

A COMPARISON OF THE MILWAUKEE METROPOLITAN AREA TO ITS PEERS



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**MEMORANDUM REPORT
NUMBER 221**

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

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

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

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

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

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

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

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

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

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

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

1 INTRODUCTION

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

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

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

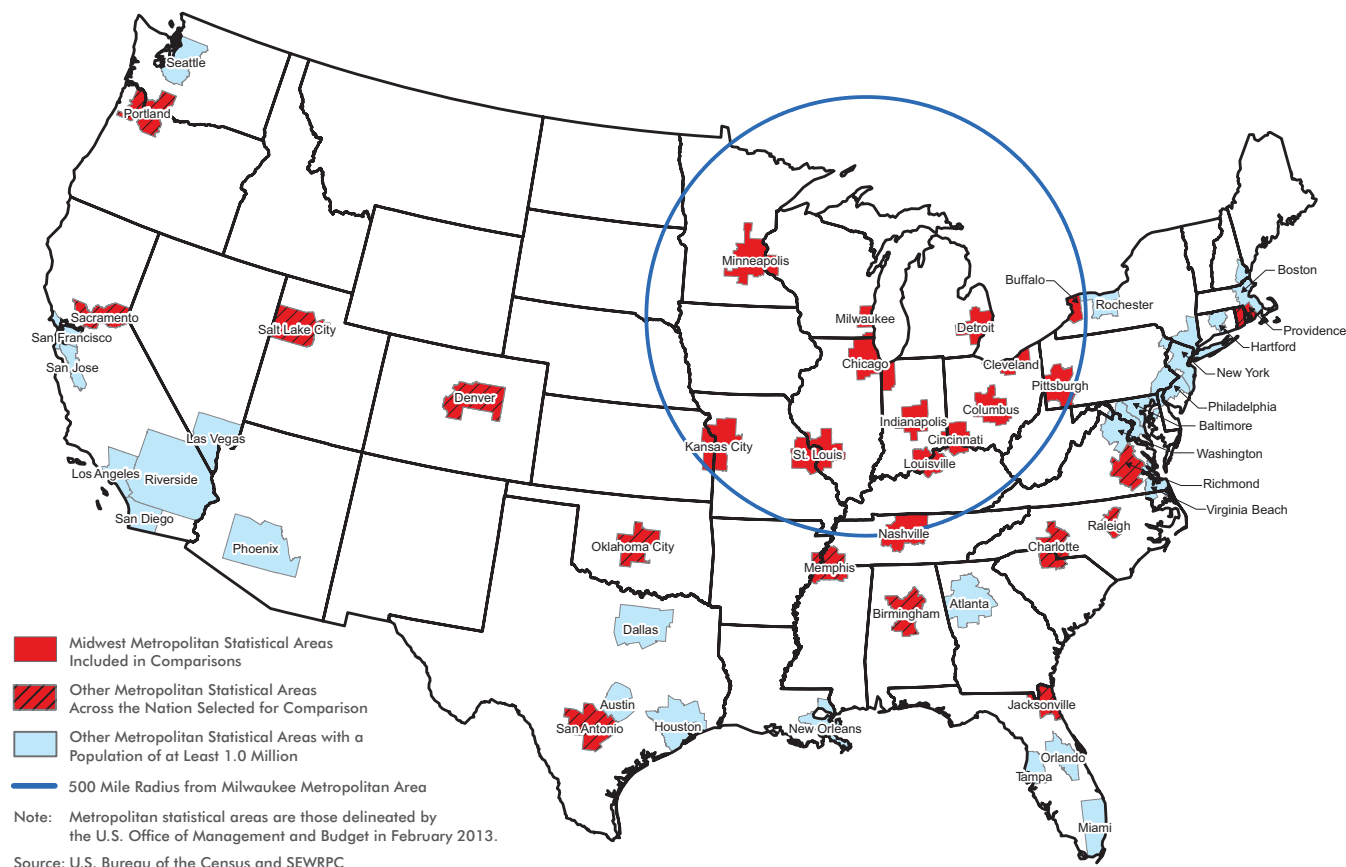
In most cases, the data presented in the metropolitan area comparisons pertain to entire metropolitan statistical areas as delineated by the U.S. Office of Management and Budget in February 2013. Several data sets pertain to the primary urbanized area within the metropolitan statistical area.

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

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

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

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



2 METROPOLITAN AREA COMPARISONS: POPULATION AND HOUSEHOLDS

Overview

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

- **Population Change** (Table 2)

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

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

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

- **Population Density** (Table 3)

Population density is provided for the primary urbanized area within the respective metropolitan statistical areas. The Milwaukee urbanized area had an overall population density of 2,523 persons per square mile in 2010. This is just above the average density for midwest urbanized areas (2,379 persons per square mile) and about the same as the average for the other areas (2,504 persons per square mile).

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

The median age of the Milwaukee area population in 2013 (37.2 years) was slightly lower than the average for the midwest metro areas (38.2 years) and slightly above the average for the other metro areas (36.5 years).

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

The racial/ethnic minority population comprised 32.0 percent of the total population of the Milwaukee metro area in 2013. This includes those reported by the Census Bureau as being of Hispanic origin and/or non-white race. Milwaukee's minority population percentage was higher than the average for midwest metro areas (26.2 percent) and lower than the average for the other metro areas (37.6 percent).

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

About 41.8 percent of adults age 25 and over in the Milwaukee metro area had a degree beyond high school (associate's, bachelor's, or graduate degree) in 2013. This is slightly higher than the average for the midwest metro areas (40.5 percent) and for the other areas (40.1 percent).

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

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

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

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

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

- **Poverty** (Table 19)

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

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

- **Infant Mortality** (Table 20)

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

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

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

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

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

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

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

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

3 METROPOLITAN AREA COMPARISONS: ECONOMY

Overview

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- **Unemployment Rate** (Table 37)

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

4 METROPOLITAN AREA COMPARISONS: HOUSING

Overview

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

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

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

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

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

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

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

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

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

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

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

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

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

5 METROPOLITAN AREA COMPARISONS: TRANSPORTATION

Overview

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

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

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

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

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

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

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

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

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

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

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

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

Eight midwest metro areas and seven metro areas across the nation provide some form of rail service, in addition to buses, as part of their public transit systems.

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

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

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

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

6 METROPOLITAN AREA COMPARISONS: AIR QUALITY

Overview

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

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

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

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

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

7 PRINCIPAL CITY COMPARISONS

Overview

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8 SUMMARY

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

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

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

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

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

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

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

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

TABLES

Table 1
TOTAL POPULATION: 2013

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

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

Table 2
CHANGE IN POPULATION
Percent Change: 2000-2013

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

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

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

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

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

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

Table 4
POPULATION MEDIAN AGE: 2013

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 17
PER CAPITA INCOME
Per Capita Income: 2013

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

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

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

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

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

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

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

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

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

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

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

Source: Centers for Disease Control and Prevention.

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

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

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

Table 22
FAMILY HOUSEHOLDS
Percent of Total Households: 2013

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 28
TOTAL EMPLOYMENT (JOBS): 2013

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

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

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

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

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

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

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

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

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

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

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

Source: U.S. Bureau of Economic Analysis.

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

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

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

Source: U.S. Bureau of Economic Analysis.

Table 33
GROSS DOMESTIC PRODUCT PER CAPITA: 2013

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

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

Source: U.S. Bureau of Economic Analysis.

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

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

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

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

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

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

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

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

Source: U.S. Bureau of Economic Analysis.

Table 37
UNEMPLOYMENT RATE: 2013

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

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

Metropolitan Area Comparisons:

ECONOMY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Source: National Association of Realtors.

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

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

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

Source: National Association of Home Builders/Wells Fargo.

Table 44
AVERAGE TRAVEL TIME TO WORK IN MINUTES: 2013

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Metropolitan Area Comparisons: TRANSPORTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

^b Providence is served by a statewide public transit agency

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

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

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

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

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

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

^b Providence is served by a statewide public transit agency

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

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

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

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

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

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

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

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

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

Table 60
PUBLIC TRANSIT OPERATING EXPENDITURES PER CAPITA: 2013

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

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

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

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

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

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

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

Metropolitan Area Comparisons: AIR QUALITY

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

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

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

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

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

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

Table 63
TOTAL POPULATION: 2013

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

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

Table 64
CHANGE IN POPULATION
Percent Change: 2000-2013

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 68
PER CAPITA INCOME: 2013

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 74
UNEMPLOYMENT RATE: 2013

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

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

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

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

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

Table 76
HOUSING STRUCTURE TYPE

Multi-Family Housing as a Percent of Total Housing Units: 2013

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

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

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

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

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

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

Table 78
AVERAGE TRAVEL TIME TO WORK IN MINUTES: 2013

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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