

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



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



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**Federal Highway Administration**  
**Federal Transit Administration**



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# A COMPARISON OF THE MILWAUKEE METROPOLITAN AREA TO ITS PEERS

## EXECUTIVE SUMMARY

This report provides a statistical comparison of the Milwaukee Metro Area (see Map 1) with 14 Midwest Metro Areas and 14 National Metro Areas (see Map 2). The goal of the report is to assess how the Milwaukee Metro Area compares with other metro areas on several key measures, including population growth and characteristics, the economy, and transportation. The comparison includes data on existing conditions and changes primarily between 2010 and 2022. Major findings of the comparisons are noted below. These findings provide information for consideration in developing long-range plans for Southeastern Wisconsin.

- **Midwest Metro Areas:** the other 14 metro areas located in the Midwest (within 500 miles of Milwaukee) that have a population of at least 1.0 million people.
- **National Metro Areas:** 14 selected metro areas with a population of at least 1.0 million people that are geographically distributed throughout the Nation.

This report is the third edition of the comparison of the Milwaukee Metro Area to its peers—the 28 metro areas identified above based on population and location. The first edition of the report presented data from 2000 to 2013 while the second edition primarily presented data from 2010 to 2018. Notable changes identified in the third edition include the Milwaukee Metro Area's increased percentage of adults with a degree beyond high school, decreased percentage of people in poverty, and lower ranking in unemployment rate compared to metro areas included in the comparison. Comparisons where the Milwaukee Metro Area now rates less competitively than metro areas included in the comparison include the change in hours of travel time delays and the percent change in per capita income. Despite these changes, three primary conclusions are discussed in the remainder of this summary that are largely unchanged from the previous two editions of this report.

- **A Slower-Growth Area** – The Milwaukee Metro Area has had slower population growth than most Midwest Metro Areas and National Metro Areas. Of the 28 peers in this report, 20 grew by 4 percent or more from 2010 to 2022, compared to less than 1 percent growth for the Milwaukee Metro Area.

In terms of job growth, only the Buffalo and Pittsburgh Metro Areas had slower job growth than the 11 percent increase in jobs in the Milwaukee Metro Area from 2010 to 2022. Manufacturing employment in the Milwaukee Metro Area has also continued its long-term decline, although it continues to account for 11 percent of total employment, ranking the Milwaukee Metro Area second among the Midwest Metro Areas and first among National Metro Areas.

## EXECUTIVE SUMMARY

Even though the Milwaukee Metro Area has experienced slower population and job growth, housing values and home selling prices in the Milwaukee Metro Area are among the highest in the Midwest Metro Areas and rank near the middle of National Metro Areas. Rent continues to be below the average for Midwest Metro Areas and National Metro Areas, and the percent of affordable home sales ranks near the top among National Metro Areas.

- **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 most National Metro Areas. Whites on average have significantly higher educational attainment levels and per capita income levels. Whites also have a far lower poverty rate, although the gap is now smaller; the percent of minorities in poverty was 4 times that of whites and is now less than 3 times that of whites. Similar disparities also exist between whites and minorities within the City of Milwaukee itself.

There are also significant disparities in 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 Metro Area exceed the disparities between principal cities and their suburbs in most National Metro Areas.

- **An Unbalanced Transportation System** – While there are positive signs related to the Milwaukee Metro Area transportation system’s performance, funding challenges continue to face the Metro Area, particularly threatening transit service levels. Several indicators show that the highway system in the Milwaukee Metro Area performs well in comparison to both the Midwest and National Metro Areas. Travel time delay for auto commuters in the Milwaukee Metro Area is at or below the averages for both the Midwest and National Metro Areas. Congestion costs for auto commuters are slightly lower than average for the Midwest Metro Areas and slightly higher than the average for the National Metro Areas. The increase in travel time delay for auto commuters in the Milwaukee Metro Area over the past 38 years is above average compared to both the Midwest and National Metro Areas. However, the annual travel time delay in 2020 decreased nationally because of the COVID-19 pandemic, which makes a comparison challenging. For example, the annual travel time delay for the Midwest Metro Areas in 2017 was 46 hours, compared to 29 annual hours in 2020.

Similar to auto travel, the pandemic impacted transit ridership levels for the Midwest and National Metro Areas. While ridership declined due to shelter-in-place requirements, the pandemic highlighted the need for public transit to ensure that essential workers could get to their jobs, providing necessary health care, food, and services. Even during the pandemic, the Milwaukee Metro Area continued to have among the highest transit service levels per capita compared to both the Midwest and National Metro Areas.

## EXECUTIVE SUMMARY

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Further, while the funding methods for public transit in the Milwaukee Metro Area continue to be heavily dependent on State and Federal funds and limited by State restrictions on local government revenue sources, the Milwaukee Metro Area continues to provide more transit service per capita than its peers. Nearly all the Midwest and National Metro Areas have a local dedicated source of funding—typically a sales tax—which provides the bulk of their funding. The Milwaukee Metro Area has by far the largest transit system not supported by dedicated funding. The two other transit systems without dedicated funding (Nashville and Memphis) provide only 1/2 to 1/4 the transit service per capita provided in the Milwaukee Metro Area. This would suggest that action is needed to provide dedicated local transit funding, or at least increased State transit funding, to avoid the Milwaukee Metro Area’s transit levels shrinking to the much lower levels of those without dedicated funding.

# SUMMARY COMPARISON: Milwaukee Metro Area vs. Peer Metro Areas

Measure	Milwaukee	Average	Highest	Rank Among Peer Metro Areas										Lowest																			
Percent Change in Population: 2010-2022	0.2%	10.2%	Raleigh 31.3%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Birmingham -1.0%
Percent of Adult Population with a Bachelor's Degree or Higher	24.8%	23.9%	Raleigh 31.7%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Memphis 19.6%
Ratio of Remainder of Metro Area to City: Adults with a Bachelor's Degree or Higher	1.63	1.06	Detroit 2.18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Salt Lake City 0.70
Per Capita Income	\$42,356	\$42,437	Denver \$54,363	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	San Antonio \$35,208
Ratio of White to Minority Per Capita Income	1.90	1.64	Milwaukee 1.90	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Pittsburgh 1.40
Percent Change in Total Employment: 2010-2022	10.7%	25.5%	Nashville 51.1%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Buffalo 6.9%
Percent Manufacturing Share of Total Employment	10.8%	6.6%	Grand Rapids 15.5%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Sacramento 3.0%
Unemployment Rate	3.2%	3.4%	Cleveland 4.7%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Salt Lake City 2.3%
Ratio of City to Remainder of Metro Area: People in Poverty	3.16	2.09	Cleveland 3.21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Oklahoma City 1.15
Median Gross Housing Rent	\$1,054	\$1,228	Denver \$1,749	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Pittsburgh \$964
Percent of Home Sales Affordable to Median-Income Families	68.3%	59.1%	Indianapolis 82.4%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Sacramento 17.6%
Average Travel Time to Work in Minutes	22.5	25.1	Chicago 30.2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Grand Rapids 21.6
Percent of Public Transit Operating Assistance from Local Funds	8.6%	38.0%	Raleigh 80.6%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Buffalo 0.0%
Public Transit Service Hours Per Capita	0.97	0.60	Salt Lake City 1.53	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Birmingham 0.18
Percent Change in Annual Public Transit Service Hours: 2010-2022	3.3%	6.6%	Salt Lake City 79.5%	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Memphis -40.5%

Note: Data from 2022 unless otherwise noted  
Source: SEWRPC, 8/2024



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# 1 INTRODUCTION

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

The first two editions of this report were published in 2015 and 2020, respectively, and used the most up-to-date data available at the time. This document presents an update to the second edition of the report, in part to determine and summarize changes in these statistics in the four years since that report.

This effort involved comparing the Milwaukee metropolitan statistical area and 28 other metropolitan statistical areas in the Nation. Metropolitan statistical areas, referred to simply as metro areas in the report, 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 metro area includes one or more counties containing an urban core area of at least 50,000 people, as well as adjacent counties that have a high degree of social and economic integration with the urban core.

The Milwaukee Metro Area, as shown in Map 1, includes four of the seven counties that comprise Southeastern Wisconsin—Milwaukee, Ozaukee, Washington, and Waukesha. In this comparative analysis, the Milwaukee Metro Area, which had an estimated population of 1.56 million people in 2022, is compared to two peer groups:

- **Midwest Metro Areas:** the 14 other metro areas located in the Midwest (within 500 miles of Milwaukee) that have a population of at least 1.0 million people.
- **National Metro Areas:** 14 selected metro areas with a population of at least 1.0 million people that are geographically distributed throughout the Nation.

Map 2 shows all metro areas in the United States with a population of at least 1.0 million people and identifies the metro areas included in the two peer groups. This edition of the report includes the same metro areas for comparison as in the second edition of the report (note: the Tulsa and Fresno Metro Areas are not included in the comparison, although they have exceeded 1.0 million people since the 2020 decennial census).

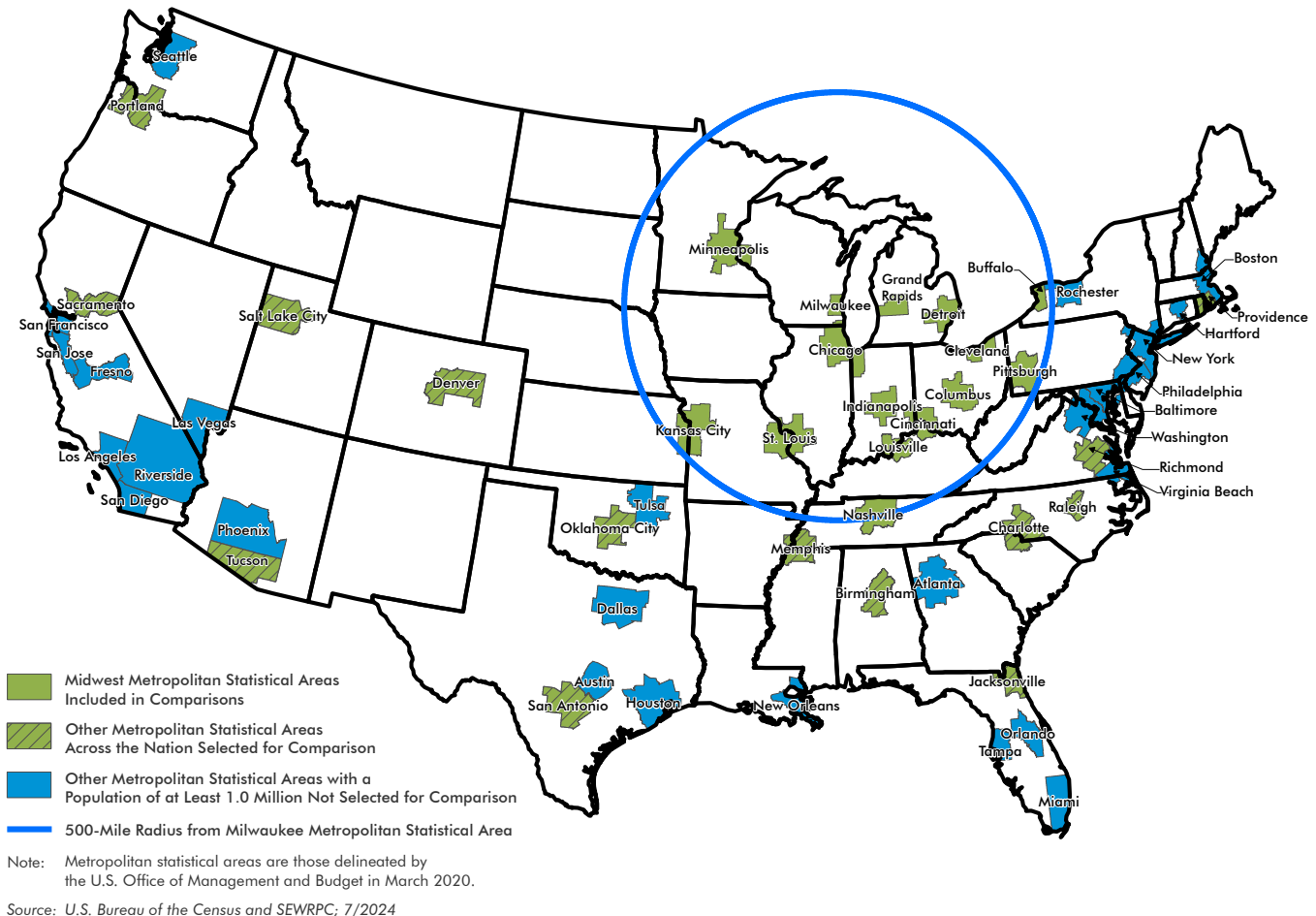
In most cases, the data presented in the metro area comparisons pertain to entire metro areas as delineated by the U.S. Office of Management and Budget in March 2020. Some datasets pertain to the largest urbanized area within the metro areas.

**Map 1**  
**Milwaukee Metro Area**



Source: SEWRPC, 7/2024

**Map 2**  
**Metropolitan Statistical Areas in the United States with a**  
**2022 Population of at Least 1.0 Million People**



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

While this report focuses on metro areas as defined by the U.S. Office of Management and Budget, the report also presents information pertaining to the metro areas' largest cities. Information is provided comparing the City of Milwaukee—the largest city in the four-county Milwaukee Metro Area—with the largest cities of other metro areas. The city-by-city or “principal city” data comparisons are included in the last set of report tables.

**The Milwaukee Metro Area has continued to grow slower than many other metro areas across the country.**

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

**Overview**

Population growth in the Milwaukee Metro Area has been relatively slow since 2010, especially in comparison to other metro areas from across the Nation. The Milwaukee Metro Area is similar to many other metro areas with respect to age, educational attainment, and per capita income. The

proportion of the racial/ethnic minority population for the Milwaukee Metro Area is higher than the average for the Midwest Metro Areas but somewhat lower than the average for the National 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 compared to other metro areas.

- **Population Change** (Table 2)

The Milwaukee Metro Area experienced relatively slow population growth since 2010, increasing by 0.2 percent between 2010 and 2022. Within the Midwest, 12 of 15 metro areas experienced a population increase between 2010 and 2022, ranging from 0.2 percent in the Milwaukee Metro Area to 22.5 percent in the Nashville Metro Area. Three metro areas in the Midwest—Chicago, Cleveland, and Pittsburgh—experienced slight decreases in population.

Excluding the Birmingham Metro Area, which experienced population loss, the Milwaukee Metro Area’s population growth rate of 0.2 percent between 2010 and 2022 was the lowest growth rate compared to the metro areas from across the Nation. The Raleigh Metro Area experienced the highest growth rate (31.3 percent).

- **Population Density** (Table 3)

Population density is provided for the largest urbanized area within the respective metro areas. The Milwaukee Urbanized Area had an overall population density of 2,784 people per square mile in 2022. This is somewhat above the average density for Midwest Urbanized Areas (2,551 people per square mile) and similar to the average for the National Urbanized Areas (2,793 people per square mile).

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

The median age of the Milwaukee Metro Area’s population in 2022 (38.8 years) was slightly lower than the average for the Midwest Metro Areas (39.0 years) and slightly above the average for the National Metro Areas (38.0 years). The percent of the population aged 65 and older in the Milwaukee Metro Area (17.3 percent) is slightly above the Midwest average (17.1 percent) and National average (16.0 percent). The data show the aging of the American population. In comparison to the previous edition of this report, the median age in the Milwaukee Metro Area increased by nearly one year and the percent of the population aged 65 and older increased nearly 2 percent from 2018 to 2022.

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

The racial/ethnic minority population comprised 35.8 percent of the total population of the Milwaukee Metro Area in 2022. This includes people reported by the Census Bureau as being of Hispanic origin and/or a non-white race. The Milwaukee Metro Area’s minority population percentage was higher than the average for the Midwest Metro Areas (30.2 percent) and lower than the average for the National Metro Areas (43.0 percent).

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

About 48.4 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 2022. This is slightly higher than the averages for the Midwest Metro Areas (47.3 percent) and National Metro Areas (47.6 percent).

About 14.5 percent of adults in the Milwaukee Metro Area held a graduate degree in 2022, slightly lower than the Midwest average (14.8 percent) and National average (14.6 percent).

About 6.8 percent of adults in the Milwaukee Metro Area did not have a high school diploma or the equivalent in 2022, lower than the Midwest average (7.5 percent) and National average (8.7 percent).

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

The Milwaukee Metro Area's annual per capita income of \$42,356 in 2022 was similar to the averages for both the Midwest Metro Areas (\$42,396) and National Metro Areas (\$42,473).

The Milwaukee Metro Area experienced an increase of 16.9 percent in constant dollar per capita income between 2010 and 2022, lower than the average increases for the Midwest Metro Areas (19.6 percent) and the National Metro Areas (20.7) percent.

- **Poverty** (Table 19)

About 12.4 percent of the total population in the Milwaukee Metro Area was below the poverty level in 2022, compared to averages of 11.6 percent for the Midwest Metro Areas and 11.5 percent for the National Metro Areas.

- **Infant Mortality** (Table 20)

The Milwaukee Metro Area's infant mortality rate in 2022—6.29 deaths during the first year of life per 1,000 live births—compares to an average rate of 6.64 in the Midwest Metro Areas, and an average rate of 5.63 for the National Metro Areas. These rates reflect recorded information for counties with a population of at least 250,000 within each metro area.

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

The average household size in the Milwaukee Metro Area was 2.35 people in 2022, compared to an average of 2.40 people per household for the Midwest Metro Areas and 2.50 for the National Metro Areas. The Milwaukee Metro Area's average household size was the smallest among the National Metro Areas.

About 58.6 percent of all households in the Milwaukee Metro Area in 2022 were family households, lower than the average for the Midwest Metro Areas and the lowest among the National Metro Areas. The percentage of single-parent households (27.4 percent) was higher than the averages for both the Midwest Metro Areas (26.2 percent) and the National Metro Areas (27.1 percent).

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

In all the metro areas considered, there are differences in educational attainment, personal income levels, and poverty rates between white and 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 Midwest and National Metro Areas. The disparity between white and minority adults holding a bachelor's or greater degree is highest in the Milwaukee Metro Area.

**There continue to be significant education and income disparities between whites and minorities in the Milwaukee Metro Area—greater disparities than nearly all other metro areas.**

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 and National Metro Areas.

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

### 3 METRO AREA COMPARISONS: ECONOMY

#### Overview

Recovery from the recession of the late 2000s is apparent in most of the metro areas, with increases in total employment, labor force, and gross domestic product (GDP), along with low unemployment rates. The Milwaukee Metro Area and all other metro areas have experienced an increase in constant dollar GDP since 2010, with more rapid growth generally occurring in the metro areas outside the Midwest. The Milwaukee Metro Area's GDP on a per capita basis is above the average for the National Metro Areas. Manufacturing remains a key sector of Milwaukee's economic base, with the Milwaukee Metro Area's proportion of manufacturing jobs among the highest of all metro areas considered.

- **Change in Jobs** (Table 29)  
All the metro areas experienced job growth following the recession of the late 2000s. The Milwaukee Metro Area's increase in jobs from 2010 to 2022 of 10.7 percent lags behind most of the Midwest Metro Areas and all the National Metro Areas.
- **Change in Labor Force** (Table 30)  
Following the recession, most of the metro areas saw an increase in the size of the labor force between 2010 and 2022. In contrast to the previous edition of this report, the Milwaukee Metro Area experienced a decrease in labor force during this time. With a loss of 1.2 percent, the Milwaukee Metro Area was one of five Midwest Metro Areas to experience a decrease in labor force and had the highest decrease of all the National Metro Areas.
- **Change in Gross Domestic Product** (Table 32)  
All the metro areas experienced an increase in GDP (the market value of all goods and services produced) between 2010 and 2022, adjusted for inflation. GDP growth among the National Metro Areas was generally more robust than the Midwest. The Milwaukee Metro Area increase of 22.4 percent in GDP ranked at the bottom of all the Midwest and National Metro Areas.
- **Gross Domestic Product Per Capita** (Table 33)  
The Milwaukee Metro Area GDP on a per capita basis increased compared to the previous version of this report, but the Milwaukee Metro Area's ranking declined among both the Midwest and National Metro Areas. The Milwaukee Metro Area per capita GDP of about \$77,294 in 2022 ranked eighth highest among the Midwest Metro Areas (below the average of \$78,914) and the seventh highest among the National Metro Areas (above the average of \$75,722).

**Despite a slower rate of job growth than most other metro areas, the Milwaukee Metro Area continues to have a larger percentage of its total employment in manufacturing than almost all other metro areas.**

- **Manufacturing Sector** (Tables 34-36)  
Manufacturing has historically been a key component of the economic base in the Milwaukee Metro Area. As in most metro areas, the share of jobs in manufacturing relative to total jobs in the Milwaukee Metro Area has continued to decrease. However, manufacturing employment continued to account for 10.8 percent of all jobs in the Milwaukee Metro Area in 2022. This ranks second highest among the Midwest Metro Areas, where the average share was 8.2 percent, and highest compared to the National Metro Areas, where the average share was 5.3 percent.

About 14.1 percent of the Milwaukee Metro Area GDP was related to manufacturing in 2022. This compares to the average of 12.8 percent for the Midwest Metro Areas and 9.8 percent for the National Metro Areas.

- **Unemployment Rate** (Table 37)  
The Milwaukee Metro Area unemployment rate stood at 3.2 percent in 2022, down from the recessionary high level of 8.9 percent in 2009 and 2010. The Milwaukee Metro Area's rate in 2022 was slightly lower than the average for the Midwest Metro Areas (3.6 percent) and the same as the average of the National Metro Areas (3.2 percent).

## 4 METRO AREA COMPARISONS: HOUSING

### Overview

Growth in the Milwaukee Metro Area's housing stock since 2010 has been relatively slow compared to other metro areas. Multifamily housing comprises a relatively large share of all housing in the Milwaukee Metro Area compared to other metro areas. The median value of owner-occupied housing and the median selling price for recent single-family home sales in the Milwaukee Metro Area are relatively high compared to the Midwest Metro Areas but are below the average for the National Metro Areas. The Milwaukee Metro Area ranks near or above average in terms of home sale price affordability.

- **Change in Housing Stock** (Table 38)  
The number of housing units of all types in the Milwaukee Metro Area increased by just 4.1 percent between 2010 and 2022. The Milwaukee Metro Area growth rate was in the lower half among the Midwest Metro Areas and second lowest among the National Metro Areas.
- **Housing Structure Type** (Table 39)  
Multifamily housing—including housing in structures of two or more housing units—comprises a relatively large share of the Milwaukee Metro Area's housing stock. About 45.3 percent of all housing units in the Milwaukee Metro Area were in two-or-more-unit structures in 2022, ranking second highest among the Midwest Metro Areas and highest among the National Metro Areas.
- **Housing Values and Rent** (Tables 40-41)  
The median value of all owner-occupied housing for the Milwaukee Metro Area of \$289,600 in 2022 ranked fourth highest among the Midwest Metro Areas and in the lower third among the National Metro Areas.

**Multifamily housing in the Milwaukee Metro Area comprises a larger share of housing than in almost all other metro areas.**



The median gross monthly rent for all renter-occupied housing in the Milwaukee Metro Area was \$1,054 in 2022, ranking in the middle among the Midwest Metro Areas and second lowest among National Metro Areas.

- **Home Sale Prices** (Table 42)  
The median price of recent (2022) single-family home sales for the Milwaukee Metro Area was \$345,300—above average among the Midwest Metro Areas and below average for the National Metro Areas.
- **Home Sale Price Affordability** (Table 43)  
About 68.3 percent of recent (2022) home sales in the Milwaukee Metro Area are affordable to median-income families in the Milwaukee Metro Area. This is slightly lower than the average of 69.7 percent for the Midwest Metro Areas and significantly higher than the average of 49.8 percent for the National Metro Areas.

## 5 METRO AREA COMPARISONS: TRANSPORTATION

### Overview

The average travel time to work in minutes for workers in the Milwaukee Metro Area is among the lowest for both the Midwest Metro Areas and National Metro Areas. The proportion of workers who drive alone to work in the Milwaukee Metro Area is close to the average for both the Midwest and National Metro Areas. The proportion of Milwaukee Metro Area workers who take public transportation to work is above the average for both the Midwest and National Metro Areas. The Milwaukee Metro Area is below average among all the metro areas in terms of working at home. The proportion of households with no personal-use vehicle available in the Milwaukee Metro Area is above the average for Midwest Metro Areas and ranks among the highest among the National Metro Areas. Travel time delays for auto commuters in the Milwaukee Metro Area are relatively low compared to other metro areas.

Local funding in support of public transportation varies considerably among metro areas, with the Milwaukee Metro Area ranking low in this regard. However, relatively low operating costs and higher proportions of State assistance combine to allow the Milwaukee Metro Area to provide a higher-than-average amount of revenue-vehicle hours of service per capita.

- **Travel to Work** (Tables 44-50)  
The average travel time to work for workers in the Milwaukee Metro Area was about 23 minutes in 2022, slightly lower than the average of about 25 minutes for both the Midwest and National Metro Areas. The Milwaukee Metro Area travel time was the shortest among the National Metro Areas.

The percentage of workers who drive to work alone in the Milwaukee Metro Area is similar to a majority of the metro areas. About 72.6 percent of all Milwaukee Metro Area workers drove to work alone in 2022, compared to averages of 71.7 percent for the Midwest Metro Areas and 69.3 percent for the National Metro Areas.

Among the metro areas considered, with the exception of Chicago, the percentage of workers who take public transportation to work is no more than 3 percent. About 1.8 percent of Milwaukee Metro Area workers took public transit to work in 2022, compared to averages

of 1.7 percent for the Midwest Metro Areas and 1.1 percent for the National Metro Areas.

**The percentage of workers working at home has increased significantly due to the recent pandemic, although the Milwaukee Metro Area percentage is below the average of other metro areas.**

The percentage of workers who work at home increased significantly due to precautions taken during and after the COVID-19 pandemic. In the Milwaukee Metro Area, 14.6 percent of workers work at home, compared to averages of 16.2 percent in the Midwest Metro Areas and 17.5 percent in the National Metro Areas.

- **Vehicle Availability** (Tables 51 and 52)

The percentage of households in the Milwaukee Metro Area having no personal-use vehicle (9.5 percent) is above the average for the Midwest Metro Areas (7.7 percent) and ranks second highest among the National Metro Areas. Similarly, the percentage of households in the Milwaukee Metro Area having one or no personal-use vehicle (47.2 percent) is also above the average for the Midwest Metro Areas (42.2 percent) and ranks highest among the National Metro Areas.

- **Congestion** (Tables 53-55)

Travel time delays decreased nationally in 2020 due to commuting changes associated with the pandemic. Travel time delays began returning to pre-pandemic levels by late 2020, but the delays were spread over more hours of the day and extended to weekends. The annual travel time delay during peak travel times per auto commuter in the Milwaukee Metro Area—29 hours in 2020—is the same as the average for Midwest Metro Areas and just above the average for the National Metro Areas (27 hours). Looking at the long-term trend, Milwaukee-area travel time delay has increased since 1982 (the earliest year the data are available), with the Milwaukee Metro Area experiencing an above average increase compared to both the Midwest Metro Areas and the National Metro Areas. When comparing the cost of delay, the Milwaukee Metro Area has slightly lower congestion costs than the Midwest Metro Areas but higher congestion costs than the National Metro Areas. The congestion costs consider the value of lost time and excess fuel consumption. The annual congestion cost for Milwaukee-area auto commuters in 2020 was estimated at \$602, compared to an average of \$620 for the Midwest Metro Areas and \$557 for the National Metro Areas.

- **Public Transportation** (Tables 56-62)

The funding and ridership data presented in this section include the impacts of increased federal funding for transit through COVID relief bills, which allowed most transit agencies to reduce their annual operating deficit funded with local and state funds. However, similar trends continued including that a relatively small portion of the annual operating deficit for the Milwaukee County Transit System (MCTS)—9 percent—was covered by local funds in 2022. This is the fourth lowest percent among the major public transit operators in both the Midwest Metro Areas and the National Metro Areas.

Of the Midwest Metro Areas, only Milwaukee and Nashville do not have a dedicated source of local funding for transit. Most other metro areas have a dedicated local funding source, with sales taxes being the most common source.

Another major impact of the pandemic included significant declines in public transit ridership. All major transit operators in both the Midwest

and National Metro Areas experienced substantial ridership declines between 2010 and 2022. MCTS experienced a 128 percent loss in this time period. This was the fourth largest decline among the Midwest Metro Areas and third largest among the National Metro Areas. The ridership loss occurred despite a slight increase in service levels (3.2 percent). Despite not having dedicated local transit funding, MCTS provided the most vehicle revenue hours of public transit service per capita, well above average (0.97 hours per capita, compared to 0.60 hours per capita for the Midwest Metro Areas and 0.70 for the National Metro Areas). The other metro area transit systems that do not have dedicated local funding are near the bottom of transit service provided per capita and provide considerably less transit service than MCTS. MCTS operating expenses per capita (\$120.00) are below the Midwest average of \$124.62 and the National average of \$138.19.

**MCTS has experienced among the most severe declines in transit ridership, impacted in recent years by the pandemic, but MCTS continues to provide among the highest service per capita compared to other metro areas.**

## 6 METRO AREA COMPARISONS: AIR QUALITY

### Overview

EPA sets National Ambient Air Quality Standards (NAAQS) for six common air pollutants, designating areas not meeting a particular standard as in “nonattainment.” EPA also classifies the level of severity of nonattainment, based on the parts per million of a particular pollutant, with classifications including marginal, moderate, serious, severe, and extreme. Historically, the Milwaukee Metro Area was in nonattainment for two air pollutants—ozone and fine particulate matter (PM<sub>2.5</sub>). Currently, the Milwaukee Metro Area is in attainment for PM<sub>2.5</sub> and is classified as nonattainment-moderate for ozone.

Nonattainment areas for a particular standard must develop and implement a plan to meet the standard, or risk losing some forms of federal funding. An implementation plan must demonstrate how an area will achieve or maintain a standard. Budgets are established for different types of emission sources at or below which the nonattainment or maintenance area will achieve or maintain the requisite standard. Once a nonattainment area demonstrates that it is consistently meeting the standard, EPA redesignates that area as in maintenance. Periodically, EPA reviews and promulgates new standards.

It should be noted that many of the metro areas indicated in Table 63 as being in nonattainment or maintenance only have a portion of the metro area designated as such, with the remainder of the metro area in attainment.

- **Ozone**

EPA updated the 2008 8-hour ozone standards with the 2015 8-hour ozone standards. Those areas that did not achieve attainment of the 2008 standards retain their nonattainment status for those standards. Nine of the Midwest Metro Areas and 11 of the National Metro Areas (including Milwaukee) were in attainment for the 2008 standards. Under the 2015 standards, seven of the Midwest Metro Areas and 11 of the National Metro Areas are in attainment. The Milwaukee Metro Area (Milwaukee, Ozaukee, Washington, and Waukesha Counties) is classified as nonattainment-moderate under the 2015 standards. Of the metro areas in nonattainment for the 2015 standards, all are in moderate nonattainment except Columbus, which is in marginal maintenance, and Sacramento, which is in serious nonattainment.

- **PM<sub>2.5</sub>**

EPA updated the 2006 PM<sub>2.5</sub> standards—for which the Milwaukee Metro Area was in maintenance—with the 2012 PM<sub>2.5</sub> standards—

for which the Milwaukee Metro Area is in attainment. Of the four Midwest Metro Areas not in attainment under the 2006 standards, only the Cleveland area was designated nonattainment and is now in maintenance status under the 2012 standards. All the National Metro Areas currently meet the attainment standards.

## 7 PRINCIPAL CITY COMPARISONS

### Overview

Previous sections of this report compared the four-county Milwaukee Metro Area with other metro areas—each consisting of a cluster of one or more counties—in the Midwest and throughout the Nation. This section focuses on the principal cities of those respective metro areas. It provides a comparison of the City of Milwaukee and the principal cities of the other metro areas considered in this report.<sup>1</sup>

The comparisons of the City of Milwaukee with principal cities of other metro areas are presented in the last set of tables in this report. These comparisons cover many of the items previously examined at the metro area level. For many of these items, the City of Milwaukee’s ranking relative to other principal cities is similar to the metro area rankings. Some of the more significant differences are noted in the following text.

- **Population Change** (Table 65)

The City of Milwaukee was one of six principal cities in the Midwest and one of three principal cities within the National Metro Areas that lost population between 2010 and 2022, with a population decrease of 5.3 percent. The Milwaukee Metro Area experienced a slight gain in population during that time.

- **Minority Population** (Table 67)

The percentage of minority population in the City of Milwaukee (67.9 percent) is about double the percentage of the Milwaukee Metro Area. Among the National Metro Area principal cities, Milwaukee ranks fifth highest in minority population percentage, while the Milwaukee Metro Area ranks near the bottom.

- **Educational Attainment** (Table 68)

A relatively low proportion of adults in the City of Milwaukee have a degree beyond high school compared to other principal cities. In 2022, 35.1 percent of adults age 25 or older in the City of Milwaukee had a degree beyond high school—ranking third lowest among Midwest principal cities and lowest among National principal cities. The Milwaukee Metro Area ranked in the top half among both the Midwest and National Metro Areas.

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

<sup>1</sup> 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 metro 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 metro area, data are provided for the Cities of Minneapolis and St. Paul combined. For the Kansas City metro 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 metro area, data are provided for Indianapolis City (balance); for the Louisville metro area, data are provided for Louisville/Jefferson County Metro Government (balance); and for the Nashville metro area, data are provided for Nashville-Davidson Metropolitan Government (balance).

- **Per Capita Income** (Table 69)  
Per capita income in the City of Milwaukee is relatively low compared to other principal cities. Milwaukee’s per capita income of \$29,250 in 2022 ranked third lowest among Midwest principal cities and lowest among National principal cities. The Milwaukee Metro Area was near average among both the Midwest and National Metro Areas.
- **Housing Values** (Table 78)  
The median value of owner-occupied housing in the City of Milwaukee in 2022 (\$174,600) ranked near the bottom among both principal cities in the Midwest, where the average was \$223,100, and principal cities within the National Metro Areas, where the average was \$351,200. The Milwaukee Metro Area ranked fourth in the Midwest and eleventh among the National Metro Areas.

The final four tables of this report (Tables 88-91) identify differences that exist within each metro 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 88 and 89)  
The percentage of City of Milwaukee adults lacking a high school diploma or the equivalent was over four times the percentage for the remainder of the Milwaukee Metro Area in 2022. This disparity is significantly larger than all metro areas considered.

The percentage of adults with a bachelor’s degree or higher was significantly higher for the remainder of the Milwaukee Metro Area than for the City of Milwaukee. Milwaukee’s disparity in this regard is the third largest among the Midwest Metro Areas and the largest among the National Metro Areas. In about half 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.

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

- **Per Capita Income—Principal City vs. Remainder of Metro Area** (Table 90)  
In most metro areas, the per capita income for the principal city is lower than the per capita income for the remainder of the metro area. As measured by the ratio of the per capita income for the remainder of the metro area to the principal city’s per capita income, Milwaukee had the second largest such disparity in 2022 among the Midwest Metro Areas and the largest disparity among the National Metro Areas.
- **Poverty—Principal City vs. Remainder of Metro Area** (Table 91)  
In all metro areas, the incidence of poverty is greater in the principal city than the remainder of the metro area. The disparity between the poverty rates for the City of Milwaukee and the remainder of the Milwaukee Metro Area is significantly larger than almost all the other metro areas considered.

## 8 COMPARISON TO PREVIOUS EDITION

This report is the third edition of the comparison of the Milwaukee Metro Area to its peers. The first edition presented data primarily from 2013, the second edition presented data primarily from 2018, and this edition presents data primarily from 2022. While the numeric value and ranking of the Milwaukee Metro Area within most of the tables remained largely consistent between editions of this report, there were some significant changes.

Per capita income increased for almost all metro areas from 2010 to 2018; previously, almost all the metro areas saw a decrease in per capita income from 2000 to 2013. In the Milwaukee Metro Area, the percent change in per capita income rose from below average among all metro areas for 2000 to 2013, to at or above average for 2010 to 2018. Extending the time period to 2010 to 2022, the change in per capita income is in double digits for all metro areas, although the change in the Milwaukee Metro Area is below average. The Milwaukee Metro Area also saw a slight decrease in the percent of people in poverty.

In comparison to the previous edition of this report, the percent of adults in the Milwaukee Metro Area without a high school diploma decreased from 8.5 percent in 2018 to 6.8 percent in 2022. The Milwaukee Metro Area also showed improvement from 2018 to 2022 in the percent of adults with every level of post-high school education.

Almost all the metro areas, including Milwaukee, saw a decrease in the affordability of housing between 2013 and 2018, and again in 2022. However, the Milwaukee Metro Area improved slightly in rank regarding the percent of recent home sales considered to be affordable to median-income families.

The percent of workers working at home increased significantly with the onset of the pandemic and remains higher than in previous years. In 2018, the Midwest Metro Areas average was 5 percent and the average of the National Metro Areas was 6 percent. In 2022, the averages increased to 16.2 and 17.5 percent, respectively. With the overall decline in commuting, all means of transportation to work decreased, including driving alone—decreased from about 80 percent overall to about 70 percent—and public transit—decreased from about 2 percent to about 1 percent. The percentage of workers using public transit in the Milwaukee Metro Area decreased, from 3.6 percent in 2013 to 2.6 percent in 2018, and to 1.8 percent in 2022.

In the Milwaukee Metro Area, travel time delays, which had increased from 28 annual hours of delay in 2011 to 46 annual hours in 2017, decreased to 29 annual hours in 2020. Annual congestion costs for auto commuters in the Milwaukee Metro Area, which had also increased, from \$585 in 2011 to \$864 in 2017, decreased to \$602 in 2020, with the Milwaukee Metro Area remaining in the middle among the other metro areas. However, the 2020 numbers were impacted by commuting changes associated with the pandemic, which makes comparison to previous years a challenge.

## 9 SUMMARY

This comparison of the Milwaukee Metro Area to peer metro areas in the Midwest and across the Nation indicates that since 2010, the Milwaukee Metro Area experienced slower growth in population, households, and jobs, compared to other metro areas, with only a few exceptions.

No significant differences were identified between the Milwaukee Metro Area and other metro areas with respect to population age, minority population, educational attainment, per capita income, and poverty levels. However, the Milwaukee Metro Area has greater differences than nearly all metro areas with respect to the differences between white and minority population education, per capita income, and poverty.

With respect to measures of transportation congestion—work commute travel time, travel time delay, and change in travel time delay over the last 38 years—the Milwaukee Metro Area performed at a similar level to most other metro areas. With the onset of the pandemic, all metro areas showed a significant increase in the percent of workers who worked from home, and a corresponding decrease in all other means of commuting to work. Compared to other metro areas, the percentage of people working from home in the Milwaukee Metro Area is below average. Among workers commuting to work, the Milwaukee Metro Area is above average for driving alone, walking, and using public transit. Despite a decrease in the percentage of workers using public transit since the previous edition of this report, only six metro areas have a higher percentage of workers using public transit than the Milwaukee Metro Area.

Almost all the metro areas have a dedicated local funding source for transit. The Milwaukee Metro Area has no local dedicated funding source for transit and local funds continue to cover a relatively small portion—9 percent—of the annual operating deficit. Despite not having dedicated local transit funding, the Milwaukee County Transit System (MCTS) provided the most vehicle revenue hours of public transit service per capita. Additionally, MCTS's operating expenses per capita are below average when compared to other metro areas. Similar to both the Midwest and National Metro Areas, the Milwaukee County Transit System experienced ridership declines, exacerbated by the pandemic.

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

When focusing on the largest cities within the metro areas, the City of Milwaukee's ranking relative to other principal cities is similar to the metro area rankings in many respects. Some of the notable differences are found with respect to population change (slight loss in the City of Milwaukee and slight gain in the Milwaukee Metro Area); educational attainment (lower proportion of adults with a degree beyond high school in the City of Milwaukee); per capita income (lower in the City of Milwaukee); and owner-occupied housing value (lower in the City of Milwaukee).

Disparities between the City of Milwaukee and the rest of the Milwaukee Metro Area in terms of educational attainment, per capita income, and poverty exceed the principal city-rest of metro area disparities in most other metro areas.





# **TABLES**



**Table 1**  
**Total Population: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	9,442,159	1	Denver	2,985,871
2	Detroit	4,345,761	2	Charlotte	2,756,069
3	Minneapolis	3,693,729	3	San Antonio	2,655,342
4	St. Louis	2,799,828	4	Portland	2,509,140
5	Pittsburgh	2,349,172	5	Sacramento	2,416,702
6	Cincinnati	2,268,393	6	Jacksonville	1,675,668
7	Kansas City	2,209,152	7	Providence	1,673,802
8	Columbus	2,161,511	<b>8</b>	<b>Milwaukee</b>	<b>1,559,792</b>
9	Indianapolis	2,142,193	9	Raleigh	1,484,338
10	Cleveland	2,063,132	10	Oklahoma City	1,459,380
11	Nashville	2,046,715	11	Richmond	1,341,227
<b>12</b>	<b>Milwaukee</b>	<b>1,559,792</b>	12	Memphis	1,330,954
13	Louisville	1,285,426	13	Salt Lake City	1,266,191
14	Buffalo	1,161,192	14	Birmingham	1,116,857
15	Grand Rapids	1,094,198	15	Tucson	1,057,597
Average		2,708,157	Average		1,819,262

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

**Table 2**  
**Percent Change in Population: 2010-2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	22.5	1	Raleigh	31.3
2	Columbus	13.6	2	Jacksonville	24.5
3	Indianapolis	13.5	3	Charlotte	24.3
4	Grand Rapids	10.6	4	San Antonio	23.9
5	Minneapolis	10.3	5	Denver	17.4
6	Kansas City	9.9	6	Oklahoma City	16.5
7	Cincinnati	7.3	7	Salt Lake City	16.4
8	Louisville	4.0	7	Portland	12.7
9	Buffalo	2.3	9	Sacramento	12.5
10	Detroit	1.2	10	Richmond	11.0
11	St. Louis	0.4	11	Tucson	7.9
<b>12</b>	<b>Milwaukee</b>	<b>0.2</b>	12	Providence	4.6
13	Chicago	-0.2	13	Memphis	0.5
14	Pittsburgh	-0.3	<b>14</b>	<b>Milwaukee</b>	<b>0.2</b>
15	Cleveland	-0.7	15	Birmingham	-1.0
Average		6.3	Average		13.5

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

**Table 3**  
**Population Density (People per Square Mile of Land Area): 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	3,635	1	Sacramento	4,187
2	Columbus	3,047	2	Denver	4,170
3	Detroit	2,900	3	Portland	4,036
4	Minneapolis	2,850	4	Salt Lake City	3,908
<b>5</b>	<b>Milwaukee</b>	<b>2,784</b>	5	San Antonio	3,356
6	Buffalo	2,774	<b>6</b>	<b>Milwaukee</b>	<b>2,784</b>
7	Louisville	2,404	7	Tucson	2,458
8	Indianapolis	2,394	8	Providence	2,371
9	Kansas City	2,366	9	Oklahoma City	2,368
10	Cleveland	2,354	10	Jacksonville	2,247
11	St. Louis	2,341	11	Charlotte	2,171
12	Cincinnati	2,250	12	Memphis	2,113
13	Grand Rapids	2,220	13	Raleigh	2,097
14	Nashville	2,013	14	Richmond	2,095
15	Pittsburgh	1,929	15	Birmingham	1,536
Average		2,551	Average		2,793

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

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

**Table 4**  
**Population Median Age: 2022**

Midwest Metro Areas			National Metro Areas		
1	Pittsburgh	42.9	1	Providence	40.8
2	Cleveland	41.8	2	Tucson	39.6
3	Buffalo	40.9	3	Portland	39.4
4	Detroit	40.4	4	Birmingham	39.3
5	St. Louis	40.0	4	Jacksonville	39.3
6	Louisville	39.6	<b>6</b>	<b>Milwaukee</b>	<b>38.8</b>
<b>7</b>	<b>Milwaukee</b>	<b>38.8</b>	7	Richmond	38.7
8	Chicago	38.7	8	Sacramento	38.3
9	Cincinnati	38.3	9	Charlotte	38.0
10	Kansas City	38.2	10	Raleigh	37.5
11	Minneapolis	38.1	10	Denver	37.3
12	Nashville	37.1	12	Memphis	36.9
13	Indianapolis	37.0	13	Oklahoma City	36.0
14	Grand Rapids	36.6	14	San Antonio	35.7
15	Columbus	36.2	15	Salt Lake City	34.0
Average		39.0	Average		38.0

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

**Table 5**  
**Percent of Total Population Age 65 and Over: 2022**

Midwest Metro Areas			National Metro Areas		
1	Pittsburgh	21.6	1	Tucson	21.2
2	Cleveland	20.1	2	Providence	18.5
3	Buffalo	19.6	3	Birmingham	17.4
4	St. Louis	18.1	4	Jacksonville	17.3
5	Detroit	17.9	<b>4</b>	<b>Milwaukee</b>	<b>17.3</b>
6	Louisville	17.4	6	Richmond	16.9
<b>7</b>	<b>Milwaukee</b>	<b>17.3</b>	7	Sacramento	16.7
8	Cincinnati	16.8	8	Portland	16.6
9	Chicago	16.2	9	Memphis	15.4
9	Kansas City	16.2	10	Oklahoma City	14.9
11	Grand Rapids	15.8	11	Charlotte	14.6
12	Minneapolis	15.6	12	Denver	14.2
13	Indianapolis	14.9	13	San Antonio	13.8
14	Columbus	14.6	14	Raleigh	13.4
15	Nashville	14.3	15	Salt Lake City	11.9
Average		17.1	Average		16.0

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

**Table 6**  
**Percent of Total Population Under Age 18: 2022**

Midwest Metro Areas			National Metro Areas		
1	Indianapolis	24.0	1	Salt Lake City	25.4
2	Kansas City	23.3	2	Memphis	24.5
3	Columbus	23.0	3	San Antonio	24.2
4	Minneapolis	22.9	4	Oklahoma City	23.8
5	Cincinnati	22.8	5	Raleigh	22.9
5	Grand Rapids	22.8	6	Charlotte	22.7
<b>7</b>	<b>Milwaukee</b>	<b>22.3</b>	7	Birmingham	22.4
7	Nashville	22.3	<b>8</b>	<b>Milwaukee</b>	<b>22.3</b>
9	Louisville	22.0	9	Jacksonville	21.9
10	Chicago	21.8	9	Sacramento	21.9
11	Detroit	21.5	11	Richmond	21.0
11	St. Louis	21.5	12	Denver	20.8
13	Cleveland	20.5	13	Portland	20.0
14	Buffalo	19.8	14	Tucson	19.6
15	Pittsburgh	18.5	15	Providence	19.1
Average		21.9	Average		22.2

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

**Table 7**  
**Racial/Ethnic Minority Population as Percent of Total Population: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	49.9	1	San Antonio	68.7
2	Detroit	36.2	2	Memphis	59.0
<b>3</b>	<b>Milwaukee</b>	<b>35.8</b>	3	Sacramento	52.5
4	Cleveland	32.5	4	Tucson	51.0
5	Indianapolis	31.5	5	Richmond	44.5
6	Columbus	31.4	6	Charlotte	42.5
7	Nashville	30.2	7	Raleigh	41.8
8	Kansas City	30.1	8	Jacksonville	40.5
9	St. Louis	29.0	9	Birmingham	39.5
10	Minneapolis	28.3	10	Denver	38.9
11	Louisville	27.5	11	Oklahoma City	38.8
12	Buffalo	25.8	<b>12</b>	<b>Milwaukee</b>	<b>35.8</b>
13	Grand Rapids	24.3	13	Salt Lake City	31.6
14	Cincinnati	23.4	14	Portland	31.1
15	Pittsburgh	17.3	15	Providence	29.1
Average		30.2	Average		43.0

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

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

**Table 8**  
**White Population (Non-Hispanic) as Percent of Total Population: 2022**

Midwest Metro Areas			National Metro Areas		
1	Pittsburgh	82.7	1	Providence	70.9
2	Cincinnati	76.6	2	Portland	68.9
3	Grand Rapids	75.7	3	Salt Lake City	68.4
4	Buffalo	74.2	<b>4</b>	<b>Milwaukee</b>	<b>64.2</b>
5	Louisville	72.5	5	Oklahoma City	61.2
6	Minneapolis	71.7	5	Denver	61.1
7	St. Louis	71.0	7	Birmingham	60.5
8	Kansas City	69.9	8	Jacksonville	59.5
9	Nashville	69.8	9	Raleigh	58.2
10	Columbus	68.6	10	Charlotte	57.5
11	Indianapolis	68.5	11	Richmond	55.5
12	Cleveland	67.5	12	Tucson	49.0
<b>13</b>	<b>Milwaukee</b>	<b>64.2</b>	13	Sacramento	47.5
14	Detroit	63.8	14	Memphis	41.0
15	Chicago	50.1	15	San Antonio	31.3
Average		69.8	Average		57.0

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

**Table 9**  
**Black/African American Population (Non-Hispanic) as Percent of Total Population: 2022**

Midwest Metro Areas			National Metro Areas		
1	Detroit	21.2	1	Memphis	47.1
2	Cleveland	18.9	2	Birmingham	29.8
3	St. Louis	16.6	3	Richmond	28.0
4	Chicago	15.5	4	Charlotte	21.9
<b>5</b>	<b>Milwaukee</b>	<b>15.4</b>	5	Jacksonville	19.9
6	Columbus	15.1	6	Raleigh	18.9
6	Indianapolis	15.1	<b>7</b>	<b>Milwaukee</b>	<b>15.4</b>
8	Louisville	14.6	8	Oklahoma City	8.9
9	Nashville	14.2	9	Sacramento	6.5
10	Cincinnati	11.8	10	San Antonio	6.3
11	Kansas City	11.5	11	Denver	5.4
12	Buffalo	11.4	12	Providence	4.8
13	Minneapolis	9.0	13	Tucson	3.0
14	Pittsburgh	7.3	14	Portland	2.9
15	Grand Rapids	6.5	15	Salt Lake City	1.6
Average		13.6	Average		14.7

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

**Table 10**  
**Asian Population (Non-Hispanic) as Percent of Total Population: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	7.2	1	Sacramento	14.7
2	Minneapolis	6.9	2	Portland	7.0
3	Columbus	5.0	3	Raleigh	6.9
4	Detroit	4.9	4	Charlotte	4.4
5	<b>Milwaukee</b>	<b>4.3</b>	5	Denver	4.3
6	Buffalo	4.2	5	<b>Milwaukee</b>	<b>4.3</b>
7	Indianapolis	4.1	5	Richmond	4.3
8	Kansas City	3.1	8	Salt Lake City	4.1
9	Cincinnati	3.0	9	Jacksonville	4.0
9	Nashville	3.0	10	Oklahoma City	3.3
11	Grand Rapids	2.9	11	Providence	3.1
11	St. Louis	2.9	12	Tucson	3.0
13	Pittsburgh	2.7	13	San Antonio	2.6
14	Cleveland	2.4	14	Memphis	2.3
15	Louisville	2.1	15	Birmingham	1.7
Average		3.9	Average		4.7

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

**Table 11**  
**Hispanic Population (of any Race) as Percent of Total Population: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	23.4	1	San Antonio	56.2
2	<b>Milwaukee</b>	<b>11.7</b>	2	Tucson	38.5
3	Grand Rapids	10.3	3	Denver	23.9
4	Kansas City	10.0	4	Sacramento	22.8
5	Nashville	8.3	5	Salt Lake City	19.4
6	Indianapolis	7.6	6	Oklahoma City	14.8
7	Cleveland	6.7	6	Providence	14.8
8	Minneapolis	6.3	8	Portland	13.3
9	Louisville	6.0	9	<b>Milwaukee</b>	<b>11.7</b>
10	Buffalo	5.7	10	Charlotte	11.4
11	Detroit	5.1	11	Raleigh	11.3
12	Columbus	4.9	12	Jacksonville	10.7
13	Cincinnati	3.9	13	Richmond	7.1
14	St. Louis	3.4	14	Memphis	6.3
15	Pittsburgh	2.1	15	Birmingham	5.1
Average		7.7	Average		17.8

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

**Table 12**  
**Percent of Total Adult Population with a Degree Beyond High School: 2022**

Midwest Metro Areas			National Metro Areas		
1	Minneapolis	55.5	1	Raleigh	60.1
2	Pittsburgh	48.9	2	Denver	56.8
3	Chicago	48.6	3	Portland	50.3
4	<b>Milwaukee</b>	<b>48.4</b>	4	Charlotte	50.1
4	Nashville	48.4	5	Richmond	49.6
6	Buffalo	48.1	6	<b>Milwaukee</b>	<b>48.4</b>
7	Kansas City	47.4	6	Salt Lake City	47.2
7	St. Louis	47.4	8	Jacksonville	47.0
9	Columbus	47.3	9	Tucson	46.3
10	Indianapolis	46.9	10	Sacramento	45.9
11	Grand Rapids	45.5	11	Providence	44.9
12	Cincinnati	45.4	12	Birmingham	43.4
13	Cleveland	44.7	13	Oklahoma City	41.9
14	Louisville	43.8	13	San Antonio	41.9
15	Detroit	43.5	15	Memphis	40.0
Average		47.3	Average		47.6

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

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

**Table 13**  
**Percent of Total Adult Population with a Graduate Degree: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	16.6	1	Raleigh	19.0
2	Buffalo	16.2	2	Denver	18.0
3	Minneapolis	16.0	3	Richmond	16.4
4	St. Louis	15.5	4	Portland	16.2
5	Kansas City	15.4	5	Tucson	15.8
6	Pittsburgh	15.1	<b>6</b>	<b>Milwaukee</b>	<b>14.5</b>
7	Columbus	14.9	6	Providence	14.2
8	Cleveland	14.7	8	Birmingham	14.1
9	Cincinnati	14.6	9	Charlotte	14.0
9	Nashville	14.6	10	Salt Lake City	13.7
11	Louisville	14.5	11	Sacramento	13.3
<b>11</b>	<b>Milwaukee</b>	<b>14.5</b>	12	Jacksonville	12.8
13	Detroit	14.0	13	Memphis	12.3
14	Indianapolis	13.8	14	San Antonio	12.2
15	Grand Rapids	12.3	15	Oklahoma City	12.0
Average		14.8	Average		14.6

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

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

**Table 14**  
**Percent of Total Adult Population with a Bachelor's Degree as Their Highest Level of Education: 2022**

Midwest Metro Areas			National Metro Areas		
1	Minneapolis	29.1	1	Raleigh	31.7
2	Nashville	26.5	2	Denver	31.4
3	Columbus	25.0	3	Charlotte	26.7
<b>4</b>	<b>Milwaukee</b>	<b>24.8</b>	4	Richmond	25.7
5	Indianapolis	24.7	5	Portland	25.4
6	Chicago	24.5	<b>6</b>	<b>Milwaukee</b>	<b>24.8</b>
7	Kansas City	24.2	7	Salt Lake City	24.2
8	Grand Rapids	23.8	8	Jacksonville	23.7
9	Pittsburgh	23.0	9	Sacramento	22.9
10	St. Louis	22.6	10	Providence	22.5
11	Cincinnati	22.3	11	Oklahoma City	22.0
12	Cleveland	21.4	12	Birmingham	21.8
13	Louisville	20.8	13	Tucson	21.3
14	Detroit	20.6	14	San Antonio	20.4
15	Buffalo	19.8	15	Memphis	19.6
Average		23.5	Average		24.3

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

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

**Table 15**  
**Percent of Total Adult Population with an Associate’s Degree**  
**as Their Highest Level of Education: 2022**

Midwest Metro Areas			National Metro Areas		
1	Buffalo	12.0	1	Jacksonville	10.5
2	Pittsburgh	10.8	2	Sacramento	9.7
3	Minneapolis	10.4	3	Charlotte	9.4
4	Grand Rapids	9.4	4	Raleigh	9.3
5	St. Louis	9.3	4	Salt Lake City	9.3
6	<b>Milwaukee</b>	<b>9.1</b>	4	Tucson	9.3
7	Detroit	8.9	7	San Antonio	9.2
8	Cincinnati	8.5	8	<b>Milwaukee</b>	<b>9.1</b>
8	Cleveland	8.5	9	Portland	8.6
8	Louisville	8.5	9	Providence	8.3
11	Indianapolis	8.4	11	Memphis	8.2
12	Kansas City	7.8	12	Oklahoma City	7.8
13	Chicago	7.4	13	Richmond	7.5
14	Columbus	7.3	14	Birmingham	7.4
15	Nashville	7.2	14	Denver	7.4
Average		8.9	Average		8.7

Note: Data pertain to adults 25 years of age and over.  
 Source: U.S. Bureau of the Census American Community Survey

**Table 16**  
**Percent of Total Adult Population Without a High School Diploma or Equivalent: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	10.3	1	San Antonio	11.6
2	Indianapolis	9.2	2	Providence	10.8
3	Detroit	8.8	2	Oklahoma City	10.0
4	Louisville	8.2	4	Tucson	9.7
5	Cleveland	8.1	5	Birmingham	9.6
6	Columbus	7.9	5	Memphis	9.6
7	Nashville	7.6	7	Sacramento	9.4
8	Cincinnati	7.5	8	Salt Lake City	8.9
8	Grand Rapids	7.5	9	Charlotte	8.5
10	Buffalo	7.4	10	Denver	7.6
11	<b>Milwaukee</b>	<b>6.8</b>	11	Jacksonville	7.5
12	St. Louis	6.7	12	Portland	7.3
13	Kansas City	6.6	13	Richmond	7.1
14	Minneapolis	5.8	14	<b>Milwaukee</b>	<b>6.8</b>
15	Pittsburgh	4.8	15	Raleigh	6.6
Average		7.5	Average		8.7

Note: Data pertain to adults 25 years of age and over.  
 Source: U.S. Bureau of the Census American Community Survey



**Table 17**  
**Per Capita Income: 2022**

Midwest Metro Areas			National Metro Areas		
1	Minneapolis	\$49,148	1	Denver	\$54,363
2	Chicago	\$45,877	2	Portland	\$48,966
3	Nashville	\$43,886	3	Raleigh	\$47,404
4	Pittsburgh	\$43,020	4	Sacramento	\$44,724
5	St. Louis	\$42,950	5	Richmond	\$44,526
6	Columbus	\$42,395	6	Providence	\$43,927
<b>7</b>	<b>Milwaukee</b>	<b>\$42,356</b>	7	Charlotte	\$43,880
8	Kansas City	\$42,257	<b>8</b>	<b>Milwaukee</b>	<b>\$42,356</b>
9	Cincinnati	\$41,698	9	Salt Lake City	\$41,933
10	Indianapolis	\$41,451	10	Jacksonville	\$41,570
11	Cleveland	\$40,750	11	Birmingham	\$38,709
12	Detroit	\$40,496	12	Tucson	\$37,595
13	Louisville	\$40,341	13	Oklahoma City	\$36,402
14	Buffalo	\$40,288	14	Memphis	\$35,527
15	Grand Rapids	\$39,022	15	San Antonio	\$35,208
Average		\$42,396	Average		\$42,473

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

**Table 18**  
**Percent Change in Per Capita Income: 2010-2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	28.4	1	Portland	32.9
2	Grand Rapids	28.2	2	Denver	31.1
3	Louisville	22.6	3	Salt Lake City	30.2
4	Chicago	19.4	4	Sacramento	23.5
5	Buffalo	19.2	5	Raleigh	22.8
6	Columbus	19.1	6	Charlotte	22.7
7	Indianapolis	19.0	7	Providence	20.6
8	Detroit	18.8	8	Jacksonville	20.2
9	Pittsburgh	18.4	9	Tucson	18.0
10	Cleveland	18.3	10	Birmingham	17.8
11	St. Louis	17.5	<b>11</b>	<b>Milwaukee</b>	<b>16.9</b>
<b>12</b>	<b>Milwaukee</b>	<b>16.9</b>	12	Memphis	15.5
13	Cincinnati	16.6	13	Richmond	14.9
14	Minneapolis	16.4	14	San Antonio	11.9
15	Kansas City	15.0	15	Oklahoma City	11.6
Average		19.6	Average		20.7

Note: Adjusted for inflation.

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

**Table 19**  
**Percent of Total Population Below the Poverty Level: 2022**

Midwest Metro Areas			National Metro Areas		
1	Detroit	13.8	1	Memphis	15.7
2	Cleveland	13.7	2	Oklahoma City	14.4
3	Buffalo	13.5	2	Tucson	14.4
4	Columbus	12.4	4	San Antonio	14.2
<b>4</b>	<b>Milwaukee</b>	<b>12.4</b>	5	Birmingham	13.9
6	Louisville	12.1	<b>6</b>	<b>Milwaukee</b>	<b>12.4</b>
7	Cincinnati	11.8	7	Sacramento	11.2
8	Chicago	11.2	8	Jacksonville	11.0
8	Pittsburgh	11.2	8	Providence	11.0
10	St. Louis	11.0	10	Richmond	10.7
11	Indianapolis	10.8	11	Charlotte	9.8
12	Kansas City	10.7	12	Portland	9.5
13	Grand Rapids	10.3	13	Denver	8.3
14	Nashville	9.8	14	Raleigh	7.9
15	Minneapolis	8.8	15	Salt Lake City	7.4
Average		11.6	Average		11.5

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

**Table 20**  
**Infant Mortality Rate (Infant Deaths per 1,000 Live Births): 2022**

Midwest Metro Areas			National Metro Areas		
1	Columbus	8.20	1	Memphis	8.76
2	Pittsburgh	7.47	2	Birmingham	8.20
3	Cleveland	7.46	3	Jacksonville	6.74
4	Detroit	7.24	4	Oklahoma City	6.70
5	Nashville	7.21	<b>5</b>	<b>Milwaukee</b>	<b>6.29</b>
6	Louisville	7.15	6	San Antonio	5.44
7	Cincinnati	6.93	7	Tucson	5.31
8	Kansas City	6.73	8	Sacramento	5.17
9	Indianapolis	6.70	9	Raleigh	5.09
10	St. Louis	6.67	10	Richmond	4.98
11	Buffalo	6.61	11	Denver	4.72
<b>12</b>	<b>Milwaukee</b>	<b>6.29</b>	12	Providence	4.57
13	Chicago	5.60	13	Salt Lake City	4.55
14	Minneapolis	4.84	14	Charlotte	4.11
15	Grand Rapids	4.56	15	Portland	3.80
Average		6.64	Average		5.63

Note: Rates are calculated using data for counties with a population of at least 250,000 persons within the respective MSAs, as available.

Source: Centers for Disease Control and Prevention

**Table 21**  
**Average Number of People per Household: 2022**

Midwest Metro Areas			National Metro Areas		
1	Columbus	2.56	1	Salt Lake City	2.79
1	Grand Rapids	2.56	2	Sacramento	2.68
3	Chicago	2.49	2	San Antonio	2.68
4	Indianapolis	2.46	4	Raleigh	2.61
5	Detroit	2.44	5	Memphis	2.52
5	Minneapolis	2.44	6	Charlotte	2.50
7	Cincinnati	2.43	6	Oklahoma City	2.50
7	Kansas City	2.43	8	Birmingham	2.45
9	Nashville	2.42	8	Jacksonville	2.45
10	Louisville	2.36	10	Portland	2.44
<b>11</b>	<b>Milwaukee</b>	<b>2.35</b>	11	Richmond	2.42
11	St. Louis	2.35	12	Denver	2.41
13	Cleveland	2.27	13	Providence	2.38
14	Pittsburgh	2.24	14	Tucson	2.36
15	Buffalo	2.23	<b>15</b>	<b>Milwaukee</b>	<b>2.35</b>
Average		2.40	Average		2.50

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

**Table 22**  
**Percent of Total Family Households: 2022**

Midwest Metro Areas			National Metro Areas		
1	Grand Rapids	65.4	1	Salt Lake City	68.1
2	Indianapolis	64.4	2	Raleigh	67.3
3	Nashville	64.0	3	Jacksonville	67.1
4	Cincinnati	63.6	4	San Antonio	66.8
5	Columbus	62.9	5	Sacramento	66.4
6	Minneapolis	62.8	6	Birmingham	65.2
7	Chicago	62.7	7	Charlotte	64.8
8	St. Louis	62.4	7	Memphis	64.8
9	Detroit	62.1	9	Oklahoma City	64.3
10	Kansas City	62.0	10	Richmond	63.5
10	Louisville	62.0	11	Providence	61.2
12	Buffalo	59.0	12	Portland	60.1
13	<b>Milwaukee</b>	<b>58.6</b>	13	Denver	59.8
14	Pittsburgh	58.4	14	Tucson	59.3
15	Cleveland	57.7	15	<b>Milwaukee</b>	<b>58.6</b>
Average		61.9	Average		63.8

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

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

**Table 23**  
**Percent of Total Family Households Headed by Single Parents: 2022**

Midwest Metro Areas			National Metro Areas		
1	Detroit	30.1	1	Memphis	39.2
2	Cleveland	29.7	2	Providence	30.0
3	Buffalo	29.2	3	San Antonio	29.6
4	Chicago	28.2	4	Tucson	28.6
5	Columbus	27.6	5	Birmingham	28.1
6	<b>Milwaukee</b>	<b>27.4</b>	6	Richmond	27.6
7	Louisville	27.3	6	Sacramento	27.6
8	St. Louis	27.1	8	Jacksonville	27.5
9	Cincinnati	25.2	9	<b>Milwaukee</b>	<b>27.4</b>
9	Kansas City	25.2	10	Oklahoma City	26.3
11	Indianapolis	25.0	11	Charlotte	24.8
12	Nashville	24.9	12	Salt Lake City	23.8
13	Pittsburgh	22.6	13	Portland	23.3
14	Grand Rapids	21.9	14	Denver	22.5
14	Minneapolis	21.9	15	Raleigh	20.6
Average		26.2	Average		27.1

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

**Table 24**  
**Ratio of Minorities to Whites Without a High School Diploma: 2022**

Midwest Metro Areas			National Metro Areas		
1	Minneapolis	6.8	1	Denver	7.9
<b>2</b>	<b>Milwaukee</b>	<b>5.5</b>	<b>2</b>	<b>Milwaukee</b>	<b>5.5</b>
3	Chicago	4.3	3	Salt Lake City	5.0
4	Grand Rapids	3.9	4	San Antonio	4.6
5	Buffalo	3.3	5	Tucson	4.1
6	Columbus	2.9	6	Raleigh	3.7
7	Indianapolis	2.8	6	Sacramento	3.7
7	Kansas City	2.8	8	Portland	3.3
9	Cleveland	2.7	9	Oklahoma City	2.9
9	Nashville	2.7	10	Richmond	2.7
11	Cincinnati	2.2	11	Charlotte	2.5
11	Pittsburgh	2.2	11	Providence	2.5
11	St. Louis	2.2	13	Jacksonville	1.9
14	Louisville	2.1	13	Memphis	1.9
15	Detroit	1.9	15	Birmingham	1.7
Average		3.2	Average		3.6

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

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

**Table 25**  
**Ratio of Whites to Minorities with a Bachelor's Degree or Higher: 2022**

Midwest Metro Areas			National Metro Areas		
<b>1</b>	<b>Milwaukee</b>	<b>1.9</b>	<b>1</b>	<b>Milwaukee</b>	<b>1.9</b>
2	Chicago	1.6	2	Denver	1.8
2	Cleveland	1.6	2	San Antonio	1.8
2	Grand Rapids	1.6	2	Tucson	1.8
5	Kansas City	1.5	5	Salt Lake City	1.7
6	Buffalo	1.4	6	Memphis	1.6
6	Louisville	1.4	6	Providence	1.6
6	Minneapolis	1.4	6	Richmond	1.6
9	Columbus	1.3	9	Birmingham	1.5
9	Detroit	1.3	10	Jacksonville	1.4
9	Indianapolis	1.3	10	Oklahoma City	1.4
9	Nashville	1.3	10	Raleigh	1.4
9	St. Louis	1.3	13	Charlotte	1.3
14	Cincinnati	1.2	13	Sacramento	1.3
15	Pittsburgh	1.0	15	Portland	1.2
Average		1.4	Average		1.6

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

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

**Table 26**  
**Ratio of White to Minority Per Capita Income: 2022**

Midwest Metro Areas			National Metro Areas		
1	<b>Milwaukee</b>	<b>1.9</b>	1	<b>Milwaukee</b>	<b>1.9</b>
2	Chicago	1.8	1	Memphis	1.9
2	Minneapolis	1.8	3	Denver	1.8
2	Cleveland	1.8	3	San Antonio	1.8
5	Buffalo	1.7	5	Tucson	1.7
6	Indianapolis	1.6	5	Birmingham	1.7
6	Kansas City	1.6	5	Providence	1.7
6	St. Louis	1.6	5	Salt Lake City	1.7
6	Nashville	1.6	5	Richmond	1.7
6	Detroit	1.6	10	Charlotte	1.6
6	Columbus	1.6	10	Raleigh	1.6
6	Grand Rapids	1.6	10	Oklahoma City	1.6
13	Louisville	1.5	10	Jacksonville	1.6
13	Cincinnati	1.5	10	Sacramento	1.6
15	Pittsburgh	1.4	15	Portland	1.4
Average		1.6	Average		1.7

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

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

**Table 27**  
**Ratio of Minorities to Whites in Poverty: 2022**

Midwest Metro Areas			National Metro Areas		
1	Buffalo	3.0	1	<b>Milwaukee</b>	<b>2.8</b>
2	Minneapolis	2.9	2	Memphis	2.6
3	Cleveland	2.8	2	Richmond	2.6
3	<b>Milwaukee</b>	<b>2.8</b>	4	Birmingham	2.5
5	Louisville	2.7	5	Providence	2.3
6	Pittsburgh	2.6	6	Charlotte	2.2
6	St. Louis	2.6	6	Raleigh	2.2
8	Chicago	2.4	8	Denver	2.1
8	Indianapolis	2.4	8	Jacksonville	2.1
10	Nashville	2.3	8	San Antonio	2.1
11	Cincinnati	2.2	11	Oklahoma City	1.8
11	Detroit	2.2	11	Salt Lake City	1.8
11	Grand Rapids	2.2	13	Sacramento	1.6
14	Columbus	2.1	14	Tucson	1.5
14	Kansas City	2.1	15	Portland	1.3
Average		2.5	Average		2.1

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

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

**Table 28**  
**Total Employment (Jobs): 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	6,358,080	1	Denver	2,279,515
2	Detroit	2,717,041	2	Charlotte	1,842,427
3	Minneapolis	2,599,455	3	Portland	1,671,108
4	St. Louis	1,858,091	4	San Antonio	1,638,281
5	Nashville	1,554,201	5	Sacramento	1,486,316
6	Pittsburgh	1,499,454	<b>6</b>	<b>Milwaukee</b>	<b>1,086,034</b>
7	Columbus	1,489,955	7	Jacksonville	1,066,580
8	Kansas City	1,475,718	8	Salt Lake City	1,064,471
9	Cincinnati	1,471,537	9	Raleigh	1,006,993
10	Indianapolis	1,470,519	10	Providence	985,379
11	Cleveland	1,390,752	11	Oklahoma City	943,288
<b>12</b>	<b>Milwaukee</b>	<b>1,086,034</b>	12	Richmond	924,600
13	Louisville	870,840	13	Memphis	921,733
14	Grand Rapids	761,403	14	Birmingham	719,813
15	Buffalo	678,533	15	Tucson	557,893
Average		1,818,774	Average		1,212,962

Source: U.S. Bureau of Economic Analysis

**Table 29**  
**Percent Change in Total Employment: 2010-2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	51.1	1	Raleigh	51.0
2	Grand Rapids	31.2	2	Charlotte	45.9
3	Indianapolis	28.8	3	Jacksonville	42.8
4	Columbus	27.0	4	Salt Lake City	40.6
5	Louisville	22.0	5	Denver	39.2
6	Detroit	20.3	6	San Antonio	38.9
7	Kansas City	19.3	7	Sacramento	30.8
8	Cincinnati	19.0	8	Portland	27.9
9	Minneapolis	17.4	9	Richmond	25.3
10	Chicago	16.2	10	Oklahoma City	22.3
11	St. Louis	13.0	11	Birmingham	19.8
12	Cleveland	11.9	12	Memphis	18.5
<b>13</b>	<b>Milwaukee</b>	<b>10.7</b>	13	Tucson	17.0
14	Pittsburgh	7.8	14	Providence	15.6
15	Buffalo	6.9	<b>15</b>	<b>Milwaukee</b>	<b>10.7</b>
Average		20.2	Average		29.8

Source: U.S. Bureau of Economic Analysis

**Table 30**  
**Percent Change in Labor Force: 2010-2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	18.8	1	Raleigh	31.0
2	Indianapolis	17.4	2	Charlotte	25.0
3	Grand Rapids	13.0	3	Salt Lake City	24.4
4	Columbus	11.8	4	Denver	21.5
5	Louisville	7.1	5	Jacksonville	19.4
6	Minneapolis	7.0	6	San Antonio	16.9
7	Kansas City	6.5	7	Oklahoma City	14.8
8	Cincinnati	3.8	8	Richmond	11.2
9	Detroit	2.6	9	Portland	8.7
10	Chicago	1.9	10	Birmingham	5.1
<b>11</b>	<b>Milwaukee</b>	<b>-1.2</b>	11	Sacramento	4.4
12	Pittsburgh	-1.8	12	Tucson	2.3
13	Cleveland	-2.6	12	Providence	1.7
14	Buffalo	-5.4	14	Memphis	-0.5
15	St. Louis	-20.2	<b>15</b>	<b>Milwaukee</b>	<b>-1.2</b>
Average		3.9	Average		12.3

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

**Table 31**  
**Gross Domestic Product (in millions of dollars): 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	\$832,900	1	Denver	\$288,800
2	Minneapolis	\$323,973	2	Charlotte	\$228,913
3	Detroit	\$305,412	3	Portland	\$204,319
4	St. Louis	\$209,936	4	Sacramento	\$176,276
5	Nashville	\$187,781	5	San Antonio	\$163,061
6	Cincinnati	\$186,141	6	Salt Lake City	\$135,409
7	Indianapolis	\$184,394	<b>7</b>	<b>Milwaukee</b>	<b>\$120,563</b>
8	Pittsburgh	\$181,485	8	Raleigh	\$119,675
9	Kansas City	\$169,501	9	Jacksonville	\$117,162
10	Columbus	\$169,123	10	Richmond	\$109,513
11	Cleveland	\$162,788	11	Providence	\$105,571
<b>12</b>	<b>Milwaukee</b>	<b>\$120,563</b>	12	Memphis	\$96,183
13	Louisville	\$90,836	13	Oklahoma City	\$94,742
14	Buffalo	\$84,673	14	Birmingham	\$79,098
15	Grand Rapids	\$77,296	15	Tucson	\$55,800
Average		\$219,120	Average		\$139,672

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

Source: U.S. Bureau of Economic Analysis

**Table 32**  
**Percent Change in Gross Domestic Product: 2010-2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	88.8	1	Raleigh	88.2
2	Columbus	54.2	2	Salt Lake City	75.2
3	Grand Rapids	47.3	3	Denver	71.2
4	Cincinnati	44.0	4	Charlotte	70.3
5	Minneapolis	40.4	5	Jacksonville	65.5
6	Kansas City	40.3	6	San Antonio	63.8
7	Louisville	38.6	7	Portland	57.0
8	Indianapolis	37.6	8	Sacramento	47.7
9	Detroit	36.6	9	Richmond	40.1
10	Chicago	30.7	10	Birmingham	34.2
11	Cleveland	29.0	11	Tucson	31.8
12	Pittsburgh	27.6	12	Memphis	27.4
13	Buffalo	25.5	13	Oklahoma City	26.1
14	St. Louis	23.0	14	Providence	23.1
<b>15</b>	<b>Milwaukee</b>	<b>22.4</b>	<b>15</b>	<b>Milwaukee</b>	<b>22.4</b>
Average		39.1	Average		49.6

Note: Adjusted for inflation.

Source: U.S. Bureau of Economic Analysis

**Table 33**  
**Gross Domestic Product Per Capita: 2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	\$91,748	1	Salt Lake City	\$106,942
2	Chicago	\$88,211	2	Denver	\$96,722
3	Minneapolis	\$87,709	3	Charlotte	\$83,058
4	Indianapolis	\$86,077	4	Richmond	\$81,651
5	Cincinnati	\$82,059	5	Portland	\$81,430
6	Cleveland	\$78,904	6	Raleigh	\$80,625
7	Columbus	\$78,243	7	<b>Milwaukee</b>	<b>\$77,294</b>
8	<b>Milwaukee</b>	<b>\$77,294</b>	8	Sacramento	\$72,941
9	Pittsburgh	\$77,255	9	Memphis	\$72,266
10	Kansas City	\$76,727	10	Birmingham	\$70,822
11	St. Louis	\$74,982	11	Jacksonville	\$69,920
12	Buffalo	\$72,919	12	Oklahoma City	\$64,919
13	Louisville	\$70,666	13	Providence	\$63,072
14	Grand Rapids	\$70,642	14	San Antonio	\$61,409
15	Detroit	\$70,278	15	Tucson	\$52,761
Average		\$78,914	Average		\$75,722

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

Source: U.S. Bureau of Economic Analysis

**Table 34**  
**Percent Manufacturing Share of Total Employment: 2022**

Midwest Metro Areas			National Metro Areas		
1	Grand Rapids	15.5	1	<b>Milwaukee</b>	<b>10.8</b>
2	<b>Milwaukee</b>	<b>10.8</b>	2	Portland	8.1
3	Detroit	9.7	3	Charlotte	6.4
4	Louisville	9.5	4	Salt Lake City	6.2
5	Cleveland	8.8	5	Birmingham	5.4
6	Buffalo	8.1	5	Tucson	5.4
6	Minneapolis	8.1	7	Memphis	5.3
8	Chicago	6.7	8	Oklahoma City	4.0
8	Indianapolis	6.7	9	San Antonio	3.8
10	Kansas City	6.0	10	Richmond	3.7
11	Nashville	5.8	11	Raleigh	3.6
11	Pittsburgh	5.8	11	Jacksonville	3.4
13	Columbus	5.2	13	Sacramento	3.0
--	Cincinnati	N/A	--	Denver	N/A
--	St. Louis	N/A	--	Providence	N/A
Average		8.2	Average		5.3

Source: U.S. Bureau of Economic Analysis

**Table 35**  
**Percentage Point Change in Manufacturing Share of Total Employment: 2010-2022**

Midwest Metro Areas			National Metro Areas		
1	Detroit	1.3	1	Tucson	0.0
2	Louisville	1.0	2	Oklahoma City	-0.2
3	Grand Rapids	0.4	2	Sacramento	-0.2
4	Buffalo	0.0	4	San Antonio	-0.3
5	Kansas City	-0.2	5	Birmingham	-0.4
5	Minneapolis	-0.2	5	Jacksonville	-0.4
7	Columbus	-0.5	7	Memphis	-0.6
8	Nashville	-0.7	7	Portland	-0.6
9	Pittsburgh	-0.8	9	Raleigh	-0.7
10	Cleveland	-0.9	9	Richmond	-0.7
11	Chicago	-1.0	11	Salt Lake City	-0.9
11	<b>Milwaukee</b>	<b>-1.0</b>	12	<b>Milwaukee</b>	<b>-1.0</b>
13	Indianapolis	-1.1	13	Charlotte	-1.2
--	Cincinnati	N/A	--	Denver	N/A
--	St. Louis	N/A	--	Providence	N/A
Average		-0.3	Average		-0.6

Source: U.S. Bureau of Economic Analysis



**Table 36**  
**Percent of Gross Domestic Product Related to Manufacturing: 2022**

Midwest Metro Areas			National Metro Areas		
1	Grand Rapids	23.2	1	Tucson	15.4
2	Indianapolis	17.4	<b>2</b>	<b>Milwaukee</b>	<b>14.1</b>
3	Detroit	17.0	2	Portland	14.1
<b>4</b>	<b>Milwaukee</b>	<b>14.1</b>	4	Memphis	11.8
5	Cleveland	12.3	5	Raleigh	10.2
6	Buffalo	11.9	5	Richmond	10.2
7	Chicago	11.7	7	San Antonio	9.8
8	Minneapolis	11.0	8	Salt Lake City	9.0
9	Kansas City	9.5	9	Charlotte	8.6
10	Nashville	9.1	10	Birmingham	7.5
11	Columbus	8.3	11	Jacksonville	6.5
12	Pittsburgh	7.6	12	Oklahoma City	5.4
--	Cincinnati	N/A	13	Sacramento	4.2
--	Louisville	N/A	--	Denver	N/A
--	St. Louis	N/A	--	Providence	N/A
Average		12.8	Average		9.8

Source: U.S. Bureau of Economic Analysis

**Table 37**  
**Unemployment Rate: 2022**

Midwest Metro Areas			National Metro Areas		
1	Cleveland	4.7	1	Memphis	4.1
2	Chicago	4.6	2	Portland	3.9
3	Pittsburgh	4.5	3	Tucson	3.8
3	St. Louis	4.5	4	Sacramento	3.7
5	Detroit	3.8	5	Providence	3.5
6	Buffalo	3.6	6	Charlotte	3.4
7	Cincinnati	3.5	7	San Antonio	3.3
7	Grand Rapids	3.5	<b>8</b>	<b>Milwaukee</b>	<b>3.2</b>
7	Louisville	3.5	9	Raleigh	3.1
10	Columbus	3.4	10	Denver	3.0
<b>11</b>	<b>Milwaukee</b>	<b>3.2</b>	10	Richmond	3.0
12	Indianapolis	2.8	12	Jacksonville	2.8
13	Minneapolis	2.7	12	Oklahoma City	2.8
13	Nashville	2.7	14	Birmingham	2.4
15	Kansas City	2.6	15	Salt Lake City	2.3
Average		3.6	Average		3.2

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

**Table 38**  
**Percent Change in Housing Units: 2010-2022**

Midwest Metro Areas			National Metro Areas		
1	Grand Rapids	35.7	1	Charlotte	57.4
2	Nashville	33.2	2	Raleigh	32.1
3	Indianapolis	21.2	3	San Antonio	26.2
4	Columbus	16.9	4	Jacksonville	22.3
5	Minneapolis	14.7	5	Denver	19.6
6	Kansas City	8.7	6	Oklahoma City	15.7
7	Cincinnati	6.0	7	Salt Lake City	15.5
8	Chicago	4.5	8	Portland	15.1
9	Buffalo	4.4	9	Sacramento	9.6
<b>10</b>	<b>Milwaukee</b>	<b>4.1</b>	10	Tucson	8.7
11	St. Louis	3.0	11	Richmond	7.1
12	Pittsburgh	2.9	12	Providence	5.3
13	Louisville	1.8	13	Memphis	4.5
14	Cleveland	1.7	<b>14</b>	<b>Milwaukee</b>	<b>4.1</b>
15	Detroit	1.6	15	Birmingham	-1.1
Average		10.7	Average		16.1

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

**Table 39**  
**Multifamily Housing as Percent of Total Housing Units: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	47.5	<b>1</b>	<b>Milwaukee</b>	<b>45.3</b>
<b>2</b>	<b>Milwaukee</b>	<b>45.3</b>	2	Providence	43.7
3	Minneapolis	38.2	3	Denver	41.4
4	Buffalo	37.7	4	Salt Lake City	36.6
5	Columbus	37.0	5	Portland	36.4
6	Cleveland	33.5	6	Raleigh	33.7
7	Nashville	31.9	7	Tucson	30.7
8	Cincinnati	30.1	8	Jacksonville	29.9
9	Kansas City	29.9	9	Richmond	28.9
10	Indianapolis	28.9	10	Sacramento	28.6
10	Pittsburgh	28.9	11	San Antonio	27.7
12	Louisville	28.3	12	Charlotte	27.6
13	Grand Rapids	27.9	13	Memphis	26.1
14	Detroit	27.3	14	Oklahoma City	24.0
15	St. Louis	26.2	15	Birmingham	21.0
Average		33.2	Average		32.1

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

**Table 40**  
**Median Value of Owner-Occupied Housing Units: 2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	\$421,500	1	Denver	\$596,800
2	Minneapolis	\$359,800	2	Sacramento	\$584,200
3	Chicago	\$301,300	3	Portland	\$556,700
<b>4</b>	<b>Milwaukee</b>	<b>\$289,600</b>	4	Salt Lake City	\$528,100
5	Columbus	\$289,200	5	Raleigh	\$424,700
6	Grand Rapids	\$279,100	6	Providence	\$398,300
7	Kansas City	\$274,500	7	Charlotte	\$352,000
8	Indianapolis	\$255,900	8	Jacksonville	\$347,000
9	Cincinnati	\$248,700	9	Richmond	\$336,500
10	Louisville	\$245,700	10	Tucson	\$317,000
11	Detroit	\$245,500	<b>11</b>	<b>Milwaukee</b>	<b>\$289,600</b>
12	St. Louis	\$237,700	12	San Antonio	\$275,700
13	Buffalo	\$219,300	13	Birmingham	\$247,500
14	Pittsburgh	\$209,800	14	Memphis	\$244,100
15	Cleveland	\$209,000	15	Oklahoma City	\$224,400
Average		\$272,400	Average		\$381,500

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

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

**Table 41**  
**Median Gross Rent of Renter-Occupied Housing: 2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	\$1,413	1	Denver	\$1,749
2	Minneapolis	\$1,355	2	Sacramento	\$1,699
3	Chicago	\$1,294	3	Portland	\$1,555
4	Columbus	\$1,186	4	Jacksonville	\$1,443
5	Kansas City	\$1,157	5	Salt Lake City	\$1,431
6	Grand Rapids	\$1,156	6	Raleigh	\$1,424
7	Detroit	\$1,121	7	Charlotte	\$1,355
8	Indianapolis	\$1,092	8	Richmond	\$1,298
9	<b>Milwaukee</b>	<b>\$1,054</b>	9	San Antonio	\$1,263
10	St. Louis	\$1,036	10	Providence	\$1,201
11	Louisville	\$1,029	11	Tucson	\$1,135
12	Cincinnati	\$996	12	Memphis	\$1,132
13	Buffalo	\$980	13	Birmingham	\$1,082
14	Cleveland	\$970	14	<b>Milwaukee</b>	<b>\$1,054</b>
15	Pittsburgh	\$964	15	Oklahoma City	\$1,027
Average		\$1,120	Average		\$1,323

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

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

**Table 42**  
**Median Sales Price of Single-Family Homes: 2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	\$403,700	1	Denver	\$670,100
2	Minneapolis	\$375,400	2	Portland	\$591,000
3	Chicago	\$345,600	3	Salt Lake City	\$569,100
4	<b>Milwaukee</b>	<b>\$345,300</b>	4	Sacramento	\$541,000
5	Kansas City	\$309,500	5	Raleigh	\$455,300
6	Columbus	\$301,100	6	Providence	\$440,900
7	Grand Rapids	\$297,700	7	Charlotte	\$397,700
8	Indianapolis	\$294,600	8	Jacksonville	\$386,500
9	Cincinnati	\$263,000	9	Richmond	\$374,000
10	Louisville	\$254,200	10	Tucson	\$371,900
11	Detroit	\$250,900	11	<b>Milwaukee</b>	<b>\$345,300</b>
12	St. Louis	\$245,300	12	San Antonio	\$337,700
13	Buffalo	\$230,000	13	Birmingham	\$303,900
14	Cleveland	\$215,700	14	Memphis	\$271,600
15	Pittsburgh	\$213,500	15	Oklahoma City	\$223,400
Average		\$289,700	Average		\$418,600

Source: National Association of Realtors

**Table 43**  
**Percent of Home Sales Affordable to Median Income Families: 2022**

Midwest Metro Areas			National Metro Areas		
1	Indianapolis	82.4	1	Birmingham	71.8
2	Pittsburgh	76.8	2	Oklahoma City	69.7
3	St. Louis	75.3	3	<b>Milwaukee</b>	<b>68.3</b>
4	Cleveland	75.2	4	Richmond	59.5
5	Cincinnati	74.5	5	Memphis	57.9
6	Detroit	74.0	6	Denver	57.4
7	Buffalo	73.0	6	Portland	48.8
8	<b>Milwaukee</b>	<b>68.3</b>	8	Jacksonville	48.5
9	Louisville	67.7	9	Charlotte	47.8
10	Grand Rapids	66.9	10	Tucson	45.5
11	Minneapolis	66.6	11	Raleigh	44.8
12	Kansas City	60.1	12	Providence	41.2
13	Columbus	57.8	13	San Antonio	41.2
14	Chicago	56.9	14	Salt Lake City	27.4
--	Nashville	N/A	15	Sacramento	17.6
Average		69.7	Average		49.8

Source: National Association of Home Builders/Wells Fargo

**Table 44**  
**Average Travel Time to Work in Minutes: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	30.2	1	San Antonio	27.0
2	Nashville	27.1	2	Denver	26.8
3	Pittsburgh	26.3	2	Sacramento	26.8
4	Detroit	26.0	4	Birmingham	26.7
5	Indianapolis	25.6	5	Raleigh	26.6
6	Cincinnati	25.2	6	Providence	26.4
7	St. Louis	24.8	7	Charlotte	26.3
8	Cleveland	24.2	8	Jacksonville	25.8
9	Minneapolis	24.0	9	Portland	24.8
10	Louisville	23.8	9	Richmond	24.8
11	Columbus	23.5	11	Tucson	24.3
12	Kansas City	22.8	12	Oklahoma City	24.1
<b>13</b>	<b>Milwaukee</b>	<b>22.5</b>	13	Memphis	23.9
14	Buffalo	21.8	14	Salt Lake City	22.8
15	Grand Rapids	21.6	<b>15</b>	<b>Milwaukee</b>	<b>22.5</b>
Average		24.6	Average		25.3

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

**Table 45**  
**Percent of Total Workers Who Drive to Work Alone: 2022**

Midwest Metro Areas			National Metro Areas		
1	Grand Rapids	74.5	1	Birmingham	77.4
2	Louisville	73.7	2	Oklahoma City	77.2
3	St. Louis	73.6	3	Memphis	76.1
4	Kansas City	73.1	4	Providence	73.5
5	Detroit	72.6	<b>5</b>	<b>Milwaukee</b>	<b>72.6</b>
5	Indianapolis	72.6	6	Tucson	70.2
<b>5</b>	<b>Milwaukee</b>	<b>72.6</b>	7	Jacksonville	69.4
8	Cincinnati	72.5	8	Richmond	69.1
9	Buffalo	72.4	9	San Antonio	68.7
10	Cleveland	72.1	10	Charlotte	66.0
11	Columbus	69.7	10	Sacramento	66.0
12	Nashville	69.5	12	Salt Lake City	65.6
13	Pittsburgh	68.3	13	Raleigh	63.9
14	Minneapolis	66.4	14	Denver	63.0
15	Chicago	62.9	15	Portland	60.8
Average		71.1	Average		69.3

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

**Table 46**  
**Percent of Total Workers Who Carpool to Work: 2022**

Midwest Metro Areas			National Metro Areas		
1	Indianapolis	9.0	1	San Antonio	11.4
2	Louisville	8.8	2	Salt Lake City	10.7
3	Grand Rapids	8.4	3	Memphis	9.6
4	Chicago	7.9	3	Tucson	9.6
4	Cincinnati	7.9	5	Sacramento	9.0
6	Buffalo	7.8	6	Oklahoma City	8.7
7	Columbus	7.6	7	Birmingham	8.4
7	Nashville	7.6	8	Charlotte	8.3
<b>9</b>	<b>Milwaukee</b>	<b>7.5</b>	9	Jacksonville	8.2
10	Detroit	7.3	9	Providence	8.2
11	Minneapolis	7.0	11	Richmond	7.6
12	Cleveland	6.9	<b>12</b>	<b>Milwaukee</b>	<b>7.5</b>
13	Pittsburgh	6.8	13	Denver	7.4
14	Kansas City	6.4	14	Portland	7.3
15	St. Louis	6.3	15	Raleigh	6.6
Average		7.5	Average		8.6

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

**Table 47**  
**Percent of Total Workers Who Take Public Transportation to Work: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	7.0	1	Portland	2.9
2	Pittsburgh	3.0	2	Denver	2.2
3	Buffalo	2.6	<b>3</b>	<b>Milwaukee</b>	<b>1.8</b>
4	Minneapolis	2.0	4	Salt Lake City	1.6
<b>5</b>	<b>Milwaukee</b>	<b>1.8</b>	5	Providence	1.4
6	Cleveland	1.7	5	San Antonio	1.4
7	Cincinnati	1.3	7	Tucson	1.1
8	Columbus	1.2	8	Sacramento	0.9
8	St. Louis	1.2	9	Charlotte	0.8
10	Grand Rapids	0.9	10	Richmond	0.7
11	Detroit	0.8	11	Birmingham	0.5
12	Louisville	0.7	11	Jacksonville	0.5
12	Nashville	0.7	13	Oklahoma City	0.4
14	Indianapolis	0.6	13	Raleigh	0.4
15	Kansas City	0.5	15	Memphis	0.3
Average		1.7	Average		1.1

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

**Table 48**  
**Percent of Total Workers Who Bike to Work: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	0.6	1	Portland	1.1
2	Minneapolis	0.5	2	Tucson	0.9
3	Grand Rapids	0.4	3	Sacramento	0.8
4	Cleveland	0.3	4	Denver	0.6
4	Detroit	0.3	5	Salt Lake City	0.5
4	Indianapolis	0.3	6	Jacksonville	0.3
<b>4</b>	<b>Milwaukee</b>	<b>0.3</b>	<b>6</b>	<b>Milwaukee</b>	<b>0.3</b>
8	Buffalo	0.2	6	Providence	0.3
8	Columbus	0.2	9	Charlotte	0.2
8	Louisville	0.2	9	Oklahoma City	0.2
8	Nashville	0.2	9	Raleigh	0.2
8	Pittsburgh	0.2	9	Richmond	0.2
8	St. Louis	0.2	9	San Antonio	0.2
14	Cincinnati	0.1	14	Birmingham	0.1
14	Kansas City	0.1	14	Memphis	0.1
Average		0.3	Average		0.4

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

**Table 49**  
**Percent of Total Workers Who Walk to Work: 2022**

Midwest Metro Areas			National Metro Areas		
1	Pittsburgh	3.1	1	Portland	3.4
2	Buffalo	2.7	2	Providence	2.3
3	Chicago	2.6	2	Tucson	2.3
4	Cleveland	2.3	<b>4</b>	<b>Milwaukee</b>	<b>2.2</b>
<b>5</b>	<b>Milwaukee</b>	<b>2.2</b>	4	Richmond	2.2
6	Grand Rapids	2.1	6	Denver	1.8
7	Minneapolis	1.9	6	Sacramento	1.8
8	Cincinnati	1.8	6	Salt Lake City	1.8
9	Columbus	1.6	6	San Antonio	1.8
9	St. Louis	1.6	10	Oklahoma City	1.6
11	Detroit	1.4	11	Memphis	1.4
12	Indianapolis	1.3	11	Raleigh	1.4
12	Louisville	1.3	13	Charlotte	1.2
14	Kansas City	1.1	13	Jacksonville	1.2
14	Nashville	1.1	15	Birmingham	1.0
Average		1.9	Average		1.8

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

**Table 50**  
**Percent of Total Workers Who Work From Home: 2022**

Midwest Metro Areas			National Metro Areas		
1	Minneapolis	20.9	1	Raleigh	26.1
2	Nashville	19.4	2	Denver	23.7
3	Columbus	18.4	3	Portland	23.3
4	Kansas City	17.7	3	Charlotte	22.3
5	Chicago	17.4	5	Sacramento	19.8
5	Pittsburgh	17.4	6	Jacksonville	18.9
7	Detroit	16.4	6	Salt Lake City	18.9
8	St. Louis	16.0	8	Richmond	18.7
9	Cleveland	15.5	9	San Antonio	14.8
10	Cincinnati	15.1	<b>10</b>	<b>Milwaukee</b>	<b>14.6</b>
10	Indianapolis	15.1	10	Tucson	14.6
<b>12</b>	<b>Milwaukee</b>	<b>14.6</b>	12	Providence	12.7
13	Louisville	13.7	13	Birmingham	11.8
14	Buffalo	12.8	14	Memphis	11.1
15	Grand Rapids	12.4	15	Oklahoma City	10.7
Average		16.2	Average		17.5

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

**Table 51**  
**Percent of Total Households with No Vehicles: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	12.6	1	Providence	9.7
2	Buffalo	11.5	<b>2</b>	<b>Milwaukee</b>	<b>9.5</b>
3	Kansas City	9.6	3	Memphis	7.9
<b>4</b>	<b>Milwaukee</b>	<b>9.5</b>	3	Portland	7.9
5	Detroit	9.0	5	Tucson	7.1
6	St. Louis	7.8	6	Richmond	6.2
7	Nashville	7.5	7	Denver	5.9
8	Cincinnati	7.0	8	Sacramento	5.8
9	Pittsburgh	6.9	9	San Antonio	5.7
10	Minneapolis	6.8	10	Jacksonville	5.4
11	Cleveland	6.3	11	Oklahoma City	5.2
12	Indianapolis	6.1	12	Birmingham	5.1
13	Louisville	6.0	13	Salt Lake City	4.7
14	Grand Rapids	5.1	14	Charlotte	4.3
15	Columbus	4.0	15	Raleigh	4.1
Average		7.7	Average		6.3

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

**Table 52**  
**Percent of Total Households with No Vehicles or One Vehicle: 2022**

Midwest Metro Areas			National Metro Areas		
1	Buffalo	50.8	1	<b>Milwaukee</b>	<b>47.2</b>
2	Chicago	49.1	2	Providence	45.5
3	Cleveland	47.9	3	Tucson	44.8
4	<b>Milwaukee</b>	<b>47.2</b>	4	Portland	41.4
5	Pittsburgh	46.8	5	Jacksonville	40.7
6	Detroit	44.9	6	Memphis	40.3
7	Columbus	41.1	7	Oklahoma City	38.8
8	Louisville	40.8	7	San Antonio	38.8
9	St. Louis	40.4	9	Denver	38.0
10	Indianapolis	39.5	10	Charlotte	37.3
11	Kansas City	39.3	10	Richmond	37.3
12	Minneapolis	38.8	12	Birmingham	36.9
13	Cincinnati	38.5	13	Sacramento	36.0
14	Grand Rapids	35.7	14	Raleigh	34.6
14	Nashville	35.7	15	Salt Lake City	32.9
Average		42.4	Average		39.4

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

**Table 53**  
**Annual Hours of Travel Time Delay per Auto Commuter: 2020**

Midwest Metro Areas			National Metro Areas		
1	Chicago	39	1	Sacramento	38
2	Detroit	35	2	Oklahoma City	35
3	Kansas City	34	3	Providence	33
4	St. Louis	33	4	San Antonio	32
5	Minneapolis	32	5	Portland	31
6	Buffalo	29	6	<b>Milwaukee</b>	<b>29</b>
6	Cleveland	29	7	Memphis	28
6	<b>Milwaukee</b>	<b>29</b>	8	Denver	26
7	Nashville	28	8	Salt Lake City	26
8	Columbus	27	9	Richmond	24
9	Indianapolis	26	9	Charlotte	24
9	Cincinnati	26	10	Birmingham	23
10	Pittsburgh	25	11	Jacksonville	21
11	Louisville	22	11	Tucson	21
11	Grand Rapids	22	12	Raleigh	17
Average		29	Average		27

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

Source: Texas A&M Transportation Institute, 2021 Urban Mobility Report

**Table 54**  
**Change in Annual Hours of Travel Time Delay per Auto Commuter: 1982-2020**

Midwest Metro Areas			National Metro Areas		
1	Cleveland	23	1	Providence	26
1	Kansas City	23	2	Oklahoma City	24
2	Minneapolis	20	3	Sacramento	22
3	Buffalo	19	4	Memphis	18
4	St. Louis	17	5	Salt Lake City	17
5	Cincinnati	16	<b>6</b>	<b>Milwaukee</b>	<b>16</b>
<b>5</b>	<b>Milwaukee</b>	<b>16</b>	7	Birmingham	15
6	Grand Rapids	14	7	Richmond	15
6	Pittsburgh	14	8	San Antonio	14
7	Columbus	10	9	Portland	11
8	Nashville	9	10	Charlotte	10
9	Chicago	8	10	Raleigh	10
9	Indianapolis	8	11	Denver	9
10	Louisville	5	12	Jacksonville	7
11	Detroit	2	13	Tucson	4
Average		12	Average		12

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

Source: Texas A&M Transportation Institute, 2021 Urban Mobility Report

**Table 55**  
**Annual Congestion Cost (Dollars per Auto Commuter): 2020**

Midwest Metro Areas			National Metro Areas		
1	Chicago	\$852	1	Sacramento	\$800
2	St. Louis	\$719	2	Portland	\$690
3	Detroit	\$710	3	San Antonio	\$682
4	Kansas City	\$694	4	Oklahoma City	\$656
5	Cleveland	\$686	5	Providence	\$630
6	Nashville	\$659	<b>6</b>	<b>Milwaukee</b>	<b>\$602</b>
7	Buffalo	\$649	7	Charlotte	\$585
8	Columbus	\$645	8	Denver	\$545
9	Minneapolis	\$620	9	Salt Lake City	\$544
10	Cincinnati	\$608	10	Birmingham	\$521
<b>11</b>	<b>Milwaukee</b>	<b>\$602</b>	11	Richmond	\$482
12	Pittsburgh	\$552	12	Jacksonville	\$448
13	Indianapolis	\$487	13	Memphis	\$427
14	Grand Rapids	\$435	14	Tucson	\$381
15	Louisville	\$386	15	Raleigh	\$361
Average		\$620	Average		\$557

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, 2021 Urban Mobility Report



**Table 56**  
**Types of Transit Service and Dedicated Funding Sources**  
**for Major Public Transit Operators: 2022**

Midwest Metro Areas			
Area	Major Transit Operator(s)	Types of Transit Service <sup>a</sup>	Source of Dedicated Funding <sup>b</sup>
Buffalo	Niagara Frontier Transportation Authority	Bus and Light Rail	0.125% Sales Tax and Mortgage Recording Tax
Chicago	Chicago Transit Authority, Northeast Illinois Regional Commuter Railroad Corporation (Metra), Pace	Bus, Bus Rapid Transit, Commuter Rail, and Heavy Rail	Sales Tax and Real Estate Transfer Tax <sup>c</sup>
Cincinnati	Southwest Ohio Regional Transit Authority, City of Cincinnati	Bus, Bus Rapid Transit, and Streetcar	0.8% Sales Tax
Cleveland	Greater Cleveland Regional Transit Authority	Bus, Bus Rapid Transit, Heavy Rail, and Light Rail	1.0% Sales Tax
Columbus	Central Ohio Transit Authority	Bus and Bus Rapid Transit	0.5% Sales Tax
Detroit	City of Detroit Department of Transportation, Detroit Transportation Corporation, Suburban Mobility Authority for Regional Transportation	Bus, Monorail/Automated Guideway, and Streetcar	Property Tax, Motor Fuel Tax, and Vehicle Registration Tax <sup>d</sup>
Grand Rapids	Interurban Transit Partnership	Bus and Bus Rapid Transit	Property Tax, Motor Fuel Tax, and Vehicle Registration Tax <sup>e</sup>
Indianapolis	Indianapolis and Marion County Public Transportation	Bus and Bus Rapid Transit	0.25% Income Tax
Kansas City	Kansas City Area Transportation Authority	Bus and Bus Rapid Transit	Sales tax
Louisville	Transit Authority of River City	Bus	0.2% Payroll Tax
<b>Milwaukee</b>	<b>Milwaukee County Transit System</b>	<b>Bus</b>	--
Minneapolis	Metro Transit	Bus, Bus Rapid Transit, Light Rail, and Commuter Rail	Property and Sales Taxes <sup>f</sup>
Nashville	Regional Transportation Authority, Metropolitan Transit Authority	Bus and Commuter Rail	--
Pittsburgh	Port Authority of Allegheny County	Bus, Bus Rapid Transit, Light Rail, and Inclined Plane	1.0% Sales Tax and other Taxes <sup>g</sup>
St. Louis	Bi-State Development Agency (Metro)	Bus and Light Rail	1.0% Sales tax from St. Louis County and City. 0.75% sales tax from St. Clair County, Additional Sales Taxes for Capital Projects
National Metro Areas			
Area	Major Transit Operator(s)	Types of Transit Service <sup>a</sup>	Source of Dedicated Funding <sup>b</sup>
Birmingham	Birmingham-Jefferson County Transit Authority	Bus	Beer Tax
Charlotte	Charlotte Area Transit System	Bus, Streetcar, and Light Rail	0.5% Sales Tax
Denver	Regional Transportation District	Bus, Light Rail, and Commuter Rail	1.0 % Sales Tax
Jacksonville	Jacksonville Transportation Authority	Bus, Monorail/Automated Guideway, and Ferryboat	Local Gas Tax and 0.5% Sales Tax
Memphis	Memphis Area Transit Authority	Bus and Streetcar	--
<b>Milwaukee</b>	<b>Milwaukee County Transit System</b>	<b>Bus</b>	--
Oklahoma City	Central Oklahoma Transportation and Parking Authority	Bus, Ferryboat, and Streetcar	Sales Tax <sup>h</sup>
Portland	Tri-County Metropolitan Transportation District of Oregon (Tri-Met), City of Portland	Bus, Light Rail, Hybrid Rail, Streetcar, and Tramway	0.8037% Payroll tax
Providence	Rhode Island Public Transit Authority	Bus	Statewide Gas Tax
Raleigh	Capital Area Transit (Go Raleigh)	Bus	0.5% Sales Tax
Richmond	Greater Richmond Transit Company	Bus and Bus Rapid Transit	0.7% Sales Tax and Wholesale Gas Tax
Sacramento	Sacramento Regional Transit District	Bus and Light Rail	0.50% Sales tax
Salt Lake City	Utah Transit Authority	Bus, Bus Rapid Transit, Light Rail and Commuter Rail	Sales Tax <sup>i</sup>
San Antonio	VIA Metropolitan Transit	Bus	0.5 to 0.625% Sales Tax <sup>j</sup>
Tucson	City of Tucson (Sun Tran and Sun Link)	Bus and Streetcar	\$0.05 Sales Tax <sup>k</sup>

Table continued on next page.

**Table 56 (Continued)**

<sup>a</sup> 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.

<sup>b</sup> The transit systems that do not have a dedicated source of funding are primarily funded through local property tax levy.

<sup>c</sup> 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.

<sup>d</sup> 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.

<sup>e</sup> In July 2018, 1.47 mills were levied to support current services.

<sup>f</sup> Dedicated funding for transit available to Metro Transit or counties in the metro area includes: 1) Metro Council property taxes levied on property in "Transit Capital Levy Communities," which together comprise the more urbanized area of the region; 2) state motor vehicle sales tax—6.5 percent on motor vehicle sales—with 40 percent of the proceeds dedicated for transit statewide, including Metro Transit; 3) a 0.25 percent sales tax in Anoka, Dakota and Washington Counties and a 0.5 percent sales tax in Hennepin and Ramsey Counties, which jointly administer the tax through the Counties Transit Improvement Board, as authorized under Minnesota statutes; and 4) property taxes levied by county regional railroad authorities, which counties are authorized to create under Minnesota statutes.

<sup>g</sup> 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.

<sup>h</sup> On December 10, 2019, the citizens of Oklahoma City voted to continue a one cent sales tax to fund enhancements, including transit, through 2028.

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

<sup>j</sup> 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.

<sup>k</sup> Under State law, the Regional Transportation Authority of Pima County is authorized to levy a ½-cent excise tax collected over the next 20 years for purposes of implementing the 20 year multi-modal plan as approved by voters on May 16, 2006. The Authority is not authorized to levy property taxes. The Authority may issue bonds backed by excise taxes.

Source: Federal Transit Administration, National Transit Database and SEWRPC

**Table 57**  
**Percent of Public Transit Total Annual Operating Deficit Funded with Local Funds: 2022**

Midwest Metro Areas			National Metro Areas		
1	St. Louis	64.8	1	Raleigh	80.6
2	Chicago	64.6	2	Charlotte	79.1
3	Louisville	63.5	3	Jacksonville	77.7
4	Cleveland	58.0	4	Sacramento	69.7
5	Nashville	55.3	5	Birmingham	64.2
6	Kansas City	37.6	6	San Antonio	55.8
7	Indianapolis	33.2	7	Salt Lake City	55.3
8	Cincinnati	32.2	8	Richmond	52.1
9	Detroit	21.5	9	Tucson	37.4
10	Columbus	16.0	10	Oklahoma City	23.2
11	Pittsburgh <sup>a</sup>	9.5	11	Memphis	14.5
<b>12</b>	<b>Milwaukee</b>	<b>8.6</b>	<b>12</b>	<b>Milwaukee</b>	<b>8.6</b>
13	Grand Rapids	7.6	13	Providence	6.9
14	Minneapolis <sup>a</sup>	7.1	14	Portland	5.3
15	Buffalo	0.0	15	Denver	0.2

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 56 for the major public transit operators included in each metro area.

<sup>a</sup> The Minneapolis and Pittsburgh metro areas receive a majority of their funding from a statewide dedicated revenue source.

<sup>b</sup> Providence is served by a statewide public transit agency.

Source: Federal Transit Administration, National Transit Database and SEWRPC

**Table 58**  
**Percent of Public Transit Total Annual Operating Deficit Funded with State Funds: 2022**

Midwest Metro Areas			National Metro Areas		
1	Pittsburgh <sup>a</sup>	67.1	<b>1</b>	<b>Milwaukee</b>	<b>43.6</b>
2	Minneapolis <sup>a</sup>	66.3	2	Richmond	30.9
<b>3</b>	<b>Milwaukee</b>	<b>43.6</b>	3	Portland	17.9
4	Detroit	39.8	4	Providence <sup>b</sup>	16.1
5	Grand Rapids	38.0	5	Memphis	14.5
6	Columbus	23.1	6	Jacksonville	6.8
7	Chicago	18.7	7	Charlotte	5.6
8	Buffalo	14.5	8	Denver	2.6
9	Indianapolis	11.4	9	Oklahoma City	2.4
10	Nashville	7.9	10	Sacramento	1.2
11	Louisville	5.6	11	Raleigh	0.0
12	Cincinnati	2.8	11	Birmingham	0.0
13	Kansas City	0.4	11	San Antonio	0.0
14	St. Louis	0.3	11	Salt Lake City	0.0
15	Cleveland	0.0	11	Tucson	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 56 for the major public transit operators included in each metro area.

<sup>a</sup> The Minneapolis and Pittsburgh metro areas receive a majority of their funding from a statewide dedicated revenue source.

<sup>b</sup> Providence is served by a statewide public transit agency.

Source: Federal Transit Administration, National Transit Database and SEWRPC

**Table 59**  
**Percent Change in Ridership for Public Transit**  
**(Annual Unlinked Passenger Trips): 2010-2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	-22.3	1	Oklahoma City	-7.8
2	Kansas City	-30.1	2	Salt Lake City	-14.0
3	Indianapolis	-34.1	3	Raleigh	-23.6
4	Columbus	-41.8	4	Tucson	-29.8
5	Minneapolis	-42.0	5	Birmingham	-30.5
6	Grand Rapids	-43.1	6	Denver	-37.1
7	Cincinnati	-44.7	7	Charlotte	-39.2
8	Pittsburgh	-51.2	8	Richmond	-39.5
9	Buffalo	-51.3	9	San Antonio	-42.4
10	St. Louis	-54.5	10	Jacksonville	-47.3
11	Cleveland	-55.6	11	Portland	-49.9
12	<b>Milwaukee</b>	<b>-56.2</b>	12	Providence	-51.8
13	Louisville	-68.4	13	<b>Milwaukee</b>	<b>-56.2</b>
14	Detroit	-73.4	14	Sacramento	-66.9
15	Chicago	-74.3	15	Memphis	-75.2
Average		-49.5	Average		-40.7

Note: See Table 56 for the major transit operators included in each metro area.

Source: Federal Transit Administration, National Transit Database and SEWRPC

**Table 60**  
**Percent Change in Annual Revenue Service Hours for Public Transit: 2010-2022**

Midwest Metro Areas			National Metro Areas		
1	Nashville	52.5	1	Salt Lake City	79.5
2	Indianapolis	31.4	2	Oklahoma City	55.2
3	Grand Rapids	12.7	3	Raleigh	45.9
4	Columbus	11.8	4	Portland	20.5
5	Cleveland	4.9	5	Providence	17.9
6	Cincinnati	4.3	6	Sacramento	16.7
7	<b>Milwaukee</b>	<b>3.3</b>	7	Tucson	10.6
8	Minneapolis	-2.1	8	Richmond	6.5
9	St. Louis	-3.8	9	Charlotte	4.8
10	Louisville	-4.0	10	<b>Milwaukee</b>	<b>3.3</b>
11	Pittsburgh	-9.2	11	Jacksonville	1.5
12	Buffalo	-9.9	12	Denver	-2.8
13	Chicago	-16.1	13	San Antonio	-9.2
14	Kansas City	-26.9	14	Birmingham	-30.2
15	Detroit	-33.1	15	Memphis	-40.5
Average		1.1	Average		12.0

Note: See Table 56 for the major transit operators included in each metro area.

Source: Federal Transit Administration, National Transit Database and SEWRPC

**Table 61**  
**Public Transit Operating Expenditures Per Capita: 2022**

Midwest Metro Areas			National Metro Areas		
1	Chicago	\$308.45	1	Salt Lake City	\$433.88
2	Pittsburgh	\$262.69	2	Denver	\$333.57
3	Buffalo	\$147.14	3	Portland	\$284.67
4	Minneapolis	\$142.10	4	Charlotte	\$136.91
5	Cleveland	\$141.16	5	<b>Milwaukee</b>	<b>\$120.00</b>
6	St. Louis	\$134.88	6	San Antonio	\$119.59
7	<b>Milwaukee</b>	<b>\$120.00</b>	7	Sacramento	\$113.51
8	Columbus	\$98.46	8	Jacksonville	\$102.44
9	Louisville	\$92.59	9	Tucson	\$101.97
10	Cincinnati	\$77.70	10	Providence	\$85.92
11	Grand Rapids	\$76.08	11	Richmond	\$58.67
12	Detroit	\$72.07	12	Memphis	\$56.97
13	Nashville	\$70.50	13	Birmingham	\$44.32
14	Indianapolis	\$65.11	14	Raleigh	\$42.41
15	Kansas City	\$60.35	15	Oklahoma City	\$38.07
Average		\$124.62	Average		\$138.19

Note: See Table 56 for the major transit operators included in each metro area.

The per capita data are based on the population of the primary urbanized area within the metropolitan area.

Source: Federal Transit Administration, National Transit Database and SEWRPC

**Table 62**  
**Vehicle Revenue Hours of Public Transit Per Capita: 2022**

Midwest Metro Areas			National Metro Areas		
1	<b>Milwaukee</b>	<b>0.97</b>	1	Salt Lake City	1.53
2	Pittsburgh	0.91	2	Portland	1.20
3	Buffalo	0.79	3	Denver	0.98
4	Chicago	0.76	4	<b>Milwaukee</b>	<b>0.97</b>
5	Cleveland	0.75	5	Tucson	0.75
6	Grand Rapids	0.67	6	San Antonio	0.69
7	Minneapolis	0.65	7	Charlotte	0.61
8	St. Louis	0.58	8	Providence	0.57
9	Louisville	0.56	9	Jacksonville	0.47
10	Columbus	0.52	10	Sacramento	0.42
11	Cincinnati	0.45	10	Richmond	0.42
12	Nashville	0.41	12	Raleigh	0.28
13	Indianapolis	0.34	13	Memphis	0.26
14	Detroit	0.30	14	Oklahoma City	0.24
15	Kansas City	0.25	15	Birmingham	0.18
Average		0.60	Average		0.70

Note: See Table 56 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 63**  
**Attainment Status of Ozone and Fine Particulate**  
**National Ambient Air Quality Standards (NAAQS)**

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

<b>National Metro Areas</b>				
Area	8-Hour Ozone (2015 Standard)	8-Hour Ozone (2008 Standard)	PM <sub>2.5</sub> (2012 Standard)	PM <sub>2.5</sub> (2006 Standard)
Birmingham	--	--	--	Maintenance
Charlotte	--	Maintenance – Marginal	--	--
Denver	Nonattainment – Moderate	Nonattainment – Severe 15	--	--
Jacksonville	--	--	--	--
Memphis	--	Maintenance – Marginal	--	--
<b>Milwaukee</b>	<b>Nonattainment – Moderate</b>	<b>--</b>	<b>--</b>	<b>Maintenance</b>
Oklahoma City	--	--	--	--
Portland	--	--	--	--
Providence	--	--	--	--
Raleigh	--	--	--	--
Richmond	--	--	--	--
Sacramento	Nonattainment – Serious	Nonattainment – Severe 15	--	Nonattainment – Moderate
Salt Lake City	--	--	--	Nonattainment – Serious
San Antonio	Nonattainment – Moderate	--	--	--
Tucson	--	--	--	--

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

Source: U.S. Environmental Protection Agency and SEWRPC

**Table 64**  
**Total Population: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Chicago	2,665,064	1	San Antonio	1,472,904
2	Columbus	908,372	2	Jacksonville	971,315
3	Indianapolis	876,564	3	Charlotte	897,720
4	Minneapolis/St. Paul	728,264	4	Denver	713,252
5	Nashville	683,639	5	Oklahoma City	694,768
6	Kansas City	661,808	6	Portland	635,296
7	Louisville	624,450	7	Memphis	621,050
8	Detroit	620,410	8	<b>Milwaukee</b>	<b>563,306</b>
9	<b>Milwaukee</b>	<b>563,306</b>	9	Tucson	546,598
10	Cleveland	361,654	10	Sacramento	528,026
11	Cincinnati	309,536	11	Raleigh	477,084
12	Pittsburgh	302,905	12	Richmond	229,395
13	St. Louis	286,578	13	Salt Lake City	204,653
14	Buffalo	276,491	14	Birmingham	196,353
15	Grand Rapids	196,904	15	Providence	189,575
Average		671,063	Average		596,086

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

**Table 65**  
**Percent Change in Population: 2010-2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Columbus	15.4	1	Charlotte	22.7
2	Nashville	13.7	2	Oklahoma City	19.8
3	Kansas City	9.3	3	Denver	18.8
4	Minneapolis/St. Paul	9.1	4	Jacksonville	18.2
5	Indianapolis	6.8	5	Raleigh	18.1
6	Buffalo	5.8	6	Sacramento	13.2
7	Grand Rapids	4.7	7	Richmond	12.3
8	Louisville	4.5	8	San Antonio	11.0
9	Cincinnati	4.2	9	Salt Lake City	9.8
10	Pittsburgh	-0.9	10	Portland	8.8
11	Chicago	-1.1	11	Providence	6.5
12	<b>Milwaukee</b>	<b>-5.3</b>	12	Tucson	5.1
13	Cleveland	-8.9	13	Memphis	-4.0
14	St. Louis	-10.2	14	<b>Milwaukee</b>	<b>-5.3</b>
15	Detroit	-13.1	15	Birmingham	-7.5
Average		2.3	Average		9.8

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

**Table 66**  
**Population Density (People per Square Mile of Land Area): 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Chicago	11,702	1	Providence	10,300
2	Minneapolis/St. Paul	6,872	2	<b>Milwaukee</b>	<b>5,857</b>
3	Buffalo	6,848	3	Sacramento	5,353
4	<b>Milwaukee</b>	<b>5,857</b>	4	Portland	4,759
5	Pittsburgh	5,470	5	Denver	4,660
6	Cleveland	4,652	6	Richmond	3,828
7	St. Louis	4,643	7	Raleigh	3,212
8	Detroit	4,472	8	San Antonio	2,952
9	Grand Rapids	4,398	9	Charlotte	2,896
10	Columbus	4,122	10	Tucson	2,261
11	Cincinnati	3,973	11	Memphis	2,106
12	Indianapolis	2,424	12	Salt Lake City	1,846
13	Louisville	2,373	13	Birmingham	1,336
14	Kansas City	1,506	14	Jacksonville	1,300
15	Nashville	1,438	15	Oklahoma City	1,146
Average		4,717	Average		3,587

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

**Table 67**  
**Racial/Ethnic Minority Population as Percent of Total Population: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Detroit	89.2	1	San Antonio	78.2
2	Chicago	68.3	2	Birmingham	78.1
3	<b>Milwaukee</b>	<b>67.9</b>	3	Memphis	75.8
4	Cleveland	66.0	4	Sacramento	69.9
5	Buffalo	57.7	5	<b>Milwaukee</b>	<b>67.9</b>
6	St. Louis	55.0	6	Providence	64.3
7	Cincinnati	50.6	7	Charlotte	60.2
8	Kansas City	49.6	8	Tucson	58.3
9	Indianapolis	49.4	9	Richmond	57.4
10	Columbus	48.2	10	Jacksonville	52.4
11	Nashville	44.8	11	Oklahoma City	48.7
12	Minneapolis/St. Paul	44.2	12	Raleigh	47.5
13	Louisville	39.3	13	Denver	46.2
14	Grand Rapids	37.7	14	Salt Lake City	35.8
15	Pittsburgh	35.5	15	Portland	34.2
Average		53.6	Average		58.3

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

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

**Table 68**  
**Percent of Total Adult Population with a Degree Beyond High School: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Minneapolis/St. Paul	58.7	1	Denver	61.8
2	Pittsburgh	58.2	1	Raleigh	61.8
3	Nashville	54.6	3	Portland	59.0
4	Chicago	49.7	4	Salt Lake City	57.6
5	Grand Rapids	48.6	5	Charlotte	56.7
6	Cincinnati	47.9	6	Richmond	51.1
7	St. Louis	47.7	7	Sacramento	45.4
8	Columbus	45.2	8	Oklahoma City	43.9
9	Indianapolis	44.1	9	Jacksonville	43.6
10	Kansas City	43.5	10	Providence	40.9
11	Louisville	43.3	10	Tucson	40.9
12	Buffalo	41.0	12	Birmingham	38.3
13	<b>Milwaukee</b>	<b>35.1</b>	13	San Antonio	38.0
14	Cleveland	31.3	14	Memphis	36.7
15	Detroit	23.8	15	<b>Milwaukee</b>	<b>35.1</b>
Average		44.8	Average		47.4

Note: Data pertain 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 69**  
**Per Capita Income: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Nashville	\$47,049	1	Denver	\$59,271
2	Minneapolis/St. Paul	\$46,087	2	Portland	\$51,761
3	Chicago	\$45,449	3	Salt Lake City	\$49,767
4	Pittsburgh	\$41,745	4	Charlotte	\$49,498
5	St. Louis	\$38,945	5	Raleigh	\$47,035
6	Louisville	\$38,692	6	Richmond	\$41,970
7	Grand Rapids	\$38,558	7	Sacramento	\$40,502
8	Cincinnati	\$37,429	8	Jacksonville	\$36,958
9	Columbus	\$36,434	9	Oklahoma City	\$35,902
10	Kansas City	\$36,200	10	Providence	\$33,491
11	Indianapolis	\$35,856	11	Memphis	\$31,620
12	Buffalo	\$31,308	12	San Antonio	\$30,790
13	<b>Milwaukee</b>	<b>\$29,250</b>	13	Tucson	\$30,456
14	Cleveland	\$26,784	14	Birmingham	\$29,492
15	Detroit	\$22,097	15	<b>Milwaukee</b>	<b>\$29,250</b>
Average		\$36,792	Average		\$39,851

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

**Table 70**  
**Percent of Total Population Below the Poverty Level: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Detroit	33.8	1	Birmingham	26.6
2	Cleveland	31.8	2	<b>Milwaukee</b>	<b>22.1</b>
3	Cincinnati	26.6	3	Richmond	21.7
4	Buffalo	23.6	4	Memphis	21.4
5	<b>Milwaukee</b>	<b>22.1</b>	5	Providence	21.0
6	St. Louis	20.4	5	Tucson	19.2
7	Pittsburgh	19.0	7	San Antonio	18.7
8	Columbus	18.1	8	Oklahoma City	15.5
9	Chicago	17.2	9	Jacksonville	14.1
10	Minneapolis/St. Paul	16.7	10	Sacramento	13.7
11	Louisville	16.3	10	Salt Lake City	13.7
12	Indianapolis	15.9	12	Portland	12.7
13	Grand Rapids	15.8	13	Charlotte	11.8
14	Kansas City	14.5	13	Denver	11.8
15	Nashville	14.1	15	Raleigh	11.0
Average		20.4	Average		17.0

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

**Table 71**  
**Ratio of Minorities to Whites Without a High School Diploma: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Minneapolis/St. Paul	8.6	1	Denver	13.6
2	Chicago	5.6	2	Richmond	8.7
3	Grand Rapids	5.0	2	Charlotte	5.7
4	<b>Milwaukee</b>	<b>4.7</b>	4	San Antonio	5.3
5	Nashville	3.7	5	<b>Milwaukee</b>	<b>4.7</b>
6	Cincinnati	3.3	6	Raleigh	4.5
7	Columbus	3.0	7	Sacramento	4.3
8	Buffalo	2.9	8	Salt Lake City	4.0
9	Kansas City	2.8	9	Portland	3.9
10	Louisville	2.5	10	Tucson	3.6
11	Indianapolis	2.3	11	Providence	3.5
12	Pittsburgh	2.2	12	Oklahoma City	3.4
12	St. Louis	2.2	13	Memphis	2.8
14	Cleveland	2.0	14	Birmingham	2.6
15	Detroit	1.1	15	Jacksonville	1.6
Average		3.5	Average		4.8

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

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

**Table 72**  
**Ratio of Whites to Minorities with a Bachelor’s Degree or Higher: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Cincinnati	2.9	1	Richmond	3.0
2	Detroit	2.8	2	Birmingham	2.8
<b>2</b>	<b>Milwaukee</b>	<b>2.8</b>	<b>2</b>	<b>Milwaukee</b>	<b>2.8</b>
4	Chicago	2.4	4	Providence	2.6
4	Cleveland	2.4	5	Memphis	2.5
6	St. Louis	2.3	6	Denver	2.1
7	Grand Rapids	2.2	7	Raleigh	2.0
8	Buffalo	2.1	7	San Antonio	2.0
8	Minneapolis/St. Paul	2.1	9	Charlotte	1.9
10	Kansas City	2.0	9	Tucson	1.9
11	Indianapolis	1.8	11	Oklahoma City	1.6
12	Nashville	1.7	11	Sacramento	1.6
13	Columbus	1.6	11	Salt Lake City	1.6
14	Louisville	1.5	14	Jacksonville	1.4
15	Pittsburgh	1.3	14	Portland	1.4
Average		2.1	Average		2.1

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

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

**Table 73**  
**Ratio of White to Minority per Capita Income: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Chicago	2.5	1	Richmond	2.6
2	Minneapolis/St. Paul	2.3	2	Birmingham	2.3
3	Cincinnati	2.2	2	Memphis	2.3
4	Cleveland	2.1	4	Charlotte	2.2
<b>5</b>	<b>Milwaukee</b>	<b>2.0</b>	4	Denver	2.2
5	Nashville	2.0	<b>6</b>	<b>Milwaukee</b>	<b>2.0</b>
5	St. Louis	2.0	7	Providence	1.9
8	Indianapolis	1.9	7	Raleigh	1.9
9	Buffalo	1.8	7	San Antonio	1.9
9	Detroit	1.8	10	Salt Lake City	1.8
9	Kansas City	1.8	11	Oklahoma City	1.7
12	Columbus	1.7	11	Sacramento	1.7
12	Louisville	1.7	13	Jacksonville	1.6
14	Pittsburgh	1.6	13	Tucson	1.6
15	Grand Rapids	1.3	15	Portland	1.5
Average		1.9	Average		1.9

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

**Table 74**  
**Ratio of Minorities to Whites in Poverty: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Grand Rapids	2.5	1	Richmond	2.6
1	Louisville	2.5	2	Denver	2.2
1	Minneapolis/St. Paul	2.5	2	San Antonio	2.2
1	Nashville	2.5	4	Charlotte	2.1
5	Indianapolis	2.4	4	Memphis	2.1
5	Pittsburgh	2.4	4	Oklahoma City	2.1
5	St. Louis	2.4	4	Raleigh	2.1
8	Chicago	2.2	8	Jacksonville	1.9
8	Kansas City	2.2	<b>9</b>	<b>Milwaukee</b>	<b>1.8</b>
10	Cincinnati	2.1	10	Portland	1.6
11	Buffalo	2.0	11	Sacramento	1.4
12	Cleveland	1.9	12	Birmingham	1.3
13	Columbus	1.8	12	Providence	1.3
<b>13</b>	<b>Milwaukee</b>	<b>1.8</b>	12	Tucson	1.3
15	Detroit	1.3	15	Salt Lake City	1.2
Average		2.2	Average		1.8

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

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

**Table 75**  
**Unemployment Rate: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Detroit	8.0	1	Memphis	5.1
2	Cleveland	6.0	<b>2</b>	<b>Milwaukee</b>	<b>4.2</b>
3	Chicago	5.3	3	Providence	4.1
4	Buffalo	4.8	3	Sacramento	4.1
5	Indianapolis	4.6	5	Tucson	4.0
<b>6</b>	<b>Milwaukee</b>	<b>4.2</b>	6	Portland	3.9
7	Pittsburgh	4.1	7	Charlotte	3.6
8	Cincinnati	4.0	7	San Antonio	3.6
9	Louisville	3.8	9	Richmond	3.5
10	Columbus	3.6	10	Birmingham	3.4
11	Kansas City	3.2	11	Raleigh	3.3
12	St. Louis	3.1	12	Denver	3.1
13	Grand Rapids	2.9	12	Jacksonville	3.1
14	Nashville	2.8	14	Oklahoma City	2.9
15	Minneapolis/St. Paul	2.7	15	Salt Lake City	2.3
Average		4.2	Average		3.6

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

**Table 76**  
**Percent Change in Housing Units: 2010-2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Nashville	27.5	1	Raleigh	27.9
2	Columbus	15.7	2	Charlotte	26.9
3	Minneapolis/St. Paul	15.5	3	Denver	26.4
4	Kansas City	10.4	4	Salt Lake City	21.7
5	Grand Rapids	10.1	5	Oklahoma City	18.9
6	Louisville	6.6	6	Jacksonville	17.2
7	Indianapolis	5.8	7	San Antonio	16.7
8	Chicago	5.7	8	Richmond	15.4
9	Buffalo	4.3	9	Portland	14.9
10	Pittsburgh	3.7	10	Sacramento	11.2
<b>11</b>	<b>Milwaukee</b>	<b>2.2</b>	11	Providence	10.9
12	Cincinnati	0.3	12	Tucson	8.7
13	St. Louis	-1.1	<b>13</b>	<b>Milwaukee</b>	<b>2.2</b>
14	Cleveland	-3.5	14	Birmingham	0.5
15	Detroit	-10.8	15	Memphis	-0.5
Average		6.2	Average		14.6

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

**Table 77**  
**Multifamily Housing as Percent of Total Housing Units: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Chicago	74.3	1	Providence	71.5
2	Buffalo	62.1	<b>2</b>	<b>Milwaukee</b>	<b>61.0</b>
<b>3</b>	<b>Milwaukee</b>	<b>61.0</b>	3	Denver	59.2
4	Cincinnati	60.6	4	Raleigh	56.8
5	Minneapolis/St. Paul	56.7	5	Salt Lake City	54.5
6	Columbus	56.0	6	Richmond	52.9
7	Cleveland	54.6	7	Portland	47.8
7	Pittsburgh	54.6	8	Charlotte	47.3
9	St. Louis	54.0	9	Tucson	42.0
10	Nashville	49.2	10	Birmingham	41.2
11	Grand Rapids	45.2	11	San Antonio	39.7
12	Indianapolis	41.1	12	Sacramento	39.3
13	Kansas City	37.2	13	Memphis	38.1
14	Louisville	35.7	14	Jacksonville	36.5
15	Detroit	35.1	15	Oklahoma City	31.9
Average		51.8	Average		48.0

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

**Table 78**  
**Median Value of Owner-Occupied Housing Units: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Nashville	\$432,400	1	Denver	\$599,500
2	Chicago	\$313,300	2	Salt Lake City	\$563,300
3	Minneapolis/St. Paul	\$310,573	3	Portland	\$562,500
4	Columbus	\$248,900	4	Sacramento	\$520,200
5	Grand Rapids	\$237,900	5	Raleigh	\$430,600
6	Louisville	\$229,400	6	Charlotte	\$385,600
7	Cincinnati	\$227,800	7	Providence	\$359,600
8	Indianapolis	\$216,700	8	Richmond	\$346,800
9	Pittsburgh	\$209,200	9	Jacksonville	\$301,000
10	Kansas City	\$208,809	10	Tucson	\$268,000
11	St. Louis	\$190,400	11	San Antonio	\$230,700
12	<b>Milwaukee</b>	<b>\$174,600</b>	12	Oklahoma City	\$227,300
13	Buffalo	\$160,700	13	<b>Milwaukee</b>	<b>\$174,600</b>
14	Cleveland	\$102,500	14	Memphis	\$173,400
15	Detroit	\$83,600	15	Birmingham	\$125,500
Average		\$223,100	Average		\$351,200

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

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

**Table 79**  
**Average Travel Time to Work in Minutes: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Chicago	33.5	1	San Antonio	25.2
2	Detroit	25.1	2	Denver	24.9
3	Indianapolis	24.6	3	Providence	24.2
4	Nashville	24.1	4	Charlotte	24.1
5	Louisville	22.7	5	Jacksonville	23.8
6	Cincinnati	22.6	5	Sacramento	23.8
6	St. Louis	22.6	7	Portland	23.7
8	Cleveland	21.9	8	Oklahoma City	22.5
9	<b>Milwaukee</b>	<b>21.7</b>	9	Raleigh	21.9
10	Kansas City	21.6	10	Tucson	21.8
10	Pittsburgh	21.6	11	<b>Milwaukee</b>	<b>21.7</b>
12	Columbus	21.5	12	Birmingham	20.9
13	Minneapolis/St. Paul	21.4	12	Memphis	20.9
14	Buffalo	21.0	14	Richmond	20.7
15	Grand Rapids	19.4	15	Salt Lake City	19.9
Average		23.0	Average		22.7

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

**Table 80**  
**Percent of Total Workers Who Drive to Work Alone: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Louisville	72.6	1	Oklahoma City	76.0
2	Indianapolis	70.9	2	Birmingham	74.8
3	Kansas City	70.0	3	Memphis	72.9
4	Grand Rapids	69.7	4	Tucson	69.5
5	Columbus	66.5	5	Jacksonville	68.7
6	<b>Milwaukee</b>	<b>66.2</b>	6	San Antonio	67.4
7	Detroit	66.1	7	<b>Milwaukee</b>	<b>66.2</b>
8	Pittsburgh	65.5	8	Sacramento	65.9
9	Cleveland	63.3	9	Raleigh	62.5
10	Cincinnati	63.2	10	Richmond	62.3
11	Nashville	60.3	11	Providence	61.9
12	Buffalo	59.5	12	Salt Lake City	60.3
13	Minneapolis/St. Paul	58.1	13	Charlotte	57.6
14	St. Louis	47.4	14	Denver	55.9
15	Chicago	45.1	15	Portland	48.4
Average		63.0	Average		64.7

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

**Table 81**  
**Percent of Total Workers Who Carpool to Work: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	<b>Milwaukee</b>	<b>11.1</b>	1	San Antonio	12.6
2	Buffalo	10.8	2	<b>Milwaukee</b>	<b>11.1</b>
3	Detroit	10.3	2	Memphis	11.1
4	Indianapolis	10.2	4	Birmingham	10.2
5	Nashville	9.8	5	Jacksonville	9.8
6	Cleveland	9.4	6	Tucson	9.5
7	Columbus	9.1	7	Salt Lake City	9.2
8	Louisville	8.3	8	Oklahoma City	8.6
9	Grand Rapids	7.9	9	Sacramento	8.5
10	Chicago	7.4	10	Providence	8.0
11	Cincinnati	7.1	11	Raleigh	7.6
12	Kansas City	7.0	12	Charlotte	6.8
12	Pittsburgh	7.0	13	Portland	6.6
14	St. Louis	6.7	14	Denver	6.4
15	Minneapolis/St. Paul	5.1	15	Richmond	6.3
Average		8.5	Average		8.8

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

**Table 82**  
**Percent of Total Workers Who Take Public Transportation to Work: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Chicago	17.3	1	Portland	6.5
2	Buffalo	9.3	2	<b>Milwaukee</b>	<b>4.5</b>
2	St. Louis	9.3	3	Denver	4.4
4	Cleveland	6.7	4	Salt Lake City	2.9
5	Cincinnati	6.6	5	Providence	2.7
6	Minneapolis/St. Paul	6.4	6	Richmond	2.5
7	Detroit	4.6	7	San Antonio	2.3
7	Nashville	4.6	8	Birmingham	2.1
9	<b>Milwaukee</b>	<b>4.5</b>	9	Charlotte	1.6
10	Grand Rapids	2.7	9	Tucson	1.6
11	Columbus	2.3	11	Raleigh	1.1
12	Kansas City	1.5	12	Sacramento	1.0
12	Pittsburgh	1.5	13	Jacksonville	0.8
14	Louisville	1.4	14	Memphis	0.6
15	Indianapolis	1.2	15	Oklahoma City	0.4
Average		5.3	Average		2.3

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

**Table 83**  
**Percent of Total Workers Who Bike to Work: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Chicago	1.4	1	Portland	3.2
2	St. Louis	1.1	2	Salt Lake City	2.0
3	Nashville	0.9	3	Denver	1.4
4	Cleveland	0.7	3	Tucson	1.3
4	Grand Rapids	0.7	5	Richmond	1.1
6	Detroit	0.6	6	Sacramento	1.0
6	Minneapolis/St. Paul	0.6	7	Providence	0.8
8	Indianapolis	0.5	8	Raleigh	0.6
8	<b>Milwaukee</b>	<b>0.5</b>	9	<b>Milwaukee</b>	<b>0.5</b>
10	Buffalo	0.4	10	Birmingham	0.4
10	Columbus	0.4	11	Jacksonville	0.3
10	Pittsburgh	0.4	11	Memphis	0.3
13	Kansas City	0.2	11	San Antonio	0.3
14	Cincinnati	0.1	14	Charlotte	0.2
14	Louisville	0.1	15	Oklahoma City	0.1
Average		0.6	Average		0.9

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

**Table 84**  
**Percent of Total Workers Who Walk to Work: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	St. Louis	11.1	1	Providence	8.1
2	Cleveland	6.2	2	Portland	5.3
3	Cincinnati	5.9	3	Richmond	4.9
4	Chicago	5.6	<b>4</b>	<b>Milwaukee</b>	<b>4.3</b>
5	Minneapolis/St. Paul	4.6	4	Salt Lake City	4.3
6	Buffalo	4.5	6	Denver	3.6
<b>7</b>	<b>Milwaukee</b>	<b>4.3</b>	7	Tucson	3.2
8	Grand Rapids	4.1	8	Birmingham	2.7
9	Nashville	3.6	9	Memphis	2.4
10	Detroit	3.2	10	Sacramento	2.2
11	Columbus	2.2	11	Raleigh	2.1
12	Indianapolis	1.9	11	San Antonio	2.1
13	Louisville	1.8	13	Charlotte	1.8
13	Pittsburgh	1.8	14	Oklahoma City	1.6
15	Kansas City	1.2	15	Jacksonville	1.3
Average		4.1	Average		3.3

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

**Table 85**  
**Percent of Total Workers Who Work From Home: 2022**

Midwest Metro Areas			National Metro Areas		
1	St. Louis	22.9	1	Charlotte	30.9
2	Pittsburgh	22.0	2	Portland	28.6
3	Minneapolis/St. Paul	21.8	3	Denver	27.2
4	Chicago	21.2	4	Raleigh	24.5
5	Kansas City	18.9	5	Richmond	20.7
6	Nashville	18.8	6	Salt Lake City	20.1
7	Columbus	18.2	7	Sacramento	19.4
8	Cincinnati	15.2	8	Jacksonville	17.2
9	Indianapolis	14.2	9	Providence	16.6
10	Louisville	13.8	10	San Antonio	13.6
11	Grand Rapids	13.1	11	Tucson	13.4
12	Buffalo	13.0	<b>12</b>	<b>Milwaukee</b>	<b>12.1</b>
<b>13</b>	<b>Milwaukee</b>	<b>12.1</b>	13	Oklahoma City	11.7
14	Cleveland	12.0	14	Memphis	10.7
15	Detroit	11.5	15	Birmingham	8.1
Average		16.6	Average		18.3

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

**Table 86**  
**Percent of Total Households with No Vehicles: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Chicago	27.6	1	Providence	20.7
2	Buffalo	22.3	<b>2</b>	<b>Milwaukee</b>	<b>16.5</b>
3	Detroit	21.5	3	Portland	14.3
4	Cleveland	21.1	4	Richmond	12.7
5	Cincinnati	18.6	5	Birmingham	11.4
6	Pittsburgh	18.5	6	Memphis	10.7
7	St. Louis	17.6	7	Tucson	10.1
<b>8</b>	<b>Milwaukee</b>	<b>16.5</b>	8	Denver	9.6
9	Minneapolis/St. Paul	13.4	9	Salt Lake City	8.3
10	Louisville	9.6	10	Sacramento	7.6
11	Kansas City	9.3	11	San Antonio	7.5
12	Columbus	8.9	12	Jacksonville	6.9
13	Indianapolis	8.8	13	Oklahoma City	6.3
14	Grand Rapids	8.0	14	Raleigh	6.0
15	Nashville	6.7	15	Charlotte	5.7
Average		15.2	Average		10.3

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

**Table 87**  
**Percent of Total Households with No Vehicles or One Vehicle: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Chicago	72.4	<b>1</b>	<b>Milwaukee</b>	<b>63.8</b>
2	Buffalo	70.4	2	Providence	63.0
3	Detroit	67.9	3	Birmingham	58.7
4	Cleveland	67.5	4	Portland	56.9
5	Pittsburgh	67.4	5	Richmond	54.7
6	St. Louis	66.1	6	Denver	53.0
<b>7</b>	<b>Milwaukee</b>	<b>63.8</b>	7	Tucson	52.8
8	Cincinnati	61.8	8	Memphis	51.0
9	Minneapolis/St. Paul	59.4	9	Salt Lake City	50.8
10	Columbus	53.7	10	Charlotte	48.1
11	Grand Rapids	51.5	11	San Antonio	47.1
12	Indianapolis	49.1	12	Jacksonville	46.3
13	Kansas City	48.8	13	Raleigh	46.1
14	Nashville	48.0	14	Sacramento	44.6
15	Louisville	47.1	15	Oklahoma City	43.9
Average		59.7	Average		52.1

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

**Table 88**  
**Ratio of City to Remainder of Metro Area**  
**Residents Without a High School Diploma: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	<b>Milwaukee</b>	<b>4.2</b>	1	<b>Milwaukee</b>	<b>4.2</b>
2	Cleveland	2.7	2	Providence	1.7
3	Detroit	2.4	3	San Antonio	1.6
4	Buffalo	2.2	3	Tucson	1.6
5	Minneapolis	2.0	5	Jacksonville	1.5
6	Kansas City	1.9	6	Memphis	1.4
7	Indianapolis	1.7	6	Oklahoma City	1.4
8	Columbus	1.6	6	Sacramento	1.4
9	Chicago	1.5	9	Richmond	1.3
10	Cincinnati	1.4	9	Birmingham	1.3
11	Pittsburgh	1.3	9	Denver	1.3
11	Grand Rapids	1.3	12	Charlotte	1.2
13	St. Louis	1.2	12	Raleigh	1.2
13	Nashville	1.2	14	Salt Lake City	1.0
15	Louisville	1.1	15	Portland	0.9
Average		1.8	Average		1.5

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

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

**Table 89**  
**Ratio of Remainder of Metro Area to City**  
**Residents with a Bachelor’s Degree or Higher: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Detroit	2.2	1	<b>Milwaukee</b>	<b>1.6</b>
2	Cleveland	1.6	2	Tucson	1.3
2	<b>Milwaukee</b>	<b>1.6</b>	2	San Antonio	1.3
4	Kansas City	1.2	4	Jacksonville	1.2
4	Buffalo	1.2	4	Birmingham	1.2
6	Indianapolis	1.1	6	Memphis	1.1
6	Columbus	1.1	7	Providence	1.0
8	Louisville	1.0	7	Sacramento	1.0
9	Chicago	0.9	9	Raleigh	0.9
9	St. Louis	0.9	9	Oklahoma City	0.9
9	Cincinnati	0.9	9	Richmond	0.9
9	Minneapolis	0.9	12	Denver	0.8
13	Grand Rapids	0.8	12	Charlotte	0.8
13	Nashville	0.8	14	Portland	0.7
15	Pittsburgh	0.7	14	Salt Lake City	0.7
Average		1.1	Average		1.0

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

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



**Table 90**  
**Ratio of Remainder of Metro Area to City per Capita Income: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Detroit	2.0	<b>1</b>	<b>Milwaukee</b>	<b>1.7</b>
<b>2</b>	<b>Milwaukee</b>	<b>1.7</b>	2	Tucson	1.5
3	Cleveland	1.6	3	Birmingham	1.4
4	Buffalo	1.4	3	Providence	1.4
5	Columbus	1.3	5	San Antonio	1.3
5	Indianapolis	1.3	5	Jacksonville	1.3
7	Kansas City	1.2	7	Memphis	1.2
8	Cincinnati	1.1	8	Sacramento	1.1
8	St. Louis	1.1	8	Richmond	1.1
8	Louisville	1.1	10	Oklahoma City	1.0
8	Minneapolis	1.1	10	Raleigh	1.0
12	Pittsburgh	1.0	12	Portland	0.9
12	Chicago	1.0	12	Denver	0.9
12	Grand Rapids	1.0	14	Charlotte	0.8
15	Nashville	0.9	14	Salt Lake City	0.8
Average		1.3	Average		1.2

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

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

**Table 91**  
**Ratio of City to Remainder of Metro Area People in Poverty: 2022**

Principal Cities of Midwest Metro Areas			Principal Cities of National Metro Areas		
1	Cleveland	3.2	<b>1</b>	<b>Milwaukee</b>	<b>3.2</b>
1	Detroit	3.2	2	Richmond	2.6
<b>3</b>	<b>Milwaukee</b>	<b>3.2</b>	3	Birmingham	2.4
4	Cincinnati	2.8	4	Salt Lake City	2.2
5	Minneapolis	2.4	4	San Antonio	2.2
6	Buffalo	2.3	6	Providence	2.1
7	Columbus	2.2	6	Jacksonville	2.1
7	Indianapolis	2.2	8	Memphis	2.0
9	St. Louis	2.1	8	Tucson	2.0
10	Louisville	2.0	10	Raleigh	1.7
10	Chicago	2.0	11	Denver	1.6
12	Pittsburgh	1.9	12	Portland	1.5
13	Nashville	1.8	13	Charlotte	1.3
14	Grand Rapids	1.7	13	Sacramento	1.3
15	Kansas City	1.6	15	Oklahoma City	1.2
Average		2.3	Average		2.0

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

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

