

PRELIMINARY DRAFT

A COMPARISON OF THE MILWAUKEE METROPOLITAN AREA TO ITS PEERS

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

A COMPARISON OF THE MILWAUKEE METROPOLITAN AREA TO ITS PEERS

EXECUTIVE SUMMARY

This report provides a statistical comparison of the Milwaukee metropolitan area with 14 other metro areas in the midwest and 14 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 2010 and 2018. Major findings of the comparison are noted below. These findings provide valuable information for consideration in developing long-range plans for Southeastern Wisconsin.

This report is the second edition of the comparison of the Milwaukee metro area to its peers. The first edition presented data from 2000 to 2013. Notable changes identified as part of the updated analysis include the Milwaukee area improving compared to other metro areas with respect to per capita income, percent and ranking of people in poverty, and ranking in unemployment rate. Comparisons where Milwaukee now rates less competitively than other metro areas include travel time delays and congestion costs. Despite these changes, the three primary conclusions discussed in the remainder of this summary are unchanged from the previous edition of this report.

- **A Slow-growth Area** – The Milwaukee metro area has had slower population growth than most metro areas. Of the 28 peers in this report, 17 grew by 6 percent or more from 2010 to 2018, compared to just over 1 percent growth for the Milwaukee area.

In terms of job growth, only the Buffalo, Cleveland and Pittsburgh metro areas had slower job growth than the 9 percent increase in jobs in the Milwaukee area from 2010 to 2018. Manufacturing employment in the Milwaukee area has also continued its long-term decline, although it continues to account for 12 percent of total employment, ranking Milwaukee second in the midwest metro areas, and first among other metro areas.

Even though the Milwaukee area has experienced slower population and job growth, 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 principal cities and their suburbs in almost all other metro areas.

- **An Unbalanced Transportation System** – Several indicators show that the highway system in the Milwaukee metro area performs well in comparison to other metropolitan areas. Travel time delay and congestion costs for auto commuters in the Milwaukee area are below the averages for both the midwest and the other metropolitan areas. The increase in travel time delay for auto commuters in the Milwaukee area over the past 35 years is also below average 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 decline in transit ridership—39 percent since 2010—compared to its peers. In addition, the amount of transit service provided grew more slowly than many peers during the same time period. The method of funding transit in the Milwaukee area is heavily dependent on State and Federal funds and is limited by State restriction on local government revenue sources. Over three-quarters 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.

SUMMARY COMPARISON: Milwaukee Metro Area vs. Peer Metro Areas

Measure	Milwaukee	Average	Best Performing	Rank Among Peer Metro Areas																												Worst Performing	
Percent Change in Population: 2010-2018	1.3%	< 7.4%	Raleigh 20.5%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Pittsburgh -1.3%
Percent of Adult Population with a Bachelor's Degree or Higher	36.0%	> 35.1%	Raleigh 48.0%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	San Antonio 27.5%
Ratio of Remainder of Metro Area to City: Adults with a Bachelor's Degree or Higher	1.69	> 1.09	Salt Lake City 0.68	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Detroit 2.23
Per Capita Income	\$35,106	> \$34,288	Denver \$42,116	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	San Antonio \$27,969
Ratio of White to Minority Per Capita Income	2.14	> 1.76	Portland 1.54	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Milwaukee 2.14
Percent Change in Total Employment: 2010-2018	8.8%	< 17.8%	Nashville 32.8%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Buffalo 6.9%
Percent Manufacturing Share of Total Employment	11.5%	> 7.0%	Grand Rapids 16.8%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Sacramento 3.0%
Unemployment Rate	3.2%	< 3.6%	Minneapolis 2.7%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Cleveland 5.1%
Ratio of City to Remainder of Metro Area: People in Poverty	4.00	> 2.25	Sacramento 1.20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Milwaukee 4.00
Median Gross Housing Rent	\$884	< \$995	Cleveland \$804	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Denver \$1,388
Percent of Home Sales Affordable to Median-Income Families	73.1%	> 69.0%	Indianapolis 87.5%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Sacramento 33.9%
Average Travel Time to Work in Minutes	23.0	< 25.6	Buffalo 21.6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Chicago 32.2
Percent of Public Transit Operating Assistance from Local Funds	17.0%	< 67.8%	Columbus 98.7%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Minneapolis 9.2%
Percent Change in Public Transit Annual Revenue Service Hours: 2010-2018	5.7%	< 13.1%	Salt Lake City 44.5%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Memphis -43.2%

Data from 2018 unless otherwise noted

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 prepared this statistical comparison of the Milwaukee metropolitan area—the largest metropolitan area in Southeastern Wisconsin—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 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.

The first edition of this report was published in 2015, using the most up-to-date data available at that time. This document presents an update to the original report, in part to determine and summarize changes in these statistics in the past five years.

This effort involved a comparison of the Milwaukee metropolitan statistical area and 28 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 people, 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 Region—Milwaukee, Ozaukee, Washington, and Waukesha. In this comparative analysis, the Milwaukee metropolitan statistical area, which had an estimated population of 1.58 million people in 2018, is compared to the 14 other metropolitan statistical areas located in the midwest (within 500 miles of Milwaukee) that have a population of at least 1.0 million people. In addition, the Milwaukee area is compared to 14 other metropolitan statistical areas having a population of at least 1.0 million people that are geographically distributed throughout the nation (see Map 1). This edition of the report includes the same metropolitan areas as in the original report, with the addition of two metropolitan areas—Grand Rapids, Michigan in the midwest comparison and Tucson, Arizona in the national comparison—both of which have exceeded the 1.0 million person level since the 2010 decennial census.

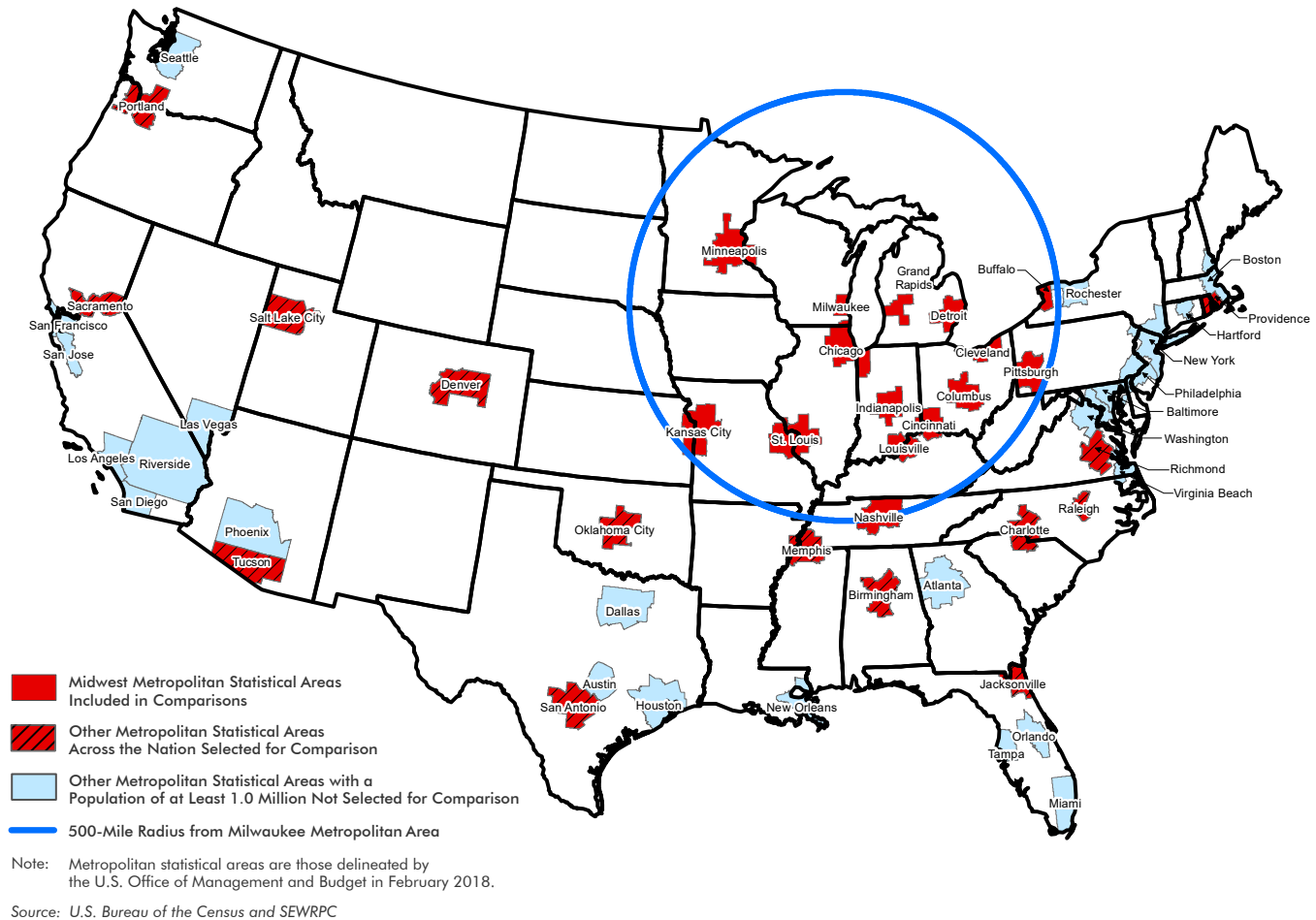
In most cases, the data presented in the metropolitan area comparisons pertain to entire metropolitan statistical areas as delineated by the U.S. Office of Management and Budget in September 2018. Several data sets pertain to the primary urbanized area within the metropolitan statistical area.

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 are tightly grouped, and where the 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.

Map 1

Metropolitan Statistical Areas in the United States with a 2018 Population of at Least 1.0 Million People



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.

2 METROPOLITAN AREA COMPARISONS: POPULATION AND HOUSEHOLDS

Overview

Population growth in the Milwaukee metro area has been relatively slow since 2010, especially in comparison to other metro areas from across the nation. The Milwaukee area is similar to many other metro areas with respect to 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 experienced relatively slow population growth since 2010, increasing by 1.3 percent between 2010 and 2018. Within the midwest, 12 of 15 metro areas experienced a population increase between 2010 and 2018, ranging from 0.4 percent in Chicago to 15.6 percent in Nashville. Three metro areas in the midwest—Buffalo, Cleveland, and Pittsburgh—experienced decreases in population.

The Milwaukee area population growth rate of 1.3 percent between 2010 and 2018 was, along with Providence, the lowest growth rate compared to the metro areas from across the nation. All the areas experienced at least some population growth during this time, with Raleigh experiencing the highest growth rate (20.5 percent).

- **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 2,547 people per square mile in 2018. This is just above the average density for midwest urbanized areas (2,454 people per square mile) and below the average for the other areas (2,735 people per square mile).

- **Age Makeup** (Tables 4-6)

The median age of the Milwaukee area population in 2018 (37.9 years) was slightly lower than the average for the midwest metro areas (38.5 years) and slightly above the average for the other metro areas (37.4 years). The percent of the population aged 65 and older in Milwaukee (15.6 percent) matches the midwest average and is above the average for the other metro areas (14.7 percent).

- **Race/Ethnicity** (Tables 7-11)

The racial/ethnic minority population comprised 33.8 percent of the total population of the Milwaukee metro area in 2018. This includes those people reported by the Census Bureau as being of Hispanic origin and/or a non-white race. Milwaukee's minority population percentage was higher than the average for midwest metro areas (27.6 percent) and lower than the average for the other metro areas (40.3 percent).

- **Educational Attainment** (Tables 12-16)

About 44.8 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 2018. This is slightly higher than the average for the midwest metro areas (44.1 percent) and for the other areas (43.6 percent).

About 13.4 percent of adults in the Milwaukee area held a graduate degree in 2018, compared to the same average for the midwest metro areas and 13.0 percent for the other metro areas.

About 8.5 percent of adults in the Milwaukee area did not have a high school diploma or the equivalent in 2018, nearly the same as the average percentage for the midwest metro areas (8.6) and lower than the average for the other metro areas (10.3).

- **Personal Income** (Tables 17-18)

Milwaukee's annual per capita income of \$35,106 in 2018 was slightly higher than the average for both the midwest metro areas (\$34,738) and the other metro areas (\$33,892).

The Milwaukee area experienced an increase of 5.8 percent in constant dollar per capita income between 2010 and 2018—compared to the average increase of 6.0 percent among the midwest metro areas and 3.9 percent among the other metro areas.

- **Poverty** (Table 19)

About 13.2 percent of the total population in the Milwaukee area was below the poverty level in 2018. This compares to the average of 12.0 percent for the midwest metro areas and 12.5 percent for the other metro areas.

- **Infant Mortality** (Table 20)

The Milwaukee area's infant mortality rate in 2018—8.91 infant deaths per 1,000 live births—ranked the highest among the midwest areas, and was higher than the average rate for the other metro areas (6.62). 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 2.44 people in 2018. This compares to the average of 2.49 people per household for the midwest metro areas and 2.64 for the other metro areas. Milwaukee's average household size was the smallest of the other metro areas.

About 61.8 percent of all households in the Milwaukee metro area in 2018 were family households, lower than the average for both the midwest and the other metro areas. The percentage of single-parent households (28.1 percent) was higher than the average for both the midwest metro areas (26.4 percent) and the other metro areas (26.9 percent).

- **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 highest 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 the largest of all the metro areas considered.

3 METROPOLITAN AREA COMPARISONS: ECONOMY

Overview

Recovery from the recession of the late 2000s is apparent in most of the metro areas, with increases in total employment, labor force, and gross domestic product (GDP), along with low unemployment rates. Milwaukee and all other metro areas saw an increase in constant dollar GDP since 2010, 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 among the highest of all metro areas considered.

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

All of the metro areas experienced job growth following the recession of the late 2000s. Milwaukee's increase in jobs from 2010 to 2018 of 8.8 percent lags behind most of the midwest areas and all of the other metro areas, most of which have seen double-digit growth since 2010.

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

Following the recession, most of the metro areas saw an increase in the size of the labor force between 2010 and 2018. With a slight gain of 0.9 percent, the Milwaukee area had among the smallest increase of all the metro areas experiencing an increase in labor force during this time.

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

All of the metro areas experienced an increase in GDP (the market value of all goods and services produced) between 2010 and 2018, adjusted for inflation. GDP growth in metro areas across the nation was generally more robust than the midwest. The Milwaukee area increase of 9.3 percent in GDP ranked near the bottom compared to the midwest and 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 about \$65,800 in 2018 ranked fifth highest among both the midwest metro areas (where the average was \$64,200) and the other metro areas (where the average was \$60,800).

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

Manufacturing has historically been a key component of the economic base in the Milwaukee metro area. As in most metro areas, the share of jobs in manufacturing relative to total jobs in the Milwaukee metro area has decreased. Despite the reduction, manufacturing employment continued to account for 11.5 percent of all jobs in the Milwaukee area in 2018. This ranks second highest among the midwest metro areas, where the average share was 8.7 percent, and highest among the metro areas outside the midwest, where the average share was 5.6 percent.

About 17.1 percent of the Milwaukee metro area gross domestic product was related to manufacturing in 2018. This compares to the average of 14.8 percent for the midwest metro areas and 11.4 percent for the other metro areas.

- **Unemployment Rate** (Table 37)

The Milwaukee metro area unemployment rate stood at 3.2 percent in 2018, down from the recessionary high level of 8.9 percent in 2009 and 2010. The Milwaukee area's rate in 2018 was slightly lower than the average for the midwest metro areas (3.7 percent) and the metro areas outside the midwest (3.5 percent).

4 METROPOLITAN AREA COMPARISONS: HOUSING

Overview

Growth in the Milwaukee area's housing stock since 2010 has been relatively slow compared to other metro areas. Multifamily 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 and the median selling price for recent single-family home sales in Milwaukee are relatively high compared to the midwest metro areas, but are below the average for the other metro areas. Milwaukee ranks near or above average in terms of home sale price affordability.

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

The number of housing units of all types in the Milwaukee metro area increased by just 1.7 percent between 2010 and 2018. The Milwaukee area growth rate was in the lower half among the midwest metro areas and third lowest among the other metro areas.

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

Multifamily housing—including housing in structures of two or more housing units—comprises a relatively large share of Milwaukee's housing stock. About 44.8 percent of all housing units in the Milwaukee area were in two-or-more-unit structures in 2018, ranking second highest among the midwest metro areas and highest among 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 \$222,100 in 2018 ranked fourth 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 \$884 in 2018, ranking in the middle among the midwest metro areas and second lowest among the other metro areas.

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

The median price of recent (2018) single-family home sales for the Milwaukee metro area was \$250,300—above average among the midwest metro areas and below average for the metro areas outside the midwest.

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

About 73.1 percent of recent (2018) 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 77.2 percent for the midwest metro areas and higher than the average of 61.5 percent for the metro areas outside the midwest.

5 METROPOLITAN AREA COMPARISONS: TRANSPORTATION

Overview

The average travel time to work in minutes for workers in the Milwaukee metro area is 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 slightly below the average for the midwest metro areas and slightly above the average for the other metro areas. The proportion of households with no personal-use vehicle available is above the average for midwest metro areas and ranks among the highest of the 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 low in this regard. However, relatively low operating costs and higher proportions of State assistance combine to allow the Milwaukee area to provide a higher-than-average amount of revenue-vehicle hours of service per capita.

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

The average travel time to work for workers in the Milwaukee metro area was 23 minutes in 2018, slightly lower than the average of about 25 minutes for the midwest metro areas and about 26 minutes for 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 81.5 percent of all Milwaukee metro area workers drove to work alone in 2018, compared to averages of 80.7 percent for the midwest metro areas and 79.3 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 2.6 percent of Milwaukee metro area workers took public transit to work in 2018, compared to the average of 2.9 percent for the midwest metro areas and 2.1 percent for the other metro areas.

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

The percentage of households in the Milwaukee metro area having no personal-use vehicle (9.1 percent) is above the average for the midwest metro areas (8.0 percent) and ranks second highest among metro areas outside the midwest. Similarly, the percentage of households in the Milwaukee metro area having one or no personal-use vehicle (45.3 percent) is also above the average for the midwest metro areas (41.4 percent) and ranks highest among the 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 most other metro areas over the last 35 years. The annual delay during peak travel times per auto commuter in the Milwaukee area—46 hours in 2017—compares to an average of 51 hours for midwest metro areas and 50 hours for other metro areas. This, in turn, is reflected in slightly lower congestion costs, considering the value of lost time and

excess fuel consumption. The annual congestion cost for Milwaukee area auto commuters in 2017 was estimated at \$864, compared to an average of \$971 for midwest metro areas and \$921 for the other metro areas.

- **Public Transportation** (Tables 55-61)

A relatively small portion of the annual operating deficit for the Milwaukee County Transit System—17 percent—was covered by local funds in 2018. This is the third lowest percent among the major public transit operators in the midwest metro areas and lowest among major public transit operators in metro areas across the nation.

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

The major transit operators in a majority of metro areas in both the midwest and other areas experienced ridership decline between 2010 and 2018. Milwaukee County Transit System experienced a 38.7 percent loss in this time period. This was the second largest decline among midwest metro areas and fourth largest among other metro areas. The ridership loss occurred despite a slight increase in service levels (5.7 percent). Despite not having dedicated local funding, Milwaukee remains above average in terms of vehicle revenue hours of public transit service per capita (0.95 hours per capita, compared to 0.76 hours per capita averages for both the midwest and the other metro areas). The other metro area transit systems that do not have dedicated local funding are at the bottom of transit service provided per capita, and provide considerably less transit service than Milwaukee County. The Milwaukee County Transit System operating expenses per capita (\$110.63) are below the midwest average of \$123.42 and the other areas average of \$131.95.

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 in “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}). Currently, the Milwaukee metro area is in attainment for PM_{2.5}, and a portion of the Milwaukee area (Milwaukee and Ozaukee Counties) is classified as nonattainment-marginal for ozone.

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 in maintenance. Periodically, EPA reviews and promulgates new 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**

EPA recently updated the 2008 8-hour ozone standards with the 2015 8-hour ozone standards. Those areas that did not achieve attainment of the 2008 standards retain their nonattainment status for those standards. Nine of the metro areas within the midwest and 11 areas outside the midwest (including Milwaukee) were in attainment for the 2008 standards. Under the new 2015 standards, seven of the midwest metro areas and 11 of the other metros areas are in attainment. The Milwaukee area (Milwaukee and Ozaukee Counties) is classified as partial nonattainment-marginal under the 2015 standards. Of the metro areas in nonattainment for the 2015 standards, all are in marginal nonattainment except Columbus, which is in marginal maintenance, and Sacramento, which is in moderate nonattainment.

- **PM_{2.5}**

EPA updated the 2006 PM_{2.5} standards—for which the Milwaukee area was in maintenance—with the 2012 PM_{2.5} standards—for which the Milwaukee area is in attainment. Of the four midwest metro areas not in attainment under the 2006 standards, only the Cleveland area was designated nonattainment of and is now in maintenance status under the 2012 standards. All of the other metro areas currently meet the attainment standards.

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 one 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 in this report. These comparisons cover many of the items previously examined at the 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 in the following text.

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).

- **Population Change** (Table 64)

The City of Milwaukee was one of six principal cities in the midwest and one of two principal cities in the remainder of the country that lost population between 2010 and 2018, although the population decreased by less than 1 percent. The Milwaukee metro area experienced a slight gain in population during that time.

- **Minority Population** (Table 66)

The percentage of minority population in the City of Milwaukee (65.5 percent) is about double the percentage of the Milwaukee metro area. Among the principal cities outside the midwest, Milwaukee ranks sixth highest in minority population, while the metro area ranks near the bottom.

- **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 2018, 32.4 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 second lowest among other principal cities. The Milwaukee metro area ranked sixth among both the midwest and other metro areas.

- **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 \$23,439 in 2018 ranked fourth lowest among principal cities in the midwest and lowest among other principal cities. The Milwaukee metro area ranked sixth among both the midwest and other metro areas.

- **Housing Values** (Table 77)

The median value of owner-occupied housing in the City of Milwaukee in 2018 (\$126,300) ranked near the bottom among both principal cities in the midwest, where the average was \$157,400, and other principal cities across the country, where the average was \$238,100. The Milwaukee metro area ranked fourth in the midwest and eighth among other metro areas.

The final four tables of this report (Tables 86-89) identify 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 2018. This is the largest such disparity among all metro areas considered.

The percentage of adults with a bachelor's degree or higher was significantly higher for the remainder of the Milwaukee metro area than the percentage for the City of Milwaukee. 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 about 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 principal city is lower than the per capita income for the remainder of the metro area. As measured by the ratio of the per capita income for the remainder of the metro area to the principal city's per capita income, Milwaukee had the second largest such disparity in 2018 among the midwest metro areas and the greatest disparity among the other metro areas.

- **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 significantly larger than all the other metro areas considered.

8 COMPARISON TO PREVIOUS EDITION

This report is the second edition of the comparison of the Milwaukee metro area to its peers. The first edition presented data from 2000 to 2013; this edition presents data primarily from 2010 to 2018. While the numeric value and ranking of the Milwaukee area within most of the tables remained largely consistent between editions of this report, there were some significant changes.

Per capita income increased for almost all metro areas from 2010 to 2018; previously, almost all of the metro areas saw a decrease in per capita income from 2000 to 2013. In the Milwaukee area, the percent change in per capita income rose from below average among all metro areas for 2000 to 2013, to at or above average for 2010 to 2018. Milwaukee also saw a corresponding decrease in the percent and ranking of people in poverty.

Almost all of the metro areas, including Milwaukee, saw a decrease in the affordability of housing between 2013 and 2018. However, the Milwaukee area did not change in rank regarding the percent of recent home sales considered to be affordable to median-income families.

The unemployment rate fell for all metro areas and principal cities between 2013 and 2018 and Milwaukee's ranking in this category improved.

The percentage of workers using public transit in the Milwaukee area decreased, from 3.6 percent to 2.6 percent. Correspondingly, households with zero vehicles available dropped from 18.3 percent to 16.4 percent in the City of Milwaukee and travel time delays increased from 28 annual hours of delay in 2011 to 46 annual hours in 2017 in the metro area. Annual congestion costs for auto commuters in the Milwaukee area also increased, from \$585 to \$864, raising the Milwaukee ranking from near bottom to the middle among the other metro areas.

9 SUMMARY

This comparison of the Milwaukee metro area to midwest and other peer metro areas across the nation indicates that during the 2010s, the Milwaukee area experienced slower growth in population, households, and jobs, 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, educational attainment, per capita income, and poverty 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.

With respect to measures of transportation congestion—work commute travel time, travel time delay, and change in travel time delay over the last 35 years—the Milwaukee metro area performed better than most other metro areas. Compared to other metro areas, the Milwaukee metro area has a lower percentage of people commuting to work by carpool, but falls within the upper half of metro areas for biking, walking, and using transit to work. Despite a decrease in the percentage of workers using public transit since the previous edition of this report, only eight metro areas have a higher percentage of workers using public transit than Milwaukee.

Almost all 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 17 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 experienced a larger decline in transit ridership and a smaller increase in service levels than nearly all other metro areas, with many other metro areas actually experiencing an increase in ridership.

EPA sets National Ambient Air Quality Standards (NAAQS) for six common air pollutants, including two affecting the Milwaukee metro area—ozone and fine particulate matter (PM_{2.5}). A portion of the Milwaukee area (Milwaukee and Ozaukee Counties) and half of the midwest areas, along with three of the other metro areas, currently do not meet EPA's ozone standards. All metro areas meet EPA's PM_{2.5} standard, except Cleveland, which is designated in maintenance status, meaning it consistently meets the standard but did not previously.

When focusing on the largest cities within the metro areas, the City of Milwaukee's ranking relative to other principal cities is similar to the metro area rankings in many respects. Some of the notable differences are found with respect to population change (slight loss in the City of Milwaukee and slight gain in the Milwaukee metro area); 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 owner-occupied housing value (lower 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: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	9,497,790	1	Denver	2,932,415
2	Detroit	4,326,442	2	Charlotte	2,569,213
3	Minneapolis	3,629,190	3	San Antonio	2,518,036
4	St. Louis	2,804,724	4	Portland	2,478,996
5	Pittsburgh	2,324,743	5	Sacramento	2,345,210
6	Cincinnati	2,189,442	6	Providence	1,621,337
7	Kansas City	2,142,419	7	Milwaukee	1,576,113
8	Columbus	2,106,541	8	Jacksonville	1,534,701
9	Cleveland	2,057,009	9	Oklahoma City	1,396,445
10	Indianapolis	2,048,428	10	Raleigh	1,362,540
11	Nashville	1,932,099	11	Memphis	1,350,064
12	Milwaukee	1,576,113	12	Richmond	1,303,621
13	Louisville	1,296,815	13	Salt Lake City	1,222,540
14	Buffalo	1,130,152	14	Birmingham	1,151,801
15	Grand Rapids	1,069,405	15	Tucson	1,039,073
Average		2,675,421	Average		1,760,140

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

Table 2
Percent Change in Population: 2010-2018

Midwest Metro Areas			Other Metro Areas		
1	Nashville	15.6	1	Raleigh	20.5
2	Columbus	10.8	2	San Antonio	17.5
3	Indianapolis	8.5	3	Charlotte	15.9
4	Minneapolis	8.4	4	Denver	15.3
5	Grand Rapids	8.1	5	Jacksonville	14.1
6	Kansas City	6.6	6	Salt Lake City	12.4
7	Louisville	4.9	7	Oklahoma City	11.4
8	Cincinnati	3.5	7	Portland	11.4
9	Milwaukee	1.3	9	Sacramento	9.1
10	Detroit	0.7	10	Richmond	7.9
11	St. Louis	0.6	11	Tucson	6.0
12	Chicago	0.4	12	Birmingham	2.1
13	Buffalo	-0.5	13	Memphis	1.9
14	Cleveland	-1.0	14	Milwaukee	1.3
15	Pittsburgh	-1.3	14	Providence	1.3
Average		4.4	Average		9.9

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

Table 3
Population Density (People per Square Mile of Land Area): 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	3,538	1	Denver	4,067
2	Columbus	3,024	2	Salt Lake City	4,064
3	Minneapolis/St. Paul	2,818	3	Sacramento	3,994
4	Detroit	2,807	4	Portland	3,958
5	Milwaukee	2,547	5	San Antonio	3,423
6	Buffalo	2,451	6	Milwaukee	2,547
7	Kansas City	2,380	7	Tucson	2,488
8	St. Louis	2,330	8	Oklahoma City	2,279
9	Indianapolis	2,317	9	Jacksonville	2,231
10	Cleveland	2,281	10	Providence	2,204
11	Grand Rapids	2,227	11	Memphis	2,171
12	Cincinnati	2,152	12	Richmond	2,079
13	Louisville	2,130	13	Raleigh	2,047
14	Nashville	1,921	14	Charlotte	2,020
15	Pittsburgh	1,894	15	Birmingham	1,453
Average		2,454	Average		2,735

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

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

Table 4
Population Median Age: 2018

Midwest Metro Areas			Other Metro Areas		
1	Pittsburgh	43.1	1	Providence	40.3
2	Cleveland	41.4	2	Birmingham	39.1
3	Buffalo	40.9	3	Tucson	39.0
4	Detroit	40.1	4	Jacksonville	38.8
5	St. Louis	39.6	4	Richmond	38.8
6	Louisville	39.2	6	Portland	38.4
7	Cincinnati	38.0	7 Milwaukee	37.9	
8 Milwaukee	37.9		8	Sacramento	37.5
9	Chicago	37.7	9	Charlotte	37.4
10	Kansas City	37.6	10	Memphis	36.9
11	Minneapolis	37.3	10	Raleigh	36.9
12	Indianapolis	36.7	12	Denver	36.6
13	Nashville	36.5	13	Oklahoma City	35.3
14	Columbus	36.1	14	San Antonio	34.9
14	Grand Rapids	36.1	15	Salt Lake City	32.8
Average		38.5	Average		37.4

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

Table 5
Percent of Total Population Age 65 and Over: 2018

Midwest Metro Areas			Other Metro Areas		
1	Pittsburgh	20.0	1	Tucson	19.8
2	Cleveland	18.5	2	Providence	17.1
3	Buffalo	18.1	3	Birmingham	16.2
4	St. Louis	16.5	4	Jacksonville	15.8
5	Detroit	16.4	5 Milwaukee	15.6	
6	Louisville	16.0	5	Richmond	15.6
7 Milwaukee	15.6		7	Sacramento	15.4
8	Cincinnati	15.1	8	Portland	14.9
9	Kansas City	14.9	9	Memphis	14.0
10	Chicago	14.6	10	Oklahoma City	13.9
10	Grand Rapids	14.6	11	Charlotte	13.5
12	Minneapolis	14.0	12	San Antonio	13.1
13	Indianapolis	13.7	13	Denver	12.9
14	Nashville	13.3	14	Raleigh	12.2
15	Columbus	13.2	15	Salt Lake City	10.8
Average		15.6	Average		14.7

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

Table 6
Percent of Total Population Under Age 18: 2018

Midwest Metro Areas			Other Metro Areas		
1	Indianapolis	24.7	1	Salt Lake City	27.5
2	Kansas City	24.2	2	San Antonio	25.2
3	Grand Rapids	23.8	3	Memphis	24.8
4	Minneapolis	23.6	4	Oklahoma City	24.7
5	Columbus	23.5	5	Raleigh	24.1
6	Cincinnati	23.3	6	Charlotte	23.8
7	Nashville	23.1	7 Milwaukee	23.0	
8 Milwaukee	23.0		8	Sacramento	22.9
9	Chicago	22.7	9	Birmingham	22.6
10	Louisville	22.3	10	Denver	22.5
11	Detroit	22.1	11	Jacksonville	22.4
11	St. Louis	22.1	12	Richmond	21.6
13	Cleveland	21.1	13	Portland	21.4
14	Buffalo	20.2	14	Tucson	20.8
15	Pittsburgh	18.9	15	Providence	19.7
Average		22.6	Average		23.1

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

Table 7
Racial/Ethnic Minority Population as Percent of Total Population: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	47.5	1	San Antonio	66.5
2	Detroit	33.9	2	Memphis	56.9
3	Milwaukee	33.8	3	Tucson	48.7
4	Cleveland	30.5	4	Sacramento	48.3
5	Indianapolis	28.4	5	Richmond	43.0
6	Nashville	28.0	6	Charlotte	39.5
7	Columbus	27.8	7	Raleigh	39.2
8	Kansas City	27.7	8	Jacksonville	37.5
9	St. Louis	26.4	9	Birmingham	36.5
10	Minneapolis	24.9	10	Denver	36.3
11	Louisville	24.3	10	Oklahoma City	36.3
12	Buffalo	23.0	12	Milwaukee	33.8
13	Grand Rapids	21.6	13	Salt Lake City	28.9
14	Cincinnati	21.0	14	Portland	27.4
15	Pittsburgh	14.9	15	Providence	25.4
Average		27.6	Average		40.3

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) as Percent of Total Population: 2018

Midwest Metro Areas			Other Metro Areas		
1	Pittsburgh	85.1	1	Providence	74.6
2	Cincinnati	79.0	2	Portland	72.6
3	Grand Rapids	78.4	3	Salt Lake City	71.1
4	Buffalo	77.0	4	Milwaukee	66.2
5	Louisville	75.7	5	Denver	63.7
6	Minneapolis	75.1	5	Oklahoma City	63.7
7	St. Louis	73.6	7	Birmingham	63.5
8	Kansas City	72.3	8	Jacksonville	62.5
9	Columbus	72.2	9	Raleigh	60.8
10	Nashville	72.0	10	Charlotte	60.5
11	Indianapolis	71.6	11	Richmond	57.0
12	Cleveland	69.5	12	Sacramento	51.7
13	Milwaukee	66.2	13	Tucson	51.3
14	Detroit	66.1	14	Memphis	43.1
15	Chicago	52.5	15	San Antonio	33.5
Average		72.4	Average		59.7

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

Table 9
Black/African American Population (Non-Hispanic) as Percent of Total Population: 2018

Midwest Metro Areas			Other Metro Areas		
1	Detroit	22.1	1	Memphis	47.0
2	Cleveland	19.3	2	Richmond	29.2
3	St. Louis	18.1	3	Birmingham	28.3
4	Milwaukee	16.2	4	Charlotte	22.1
5	Chicago	16.0	5	Jacksonville	20.9
6	Columbus	15.5	6	Raleigh	19.2
7	Indianapolis	15.4	7	Milwaukee	16.2
8	Nashville	15.0	8	Oklahoma City	10.1
9	Louisville	14.4	9	Sacramento	6.8
10	Cincinnati	12.0	10	San Antonio	6.4
10	Kansas City	12.0	11	Denver	5.4
12	Buffalo	11.8	12	Providence	5.2
13	Minneapolis	8.6	13	Tucson	3.3
14	Pittsburgh	8.1	14	Portland	2.8
15	Grand Rapids	6.3	15	Salt Lake City	1.8
Average		14.1	Average		15.0

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

Table 10
Asian Population (Non-Hispanic) as Percent of Total Population: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	6.8	1	Sacramento	13.4
2	Minneapolis	6.6	2	Portland	6.7
3	Detroit	4.6	3	Raleigh	5.8
4	Columbus	4.4	4	Denver	4.2
5	Milwaukee	3.9	5	Charlotte	4.0
6	Buffalo	3.3	5	Salt Lake City	4.0
6	Indianapolis	3.3	7	Milwaukee	3.9
8	Cincinnati	2.8	8	Richmond	3.8
8	Kansas City	2.8	9	Jacksonville	3.7
10	Grand Rapids	2.7	10	Oklahoma City	3.2
10	Nashville	2.7	11	Providence	3.0
10	St. Louis	2.7	12	Tucson	2.8
13	Pittsburgh	2.5	13	San Antonio	2.5
14	Cleveland	2.3	14	Memphis	2.1
15	Louisville	2.1	15	Birmingham	1.4
Average		3.6	Average		4.3

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

Table 11
Hispanic Population (of any Race) as Percent of Total Population: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	22.4	1	San Antonio	55.6
2	Milwaukee	10.9	2	Tucson	37.6
3	Grand Rapids	9.7	3	Denver	23.2
4	Kansas City	9.2	4	Sacramento	21.8
5	Nashville	7.4	5	Salt Lake City	18.2
6	Indianapolis	6.8	6	Oklahoma City	13.7
7	Cleveland	6.0	7	Providence	13.3
7	Minneapolis	6.0	8	Portland	12.2
9	Buffalo	5.2	9	Milwaukee	10.9
10	Louisville	5.0	10	Raleigh	10.8
11	Detroit	4.6	11	Charlotte	10.5
12	Columbus	4.3	12	Jacksonville	9.2
13	Cincinnati	3.3	13	Richmond	6.6
14	St. Louis	3.0	14	Memphis	5.7
15	Pittsburgh	1.8	15	Birmingham	4.5
Average		7.0	Average		16.9

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

Table 12
Percent of Total Adult Population with a Degree Beyond High School: 2018

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	53.1	1	Raleigh	56.8
2	Buffalo	45.9	2	Denver	52.6
3	Pittsburgh	45.8	3	Portland	49.2
4	Chicago	45.7	4	Richmond	45.5
5	Columbus	45.1	5	Charlotte	45.4
6	Kansas City	44.8	6	Milwaukee	44.8
6	Milwaukee	44.8	6	Salt Lake City	44.8
8	St. Louis	44.1	8	Sacramento	44.2
9	Grand Rapids	43.2	9	Jacksonville	41.5
9	Nashville	43.2	10	Providence	40.4
11	Indianapolis	42.9	11	Tucson	40.0
12	Cincinnati	42.3	12	Birmingham	38.9
13	Cleveland	41.4	13	Oklahoma City	38.4
14	Detroit	40.7	14	Memphis	35.6
15	Louisville	39.1	14	San Antonio	35.6
Average		44.1	Average		43.6

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
Percent of Total Adult Population with a Graduate Degree: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	15.5	1	Raleigh	17.7
2	Buffalo	14.9	2	Denver	16.5
3	Minneapolis	14.8	3	Portland	15.1
4	St. Louis	14.2	4	Richmond	14.7
5	Pittsburgh	14.0	5	Milwaukee	13.4
6	Columbus	13.9	6	Salt Lake City	13.1
7	Kansas City	13.6	6	Tucson	13.1
8	Milwaukee	13.4	8	Providence	12.8
9	Cincinnati	13.2	9	Sacramento	12.1
10	Cleveland	12.8	10	Charlotte	11.9
10	Nashville	12.8	11	Jacksonville	11.4
12	Detroit	12.7	12	Oklahoma City	11.3
13	Indianapolis	12.4	13	Birmingham	11.0
14	Louisville	11.9	14	Memphis	10.6
15	Grand Rapids	11.3	15	San Antonio	10.0
Average		13.4	Average		13.0

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

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

Table 14
Percent of Total Adult Population with a Bachelor's Degree as Their Highest Level of Education: 2018

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	27.8	1	Raleigh	30.3
2	Columbus	23.8	2	Denver	28.3
3	Kansas City	23.5	3	Portland	24.9
4	Chicago	23.1	4	Charlotte	24.2
4	Nashville	23.1	5	Richmond	23.5
6	Indianapolis	22.6	6	Milwaukee	22.6
8	Grand Rapids	22.4	7	Sacramento	22.2
9	Pittsburgh	21.5	8	Salt Lake City	22.1
10	Cincinnati	20.8	9	Jacksonville	20.2
11	St. Louis	20.6	10	Oklahoma City	19.4
12	Cleveland	19.9	11	Birmingham	19.3
13	Detroit	19.0	12	Providence	19.1
14	Buffalo	18.8	13	Tucson	18.5
15	Louisville	18.3	14	Memphis	17.8
Average		21.9	Average		22.0

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

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

Table 15
Percent of Total Adult Population with an Associate's Degree
as Their Highest Level of Education: 2018

Midwest Metro Areas			Other Metro Areas		
1	Buffalo	12.2	1	Sacramento	9.9
2	Minneapolis	10.5	2	Jacksonville	9.8
3	Pittsburgh	10.3	3	Salt Lake City	9.5
4	Grand Rapids	9.6	4	Charlotte	9.3
5	St. Louis	9.3	5	Portland	9.2
6	Detroit	9.0	6	Milwaukee	8.8
7	Louisville	8.9	6	Raleigh	8.8
8	Milwaukee	8.8	8	Birmingham	8.6
9	Cleveland	8.7	9	Providence	8.5
10	Cincinnati	8.3	9	Tucson	8.5
11	Indianapolis	8.0	11	San Antonio	8.1
12	Kansas City	7.8	12	Denver	7.8
13	Columbus	7.5	13	Oklahoma City	7.7
14	Nashville	7.3	14	Richmond	7.3
15	Chicago	7.2	15	Memphis	7.2
Average		8.9	Average		8.6

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

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

Table 16
Percent of Total Adult Population Without a High School Diploma or Equivalent: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	11.0	1	San Antonio	14.9
2	Indianapolis	10.4	2	Memphis	12.1
3	Louisville	10.2	2	Providence	12.1
4	Nashville	10.0	4	Tucson	11.7
5	Detroit	9.8	5	Birmingham	11.0
6	Cleveland	9.1	6	Charlotte	10.6
7	Buffalo	8.6	7	Richmond	10.5
7	Cincinnati	8.6	8	Oklahoma City	10.4
9	Milwaukee	8.5	9	Sacramento	10.3
10	Columbus	7.9	10	Jacksonville	9.3
11	Kansas City	7.8	11	Salt Lake City	8.7
11	St. Louis	7.8	12	Denver	8.6
13	Grand Rapids	7.6	13	Milwaukee	8.5
14	Minneapolis	6.2	14	Portland	7.9
15	Pittsburgh	5.6	15	Raleigh	7.6
Average		8.6	Average		10.3

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: 2018

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	\$40,772	1	Denver	\$42,116
2	Chicago	\$38,105	2	Portland	\$38,987
3	Pittsburgh	\$35,911	3	Raleigh	\$38,365
4	St. Louis	\$35,569	4	Richmond	\$35,443
5	Kansas City	\$35,354	5	Sacramento	\$35,194
6	Milwaukee	\$35,106	6	Milwaukee	\$35,106
7	Nashville	\$34,879	7	Providence	\$34,960
8	Cleveland	\$34,355	8	Charlotte	\$34,639
9	Cincinnati	\$34,173	9	Jacksonville	\$33,478
10	Columbus	\$33,830	10	Salt Lake City	\$33,158
11	Detroit	\$33,733	11	Birmingham	\$30,902
12	Indianapolis	\$32,723	12	Oklahoma City	\$30,642
13	Buffalo	\$32,691	13	Tucson	\$29,410
14	Louisville	\$32,095	14	Memphis	\$28,016
15	Grand Rapids	\$31,769	15	San Antonio	\$27,969
Average		\$34,738	Average		\$33,892

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

Table 18
Percent Change in Per Capita Income: 2010-2018

Midwest Metro Areas			Other Metro Areas		
1	Grand Rapids	11.8	1	Portland	12.8
2	Pittsburgh	11.6	2	Denver	11.4
3	Cleveland	7.8	3	Salt Lake City	10.1
3	St. Louis	7.8	4	Milwaukee	5.8
5	Buffalo	7.1	5	Sacramento	5.5
6	Louisville	6.8	6	Providence	4.5
7	Chicago	6.6	7	Raleigh	4.2
7	Cincinnati	6.6	8	San Antonio	4.0
9	Milwaukee	5.8	9	Oklahoma City	3.9
10	Nashville	5.4	10	Jacksonville	2.8
11	Detroit	5.1	11	Tucson	0.6
12	Kansas City	4.2	12	Charlotte	0.4
13	Minneapolis	2.8	13	Richmond	-0.2
14	Columbus	2.7	14	Birmingham	-2.4
15	Indianapolis	-1.7	15	Memphis	-5.2
Average		6.0	Average		3.9

Note: Adjusted for inflation.

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

Table 19
Percent of Total Population Below the Poverty Level: 2018

Midwest Metro Areas			Other Metro Areas		
1	Cleveland	14.5	1	Memphis	18.8
2	Detroit	14.3	2	Tucson	16.2
3	Buffalo	13.7	3	San Antonio	15.4
4	Louisville	13.6	4	Birmingham	14.4
5	Milwaukee	13.2	5	Oklahoma City	14.1
6	Columbus	12.9	6	Sacramento	13.3
7	Indianapolis	12.1	7	Milwaukee	13.2
8	Cincinnati	11.8	8	Jacksonville	12.2
9	Nashville	11.6	9	Providence	12.1
9	St. Louis	11.6	10	Richmond	11.3
11	Chicago	11.2	11	Charlotte	11.2
12	Pittsburgh	10.8	12	Portland	9.8
13	Grand Rapids	10.0	13	Raleigh	8.9
14	Kansas City	9.7	14	Salt Lake City	8.8
15	Minneapolis	8.5	15	Denver	8.0
Average		12.0	Average		12.5

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

Table 20
Infant Mortality Rate (Infant Deaths per 1,000 Live Births): 2018

Midwest Metro Areas			Other Metro Areas		
1	Milwaukee	8.91	1	Birmingham	9.83
2	Detroit	8.28	2	Memphis	9.74
3	Columbus	8.24	3	Milwaukee	8.91
4	Cincinnati	7.79	4	Richmond	8.27
5	Cleveland	7.78	5	Oklahoma City	7.53
6	St. Louis	7.20	6	Jacksonville	7.19
7	Indianapolis	7.09	7	Salt Lake City	6.92
8	Louisville	6.94	8	San Antonio	6.57
9	Nashville	6.60	9	Raleigh	6.00
10	Pittsburgh	6.37	10	Charlotte	5.61
11	Chicago	5.90	11	Providence	5.27
12	Kansas City	5.51	12	Portland	5.03
13	Grand Rapids	4.77	13	Denver	4.28
14	Buffalo	4.76	14	Sacramento	4.22
15	Minneapolis	4.74	15	Tucson	3.92
Average		6.73	Average		6.62

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 2018 population level of at least 250,000: McHenry County, IL (Chicago MSA); Westmoreland County, PA (Pittsburgh MSA); and Placer County, CA (Sacramento MSA).

Source: Centers for Disease Control and Prevention

Table 21
Average Number of People per Household: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	2.64	1	Salt Lake City	3.01
2	Grand Rapids	2.63	1	San Antonio	3.01
3	Nashville	2.59	3	Sacramento	2.76
4	Indianapolis	2.57	4	Raleigh	2.65
4	Minneapolis	2.57	5	Charlotte	2.64
6	Columbus	2.56	6	Memphis	2.63
7	Kansas City	2.53	7	Jacksonville	2.62
8	Detroit	2.50	8	Oklahoma City	2.61
8	Louisville	2.50	9	Birmingham	2.58
10	Cincinnati	2.48	10	Denver	2.56
11	Milwaukee	2.44	10	Portland	2.56
12	St. Louis	2.42	10	Richmond	2.56
13	Cleveland	2.33	13	Providence	2.52
14	Buffalo	2.29	14	Tucson	2.51
15	Pittsburgh	2.23	15	Milwaukee	2.44
Average		2.49	Average		2.64

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

Table 22
Percent of Total Family Households: 2018

Midwest Metro Areas			Other Metro Areas		
1	Grand Rapids	68.6	1	Salt Lake City	69.9
2	Nashville	66.2	2	Raleigh	67.8
3	Chicago	64.8	3	Charlotte	67.0
4	Kansas City	64.6	4	Sacramento	66.5
5	Indianapolis	64.4	5	Jacksonville	66.3
6	Cincinnati	64.3	6	San Antonio	66.2
7	Minneapolis	64.2	7	Birmingham	65.4
8	Louisville	64.1	8	Oklahoma City	65.2
9	St. Louis	63.7	9	Richmond	64.0
10	Columbus	62.9	10	Memphis	63.8
11	Detroit	62.8	11	Portland	63.2
12	Milwaukee	61.8	12	Providence	62.5
13	Pittsburgh	59.9	13	Denver	62.0
14	Buffalo	59.5	14	Milwaukee	61.8
15	Cleveland	59.4	15	Tucson	61.2
Average		63.4	Average		64.9

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
Percent of Total Family Households Headed by Single Parents: 2018

Midwest Metro Areas			Other Metro Areas		
1	Cleveland	30.3	1	Memphis	35.7
2	Detroit	29.5	2	Jacksonville	29.9
3	Buffalo	28.5	3	Richmond	29.3
4	Milwaukee	28.1	4	Providence	29.2
5	Columbus	27.6	5	Tucson	29.1
6	Chicago	27.4	6	San Antonio	28.7
6	Louisville	27.4	7	Milwaukee	28.1
8	Cincinnati	26.8	8	Oklahoma City	27.7
9	Indianapolis	26.7	9	Sacramento	26.2
10	St. Louis	26.6	10	Charlotte	26.0
11	Nashville	25.3	11	Birmingham	25.8
12	Kansas City	24.7	12	Denver	22.5
13	Pittsburgh	23.0	13	Raleigh	22.1
14	Grand Rapids	21.8	14	Salt Lake City	21.6
15	Minneapolis	21.7	15	Portland	21.0
Average		26.4	Average		26.9

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

Table 24
Ratio of Minorities to Whites Without a High School Diploma: 2018

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	6.0	1	Denver	8.1
2	Milwaukee	4.5	2	Tucson	4.9
3	Grand Rapids	4.3	3	Salt Lake City	4.7
4	Chicago	4.1	3	San Antonio	4.7
5	Kansas City	3.5	5	Milwaukee	4.5
6	Buffalo	3.2	5	Portland	4.5
7	Cleveland	2.6	7	Raleigh	3.7
8	Indianapolis	2.5	7	Sacramento	3.7
9	Nashville	2.2	9	Richmond	3.1
10	St. Louis	2.1	10	Oklahoma City	2.8
11	Pittsburgh	2.0	11	Memphis	2.5
12	Cincinnati	1.9	12	Charlotte	2.4
12	Columbus	1.9	13	Jacksonville	2.0
14	Detroit	1.8	14	Providence	1.9
15	Louisville	1.7	15	Birmingham	1.6
Average		3.0	Average		3.7

Note: Ratio calculated by dividing the percent of minority adults without a high school diploma or equivalent by percent of white adults without a high school diploma or equivalent.

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

Table 25
Ratio of Whites to Minorities with a Bachelor's Degree or Higher: 2018

Midwest Metro Areas			Other Metro Areas		
1	Milwaukee	2.0	1	Milwaukee	2.0
2	Cleveland	1.8	1	Denver	2.0
3	Chicago	1.7	1	San Antonio	2.0
4	Grand Rapids	1.6	1	Tucson	2.0
4	Kansas City	1.6	5	Memphis	1.7
6	Minneapolis	1.5	5	Richmond	1.7
7	Buffalo	1.4	5	Salt Lake City	1.7
7	Indianapolis	1.4	8	Birmingham	1.5
7	Louisville	1.4	8	Providence	1.5
7	Nashville	1.4	10	Charlotte	1.4
7	St. Louis	1.4	10	Oklahoma City	1.4
12	Columbus	1.3	10	Raleigh	1.4
12	Detroit	1.3	13	Jacksonville	1.3
14	Cincinnati	1.2	13	Portland	1.3
15	Pittsburgh	1.1	13	Sacramento	1.3
Average		1.5	Average		1.6

Note: Ratio calculated by dividing the percent of white adults with a bachelor's degree or higher by percent of minority adults with a bachelor's degree or higher.

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

Table 26
Ratio of White to Minority per Capita Income: 2018

Midwest Metro Areas			Other Metro Areas		
1	Milwaukee	2.1	1	Milwaukee	2.1
2	Chicago	2.0	2	Denver	1.9
3	Cleveland	1.9	2	Memphis	1.9
3	Minneapolis	1.9	2	Oklahoma City	1.9
5	Buffalo	1.8	2	San Antonio	1.9
5	Grand Rapids	1.8	2	Tucson	1.9
5	Indianapolis	1.8	7	Providence	1.8
8	Columbus	1.7	7	Salt Lake City	1.8
8	Kansas City	1.7	9	Birmingham	1.7
8	Louisville	1.7	9	Charlotte	1.7
11	Cincinnati	1.6	9	Jacksonville	1.7
11	Detroit	1.6	9	Raleigh	1.7
11	Nashville	1.6	9	Richmond	1.7
11	Pittsburgh	1.6	9	Sacramento	1.7
11	St. Louis	1.6	15	Portland	1.5
Average		1.8	Average		1.8

Note: Ratio calculated by dividing white per capita income by minority per capita income.

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

Table 27
Ratio of Minorities to Whites in Poverty: 2018

Midwest Metro Areas			Other Metro Areas		
1	Milwaukee	4.1	1	Milwaukee	4.1
2	Buffalo	3.5	2	Memphis	3.0
3	Minneapolis	3.4	3	Raleigh	2.8
4	Cleveland	3.3	4	Providence	2.7
5	St. Louis	3.1	5	Charlotte	2.6
6	Indianapolis	2.8	5	Richmond	2.6
6	Pittsburgh	2.8	7	Denver	2.3
8	Kansas City	2.7	7	Oklahoma City	2.3
8	Louisville	2.7	7	Salt Lake City	2.3
10	Chicago	2.6	10	Tucson	2.2
11	Cincinnati	2.5	11	Birmingham	2.1
12	Columbus	2.3	11	Jacksonville	2.1
12	Detroit	2.3	13	San Antonio	2.0
14	Nashville	2.2	14	Portland	1.7
15	Grand Rapids	2.1	14	Sacramento	1.7
Average		2.8	Average		2.4

Note: Ratio calculated by dividing the percent of minority population in poverty by percent of white population in poverty.

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

Table 28
Total Employment (Jobs): 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	6,186,561	1	Denver	2,094,120
2	Detroit	2,628,870	2	Charlotte	1,638,822
3	Minneapolis	2,546,419	3	Portland	1,613,028
4	St. Louis	1,797,783	4	San Antonio	1,488,836
5	Pittsburgh	1,504,020	5	Sacramento	1,384,512
6	Kansas City	1,408,379	6	Milwaukee	1,067,853
7	Columbus	1,401,496	7	Providence	953,646
8	Cincinnati	1,398,413	8	Salt Lake City	946,278
9	Nashville	1,366,725	9	Jacksonville	935,281
10	Indianapolis	1,355,155	10	Oklahoma City	889,459
11	Cleveland	1,351,016	11	Raleigh	874,705
12	Milwaukee	1,067,853	12	Richmond	864,428
13	Louisville	829,070	13	Memphis	863,932
14	Grand Rapids	734,356	14	Birmingham	669,420
15	Buffalo	678,201	15	Tucson	527,392
Average		1,750,288	Average		1,120,781

Source: U.S. Bureau of Economic Analysis

Table 29
Percent Change in Total Employment: 2010-2018

Midwest Metro Areas			Other Metro Areas		
1	Nashville	32.8	1	Raleigh	31.2
2	Grand Rapids	26.5	2	Charlotte	29.7
3	Columbus	19.5	3	Denver	27.9
4	Indianapolis	18.7	4	San Antonio	26.2
5	Detroit	16.4	5	Jacksonville	25.2
6	Louisville	16.2	6	Salt Lake City	25.0
7	Minneapolis	15.0	7	Portland	23.4
8	Kansas City	13.8	8	Sacramento	21.8
9	Chicago	13.1	9	Richmond	17.2
9	Cincinnati	13.1	10	Oklahoma City	15.3
11	St. Louis	9.3	11	Providence	11.9
12	Milwaukee	8.8	12	Birmingham	11.4
13	Cleveland	8.7	13	Memphis	11.0
14	Pittsburgh	8.2	14	Tucson	10.6
15	Buffalo	6.9	15	Milwaukee	8.8
Average		15.1	Average		19.8

Source: U.S. Bureau of Economic Analysis

Table 30
Percent Change in Labor Force: 2010-2018

Midwest Metro Areas			Other Metro Areas		
1	Nashville	18.8	1	Raleigh	20.5
2	Grand Rapids	12.7	2	San Antonio	16.9
3	Indianapolis	11.7	3	Charlotte	16.8
4	Columbus	7.6	4	Denver	15.7
5	Louisville	7.1	5	Salt Lake City	13.5
6	Minneapolis	7.0	6	Jacksonville	11.0
7	Kansas City	4.8	7	Oklahoma City	9.3
8	Detroit	3.5	8	Portland	8.7
9	Cincinnati	1.8	9	Richmond	7.5
10	Milwaukee	0.9	10	Sacramento	4.4
11	Pittsburgh	0.2	11	Tucson	1.6
12	Chicago	0.1	12	Birmingham	0.9
13	St. Louis	-1.3	12	Milwaukee	0.9
14	Cleveland	-1.6	14	Memphis	-0.1
15	Buffalo	-5.4	14	Providence	-0.1
Average		4.5	Average		8.5

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

Table 31
Gross Domestic Product (in millions of dollars): 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	689,465	1	Denver	214,158
2	Detroit	267,731	2	Charlotte	169,863
3	Minneapolis	263,691	3	Portland	164,420
4	St. Louis	169,839	4	Sacramento	145,480
5	Pittsburgh	152,841	5	San Antonio	133,634
6	Cincinnati	141,053	6	Milwaukee	103,732
7	Indianapolis	140,762	7	Salt Lake City	94,307
8	Cleveland	134,370	8	Providence	87,415
9	Kansas City	132,704	9	Richmond	85,793
10	Nashville	132,202	10	Raleigh	83,666
11	Columbus	129,328	11	Jacksonville	83,187
12	Milwaukee	103,732	12	Oklahoma City	81,017
13	Louisville	72,094	13	Memphis	76,749
14	Buffalo	68,990	14	Birmingham	62,881
15	Grand Rapids	61,615	15	Tucson	44,876
Average		177,361	Average		108,745

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
Percent Change in Gross Domestic Product: 2010-2018

Midwest Metro Areas			Other Metro Areas		
1	Nashville	36.8	1	San Antonio	41.4
2	Grand Rapids	23.4	2	Raleigh	37.5
3	Columbus	22.4	3	Denver	33.0
4	Detroit	21.0	4	Portland	32.5
5	Minneapolis	19.9	5	Oklahoma City	32.0
6	Kansas City	15.7	6	Charlotte	28.7
7	Pittsburgh	15.2	7	Salt Lake City	27.7
8	Louisville	14.7	8	Sacramento	27.0
9	Cincinnati	14.6	9	Jacksonville	22.6
10	Chicago	13.3	10	Birmingham	13.3
11	Cleveland	11.3	11	Richmond	13.0
12	Indianapolis	9.6	12	Tucson	9.9
13	Milwaukee	9.3	13	Memphis	9.5
14	Buffalo	6.2	14	Milwaukee	9.3
15	St. Louis	4.7	15	Providence	6.7
Average		15.9	Average		22.9

Note: Adjusted for inflation.

Source: U.S. Bureau of Economic Analysis

Table 33
Gross Domestic Product per Capita: 2018

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	\$72,658	1	Salt Lake City	\$77,140
2	Chicago	\$72,592	2	Denver	\$73,031
3	Indianapolis	\$68,717	3	Portland	\$66,325
4	Nashville	\$68,424	4	Charlotte	\$66,115
5	Milwaukee	\$65,815	5	Milwaukee	\$65,815
6	Pittsburgh	\$65,745	6	Richmond	\$65,811
7	Cleveland	\$65,323	7	Sacramento	\$62,033
8	Cincinnati	\$64,424	8	Raleigh	\$61,404
9	Kansas City	\$61,941	9	Oklahoma City	\$58,016
10	Detroit	\$61,883	10	Memphis	\$56,849
11	Columbus	\$61,394	11	Birmingham	\$54,594
12	Buffalo	\$61,045	12	Jacksonville	\$54,204
13	St. Louis	\$60,555	13	Providence	\$53,915
14	Grand Rapids	\$57,616	14	San Antonio	\$53,071
15	Louisville	\$55,593	15	Tucson	\$43,189
Average		\$64,248	Average		\$60,767

Note: Gross domestic product estimates are based on "place of work performance" and population estimates are based on "place of residence."

Source: U.S. Bureau of Economic Analysis

Table 34
Percent Manufacturing Share of Total Employment: 2018

Midwest Metro Areas			Other Metro Areas		
1	Grand Rapids	16.8	1	Milwaukee	11.5
2	Milwaukee	11.5	2	Portland	8.6
3	Detroit	10.3	3	Charlotte	7.2
4	Louisville	9.9	4	Salt Lake City	6.5
5	Cleveland	9.5	5	Birmingham	5.8
6	Cincinnati	8.9	6	Memphis	5.4
7	Minneapolis	8.2	7	Tucson	5.3
8	Buffalo	8.0	8	Raleigh	4.5
9	Indianapolis	7.1	9	Oklahoma City	4.1
10	Chicago	7.0	10	Richmond	4.0
11	Nashville	6.5	11	Jacksonville	3.7
12	Pittsburgh	6.1	11	San Antonio	3.7
13	Kansas City	5.8	13	Sacramento	3.0
14	Columbus	5.6	--	Denver	N/A
--	St. Louis	N/A	--	Providence	N/A
Average		8.7	Average		5.6

Source: U.S. Bureau of Economic Analysis

Table 35
Percentage Point Change in Manufacturing Share of Total Employment: 2010-2018

Midwest Metro Areas			Other Metro Areas		
1	Detroit	1.9	1	Raleigh	0.1
2	Grand Rapids	1.7	2	Birmingham	0.0
3	Louisville	1.4	3	Jacksonville	-0.1
4	Cincinnati	0.3	3	Oklahoma City	-0.1
5	Nashville	0.0	3	Portland	-0.1
6	Buffalo	-0.1	6	Sacramento	-0.2
6	Minneapolis	-0.1	6	Tucson	-0.2
8	Cleveland	-0.2	8	San Antonio	-0.3
8	Columbus	-0.2	9	Charlotte	-0.4
10	Kansas City	-0.3	9	Milwaukee	-0.4
11	Milwaukee	-0.4	11	Memphis	-0.5
12	Pittsburgh	-0.5	11	Richmond	-0.5
13	Chicago	-0.6	13	Salt Lake City	-0.6
14	Indianapolis	-0.7	--	Denver	N/A
--	St. Louis	N/A	--	Providence	N/A
Average		0.2	Average		-0.2

Source: U.S. Bureau of Economic Analysis

Table 36
Percent of Gross Domestic Product Related to Manufacturing: 2018

Midwest Metro Areas			Other Metro Areas		
1	Grand Rapids	24.4	1	Portland	17.8
2	Indianapolis	21.5	2	Milwaukee	17.1
3	Detroit	18.8	3	Memphis	14.6
4	Milwaukee	17.1	4	Raleigh	13.6
5	Cincinnati	15.6	5	Charlotte	12.5
6	Minneapolis	15.1	6	Tucson	11.9
7	Cleveland	14.9	7	Salt Lake City	10.3
8	Chicago	12.5	8	San Antonio	9.4
9	Buffalo	11.9	9	Richmond	9.3
10	Kansas City	10.4	10	Birmingham	9.2
10	Nashville	10.4	11	Jacksonville	6.1
12	Columbus	10.2	12	Sacramento	5.4
13	Pittsburgh	9.6	13	Oklahoma City	4.9
--	Louisville	N/A	--	Denver	N/A
--	St. Louis	N/A	--	Providence	N/A
Average		14.8	Average		11.4

Source: U.S. Bureau of Economic Analysis

Table 37
Unemployment Rate: 2018

Midwest Metro Areas			Other Metro Areas		
1	Cleveland	5.1	1	Tucson	4.5
2	Buffalo	4.6	2	Memphis	4.1
3	Detroit	4.3	2	Providence	4.1
3	Pittsburgh	4.3	4	Portland	3.9
5	Chicago	4.0	5	Sacramento	3.7
5	Cincinnati	4.0	6	Charlotte	3.6
7	Louisville	3.9	7	Birmingham	3.5
8	Columbus	3.8	8	Jacksonville	3.4
9	Kansas City	3.4	8	Raleigh	3.4
9	St. Louis	3.4	10	San Antonio	3.3
11	Indianapolis	3.2	11	Denver	3.2
11	Milwaukee	3.2	11	Milwaukee	3.2
13	Grand Rapids	3.0	11	Richmond	3.2
14	Minneapolis	2.7	14	Oklahoma City	3.1
14	Nashville	2.7	15	Salt Lake City	3.0
Average		3.7	Average		3.5

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

Table 38
Percent Change in Housing Units: 2010-2018

Midwest Metro Areas			Other Metro Areas		
1	Grand Rapids	31.2	1	Charlotte	42.2
2	Nashville	20.0	2	Raleigh	17.6
3	Indianapolis	14.5	3	Denver	10.8
4	Columbus	9.7	4	Jacksonville	9.5
5	Minneapolis	7.8	5	Portland	9.0
6	Kansas City	3.9	6	San Antonio	8.1
7	Pittsburgh	2.5	7	Oklahoma City	7.5
8	Cincinnati	2.3	8	Tucson	5.0
9	Buffalo	2.2	9	Sacramento	4.5
10	St. Louis	2.1	10	Memphis	4.4
11	Milwaukee	1.7	11	Birmingham	4.1
12	Chicago	1.6	12	Salt Lake City	3.9
13	Detroit	1.4	13	Milwaukee	1.7
14	Cleveland	0.8	13	Providence	1.7
15	Louisville	0.5	15	Richmond	0.7
Average		6.8	Average		11.5

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

Table 39
Multifamily Housing as Percent of Total Housing Units: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	46.8	1	Milwaukee	44.8
2	Milwaukee	44.8	2	Providence	44.7
3	Minneapolis	37.8	3	Denver	40.4
4	Buffalo	37.6	4	Salt Lake City	35.2
5	Columbus	36.0	5	Portland	34.6
6	Cleveland	33.8	6	Raleigh	32.4
7	Cincinnati	31.8	7	Tucson	29.9
8	Nashville	29.4	8	Jacksonville	29.6
9	Indianapolis	29.1	9	Sacramento	29.0
10	Pittsburgh	28.8	10	Memphis	28.1
11	Kansas City	28.4	11	Richmond	27.8
12	Detroit	27.2	12	San Antonio	26.7
13	St. Louis	26.9	13	Charlotte	25.7
14	Louisville	26.6	14	Oklahoma City	22.7
15	Grand Rapids	25.5	15	Birmingham	21.4
Average		32.7	Average		31.5

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

Table 40
Median Value of Owner-Occupied Housing Units: 2018

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	\$270,600	1	Denver	\$420,600
2	Nashville	\$261,900	2	Sacramento	\$415,700
3	Chicago	\$247,800	3	Portland	\$397,500
4	Milwaukee	\$222,100	4	Salt Lake City	\$329,200
5	Columbus	\$196,700	5	Providence	\$288,700
6	Kansas City	\$196,000	6	Raleigh	\$267,600
7	Grand Rapids	\$189,500	7	Richmond	\$246,100
8	St. Louis	\$180,700	8	Milwaukee	\$222,100
9	Detroit	\$180,300	9	Jacksonville	\$217,200
10	Louisville	\$178,500	10	Charlotte	\$215,500
11	Cincinnati	\$173,500	11	Tucson	\$198,100
12	Indianapolis	\$169,200	12	San Antonio	\$182,000
13	Pittsburgh	\$160,300	13	Birmingham	\$169,400
14	Cleveland	\$158,000	14	Oklahoma City	\$160,900
15	Buffalo	\$155,500	15	Memphis	\$157,700
Average		\$196,000	Average		\$259,200

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
Median Gross Rent of Renter-Occupied Housing: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	\$1,110	1	Denver	\$1,388
2	Minneapolis	\$1,090	2	Sacramento	\$1,332
3	Nashville	\$1,081	3	Portland	\$1,323
4	Kansas City	\$968	4	Salt Lake City	\$1,133
5	Columbus	\$947	5	Raleigh	\$1,128
6	Detroit	\$927	6	Richmond	\$1,100
7	Indianapolis	\$907	7	Jacksonville	\$1,082
8	St. Louis	\$891	8	Charlotte	\$1,042
9	Milwaukee	\$884	9	San Antonio	\$1,002
10	Grand Rapids	\$878	10	Providence	\$956
11	Cincinnati	\$850	11	Memphis	\$893
11	Louisville	\$850	12	Birmingham	\$892
13	Pittsburgh	\$832	13	Tucson	\$887
14	Buffalo	\$809	14	Milwaukee	\$884
15	Cleveland	\$804	15	Oklahoma City	\$879
Average		\$922	Average		\$1,061

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

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

Table 42
Median Sales Price of Single-Family Homes: 2018

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	\$273,400	1	Denver	\$449,900
2	Nashville	\$260,500	2	Portland	\$395,700
3	Chicago	\$259,400	3	Sacramento	\$365,000
4	Milwaukee	\$250,300	4	Salt Lake City	\$331,700
5	Kansas City	\$206,500	5	Providence	\$292,500
6	Columbus	\$201,800	6	Raleigh	\$283,600
7	Grand Rapids	\$194,600	7	Richmond	\$258,800
8	Indianapolis	\$187,100	8	Milwaukee	\$250,300
9	Louisville	\$180,100	9	Jacksonville	\$247,000
10	St. Louis	\$177,500	10	Charlotte	\$241,500
11	Cincinnati	\$174,300	11	San Antonio	\$228,100
12	Cleveland	\$153,300	12	Tucson	\$223,000
13	Buffalo	\$152,800	13	Birmingham	\$207,300
--	Detroit	N/A	14	Memphis	\$177,900
--	Pittsburgh	N/A	15	Oklahoma City	\$159,500
Average		\$205,500	Average		\$274,100

Source: National Association of Realtors

Table 43
Percent of Home Sales Affordable to Median-Income Families: 2018

Midwest Metro Areas			Other Metro Areas		
1	Indianapolis	87.5	1	Oklahoma City	80.1
2	Cleveland	82.1	2	Richmond	76.4
2	Pittsburgh	82.1	3	Birmingham	74.7
2	St. Louis	82.1	4	Milwaukee	73.1
5	Buffalo	81.7	5	Memphis	68.8
6	Cincinnati	81.5	6	Charlotte	66.2
7	Grand Rapids	78.6	6	Tucson	66.2
8	Louisville	76.5	8	Jacksonville	65.5
9	Minneapolis	74.9	9	Providence	65.0
10	Milwaukee	73.1	10	Raleigh	61.6
10	Detroit	73.1	11	San Antonio	56.5
12	Kansas City	73.0	12	Salt Lake City	54.5
13	Columbus	72.5	13	Denver	44.3
14	Chicago	62.6	14	Portland	36.0
--	Nashville	N/A	15	Sacramento	33.9
Average		77.2	Average		61.5

Source: National Association of Home Builders/Wells Fargo

Table 44
Average Travel Time to Work in Minutes: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	32.2	1	Denver	28.0
2	Nashville	28.1	1	Sacramento	28.0
3	Detroit	27.3	3	Charlotte	27.4
4	Pittsburgh	26.8	4	Jacksonville	26.9
5	St. Louis	26.2	4	Portland	26.9
6	Minneapolis	25.5	4	Raleigh	26.9
7	Indianapolis	25.4	7	Birmingham	26.8
8	Cincinnati	24.9	8	San Antonio	26.6
9	Cleveland	24.5	9	Providence	26.0
10	Columbus	23.8	10	Tucson	25.3
10	Louisville	23.8	11	Richmond	25.0
12	Kansas City	23.5	12	Memphis	24.2
13	Milwaukee	23.0	13	Milwaukee	23.0
14	Grand Rapids	22.1	14	Oklahoma City	22.9
15	Buffalo	21.6	14	Salt Lake City	22.9
Average		25.2	Average		25.8

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

Table 45
Percent of Total Workers Who Drive to Work Alone: 2018

Midwest Metro Areas			Other Metro Areas		
1	Kansas City	83.8	1	Memphis	86.1
2	St. Louis	83.6	2	Birmingham	84.8
3	Indianapolis	83.4	3	Oklahoma City	82.9
4	Detroit	83.2	4	Milwaukee	81.5
5	Louisville	82.2	5	Providence	81.3
6	Buffalo	82.1	6	Richmond	81.2
7	Grand Rapids	82.0	7	Jacksonville	80.3
8	Cincinnati	81.6	8	Charlotte	79.2
8	Cleveland	81.6	8	San Antonio	79.2
10	Milwaukee	81.5	10	Raleigh	79.0
11	Columbus	81.3	11	Tucson	76.8
12	Nashville	80.9	12	Sacramento	76.6
13	Minneapolis	77.4	13	Denver	75.0
14	Pittsburgh	76.6	14	Salt Lake City	74.5
15	Chicago	69.8	15	Portland	70.4
Average		80.7	Average		79.3

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

Table 46
Percent of Total Workers Who Carpool to Work: 2018

Midwest Metro Areas			Other Metro Areas		
1	Nashville	9.2	1	Salt Lake City	12.0
2	Grand Rapids	9.1	2	San Antonio	11.2
3	Detroit	8.6	3	Tucson	10.0
4	Louisville	8.5	4	Charlotte	9.4
5	Pittsburgh	8.3	5	Sacramento	9.2
6	Cincinnati	8.2	6	Memphis	9.0
6	Columbus	8.2	7	Raleigh	8.9
8	Minneapolis	8.1	8	Birmingham	8.8
9	Chicago	8.0	8	Oklahoma City	8.8
9	Indianapolis	8.0	8	Portland	8.8
11	Cleveland	7.9	11	Richmond	8.7
12	Kansas City	7.8	12	Jacksonville	8.5
13	Milwaukee	7.5	12	Providence	8.5
14	St. Louis	6.9	14	Denver	8.2
15	Buffalo	6.8	15	Milwaukee	7.5
Average		8.1	Average		9.2

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

Table 47**Percent of Total Workers Who Take Public Transportation to Work: 2018**

Midwest Metro Areas			Other Metro Areas		
1	Chicago	12.1	1	Portland	6.1
2	Pittsburgh	5.6	2	Denver	3.8
3	Minneapolis	4.5	3	Salt Lake City	3.2
4	Buffalo	3.1	4	Milwaukee	2.6
5	Cleveland	2.7	5	Providence	2.4
6	Milwaukee	2.6	6	Sacramento	2.2
7	St. Louis	2.1	7	Tucson	2.1
8	Cincinnati	1.7	8	San Antonio	1.8
8	Columbus	1.7	9	Richmond	1.7
8	Louisville	1.7	10	Charlotte	1.5
11	Grand Rapids	1.4	11	Jacksonville	0.9
12	Detroit	1.3	11	Raleigh	0.9
13	Indianapolis	0.9	13	Memphis	0.7
13	Kansas City	0.9	14	Birmingham	0.6
15	Nashville	0.8	14	Oklahoma City	0.6
Average		2.9	Average		2.1

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

Table 48**Percent of Total Workers Who Bike to Work: 2018**

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	0.8	1	Portland	2.0
2	Chicago	0.7	2	Tucson	1.5
3	Milwaukee	0.5	3	Sacramento	1.3
4	Buffalo	0.4	4	Denver	0.9
4	Cleveland	0.4	5	Richmond	0.7
4	Grand Rapids	0.4	5	Salt Lake City	0.7
7	Columbus	0.3	7	Jacksonville	0.6
7	Louisville	0.3	8	Milwaukee	0.5
7	Pittsburgh	0.3	9	Memphis	0.2
10	Cincinnati	0.2	9	Oklahoma City	0.2
10	Detroit	0.2	9	Providence	0.2
10	Indianapolis	0.2	9	San Antonio	0.2
10	Kansas City	0.2	13	Charlotte	0.1
10	St. Louis	0.2	13	Raleigh	0.1
15	Nashville	0.1	15	Birmingham	0.0
Average		0.3	Average		0.6

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

Table 49**Percent of Total Workers Who Walk to Work: 2018**

Midwest Metro Areas			Other Metro Areas		
1	Pittsburgh	3.4	1	Portland	3.4
2	Buffalo	3.0	2	Providence	3.0
3	Chicago	2.8	3	Denver	2.4
4	Minneapolis	2.4	4	Milwaukee	2.3
5	Milwaukee	2.3	5	Salt Lake City	2.2
6	Cincinnati	2.2	6	Oklahoma City	2.1
6	Columbus	2.2	6	Tucson	2.1
6	Grand Rapids	2.2	8	San Antonio	1.8
9	Cleveland	1.9	9	Sacramento	1.7
10	St. Louis	1.8	10	Jacksonville	1.6
11	Nashville	1.5	11	Charlotte	1.4
12	Detroit	1.4	11	Richmond	1.4
13	Indianapolis	1.3	13	Raleigh	1.3
13	Louisville	1.3	14	Birmingham	0.9
15	Kansas City	1.2	14	Memphis	0.9
Average		2.1	Average		1.9

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

Table 50
Percent of Total Households with No Vehicles: 2018

Midwest Metro Areas			Other Metro Areas		
1	Buffalo	12.4	1	Providence	9.9
2	Chicago	11.9	2 Milwaukee	9.1	
3	Pittsburgh	10.6	3	Tucson	7.8
4	Cleveland	10.4	4	Memphis	7.6
5 Milwaukee	9.1		4	Portland	7.6
6	Detroit	8.8	6	Richmond	6.9
7	St. Louis	7.3	7	San Antonio	6.4
8	Cincinnati	7.2	8	Birmingham	6.1
8	Louisville	7.2	8	Sacramento	6.1
8	Minneapolis	7.2	10	Jacksonville	5.8
11	Columbus	6.3	11	Denver	5.4
12	Grand Rapids	5.7	12	Salt Lake City	5.2
13	Indianapolis	5.6	13	Oklahoma City	5.1
14	Kansas City	5.4	14	Charlotte	4.6
15	Nashville	4.3	15	Raleigh	4.1
Average		8.0	Average		6.5

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

Table 51
Percent of Total Households with No Vehicles or One Vehicle: 2018

Midwest Metro Areas			Other Metro Areas		
1	Buffalo	50.9	1 Milwaukee	45.3	
2	Chicago	47.1	2	Tucson	44.9
2	Cleveland	47.1	3	Providence	44.5
4	Pittsburgh	45.7	4	Memphis	43.5
5 Milwaukee	45.3		5	Jacksonville	41.6
6	Detroit	44.1	6	San Antonio	39.5
7	St. Louis	40.6	7	Portland	38.7
8	Louisville	39.9	8	Oklahoma City	37.2
9	Columbus	39.7	9	Denver	36.6
10	Cincinnati	39.4	10	Sacramento	36.5
11	Indianapolis	38.5	11	Charlotte	36.4
12	Minneapolis	36.9	12	Richmond	36.2
13	Kansas City	36.8	13	Birmingham	35.9
14	Grand Rapids	35.5	14	Raleigh	32.8
15	Nashville	33.3	14	Salt Lake City	32.8
Average		41.4	Average		38.8

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

Table 52
Annual Hours of Travel Time Delay per Auto Commuter: 2017

Midwest Metro Areas			Other Metro Areas		
1	Chicago	73	1	Portland	66
2	Detroit	61	2	Denver	61
3	Nashville	58	3	Sacramento	59
4	Minneapolis	56	4	Charlotte	57
5	Cincinnati	52	5	Tucson	52
6	Columbus	50	6	San Antonio	51
7	Buffalo	48	7	Oklahoma City	50
7	Indianapolis	48	8	Memphis	48
9	Kansas City	47	8	Providence	48
10	Cleveland	46	10	Jacksonville	46
10	Louisville	46	10 Milwaukee	46	
10 Milwaukee	46		12	Salt Lake City	45
10	Pittsburgh	46	13	Raleigh	42
10	St. Louis	46	14	Birmingham	40
15	Grand Rapids	41	15	Richmond	35
Average		51	Average		50

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

Source: Texas A&M Transportation Institute, 2019 Urban Mobility Report

Table 53
Change in Annual Hours of Travel Time Delay per Auto Commuter: 1982-2017

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	44	1	Portland	46
2	Chicago	42	2	Denver	44
2	Cincinnati	42	3	Sacramento	43
4	Cleveland	40	3	Charlotte	43
5	Nashville	39	5	Providence	41
6	Buffalo	38	6	Oklahoma City	39
7	Kansas City	36	7	Memphis	38
8	Pittsburgh	35	8	Salt Lake City	36
9	Columbus	33	9	Raleigh	35
9	Grand Rapids	33	9	Tucson	35
9	Milwaukee	33	11	Milwaukee	33
12	Indianapolis	30	11	San Antonio	33
12	St. Louis	30	13	Birmingham	32
14	Louisville	29	13	Jacksonville	32
15	Detroit	28	15	Richmond	26
Average		35	Average		37

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

Source: Texas A&M Transportation Institute, 2019 Urban Mobility Report

Table 54
Annual Congestion Cost (Dollars per Auto Commuter): 2017

Midwest Metro Areas			Other Metro Areas		
1	Chicago	\$1,431	1	Portland	\$1,305
2	Nashville	\$1,217	2	Charlotte	\$1,269
3	Detroit	\$1,129	3	Denver	\$1,163
4	Cincinnati	\$1,110	4	Sacramento	\$1,118
5	Columbus	\$1,054	5	San Antonio	\$964
6	Minneapolis	\$980	6	Jacksonville	\$893
7	Cleveland	\$970	7	Milwaukee	\$864
8	Buffalo	\$965	8	Oklahoma City	\$842
9	Pittsburgh	\$908	9	Salt Lake City	\$833
10	Milwaukee	\$864	10	Tucson	\$831
11	St. Louis	\$848	11	Providence	\$828
12	Kansas City	\$837	12	Birmingham	\$819
13	Indianapolis	\$813	13	Raleigh	\$794
14	Louisville	\$726	14	Memphis	\$651
15	Grand Rapids	\$716	15	Richmond	\$641
Average		\$971	Average		\$921

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, 2019 Urban Mobility Report

Table 55
Types of Transit Service and Dedicated Funding Sources
for Major Public Transit Operators: 2019

Midwest Metro Areas			
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 and Mortgage Recording Tax
Chicago	Chicago Transit Authority, Northeast Illinois Regional Commuter Railroad Corporation (Metra), Pace	Bus, Bus Rapid Transit, Commuter Rail, and Heavy Rail	Sales Tax ^c
Cincinnati	Southwest Ohio Regional Transit Authority	Bus and Bus Rapid Transit	0.3% Payroll Tax
Cleveland	Greater Cleveland Regional Transit Authority	Bus, Bus Rapid Transit, Heavy Rail, and Light Rail	1.0% Sales Tax
Columbus	Central Ohio Transit Authority	Bus and Bus Rapid Transit	0.5% Sales Tax
Detroit	City of Detroit Department of Transportation, Detroit Transportation Corporation, Suburban Mobility Authority for Regional Transportation	Bus and Monorail/Automated Guideway	Property Tax ^d
Grand Rapids	Interurban Transit Partnership	Bus and Bus Rapid Transit	Property Tax ^e
Indianapolis	Indianapolis Public Transportation Corporation	Bus	0.25% Income Tax
Kansas City	Kansas City Area Transportation Authority	Bus and Bus Rapid Transit	0.5% Sales Tax
Louisville	Transit Authority of River City	Bus	0.2% Payroll Tax
Milwaukee	Milwaukee County Transit System	Bus	--
Minneapolis	Metro Transit	Bus, Bus Rapid Transit, Light Rail, and Commuter Rail	Property and Sales Taxes ^f
Nashville	Regional Transportation Authority, Metropolitan Transit Authority	Bus and Commuter Rail	--
Pittsburgh	Port Authority of Allegheny County	Bus, Bus Rapid Transit, Light Rail, and Inclined Plane	1.0% Sales Tax and other Taxes ^g
St. Louis	Bi-State Development Agency (Metro)	Bus and Light Rail	1.0% Sales Tax from St. Louis County and City. 0.75% Sales Tax from St. Clair County, Additional Sales Taxes for Capital Projects
Other Metro Areas			
Area	Major Transit Operator(s)	Types of Transit Service ^a	Source of Dedicated Funding ^b
Birmingham	Birmingham-Jefferson County Transit Authority	Bus	--
Charlotte	Charlotte Area Transit System	Bus and Light Rail	0.5% Sales Tax
Denver	Regional Transportation District	Bus, Bus Rapid Transit, and Light Rail	1.0 % Sales Tax
Jacksonville	Jacksonville Transportation Authority	Bus and Monorail/Automated Guideway	Local Gas Tax and 0.5% Sales Tax
Memphis	Memphis Area Transit Authority	Bus and Streetcar	--
Milwaukee	Milwaukee County Transit System	Bus	--
Oklahoma City	Central Oklahoma Transportation and Parking Authority	Bus and Ferryboat	Sales Tax ^h
Portland	Tri-County Metropolitan Transportation District of Oregon (Tri-Met)	Bus, Light Rail, Hybrid Rail, and Streetcar	0.77737% Payroll Tax
Providence	Rhode Island Public Transit Authority	Bus	Statewide Gas Tax
Raleigh	Capital Area Transit (Go Raleigh)	Bus and Bus Rapid Transit	0.5% Sales Tax
Richmond	Greater Richmond Transit Company	Bus	--
Sacramento	Sacramento Regional Transit District	Bus and Light Rail	0.44% Sales tax
Salt Lake City	Utah Transit Authority	Bus, Bus Rapid Transit, Light Rail and Commuter Rail	Sales Tax ⁱ
San Antonio	VIA Metropolitan Transit	Bus	0.5 to 0.625% Sales Tax ^j
Tucson	Sun Tran and Sun Link	Bus and Streetcar	\$0.05 Sales Tax ^k

Table continued on next page.

Table 55 (Continued)

- ^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.
- ^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 In July 2018, 1.47 mills were levied to support current services.
- ^f 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 and Washington Counties and a 0.5 percent sales tax in Hennepin and Ramsey 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.
- ^g 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.
- ^h On December 10, 2019, the citizens of Oklahoma City voted to continue a one cent sales tax to fund enhancements, including transit, through 2028.
- ⁱ Sales tax rates vary by county in the Utah Transit Authority service area, ranging from 1/2 to 2/3 of one cent.
- ^j 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.
- ^k Under State law, the Regional Transportation Authority of Pima County is authorized to levy a 1/2-cent excise tax collected over the next 20 years for purposes of implementing the 20 year multi-modal plan as approved by voters on May 16, 2006. The Authority is not authorized to levy property taxes. The Authority may issue bonds backed by excise taxes.

Source: Federal Transit Administration, National Transit Database and SEWRPC

Table 56
Percent of Public Transit Total Annual Operating
Deficit Funded with Local Funds: 2018

Midwest Metro Areas			Other Metro Areas		
1	Columbus	98.7	1	Jacksonville	88.3
2	St. Louis	91.7	2	Tucson	87.5
3	Cleveland	90.1	3	Charlotte	81.1
4	Kansas City	82.6	4	San Antonio	84.6
5	Chicago	77.9	5	Denver	82.3
6	Cincinnati	77.8	6	Salt Lake City	82.1
7	Indianapolis	77.7	7	Birmingham	74.7
8	Nashville	73.2	8	Portland	69.6
9	Louisville	73.1	9	Raleigh	69.3
10	Detroit	56.5	10	Oklahoma City	65.9
11	Grand Rapids	52.2	11	Providence ^b	64.2
12	Buffalo	40.7	12	Sacramento	64.0
13	Milwaukee	17.0	13	Richmond	61.6
14	Pittsburgh ^a	13.1	14	Memphis	58.3
15	Minneapolis ^a	9.2	15	Milwaukee	17.0

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 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
Percent of Public Transit Total Annual Operating
Deficit Funded with State Funds: 2018

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis ^a	83.6	1	Milwaukee	63.8
2	Pittsburgh ^a	76.1	2	Richmond	24.8
3	Milwaukee	63.8	4	Memphis	15.6
4	Buffalo	43.1	5	Providence ^b	9.9
5	Grand Rapids	42.8	6	Raleigh	9.8
6	Detroit	35.3	7	Sacramento	8.2
7	Chicago	21.0	8	Charlotte	8.1
8	Indianapolis	14.9	9	Jacksonville	4.5
9	Nashville	9.4	10	Oklahoma City	4.2
10	Louisville	2.4	11	Denver	0.6
11	Cincinnati	1.1	12	Portland	0.1
12	Columbus	1.0	13	Birmingham	0.0
13	Kansas City	0.5	13	Tucson	0.0
14	Cleveland	0.3	13	Salt Lake City	0.0
14	St. Louis	0.3	13	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
Percent Change in Ridership for Public Transit
(Annual Unlinked Passenger Trips): 2010-2018

Midwest Metro Areas			Other Metro Areas		
1	Minneapolis	17.1	1	Birmingham	24.3
2	Columbus	10.1	2	Salt Lake City	17.6
3	Nashville	8.9	3	Oklahoma City	8.7
4	Grand Rapids	7.6	4	Charlotte	7.8
5	Indianapolis	3.6	5	Denver	7.0
6	Chicago	3.2	6	Jacksonville	4.5
7	Pittsburgh	-4.0	7	Raleigh	-3.7
8	Buffalo	-7.0	8	Portland	-7.1
9	St. Louis	-7.5	9	San Antonio	-7.8
10	Kansas City	-15.7	10	Providence	-19.0
11	Cleveland	-21.3	11	Tucson	-24.2
12	Louisville	-30.8	12	Milwaukee	-38.7
13	Cincinnati	-32.1	13	Sacramento	-57.6
14	Milwaukee	-38.7	14	Memphis	-75.2
15	Detroit	-48.5	15	Richmond	-83.3
Average		-10.3	Average		-16.4

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
Percent Change in Annual Revenue Service Hours for Public Transit: 2010-2018

Midwest Metro Areas			Other Metro Areas		
1	Nashville	44.5	1	Salt Lake City	44.5
2	Chicago	39.9	2	Portland	20.2
3	Columbus	35.9	3	Denver	19.2
4	St. Louis	22.9	4	Tucson	19.0
5	Minneapolis	22.0	5	Oklahoma City	18.0
6	Indianapolis	20.7	6	Raleigh	15.3
7	Louisville	20.0	7	Jacksonville	14.3
8	Grand Rapids	18.7	8	Charlotte	12.8
9	Cleveland	7.4	9	San Antonio	12.2
10	Milwaukee	5.7	10	Sacramento	11.5
11	Pittsburgh	3.4	11	Providence	9.2
12	Buffalo	2.2	12	Milwaukee	5.7
13	Cincinnati	1.8	13	Birmingham	5.2
14	Kansas City	0.2	14	Richmond	-14.3
15	Detroit	-8.9	15	Memphis	-43.2
Average		15.8	Average		10.0

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: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	\$290.04	1	Salt Lake City	\$420.97
2	Pittsburgh	\$242.50	2	Portland	\$292.61
3	Minneapolis	\$149.48	3	Denver	\$280.08
4	Buffalo	\$151.40	4	Charlotte	\$134.31
5	Cleveland	\$141.28	5	San Antonio	\$127.44
6	St. Louis	\$138.27	6	Milwaukee	\$110.63
7	Columbus	\$113.77	7	Providence	\$100.14
8	Milwaukee	\$110.63	8	Sacramento	\$98.38
9	Nashville	\$89.26	9	Jacksonville	\$98.13
10	Louisville	\$86.93	10	Tucson	\$97.50
11	Grand Rapids	\$82.08	11	Richmond	\$53.44
12	Detroit	\$71.47	12	Memphis	\$52.94
13	Cincinnati	\$63.60	13	Birmingham	\$43.29
14	Kansas City	\$63.32	14	Raleigh	\$40.65
15	Indianapolis	\$57.28	15	Oklahoma City	\$28.79
Average		\$123.42	Average		\$131.95

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: 2018

Midwest Metro Areas			Other Metro Areas		
1	Chicago	1.52	1	Salt Lake City	1.78
2	Pittsburgh	1.05	2	Denver	1.53
3	Milwaukee	0.95	3	Portland	1.42
4	Minneapolis	0.92	4	San Antonio	0.97
5	Buffalo	0.90	5	Milwaukee	0.95
6	Columbus	0.83	6	Tucson	0.87
7	Grand Rapids	0.78	7	Charlotte	0.74
8	St. Louis	0.77	8	Jacksonville	0.62
9	Cleveland	0.74	9	Providence	0.58
10	Louisville	0.73	10	Sacramento	0.47
11	Nashville	0.58	11	Richmond	0.38
12	Cincinnati	0.46	12	Memphis	0.31
13	Detroit	0.42	13	Birmingham	0.29
14	Kansas City	0.38	14	Raleigh	0.28
15	Indianapolis	0.37	15	Oklahoma City	0.22
Average		0.76	Average		0.76

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

Midwest Metro Areas				
Area	8-Hour Ozone (2015 Standard)	8-Hour Ozone (2008 Standard)	PM _{2.5} (2012 Standard)	PM _{2.5} (2006 Standard)
Buffalo	--	--	--	--
Chicago	Nonattainment – Marginal	Nonattainment – Serious	--	--
Cincinnati	Nonattainment – Marginal	Maintenance – Marginal	--	--
Cleveland	Nonattainment – Marginal	Maintenance – Marginal	Maintenance – Moderate	Maintenance
Columbus	Maintenance – Marginal	Maintenance – Marginal	--	--
Detroit	Nonattainment – Marginal	--	--	Maintenance
Grand Rapids	--	--	--	--
Indianapolis	--	--	--	--
Kansas City	--	--	--	--
Louisville	Nonattainment – Marginal	--	--	--
Milwaukee	Nonattainment – Marginal - Partial	--	--	Maintenance
Minneapolis	--	--	--	--
Nashville	--	--	--	--
Pittsburgh	--	Nonattainment – Marginal	--	Maintenance – Moderate
St. Louis	Nonattainment – Marginal	Maintenance – Marginal	--	--

Other Metro Areas				
Area	8-Hour Ozone (2015 Standard)	8-Hour Ozone (2008 Standard)	PM _{2.5} (2012 Standard)	PM _{2.5} (2006 Standard)
Birmingham	--	--	--	Maintenance
Charlotte	--	Maintenance – Marginal	--	--
Denver	Nonattainment – Marginal	Nonattainment – Moderate	--	--
Jacksonville	--	--	--	--
Memphis	--	Maintenance – Marginal	--	--
Milwaukee	Nonattainment – Marginal - Partial	--	--	Maintenance
Oklahoma City	--	--	--	--
Portland	--	--	--	--
Providence	--	--	--	--
Raleigh	--	--	--	--
Richmond	--	--	--	--
Sacramento	Nonattainment – Moderate	Nonattainment – Severe	--	Nonattainment – Moderate
Salt Lake City	--	--	--	Nonattainment – Serious
San Antonio	Nonattainment – Marginal	--	--	--
Tucson	--	--	--	--

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: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Chicago	2,705,988	1	San Antonio	1,532,212
2	Columbus	895,877	2	Jacksonville	903,896
3	Indianapolis	864,131	3	Charlotte	872,506
4	Minneapolis/St. Paul	733,096	4	Denver	716,492
5	Detroit	672,681	5	Portland	652,573
6	Nashville	665,498	6	Memphis	650,632
7	Kansas City	646,170	7	Oklahoma City	649,410
8	Louisville	620,149	8	Milwaukee	592,002
9	Milwaukee	592,002	9	Tucson	545,987
10	Cleveland	383,781	10	Sacramento	508,517
11	St. Louis	302,838	11	Raleigh	470,509
12	Cincinnati	302,615	12	Richmond	228,783
13	Pittsburgh	301,038	13	Birmingham	209,294
14	Buffalo	256,322	14	Salt Lake City	200,576
15	Grand Rapids	200,230	15	Providence	179,335
Average		676,161	Average		594,182

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

Table 64
Percent Change in Population: 2010-2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Columbus	13.8	1	Denver	19.4
2	Nashville	10.7	2	Charlotte	19.3
3	Minneapolis/St. Paul	9.8	3	Raleigh	16.5
4	Kansas City	6.7	4	San Antonio	15.4
5	Grand Rapids	6.5	5	Oklahoma City	12.0
6	Indianapolis	5.3	5	Richmond	12.0
7	Louisville	3.8	7	Portland	11.8
8	Cincinnati	1.9	8	Jacksonville	10.0
9	Chicago	0.4	9	Sacramento	9.0
10	Milwaukee	-0.5	10	Salt Lake City	7.6
11	Pittsburgh	-1.5	11	Tucson	5.0
12	Buffalo	-1.9	12	Providence	0.7
13	Cleveland	-3.3	13	Memphis	0.6
14	St. Louis	-5.2	14	Milwaukee	-0.5
15	Detroit	-5.8	15	Birmingham	-1.4
Average		2.7	Average		9.2

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

Table 65
Population Density (People per Square Mile of Land Area): 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Chicago	11,902	1	Providence	9,742
2	Minneapolis/St. Paul	6,918	2	Milwaukee	6,155
3	Buffalo	6,348	3	Sacramento	5,198
4	Milwaukee	6,155	4	Portland	4,891
5	Pittsburgh	5,436	5	Denver	4,674
6	Cleveland	4,939	6	Richmond	3,819
7	St. Louis	4,905	7	Raleigh	3,239
8	Detroit	4,849	8	San Antonio	3,162
9	Grand Rapids	4,507	9	Charlotte	2,846
10	Columbus	4,095	10	Tucson	2,294
11	Cincinnati	3,884	11	Memphis	2,050
12	Indianapolis	2,390	12	Salt Lake City	1,804
13	Louisville	1,868	13	Birmingham	1,433
14	Kansas City	1,470	14	Jacksonville	1,209
15	Nashville	1,399	15	Oklahoma City	1,071
Average		4,738	Average		3,572

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

Table 66
Racial/Ethnic Minority Population as Percent of Total Population: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Detroit	89.2	1	Birmingham	75.7
2	Chicago	66.7	2	Memphis	75.5
3	Cleveland	65.9	3	San Antonio	75.2
4	Milwaukee	65.5	4	Sacramento	68.9
5	Buffalo	57.5	5	Providence	67.2
6	St. Louis	55.9	6	Milwaukee	65.5
7	Cincinnati	50.2	7	Charlotte	59.2
8	Kansas City	49.1	8	Richmond	58.5
9	Indianapolis	46.1	9	Tucson	56.4
10	Columbus	45.7	10	Jacksonville	49.6
11	Nashville	44.8	11	Oklahoma City	46.6
12	Minneapolis/St. Paul	43.8	12	Raleigh	46.5
13	Grand Rapids	42.2	13	Denver	45.7
14	Louisville	35.2	14	Salt Lake City	34.0
15	Pittsburgh	35.1	15	Portland	30.0
Average		52.9	Average		57.0

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
Percent of Total Adult Population with a Degree Beyond High School: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Minneapolis/St. Paul	55.3	1	Raleigh	59.8
2	Pittsburgh	52.1	2	Portland	57.9
3	Nashville	48.1	3	Denver	56.9
4	Cincinnati	46.6	4	Salt Lake City	55.3
5	Grand Rapids	46.1	5	Charlotte	52.0
6	Chicago	45.0	6	Richmond	46.9
7	Columbus	44.5	7	Sacramento	43.1
8	St. Louis	43.6	8	Jacksonville	38.7
9	Buffalo	39.3	9	Oklahoma City	38.1
10	Louisville	39.2	10	Birmingham	35.0
11	Indianapolis	39.0	10	Tucson	35.0
12	Kansas City	38.5	12	Providence	34.4
13	Milwaukee	32.4	13	San Antonio	33.7
14	Cleveland	25.2	14	Milwaukee	32.4
15	Detroit	23.0	15	Memphis	31.5
Average		41.2	Average		43.4

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: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Chicago	37,160	1	Denver	44,556
2	Minneapolis/St. Paul	36,714	2	Portland	42,814
3	Nashville	35,834	3	Salt Lake City	38,893
4	Pittsburgh	34,636	4	Raleigh	38,804
5	Cincinnati	31,874	5	Charlotte	37,913
6	St. Louis	31,537	6	Richmond	33,094
7	Louisville	30,353	7	Sacramento	31,816
8	Kansas City	29,659	8	Jacksonville	30,632
9	Columbus	28,989	9	Oklahoma City	30,429
10	Indianapolis	27,860	10	San Antonio	24,684
11	Grand Rapids	27,044	11	Providence	24,525
12	Milwaukee	23,439	12	Memphis	24,187
13	Buffalo	23,215	13	Tucson	23,553
14	Cleveland	22,525	14	Birmingham	23,461
15	Detroit	18,427	15	Milwaukee	23,439
Average		29,284	Average		31,520

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

Table 69
Percent of Total Population Below the Poverty Level: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Detroit	33.4	1	Providence	28.0
2	Cleveland	33.1	2	Memphis	27.8
3	Buffalo	30.1	3	Birmingham	27.1
4	Cincinnati	25.2	4	Milwaukee	24.9
5	Milwaukee	24.9	5	Richmond	21.9
6	St. Louis	22.1	5	Tucson	21.9
7	Pittsburgh	20.5	7	San Antonio	20.0
8	Columbus	19.9	8	Salt Lake City	16.4
9	Grand Rapids	19.0	9	Oklahoma City	16.3
10	Minneapolis/St. Paul	18.6	10	Sacramento	15.3
11	Chicago	17.4	11	Jacksonville	15.0
12	Louisville	17.3	12	Charlotte	12.8
13	Indianapolis	16.5	13	Raleigh	12.3
14	Kansas City	15.8	14	Portland	11.5
15	Nashville	15.6	15	Denver	11.3
Average		22.0	Average		18.8

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

Table 70
Ratio of Minorities to Whites Without a High School Diploma: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Minneapolis/St. Paul	9.5	1	Denver	14.6
2	Grand Rapids	5.0	2	Raleigh	6.5
3	Chicago	4.2	2	Richmond	6.5
4	Milwaukee	3.3	4	Salt Lake City	5.9
4	Nashville	3.3	5	Portland	5.3
6	Kansas City	3.0	6	Charlotte	4.9
7	St. Louis	2.7	7	Tucson	4.7
8	Buffalo	2.4	8	San Antonio	4.2
8	Cincinnati	2.4	9	Memphis	4.0
10	Indianapolis	2.1	10	Sacramento	3.7
11	Columbus	1.8	11	Oklahoma City	3.4
11	Louisville	1.8	12	Milwaukee	3.3
11	Pittsburgh	1.8	13	Birmingham	3.2
14	Cleveland	1.7	14	Providence	2.6
15	Detroit	0.8	15	Jacksonville	1.8
Average		3.1	Average		5.0

Note: Ratio calculated by dividing the percent of minority adults without a high school diploma or equivalent by percent of white adults without a high school diploma or equivalent.

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

Table 71
Ratio of Whites to Minorities with a Bachelor's Degree or Higher: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Milwaukee	3.0	1	Richmond	3.7
2	Cleveland	2.9	2	Providence	3.1
3	Chicago	2.6	3	Milwaukee	3.0
4	Grand Rapids	2.5	4	Birmingham	2.9
4	Minneapolis/St. Paul	2.5	5	Memphis	2.8
6	Cincinnati	2.4	6	Denver	2.7
6	St. Louis	2.4	7	Salt Lake City	2.1
8	Detroit	2.3	7	San Antonio	2.1
9	Kansas City	2.2	7	Tucson	2.1
10	Nashville	1.9	10	Charlotte	1.9
11	Buffalo	1.8	10	Raleigh	1.9
11	Indianapolis	1.8	12	Sacramento	1.8
13	Columbus	1.6	13	Oklahoma City	1.7
13	Louisville	1.6	13	Portland	1.7
13	Pittsburgh	1.6	15	Jacksonville	1.3
Average		2.2	Average		2.3

Note: Ratio calculated by dividing the percent of white adults with a bachelor's degree or higher by percent of minority adults with a bachelor's degree or higher.

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

Table 72
Ratio of White to Minority per Capita Income: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Chicago	2.6	1	Richmond	2.7
2	Minneapolis/St. Paul	2.5	2	Memphis	2.5
3	Cincinnati	2.2	3	Birmingham	2.3
3	Milwaukee	2.2	3	Denver	2.3
5	Cleveland	2.1	5	Charlotte	2.2
5	Grand Rapids	2.1	5	Milwaukee	2.2
5	St. Louis	2.1	5	Providence	2.2
8	Kansas City	2.0	5	Raleigh	2.2
9	Buffalo	1.9	9	Oklahoma City	2.1
9	Indianapolis	1.9	10	Salt Lake City	2.0
9	Nashville	1.9	10	San Antonio	2.0
9	Pittsburgh	1.9	12	Sacramento	1.9
13	Columbus	1.8	13	Portland	1.8
13	Louisville	1.8	13	Tucson	1.8
15	Detroit	1.6	15	Jacksonville	1.6
Average		2.0	Average		2.1

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

Table 73
Ratio of Minorities to Whites in Poverty: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	St. Louis	2.9	1	Charlotte	3.1
2	Minneapolis/St. Paul	2.8	2	Memphis	2.8
3	Louisville	2.7	2	Raleigh	2.8
4	Nashville	2.6	4	Oklahoma City	2.6
5	Chicago	2.5	5	Richmond	2.5
6	Milwaukee	2.3	6	Milwaukee	2.3
7	Buffalo	2.2	7	Denver	2.1
7	Indianapolis	2.2	8	Jacksonville	1.9
9	Kansas City	2.1	9	Birmingham	1.8
9	Pittsburgh	2.1	9	Providence	1.8
11	Columbus	2.0	9	Tucson	1.8
11	Grand Rapids	2.0	12	San Antonio	1.7
13	Cincinnati	1.9	13	Portland	1.5
14	Cleveland	1.8	13	Sacramento	1.5
15	Detroit	0.9	15	Salt Lake City	1.4
Average		2.2	Average		2.1

Note: Ratio calculated by dividing the percent of minority population in poverty by percent of white population in poverty.

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

Table 74
Unemployment Rate: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Detroit	9.0	1	Providence	5.1
2	Cleveland	6.5	2	Tucson	4.7
3	Buffalo	5.7	3	Birmingham	4.6
4	Cincinnati	4.5	3	Memphis	4.6
5	Chicago	4.2	5	Milwaukee	4.0
5	Pittsburgh	4.2	6	Sacramento	3.9
7	Louisville	4.1	7	Charlotte	3.8
8	Grand Rapids	4.0	8	Jacksonville	3.6
8	Milwaukee	4.0	8	Portland	3.6
10	Columbus	3.9	8	Raleigh	3.6
11	Kansas City	3.8	11	Richmond	3.5
11	St. Louis	3.8	12	San Antonio	3.3
13	Indianapolis	3.5	13	Denver	3.2
14	Minneapolis/St. Paul	2.6	13	Oklahoma City	3.2
14	Nashville	2.6	15	Salt Lake City	2.9
Average		4.4	Average		3.8

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

Table 75
Percent Change in Housing Units: 2010-2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Nashville	12.9	1	Raleigh	19.1
2	Columbus	7.1	2	Denver	15.8
3	Kansas City	5.7	3	Charlotte	14.9
4	Minneapolis/St. Paul	4.2	4	Portland	11.0
5	Detroit	3.9	5	Oklahoma City	7.9
6	Cleveland	3.1	6	Salt Lake City	7.3
7	Louisville	3.0	7	Birmingham	6.6
8	Chicago	2.7	8	San Antonio	6.2
9	Pittsburgh	2.6	9	Jacksonville	6.1
10	Indianapolis	1.9	10	Tucson	4.2
11	Milwaukee	1.6	11	Providence	3.5
12	Grand Rapids	0.9	12	Memphis	2.9
13	St. Louis	0.7	13	Richmond	2.8
14	Cincinnati	0.2	14	Sacramento	2.1
15	Buffalo	-2.0	15	Milwaukee	1.6
Average		3.2	Average		7.5

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

Table 76
Multifamily Housing as Percent of Total Housing Units: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Chicago	73.4	1	Providence	78.0
2	Buffalo	64.7	2	Milwaukee	59.6
3	Cincinnati	60.9	3	Denver	56.3
4	Milwaukee	59.6	4	Salt Lake City	53.7
5	Minneapolis/St. Paul	56.1	5	Raleigh	52.5
6	St. Louis	56.0	6	Richmond	51.2
7	Columbus	54.0	7	Portland	45.1
8	Pittsburgh	53.5	8	Charlotte	43.8
9	Cleveland	52.5	9	Birmingham	41.2
10	Nashville	46.0	10	Memphis	40.3
11	Grand Rapids	40.6	11	Tucson	39.8
12	Indianapolis	39.6	12	Sacramento	39.5
13	Kansas City	36.2	13	San Antonio	36.5
14	Detroit	34.2	14	Jacksonville	35.8
15	Louisville	33.8	15	Oklahoma City	29.3
Average		50.7	Average		46.8

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

Table 77
Median Value of Owner-Occupied Housing Units: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Nashville	274,100	1	Portland	451,000
2	Chicago	271,600	2	Denver	435,100
3	Minneapolis/St. Paul	247,537	3	Salt Lake City	359,800
4	Louisville	168,700	4	Sacramento	358,300
5	Columbus	159,400	5	Raleigh	268,900
6	St. Louis	154,800	6	Richmond	255,900
7	Grand Rapids	154,600	7	Charlotte	230,900
8	Kansas City	151,852	8	Providence	219,500
9	Cincinnati	147,800	9	Jacksonville	183,700
10	Indianapolis	142,700	10	Tucson	167,800
11	Pittsburgh	140,200	11	Oklahoma City	161,700
12	Milwaukee	126,300	12	San Antonio	155,600
13	Buffalo	98,300	13	Milwaukee	126,300
14	Cleveland	71,100	14	Memphis	103,700
15	Detroit	51,600	15	Birmingham	93,400
Average		157,400	Average		238,100

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: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Chicago	35.4	1	Sacramento	26.4
2	Detroit	26.0	2	Charlotte	26.0
3	St. Louis	25.3	3	Portland	25.8
4	Nashville	24.6	4	Jacksonville	25.5
5	Cleveland	24.3	5	Denver	25.1
6	Cincinnati	23.9	6	Raleigh	24.6
6	Indianapolis	23.9	6	San Antonio	24.6
8	Minneapolis/St. Paul	23.7	8	Tucson	23.1
8	Pittsburgh	23.7	9	Birmingham	23.0
10	Louisville	22.7	10	Providence	22.2
11	Kansas City	22.0	11	Memphis	21.9
12	Columbus	21.8	11	Richmond	21.9
13	Milwaukee	21.7	13	Milwaukee	21.7
14	Buffalo	19.4	14	Oklahoma City	21.0
15	Grand Rapids	18.5	15	Salt Lake City	19.1
Average		23.8	Average		23.5

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

Table 79
Percent of Total Workers Who Drive to Work Alone: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Indianapolis	83.0	1	Memphis	83.5
2	Kansas City	81.3	2	Oklahoma City	82.3
3	Louisville	79.8	3	Birmingham	80.7
4	Nashville	78.5	4	Jacksonville	79.4
5	Columbus	78.3	5	San Antonio	78.0
6	Grand Rapids	77.0	6	Raleigh	77.6
7	Milwaukee	74.0	7	Charlotte	75.2
8	St. Louis	72.2	8	Tucson	74.4
9	Cincinnati	70.9	9	Milwaukee	74.0
10	Cleveland	69.9	10	Sacramento	73.7
11	Detroit	69.0	11	Richmond	71.7
12	Buffalo	68.9	12	Denver	68.5
13	Minneapolis/St. Paul	64.0	13	Salt Lake City	65.5
14	Pittsburgh	54.5	14	Providence	64.3
15	Chicago	48.9	15	Portland	58.5
Average		71.3	Average		73.8

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

Table 80
Percent of Total Workers Who Carpool to Work: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Detroit	14.8	1	Providence	15.2
2	Grand Rapids	10.0	2	San Antonio	12.1
3	Milwaukee	9.9	3	Sacramento	11.0
4	Cincinnati	9.8	4	Salt Lake City	10.9
4	Cleveland	9.8	5	Tucson	10.8
6	Nashville	9.7	6	Memphis	10.4
7	Columbus	9.6	7	Milwaukee	9.9
8	Buffalo	9.5	8	Oklahoma City	9.7
9	Kansas City	9.1	9	Jacksonville	9.6
10	Indianapolis	8.4	10	Charlotte	9.5
10	Louisville	8.4	11	Raleigh	8.7
10	Minneapolis/St. Paul	8.4	12	Birmingham	8.6
13	Chicago	8.3	12	Richmond	8.6
13	Pittsburgh	8.3	14	Denver	7.8
15	St. Louis	6.5	15	Portland	7.6
Average		9.4	Average		10.0

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

Table 81
Percent of Total Workers Who Take Public Transportation to Work: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Chicago	28.3	1	Portland	12.0
2	Pittsburgh	18.6	2	Salt Lake City	7.7
3	Minneapolis/St. Paul	11.6	3	Richmond	6.4
4	Cleveland	10.3	4	Milwaukee	6.1
5	St. Louis	10.1	5	Denver	5.9
6	Buffalo	9.6	6	Providence	4.5
7	Cincinnati	6.9	7	Sacramento	3.3
8	Milwaukee	6.1	8	Charlotte	3.2
9	Detroit	5.9	8	Tucson	3.2
10	Grand Rapids	3.3	10	Birmingham	2.9
11	Columbus	3.2	11	San Antonio	2.5
11	Louisville	3.2	12	Raleigh	2.2
13	Kansas City	2.3	13	Jacksonville	1.4
14	Indianapolis	1.9	13	Memphis	1.4
15	Nashville	1.6	15	Oklahoma City	0.5
Average		8.2	Average		4.2

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

Table 82
Percent of Total Workers Who Bike to Work: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Minneapolis/St. Paul	2.6	1	Portland	5.3
2	Chicago	1.8	2	Richmond	3.2
3	Pittsburgh	1.7	3	Denver	2.5
4	Buffalo	0.9	3	Salt Lake City	2.5
4	Grand Rapids	0.9	5	Tucson	2.4
4	St. Louis	0.9	6	Sacramento	2.0
7	Cleveland	0.7	7	Providence	1.0
7	Milwaukee	0.7	8	Milwaukee	0.7
9	Cincinnati	0.5	9	Jacksonville	0.5
9	Columbus	0.5	10	Memphis	0.3
9	Detroit	0.5	10	San Antonio	0.3
9	Indianapolis	0.5	12	Raleigh	0.2
13	Louisville	0.4	13	Birmingham	0.1
14	Kansas City	0.2	13	Charlotte	0.1
15	Nashville	0.1	13	Oklahoma City	0.1
Average		0.9	Average		1.4

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

Table 83
Percent of Total Workers Who Walk to Work: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Pittsburgh	10.2	1	Providence	8.9
2	Buffalo	7.4	2	Salt Lake City	5.9
3	Minneapolis/St. Paul	6.0	3	Portland	5.7
3	St. Louis	6.0	4	Denver	5.1
5	Chicago	5.6	5	Milwaukee	4.7
6	Cincinnati	5.5	6	Richmond	4.4
7	Cleveland	4.9	7	Sacramento	2.9
8	Milwaukee	4.7	7	Tucson	2.9
9	Grand Rapids	4.1	9	Birmingham	2.7
10	Detroit	3.4	10	Charlotte	2.2
11	Columbus	3.2	10	San Antonio	2.2
12	Nashville	2.9	12	Oklahoma City	2.1
13	Louisville	1.9	13	Jacksonville	1.7
14	Indianapolis	1.8	14	Raleigh	1.5
15	Kansas City	1.6	15	Memphis	1.3
Average		4.6	Average		3.6

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

Table 84
Percent of Total Households with No Vehicles: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Chicago	16.3	1	Richmond	9.5
2	Pittsburgh	13.7	2	Providence	7.4
3	Buffalo	13.1	3	Portland	6.8
4	Cleveland	11.1	4	Milwaukee	6.6
4	Detroit	11.1	5	Tucson	4.8
6	St. Louis	9.9	6	Salt Lake City	4.5
7	Minneapolis/St. Paul	7.7	7	Birmingham	4.4
8	Cincinnati	7.4	8	Denver	4.2
9	Milwaukee	6.6	9	Memphis	4.1
10	Grand Rapids	4.3	10	San Antonio	3.5
11	Kansas City	4.2	11	Jacksonville	3.3
12	Louisville	3.6	12	Sacramento	2.8
13	Indianapolis	3.4	13	Raleigh	2.6
14	Columbus	3.3	14	Charlotte	2.4
15	Nashville	3.1	15	Oklahoma City	2.3
Average		7.9	Average		4.6

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

Table 85
Percent of Total Households with No Vehicles or One Vehicle: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Chicago	55.8	1	Milwaukee	40.9
2	Buffalo	52.0	2	Providence	39.7
3	Cleveland	51.4	3	Richmond	38.7
4	Pittsburgh	50.5	4	Memphis	37.8
5	Detroit	48.7	4	Portland	37.8
6	St. Louis	45.6	6	Birmingham	37.4
7	Milwaukee	40.9	7	Salt Lake City	33.2
8	Cincinnati	40.6	8	Denver	33.0
9	Minneapolis/St. Paul	37.7	9	Tucson	32.8
10	Columbus	33.5	10	Charlotte	29.9
11	Indianapolis	30.8	11	Jacksonville	28.9
12	Grand Rapids	30.6	12	Raleigh	26.5
13	Louisville	29.6	12	Sacramento	26.5
14	Kansas City	29.1	14	San Antonio	26.4
15	Nashville	27.7	15	Oklahoma City	25.1
Average		40.3	Average		33.0

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

Table 86
Ratio of City to Remainder of Metro Area
Adults Without a High School Diploma: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Milwaukee	3.43	1	Milwaukee	3.43
2	Cleveland	2.90	2	Tucson	1.74
3	Buffalo	2.49	3	San Antonio	1.67
4	Kansas City	2.30	4	Oklahoma City	1.59
5	Detroit	2.29	5	Sacramento	1.58
6	Minneapolis	2.02	6	Richmond	1.55
7	Indianapolis	1.80	7	Denver	1.54
8	Grand Rapids	1.67	8	Birmingham	1.46
9	Cincinnati	1.58	9	Memphis	1.45
10	St. Louis	1.54	10	Jacksonville	1.35
11	Chicago	1.46	11	Providence	1.30
11	Columbus	1.46	12	Salt Lake City	1.21
13	Pittsburgh	1.23	13	Charlotte	1.06
14	Louisville	1.15	14	Raleigh	1.02
15	Nashville	1.14	15	Portland	0.87
Average		1.90	Average		1.52

Note: Ratio calculated by dividing the percent of principal city adults without a high school diploma or equivalent by percent of remainder of metro area adults without a high school diploma or equivalent.

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

Table 87
Ratio of Remainder of Metro Area to City
Adults with a Bachelor's Degree or Higher: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Detroit	2.23	1	Milwaukee	1.69
2	Cleveland	2.12	2	Tucson	1.35
3	Milwaukee	1.69	3	Jacksonville	1.23
4	Kansas City	1.26	4	Birmingham	1.18
5	Buffalo	1.21	4	San Antonio	1.18
6	Indianapolis	1.19	6	Memphis	1.16
7	Columbus	1.03	7	Providence	1.06
8	Louisville	0.99	8	Oklahoma City	0.99
9	Chicago	0.97	8	Sacramento	0.99
10	St. Louis	0.93	10	Richmond	0.89
11	Grand Rapids	0.87	11	Raleigh	0.85
11	Minneapolis	0.87	12	Denver	0.83
13	Cincinnati	0.85	13	Charlotte	0.72
14	Nashville	0.78	14	Portland	0.71
14	Pittsburgh	0.78	15	Salt Lake City	0.68
Average		1.18	Average		1.03

Note: Ratio calculated by dividing the percent of remainder of metro area adults with a bachelor's degree or higher by percent of principal city adults with a bachelor's degree or higher.

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

Table 88
Ratio of Remainder of Metro Area to City per Capita Income: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Detroit	1.98	1	Milwaukee	1.80
2	Milwaukee	1.80	2	Tucson	1.52
3	Cleveland	1.65	3	Providence	1.48
4	Buffalo	1.53	4	Birmingham	1.39
5	Indianapolis	1.30	5	San Antonio	1.34
6	Columbus	1.29	6	Memphis	1.31
7	Kansas City	1.27	7	Jacksonville	1.23
8	Grand Rapids	1.21	8	Sacramento	1.14
9	Minneapolis	1.14	9	Richmond	1.09
9	St. Louis	1.14	10	Oklahoma City	1.01
11	Louisville	1.11	11	Raleigh	0.98
12	Cincinnati	1.08	12	Denver	0.93
13	Chicago	1.04	13	Portland	0.88
13	Pittsburgh	1.04	14	Charlotte	0.87
15	Nashville	0.96	15	Salt Lake City	0.82
Average		1.30	Average		1.19

Note: Ratio calculated by dividing the remainder of metro area per capita income by principal city per capita income.

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

Table 89
Ratio of City to Remainder of Metro Area People in Poverty: 2018

Principal Cities of Midwest Metro Areas			Principal Cities of Other Metro Areas		
1	Milwaukee	4.00	1	Milwaukee	4.00
2	Buffalo	3.39	2	Providence	2.74
3	Cleveland	3.23	3	Memphis	2.66
4	Minneapolis	3.11	4	Richmond	2.41
5	Detroit	3.08	5	San Antonio	2.40
6	Cincinnati	2.60	6	Birmingham	2.33
7	Columbus	2.59	7	Salt Lake City	2.25
8	Grand Rapids	2.40	8	Tucson	2.15
9	Kansas City	2.22	9	Jacksonville	1.82
10	Pittsburgh	2.18	10	Raleigh	1.71
11	St. Louis	2.14	11	Denver	1.65
12	Chicago	1.99	12	Oklahoma City	1.34
13	Indianapolis	1.86	13	Portland	1.26
14	Louisville	1.69	14	Charlotte	1.23
15	Nashville	1.63	15	Sacramento	1.20
Average		2.54	Average		2.08

Note: Ratio calculated by dividing the percent of principal city population in poverty by percent of remainder of metro area population in poverty.

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

