



MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Akron, OH

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Akron’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Akron’s gross domestic product (GDP) averaged \$74,098 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Akron metro area who obtained a bachelor’s degree or higher by 2006 reached 27.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Akron’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -14.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Akron reached 88.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Sustainable growth

The average resident in metropolitan Akron emitted 2.637 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,308 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Akron metro area consumed 1.3 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Albany-Schenectady-Troy, NY

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Albany’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Albany’s gross domestic product (GDP) averaged \$75,607 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Albany metro area who obtained a bachelor’s degree or higher by 2006 reached 32.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Albany’s workers earned hourly wages in 2005 that were 5.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Albany reached 89.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Sustainable growth

The average resident in metropolitan Albany emitted 2.524 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,983 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Albany metro area consumed 4.68 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Albuquerque, NM

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Albuquerque’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

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Productive growth

Metropolitan Albuquerque’s gross domestic product (GDP) averaged \$80,035 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 11.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Albuquerque metro area who obtained a bachelor’s degree or higher by 2006 reached 29.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Albuquerque’s workers earned hourly wages in 2005 that were 6.5 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -4. percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Albuquerque reached 84.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Albuquerque emitted 2.355 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,234 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Albuquerque metro area consumed .8 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Allentown-Bethlehem-Easton, PA-NJ

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Allentown’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

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Productive growth

Metropolitan Allentown’s gross domestic product (GDP) averaged \$75,339 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 2.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Allentown metro area who obtained a bachelor’s degree or higher by 2006 reached 24.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Allentown’s workers earned hourly wages in 2005 that were 5.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Allentown reached 85.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Allentown emitted 2.364 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,850 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Allentown metro area consumed 1.17 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Atlanta-Sandy Springs-Marietta, GA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Atlanta’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

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Productive growth

Metropolitan Atlanta’s gross domestic product (GDP) averaged \$99,831 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Atlanta metro area who obtained a bachelor’s degree or higher by 2006 reached 33.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Atlanta’s workers earned hourly wages in 2005 that were 6.2 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Atlanta reached 85.8 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Atlanta emitted 2.682 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,199 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Atlanta metro area consumed .72 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Augusta-Richmond County, GA-SC

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Augusta’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

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Productive growth

Metropolitan Augusta’s gross domestic product (GDP) averaged \$69,249 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 4.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Augusta metro area who obtained a bachelor’s degree or higher by 2006 reached 22.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Augusta’s workers earned hourly wages in 2005 that were 6.5 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -5.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Augusta reached 82.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Augusta emitted 2.885 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,463 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Augusta metro area consumed 2.13 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Austin-Round Rock, TX

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Productive growth

Metropolitan Austin’s gross domestic product (GDP) averaged \$89,826 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 11.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Austin metro area who obtained a bachelor’s degree or higher by 2006 reached 38.8 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Austin’s workers earned hourly wages in 2005 that were 6.3 times higher than those of workers in the bottom 10 percent, matching the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -2.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Austin reached 86.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Austin emitted 2.567 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,220 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Austin metro area consumed .75 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Bakersfield, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Bakersfield’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Bakersfield’s gross domestic product (GDP) averaged \$79,943 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 11.4 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Bakersfield metro area who obtained a bachelor’s degree or higher by 2006 reached 14.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Bakersfield’s workers earned hourly wages in 2005 that were 6.3 times higher than those of workers in the bottom 10 percent, matching the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Bakersfield reached 71.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Bakersfield emitted 2.54 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 13,129 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Bakersfield metro area consumed .92 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Baltimore-Towson, MD

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Productive growth

Metropolitan Baltimore’s gross domestic product (GDP) averaged \$86,402 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8. percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Baltimore metro area who obtained a bachelor’s degree or higher by 2006 reached 33.6 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Baltimore’s workers earned hourly wages in 2005 that were 6.3 times higher than those of workers in the bottom 10 percent, matching the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Baltimore reached 86. percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Baltimore emitted 2.714 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,482 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Baltimore metro area consumed .5 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Baton Rouge, LA

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Productive growth

Metropolitan Baton Rouge’s gross domestic product (GDP) averaged \$88,691 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 21.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Baton Rouge metro area who obtained a bachelor’s degree or higher by 2006 reached 24.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Baton Rouge’s workers earned hourly wages in 2005 that were 6.3 times higher than those of workers in the bottom 10 percent, matching the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -5.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Baton Rouge reached 83.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Baton Rouge emitted 2.511 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,940 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Baton Rouge metro area consumed 1.59 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Birmingham-Hoover, AL

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Productive growth

Metropolitan Birmingham’s gross domestic product (GDP) averaged \$91,279 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Birmingham metro area who obtained a bachelor’s degree or higher by 2006 reached 25.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Birmingham’s workers earned hourly wages in 2005 that were 6. times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -5.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Birmingham reached 84.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Birmingham emitted 2.901 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,025 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Birmingham metro area consumed 3.54 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Boise City-Nampa, ID

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Productive growth

Metropolitan Boise’s gross domestic product (GDP) averaged \$80,986 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 15.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Boise metro area who obtained a bachelor’s degree or higher by 2006 reached 28.5 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Boise’s workers earned hourly wages in 2005 that were 5.5 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -2.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Boise reached 87.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Boise emitted 1.507 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,361 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Boise metro area consumed 1.64 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Boston-Cambridge-Quincy, MA-NH

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Boston’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Boston’s gross domestic product (GDP) averaged \$104,142 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Boston metro area who obtained a bachelor’s degree or higher by 2006 reached 40.6 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Boston’s workers earned hourly wages in 2005 that were 5.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Boston reached 89.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Boston emitted 2.024 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,609 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Boston metro area consumed .41 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Bridgeport-Stamford-Norwalk, CT

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Bridgeport’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Bridgeport’s gross domestic product (GDP) averaged \$160,404 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.8 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Bridgeport metro area who obtained a bachelor’s degree or higher by 2006 reached 42.5 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Bridgeport’s workers earned hourly wages in 2005 that were 6.4 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Bridgeport reached 88. percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Bridgeport emitted 2.181 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,560 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Bridgeport metro area consumed .25 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Buffalo-Niagara Falls, NY

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Buffalo’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Buffalo’s gross domestic product (GDP) averaged \$69,846 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Buffalo metro area who obtained a bachelor’s degree or higher by 2006 reached 26.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Buffalo’s workers earned hourly wages in 2005 that were 5.5 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -13.4 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Buffalo reached 87.1 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Buffalo emitted 1.995 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,066 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Buffalo metro area consumed 4.03 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Cape Coral-Fort Myers, FL

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Cape Coral’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Cape Coral’s gross domestic product (GDP) averaged \$87,572 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 4.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Cape Coral metro area who obtained a bachelor’s degree or higher by 2006 reached 24.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Cape Coral’s workers earned hourly wages in 2005 that were 5.2 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -4.4 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Cape Coral reached 85.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Cape Coral emitted 2.739 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,602 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Cape Coral metro area consumed .25 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Charleston-North Charleston, SC

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Charleston’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Charleston’s gross domestic product (GDP) averaged \$74,140 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Charleston metro area who obtained a bachelor’s degree or higher by 2006 reached 28.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Charleston’s workers earned hourly wages in 2005 that were 5.7 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -3.6 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Charleston reached 86.5 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Charleston emitted 2.429 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,805 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Charleston metro area consumed .89 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Charlotte-Gastonia-Concord, NC-SC

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Charlotte’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Charlotte’s gross domestic product (GDP) averaged \$127,394 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 15.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Charlotte metro area who obtained a bachelor’s degree or higher by 2006 reached 30.5 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Charlotte’s workers earned hourly wages in 2005 that were 5.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -12.6 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Charlotte reached 85.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Charlotte emitted 2.757 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,546 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Charlotte metro area consumed .7 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Chattanooga, TN-GA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Chattanooga’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Chattanooga’s gross domestic product (GDP) averaged \$73,304 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Chattanooga metro area who obtained a bachelor’s degree or higher by 2006 reached 20.5 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Chattanooga’s workers earned hourly wages in 2005 that were 5.3 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Chattanooga reached 81.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Chattanooga emitted 3.11 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,008 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Chattanooga metro area consumed 3.12 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Chicago-Naperville-Joliet, IL-IN-WI

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Chicago’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Chicago’s gross domestic product (GDP) averaged \$99,313 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.8 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Chicago metro area who obtained a bachelor’s degree or higher by 2006 reached 31.6 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Chicago’s workers earned hourly wages in 2005 that were 6.3 times higher than those of workers in the bottom 10 percent, matching the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -14. percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Chicago reached 84.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Chicago emitted 1.965 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,541 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Chicago metro area consumed .44 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Cincinnati-Middletown, OH-KY-IN

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Cincinnati’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Cincinnati’s gross domestic product (GDP) averaged \$84,936 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Cincinnati metro area who obtained a bachelor’s degree or higher by 2006 reached 27. percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Cincinnati’s workers earned hourly wages in 2005 that were 6. times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.4 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Cincinnati reached 86.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Cincinnati emitted 3.281 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,453 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Cincinnati metro area consumed 1.77 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Cleveland-Elyria-Mentor, OH

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Cleveland’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Cleveland’s gross domestic product (GDP) averaged \$89,298 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 11.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Cleveland metro area who obtained a bachelor’s degree or higher by 2006 reached 25.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Cleveland’s workers earned hourly wages in 2005 that were 5.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -14. percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Cleveland reached 86.5 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Cleveland emitted 2.235 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,501 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Cleveland metro area consumed 1.24 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Colorado Springs, CO

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Colorado Springs’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Colorado Springs’s gross domestic product (GDP) averaged \$73,414 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Colorado Springs metro area who obtained a bachelor’s degree or higher by 2006 reached 34.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Colorado Springs’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -6.4 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Colorado Springs reached 91.8 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Colorado Springs emitted 2.134 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,166 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Colorado Springs metro area consumed 1.08 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Columbia, SC

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Columbia’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Columbia’s gross domestic product (GDP) averaged \$70,409 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 5.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Columbia metro area who obtained a bachelor’s degree or higher by 2006 reached 29.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Columbia’s workers earned hourly wages in 2005 that were 5.7 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -3.6 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Columbia reached 85.5 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Columbia emitted 2.534 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,351 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Columbia metro area consumed 1.64 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Columbus, OH

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Columbus’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Columbus’s gross domestic product (GDP) averaged \$85,851 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Columbus metro area who obtained a bachelor’s degree or higher by 2006 reached 31.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Columbus’s workers earned hourly wages in 2005 that were 5.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Columbus reached 88.4 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Columbus emitted 2.952 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,848 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Columbus metro area consumed 1.94 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Dallas-Fort Worth-Arlington, TX

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Dallas’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Dallas’s gross domestic product (GDP) averaged \$109,101 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 11.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Dallas metro area who obtained a bachelor’s degree or higher by 2006 reached 29.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Dallas’s workers earned hourly wages in 2005 that were 6.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.1 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Dallas reached 81.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Dallas emitted 2.582 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,693 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Dallas metro area consumed .59 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Dayton, OH

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Dayton’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Dayton’s gross domestic product (GDP) averaged \$75,957 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Dayton metro area who obtained a bachelor’s degree or higher by 2006 reached 23.9 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Dayton’s workers earned hourly wages in 2005 that were 5.7 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -13.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Dayton reached 87.1 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Dayton emitted 2.769 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,424 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Dayton metro area consumed 1.32 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Denver-Aurora, CO

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Denver’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Denver’s gross domestic product (GDP) averaged \$104,282 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Denver metro area who obtained a bachelor’s degree or higher by 2006 reached 35.6 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Denver’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -10.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Denver reached 87.4 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Denver emitted 2.392 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,847 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Denver metro area consumed .52 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Des Moines-West Des Moines, IA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Des Moines’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Des Moines’s gross domestic product (GDP) averaged \$97,256 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 16.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Des Moines metro area who obtained a bachelor’s degree or higher by 2006 reached 31.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Des Moines’s workers earned hourly wages in 2005 that were 5.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -3.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Des Moines reached 90.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Des Moines emitted 2.765 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,685 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Des Moines metro area consumed 1.76 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Detroit-Warren-Livonia, MI

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Detroit’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Detroit’s gross domestic product (GDP) averaged \$94,116 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.4 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Detroit metro area who obtained a bachelor’s degree or higher by 2006 reached 26.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Detroit’s workers earned hourly wages in 2005 that were 6.4 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -14.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Detroit reached 86.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Detroit emitted 2.35 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,958 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Detroit metro area consumed 1.51 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Durham, NC

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Durham’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Durham’s gross domestic product (GDP) averaged \$93,389 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 14.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Durham metro area who obtained a bachelor’s degree or higher by 2006 reached 40. percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Durham’s workers earned hourly wages in 2005 that were 6.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9. percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Durham reached 85.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Durham emitted 2.61 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,324 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Durham metro area consumed 2.77 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: El Paso, TX

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan El Paso’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan El Paso’s gross domestic product (GDP) averaged \$76,248 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 6.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the El Paso metro area who obtained a bachelor’s degree or higher by 2006 reached 17.8 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan El Paso’s workers earned hourly wages in 2005 that were 5.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro El Paso reached 68.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan El Paso emitted 1.613 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,573 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the El Paso metro area consumed .26 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Fresno, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Fresno’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Fresno’s gross domestic product (GDP) averaged \$69,726 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 13.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Fresno metro area who obtained a bachelor’s degree or higher by 2006 reached 19. percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Fresno’s workers earned hourly wages in 2005 that were 6. times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Fresno reached 72.8 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Fresno emitted 2.076 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,968 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Fresno metro area consumed 1.44 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Grand Rapids-Wyoming, MI

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Grand Rapids’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Grand Rapids’s gross domestic product (GDP) averaged \$77,842 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Grand Rapids metro area who obtained a bachelor’s degree or higher by 2006 reached 25.9 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Grand Rapids’s workers earned hourly wages in 2005 that were 5.5 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -10.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Grand Rapids reached 87.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Grand Rapids emitted 2.609 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,654 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Grand Rapids metro area consumed 3.81 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Greensboro-High Point, NC

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Greensboro’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Greensboro’s gross domestic product (GDP) averaged \$79,803 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 2.8 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Greensboro metro area who obtained a bachelor’s degree or higher by 2006 reached 24.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Greensboro’s workers earned hourly wages in 2005 that were 5.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -10.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Greensboro reached 81.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Greensboro emitted 2.576 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,198 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Greensboro metro area consumed 2.07 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Greenville, SC

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Greenville’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Greenville’s gross domestic product (GDP) averaged \$71,315 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 2.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Greenville metro area who obtained a bachelor’s degree or higher by 2006 reached 24.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Greenville’s workers earned hourly wages in 2005 that were 5.3 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Greenville reached 80.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Greenville emitted 1.859 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,887 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Greenville metro area consumed 2.43 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Harrisburg-Carlisle, PA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Harrisburg’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Harrisburg’s gross domestic product (GDP) averaged \$73,527 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 4.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Harrisburg metro area who obtained a bachelor’s degree or higher by 2006 reached 27.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Harrisburg’s workers earned hourly wages in 2005 that were 5.3 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Harrisburg reached 88.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Harrisburg emitted 3.19 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,590 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Harrisburg metro area consumed 2.62 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Hartford-West Hartford-East Hartford, CT

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Hartford’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Hartford’s gross domestic product (GDP) averaged \$104,174 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Hartford metro area who obtained a bachelor’s degree or higher by 2006 reached 32.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Hartford’s workers earned hourly wages in 2005 that were 4.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.6 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Hartford reached 87.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Hartford emitted 2.381 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,274 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Hartford metro area consumed .54 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Honolulu, HI

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Honolulu’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Honolulu’s gross domestic product (GDP) averaged \$80,810 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7. percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Honolulu metro area who obtained a bachelor’s degree or higher by 2006 reached 31.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Honolulu’s workers earned hourly wages in 2005 that were 5.4 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Honolulu reached 89. percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Honolulu emitted 1.356 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 6,680 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Houston-Sugar Land-Baytown, TX

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Houston’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Houston’s gross domestic product (GDP) averaged \$128,486 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Houston metro area who obtained a bachelor’s degree or higher by 2006 reached 27.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Houston’s workers earned hourly wages in 2005 that were 7.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -14.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Houston reached 78.8 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Houston emitted 2.292 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,168 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Houston metro area consumed .7 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Indianapolis-Carmel, IN

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Indianapolis’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Indianapolis’s gross domestic product (GDP) averaged \$95,435 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Indianapolis metro area who obtained a bachelor’s degree or higher by 2006 reached 29.5 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Indianapolis’s workers earned hourly wages in 2005 that were 5.7 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Indianapolis reached 87.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Indianapolis emitted 3.364 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,777 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Indianapolis metro area consumed 1.2 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Jackson, MS

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Jackson’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Jackson’s gross domestic product (GDP) averaged \$74,277 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 3.8 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Jackson metro area who obtained a bachelor’s degree or higher by 2006 reached 27.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Jackson’s workers earned hourly wages in 2005 that were 6.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -2.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Jackson reached 83.8 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Jackson emitted 3.063 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 13,743 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Jackson metro area consumed 1.91 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Jacksonville, FL

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Jacksonville’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Jacksonville’s gross domestic product (GDP) averaged \$81,702 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 10.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Jacksonville metro area who obtained a bachelor’s degree or higher by 2006 reached 25.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Jacksonville’s workers earned hourly wages in 2005 that were 5.2 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -3.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Jacksonville reached 88.1 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Jacksonville emitted 2.905 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 13,160 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Jacksonville metro area consumed .74 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Kansas City, MO-KS

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Kansas City’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Kansas City’s gross domestic product (GDP) averaged \$88,018 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Kansas City metro area who obtained a bachelor’s degree or higher by 2006 reached 31.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Kansas City’s workers earned hourly wages in 2005 that were 5.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.4 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Kansas City reached 89.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Kansas City emitted 2.969 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,726 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Kansas City metro area consumed 1.81 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Knoxville, TN

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Knoxville’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Knoxville’s gross domestic product (GDP) averaged \$77,106 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 12.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Knoxville metro area who obtained a bachelor’s degree or higher by 2006 reached 27.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Knoxville’s workers earned hourly wages in 2005 that were 5.7 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -3.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Knoxville reached 84.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Knoxville emitted 3.134 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,758 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Knoxville metro area consumed .79 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Lancaster, PA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Lancaster’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Lancaster’s gross domestic product (GDP) averaged \$71,561 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 5.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Lancaster metro area who obtained a bachelor’s degree or higher by 2006 reached 22.9 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Lancaster’s workers earned hourly wages in 2005 that were 4.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Lancaster reached 79.8 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Lancaster emitted 2.091 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 6,967 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Lancaster metro area consumed 1.32 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Lansing-East Lansing, MI

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Lansing’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Lansing’s gross domestic product (GDP) averaged \$74,040 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.4 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Lansing metro area who obtained a bachelor’s degree or higher by 2006 reached 31.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Lansing’s workers earned hourly wages in 2005 that were 6.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Lansing reached 91.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Lansing emitted 2.754 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,224 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Lansing metro area consumed 5.28 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Las Vegas-Paradise, NV

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Las Vegas’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Las Vegas’s gross domestic product (GDP) averaged \$88,189 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Las Vegas metro area who obtained a bachelor’s degree or higher by 2006 reached 20.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Las Vegas’s workers earned hourly wages in 2005 that were 4.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Las Vegas reached 82.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Las Vegas emitted 2.013 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,408 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Las Vegas metro area consumed .04 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Lexington-Fayette, KY

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Lexington’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Lexington’s gross domestic product (GDP) averaged \$76,790 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 10.8 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Lexington metro area who obtained a bachelor’s degree or higher by 2006 reached 34.8 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Lexington’s workers earned hourly wages in 2005 that were 6. times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Lexington reached 86. percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Lexington emitted 3.455 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,587 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Lexington metro area consumed 2.09 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Little Rock-North Little Rock, AR

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Little Rock’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Little Rock’s gross domestic product (GDP) averaged \$75,913 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Little Rock metro area who obtained a bachelor’s degree or higher by 2006 reached 26.5 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Little Rock’s workers earned hourly wages in 2005 that were 5.5 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -4.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Little Rock reached 87.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Little Rock emitted 3.009 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,323 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Little Rock metro area consumed 3.37 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Los Angeles-Long Beach-Santa Ana, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Los Angeles’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Los Angeles’s gross domestic product (GDP) averaged \$106,047 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 13.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Los Angeles metro area who obtained a bachelor’s degree or higher by 2006 reached 29.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Los Angeles’s workers earned hourly wages in 2005 that were 6.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -13.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Los Angeles reached 76.8 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Los Angeles emitted 1.413 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,672 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Los Angeles metro area consumed .19 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Louisville-Jefferson County, KY-IN

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Louisville’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Louisville’s gross domestic product (GDP) averaged \$80,052 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 6.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Louisville metro area who obtained a bachelor’s degree or higher by 2006 reached 23.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Louisville’s workers earned hourly wages in 2005 that were 5.4 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -8.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Louisville reached 84.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Louisville emitted 3.233 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,641 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Louisville metro area consumed 3.61 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Madison, WI

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Madison’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Madison’s gross domestic product (GDP) averaged \$81,288 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Madison metro area who obtained a bachelor’s degree or higher by 2006 reached 42.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Madison’s workers earned hourly wages in 2005 that were 5.3 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -5.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Madison reached 93.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Madison emitted 2.914 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,286 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Madison metro area consumed 1.33 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Memphis, TN-MS-AR

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Memphis’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Memphis’s gross domestic product (GDP) averaged \$86,165 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Memphis metro area who obtained a bachelor’s degree or higher by 2006 reached 23.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Memphis’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -5.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Memphis reached 83. percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Memphis emitted 2.87 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,898 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Memphis metro area consumed 1.67 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Miami-Fort Lauderdale-Miami Beach, FL

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Miami’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Miami’s gross domestic product (GDP) averaged \$91,588 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 11.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Miami metro area who obtained a bachelor’s degree or higher by 2006 reached 28.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Miami’s workers earned hourly wages in 2005 that were 6. times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Miami reached 82.1 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Miami emitted 2.156 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,250 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Miami metro area consumed .02 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Milwaukee-Waukesha-West Allis, WI

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Milwaukee’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Milwaukee’s gross domestic product (GDP) averaged \$83,283 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.4 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Milwaukee metro area who obtained a bachelor’s degree or higher by 2006 reached 29.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Milwaukee’s workers earned hourly wages in 2005 that were 5.2 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -15.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Milwaukee reached 87.4 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Milwaukee emitted 2.436 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,240 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Milwaukee metro area consumed 1.6 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Minneapolis-St. Paul-Bloomington, MN-WI

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Minneapolis’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Minneapolis’s gross domestic product (GDP) averaged \$92,336 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 9. percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Minneapolis metro area who obtained a bachelor’s degree or higher by 2006 reached 36.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Minneapolis’s workers earned hourly wages in 2005 that were 5.7 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -10.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Minneapolis reached 92.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Minneapolis emitted 2.44 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,585 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Minneapolis metro area consumed 1.22 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Nashville-Davidson--Murfreesboro, TN

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Nashville’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Nashville’s gross domestic product (GDP) averaged \$88,119 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 11.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Nashville metro area who obtained a bachelor’s degree or higher by 2006 reached 28.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Nashville’s workers earned hourly wages in 2005 that were 5.4 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -5.6 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Nashville reached 85.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Nashville emitted 3.222 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,275 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Nashville metro area consumed 2.35 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: New Haven-Milford, CT

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan New Haven’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan New Haven’s gross domestic product (GDP) averaged \$86,548 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the New Haven metro area who obtained a bachelor’s degree or higher by 2006 reached 30.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan New Haven’s workers earned hourly wages in 2005 that were 5.3 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -15.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro New Haven reached 87.8 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan New Haven emitted 2.097 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,776 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the New Haven metro area consumed .51 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: New Orleans-Metairie-Kenner, LA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan New Orleans’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan New Orleans’s gross domestic product (GDP) averaged \$104,224 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 6.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the New Orleans metro area who obtained a bachelor’s degree or higher by 2006 reached 25.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan New Orleans’s workers earned hourly wages in 2005 that were 6.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -10.1 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro New Orleans reached 82.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan New Orleans emitted 2.162 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,462 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the New Orleans metro area consumed 1.62 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: New York-Northern New Jersey-Long Island, NY-NJ-PA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan New York City’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan New York City’s gross domestic product (GDP) averaged \$121,580 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the New York City metro area who obtained a bachelor’s degree or higher by 2006 reached 34.5 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan New York City’s workers earned hourly wages in 2005 that were 7. times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -12.1 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro New York City reached 83.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan New York City emitted 1.495 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 5,890 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the New York City metro area consumed .44 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Oklahoma City, OK

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Oklahoma City’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Oklahoma City’s gross domestic product (GDP) averaged \$79,311 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Oklahoma City metro area who obtained a bachelor’s degree or higher by 2006 reached 26.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Oklahoma City’s workers earned hourly wages in 2005 that were 5.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Oklahoma City reached 85.4 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Oklahoma City emitted 3.204 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,325 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Oklahoma City metro area consumed 1.54 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Omaha-Council Bluffs, NE-IA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Omaha’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Omaha’s gross domestic product (GDP) averaged \$82,416 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 11.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Omaha metro area who obtained a bachelor’s degree or higher by 2006 reached 31.5 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Omaha’s workers earned hourly wages in 2005 that were 5.3 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Omaha reached 90.4 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Omaha emitted 2.676 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,404 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Omaha metro area consumed .91 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Orlando-Kissimmee, FL

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Orlando’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Orlando’s gross domestic product (GDP) averaged \$83,984 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 12.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Orlando metro area who obtained a bachelor’s degree or higher by 2006 reached 27.9 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Orlando’s workers earned hourly wages in 2005 that were 5.3 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -4.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Orlando reached 86.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Orlando emitted 2.551 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,688 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Orlando metro area consumed .43 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Oxnard-Thousand Oaks-Ventura, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Oxnard’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Oxnard’s gross domestic product (GDP) averaged \$94,552 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 14. percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Oxnard metro area who obtained a bachelor’s degree or higher by 2006 reached 29.8 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Oxnard’s workers earned hourly wages in 2005 that were 6.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -12.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Oxnard reached 82.1 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Oxnard emitted 1.754 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,908 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Oxnard metro area consumed .26 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Palm Bay-Melbourne-Titusville, FL

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Palm Bay’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Palm Bay’s gross domestic product (GDP) averaged \$70,592 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 14.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Palm Bay metro area who obtained a bachelor’s degree or higher by 2006 reached 26.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Palm Bay’s workers earned hourly wages in 2005 that were 6.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -12.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Palm Bay reached 90.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Palm Bay emitted 2.604 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,008 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Palm Bay metro area consumed .1 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Philadelphia-Camden-Wilmington, PA-NJ-DE-MD

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Philadelphia’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Philadelphia’s gross domestic product (GDP) averaged \$102,365 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.4 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Philadelphia metro area who obtained a bachelor’s degree or higher by 2006 reached 31.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Philadelphia’s workers earned hourly wages in 2005 that were 6.2 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -12.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Philadelphia reached 86.5 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Philadelphia emitted 2.137 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,089 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Philadelphia metro area consumed .73 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Phoenix-Mesa-Scottsdale, AZ

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Phoenix’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Phoenix’s gross domestic product (GDP) averaged \$86,102 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 6. percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Phoenix metro area who obtained a bachelor’s degree or higher by 2006 reached 27.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Phoenix’s workers earned hourly wages in 2005 that were 5.7 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9. percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Phoenix reached 83.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Phoenix emitted 2.072 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,098 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Phoenix metro area consumed .11 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Pittsburgh, PA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Pittsburgh’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Pittsburgh’s gross domestic product (GDP) averaged \$87,056 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Pittsburgh metro area who obtained a bachelor’s degree or higher by 2006 reached 27.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Pittsburgh’s workers earned hourly wages in 2005 that were 6. times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Pittsburgh reached 89.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Pittsburgh emitted 2.276 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,190 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Pittsburgh metro area consumed 4.34 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Portland-South Portland-Biddeford, ME

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Portland’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Portland’s gross domestic product (GDP) averaged \$80,584 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.8 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Portland metro area who obtained a bachelor’s degree or higher by 2006 reached 32.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Portland’s workers earned hourly wages in 2005 that were 5.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Portland reached 90.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Portland emitted 2.599 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,860 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Portland metro area consumed 1.46 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Portland-Vancouver-Beaverton, OR-WA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Portland’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Portland’s gross domestic product (GDP) averaged \$91,026 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 15. percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Portland metro area who obtained a bachelor’s degree or higher by 2006 reached 31.9 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Portland’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Portland reached 89.1 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Portland emitted 1.446 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,642 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Portland metro area consumed .78 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Poughkeepsie-Newburgh-Middletown, NY

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Poughkeepsie’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Poughkeepsie’s gross domestic product (GDP) averaged \$71,472 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 14.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Poughkeepsie metro area who obtained a bachelor’s degree or higher by 2006 reached 27.8 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Poughkeepsie’s workers earned hourly wages in 2005 that were 6.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -8.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Poughkeepsie reached 87. percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Poughkeepsie emitted 2.133 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,012 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Poughkeepsie metro area consumed .92 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Providence-New Bedford-Fall River, RI-MA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Providence’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Providence’s gross domestic product (GDP) averaged \$79,587 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.4 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Providence metro area who obtained a bachelor’s degree or higher by 2006 reached 27.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Providence’s workers earned hourly wages in 2005 that were 5.3 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -10.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Providence reached 81.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Providence emitted 2.368 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,782 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Providence metro area consumed .36 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Raleigh-Cary, NC

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Raleigh’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Raleigh’s gross domestic product (GDP) averaged \$87,955 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 3.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Raleigh metro area who obtained a bachelor’s degree or higher by 2006 reached 39.2 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Raleigh’s workers earned hourly wages in 2005 that were 6.2 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -4.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Raleigh reached 87.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Raleigh emitted 2.795 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,774 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Raleigh metro area consumed 1.06 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Richmond, VA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Richmond’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Richmond’s gross domestic product (GDP) averaged \$86,937 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 5. percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Richmond metro area who obtained a bachelor’s degree or higher by 2006 reached 30.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Richmond’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -6.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Richmond reached 84.5 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Richmond emitted 3.039 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,969 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Richmond metro area consumed 3.64 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Riverside-San Bernardino-Ontario, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Riverside’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Riverside’s gross domestic product (GDP) averaged \$75,895 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 3.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Riverside metro area who obtained a bachelor’s degree or higher by 2006 reached 18.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Riverside’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -8.1 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Riverside reached 77.4 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Riverside emitted 2.257 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,308 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Riverside metro area consumed .57 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Rochester, NY

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Rochester’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Rochester’s gross domestic product (GDP) averaged \$80,099 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 12.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Rochester metro area who obtained a bachelor’s degree or higher by 2006 reached 30.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Rochester’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -13.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Rochester reached 87.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Rochester emitted 1.908 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 7,056 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Rochester metro area consumed 4.1 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Sacramento--Arden-Arcade--Roseville, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Sacramento’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Sacramento’s gross domestic product (GDP) averaged \$88,527 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 15.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Sacramento metro area who obtained a bachelor’s degree or higher by 2006 reached 29.6 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Sacramento’s workers earned hourly wages in 2005 that were 6. times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -8.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Sacramento reached 86.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Sacramento emitted 1.768 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,544 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Sacramento metro area consumed .4 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Salt Lake City, UT

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Salt Lake City’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Salt Lake City’s gross domestic product (GDP) averaged \$82,416 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 5.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Salt Lake City metro area who obtained a bachelor’s degree or higher by 2006 reached 30.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Salt Lake City’s workers earned hourly wages in 2005 that were 5.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -10.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Salt Lake City reached 89. percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Salt Lake City emitted 2.522 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,339 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Salt Lake City metro area consumed .36 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: San Antonio, TX

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan San Antonio’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan San Antonio’s gross domestic product (GDP) averaged \$78,659 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the San Antonio metro area who obtained a bachelor’s degree or higher by 2006 reached 24. percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan San Antonio’s workers earned hourly wages in 2005 that were 6.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -4.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro San Antonio reached 80.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan San Antonio emitted 2.27 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,689 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the San Antonio metro area consumed .78 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: San Diego-Carlsbad-San Marcos, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan San Diego’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan San Diego’s gross domestic product (GDP) averaged \$97,837 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 12.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the San Diego metro area who obtained a bachelor’s degree or higher by 2006 reached 33.3 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan San Diego’s workers earned hourly wages in 2005 that were 6.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro San Diego reached 84.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan San Diego emitted 1.63 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,463 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the San Diego metro area consumed .42 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: San Francisco-Oakland-Fremont, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan San Francisco’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan San Francisco’s gross domestic product (GDP) averaged \$126,580 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 13.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the San Francisco metro area who obtained a bachelor’s degree or higher by 2006 reached 42.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan San Francisco’s workers earned hourly wages in 2005 that were 6.7 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -13.2 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro San Francisco reached 86.8 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan San Francisco emitted 1.585 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,780 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the San Francisco metro area consumed .05 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: San Jose-Sunnyvale-Santa Clara, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan San Jose’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan San Jose’s gross domestic product (GDP) averaged \$132,744 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 21.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the San Jose metro area who obtained a bachelor’s degree or higher by 2006 reached 43.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan San Jose’s workers earned hourly wages in 2005 that were 7.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -16.4 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro San Jose reached 85.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan San Jose emitted 1.573 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,799 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the San Jose metro area consumed .2 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Sarasota-Bradenton-Venice, FL

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Sarasota’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Sarasota’s gross domestic product (GDP) averaged \$73,938 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 16.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Sarasota metro area who obtained a bachelor’s degree or higher by 2006 reached 26.5 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Sarasota’s workers earned hourly wages in 2005 that were 5.2 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class increased by 1.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Sarasota reached 87.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Sarasota emitted 2.914 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 12,734 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Sarasota metro area consumed .22 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Scranton--Wilkes-Barre, PA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Scranton’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Scranton’s gross domestic product (GDP) averaged \$63,321 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 5.6 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Scranton metro area who obtained a bachelor’s degree or higher by 2006 reached 20.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Scranton’s workers earned hourly wages in 2005 that were 4.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -11.7 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Scranton reached 87.1 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Scranton emitted 2.66 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,600 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Scranton metro area consumed 6.01 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Seattle-Tacoma-Bellevue, WA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Seattle’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Seattle’s gross domestic product (GDP) averaged \$104,239 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 6.8 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Seattle metro area who obtained a bachelor’s degree or higher by 2006 reached 36.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Seattle’s workers earned hourly wages in 2005 that were 5.5 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -13.4 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Seattle reached 90.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Seattle emitted 1.556 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,553 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Seattle metro area consumed .24 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Springfield, MA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Springfield’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Springfield’s gross domestic product (GDP) averaged \$65,926 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 7.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Springfield metro area who obtained a bachelor’s degree or higher by 2006 reached 29.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Springfield’s workers earned hourly wages in 2005 that were 4.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -12. percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Springfield reached 85.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Springfield emitted 2.446 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,229 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Springfield metro area consumed 1.78 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: St. Louis, MO-IL

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan St. Louis’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan St. Louis’s gross domestic product (GDP) averaged \$81,842 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the St. Louis metro area who obtained a bachelor’s degree or higher by 2006 reached 28.6 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan St. Louis’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro St. Louis reached 86.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan St. Louis emitted 3.217 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,511 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the St. Louis metro area consumed 2.83 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Stockton, CA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Stockton’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Stockton’s gross domestic product (GDP) averaged \$74,820 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 12.7 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Stockton metro area who obtained a bachelor’s degree or higher by 2006 reached 16.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Stockton’s workers earned hourly wages in 2005 that were 6.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.8 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Stockton reached 76.9 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Stockton emitted 2.016 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,253 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Stockton metro area consumed .86 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Syracuse, NY

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Syracuse’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Syracuse’s gross domestic product (GDP) averaged \$73,527 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.5 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Syracuse metro area who obtained a bachelor’s degree or higher by 2006 reached 27.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Syracuse’s workers earned hourly wages in 2005 that were 5.5 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -10.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Syracuse reached 88.5 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Syracuse emitted 2.682 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,947 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Syracuse metro area consumed 3.55 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Tampa-St. Petersburg-Clearwater, FL

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Tampa’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Tampa’s gross domestic product (GDP) averaged \$76,206 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 13.9 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Tampa metro area who obtained a bachelor’s degree or higher by 2006 reached 25. percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Tampa’s workers earned hourly wages in 2005 that were 5.3 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -3.6 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Tampa reached 86. percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Sustainable growth

The average resident in metropolitan Tampa emitted 2.499 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,847 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Tampa metro area consumed .29 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Toledo, OH

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Toledo’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Toledo’s gross domestic product (GDP) averaged \$72,778 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.8 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Toledo metro area who obtained a bachelor’s degree or higher by 2006 reached 22.9 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Toledo’s workers earned hourly wages in 2005 that were 6.1 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -13.3 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Toledo reached 87.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

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Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Toledo emitted 3.24 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,821 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Toledo metro area consumed 2.96 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Trenton-Ewing, NJ

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Trenton’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Trenton’s gross domestic product (GDP) averaged \$93,563 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 10.4 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Trenton metro area who obtained a bachelor’s degree or higher by 2006 reached 38.8 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Trenton’s workers earned hourly wages in 2005 that were 6.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.5 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Trenton reached 85.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

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Sustainable growth

The average resident in metropolitan Trenton emitted 2.66 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 13,254 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Trenton metro area consumed .82 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Tucson, AZ

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Tucson’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Tucson’s gross domestic product (GDP) averaged \$70,232 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 4.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Tucson metro area who obtained a bachelor’s degree or higher by 2006 reached 29.6 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Tucson’s workers earned hourly wages in 2005 that were 5.6 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.4 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Tucson reached 86.3 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Tucson emitted 2. metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,929 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Tucson metro area consumed .15 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Tulsa, OK

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Tulsa’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Tulsa’s gross domestic product (GDP) averaged \$89,354 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.8 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Tulsa metro area who obtained a bachelor’s degree or higher by 2006 reached 25.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Tulsa’s workers earned hourly wages in 2005 that were 5.8 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -9.1 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Tulsa reached 86.5 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Tulsa emitted 3.124 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 11,839 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Tulsa metro area consumed 3.12 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Virginia Beach-Norfolk-Newport News, VA-NC

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Virginia Beach’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Virginia Beach’s gross domestic product (GDP) averaged \$75,112 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 8.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Virginia Beach metro area who obtained a bachelor’s degree or higher by 2006 reached 26.9 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Virginia Beach’s workers earned hourly wages in 2005 that were 5.5 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -4. percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Virginia Beach reached 87.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Virginia Beach emitted 2.34 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,633 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Virginia Beach metro area consumed .94 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Washington-Arlington-Alexandria, DC-VA-MD-WV

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Washington’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Washington’s gross domestic product (GDP) averaged \$111,386 per job in 2005, surpassing the \$96,655 average in the 100 largest metro areas and exceeding the \$87,771 U.S. average.

The metro area’s GDP per job increased 12.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Washington metro area who obtained a bachelor’s degree or higher by 2006 reached 46.1 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Washington’s workers earned hourly wages in 2005 that were 6.7 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -7.1 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Washington reached 89.6 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Washington emitted 3.115 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 8,644 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Washington metro area consumed .69 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, less than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Wichita, KS

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Wichita’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Wichita’s gross domestic product (GDP) averaged \$72,869 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job decreased -1.2 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Wichita metro area who obtained a bachelor’s degree or higher by 2006 reached 25.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Wichita’s workers earned hourly wages in 2005 that were 5.4 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -8.9 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Wichita reached 87.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Wichita emitted 2.681 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,237 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Wichita metro area consumed 2.87 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Worcester, MA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Worcester’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Worcester’s gross domestic product (GDP) averaged \$75,284 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 6.1 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Worcester metro area who obtained a bachelor’s degree or higher by 2006 reached 31.7 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Worcester’s workers earned hourly wages in 2005 that were 5. times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -13. percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Worcester reached 88.2 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Worcester emitted 2.517 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 10,860 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Worcester metro area consumed 1.69 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation

Metro Area Profile: Youngstown-Warren-Boardman, OH-PA

Chapter 2 of “MetroPolicy: Shaping a New Federal Partnership for a Metropolitan Nation” examines larger metropolitan areas’ progress toward achieving productive, inclusive, and sustainable growth that drives national prosperity. This profile reports on metropolitan Youngstown’s progress relative to the 100 largest metropolitan areas (by employment) and the nation as a whole.

To access the entire report, ranking tables, and other materials, see our reporters’ dark room at www.brookings.edu/metro/MetroPolicy.aspx

Productive growth

Metropolitan Youngstown’s gross domestic product (GDP) averaged \$65,659 per job in 2005, trailing the \$96,655 average in the 100 largest metro areas and lagging behind the \$87,771 U.S. average.

The metro area’s GDP per job increased 9.3 percent between 2001 and 2005, compared to the 100-metro average of 9.5 percent and the U.S. average of 9.4 percent.

The share of all adults age 25 and over in the Youngstown metro area who obtained a bachelor’s degree or higher by 2006 reached 17.4 percent while the 100 largest metros and the U.S. recorded attainment rates of 30.6 percent and 27.0 percent, respectively.

Inclusive growth

The top 10 percent of metropolitan Youngstown’s workers earned hourly wages in 2005 that were 5.9 times higher than those of workers in the bottom 10 percent, compared to the 100 largest metros’ average ratio of 6.3.

The metro area’s share of all families considered middle-class fell by -15.1 percentage points between 1970 and 2005. Over the same period of time, the middle-class share dropped by an average of 10.7 percentage points in the 100 largest metros and 8.4 percentage points in the U.S. as a whole.

The share of adults who had finished high school by 2006 in metro Youngstown reached 85.7 percent, compared to a 100-metro average high school attainment rate of 84.9 percent and an 84.1 percent national figure.

Blueprint for American Prosperity

Unleashing the Potential of a Metropolitan Nation



Sustainable growth

The average resident in metropolitan Youngstown emitted 2.758 metric tons of carbon from residential and transportation energy consumption in 2005. Emissions in the 100 largest metros averaged 2.235 metric ton per capita while the U.S. per capita carbon footprint equaled 2.602 metric tons.

The metro area's total vehicle miles travelled (VMT) from passenger and freight vehicles amounted to 9,736 per capita in 2005. The 100 largest metros and the nation as a whole recorded 9,079 miles per capita and 10,083 miles per capita, respectively.

Between 1980 and 2000, the Youngstown metro area consumed 7.59 acres of rural land—areas with less than one housing unit per 40 acres—for every new housing unit built, more than the 99-metro average of 0.90 rural acres per new housing unit (Honolulu, Hawaii is not included).

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