufacturing employment continues to account for 15.0 percent of all jobs in the Milwaukee area (2013). This ranks highest among both the midwest metro areas and the metro areas outside the midwest, where the average shares were 10.3 percent and 7.4 percent, respectively.

About 16.5 percent of the Milwaukee metro area gross domestic product was related to manufacturing in 2013. This compares to the average of 14.5 percent for the midwest metro areas and 12.4 percent for the other metro areas.

Despite a greater rate of job loss than all metro areas other than Cleveland and Detroit, Milwaukee continues to have the largest percentage of its total employment in manufacturing.

- **Unemployment Rate** (Table 37)

The Milwaukee metro area unemployment rate stood at 7.3 percent in 2013, down from the recessionary high level of 8.9 percent in 2009 and 2010. The Milwaukee area's rate in 2013 was about the same as the average for the midwest metro areas (7.2 percent) and just slightly higher than the average for the metro areas outside the midwest (6.9 percent).

4 METROPOLITAN AREA COMPARISONS: HOUSING

Overview

Growth in the Milwaukee area's housing stock since 2000 has been relatively slow compared to other metro areas. Multi-family housing comprises a relatively large share of all housing in the Milwaukee area compared to other metro areas. The median value of owner-occupied housing for Milwaukee is relatively high compared to other midwest metro areas, as is the median selling price for recent single-family home sales. Milwaukee's median value and median sale price are near the averages for the metro areas outside the midwest.

- **Change in Housing Stock** (Table 38)

The number of housing units of all types in the Milwaukee metro area increased by 8.3 percent between 2000 and 2013. The Milwaukee area growth rate was in the lower half among the midwest metro areas and nearly the lowest among the other metro areas.

- **Housing Structure Type** (Table 39)

Multi-family housing—including housing in structures of two or more housing units—comprises a relatively large share of Milwaukee's housing stock. About 44.1 percent of all housing units in the Milwaukee area were in two-or-more-unit structures in 2013, ranking second highest among both the midwest and the other metro areas.

- **Housing Values and Rent** (Tables 40-41)

The median value of all owner-occupied housing for the Milwaukee metro area of \$188,100 in 2013 ranked third highest among the midwest metro areas and near the middle among the metro areas outside the midwest.

The median gross monthly rent for all renter-occupied housing in the Milwaukee metro area was \$807 in 2013, ranking in the middle among the midwest metro areas and in the lower half among the other metro areas.

- **Home Sale Prices** (Table 42)

The median price of recent (2013) single-family home sales for the Milwaukee metro area was \$200,700—highest among the midwest metro areas and about the same as the average for the metro areas outside the midwest.

- **Home Sale Price Affordability** (Table 43)

About 77.3 percent of recent (2013) home sales in the Milwaukee area are considered to be affordable to median income families in the Milwaukee area. This is somewhat lower than the average of 82.1 percent for the midwest metro areas and somewhat higher than the average of 73.8 percent for the metro areas outside the midwest.

Although population and jobs are growing slowly in the Milwaukee area, housing values and sale prices are relatively high compared to most metro areas.

5 METROPOLITAN AREA COMPARISONS: TRANSPORTATION

Overview

The average travel time to work in minutes for workers in the Milwaukee metro area is just slightly lower than the average for both the midwest metro areas and metro areas outside the midwest. The proportion of workers who drive alone to work in the Milwaukee metro area is close to the average for both the midwest metro areas and the other metro areas. The proportion of Milwaukee metro area workers who take public transportation to work is just slightly above the average for both the midwest metro areas and the other metro areas. The proportion of households with no personal-use vehicle available is above the average for midwest metro areas and ranks highest among other metro areas. Travel time delays for auto commuters in the Milwaukee area are relatively low compared to other metro areas. Local funding in support of public transportation varies considerably among metro areas, with the Milwaukee area ranking relatively low in this regard.

- **Travel to Work** (Tables 44-49)

The average travel time to work for workers in the Milwaukee metro area was 23.5 minutes in 2013, just slightly lower than the average of about 25 minutes for both the midwest metro areas and the other metro areas.

The percentage of workers who drive to work alone in the Milwaukee metro area is similar to a majority of the other metro areas. About 80.7 percent of all Milwaukee metro area workers drove to work alone in 2013, compared to averages of 81.5 percent for the midwest metro areas and 79.7 percent for the other metro areas.

Among the metro areas considered, with the exception of Chicago, the percentage of workers who take public transportation to work is less than 7 percent. About 3.6 percent of Milwaukee metro area workers took public transit to work in 2013, compared to the average of 3.2 percent for the midwest metro areas and 2.4 percent for the other metro areas. The percentage of Milwaukee metro area workers using public transit is higher than all metro areas except Chicago, Pittsburgh, Minneapolis, Portland, and Denver.

Travel time delay and congestion costs for auto commuters in the Milwaukee area are low compared to other metro areas.

- **Vehicle Availability** (Tables 50 and 51)

The percentage of households in the Milwaukee metro area having no personal-use vehicle (9.8 percent) is above the average for the midwest metro areas and ranks highest among metro areas outside the midwest. Similarly, the percentage of households in the Milwaukee metro area having one or no personal-use vehicle (45.6 percent) is also above the average for the midwest metro areas and ranks highest among other metro areas.

- **Congestion** (Tables 52-54)

Travel time delays for Milwaukee area auto commuters are relatively low compared to many other midwest metro areas and metro areas across the nation, and have increased slower than nearly all other metro areas over the last 30 years. The annual delay during peak travel times per auto commuter in the Milwaukee area—28 hours in 2013—compares to an average of 37 hours for midwest metro areas and 34 hours for other metro areas. This, in turn, is reflected in somewhat lower congestion costs, considering the value of lost

time and excess fuel consumption. The annual congestion cost for Milwaukee area auto commuters in 2013 is estimated at \$585, compared to an average of \$796 for midwest metro areas and \$727 for the other metro areas.

- **Public Transportation** (Tables 55-61)
Eight midwest metro areas and seven metro areas across the nation provide some form of rail service, in addition to buses, as part of their public transit systems.

A relatively small portion of the annual operating deficit for the Milwaukee County Transit System—15 percent—was funded with local funds in 2011. This is the third lowest percent among the major public transit operators in the midwest metro areas and second lowest among major public transit operators in metro areas across the nation. Rather than a high percentage of funding for the annual operating deficit coming from local funds, Milwaukee is uniquely dependent on State funding compared to its peers in both groups. Only one of the 26 metro areas is more dependent on State funding than the Milwaukee area.

Of the midwest metro areas, only Milwaukee, Nashville, and Indianapolis do not have a dedicated source of local funding for transit. About half of the other metro areas have a dedicated local funding source. Sales taxes are the most common form of dedicated local funding for transit.

While six midwest metro areas and nine other metro areas experienced ridership growth between 2000 and 2013, Milwaukee County Transit System experienced a 40 percent loss. This was the largest decline among midwest metro areas and second largest among other metro areas. The ridership loss corresponded with a 20 percent decline in service levels, fourth largest among midwest metro areas and largest among other metro areas. Nevertheless, Milwaukee remains above average in terms of vehicle revenue hours of public transit service per capita and public transit operating expenditures per capita. However, the midwest and other metro area transit systems that do not have dedicated local funding—like the Milwaukee area—are at the bottom of transit service provided per capita, and provide between one-half to one-fifth the transit service provided by Milwaukee County.

Public transit in the Milwaukee area has declined while peer areas are increasing service.

6 METROPOLITAN AREA COMPARISONS: AIR QUALITY

Overview

EPA sets National Ambient Air Quality Standards (NAAQS) for six common air pollutants, designating areas not meeting a particular standard as “nonattainment”. EPA also classifies the level of severity of nonattainment, based on the parts per million of a particular pollutant, with classifications including marginal, moderate, serious, severe, and extreme. Historically, the Milwaukee metro area was in nonattainment for two air pollutants—ozone and fine particulate matter ($PM_{2.5}$). The Milwaukee area is currently in attainment for ozone and a portion of the area (Milwaukee and Waukesha Counties) is in maintenance for $PM_{2.5}$.

Nonattainment areas for a particular standard must develop and implement a plan to meet the standard, or risk losing some forms of Federal funding. An implementation plan must demonstrate how an area will achieve or maintain a standard. Budgets are established for different types of emission

sources at or below which the nonattainment or maintenance area will achieve or maintain the requisite standard. Once a nonattainment area demonstrates that it is consistently meeting the standard, EPA redesignates that area as maintenance. Periodically, EPA reviews and promulgates new, more restrictive standards.

It should be noted that many of the metro areas indicated in Table 62 as being in nonattainment or maintenance only have a portion of the metropolitan area designated as such, with the remainder of the metro area in attainment.

- **Ozone** (Table 62)
EPA recently revoked the 1997 8-hour ozone standard—for which the Milwaukee area was in maintenance—and replaced it with the 2008 8-hour ozone standard—for which the Milwaukee area is in attainment. Those areas that did not achieve attainment of the 1997 standard retain their nonattainment status for that standard. Within both the midwest and outside the midwest, 11 of the 14 metro areas (including Milwaukee) are in attainment for the 1997 standard. Under the new 2008 standard, eight of the 14 midwest metro areas and 10 of the 14 other metros areas are in attainment. Of the metro areas in nonattainment for the 2008 standard, all are in marginal nonattainment except Sacramento, which is in severe nonattainment.
- **PM_{2.5}** (Table 62)
A portion of the Milwaukee metro area (Milwaukee and Waukesha Counties) is currently in maintenance for the 2006 PM_{2.5} standard. In addition to Milwaukee, two midwest areas and one other metro area are also in maintenance. One midwest metro area and two other metro areas are in moderate nonattainment. Within both the midwest and outside the midwest, 10 of the 14 metro areas are in attainment.

7 PRINCIPAL CITY COMPARISONS

Overview

Previous sections of this report compared the four-county Milwaukee metropolitan statistical area with other metropolitan statistical areas—each consisting of a cluster of two or more counties—in the midwest and throughout the nation. This section focuses on the principal cities of those respective metro areas. It provides a comparison of the City of Milwaukee and the principal cities of the other metro areas considered in this report.¹

The comparisons of the City of Milwaukee with principal cities of other metro areas are presented in the last set of tables (Tables 63-89) in this report. These comparisons cover many of the items previously examined at the

¹ The largest city in each metropolitan statistical area identified by the U.S. Office of Management and Budget is designated a “principal city.” Other cities within a metropolitan area may qualify as a principal city if they meet certain criteria regarding population size and employment. This section of the report generally provides comparative data for the largest principal city of the metro areas considered. It should be noted that, for the Minneapolis metropolitan area, data are provided for the Cities of Minneapolis and St. Paul combined. For the Kansas City metropolitan area, data are provided for Kansas City, Missouri and Kansas City, Kansas combined. In keeping with data reporting by the U.S. Census Bureau, for the Indianapolis metropolitan area, data are provided for Indianapolis City (balance); for the Louisville metropolitan area, data are provided for Louisville/Jefferson County Metro Government (balance); and for the Nashville metropolitan area, data are provided for Nashville-Davidson Metropolitan Government (balance).

metro-area level. For many of these items, the City of Milwaukee’s ranking relative to other principal cities is similar to the metropolitan area rankings. Some of the more significant differences are noted below.

Compared to other principal cities of the metro areas included in this report, the City of Milwaukee has lower educational attainment, lower per capita income, and higher unemployment.

- **Population Density** (Table 65)
The population density of the City of Milwaukee is higher than many other principal cities. The City of Milwaukee density of 6,190 persons per square mile in 2010 ranked fourth highest among principal cities in the midwest and second highest among other principal cities across the country.
- **Educational Attainment** (Table 67)
A relatively low proportion of adults in the City of Milwaukee have a degree beyond high school compared to other principal cities. In 2013, 30.0 percent of adults age 25 or more in the City of Milwaukee had a degree beyond high school—ranking third lowest among principal cities in the midwest and lowest among other principal cities.
- **Per Capita Income** (Table 68)
Per capita income in the City of Milwaukee is relatively low compared to other principal cities. Milwaukee’s per capita income of \$19,371 in 2013 ranked third lowest among principal cities in the midwest and lowest among other principal cities.
- **Unemployment Rate** (Table 74)
The City of Milwaukee unemployment rate stood at 10.0 percent in 2013, compared to the average unemployment rate of 8.7 percent for principal cities in the midwest and 7.6 percent for other principal cities. Milwaukee’s unemployment rate was third highest among principal cities in the midwest and fourth highest among other principal cities.
- **Housing Values** (Table 77)
The median value of all owner-occupied housing in the City of Milwaukee in 2013 (\$113,900) ranked near the middle among principal cities in the midwest and third lowest among other principal cities across the country.

The final four tables of this report (Tables 86-89) are concerned with differences that exist within each metropolitan area—specifically, differences between the principal city and the remainder of the metro area—focusing on educational attainment, per capita income, and poverty. Disparities identified within the Milwaukee metro area—between the City of Milwaukee and the remainder of the Milwaukee metro area—are among the largest in the midwest and across the country, as described below.

- **Educational Attainment—Principal City vs. Remainder of Metro Area** (Tables 86 and 87)
The percentage of City of Milwaukee adults lacking a high school diploma or the equivalent was over three times the percentage for the remainder of the Milwaukee metro area in 2013. This is the largest such disparity among all metro areas considered.

The percentage of City of Milwaukee adults with a bachelor’s degree or higher was significantly lower than the percentage for the remainder

of the Milwaukee metro area. Milwaukee’s disparity in this regard is the third largest among midwest metro areas and the largest among other metro areas across the country. In almost half of the metro areas considered, the percentage of adults with a bachelor’s degree or higher for the principal city is actually higher than the percentage for the remainder of the metro area.

- **Per Capita Income—Principal City vs. Remainder of Metro Area** (Table 88)

In most metropolitan areas, the per capita income for the central city is lower than the per capita income for the remainder of the metro area. As measured by the ratio of the principal city’s per capita income to the per capita income for the remainder of the metro area, the largest such disparity in 2013 occurred in the Milwaukee area.

- **Poverty—Principal City vs. Remainder of Metro Area** (Table 89)

In all metropolitan areas, the incidence of poverty is greater in the principal city than the remainder of the metro area. The disparity between the poverty rates for the City of Milwaukee and the remainder of the Milwaukee metro area is the largest among all metro areas considered.

The disparities in education, income, and poverty between the City of Milwaukee and its suburbs are greater than nearly all other metro areas.

8 SUMMARY

This comparison of the Milwaukee metro area to midwest and other peer metro areas across the nation indicates that the Milwaukee area experienced in the 2000s slower growth in population, a greater decline in jobs, and a greater reduction in inflation-adjusted per capita income, compared to other metro areas, with only a few exceptions.

No significant differences were identified between the Milwaukee area and other metro areas with respect to population age, minority population, and education levels. However, the Milwaukee area has greater differences than nearly all metro areas with respect to the differences between white and minority population education, per capita income, and poverty. Milwaukee also has high home value/price relative to midwest metro areas, and is in the middle of the other metro areas.

With respect to measures of transportation congestion—work commute travel time, travel time delay, and change in travel time delay over the last 30 years—the Milwaukee metro area performed better than nearly all other metro areas. Compared to other metro areas, the Milwaukee metro area has a lower number of people commuting to work by carpool, but has higher numbers biking, walking, and using transit to work. With respect to public transit commuting, only Chicago, Pittsburgh, Portland, Minneapolis, and Denver are higher.

Over half of the other metro areas have some form of rail transit in addition to buses, and two-thirds of the metro areas have a dedicated local funding source for transit. The Milwaukee metro area has no local dedicated funding source and local funds cover only about 15 percent of public transit operating expenses not covered by farebox revenue. The Milwaukee area remains above average in terms of vehicle revenue hours of public transit service per capita. However, the Milwaukee area has experienced a larger decline in transit ridership and service levels than nearly all other metro areas, with

most other metro areas actually experiencing an increase in ridership and service levels.

The Milwaukee metro area was previously designated by EPA as being in nonattainment for two common air pollutants—ozone and fine particulate matter (PM_{2.5}). The Milwaukee area and most midwest and other metro areas currently meet EPA's ozone standards. A portion of the Milwaukee metro area (Milwaukee and Waukesha Counties) is in maintenance for EPA's PM_{2.5} standard—meaning it consistently meets the standard but did not previously. Most midwest and other metro areas are also either in maintenance or attainment for the current PM_{2.5} standard.

When focusing on the largest cities within the metropolitan areas, the City of Milwaukee's ranking relative to other principal cities is similar to the metropolitan area rankings in many respects. Some of the notable differences are found with respect to population density (higher in the City of Milwaukee); educational attainment (lower proportion of adults with a degree beyond high school in the City of Milwaukee); per capita income (lower in the City of Milwaukee); and unemployment rate (higher in the City of Milwaukee).

Disparities between the City of Milwaukee and the rest of the Milwaukee area in terms of educational attainment, per capita income, and poverty exceed the central city-suburban disparities in other metropolitan areas.

TABLES

Table 1
TOTAL POPULATION: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	9,537,289	1	Denver	2,697,476
2	Detroit	4,294,983	2	Charlotte	2,335,358
3	Minneapolis	3,459,146	3	Portland	2,314,554
4	St. Louis	2,801,056	4	San Antonio	2,277,550
5	Pittsburgh	2,360,867	5	Sacramento	2,215,770
6	Cincinnati	2,137,406	6	Providence	1,604,291
7	Cleveland	2,064,725	7	Milwaukee	1,569,659
8	Kansas City	2,054,473	8	Jacksonville	1,394,624
9	Columbus	1,967,066	9	Memphis	1,341,746
10	Indianapolis	1,953,961	10	Oklahoma City	1,319,677
11	Nashville	1,757,912	11	Richmond	1,245,764
12	Milwaukee	1,569,659	12	Raleigh	1,214,516
13	Louisville	1,262,261	13	Salt Lake City	1,140,483
14	Buffalo	1,134,115	14	Birmingham	1,140,300
Average		2,739,637	Average		1,700,841

Source: U.S. Bureau of the Census Annual Estimates of Population.

Table 2
CHANGE IN POPULATION
Percent Change: 2000-2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Nashville	27.3	1	Raleigh	52.4
2	Indianapolis	17.8	2	Charlotte	36.0
3	Columbus	17.4	3	San Antonio	33.1
4	Minneapolis	14.1	4	Jacksonville	24.2
5	Kansas City	13.4	5	Denver	23.8
6	Louisville	12.6	6	Sacramento	23.3
7	Cincinnati	7.1	7	Salt Lake City	21.4
8	Chicago	4.8	8	Oklahoma City	20.5
9	St. Louis	4.7	9	Portland	20.1
10	Milwaukee	4.6	10	Richmond	18.0
11	Pittsburgh	-2.9	11	Memphis	10.6
12	Buffalo	-3.1	12	Birmingham	8.4
13	Detroit	-3.5	13	Milwaukee	4.6
14	Cleveland	-3.9	14	Providence	1.3
Average		7.9	Average		21.3

Source: U.S. Bureau of the Census Decennial Census and Annual Estimates of Population.

Table 3
POPULATION DENSITY
Persons Per Square Mile of Land Area: 2010

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	3,524	1	Salt Lake City	3,675
2	Detroit	2,793	2	Sacramento	3,660
3	Columbus	2,680	3	Denver	3,554
4	Minneapolis	2,594	4	Portland	3,528
5	Milwaukee	2,523	5	San Antonio	2,945
6	Buffalo	2,463	6	Milwaukee	2,523
7	St. Louis	2,329	7	Providence	2,185
8	Cleveland	2,307	8	Memphis	2,132
9	Kansas City	2,242	9	Oklahoma City	2,098
10	Indianapolis	2,108	10	Jacksonville	2,009
11	Cincinnati	2,063	11	Richmond	1,938
12	Louisville	2,040	12	Raleigh	1,708
13	Pittsburgh	1,916	13	Charlotte	1,685
14	Nashville	1,721	14	Birmingham	1,414
Average		2,379	Average		2,504

Note: Data pertain to the primary urbanized area within the metropolitan area.

Source: U.S. Bureau of the Census Decennial Census.

Table 4
POPULATION MEDIAN AGE: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Pittsburgh	42.8	1	Providence	40.0
2	Cleveland	41.3	2	Birmingham	38.2
3	Buffalo	40.8	3	Richmond	38.1
4	Detroit	40.0	4	Jacksonville	38.0
5	Louisville	38.9	5	Portland	37.5
6	St. Louis	38.6	6	Milwaukee	37.2
7	Cincinnati	37.9	7	Charlotte	36.9
8	Milwaukee	37.2	8	Sacramento	36.6
9	Kansas City	36.6	9	Denver	36.1
9	Minneapolis	36.6	10	Memphis	35.7
11	Chicago	36.5	10	Raleigh	35.7
12	Nashville	36.1	12	Oklahoma City	34.6
13	Indianapolis	36.0	13	San Antonio	34.2
14	Columbus	35.7	14	Salt Lake City	31.8
Average		38.2	Average		36.5

Source: U.S. Bureau of the Census American Community Survey.

Table 5
POPULATION AGE 65 AND OVER
Percent of Total Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Pittsburgh	18.0	1	Providence	15.5
2	Buffalo	16.4	2	Birmingham	14.2
3	Cleveland	16.2	3	Jacksonville	13.8
4	St. Louis	14.4	4	Milwaukee	13.5
5	Detroit	14.3	4	Sacramento	13.5
6	Louisville	14.0	6	Richmond	13.3
7	Milwaukee	13.5	7	Portland	12.8
8	Cincinnati	13.3	8	Oklahoma City	12.4
9	Kansas City	13.0	9	Charlotte	12.0
10	Chicago	12.4	10	San Antonio	11.9
11	Indianapolis	12.1	11	Memphis	11.6
12	Minneapolis	11.9	12	Denver	11.2
13	Nashville	11.8	13	Raleigh	10.2
14	Columbus	11.7	14	Salt Lake City	9.3
Average		13.8	Average		12.5

Source: U.S. Bureau of the Census American Community Survey.

Table 6
POPULATION UNDER AGE 18
Percent of Total Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Indianapolis	25.4	1	Salt Lake City	28.9
2	Kansas City	25.1	2	San Antonio	26.0
3	Cincinnati	24.4	3	Memphis	25.7
4	Minneapolis	24.3	4	Raleigh	25.4
5	Columbus	24.2	5	Oklahoma City	24.9
6	Chicago	24.1	5	Charlotte	24.9
7	Nashville	23.9	7	Denver	24.1
8	Milwaukee	23.8	8	Sacramento	23.9
9	Detroit	23.2	9	Milwaukee	23.8
10	Louisville	23.1	10	Birmingham	23.5
11	St. Louis	23.0	11	Jacksonville	22.8
12	Cleveland	22.2	11	Portland	22.8
13	Buffalo	20.7	13	Richmond	22.6
14	Pittsburgh	19.5	14	Providence	20.6
Average		23.4	Average		24.3

Source: U.S. Bureau of the Census American Community Survey.

Table 7
 RACIAL/ETHNIC MINORITY POPULATION
 Percent of Total Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	45.9	1	San Antonio	64.9
2	Detroit	32.7	2	Memphis	54.7
3	Milwaukee	32.0	3	Sacramento	45.6
4	Cleveland	29.0	4	Richmond	42.2
5	Kansas City	26.5	5	Raleigh	37.6
5	Nashville	26.5	6	Charlotte	36.9
7	Indianapolis	25.8	7	Birmingham	35.8
8	St. Louis	25.4	8	Jacksonville	35.2
9	Columbus	24.4	9	Denver	34.9
10	Minneapolis	22.4	10	Oklahoma City	33.8
11	Louisville	22.2	11	Milwaukee	32.0
12	Buffalo	21.3	12	Salt Lake City	26.5
13	Cincinnati	19.2	13	Portland	24.7
14	Pittsburgh	13.6	14	Providence	22.0
Average		26.2	Average		37.6

Note: The minority population includes persons reported in the census as being of Hispanic origin and/or reporting their race as Black or African American, American Indian/Alaska Native, Asian, Native Hawaiian/Pacific Islander, some other race, or more than one race.

Source: U.S. Bureau of the Census American Community Survey.

Table 8
 WHITE POPULATION (NON-HISPANIC)
 Percent of Total Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Pittsburgh	86.4	1	Providence	78.0
2	Cincinnati	80.8	2	Portland	75.3
3	Buffalo	78.7	3	Salt Lake City	73.5
4	Louisville	77.8	4	Milwaukee	68.0
5	Minneapolis	77.6	5	Oklahoma City	66.2
6	Columbus	75.6	6	Denver	65.1
7	St. Louis	74.6	7	Jacksonville	64.8
8	Indianapolis	74.2	8	Birmingham	64.2
9	Nashville	73.5	9	Charlotte	63.1
9	Kansas City	73.5	10	Raleigh	62.4
11	Cleveland	71.0	11	Richmond	57.8
12	Milwaukee	68.0	12	Sacramento	54.4
13	Detroit	67.3	13	Memphis	45.3
14	Chicago	54.1	14	San Antonio	35.1
Average		73.8	Average		62.4

Source: U.S. Bureau of the Census American Community Survey.

Table 9
 BLACK/AFRICAN AMERICAN POPULATION (NON-HISPANIC)
 Percent of Total Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Detroit	22.3	1	Memphis	46.2
2	Cleveland	19.6	2	Richmond	29.9
3	St. Louis	18.1	3	Birmingham	28.4
4	Chicago	16.6	4	Charlotte	22.0
5	Milwaukee	16.3	5	Jacksonville	21.2
6	Nashville	15.3	6	Raleigh	19.9
7	Indianapolis	14.6	7	Milwaukee	16.3
8	Columbus	14.4	8	Oklahoma City	10.1
9	Louisville	13.9	9	Sacramento	6.8
10	Kansas City	12.4	10	San Antonio	6.2
11	Buffalo	12.0	11	Denver	5.2
12	Cincinnati	11.9	12	Providence	4.4
13	Pittsburgh	8.1	13	Portland	2.8
14	Minneapolis	7.4	14	Salt Lake City	1.5
Average		14.5	Average		15.8

Source: U.S. Bureau of the Census American Community Survey.

Metropolitan Area Comparisons:
POPULATION AND HOUSEHOLDS

Table 10
ASIAN POPULATION (NON-HISPANIC)
Percent of Total Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	6.0	1	Sacramento	12.2
1	Minneapolis	6.0	2	Portland	5.8
3	Detroit	3.8	3	Raleigh	5.0
4	Milwaukee	3.2	4	Denver	3.7
4	Columbus	3.2	5	Jacksonville	3.6
6	Buffalo	2.6	6	Richmond	3.5
7	Indianapolis	2.5	7	Salt Lake City	3.4
7	Kansas City	2.5	8	Milwaukee	3.2
9	Nashville	2.4	9	Charlotte	3.0
10	St. Louis	2.3	9	Oklahoma City	3.0
11	Cleveland	2.1	11	Providence	2.7
11	Cincinnati	2.1	12	San Antonio	2.1
13	Pittsburgh	2.0	13	Memphis	1.9
14	Louisville	1.6	14	Birmingham	1.2
Average		3.0	Average		3.9

Source: U.S. Bureau of the Census American Community Survey.

Table 11
HISPANIC POPULATION (OF ANY RACE)
Percent of Total Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	21.4	1	San Antonio	54.5
2	Milwaukee	10.1	2	Denver	22.7
3	Kansas City	8.6	3	Sacramento	20.8
4	Nashville	6.7	4	Salt Lake City	17.3
5	Indianapolis	6.3	5	Oklahoma City	12.1
6	Minneapolis	5.6	6	Portland	11.3
7	Cleveland	5.1	7	Providence	11.2
8	Buffalo	4.5	8	Raleigh	10.3
9	Louisville	4.3	9	Milwaukee	10.1
10	Detroit	4.1	10	Charlotte	9.6
11	Columbus	3.7	11	Jacksonville	7.7
12	St. Louis	2.8	12	Richmond	5.6
12	Cincinnati	2.8	13	Memphis	5.2
14	Pittsburgh	1.5	14	Birmingham	4.4
Average		6.3	Average		14.5

Source: U.S. Bureau of the Census American Community Survey.

Table 12
ADULTS WITH A DEGREE BEYOND HIGH SCHOOL
Percent of Total Adult Population: 2013

MIDWEST METRO AREA			OTHER METRO AREAS		
1	Minneapolis	49.1	1	Raleigh	52.1
2	Buffalo	42.3	2	Denver	47.9
3	Chicago	42.1	3	Portland	44.0
4	Milwaukee	41.8	4	Milwaukee	41.8
4	Pittsburgh	41.8	5	Sacramento	40.6
6	St. Louis	41.2	6	Salt Lake City	40.2
6	Kansas City	41.2	7	Charlotte	40.1
8	Columbus	40.7	8	Richmond	39.7
9	Cincinnati	39.4	9	Jacksonville	38.4
10	Nashville	39.0	10	Providence	38.3
11	Indianapolis	38.4	11	Birmingham	36.0
12	Cleveland	37.7	12	Oklahoma City	34.8
13	Detroit	37.4	13	San Antonio	34.3
14	Louisville	35.0	14	Memphis	33.2
Average		40.5	Average		40.1

Note: Data pertains to adults 25 years of age and over with an associate's, bachelor's, or graduate degree.

Source: U.S. Bureau of the Census American Community Survey.

Table 13
ADULTS WITH A GRADUATE DEGREE
Percent of Total Adult Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	13.7	1	Raleigh	15.7
2	Buffalo	13.4	2	Denver	14.4
3	Minneapolis	13.2	3	Portland	12.9
4	Pittsburgh	12.5	4	Richmond	12.2
5	St. Louis	12.4	5	Providence	11.4
6	Kansas City	12.2	6	Milwaukee	11.2
7	Columbus	12.1	7	Sacramento	11.1
8	Cincinnati	11.5	7	Salt Lake City	11.1
8	Cleveland	11.5	9	Birmingham	11.0
8	Detroit	11.5	10	Charlotte	10.1
11	Nashville	11.3	11	Memphis	9.7
12	Milwaukee	11.2	12	San Antonio	9.4
13	Indianapolis	11.0	13	Oklahoma City	9.3
14	Louisville	10.6	14	Jacksonville	9.0
Average		12.0	Average		11.3

Note: Data pertains to adults 25 years of age and over.

Source: U.S. Bureau of the Census American Community Survey.

Table 14
ADULTS WITH A BACHELOR'S DEGREE AS THEIR HIGHEST LEVEL OF EDUCATION
Percent of Total Adult Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Minneapolis	26.1	1	Raleigh	28.0
2	Milwaukee	22.0	2	Denver	25.9
3	Columbus	21.6	3	Portland	22.2
4	Kansas City	21.5	4	Milwaukee	22.0
5	Chicago	21.4	5	Charlotte	21.9
6	Nashville	21.0	6	Richmond	20.3
7	St. Louis	20.2	7	Salt Lake City	20.1
8	Pittsburgh	19.8	8	Sacramento	19.7
8	Indianapolis	19.8	9	Jacksonville	19.3
10	Cincinnati	19.6	10	Oklahoma City	18.6
11	Cleveland	18.3	11	Providence	18.2
12	Detroit	17.5	12	Birmingham	17.7
13	Buffalo	16.7	13	San Antonio	17.4
14	Louisville	16.3	14	Memphis	16.7
Average		20.1	Average		20.6

Note: Data pertains to adults 25 years of age and over.

Source: U.S. Bureau of the Census American Community Survey.

Table 15
ADULTS WITH AN ASSOCIATE'S DEGREE AS THEIR HIGHEST LEVEL OF EDUCATION
Percent of Total Adult Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Buffalo	12.2	1	Jacksonville	10.2
2	Minneapolis	9.8	2	Sacramento	9.8
3	Pittsburgh	9.5	3	Salt Lake City	9.0
4	St. Louis	8.7	4	Portland	8.9
5	Milwaukee	8.6	5	Providence	8.7
6	Detroit	8.4	6	Milwaukee	8.6
7	Cincinnati	8.3	7	Raleigh	8.4
8	Louisville	8.0	8	Charlotte	8.1
9	Cleveland	7.9	9	Denver	7.6
10	Indianapolis	7.7	10	San Antonio	7.5
11	Kansas City	7.5	11	Birmingham	7.4
12	Columbus	7.0	12	Richmond	7.2
12	Chicago	7.0	13	Oklahoma City	6.9
14	Nashville	6.7	13	Memphis	6.9
Average		8.4	Average		8.2

Note: Data pertains to adults 25 years of age and over.

Source: U.S. Bureau of the Census American Community Survey.

Table 16
ADULTS WITHOUT A HIGH SCHOOL DIPLOMA OR EQUIVALENT
Percent of Total Adult Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	12.8	1	San Antonio	15.8
2	Nashville	11.8	2	Providence	15.2
3	Louisville	11.7	3	Memphis	14.7
4	Detroit	11.4	4	Oklahoma City	13.2
5	Indianapolis	11.3	5	Charlotte	13.1
6	Cleveland	10.6	6	Birmingham	13.0
7	Cincinnati	10.4	7	Richmond	12.2
8	Milwaukee	10.0	8	Sacramento	11.6
8	Columbus	10.0	9	Raleigh	10.0
10	Buffalo	9.6	9	Milwaukee	10.0
11	St. Louis	9.1	11	Denver	9.9
12	Kansas City	8.8	12	Salt Lake City	9.8
13	Pittsburgh	7.5	13	Jacksonville	9.7
14	Minneapolis	7.0	14	Portland	9.2
Average		10.1	Average		12.0

Note: Data pertains to adults 25 years of age and over.

Source: U.S. Bureau of the Census American Community Survey.

Table 17
PER CAPITA INCOME
Per Capita Income: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Minneapolis	\$34,029	1	Denver	\$33,636
2	Chicago	31,302	2	Raleigh	31,525
3	Pittsburgh	29,985	3	Portland	30,450
4	Kansas City	29,688	4	Providence	29,866
5	St. Louis	29,675	5	Richmond	29,527
6	Milwaukee	29,069	6	Milwaukee	29,069
7	Cincinnati	29,014	7	Sacramento	28,276
8	Cleveland	28,686	8	Charlotte	28,003
9	Columbus	28,601	9	Jacksonville	27,958
10	Detroit	28,080	10	Salt Lake City	26,819
11	Nashville	28,013	11	Birmingham	26,662
12	Louisville	27,739	12	Oklahoma City	26,191
13	Buffalo	27,715	13	Memphis	25,093
14	Indianapolis	27,657	14	San Antonio	24,597
Average		29,232	Average		28,405

Source: U.S. Bureau of the Census American Community Survey.

Table 18
CHANGE IN PER CAPITA INCOME
Percent Change Adjusted for Inflation: 2000-2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Pittsburgh	3.2	1	Providence	-0.4
2	Buffalo	-1.6	2	Oklahoma City	-2.9
3	St. Louis	-5.9	3	Salt Lake City	-4.2
4	Minneapolis	-6.6	4	San Antonio	-4.6
5	Louisville	-7.6	5	Portland	-6.5
6	Kansas City	-8.4	6	Birmingham	-7.6
7	Chicago	-9.1	6	Jacksonville	-7.6
8	Cleveland	-9.2	8	Sacramento	-9.3
9	Cincinnati	-9.4	9	Richmond	-9.7
10	Columbus	-9.5	10	Memphis	-10.0
11	Nashville	-10.1	11	Milwaukee	-10.2
12	Milwaukee	-10.2	12	Raleigh	-10.5
13	Indianapolis	-14.2	13	Charlotte	-12.3
14	Detroit	-18.2	--	Denver	N/A
Average		-8.3	Average		-7.4

Source: U.S. Bureau of the Census decennial census and American Community Survey.

Table 19
PERSONS BELOW THE POVERTY LEVEL
Percent of Total Population: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Detroit	16.9	1	Memphis	19.8
2	Milwaukee	15.9	2	Birmingham	16.9
3	Cleveland	15.6	3	Sacramento	16.6
4	Indianapolis	15.2	4	San Antonio	16.3
5	Buffalo	14.9	5	Milwaukee	15.9
6	Columbus	14.8	6	Oklahoma City	14.9
7	Cincinnati	14.5	7	Charlotte	14.8
8	Chicago	14.4	7	Jacksonville	14.8
9	Louisville	13.8	9	Providence	14.3
10	Nashville	13.7	10	Richmond	13.9
11	St. Louis	12.9	11	Portland	13.5
12	Pittsburgh	12.8	12	Salt Lake City	12.4
13	Kansas City	12.6	13	Denver	12.1
14	Minneapolis	10.3	14	Raleigh	12.0
Average		14.2	Average		14.9

Source: U.S. Bureau of the Census American Community Survey.

Table 20
INFANT MORTALITY RATE
Infant Deaths per 1,000 Live Births: 2010

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Indianapolis	10.00	1	Birmingham	11.47
2	Cincinnati	9.19	2	Memphis	10.21
3	Cleveland	8.89	3	Jacksonville	7.85
4	Buffalo	8.29	4	Oklahoma City	7.71
5	Columbus	7.85	5	Milwaukee	7.47
6	Detroit	7.84	6	San Antonio	6.56
7	Pittsburgh	7.76	7	Denver	5.94
8	Nashville	7.53	8	Charlotte	5.68
9	Milwaukee	7.47	9	Portland	5.64
10	Louisville	7.15	10	Providence	5.55
11	St. Louis	7.01	10	Richmond	5.55
12	Chicago	6.89	12	Raleigh	5.43
13	Kansas City	5.65	13	Sacramento	5.34
14	Minneapolis	4.38	14	Salt Lake City	4.88
Average		7.56	Average		6.81

Note: Rates are for counties with a population of at least 250,000 persons within the respective MSA's. However, data were not available for the following counties with a 2010 population of at least 250,000: Douglas County, CO (Denver MSA); Hamilton County, IN (Indianapolis MSA); Cleveland County, OK (Oklahoma City MSA); and Placer County, CA (Sacramento MSA).

Source: Centers for Disease Control and Prevention.

Table 21
HOUSEHOLD SIZE
Average Number of Persons per Household: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	2.72	1	Salt Lake City	3.08
2	Nashville	2.60	2	San Antonio	2.87
3	Indianapolis	2.59	3	Sacramento	2.75
4	Columbus	2.56	4	Charlotte	2.68
4	Detroit	2.56	4	Memphis	2.68
6	Minneapolis	2.55	6	Jacksonville	2.65
7	Cincinnati	2.54	7	Raleigh	2.64
8	Kansas City	2.53	8	Oklahoma City	2.61
9	Louisville	2.50	9	Birmingham	2.59
10	St. Louis	2.48	9	Richmond	2.59
11	Milwaukee	2.47	11	Portland	2.58
12	Cleveland	2.39	12	Denver	2.57
13	Buffalo	2.35	13	Providence	2.50
14	Pittsburgh	2.33	14	Milwaukee	2.47
Average		2.51	Average		2.66

Source: U.S. Bureau of the Census American Community Survey.

Table 22
FAMILY HOUSEHOLDS
Percent of Total Households: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Cincinnati	66.2	1	Salt Lake City	71.6
2	Chicago	65.7	2	San Antonio	68.5
2	St. Louis	65.7	3	Charlotte	67.2
4	Indianapolis	65.4	4	Birmingham	66.9
5	Kansas City	65.2	5	Raleigh	66.6
6	Nashville	65.0	6	Memphis	66.5
7	Detroit	64.9	7	Sacramento	66.2
8	Louisville	64.8	8	Jacksonville	65.0
9	Minneapolis	64.5	9	Oklahoma City	64.7
10	Columbus	63.1	10	Providence	64.4
11	Milwaukee	62.3	11	Richmond	64.3
12	Cleveland	61.5	12	Portland	63.6
13	Pittsburgh	61.0	13	Denver	62.4
14	Buffalo	60.6	14	Milwaukee	62.3
Average		64.0	Average		65.7

Note: Family households are those in which there are one or more persons related to the householder by birth, marriage, or adoption. Non-family households include those in which the householder lives alone and those which do not have any members that are related to the householder

Source: U.S. Bureau of the Census American Community Survey.

Table 23
FAMILY HOUSEHOLDS HEADED BY SINGLE PARENTS
Percent of Total Family Households: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Detroit	19.8	1	Memphis	24.9
2	Cleveland	19.2	2	San Antonio	20.5
3	Louisville	18.5	3	Birmingham	19.6
4	St. Louis	18.4	3	Richmond	19.6
5	Cincinnati	18.2	5	Providence	19.2
5	Indianapolis	18.2	6	Charlotte	18.8
7	Chicago	18.0	7	Sacramento	18.4
8	Buffalo	17.8	8	Jacksonville	18.3
9	Milwaukee	17.5	9	Oklahoma City	17.6
10	Kansas City	17.3	10	Milwaukee	17.5
11	Nashville	16.8	11	Raleigh	16.7
11	Columbus	16.8	12	Salt Lake City	15.9
13	Pittsburgh	14.9	13	Portland	15.0
14	Minneapolis	14.4	14	Denver	14.9
Average		17.6	Average		18.4

Source: U.S. Bureau of the Census American Community Survey.

Table 24
RATIO OF MINORITIES TO WHITES WITHOUT A HIGH SCHOOL DIPLOMA: 2013
(Percent of Minority Adults Without a High School Diploma or Equivalent Divided by
Percent of White Adults Without a High School Diploma or Equivalent)

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Minneapolis	5.8	1	Denver	6.7
2	Milwaukee	4.1	2	Salt Lake City	5.7
2	Chicago	4.1	3	San Antonio	4.8
4	Kansas City	3.8	4	Portland	4.5
5	Buffalo	2.5	5	Raleigh	4.3
6	Nashville	2.4	6	Milwaukee	4.1
7	Cleveland	2.2	7	Sacramento	3.5
7	Indianapolis	2.2	8	Memphis	2.7
9	St. Louis	2.1	9	Oklahoma City	2.5
10	Columbus	2.0	10	Providence	2.3
11	Cincinnati	1.9	11	Richmond	2.2
12	Detroit	1.8	11	Charlotte	2.2
13	Louisville	1.6	13	Jacksonville	1.8
13	Pittsburgh	1.6	14	Birmingham	1.6
Average		2.7	Average		3.5

Source: U.S. Bureau of the Census American Community Survey.

Table 25
 RATIO OF WHITES TO MINORITIES WITH A BACHELOR'S DEGREE OR HIGHER: 2013
 (Percent of White Adults with a Bachelor's Degree or Higher Divided by
 Percent of Minority Adults with a Bachelor's Degree or Higher)

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Milwaukee	2.1	1	Denver	2.2
2	Chicago	1.8	2	Milwaukee	2.1
2	Kansas City	1.8	2	San Antonio	2.1
4	Cleveland	1.6	4	Memphis	1.9
5	Minneapolis	1.5	5	Salt Lake City	1.6
5	Indianapolis	1.5	5	Oklahoma City	1.6
5	Buffalo	1.5	5	Richmond	1.6
5	St. Louis	1.5	8	Providence	1.5
9	Nashville	1.4	8	Raleigh	1.5
9	Louisville	1.4	8	Birmingham	1.5
11	Cincinnati	1.3	11	Portland	1.4
11	Columbus	1.3	11	Charlotte	1.4
11	Detroit	1.3	11	Sacramento	1.4
14	Pittsburgh	1.1	14	Jacksonville	1.3
Average		1.5	Average		1.7

Source: U.S. Bureau of the Census American Community Survey.

Table 26
 RATIO OF WHITE TO MINORITY PER CAPITA INCOME: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Milwaukee	2.2	1	Milwaukee	2.2
2	Chicago	2.1	2	Denver	2.1
2	Minneapolis	2.1	2	Memphis	2.1
4	Kansas City	1.9	2	Providence	2.1
5	Buffalo	1.8	5	San Antonio	2.0
5	Cleveland	1.8	6	Raleigh	1.9
5	St. Louis	1.8	6	Oklahoma City	1.9
5	Nashville	1.8	8	Birmingham	1.8
9	Louisville	1.7	8	Charlotte	1.8
9	Indianapolis	1.7	8	Salt Lake City	1.8
9	Cincinnati	1.7	8	Portland	1.8
9	Detroit	1.7	12	Sacramento	1.7
13	Columbus	1.6	12	Jacksonville	1.7
14	Pittsburgh	1.5	12	Richmond	1.7
Average		1.8	Average		1.9

Source: U.S. Bureau of the Census American Community Survey.

Table 27
 RATIO OF MINORITIES TO WHITES IN POVERTY: 2013
 (Percent of Minority Population in Poverty Divided by
 Percent of White Population in Poverty)

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Buffalo	3.9	1	Milwaukee	3.7
2	Milwaukee	3.7	2	Memphis	3.5
2	Minneapolis	3.7	3	Providence	3.2
4	St. Louis	3.2	4	Raleigh	3.1
5	Cleveland	3.1	5	Salt Lake City	3.0
5	Chicago	3.1	6	Denver	2.8
7	Indianapolis	2.8	7	Richmond	2.7
7	Pittsburgh	2.8	8	Charlotte	2.5
7	Kansas City	2.8	8	San Antonio	2.5
10	Cincinnati	2.7	10	Birmingham	2.3
11	Detroit	2.6	11	Oklahoma City	2.2
12	Columbus	2.4	12	Portland	2.1
12	Louisville	2.4	13	Jacksonville	2.0
14	Nashville	2.1	14	Sacramento	1.9
Average		3.0	Average		2.7

Source: U.S. Bureau of the Census American Community Survey.

Table 28
TOTAL EMPLOYMENT (JOBS): 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	4,238,649	1	Denver	1,277,062
2	Detroit	1,781,295	2	Portland	1,029,419
3	Minneapolis	1,769,175	3	Charlotte	1,009,053
4	St. Louis	1,251,009	4	San Antonio	888,703
5	Pittsburgh	1,098,019	5	Sacramento	880,482
6	Cleveland	987,101	6	Milwaukee	795,555
7	Cincinnati	970,601	7	Providence	660,205
8	Kansas City	954,402	8	Salt Lake City	624,170
9	Columbus	937,791	9	Richmond	590,406
10	Indianapolis	923,952	10	Jacksonville	579,764
11	Nashville	817,814	11	Oklahoma City	578,555
12	Milwaukee	795,555	12	Memphis	578,430
13	Louisville	586,211	13	Raleigh	527,748
14	Buffalo	525,832	14	Birmingham	472,428
Average		1,259,815	Average		749,427

Source: U.S. Bureau of Labor Statistics Quarterly Census of Employment and Wages.

Table 29
CHANGE IN TOTAL EMPLOYMENT
Percent Change: 2001-2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Nashville	13.5	1	Raleigh	22.2
2	Indianapolis	7.0	2	San Antonio	19.9
3	Columbus	4.0	3	Salt Lake City	15.1
4	Louisville	2.5	4	Charlotte	12.1
5	Minneapolis	2.4	5	Oklahoma City	9.0
6	Kansas City	0.5	6	Denver	8.1
7	Pittsburgh	-0.4	7	Jacksonville	7.9
8	Buffalo	-0.8	8	Portland	7.1
9	Cincinnati	-1.4	9	Sacramento	5.1
10	Chicago	-2.2	10	Richmond	4.4
11	St. Louis	-4.1	11	Birmingham	-1.5
12	Milwaukee	-4.6	12	Memphis	-2.4
13	Cleveland	-9.0	13	Providence	-2.6
14	Detroit	-13.1	14	Milwaukee	-4.6
Average		-0.4	Average		7.1

Source: U.S. Bureau of Labor Statistics Quarterly Census of Employment and Wages.

Table 30
CHANGE IN LABOR FORCE
Percent Change: 2000-2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Nashville	17.4	1	Raleigh	34.2
2	Columbus	11.7	2	San Antonio	28.3
3	Indianapolis	11.0	3	Charlotte	23.3
4	Minneapolis	6.4	4	Salt Lake City	20.9
5	Cincinnati	5.0	5	Jacksonville	19.1
6	Louisville	4.8	6	Richmond	19.0
7	Pittsburgh	4.7	7	Denver	15.3
8	Kansas City	3.9	8	Sacramento	15.1
9	Chicago	3.0	9	Oklahoma City	9.5
10	St. Louis	-0.9	10	Portland	8.6
11	Buffalo	-1.1	11	Providence	3.1
12	Milwaukee	-1.3	12	Memphis	1.6
13	Cleveland	-5.2	13	Birmingham	-1.0
14	Detroit	-11.0	14	Milwaukee	-1.3
Average		3.5	Average		14.0

Source: U.S. Bureau of Labor Statistics Local Area Unemployment Statistics.

Table 31
GROSS DOMESTIC PRODUCT: 2013
(In millions of dollars)

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	590,248	1	Denver	178,860
2	Minneapolis	227,793	2	Portland	163,692
3	Detroit	224,726	3	Charlotte	139,022
4	St. Louis	145,958	4	Sacramento	108,165
5	Pittsburgh	131,265	5	San Antonio	96,030
6	Indianapolis	126,472	6	Milwaukee	94,374
7	Cleveland	122,878	7	Salt Lake City	76,185
8	Cincinnati	119,090	8	Providence	73,334
9	Kansas City	117,321	9	Oklahoma City	71,951
10	Columbus	114,253	10	Richmond	68,497
11	Nashville	100,841	11	Memphis	67,936
12	Milwaukee	94,374	12	Raleigh	66,878
13	Louisville	64,554	13	Jacksonville	62,104
14	Buffalo	51,630	14	Birmingham	59,722
Average		159,386	Average		94,768

Note: The metropolitan area gross domestic product is the market value of all final goods and services produced in the area in a year.

Source: U.S. Bureau of Economic Analysis.

Table 32
CHANGE IN GROSS DOMESTIC PRODUCT
Percent Change Adjusted for Inflation: 2001-2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Nashville	38.2	1	Portland	82.3
2	Indianapolis	21.9	2	Raleigh	42.9
3	Columbus	20.4	3	Charlotte	40.2
4	Minneapolis	19.3	4	Oklahoma City	39.4
5	Kansas City	16.3	5	Salt Lake City	39.2
6	Louisville	14.8	6	San Antonio	37.3
7	Cincinnati	13.9	7	Denver	25.1
8	Milwaukee	13.6	8	Sacramento	24.5
9	Buffalo	12.8	9	Jacksonville	16.4
10	Pittsburgh	12.1	10	Milwaukee	13.6
11	Chicago	8.3	11	Providence	13.3
12	St. Louis	8.1	12	Richmond	10.9
13	Cleveland	7.9	13	Birmingham	9.9
14	Detroit	-4.2	14	Memphis	4.4
Average		14.5	Average		28.5

Note: The metropolitan area gross domestic product is the market value of all final goods and services produced in the area in a year.

Source: U.S. Bureau of Economic Analysis.

Table 33
GROSS DOMESTIC PRODUCT PER CAPITA: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Minneapolis	\$65,852	1	Portland	\$70,723
2	Indianapolis	64,726	2	Salt Lake City	66,801
3	Chicago	61,888	3	Denver	66,306
4	Milwaukee	60,124	4	Milwaukee	60,124
5	Cleveland	59,513	5	Charlotte	59,529
6	Columbus	58,083	6	Raleigh	55,066
7	Nashville	57,364	7	Richmond	54,984
8	Kansas City	57,105	8	Oklahoma City	54,522
9	Cincinnati	55,717	9	Birmingham	52,374
10	Pittsburgh	55,600	10	Memphis	50,633
11	Detroit	52,323	11	Sacramento	48,816
12	St. Louis	52,108	12	Providence	45,711
13	Louisville	51,142	13	Jacksonville	44,531
14	Buffalo	45,524	14	San Antonio	42,164
Average		56,934	Average		55,163

Note: The metropolitan area gross domestic product is the market value of all final goods and services produced in the area in a year.

Source: U.S. Bureau of Economic Analysis.

Table 34
MANUFACTURING SHARE OF TOTAL EMPLOYMENT
Percent of Total Employment: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Milwaukee	15.0	1	Milwaukee	15.0
2	Detroit	12.7	2	Portland	11.2
3	Cleveland	12.5	3	Charlotte	9.8
4	Louisville	12.2	4	Salt Lake City	8.6
5	Cincinnati	10.9	5	Birmingham	8.0
6	Minneapolis	10.5	6	Memphis	7.7
7	Buffalo	9.7	7	Oklahoma City	6.3
8	Chicago	9.6	8	Raleigh	5.9
9	Indianapolis	9.5	9	Richmond	5.2
10	Nashville	9.2	10	San Antonio	5.1
11	St. Louis	8.8	11	Denver	5.0
12	Pittsburgh	8.1	12	Jacksonville	4.8
13	Kansas City	7.5	13	Sacramento	3.8
14	Columbus	7.4	--	Providence	N/A
Average		10.3	Average		7.4

Source: U.S. Bureau of Labor Statistics Quarterly Census of Employment and Wages.

Table 35
CHANGE IN MANUFACTURING SHARE OF TOTAL EMPLOYMENT
Percentage Point Change in Manufacturing Share of Total Employment: 2001-2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Kansas City	-1.5	1	Salt Lake City	-1.4
2	Minneapolis	-2.8	2	Memphis	-2.2
3	Pittsburgh	-3.1	3	San Antonio	-2.3
4	Milwaukee	-3.5	4	Sacramento	-2.4
5	Columbus	-3.5	5	Birmingham	-2.6
6	Chicago	-4.0	5	Raleigh	-2.6
7	Cleveland	-4.1	7	Oklahoma City	-2.9
8	Indianapolis	-4.2	8	Portland	-3.1
9	Nashville	-4.6	9	Milwaukee	-3.5
10	Detroit	-4.9	10	Richmond	-4.2
11	Buffalo	-5.1	11	Charlotte	-6.4
--	Cincinnati	N/A	--	Denver	N/A
--	Louisville	N/A	--	Jacksonville	N/A
--	St. Louis	N/A	--	Providence	N/A
Average		-3.8	Average		-3.1

Source: U.S. Bureau of Labor Statistics Quarterly Census of Employment and Wages.

Table 36
MANUFACTURING SHARE OF GROSS DOMESTIC PRODUCT
Percent of GDP Related to Manufacturing: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Indianapolis	24.1	1	Portland	34.6
2	Detroit	17.7	2	Milwaukee	16.5
3	Louisville	17.0	3	Charlotte	14.4
4	Milwaukee	16.5	4	Raleigh	14.1
5	Cincinnati	16.4	5	Salt Lake City	13.4
6	Cleveland	15.9	6	Memphis	12.8
7	Buffalo	14.8	7	Richmond	12.2
8	St. Louis	13.6	8	Birmingham	10.8
9	Chicago	13.2	9	San Antonio	7.7
9	Minneapolis	13.2	10	Oklahoma City	7.2
11	Kansas City	10.6	11	Denver	6.2
11	Nashville	10.6	11	Jacksonville	6.2
13	Pittsburgh	9.8	13	Sacramento	5.1
14	Columbus	9.3	--	Providence	NA
Average		14.5	Average		12.4

Source: U.S. Bureau of Economic Analysis.

Table 37
UNEMPLOYMENT RATE: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Detroit	9.4	1	Providence	9.7
2	Chicago	9.1	2	Memphis	9.3
3	Louisville	7.8	3	Sacramento	8.6
4	Buffalo	7.5	4	Charlotte	8.1
4	Cleveland	7.5	5	Portland	7.3
6	Milwaukee	7.3	5	Milwaukee	7.3
7	St. Louis	7.2	7	Jacksonville	6.9
8	Cincinnati	7.1	8	Denver	6.6
9	Indianapolis	6.9	9	Raleigh	6.4
10	Pittsburgh	6.8	10	San Antonio	6.0
11	Nashville	6.5	11	Richmond	5.9
12	Kansas City	6.4	12	Birmingham	5.7
13	Columbus	6.2	13	Oklahoma City	5.1
14	Minneapolis	4.8	14	Salt Lake City	4.2
Average		7.2	Average		6.9

Source: U.S. Bureau of Labor Statistics Local Area Unemployment Statistics.

Metropolitan Area Comparisons:

ECONOMY

Table 38
CHANGE IN HOUSING UNITS
Percent Change: 2000-2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Nashville	25.6	1	Raleigh	47.9
2	Indianapolis	17.9	2	Charlotte	35.1
3	Columbus	17.7	3	San Antonio	31.9
4	Minneapolis	17.4	4	Jacksonville	28.0
5	Kansas City	15.8	5	Sacramento	22.9
6	Louisville	14.1	6	Salt Lake City	20.5
7	Cincinnati	10.4	7	Richmond	18.5
8	Chicago	9.5	8	Portland	18.2
8	St. Louis	9.5	9	Oklahoma City	16.3
10	Milwaukee	8.3	10	Memphis	15.6
11	Detroit	5.0	11	Birmingham	10.8
12	Cleveland	4.6	12	Milwaukee	8.3
13	Pittsburgh	2.1	13	Providence	5.4
14	Buffalo	1.3	--	Denver	N/A
Average		11.4	Average		21.5

Source: U.S. Bureau of the Census Decennial Census and Annual Estimates of Housing Units.

Table 39
HOUSING STRUCTURE TYPE
Multi-Family Housing as a Percent of Total Housing Units: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	46.9	1	Providence	44.3
2	Milwaukee	44.1	2	Milwaukee	44.1
3	Buffalo	38.0	3	Denver	38.6
4	Minneapolis	37.2	4	Portland	33.3
5	Columbus	34.8	5	Salt Lake City	33.0
6	Cleveland	34.2	6	Raleigh	31.2
7	Cincinnati	31.6	7	Jacksonville	29.1
8	Nashville	28.5	7	Sacramento	29.1
8	Pittsburgh	28.5	9	Richmond	28.5
10	Indianapolis	28.4	10	Memphis	26.3
11	Kansas City	28.3	11	San Antonio	26.2
12	Detroit	27.3	12	Charlotte	24.9
13	Louisville	26.4	13	Oklahoma City	22.9
13	St. Louis	26.4	14	Birmingham	21.1
Average		32.9	Average		30.9

Source: U.S. Bureau of the Census American Community Survey.

Table 40
HOUSING VALUES
Median Value of Owner-Occupied Housing Units: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	\$206,300	1	Sacramento	\$278,500
2	Minneapolis	206,100	2	Portland	264,000
3	Milwaukee	188,100	3	Denver	257,000
4	Nashville	172,400	4	Providence	246,100
5	Kansas City	157,400	5	Salt Lake City	225,100
6	Columbus	154,800	6	Richmond	204,800
7	St. Louis	153,000	7	Raleigh	202,900
8	Cincinnati	152,000	8	Milwaukee	188,100
9	Louisville	148,700	9	Charlotte	164,000
10	Indianapolis	139,600	10	Jacksonville	152,200
11	Cleveland	136,100	11	Birmingham	144,100
12	Pittsburgh	130,700	12	Oklahoma City	137,100
13	Buffalo	123,400	13	San Antonio	134,000
14	Detroit	120,500	14	Memphis	128,600
Average		156,364	Average		194,750

Note: Values are based upon the ACS respondent's estimate of how much the property (house and lot or condominium unit) would sell for if it were for sale.

Source: U.S. Bureau of the Census American Community Survey.

Table 41
HOUSING RENT
Median Gross Rent of Renter-Occupied Housing: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	\$959	1	Sacramento	\$1,060
2	Minneapolis	911	2	Denver	998
3	Nashville	849	3	Portland	969
4	Kansas City	834	4	Richmond	959
5	Detroit	829	5	Jacksonville	949
6	St. Louis	814	6	Salt Lake City	935
7	Milwaukee	807	7	Raleigh	908
8	Columbus	804	8	Providence	885
9	Indianapolis	789	9	San Antonio	857
10	Louisville	740	10	Charlotte	835
11	Cleveland	734	11	Memphis	825
12	Cincinnati	729	12	Milwaukee	807
13	Buffalo	718	13	Birmingham	787
14	Pittsburgh	712	14	Oklahoma City	762
Average		802	Average		895

Note: Gross monthly rent includes the cost of utilities and fuels.

Source: U.S. Bureau of the Census American Community Survey.

Table 42
HOME SALE PRICES
Median Sales Price of Single-Family Homes: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Milwaukee	\$200,700	1	Denver	\$280,600
2	Minneapolis	196,200	2	Portland	265,500
3	Chicago	191,300	3	Sacramento	239,500
4	Nashville	176,400	4	Providence	230,800
5	Kansas City	154,800	5	Salt Lake City	230,600
6	Columbus	142,800	6	Richmond	207,500
7	Louisville	139,500	7	Milwaukee	200,700
8	Indianapolis	136,700	8	Raleigh	196,900
9	Cincinnati	135,500	9	Charlotte	174,200
10	St. Louis	134,300	10	San Antonio	171,000
11	Buffalo	131,000	11	Birmingham	165,100
12	Cleveland	117,700	12	Jacksonville	160,800
--	Detroit	N/A	13	Oklahoma City	153,100
--	Pittsburgh	N/A	14	Memphis	129,400
Average		154,700	Average		200,400

Source: National Association of Realtors.

Table 43
HOME SALE PRICE AFFORDABILITY
Percent of Home Sales Affordable to Median Income Families: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Indianapolis	92.6	1	Memphis	79.8
2	Buffalo	87.4	2	Jacksonville	79.3
3	Cincinnati	86.5	3	Oklahoma City	79.1
4	Cleveland	84.6	3	Richmond	79.1
5	Pittsburgh	83.2	5	Milwaukee	77.3
6	Detroit	83.1	6	Birmingham	76.9
7	St. Louis	83.0	7	Raleigh	76.1
8	Louisville	80.8	8	Providence	74.8
9	Minneapolis	80.6	9	Charlotte	73.8
10	Milwaukee	77.3	10	Salt Lake City	72.6
11	Columbus	76.9	11	Denver	71.1
12	Chicago	68.9	12	San Antonio	68.2
--	Kansas City	N/A	13	Sacramento	63.1
--	Nashville	N/A	14	Portland	61.7
Average		82.1	Average		73.8

Note: Data represent averages for four quarters of 2013, except Birmingham (average for last three quarters of 2013) and Indianapolis (average for first three quarters of 2013)

Source: National Association of Home Builders/Wells Fargo.

Table 44
AVERAGE TRAVEL TIME TO WORK IN MINUTES: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	30.8	1	Denver	27.1
2	Nashville	26.5	2	Birmingham	26.1
3	Detroit	26.4	2	Jacksonville	26.1
4	Pittsburgh	26.1	4	Charlotte	26.0
5	St. Louis	25.2	4	Sacramento	26.0
6	Minneapolis	25.1	6	Portland	25.7
7	Cleveland	24.7	7	Raleigh	25.6
8	Cincinnati	24.4	8	Providence	25.2
8	Indianapolis	24.4	9	Richmond	25.1
10	Milwaukee	23.5	10	San Antonio	25.0
11	Columbus	23.3	11	Memphis	24.1
11	Louisville	23.3	12	Milwaukee	23.5
13	Kansas City	22.9	13	Oklahoma City	22.5
14	Buffalo	20.6	14	Salt Lake City	22.3
Average		24.8	Average		25.0

Source: U.S. Bureau of the Census American Community Survey.

Table 45
WORKERS WHO DRIVE TO WORK ALONE
Percent of Total Workers: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Louisville	84.5	1	Birmingham	86.4
2	Detroit	83.9	2	Memphis	84.2
3	Kansas City	83.5	3	Oklahoma City	83.9
4	Indianapolis	83.3	4	Jacksonville	81.7
5	St. Louis	83.2	4	Richmond	81.7
6	Cincinnati	83.0	6	Providence	80.9
7	Nashville	82.8	7	Milwaukee	80.7
8	Columbus	82.6	8	Raleigh	80.4
9	Cleveland	82.5	9	Charlotte	80.2
10	Buffalo	82.4	10	San Antonio	79.2
11	Milwaukee	80.7	11	Denver	75.4
12	Minneapolis	78.4	12	Sacramento	75.1
12	Pittsburgh	78.4	13	Salt Lake City	75.0
14	Chicago	71.1	14	Portland	70.7
Average		81.5	Average		79.7

Source: U.S. Bureau of the Census American Community Survey.

Table 46
WORKERS WHO CARPOOL TO WORK
Percent of Total Workers: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Nashville	9.1	1	Salt Lake City	12.7
2	Indianapolis	8.9	2	Sacramento	11.2
3	Kansas City	8.7	3	San Antonio	11.0
4	Detroit	8.5	4	Charlotte	10.0
4	Pittsburgh	8.5	5	Portland	9.8
6	Louisville	8.3	5	Raleigh	9.8
7	Cincinnati	8.1	7	Memphis	9.7
7	Minneapolis	8.1	7	Oklahoma City	9.7
9	Buffalo	8.0	9	Jacksonville	9.1
9	Chicago	8.0	10	Denver	8.9
9	Columbus	8.0	11	Richmond	8.7
12	Milwaukee	7.7	12	Providence	8.3
13	St. Louis	7.2	13	Birmingham	8.1
14	Cleveland	7.1	14	Milwaukee	7.7
Average		8.2	Average		9.6

Source: U.S. Bureau of the Census American Community Survey.

Table 47
 WORKERS WHO TAKE PUBLIC TRANSPORTATION TO WORK
 Percent of Total Workers: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	11.8	1	Portland	6.4
2	Pittsburgh	4.9	2	Denver	4.4
3	Minneapolis	4.6	3	Milwaukee	3.6
4	Milwaukee	3.6	4	Salt Lake City	3.2
5	Cleveland	3.2	5	Providence	2.7
6	Buffalo	2.9	6	Sacramento	2.6
6	St. Louis	2.9	7	San Antonio	2.5
8	Cincinnati	2.2	8	Charlotte	1.7
9	Columbus	1.7	9	Richmond	1.3
9	Detroit	1.7	10	Jacksonville	1.1
9	Louisville	1.7	10	Memphis	1.1
12	Kansas City	1.2	12	Raleigh	1.0
13	Indianapolis	1.1	13	Birmingham	0.8
14	Nashville	1.0	14	Oklahoma City	0.5
Average		3.2	Average		2.4

Source: U.S. Bureau of the Census American Community Survey.

Table 48
 WORKERS WHO BIKE TO WORK
 Percent of Total Workers: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Minneapolis	1.0	1	Portland	2.2
2	Chicago	0.6	2	Sacramento	1.9
2	Milwaukee	0.6	3	Denver	0.8
4	Buffalo	0.5	3	Salt Lake City	0.8
4	Columbus	0.5	5	Milwaukee	0.6
6	Cleveland	0.4	6	Jacksonville	0.5
6	Pittsburgh	0.4	6	Richmond	0.5
8	Detroit	0.3	8	Oklahoma City	0.4
8	Indianapolis	0.3	8	Providence	0.4
8	Louisville	0.3	10	Memphis	0.2
8	Nashville	0.3	10	San Antonio	0.2
12	Kansas City	0.2	12	Charlotte	0.1
12	St. Louis	0.2	12	Raleigh	0.1
14	Cincinnati	0.1	14	Birmingham	< 0.1
Average		0.4	Average		0.6

Source: U.S. Bureau of the Census American Community Survey.

Table 49
 WORKERS WHO WALK TO WORK
 Percent of Total Workers: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Pittsburgh	3.3	1	Portland	3.4
2	Chicago	3.2	1	Providence	3.4
3	Milwaukee	3.1	3	Milwaukee	3.1
4	Buffalo	2.6	4	Sacramento	2.3
5	Minneapolis	2.3	5	Denver	2.2
6	Columbus	2.2	6	Richmond	2.0
7	Cincinnati	2.1	7	Salt Lake City	1.7
8	Cleveland	2.0	7	San Antonio	1.7
9	St. Louis	1.6	9	Oklahoma City	1.5
10	Indianapolis	1.5	9	Raleigh	1.5
11	Kansas City	1.4	11	Charlotte	1.4
11	Louisville	1.4	11	Memphis	1.4
11	Nashville	1.4	13	Jacksonville	1.2
14	Detroit	1.3	14	Birmingham	1.0
Average		2.1	Average		2.0

Source: U.S. Bureau of the Census American Community Survey.

Table 50
HOUSEHOLDS WITH NO VEHICLES
Percent of Total Households: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Buffalo	12.9	1	Milwaukee	9.8
2	Chicago	11.7	2	Providence	9.4
3	Pittsburgh	11.2	3	Memphis	8.3
4	Cleveland	10.4	4	Portland	8.2
5	Milwaukee	9.8	5	San Antonio	7.3
6	Cincinnati	8.3	6	Richmond	6.9
7	Detroit	8.2	7	Denver	6.5
8	Louisville	7.9	8	Sacramento	6.3
9	St. Louis	7.6	9	Jacksonville	6.2
10	Minneapolis	7.4	9	Birmingham	6.2
11	Columbus	6.9	11	Charlotte	5.9
12	Kansas City	6.0	12	Oklahoma City	5.2
13	Indianapolis	5.6	12	Salt Lake City	5.2
14	Nashville	5.2	14	Raleigh	4.8
Average		8.5	Average		6.9

Source: U.S. Bureau of the Census American Community Survey.

Table 51
HOUSEHOLDS WITH NO VEHICLES OR ONE VEHICLE
Percent of Total Households: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Buffalo	50.8	1	Milwaukee	45.6
2	Pittsburgh	47.1	2	Memphis	44.9
3	Chicago	46.9	3	Providence	44.8
4	Cleveland	46.7	4	Jacksonville	41.8
5	Milwaukee	45.6	5	San Antonio	41.7
6	Detroit	44.0	6	Portland	40.8
7	Louisville	41.5	7	Denver	39.8
8	St. Louis	41.3	8	Charlotte	39.0
9	Columbus	40.8	9	Oklahoma City	38.9
10	Cincinnati	39.6	9	Sacramento	38.4
11	Indianapolis	39.2	11	Birmingham	38.1
12	Kansas City	38.5	12	Richmond	37.1
13	Minneapolis	38.4	13	Raleigh	36.3
14	Nashville	37.0	14	Salt Lake City	33.7
Average		42.7	Average		40.1

Source: U.S. Bureau of the Census American Community Survey.

Table 52
TRAVEL TIME DELAY FOR AUTO COMMUTERS
Annual Hours of Delay Per Auto Commuter: 2011

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	51	1	Denver	45
2	Nashville	47	2	Portland	44
3	Indianapolis	41	3	Charlotte	40
4	Columbus	40	4	Memphis	38
4	Detroit	40	4	Oklahoma City	38
6	Pittsburgh	39	4	San Antonio	38
7	Cincinnati	37	7	Birmingham	35
8	Louisville	35	8	Sacramento	32
9	Minneapolis	34	9	Jacksonville	30
10	Buffalo	33	9	Providence	30
11	Cleveland	31	9	Salt Lake City	30
11	St. Louis	31	12	Richmond	29
13	Milwaukee	28	13	Milwaukee	28
14	Kansas City	27	14	Raleigh	23
Average		37	Average		34

Note: Data pertain to the primary urbanized area within the metropolitan area.

Source: Texas A&M Transportation Institute, 2012 Urban Mobility Report.

Table 53
 CHANGE IN TRAVEL TIME DELAY FOR AUTO COMMUTERS
 Change in Annual Hours of Delay Per Auto Commuter: 1982-2011

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	38	1	Denver	34
2	Columbus	36	2	San Antonio	33
3	Cincinnati	30	3	Charlotte	32
3	Minneapolis	30	4	Portland	31
5	Cleveland	26	5	Memphis	30
6	Buffalo	25	5	Oklahoma City	30
7	Indianapolis	24	7	Providence	27
7	Nashville	24	8	Birmingham	26
9	Detroit	23	9	Richmond	23
10	Kansas City	22	9	Salt Lake City	23
11	Louisville	21	11	Sacramento	21
12	St. Louis	20	12	Milwaukee	19
13	Milwaukee	19	13	Jacksonville	18
14	Pittsburgh	16	13	Raleigh	18
Average		25	Average		26

Note: Data pertain to the primary urbanized area within the metropolitan area.

Source: Texas A&M Transportation Institute, 2012 Urban Mobility Report.

Table 54
 CONGESTION COST FOR AUTO COMMUTERS
 Annual Congestion Cost (dollars per auto commuter): 2011

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	\$1,153	1	Denver	\$937
2	Nashville	1,034	1	Portland	937
3	Indianapolis	930	3	Charlotte	898
4	Detroit	859	4	Memphis	833
5	Columbus	847	5	Oklahoma City	803
6	Pittsburgh	826	6	San Antonio	787
7	Cincinnati	814	7	Birmingham	773
8	Louisville	776	8	Sacramento	669
9	Buffalo	718	9	Jacksonville	635
10	Minneapolis	695	10	Salt Lake City	620
11	St. Louis	686	11	Providence	611
12	Cleveland	642	12	Milwaukee	585
13	Milwaukee	585	13	Richmond	581
14	Kansas City	584	14	Raleigh	502
Average		796	Average		727

Note: Congestion cost is the value of the extra travel time and the extra fuel consumed by vehicles traveling at slower speeds.

Data pertain to the primary urbanized area within the metropolitan area.

Source: Texas A&M Transportation Institute, 2012 Urban Mobility Report.

Metropolitan Area Comparisons: TRANSPORTATION

Table 55
TYPES OF TRANSIT SERVICE AND DEDICATED FUNDING SOURCES FOR MAJOR PUBLIC TRANSIT OPERATORS: 2011

MIDWEST METRO AREAS				OTHER METRO AREAS			
Area	Major Transit Operator(s)	Types of Transit Service ^a	Source of Dedicated Funding ^b	Area	Major Transit Operator(s)	Types of Transit Service ^a	Source of Dedicated Funding ^b
Buffalo	Niagara Frontier Transportation Authority	Bus and Light Rail	0.125% Sales Tax	Birmingham	Birmingham-Jefferson County Transit Authority	Bus	--
Chicago	Chicago Transit Authority / Northeast Illinois Regional Commuter Railroad Corporation (Metra) / Pace	Bus, Bus Rapid Transit, Commuter Rail, and Heavy Rail	Sales Tax ^c	Charlotte	Charlotte Area Transit System	Bus and Light Rail	0.5% Sales Tax
Cincinnati	Southwest Ohio Regional Transit Authority	Bus and Bus Rapid Transit	0.3% Payroll Tax	Denver	Regional Transportation District	Bus, Bus Rapid Transit, and Light Rail	1.0 % Sales Tax
Cleveland	Greater Cleveland Regional Transit Authority	Bus, Bus Rapid Transit, Heavy Rail, and Light Rail	1.0% Sales Tax	Jacksonville	Jacksonville Transportation Authority	Bus and Monorail/Automated Guideway	1.0 % Sales Tax
Columbus	Central Ohio Transit Authority	Bus and Bus Rapid Transit	0.5% Sales Tax	Memphis	Memphis Area Transit Authority	Bus and Streetcar	--
Detroit	City of Detroit Department of Transportation / Detroit Transportation Corporation / Suburban Mobility Authority for Regional Transportation	Bus and Monorail/Automated Guideway	Property Tax ^d	Milwaukee	Milwaukee County Transit System	Bus	--
Indianapolis	Indianapolis Public Transportation Corporation	Bus	--	Oklahoma City	Central Oklahoma Transportation and Parking Authority	Bus and Ferryboat	--
Kansas City	Kansas City Area Transportation Authority	Bus and Bus Rapid Transit	0.375% Sales Tax	Portland	Tri-County Metropolitan Transportation District of Oregon (Tri-Met)	Bus, Light Rail, Hybrid Rail, and Streetcar	0.7237% Payroll Tax
Louisville	Transit Authority of River City	Bus	0.2% Payroll Tax	Providence	Rhode Island Public Transit Authority	Bus	--
Milwaukee	Milwaukee County Transit System	Bus	--	Raleigh	Capital Area Transit	Bus and Bus Rapid Transit	--
Minneapolis	Metro Transit	Bus, Bus Rapid Transit, Light Rail, and Commuter Rail	Property and Sales Taxes ^e	Richmond	Greater Richmond Transit Company	Bus	--
Nashville	Regional Transportation Authority / Metropolitan Transit Authority	Bus and Commuter Rail	--	Sacramento	Sacramento Regional Transit District	Bus and Light Rail	0.19125% Sales Tax
Pittsburgh	Port Authority of Allegheny County	Bus, Bus Rapid Transit, Light Rail, and Inclined Plane	Sales Taxes ^f	Salt Lake City	Utah Transit Authority	Bus, Bus Rapid Transit, Light Rail and Commuter Rail	Sales Tax ^g
St. Louis	Bi-State Development Agency (Metro)	Bus and Light Rail	1.0 % Sales Tax	San Antonio	VIA Metropolitan Transit	Bus	0.5 to 0.625% Sales Tax ^h

^a Metropolitan areas listed as providing Bus Rapid Transit service have an exclusive, dedicated guideway for at least a portion of their route, or operate in managed lanes or on shoulders along freeways. Many metro areas also have some taxi and vanpool services, and all have paratransit services for persons with disabilities.

^b The transit systems that do not have a dedicated source of funding are primarily funded through local property tax levy. The exception is the Rhode Island Public Transit Authority (Providence), which is a statewide transit agency funded through the State of Rhode Island's general fund.

^c Transit-related sales taxes are as follows: 1.25 percent in Cook County and 0.5 percent in Dupage, Kane, Lake, McHenry, and Will Counties. The transit-related sales taxes are distributed by the Regional Transportation Authority to the Chicago Transit Authority, Metra, and Pace according to statutory formulas.

^d The Suburban Mobility Authority for Regional Transportation (SMART) has dedicated funding in the form of a property tax in effect in Macomb, Oakland, and Wayne Counties (excluding the City of Detroit). The tax rate is subject to voter approval every four years. The current rate is 0.1 cent per dollar of property value.

^e Dedicated funding for transit available to Metro Transit or counties in the metro area includes: 1) Metro Council property taxes levied on property in "Transit Capital Levy Communities," which together comprise the more urbanized area of the region; 2) state motor vehicle sales tax—6.5 percent on motor vehicle sales—with 40 percent of the proceeds dedicated for transit statewide, including Metro Transit; 3) a 0.25 percent sales tax in Anoka, Dakota, Hennepin, Ramsey, and Washington Counties—which jointly administer the tax through the Counties Transit Improvement Board, as authorized under Minnesota statutes; and 4) property taxes levied by county, regional railroad authorities, which counties are authorized to create under Minnesota statutes.

^f The Port Authority of Allegheny County is funded by dedicated state sales and use taxes allocated to Pennsylvania transit systems including 1 percent sales tax, \$1 per tire, \$2 per vehicle rental, and 3 percent of vehicle leases; Allegheny County dedicated taxes of 10 percent on alcoholic drinks and \$2 per vehicle rental; and funds provided by the Allegheny Regional Asset District.

^g Sales tax rates vary by county in the Utah Transit Authority service area, ranging from 1/2 to 2/3 of one cent.

^h A 0.5 percent sales tax for transit is imposed in the portions of the transit system service area outside the Advanced Transportation District in the City of San Antonio. An additional 0.125 percent sales tax for transit is imposed in the Advanced Transportation District, bringing the total sales tax for transit in that area to 0.625 percent.

Source: Federal Transit Administration, *National Transit Database and SEWRPC*.

Table 56
 LOCAL FUNDING IN SUPPORT OF PUBLIC TRANSIT
 Percent of Total Annual Operating Deficit Funded with Local Funds: 2011

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Columbus	94.6	1	Charlotte	86.1
2	St. Louis	85.0	2	Portland	84.5
3	Kansas City	82.8	3	Raleigh	84.3
4	Cleveland	81.0	4	San Antonio	82.6
5	Cincinnati	73.7	5	Jacksonville	81.0
6	Louisville	72.4	6	Denver	76.7
7	Nashville	61.5	7	Birmingham	67.9
8	Indianapolis	51.6	8	Sacramento	66.7
9	Chicago	46.4	9	Salt Lake City	66.4
10	Detroit	41.1	10	Richmond	53.3
11	Buffalo	39.5	11	Memphis	50.7
12	Milwaukee	15.3	12	Oklahoma City	50.3
13	Pittsburgh ^a	10.7	13	Milwaukee	15.3
14	Minneapolis ^a	9.0	14	Providence ^b	12.2

Note: The annual operating deficit is the portion of the total operating cost not covered by farebox revenues and certain miscellaneous revenues. This table indicates the portion of the annual operating deficit that is funded with local funds rather than federal or state funds. The financial information reflects all services provided by the transit system.

See Table 55 for the major public transit operators included in each metro area.

^a The Minneapolis and Pittsburgh metro areas receive a majority of their funding from a statewide dedicated revenue source.

^b Providence is served by a statewide public transit agency

Source: Federal Transit Administration, National Transit Database and SEWRPC.

Table 57
 STATE FUNDING IN SUPPORT OF PUBLIC TRANSIT
 Percent of Total Annual Operating Deficit Funded with State Funds: 2011

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Minneapolis ^a	87.8	1	Milwaukee	68.1
2	Milwaukee	68.1	2	Providence ^b	56.5
3	Pittsburgh ^a	67.3	3	Richmond	24.7
4	Buffalo	47.4	4	Memphis	19.3
5	Chicago	39.5	5	Charlotte	13.9
6	Detroit	38.5	6	Raleigh	12.2
7	Indianapolis	25.4	7	Jacksonville	6.1
8	Nashville	18.0	8	Sacramento	4.4
9	Louisville	4.2	9	Oklahoma City	3.8
10	Cincinnati	1.7	10	Portland	0.6
11	Cleveland	1.5	11	Birmingham	0.0
12	Columbus	1.3	12	Denver	0.0
13	Kansas City	0.3	12	Salt Lake City	0.0
14	St. Louis	0.1	12	San Antonio	0.0

Note: The annual operating deficit is the portion of the total operating cost not covered by farebox revenues and certain miscellaneous revenues. This table indicates the portion of the annual operating deficit that is funded with state funds rather than federal or local funds. The financial information reflects all services provided by the transit system.

See Table 55 for the major public transit operators included in each metro area.

^a The Minneapolis and Pittsburgh metro areas receive a majority of their funding from a statewide dedicated revenue source.

^b Providence is served by a statewide public transit agency

Source: Federal Transit Administration, National Transit Database and SEWRPC.

Table 58
CHANGE IN RIDERSHIP FOR PUBLIC TRANSIT
Percent Change in Annual Unlinked Passenger Trips: 2000-2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Nashville	45.1	1	Charlotte	118.0
2	Minneapolis	10.7	2	Salt Lake City	78.0
3	Chicago	8.3	3	Raleigh	49.3
4	Kansas City	6.6	4	Jacksonville	40.8
5	Louisville	5.4	5	Denver	30.5
6	Buffalo	2.3	6	Providence	24.2
7	Columbus	-1.4	7	Birmingham	19.1
8	St. Louis	-10.1	8	Portland	14.1
9	Indianapolis	-10.5	9	San Antonio	2.4
10	Pittsburgh	-17.7	10	Sacramento	-2.9
11	Cleveland	-23.3	11	Memphis	-12.3
12	Detroit	-23.9	12	Oklahoma City	-34.3
13	Cincinnati	-36.5	13	Milwaukee	-40.3
14	Milwaukee	-40.3	14	Richmond	-40.7
Average		-6.1	Average		17.6

Note: See Table 55 for the major transit operators included in each metro area.

Source: Federal Transit Administration, National Transit Database and SEWRPC.

Table 59
CHANGE IN SERVICE HOURS FOR PUBLIC TRANSIT
Percent Change in Annual Revenue Service Hours: 2000-2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Minneapolis	22.4	1	Charlotte	76.8
2	St. Louis	21.7	2	Raleigh	67.1
3	Nashville	17.6	3	Birmingham	55.4
4	Columbus	16.3	4	Salt Lake City	48.3
5	Indianapolis	12.9	5	Providence	46.8
6	Chicago	8.6	6	Denver	33.4
7	Kansas City	2.1	7	Sacramento	11.9
8	Buffalo	-0.9	8	Jacksonville	9.3
9	Louisville	-6.6	9	San Antonio	6.6
10	Cincinnati	-17.8	10	Richmond	2.3
11	Milwaukee	-19.6	11	Portland	0.9
12	Pittsburgh	-31.1	12	Oklahoma City	-7.4
13	Cleveland	-33.3	13	Memphis	-12.9
14	Detroit	-41.0	14	Milwaukee	-19.6
Average		-3.5	Average		22.8

Note: See Table 55 for the major transit operators included in each metro area.

Source: Federal Transit Administration, National Transit Database and SEWRPC.

Table 60
PUBLIC TRANSIT OPERATING EXPENDITURES PER CAPITA: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	\$250.42	1	Salt Lake City	\$270.28
2	Pittsburgh	152.70	2	Denver	193.77
3	Cleveland	114.30	3	Portland	184.04
4	Buffalo	110.90	4	Milwaukee	94.70
5	Milwaukee	94.70	5	San Antonio	77.70
6	St. Louis	92.17	6	Providence	69.35
7	Minneapolis	85.80	7	Sacramento	63.73
8	Detroit	60.72	8	Jacksonville	60.08
9	Louisville	57.51	9	Charlotte	53.35
10	Columbus	51.06	10	Memphis	40.37
11	Cincinnati	42.43	11	Richmond	38.24
12	Kansas City	39.53	12	Birmingham	24.56
13	Nashville	39.31	13	Raleigh	23.45
14	Indianapolis	30.79	14	Oklahoma City	17.92
Average		87.3	Average		86.5

Note: See Table 55 for the major transit operators included in each metro area.
The per capita data are based on the population of the primary urbanized area within the metropolitan area.

Source: Federal Transit Administration, National Transit Database and SEWRPC.

Table 61
VEHICLE REVENUE HOURS OF PUBLIC TRANSIT PER CAPITA: 2013

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Chicago	1.43	1	Salt Lake City	1.47
2	Buffalo	0.93	2	Denver	1.26
3	Pittsburgh	0.93	3	Portland	1.11
4	Milwaukee	0.90	4	Milwaukee	0.90
5	Minneapolis	0.80	5	San Antonio	0.82
6	Cleveland	0.77	6	Charlotte	0.63
7	St. Louis	0.75	7	Jacksonville	0.56
8	Columbus	0.59	8	Providence	0.51
9	Louisville	0.57	9	Sacramento	0.42
10	Cincinnati	0.44	10	Richmond	0.38
11	Nashville	0.41	11	Memphis	0.37
12	Kansas City	0.37	12	Birmingham	0.29
13	Detroit	0.35	13	Raleigh	0.22
14	Indianapolis	0.32	14	Oklahoma City	0.18
Average		0.68	Average		0.65

Note: See Table 55 for the major transit operators included in each metro area.
The per capita data are based on the population of the primary urbanized area within the metropolitan area.

Source: Federal Transit Administration, National Transit Database and SEWRPC.

Metropolitan Area Comparisons: AIR QUALITY

Table 62
AIR QUALITY
Attainment Status of Ozone and Fine Particulate National Ambient Air Quality Standards (NAAQS)

Area	MIDWEST METRO AREAS			OTHER METRO AREAS		
	8-Hour Ozone (2008 Standard)	8-Hour Ozone (1997 Standard) ^a	PM _{2.5} (2006 Standard)	8-Hour Ozone (2008 Standard)	8-Hour Ozone (1997 Standard) ^a	PM _{2.5} (2006 Standard)
Buffalo	--	Nonattainment - Moderate	--	--	--	Maintenance ^b
Chicago	Nonattainment - Marginal ^b	--	--	Nonattainment - Marginal ^b	--	--
Cincinnati	Nonattainment - Marginal ^b	--	--	Nonattainment - Marginal ^b	Nonattainment - Marginal ^b	--
Cleveland	Nonattainment - Marginal ^b	--	Maintenance ^b	--	--	--
Columbus	Nonattainment - Marginal ^b	--	--	Nonattainment - Marginal ^b	--	--
Detroit	--	--	Maintenance	--	--	Maintenance ^b
Indianapolis	--	--	--	--	--	--
Kansas City	--	--	--	--	--	--
Louisville	--	--	--	--	Nonattainment - Moderate	--
Milwaukee	--	--	Maintenance ^b	--	--	--
Minneapolis	--	--	--	--	--	--
Nashville	--	--	--	Nonattainment - Severe ^b	Nonattainment - Severe ^b	Nonattainment - Moderate ^b
Pittsburgh	Nonattainment - Marginal	Nonattainment - Moderate	Nonattainment - Moderate ^b	--	--	Nonattainment - Moderate ^b
St. Louis	Nonattainment - Marginal ^b	Nonattainment - Moderate ^b	--	--	--	--
Birmingham	--	--	--	--	--	Maintenance ^b
Charlotte	Nonattainment - Marginal ^b	--	--	Nonattainment - Marginal ^b	--	--
Denver	Nonattainment - Marginal ^b	--	--	Nonattainment - Marginal ^b	Nonattainment - Marginal ^b	--
Jacksonville	--	--	--	--	--	--
Memphis	Nonattainment - Marginal ^b	--	--	Nonattainment - Marginal ^b	--	--
Milwaukee	--	--	Maintenance ^b	--	--	Maintenance ^b
Oklahoma City	--	--	--	--	--	--
Portland	--	--	--	--	--	--
Providence	--	--	--	--	Nonattainment - Moderate	--
Raleigh	--	--	--	--	--	--
Richmond	--	--	--	--	--	--
Sacramento	Nonattainment - Severe ^b	Nonattainment - Severe ^b	--	Nonattainment - Severe ^b	Nonattainment - Severe ^b	Nonattainment - Moderate ^b
Salt Lake City	--	--	--	--	--	Nonattainment - Moderate ^b
San Antonio	--	--	--	--	--	--

^a The 1997 8-hour ozone NAAQS has been revoked and replaced with the 2008 8-hour ozone NAAQS. Only those areas still in nonattainment of the 1997 NAAQS are shown.

^b Only a portion(s) of the metropolitan area is included in the area that has this nonattainment or maintenance status designation.

NOTE: Nonattainment refers to the EPA designation given to areas not meeting the standard set by EPA for a particular pollutant. The marginal, moderate, and severe classifications indicate the level of severity of nonattainment. Maintenance refers to an area that previously was in nonattainment for a particular standard, but now consistently meets the standard.

Source: U.S. Environmental Protection Agency and SEWRPC.

Table 63
TOTAL POPULATION: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Chicago	2,718,789	1	San Antonio	1,409,000
2	Indianapolis	838,425	2	Jacksonville	842,588
3	Columbus	822,762	3	Charlotte	792,849
4	Minneapolis/St. Paul	467,082	4	Memphis	653,450
5	Detroit	688,740	5	Denver	649,495
6	Nashville	634,465	6	Portland	611,134
7	Milwaukee	599,168	7	Oklahoma City	610,617
8	Kansas City	548,191	8	Milwaukee	599,168
9	Louisville	609,908	9	Sacramento	479,671
10	Cleveland	390,106	10	Raleigh	431,897
11	St. Louis	318,416	11	Richmond	214,114
12	Pittsburgh	305,838	12	Birmingham	211,933
13	Cincinnati	297,498	13	Salt Lake City	191,160
14	Buffalo	258,945	14	Providence	177,995
Average		678,452	Average		562,505

Source: U.S. Bureau of the Census Annual Estimates of Population.

Table 64
CHANGE IN POPULATION
Percent Change: 2000-2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Nashville	16.3	1	Raleigh	56.4
2	Columbus	15.6	2	Charlotte	46.6
3	Indianapolis	7.2	3	San Antonio	23.1
4	Kansas City	4.6	4	Oklahoma City	20.6
5	Minneapolis/St. Paul	3.8	5	Sacramento	17.9
6	Milwaukee	0.4	6	Denver	17.1
7	Chicago	-6.1	7	Portland	15.5
8	Pittsburgh	-8.6	8	Jacksonville	14.5
8	St. Louis	-8.6	9	Richmond	8.3
10	Cincinnati	-10.2	10	Salt Lake City	5.2
11	Buffalo	-11.5	11	Providence	2.5
12	Cleveland	-18.5	12	Memphis	0.5
13	Detroit	-27.6	13	Milwaukee	0.4
--	Louisville	N/A	14	Birmingham	-12.7
Average		-3.3	Average		15.4

Source: U.S. Bureau of the Census Decennial Census and Annual Estimates of Population.

Table 65
POPULATION DENSITY
Persons Per Square Mile of Land Area: 2010

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Chicago	11,844	1	Providence	9,676
2	Buffalo	6,468	2	Milwaukee	6,190
3	Minneapolis/St. Paul	6,304	3	Sacramento	4,765
4	Milwaukee	6,190	4	Portland	4,376
5	Pittsburgh	5,518	5	Denver	3,923
6	St. Louis	5,158	6	Richmond	3,415
7	Detroit	5,146	7	San Antonio	2,880
8	Cleveland	5,107	8	Raleigh	2,826
9	Cincinnati	3,812	9	Charlotte	2,457
10	Columbus	3,624	10	Memphis	2,054
11	Indianapolis	2,270	11	Salt Lake City	1,678
12	Louisville	1,837	12	Birmingham	1,453
13	Kansas City	1,377	13	Jacksonville	1,100
14	Nashville	1,265	14	Oklahoma City	956
Average		4,709	Average		3,411

Source: U.S. Bureau of the Census Decennial Census.

Table 66
RACIAL/ETHNIC MINORITY POPULATION
Percent of Total Population: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Detroit	91.1	1	Birmingham	78.3
2	Chicago	68.0	2	San Antonio	73.9
3	Cleveland	66.2	3	Memphis	72.7
4	Milwaukee	63.1	4	Sacramento	65.0
5	St. Louis	56.6	5	Providence	63.8
6	Buffalo	55.4	6	Milwaukee	63.1
7	Cincinnati	49.8	7	Richmond	60.1
8	Kansas City	48.3	8	Charlotte	57.1
9	Nashville	43.7	9	Raleigh	47.4
10	Indianapolis	43.0	10	Denver	46.7
11	Minneapolis/St. Paul	42.6	11	Jacksonville	45.8
12	Columbus	41.6	12	Oklahoma City	44.5
13	Pittsburgh	34.1	13	Salt Lake City	34.8
14	Louisville	32.4	14	Portland	28.6
Average		52.6	Average		55.8

Note: The minority population includes persons reported in the census as being of Hispanic origin and/or reporting their race as Black or African American, American Indian/Alaska Native, Asian, Native Hawaiian/Pacific Islander, some other race, or more than one race.

Source: U.S. Bureau of the Census American Community Survey.

Table 67
ADULTS WITH A DEGREE BEYOND HIGH SCHOOL
Percent of Total Adult Population: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Minneapolis/St. Paul	50.6	1	Raleigh	56.1
2	Pittsburgh	48.2	2	Portland	53.2
3	Nashville	43.3	3	Denver	49.6
4	Chicago	41.0	4	Salt Lake City	49.5
5	Columbus	40.2	5	Charlotte	48.0
6	St. Louis	38.8	6	Richmond	39.7
7	Cincinnati	38.6	7	Sacramento	37.6
8	Louisville	35.3	8	Jacksonville	37.0
9	Kansas City	35.0	9	Providence	34.4
10	Indianapolis	34.6	10	Birmingham	34.2
11	Buffalo	34.5	11	Oklahoma City	33.7
12	Milwaukee	30.0	12	San Antonio	33.0
13	Cleveland	22.6	13	Memphis	31.2
14	Detroit	19.4	14	Milwaukee	30.0
Average		36.6	Average		40.5

Note: Data pertains to adults 25 years of age and over with an associate's, bachelor's, or graduate degree.

Source: U.S. Bureau of the Census American Community Survey.

Table 68
PER CAPITA INCOME: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Minneapolis/St. Paul	\$30,149	1	Denver	\$33,995
2	Chicago	28,548	2	Portland	32,915
3	Pittsburgh	28,176	3	Raleigh	31,145
4	Nashville	27,306	4	Salt Lake City	31,065
5	Louisville	27,240	5	Charlotte	30,955
6	Cincinnati	25,046	6	Richmond	26,540
7	Columbus	24,367	7	Oklahoma City	25,685
8	Indianapolis	24,322	8	Jacksonville	25,521
9	Kansas City	24,197	9	Sacramento	24,531
10	St. Louis	22,921	10	San Antonio	22,414
11	Buffalo	20,026	11	Memphis	22,393
12	Milwaukee	19,371	12	Providence	21,494
13	Cleveland	17,545	13	Birmingham	19,587
14	Detroit	14,721	14	Milwaukee	19,371
Average		23,853	Average		26,258

Source: U.S. Bureau of the Census American Community Survey.

Table 69
 PERSONS BELOW THE POVERTY LEVEL
 Percent of Total Population: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Detroit	40.7	1	Providence	31.9
2	Cleveland	36.9	2	Birmingham	30.7
3	Buffalo	31.4	3	Milwaukee	29.0
4	Cincinnati	31.3	4	Memphis	27.7
5	Milwaukee	29.0	5	Richmond	25.7
6	St. Louis	26.6	6	Sacramento	23.4
7	Chicago	23.0	7	San Antonio	19.6
8	Columbus	22.7	8	Denver	18.7
8	Pittsburgh	22.7	9	Portland	18.2
10	Indianapolis	21.6	10	Oklahoma City	17.5
11	Minneapolis/St. Paul	21.5	11	Jacksonville	17.3
12	Kansas City	20.9	12	Salt Lake City	17.1
13	Nashville	18.2	13	Charlotte	17.0
14	Louisville	17.4	14	Raleigh	15.1
Average		26.0	Average		22.1

Source: U.S. Bureau of the Census American Community Survey.

Table 70
 RATIO OF MINORITIES TO WHITES WITHOUT A HIGH SCHOOL DIPLOMA: 2013
 (Percent of Minority Adults Without a High School Diploma or Equivalent Divided by
 Percent of White Adults Without a High School Diploma or Equivalent)

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Minneapolis/St. Paul	9.4	1	Denver	9.4
2	Chicago	4.4	2	Raleigh	7.3
3	Kansas City	3.6	2	Salt Lake City	7.3
4	Milwaukee	2.9	4	San Antonio	5.8
5	Nashville	2.7	5	Portland	5.4
6	St. Louis	2.4	6	Richmond	4.6
6	Cincinnati	2.4	7	Charlotte	4.5
8	Columbus	2.1	8	Memphis	4.0
9	Indianapolis	2.0	9	Sacramento	3.2
9	Buffalo	2.0	10	Milwaukee	2.9
11	Louisville	1.5	10	Oklahoma City	2.9
11	Cleveland	1.5	12	Birmingham	2.8
11	Pittsburgh	1.5	13	Providence	2.7
14	Detroit	1.0	14	Jacksonville	1.8
Average		2.8	Average		4.6

Source: U.S. Bureau of the Census American Community Survey.

Table 71
 RATIO OF WHITES TO MINORITIES WITH A BACHELOR'S DEGREE OR HIGHER: 2013
 (Percent of White Adults with a Bachelor's Degree or Higher Divided by
 Percent of Minority Adults with a Bachelor's Degree or Higher)

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Cincinnati	3.0	1	Providence	3.6
1	Milwaukee	3.0	2	Birmingham	3.2
3	St. Louis	2.8	2	Richmond	3.2
4	Chicago	2.7	4	Denver	3.1
4	Minneapolis/St. Paul	2.7	5	Milwaukee	3.0
6	Kansas City	2.4	6	Memphis	2.8
6	Detroit	2.4	7	San Antonio	2.5
8	Cleveland	2.3	8	Charlotte	2.1
9	Buffalo	2.2	9	Raleigh	2.0
10	Indianapolis	2.1	9	Oklahoma City	2.0
11	Nashville	1.8	11	Portland	1.9
12	Pittsburgh	1.7	12	Sacramento	1.8
13	Louisville	1.6	12	Salt Lake City	1.8
13	Columbus	1.6	14	Jacksonville	1.4
Average		2.3	Average		2.5

Source: U.S. Bureau of the Census American Community Survey.

Table 72
RATIO OF WHITE TO MINORITY PER CAPITA INCOME: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Chicago	2.8	1	Memphis	2.8
2	Minneapolis/St. Paul	2.7	2	Denver	2.7
3	St. Louis	2.3	3	Richmond	2.5
4	Milwaukee	2.2	3	Providence	2.5
5	Cincinnati	2.1	3	Charlotte	2.5
5	Kansas City	2.1	6	Birmingham	2.3
7	Nashville	2.0	6	Raleigh	2.3
8	Buffalo	1.9	8	Milwaukee	2.2
8	Louisville	1.9	8	San Antonio	2.2
10	Cleveland	1.8	10	Oklahoma City	2.1
10	Indianapolis	1.8	10	Portland	2.1
12	Columbus	1.7	12	Salt Lake City	2.0
13	Pittsburgh	1.6	12	Sacramento	2.0
13	Detroit	1.6	14	Jacksonville	1.8
Average		2.0	Average		2.3

Source: U.S. Bureau of the Census American Community Survey.

Table 73
RATIO OF MINORITIES TO WHITES IN POVERTY: 2013
(Percent of Minority Population in Poverty Divided by
Percent of White Population in Poverty)

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Chicago	2.8	1	Memphis	3.5
1	Kansas City	2.8	2	Charlotte	3.2
3	Buffalo	2.6	3	Denver	2.8
3	Milwaukee	2.6	3	Providence	2.8
5	Minneapolis/St. Paul	2.5	5	Raleigh	2.7
6	St. Louis	2.4	6	Milwaukee	2.6
7	Indianapolis	2.3	7	Oklahoma City	2.5
8	Cincinnati	2.2	8	San Antonio	2.3
9	Nashville	2.1	8	Richmond	2.3
10	Louisville	2.0	10	Jacksonville	2.1
10	Columbus	2.0	10	Portland	2.1
12	Pittsburgh	1.9	12	Birmingham	1.7
13	Cleveland	1.8	12	Sacramento	1.7
14	Detroit	1.0	14	Salt Lake City	1.5
Average		2.2	Average		2.4

Source: U.S. Bureau of the Census American Community Survey.

Table 74
UNEMPLOYMENT RATE: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Detroit	16.9	1	Providence	11.4
2	Chicago	10.5	2	Memphis	10.8
3	Milwaukee	10.0	3	Sacramento	10.3
4	Cleveland	9.8	4	Milwaukee	10.0
5	Buffalo	9.7	5	Birmingham	7.5
6	St. Louis	9.1	5	Jacksonville	7.2
7	Louisville	8.1	7	Charlotte	7.1
8	Cincinnati	7.9	8	Denver	7.0
9	Indianapolis	7.7	9	Richmond	6.9
10	Kansas City	7.6	10	Portland	6.8
11	Pittsburgh	6.9	11	San Antonio	5.9
12	Nashville	6.5	12	Raleigh	5.7
13	Columbus	6.2	13	Oklahoma City	5.1
14	Minneapolis/St. Paul	5.1	14	Salt Lake City	4.1
Average		8.7	Average		7.6

Source: U.S. Bureau of Labor Statistics Local Area Unemployment Statistics.

Table 75
CHANGE IN HOUSING UNITS
Percent Change: 2000-2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS			
1	Columbus	15.3	1	Raleigh	53.5	
2	Nashville	14.5	2	Charlotte	42.4	
3	Kansas City	8.8	3	San Antonio	24.3	
4	Indianapolis	7.6	4	Jacksonville	19.6	
5	Minneapolis/St. Paul	4.8	5	Sacramento	16.6	
6	Milwaukee	3.9	5	Denver	16.6	
7	Chicago	2.7	7	Oklahoma City	14.4	
8	St. Louis	-0.7	8	Portland	13.0	
9	Detroit	-1.8	9	Memphis	9.6	
10	Cleveland	-4.2	10	Richmond	7.6	
11	Cincinnati	-4.8	11	Salt Lake City	4.6	
12	Pittsburgh	-6.9	12	Milwaukee	3.9	
13	Buffalo	-10.6	13	Providence	3.4	
--	Louisville	N/A	14	Birmingham	-0.4	
Average			2.2	Average		17.7

Source: U.S. Bureau of the Census Decennial Census and Annual Estimates of Housing Units.

Table 76
HOUSING STRUCTURE TYPE
Multi-Family Housing as a Percent of Total Housing Units: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS			
1	Chicago	74.8	1	Providence	76.1	
2	Buffalo	65.6	2	Milwaukee	59.2	
3	Cincinnati	60.6	3	Denver	53.3	
4	Milwaukee	59.2	4	Raleigh	51.8	
5	St. Louis	56.4	5	Salt Lake City	51.0	
6	Pittsburgh	54.1	6	Richmond	50.8	
7	Cleveland	53.7	7	Charlotte	42.6	
8	Minneapolis/St. Paul	52.9	8	Portland	41.6	
9	Columbus	52.7	9	Birmingham	40.1	
10	Nashville	45.0	10	Sacramento	38.9	
11	Indianapolis	39.0	11	Memphis	38.3	
12	Kansas City	34.5	12	San Antonio	35.8	
13	Detroit	33.8	13	Jacksonville	33.9	
13	Louisville	33.7	14	Oklahoma City	30.3	
Average			51.1	Average		46.0

Source: U.S. Bureau of the Census American Community Survey.

Table 77
HOUSING VALUES
Median Value of Owner-Occupied Housing Units: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS			
1	Chicago	\$211,400	1	Portland	\$291,400	
2	Minneapolis/St. Paul	186,300	2	Denver	263,900	
3	Nashville	163,700	3	Salt Lake City	249,600	
4	Louisville	141,900	4	Sacramento	228,200	
5	Columbus	123,700	5	Raleigh	202,800	
6	Cincinnati	120,400	6	Richmond	189,200	
7	Indianapolis	116,400	7	Providence	171,800	
8	Kansas City	114,100	8	Charlotte	165,900	
9	Milwaukee	113,900	9	Oklahoma City	136,900	
10	St. Louis	108,100	10	Jacksonville	129,700	
11	Pittsburgh	95,700	11	San Antonio	115,600	
12	Buffalo	68,500	12	Milwaukee	113,900	
13	Cleveland	66,600	13	Memphis	89,400	
14	Detroit	36,800	14	Birmingham	83,800	
Average			119,107	Average		173,721

Note: Values are based upon the ACS respondent's estimate of how much the property (house and lot or condominium unit) would sell for if it were for sale.

Source: U.S. Bureau of the Census American Community Survey.

Table 78
AVERAGE TRAVEL TIME TO WORK IN MINUTES: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Chicago	33.7	1	Portland	25.3
2	Detroit	26.8	2	Sacramento	25.1
3	Cleveland	24.8	3	Denver	24.8
4	St. Louis	24.2	4	Jacksonville	24.3
5	Nashville	23.3	5	Charlotte	24.1
6	Milwaukee	22.8	6	San Antonio	23.4
7	Indianapolis	22.6	7	Raleigh	22.9
7	Minneapolis/St. Paul	22.6	8	Milwaukee	22.8
9	Pittsburgh	22.5	9	Richmond	22.7
10	Cincinnati	22.3	10	Memphis	21.9
11	Louisville	21.6	11	Birmingham	20.9
12	Kansas City	21.4	12	Oklahoma City	20.7
12	Columbus	21.4	12	Providence	20.7
14	Buffalo	18.7	14	Salt Lake City	19.6
Average		23.5	Average		22.8

Source: U.S. Bureau of the Census American Community Survey.

Table 79
WORKERS WHO DRIVE TO WORK ALONE
Percent of Total Workers: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Louisville	82.9	1	Oklahoma City	82.6
2	Indianapolis	81.2	2	Jacksonville	81.4
3	Nashville	81.1	3	Birmingham	79.5
4	Columbus	79.3	4	Memphis	79.5
5	Kansas City	78.8	5	San Antonio	78.9
6	Cincinnati	74.4	6	Raleigh	77.6
7	Milwaukee	71.1	7	Charlotte	75.5
8	Cleveland	70.6	8	Milwaukee	71.1
9	Detroit	70.1	9	Sacramento	70.1
10	St. Louis	70.1	10	Denver	69.8
11	Buffalo	69.4	11	Richmond	68.6
12	Minneapolis/St. Paul	66.0	12	Salt Lake City	66.8
13	Pittsburgh	58.1	13	Providence	63.8
14	Chicago	49.7	14	Portland	57.4
Average		71.6	Average		73.0

Source: U.S. Bureau of the Census American Community Survey.

Table 80
WORKERS WHO CARPOOL TO WORK
Percent of Total Workers: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Detroit	11.9	1	Salt Lake City	13.1
2	Kansas City	11.0	2	Sacramento	12.6
3	Indianapolis	10.2	3	Memphis	12.4
4	Buffalo	10.1	4	Birmingham	11.7
4	Milwaukee	10.1	5	Oklahoma City	11.3
6	Cleveland	9.8	6	Richmond	11.3
7	St. Louis	9.2	7	San Antonio	11.1
8	Columbus	9.2	8	Charlotte	10.7
9	Minneapolis/St. Paul	8.7	9	Raleigh	10.5
10	Pittsburgh	8.6	10	Milwaukee	10.1
11	Chicago	8.5	11	Portland	9.9
11	Nashville	8.5	12	Jacksonville	9.1
13	Louisville	8.2	13	Providence	8.4
14	Cincinnati	6.5	14	Denver	8.3
Average		9.3	Average		10.8

Source: U.S. Bureau of the Census American Community Survey.

Table 81
 WORKERS WHO TAKE PUBLIC TRANSPORTATION TO WORK
 Percent of Total Workers: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Chicago	27.8	1	Portland	11.9
2	Pittsburgh	14.8	2	Milwaukee	8.8
3	Cleveland	10.8	3	Denver	7.4
4	St. Louis	10.7	4	Providence	6.6
4	Minneapolis/St. Paul	10.6	5	Richmond	5.4
6	Buffalo	9.4	5	Salt Lake City	5.3
7	Milwaukee	8.8	7	Sacramento	4.4
8	Cincinnati	8.2	8	Charlotte	4.0
9	Detroit	8.1	9	San Antonio	3.6
10	Columbus	3.3	10	Birmingham	3.4
11	Kansas City	2.9	11	Raleigh	2.5
12	Louisville	2.7	12	Memphis	2.2
13	Indianapolis	2.3	13	Jacksonville	1.6
14	Nashville	1.9	14	Oklahoma City	0.7
Average		8.7	Average		4.8

Source: U.S. Bureau of the Census American Community Survey.

Table 82
 WORKERS WHO BIKE TO WORK
 Percent of Total Workers: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Minneapolis/St. Paul	3.0	1	Portland	5.9
2	Pittsburgh	2.2	2	Salt Lake City	2.9
3	Buffalo	1.6	3	Richmond	2.5
4	Chicago	1.4	4	Sacramento	2.2
4	Milwaukee	1.1	5	Denver	2.0
6	Columbus	1.0	6	Providence	1.7
7	St. Louis	0.7	7	Milwaukee	1.1
8	Detroit	0.6	8	Jacksonville	0.4
9	Kansas City	0.5	9	Memphis	0.4
9	Louisville	0.5	10	Charlotte	0.3
11	Cincinnati	0.5	10	Oklahoma City	0.3
12	Indianapolis	0.4	12	San Antonio	0.3
12	Cleveland	0.3	13	Birmingham	0.2
14	Nashville	0.3	14	Raleigh	0.2
Average		1.0	Average		1.5

Source: U.S. Bureau of the Census American Community Survey.

Table 83
 WORKERS WHO WALK TO WORK
 Percent of Total Workers: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Pittsburgh	11.3	1	Providence	11.8
2	Chicago	6.7	2	Richmond	6.2
3	Buffalo	6.4	3	Portland	6.1
4	Minneapolis/St. Paul	5.4	4	Milwaukee	5.4
5	Milwaukee	5.4	5	Salt Lake City	5.0
6	Cincinnati	5.1	6	Denver	4.5
7	St. Louis	4.4	7	Sacramento	3.5
8	Cleveland	4.2	8	Raleigh	2.4
9	Detroit	3.5	9	Birmingham	2.2
10	Columbus	2.8	9	Charlotte	2.2
11	Kansas City	2.4	11	Memphis	2.2
12	Nashville	2.3	12	San Antonio	1.7
13	Louisville	2.1	13	Jacksonville	1.4
14	Indianapolis	1.9	13	Oklahoma City	1.3
Average		4.6	Average		4.0

Source: U.S. Bureau of the Census American Community Survey.

Table 84
HOUSEHOLDS WITH NO VEHICLES
Percent of Total Households: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Buffalo	29.2	1	Providence	19.5
2	Chicago	26.5	2	Milwaukee	18.3
3	Cleveland	25.7	3	Richmond	17.2
4	Detroit	25.4	4	Birmingham	14.6
5	Pittsburgh	23.2	5	Portland	14.3
6	St. Louis	22.8	6	Memphis	12.4
7	Cincinnati	22.0	7	Salt Lake City	11.3
8	Milwaukee	18.3	8	Sacramento	11.0
9	Minneapolis/St. Paul	16.1	9	Denver	10.8
10	Louisville	11.4	10	San Antonio	9.4
11	Indianapolis	10.1	11	Jacksonville	8.2
12	Kansas City	10.0	12	Charlotte	7.9
13	Columbus	9.5	13	Oklahoma City	7.6
14	Nashville	6.6	14	Raleigh	5.9
Average		18.3	Average		12.0

Source: U.S. Bureau of the Census American Community Survey.

Table 85
HOUSEHOLDS WITH NO VEHICLES OR ONE VEHICLE
Percent of Total Households: 2013

PRINCIPAL CITIES OF MIDWEST METRO AREAS			PRINCIPAL CITIES OF OTHER METRO AREAS		
1	Buffalo	72.6	1	Milwaukee	62.9
2	Detroit	71.4	2	Providence	62.2
3	Chicago	71.3	3	Birmingham	59.7
4	Cleveland	69.6	4	Richmond	57.9
5	St. Louis	69.0	5	Memphis	55.9
6	Pittsburgh	65.9	6	Portland	54.5
7	Cincinnati	64.1	7	Denver	54.2
8	Milwaukee	62.9	8	Sacramento	51.6
9	Minneapolis/St. Paul	56.9	9	Salt Lake City	50.8
10	Columbus	53.5	10	San Antonio	48.6
11	Kansas City	50.7	11	Jacksonville	47.9
12	Indianapolis	50.6	12	Charlotte	47.8
13	Louisville	49.9	13	Raleigh	47.5
14	Nashville	47.3	14	Oklahoma City	44.4
Average		61.1	Average		53.3

Source: U.S. Bureau of the Census American Community Survey.

Table 86
RATIO OF CITY TO REMAINDER OF METRO AREA
RESIDENTS WITHOUT A HIGH SCHOOL DIPLOMA: 2013
(Percent of Principal City Adults Without a High School Diploma or Equivalent Divided by
Percent of Remainder of Metro Area Adults Without a High School Diploma or Equivalent)

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Milwaukee	3.19	1	Milwaukee	3.19
2	Cleveland	2.63	2	Providence	1.97
3	Detroit	2.21	3	Oklahoma City	1.69
4	Kansas City	2.20	4	Denver	1.59
5	Buffalo	2.09	5	Sacramento	1.58
6	St. Louis	2.04	6	Richmond	1.56
7	Minneapolis/St. Paul	1.97	7	Memphis	1.45
8	Indianapolis	1.73	8	San Antonio	1.41
9	Cincinnati	1.67	9	Jacksonville	1.40
10	Chicago	1.65	10	Birmingham	1.30
11	Columbus	1.41	11	Salt Lake City	1.28
12	Louisville	1.26	12	Portland	1.03
13	Nashville	1.18	13	Raleigh	1.00
14	Pittsburgh	1.09	14	Charlotte	0.91
Average		1.88	Average		1.53

Source: U.S. Bureau of the Census American Community Survey.

Table 87
 RATIO OF REMAINDER OF METRO AREA TO CITY
 RESIDENTS WITH A BACHELOR'S DEGREE OR HIGHER: 2013
 (Percent of Remainder of Metro Area Adults with a Bachelor's Degree or Higher Divided by
 Percent of Principal City Adults with a Bachelor's Degree or Higher)

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Detroit	2.45	1	Milwaukee	1.66
2	Cleveland	1.98	2	Birmingham	1.13
3	Milwaukee	1.66	3	Jacksonville	1.13
4	Kansas City	1.31	4	San Antonio	1.10
5	Buffalo	1.25	5	Memphis	1.08
6	Indianapolis	1.19	6	Sacramento	1.06
7	St. Louis	1.02	7	Oklahoma City	1.04
8	Columbus	1.01	8	Providence	0.99
9	Chicago	1.00	9	Richmond	0.89
10	Louisville	0.98	9	Denver	0.88
11	Cincinnati	0.97	11	Raleigh	0.82
12	Minneapolis/St. Paul	0.87	12	Charlotte	0.67
13	Nashville	0.80	12	Portland	0.67
14	Pittsburgh	0.79	14	Salt Lake City	0.65
Average		1.23	Average		0.98

Source: U.S. Bureau of the Census American Community Survey.

Table 88
 RATIO OF REMAINDER OF METRO AREA TO CITY
 PER CAPITA INCOME: 2013
 (Remainder of Metro Area Per Capita Income Divided by Principal City Per Capita Income)

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Detroit	2.08	1	Milwaukee	1.81
2	Milwaukee	1.81	2	Birmingham	1.44
3	Cleveland	1.78	2	Providence	1.44
4	Buffalo	1.50	4	San Antonio	1.26
5	St. Louis	1.33	5	Jacksonville	1.24
6	Kansas City	1.32	5	Memphis	1.24
7	Columbus	1.30	7	Sacramento	1.19
8	Indianapolis	1.24	8	Richmond	1.14
9	Cincinnati	1.18	9	Oklahoma City	1.04
10	Minneapolis/St. Paul	1.16	10	Raleigh	1.02
11	Chicago	1.13	11	Denver	0.99
12	Pittsburgh	1.07	12	Portland	0.90
13	Louisville	1.04	13	Charlotte	0.86
13	Nashville	1.04	14	Salt Lake City	0.84
Average		1.36	Average		1.17

Source: U.S. Bureau of the Census American Community Survey.

Table 89
 RATIO OF CITY TO REMAINDER OF METRO AREA
 PERSONS IN POVERTY: 2013
 (Percent of Principal City Population in Poverty Divided by
 Percent of Remainder of Metro Area Population in Poverty)

MIDWEST METRO AREAS			OTHER METRO AREAS		
1	Milwaukee	3.67	1	Milwaukee	3.67
2	Cleveland	3.45	2	Providence	2.61
3	Detroit	3.28	3	Memphis	2.23
4	Buffalo	3.14	3	Richmond	2.23
5	Minneapolis/St. Paul	2.87	5	Birmingham	2.22
6	Cincinnati	2.65	6	Denver	1.85
7	Columbus	2.49	7	San Antonio	1.80
8	St. Louis	2.40	8	Jacksonville	1.59
9	Kansas City	2.30	9	Sacramento	1.58
10	Chicago	2.09	10	Portland	1.54
11	Indianapolis	2.06	11	Salt Lake City	1.49
12	Pittsburgh	1.99	12	Raleigh	1.45
13	Louisville	1.66	12	Oklahoma City	1.38
14	Nashville	1.63	14	Charlotte	1.25
Average		2.55	Average		1.92

Source: U.S. Bureau of the Census American Community Survey.

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