DELAWARE VALLEY REGIONAL PLANNING COMMISSION

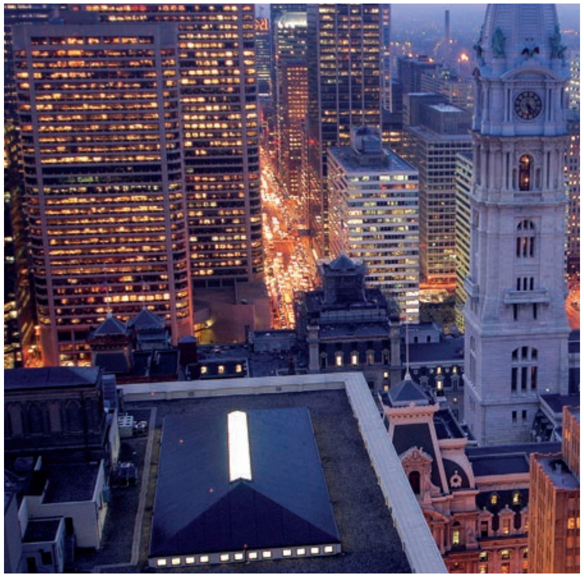
DECEMBER 2007

rating the region

THE STATE OF THE DELAWARE VALLEY

dvrpc

Created in 1965, the **DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC)** is an interstate, intercounty, and intercity agency that provides continuing, comprehensive, and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high-priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal. Designed as a stylized image of the Delaware Valley, the outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC receives funding from a variety of sources, including grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, and DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

table of contents

INTRODUCTION

The Delaware Valley is one of the nation's largest labor, housing, and sales markets. In order to compete effectively, the region must be prepared to compare itself against the nation's other large metropolitan areas. In 1993, DVRPC published the first *Rating the Region* report, which compared the Philadelphia metropolitan area to the nation's nine largest metros plus Pittsburgh and Baltimore as regional competitors. That report found that the Philadelphia region had one of the nation's most diverse economies, low unemployment, a low poverty rate, affordable housing, relatively low taxes, short commute times, and a multitude of colleges, universities, and hospitals.

The current report, which again compares the Philadelphia MSA to the nation's largest metros plus Baltimore and Pittsburgh, finds many of these same strengths. Compared to the nation's other large metropolitan areas, the Delaware Valley continues to offer a diverse economy, affordable housing, a quality transportation network, short commute times, major airport and port facilities, a large number of colleges and universities, and an extensive health care network. The challenge facing the region is capitalizing and building on its strengths while recognizing and working to resolve its weaknesses.

BACKGROUND

Rating the Region provides an objective, quantifiable analysis of the relative strengths and weaknesses of the Delaware Valley region. Using comparable data from the Census Bureau and other federal agencies, existing conditions and trends of the region are measured against other metropolitan regions around the country.

This report, like the 1993 report, uses the federal Office of Management and Budget's (OMB's) Metropolitan Statistical Area (MSA) definitions as the geographic base for data from the Census Bureau and other federal agencies. OMB's metropolitan areas are defined as having one or more urbanized cores of at least 50,000 people, plus adjacent areas that have a high degree of social and economic integration with the core as evidenced by commuting ties. These definitions provide a consistent geographic definition for all federal agencies to tabulate and publish data, and are therefore the smallest area for which the greatest amount of data is available,

Metropolitan areas studied

New York
Los Angeles
Chicago
Dallas-Fort Worth
Philadelphia
Houston
Miami
Washington, DC
Atlanta
Detroit
Boston
Baltimore
Pittsburgh

Comparisons were made in:

- Human Environment
- Economy
- Built and Natural Environment
- Transportation
- Civic Environment

particularly during the years midway between decennial censuses. The report uses the definitions of MSAs released by the OMB in 2003 and revised as recently as December 2006.

Initially, the nation's ten largest metropolitan statistical areas as of Census 2000 were studied, plus Baltimore (the 18th largest) and Pittsburgh (the 22nd largest) because of their proximity to the Delaware Valley. At the time of the 2000 Census, the Philadelphia metro area ranked 4th in population, behind New York, Los Angeles, and Chicago. Under the most recently revised OMB definitions, the Philadelphia region ranks 5th, having been passed by the fast-growing Dallas MSA. The San Francisco MSA, included in the 1993 report as the nation's 4th largest region, was split based on commuting patterns (San Jose-Sunnyvale-Santa Clara is now a separate MSA) and is no longer ranked 4th by the OMB. Miami-Fort Lauderdale-Miami Beach, however, became the nation's 7th largest metropolitan area under the new definitions, and is included in the current report.

The Atlanta MSA, 11th in population as of the 2000 Census, was estimated to have passed the Boston MSA in 2002 to become the 10th most populous MSA, and, by 2005, to have passed Detroit to move into 9th place. The Atlanta MSA was therefore included in this study, while still retaining the Boston MSA as one of Philadelphia's Northeastern competitors.

Mercer County, New Jersey, is the only one of DVRPC's nine member counties not included in the Philadelphia MSA. Data for the Trenton/Ewing MSA, which includes only Mercer County, was therefore aggregated with the data for the Philadelphia MSA when appropriate (and unless otherwise noted).

The component counties of the metropolitan areas discussed in this report are detailed in Appendix A. Appendix B lists the principal cities of each of the MSAs (as defined by OMB), with the MSA's primary city illustrated in purple. Data for an MSA's 'suburbs' include the MSA total less the data from the principal cities identified in Appendix B. In some cases, detailed data from the 2000 Census was analyzed, while in other cases the most recently available data, including information from the 2005 American Community Survey, was reviewed. Although it is a valuable new resource, ACS data is often not directly comparable to the decennial Census, due to differences in the sample size, the wording of the questions, the target populations, and the reference periods for the responses. This report therefore uses ACS data when comparing metropolitan areas in a given year (2005), but relies on the more traditional decennial Census when comparing changes over time.

In addition to absolute values, comparable data was collected for the central cities and the suburbs for many of the demographic, income, and housing variables, and is discussed in the report as appropriate. Since 2005 ACS data is not yet available for small suburban places, comparisons between primary cities and their suburbs were made using data from the 1990 and 2000 decennial Census. While the vast majority of the variables were reviewed at the MSA level, some data, though available only at a different geographic level, still provided a good indication of how the Philadelphia area ranks compared to the other regions. The results illustrate the advantages of the Delaware Valley region and, likewise, those areas most in need of improvement.

the human environment

POPULATION

In 2000, the Delaware Valley was the 4th largest metropolitan statistical area (MSA) in the country, having increased its population by almost 5% between 1990 and 2000. This rate of growth was the third lowest of the MSAs studied, leading only Detroit and Pittsburgh in overall growth. When comparing the population change in the regions' principal cities, however, Philadelphia actually fared slightly better than some other large cities in the 1990's, when a population loss of just over 4% was less than the losses realized in the cities of Baltimore, Pittsburgh, Detroit, and Washington, DC.

Since 2000, the rate of change of the population in the Philadelphia MSA has kept pace with that of New York and exceeded the rates of Detroit, Boston, and Pittsburgh. By 2006, however, the Philadelphia MSA slipped to 5th in population, having been passed by the growing Dallas-Fort Worth metro area. It should be noted, though, that regions such as Dallas and Houston grow in population in part by expanding their regional boundaries, whereas the Philadelphia region's boundary has remained unchanged. It should also be noted that Mercer County, New Jersey, (one of DVRPC's nine member counties) is considered an individual MSA (Trenton-Ewing) and its population (estimated at almost

Metropolitan statistical area population, 1990–2006

Metropolitan area	April 1, 1990	April 1, 2000	July 1, 2006 estimate	Population change, 1990-2000	Estimated population change, 2000-2006
New York, NY	16,846,046	18,323,002	18,818,536	9%	2%
Los Angeles, CA	11,273,720	12,365,627	12,950,129	10%	4%
Chicago, IL	8,182,076	9,098,316	9,505,748	11%	4%
Dallas-Fort Worth, TX	3,989,294	5,161,544	6,003,967	29%	16%
Philadelphia, PA	**5,435,468**	**5,687,147**	**5,826,742**	**5%**	**2%**
Houston, TX	3,767,335	4,715,407	5,539,949	25%	17%
Miami, FL	4,056,100	5,007,564	5,463,857	24%	9%
Washington, DC	4,122,914	4,796,183	5,290,400	16%	10%
Atlanta, GA	3,069,425	4,247,981	5,138,223	38%	20%
Detroit, MI	4,248,699	4,452,557	4,468,966	5%	0%
Boston, MA	4,133,895	4,391,344	4,455,217	6%	1%
Baltimore, MD	2,382,172	2,552,994	2,658,405	7%	4%
Pittsburgh, PA	2,468,289	2,431,087	2,370,776	-2%	-2%
Trenton-Ewing, NJ	325,824	350,761	367,605	8%	5%

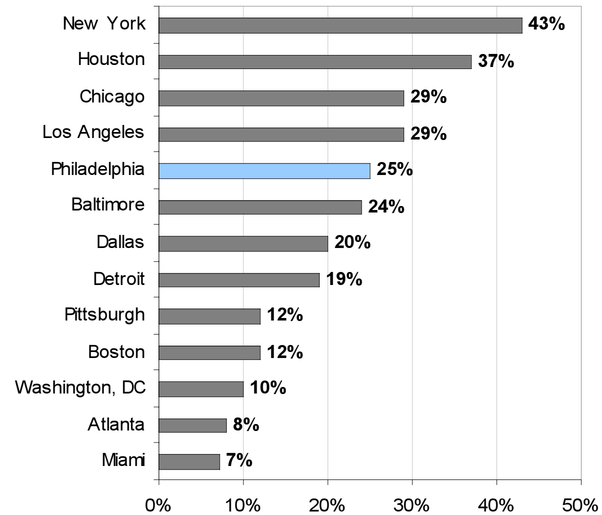
SOURCE: *U.S. Census Bureau. Estimates are from the Census Population Estimates Program. Sorted from most to least by 2006 estimated population.*

DVRPC forecasts an increase of 11% in the nine-county region's population between 2005 and 2035.

368,000 in 2006) is not included in the Philadelphia MSA total. Over 25% of the Philadelphia metropolitan area's population lived in the primary city (Philadelphia) in 2005, the 5th highest share of the regions studied.

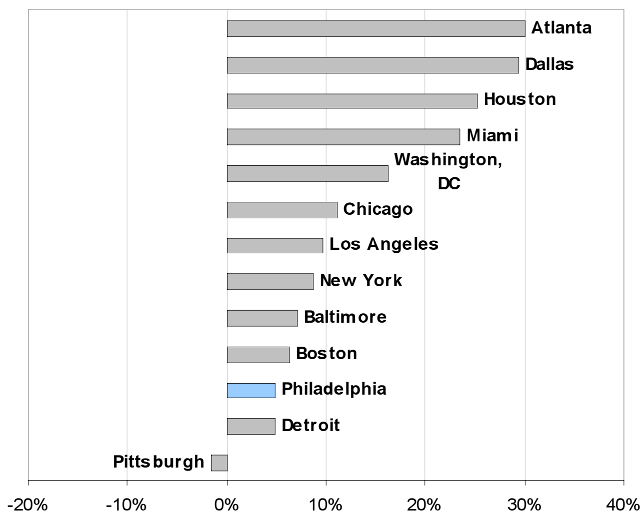
Within DVRPC's nine-county region, growth rates varied significantly by county, from a loss of 4% in the City of Philadelphia to increases of over 15% in Chester County, Pennsylvania, and over 10% in Bucks and Montgomery counties in Pennsylvania and in Gloucester County, New Jersey. This is typical of most major metropolitan areas, where suburban growth outpaced the central cities. DVRPC forecasts an increase of 11% in the nine-county region's population between 2005 and 2035, ranging from no change in the City of Philadelphia to increases of 35% in Gloucester County, 31% in Chester County, and 21% in Bucks and Burlington counties.

Population living in the primary city, 2005



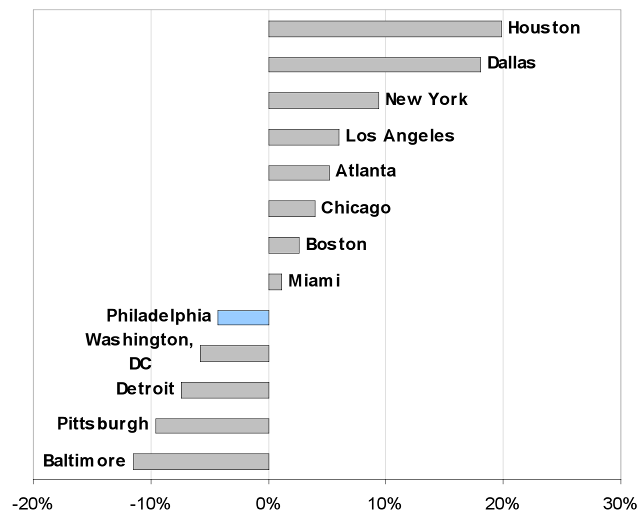
SOURCE: *U.S. Dept. of HUD, "State of the Cities" database.*

Metropolitan area population change, 1990-2000



SOURCE: *U.S. Census Bureau, 2000 Census of Population and Housing.*

Primary city population change, 1990-2000



SOURCE: *U.S. Census Bureau, 2000 Census of Population and Housing.*

DIVERSITY

The Philadelphia region became more diverse between 1990 and 2000, with 70% of its population being White and non-Hispanic in 2000, down from 76% in 1990. This is largely the result of growth in the Hispanic population, as is the case nationally. Compared to the other metropolitan regions studied, the Delaware Valley has a disproportionately high number of minority residents concentrated in the City of Philadelphia. In 2000, the Delaware Valley ranked tenth in the difference between the White, non-Hispanic population share in the suburbs versus the primary city. Philadelphia's overall minority population index of 0.29 indicates that a disproportionate share of the Philadelphia metropolitan area's minority residents (including White Hispanics) live in the city, a difference larger than only Detroit, Pittsburgh, and Boston. Recent Census reports indicate that the City of Philadelphia is one of only 303 counties in the nation that was 'majority-minority' as of 2006, meaning that 50% or more of its residents are of minority race or ethnicity.

The Delaware Valley ranked 11th in the percentage of foreign-born population in 2000, ahead of metropolitan Baltimore and Pittsburgh but behind all of the other large metropolitan areas. Although the Philadelphia region's foreign-born population increased by 45% between 1990 and 2000, the region has not attracted foreign immigrants to the extent of other faster-growing major metros, ranking 8th in the growth of foreign-born population between 1990 and 2000. When considering only the primary cities, the City of Philadelphia ranked 9th in percentage of foreign-born population in 2000.

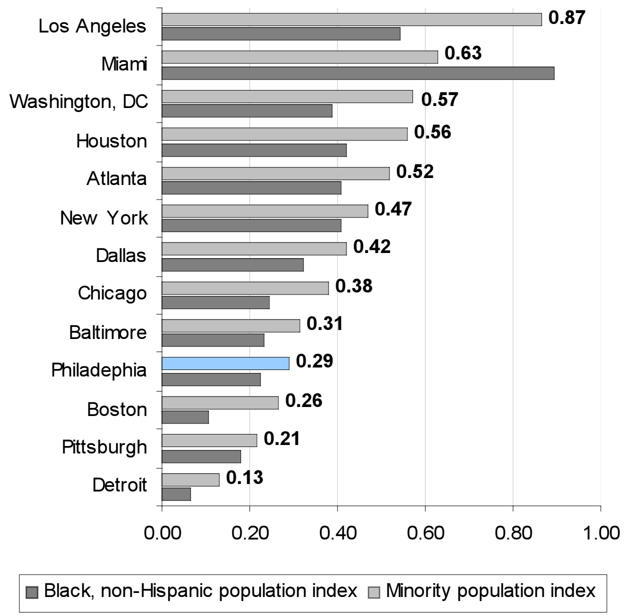
Racial Disparity SOURCE: *U. S. Census Bureau. The suburbs-to-city disparity index is the ratio between the suburban and the principal city's percentages in each category. An index of "1" indicates that the percentage in the category in the suburbs equals that in the principal city; an index below "1" indicates that a disproportionately high percentage live in the city; and an index above "1" would indicate that a disproportionately high percentage live in the suburbs. "Minority population" includes all races other than White, as well as White Hispanics.*

Foreign-born population

Metropolitan area	Percent foreign born, 2000	Growth in foreign born population 1990-2000
Miami	35%	49%
Los Angeles	35%	24%
New York	26%	42%
Houston	19%	95%
Chicago	16%	60%
Washington, DC	17%	70%
Dallas	15%	146%
Boston	14%	41%
Atlanta	10%	262%
Detroit	8%	43%
Philadelphia	**7%**	**45%**
Baltimore	6%	67%
Pittsburgh	3%	8%

SOURCE: *HUD State of the Cities database.*

Racial disparity between the primary city and the suburbs, 2000



Median age by metropolitan area, 2005

Houston	32.9
Dallas	32.9
Los Angeles	34.0
Atlanta	34.1
Chicago	35.0
Washington DC	36.0
Detroit	36.9
New York	37.2
Baltimore	37.5
Trenton-Ewing	37.6
Boston	37.9
Philadelphia	**37.9**
Miami	38.6
Pittsburgh	41.7

SOURCE: *2005 American Community Survey, Table B 01002.*

AGE AND DEPENDENCY

One challenge facing the Philadelphia area will be meeting the needs of its dependent residents (residents under age 18 and 65 years and older) and particularly its elderly residents as the region's baby boomers begin to turn 65 as early as 2011. At over 39% in 2000, only Pittsburgh had a higher percentage dependant population, up from 38% in 1990. Increasing dependency is not unique to Philadelphia; between 1990 and 2000, Baltimore, Los Angeles, Boston, and Washington, DC, all realized larger percentage increases in their dependent populations than did Philadelphia. Considering only the elderly, only in Pittsburgh was the percent of the population age 65 and older in 2000 greater than in Philadelphia.

As of 2005, the Philadelphia region had the third highest median age of the 13 areas studied, older than only Pittsburgh and Miami, and, consequently, the third highest percentage of dependent population. Between 1970 and 2000, the Delaware Valley's elderly population grew by 46% despite an overall population increase of only 5%.

DVRPC has forecast that the elderly population of the region will increase significantly by 2025, with the greatest percentage increases expected in the suburban counties as baby boomers age in place. This aging of the region's population is expected to continue through 2030 and beyond, since the near-elderly population (those age 55 to 64 years) is forecast to increase by over 50% in the next two decades.

Dependent Population (<18 and >64 Years)

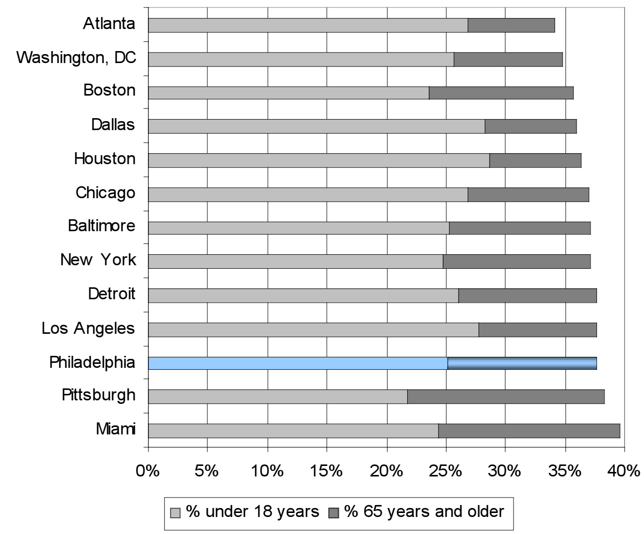
	Under 18 years, 2000	65 years and older, 2000	Dependent population, 2000	Dependent population, 1990	Change in percent, 1990-2000
Atlanta	27%	7%	34%	31%	3.0%
Washington, DC	25%	9%	34%	32%	2.3%
Boston	22%	13%	36%	34%	1.9%
Dallas	28%	8%	36%	35%	0.8%
New York	24%	12%	36%	36%	0.3%
Houston	29%	7%	37%	36%	0.6%
Baltimore	25%	12%	37%	36%	1.5%
Chicago	27%	11%	38%	37%	0.5%
Los Angeles	28%	10%	38%	36%	1.8%
Miami	25%	13%	38%	38%	0.0%
Detroit	26%	12%	39%	38%	0.6%
Philadelphia	**25%**	**14%**	**39%**	**38%**	**1.1%**
Pittsburgh	22%	18%	40%	39%	0.9%

SOURCE: *United States Census Bureau, 1990 and 2000 decennial censuses. Ranked by dependent population, 2000.*

The percentage of different types of households and family types, including single-parent households, is often viewed as an indictor of the well-being of a region and its core city. The Philadelphia metropolitan area had the third highest percentage of single-parent households (as a percentage of all households with children) in 2005, ahead of only Baltimore and Miami.

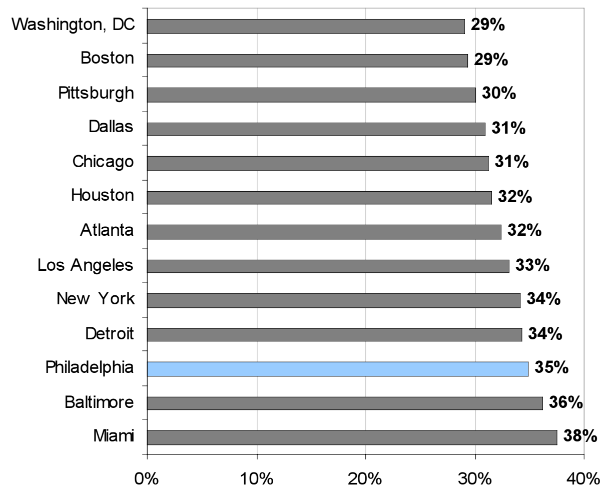
Another dynamic just beginning to be tracked by the Census Bureau is the percentage of households where a grandparent has primary responsibility for his or her grandchildren, often highest in urban areas due to crime or drug abuse. With just over 1% of the region's households headed by a grandparent caring for grandchildren, the Philadelphia metro ranks 6th, with most of these households concentrated in the City of Philadelphia.

Dependent population by metropolitan area, 2005



SOURCE: *United States Census Bureau, 2005 American Community Survey. 'Philadelphia' includes both the Philadelphia and Trenton-Ewing MSAs.*

Single parent households as a % of all households with children by metropolitan area, 2005



SOURCE: *United States Census Bureau, 2005 American Community Survey, Table B 11005. 'Philadelphia' includes both the Philadelphia and Trenton-Ewing MSAs.*

Percent of households with grandparents responsible for grandchildren under age 18 by metropolitan area, 2005

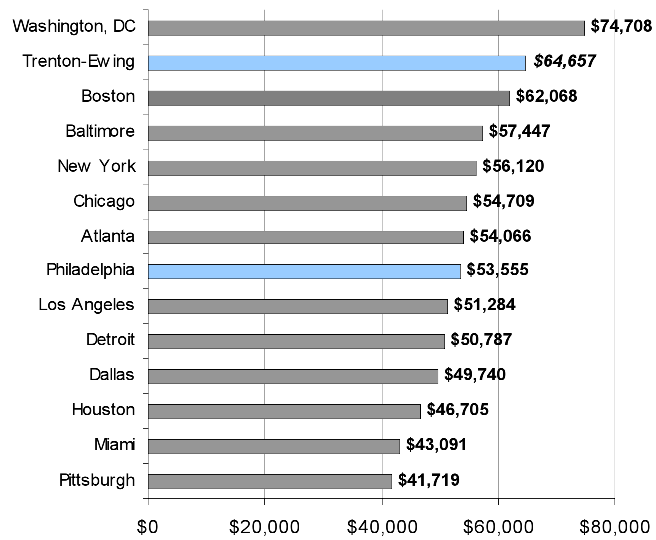
Boston	0.8%
Pittsburgh	0.9%
Washington, DC	1.3%
New York	1.3%
Detroit	1.4%
Philadelphia	1.5%
Miami	1.5%
Los Angeles	1.5%
Baltimore	1.6%
Chicago	1.7%
Atlanta	1.7%
Dallas	1.9%
Houston	2.2%

SOURCE: *2005 American Community Survey, Table B 10063. 'Philadelphia' includes both the Philadelphia and Trenton-Ewing MSAs.*

INCOME AND POVERTY

Based on 2005 household income data available from the American Community Survey (ACS), the Philadelphia metropolitan area's income ranked seventh among the largest metros; if considered separately, though, the Trenton-Ewing MSA ranked second only to Washington, DC. Like other large metros, the median annual household income in the Philadelphia region varies significantly between counties, ranging from over $65,000 in Chester County, Pennsylvania to just over $32,500 in the City of Philadelphia. Poverty, unfortunately, is concentrated in the younger populations; in Philadelphia, 16% of the residents under the age of 18 lived in poverty in 2005, compared to 12% of the population overall. Unlike the previous report,

Median household income during the previous 12 months by metropolitan area, 2005



SOURCE: *U.S. Census Bureau, 2005 American Community Survey, Table B 25119.*

however, the percentage of the elderly population living in poverty is now lower in most metropolitan areas than that of the total population, most likely due to the aging of wealthier baby boomers.

In all metro areas, poverty is concentrated in the cities: in the Philadelphia metropolitan area, the poverty rate is almost 23% in the City of Philadelphia, compared to less than 12% in the region as a whole. In 2005, Philadelphia ranked 10th in terms of the ratio of the primary city's median income to that of the MSA, with the city's median being only 61% as great as the overall MSA median.

Because the ACS uses a different methodology than the decennial census and is itself a rolling estimate based on a relatively small sample size, it is not possible to directly compare 2000 census data to 2005 ACS data. If, however, the 1989 and 1999 median household income in each metro area is considered in constant dollars (with 1989 dollars adjusted based on inflation to 1999 values), the Philadelphia region experienced the third lowest percentage change during the 1990's, behind only the Los Angeles and New York metropolitan areas. City residents in particular realized a net decrease in income of 7%, while suburban residents fared somewhat better with a 2% increase, sixth highest among suburban area increases.

Percent living in poverty during the previous 12 months, 2005

Metropolitan area	All residents	Under age 18	Age 65 and older
Washington, DC	7%	9%	8%
Boston	10%	12%	9%
Baltimore	10%	13%	9%
Pittsburgh	11%	15%	9%
Atlanta	11%	16%	10%
Philadelphia	**12%**	**16%**	**9%**
Chicago	12%	16%	10%
New York	13%	21%	9%
Detroit	13%	19%	9%
Dallas	13%	18%	9%
Miami	14%	19%	14%
Los Angeles	15%	21%	9%
Houston	16%	24%	12%

SOURCE: *2005 American Community Survey, Table B 17001. 'Philadelphia' includes both the Philadelphia and Trenton-Ewing MSAs.*

Median income in the city compared to the MSA, 2005

	MSA	Primary city	Ratio of city income to MSA income
Los Angeles	$51,824	$42,667	0.82
Houston	$46,075	$36,894	0.80
New York	$56,120	$43,434	0.77
Chicago	$54,709	$41,015	0.75
Atlanta	$54,066	$39,752	0.74
Dallas	$49,740	$36,403	0.73
Pittsburgh	$41,719	$30,278	0.73
Boston	$62,068	$42,562	0.69
Washington, DC	$74,708	$47,221	0.63
Philadelphia	**$53,555**	**$32,573**	**0.61**
Miami	$43,091	$25,211	0.59
Baltimore	$57,447	$32,456	0.56
Detroit	$50,787	$28,069	0.55
Trenton-Ewing	$64,657	$34,356	0.53

SOURCE: *2005 American Community Survey, Table B 25119. Ranked by ratio of city to MSA income.*

Percent change in median annual household income in constant dollars, 1989 vs. 1999

	MSA	Primary city	Suburbs*
Atlanta	9.0%	16.2%	7.4%
Dallas	8.8%	1.9%	9.7%
Detroit	7.1%	17.3%	5.5%
Chicago	6.2%	9.3%	4.3%
Houston	5.8%	3.8%	5.3%
Pittsburgh	4.6%	2.6%	4.8%
Baltimore	1.7%	-6.9%	1.2%
Boston	1.5%	1.1%	2.1%
Miami	1.3%	3.3%	-0.1%
Washington, DC	1.0%	-2.8%	0.1%
Philadelphia	**0.4%**	**-7.0%**	**2.2%**
New York	-1.2%	-4.4%	-0.8%
Los Angeles	-7.5%	-11.7%	-6.4%

SOURCE: *U. S. Dept. of HUD, State of the Cities database. 'Suburbs' is defined as the MSA minus the principal cities listed in Appendix B of this report.*

EDUCATION

Educational resources in the Philadelphia metropolitan area are impressive. According to *Cities Ranked and Rated*, the Philadelphia and Trenton metropolitan areas combined have 46 four-year colleges and universities, third only to New York and Chicago. In 2006, Select Greater Philadelphia, a marketing organization in the Philadelphia region, identified 89 educational institutions that offer at least a two-year Associate's degree in DVRPC's nine-county region alone.

As of 2005, over 32% of the Philadelphia region's adults over the age of 25 had completed at least 4 years of college, ranking 6th among the metropolitan areas studied. Conversely, only 13% of the region's adults had not completed high school, 4th lowest of the metros.

Four-year colleges and universities located in the metropolitan area, 2002

Metropolitan Area	Four-year colleges and universities	Highly ranked universities
New York	69	8
Philadelphia	**46**	**8**
Chicago	46	5
Boston	41	14
Los Angeles	33	9
Washington DC	25	6
Atlanta	20	4
Baltimore	19	7
Detroit	15	1
Pittsburgh	15	5
Dallas	14	3
Miami	8	1
Houston	7	2

SOURCE: *Cities Ranked and Rated, 2004. 'Philadelphia' includes both the Philadelphia and Trenton-Ewing MSAs.*

Educational attainment by metropolitan area, 2005

Metropolitan statistical area	No high school diploma	High school graduates	Some college, Associate's degree or less	Bachelor's and/or post-graduate degree
Washington, DC	11%	20%	23%	46%
Boston	11%	26%	23%	41%
New York	16%	28%	21%	35%
Atlanta	13%	26%	26%	34%
Baltimore	14%	27%	26%	33%
Philadelphia	**13%**	**32%**	**23%**	**32%**
Chicago	15%	26%	27%	32%
Dallas	18%	24%	28%	30%
Los Angeles	24%	21%	26%	29%
Houston	21%	25%	26%	28%
Miami	18%	28%	27%	28%
Pittsburgh	10%	38%	25%	27%
Detroit	13%	29%	31%	26%

SOURCE: *2005 American Community Survey, Table B 15002. Ranked by percent with a bachelors and/or post-graduate degree. 'Philadelphia' includes both the Philadelphia and Trenton-Ewing MSAs.*

The percentages of high school and college graduates have improved during the last decade and meet or exceed the national average. The greatest challenges remain in the urban areas of Philadelphia, Trenton, Camden, and Chester, where SAT scores and high school and college graduation rates are significantly lower than state or regional averages. In the City of Philadelphia in 2000, for example, almost 29% of adults age 25 and older had not completed high school, compared to less than 13% in the suburbs. This percentage, however, is seventh among the primary cities in the metro areas studied, lower than Houston, Dallas, Detroit, Baltimore, Los Angeles, and Miami. The larger disparity is in the percentage of adults who go on to obtain a college degree; the 18% of adults living in the City with a college degree ranks third worst among the primary cities, ahead of only Miami and Detroit.

The Philadelphia suburbs, however, boast the fifth highest percentage of adults with a college degree, behind only Washington, DC, Boston, Baltimore, and New York.

Educational attainment in the primary city, 2000

Metro area	College graduate or advanced degree	Some college or Associate degree	High school graduate	Did not complete high school
Washington, DC	39%	18%	21%	22%
Boston	36%	19%	24%	21%
Atlanta	35%	20%	22%	23%
Dallas	28%	23%	20%	29%
New York	27%	20%	25%	28%
Houston	27%	23%	20%	30%
Pittsburgh	26%	22%	33%	19%
Los Angeles	26%	24%	17%	33%
Chicago	26%	23%	23%	28%
Baltimore	19%	21%	28%	32%
Philadelphia	**18%**	**20%**	**33%**	**29%**
Miami	16%	17%	20%	47%
Detroit	11%	29%	30%	30%

SOURCE: *U.S. Dept. of HUD, State of the Cities database. 'Philadelphia' includes both the Philadelphia and Trenton-Ewing MSAs.*

Educational attainment in the suburbs, 2000

Metro area	College graduate or advanced degree	Some college or Associate degree	High school graduate	Did not complete high school
Washington, DC	40%	26%	22%	12%
Boston	36%	19%	24%	21%
Baltimore	36%	25%	27%	12%
New York	33%	24%	28%	16%
Philadelphia	**32%**	**24%**	**31%**	**13%**
Atlanta	30%	28%	26%	16%
Chicago	30%	29%	27%	14%
Dallas	26%	32%	26%	17%
Detroit	26%	31%	29%	14%
Los Angeles	26%	29%	20%	25%
Houston	26%	30%	25%	19%
Miami	24%	28%	26%	22%
Pittsburgh	23%	23%	39%	15%

SOURCE: *U.S. Dept. of HUD, State of the Cities database. 'Philadelphia' includes both the Philadelphia and Trenton-Ewing MSAs.*

HEALTH AND CHILDHOOD WELL-BEING

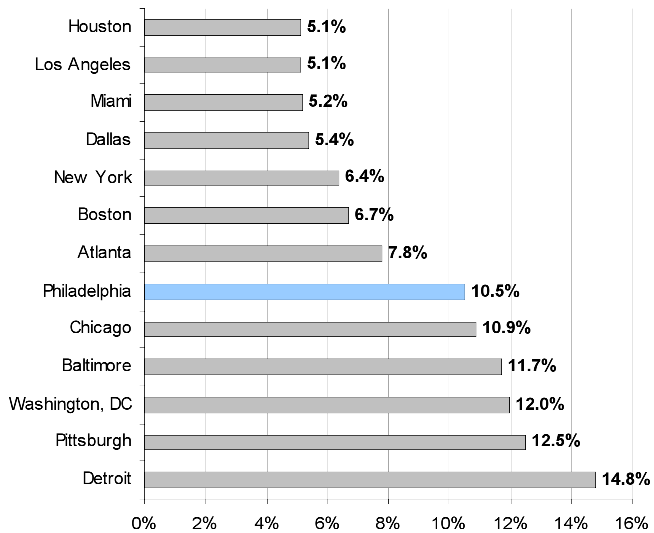
The Delaware Valley is rich in health care resources. With almost 386 physicians per 100,000 residents, the region ranks third among the regions studied, behind only Boston and New York and well above the national average of 261. The region also ranks second in the number of teaching hospitals and medical schools (behind only New York), with the majority of these teaching facilities concentrated in the City of Philadelphia. With 420 hospital beds per 100,000 residents, the region ranks slightly lower at 5th, but is still ahead of other large metros such as Boston, Chicago, Los Angeles, and Washington, DC.

The infant mortality rate, a concern noted in the previous report, has since improved, as it has in all major cities. In the City of Philadelphia, infant mortality has decreased by over 32% since 1990, the fourth highest decrease seen in any of the primary cities studied. The infant mortality rate in the City is now the 8th lowest of the cities studied, lower than Chicago, Baltimore, Washington, DC, Pittsburgh, and Detroit.

High infant mortality can be partially explained by the incidence of births to teenage mothers, since this group often does not obtain adequate prenatal care. While declining by over 2% since 1991, the percentage of births to teen mothers in Philadelphia remains the third highest of the cities studied, and well above the national average of 10%.

As another indication of the challenges facing the nation's cities, the Annie Casey Foundation has done extensive research into childhood well-being. Their research has found that 32% of the children living in the City of Philadelphia live in poverty, the fifth highest rate of the cities examined in this report. Over 50% live in single

Infant mortality in the primary city, 2000



SOURCE: *Robert Wood Johnson Foundation (State University of New York), The Social and Health Landscape of Urban and Suburban America, 1990-2000.*

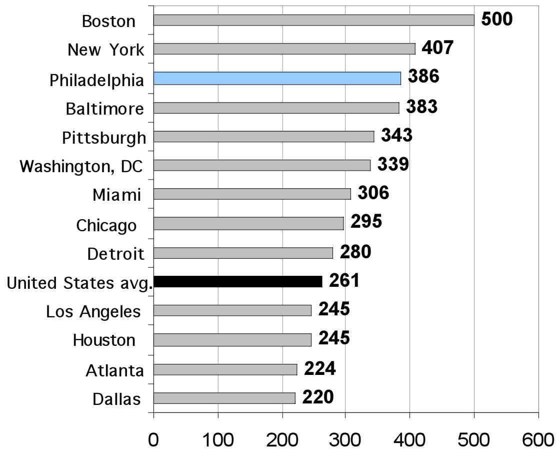
Births to teenage mothers in the primary city, 2003

City	2003	1991	Change 1991-2003	Of births to teens, % that were married
New York	7%	23%	-16%	11%
Boston	7%	11%	-4%	5%
National average	**10%**	**13%**	**-3%**	**18%**
Los Angeles	10%	13%	-3%	17%
Miami	11%	15%	-4%	10%
Washington, DC	11%	17%	-6%	6%
Atlanta	12%	21%	-9%	9%
Houston	13%	16%	-3%	24%
Chicago	13%	19%	-6%	10%
Dallas	15%	18%	-3%	19%
Philadelphia	**16%**	**18%**	**-2%**	**5%**
Detroit	17%	24%	-7%	6%
Baltimore	18%	21%	-3%	4%

SOURCE: *The William and Flore Hewlett Foundation, Fast Facts at a Glance, 2006.*

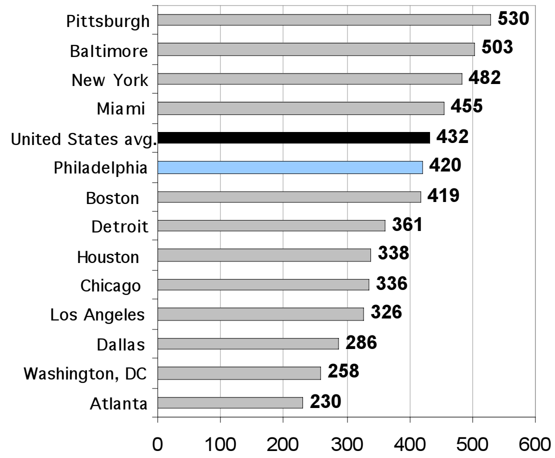
parent families (also the fifth highest rate) and over 22% live in low-income working households (the sixth highest rate). On a more positive note, the percentage of teens living in the City who have dropped out of school (10%) is the second lowest of the central cities (higher than only Boston and equal to Washington, DC); equals the national average; and is lower than the average in the nation's 50 largest cities. Similarly, at 12%, the percentage of teens that are neither working nor in school is lower than any of the cities except Boston and Washington, DC., and equals the top-50 city average.

Physicians per 100,000 residents by metropolitan area, 2004



SOURCE: *Cities Ranked and Rated, 2004.*

Hospital beds per 100,000 residents by metropolitan area, 2004



SOURCE: *Cities Ranked and Rated, 2004.*

Childhood well-being in the primary city, 2004

	Children living in poverty	Children living in single-parent families	Children living in families with no full-time, year-round employment	Children living in low-income working families	Children who have difficulty speaking English	Teens who are high school drop-outs	Teens neither attending school nor working
National average	**17%**	**26%**	**32%**	**n/a**	**7%**	**10%**	**9%**
Top-50 cities average	**26%**	**37%**	**45%**	**n/a**	**14%**	**13%**	**12%**
Boston, MA	26%	47%	47%	22%	14%	7%	8%
Houston, TX	26%	31%	44%	29%	19%	19%	15%
Dallas, TX	26%	33%	44%	29%	21%	25%	17%
Chicago, IL	29%	40%	53%	22%	15%	16%	16%
New York, NY	30%	39%	49%	21%	16%	11%	13%
Baltimore, MD	31%	59%	53%	24%	2%	15%	18%
Los Angeles, CA	31%	30%	54%	24%	27%	15%	12%
Philadelphia, PA	**32%**	**50%**	**51%**	**22%**	**6%**	**10%**	**12%**
Washington, DC	32%	58%	55%	18%	6%	10%	11%
Detroit, MI	35%	62%	60%	22%	4%	15%	17%
Atlanta, GA	39%	60%	57%	22%	5%	14%	14%
Miami, FL	39%	44%	56%	32%	24%	15%	16%

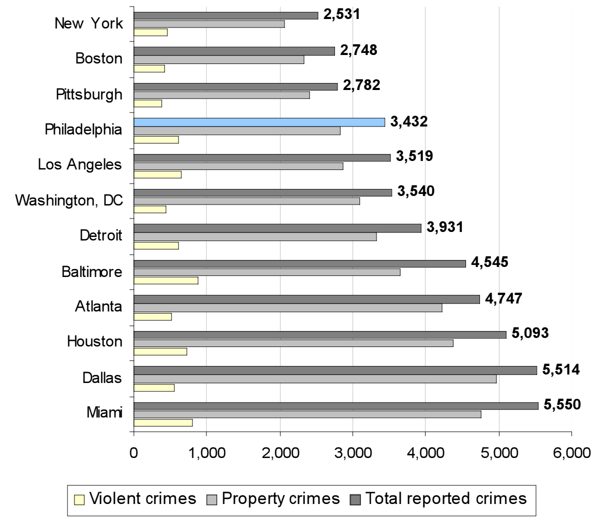
SOURCE: *The Annie Casey Foundation, City and Rural Kids Count Data Book, 2005. Source data for Pittsburgh, PA was unavailable.*

SAFETY

According to FBI statistics, the Philadelphia metropolitan area had the fourth lowest crime rate of the regions studied as of 2004, lower than only New York, Boston and Pittsburgh. The crime rate is reported as the number of crimes per 100,000 residents, including both violent crimes (murder, rape, robbery, and assault) and property crimes (larceny, burglary, and motor vehicle thefts). In terms of the disparity between crime rates in the cities versus the suburbs, the Philadelphia metro ranks seventh in the number of city crimes as compared to suburban crimes, with 217 city crimes occurring for every 100 suburban crimes. This ratio ranks the region ahead of Detroit, Boston, Pittsburgh, Atlanta, and Dallas.

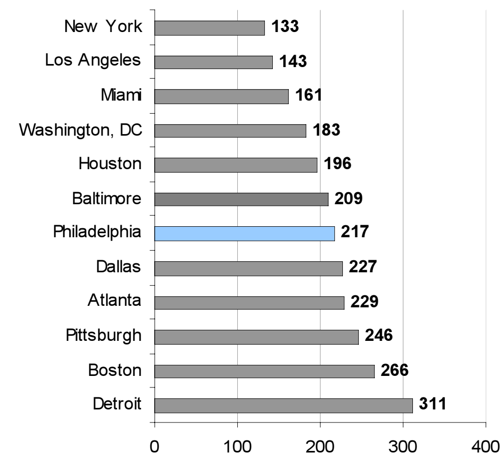
NOTE: *Crime rates are not reported for the Chicago metropolitan area because the FBI has not approved the City's definition of rape.*

Crimes per 100,000 residents in the metropolitan area, 2004



SOURCE: *Federal Bureau of Investigation, Uniform Crime Reports.*
Note: crime rates are not reported for the Chicago metropolitan area because the FBI has not approved the City's definition of rape.

Crimes in the principal city per 100 crimes in the suburbs, 2004



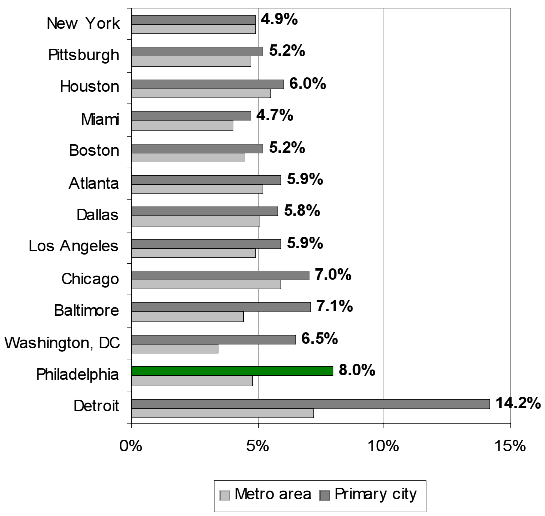
SOURCE: *HUD, "State of the Cities" database. Primary data from the Federal Bureau of Investigation, Uniform Crime Reports. 'Suburbs' include all areas outside the primary cities listed in Appendix B.*

the economy

EMPLOYMENT AND LABOR

With almost 3.4 million jobs in 2005, the Philadelphia metropolitan area ranked 6th in employment in 2005, 5th if the jobs in the Trenton-Ewing MSA (with its Route 1 Corridor and the City of Trenton, New Jersey's capital) were also included. Job growth in the Philadelphia MSA trailed that of many other large metros between 1995 and 2005, with the region ranking 9th among the major metropolitan areas studied. Although the region's job growth was lower than the national average, it was higher than that of Boston, Chicago, Pittsburgh, and Detroit. If considered separately, job growth in the Trenton-Ewing MSA ranked 6th overall.

Unemployment rate in the primary cities and the metropolitan area, 2005



SOURCE: *U.S. Bureau of Labor Statistics. Ranked by disparity between unemployment in the primary city and the suburbs.*

Total full-time and part-time employment

Metropolitan area	1995	2005	% change
Miami	2,387	3,146	32%
Atlanta	2,281	2,966	30%
Houston	2,422	3,090	28%
Dallas	2,835	3,611	27%
Washington, DC	3,007	3,740	24%
Trenton-Ewing	224	266	19%
United States	**148,983**	**174,250**	**17%**
Baltimore	1,406	1,639	17%
Los Angeles	6,593	7,670	16%
New York	9,206	10,567	15%
Philadelphia	**2,988**	**3,391**	**13%**
Boston	2,709	3,045	12%
Chicago	5,027	5,556	11%
Pittsburgh	1,307	1,408	8%
Detroit	2,355	2,502	6%

SOURCE: *U.S. Bureau of Economic Analysis, Regional Economic Profiles, Table CA30, 2007. In 1,000's of employees. Ranked by percent change, 1995-2005.*

Unemployment, 1990-2005

Metropolitan Area	1990	2000	2005	% change 2000-2005
Washington, DC	3.6%	4.2%	3.4%	-19.0%
Miami	6.4%	5.3%	4.0%	-24.5%
Baltimore	4.8%	4.9%	4.4%	-10.2%
Boston	6.5%	4.2%	4.5%	7.1%
Philadelphia	**5.5%**	**6.1%**	**4.8%**	**-21.3%**
Los Angeles	6.7%	7.4%	4.9%	-33.8%
New York	6.8%	6.9%	4.9%	-29.0%
Dallas	5.7%	4.7%	5.1%	8.5%
United States	**5.6%**	**4.0%**	**5.1%**	**27%**
Atlanta	4.7%	3.1%	5.2%	67%
Pittsburgh	7.0%	5.8%	5.2%	-10.3%
Houston	6.7%	6.2%	5.5%	-11.3%
Chicago	6.7%	6.2%	5.9%	-4.8%
Detroit	8.8%	5.9%	7.2%	22.0%

SOURCE: *U.S Bureau of Labor Statistics. Ranked by unemployment rate in 2005.*

Philadelphia's strength lies not in its dominance in any one industry, but in its diversity. A diverse economy, while not "booming," is resilient.

Economic diversity index, 2000

Philadelphia	9.6
Chicago	10.5
Atlanta	11.2
Dallas	12.4
Houston	12.5
Boston	12.8
Los Angeles	13.1
New York	14.3
Pittsburgh	14.5
Baltimore	15.1
Miami	15.2
Detroit	23.0
Washington, DC	33.7

SOURCE: *DVRPC analysis using Bureau of Labor Statistics data.*

In 2000, the Philadelphia region's unemployment was up from 1990, but still significantly less than Los Angeles and New York. As of 2005, the region's unemployment rate had declined by over 20% since 2000, had fallen below the national average, and ranked 5th lowest among the metropolitan areas studied. One challenge facing the Philadelphia region is the significant disparity between unemployment in the City as compared to the suburbs. At 8%, the unemployment rate in the City was over three percentage points higher in 2005 than that of the suburbs, leaving the region ahead of only Detroit in terms of concentrated unemployment.

Several of the metropolitan areas have concentrations of industries in specific sectors. Washington, DC, for example, has the highest concentration of public sector jobs; Detroit continues to lead in manufacturing; and New York leads in finance, insurance, and real estate jobs. The Philadelphia region continues to show strength in the service sectors, particularly health care and professional services. Philadelphia's strength, however, lies not in its dominance in any one industry, but in its diversity. A diverse economy, while not "booming," is resilient, protected from the potential extremes in growth or decline that economies dependent on one or two

Employment by industry, 2000

Metropolitan area	Agriculture, forestry, fishing, and mining	Manufacturing and construction	Finance, Insurance, and real estate	Professional and scientific services	Public Admin.	Other Services	Wholesale and retail trade	Transport, warehousing, and utilities
New York	0.2%	14.3%	10.5%	12.0%	4.4%	38.3%	14.0%	6.2%
Los Angeles	0.3%	20.8%	7.4%	11.7%	3.3%	36.3%	15.4%	4.8%
Chicago	0.3%	21.8%	8.5%	11.6%	3.4%	32.9%	14.8%	6.3%
Dallas	0.7%	21.1%	8.5%	11.4%	3.0%	31.9%	16.6%	6.5%
Philadelphia	**0.5%**	**18.1%**	**9.0%**	**11.2%**	**4.3%**	**36.3%**	**15.3%**	**5.1%**
Houston	2.7%	20.8%	6.8%	11.8%	3.3%	32.1%	15.8%	6.7%
Miami	0.7%	14.2%	8.7%	11.8%	4.4%	35.9%	18.0%	6.2%
Washington, DC	0.4%	11.1%	6.8%	17.0%	12.8%	35.7%	11.7%	4.3%
Atlanta	0.4%	19.8%	7.8%	12.3%	4.3%	31.9%	16.3%	7.0%
Detroit	0.2%	29.4%	6.0%	10.3%	3.2%	31.2%	14.9%	4.7%
Boston	0.3%	17.7%	9.0%	13.4%	4.1%	37.0%	14.1%	4.1%
Baltimore	0.4%	15.4%	7.7%	10.6%	8.6%	37.0%	14.3%	4.9%
Pittsburgh	0.8%	18.8%	6.8%	9.2%	3.1%	38.2%	16.1%	6.7%

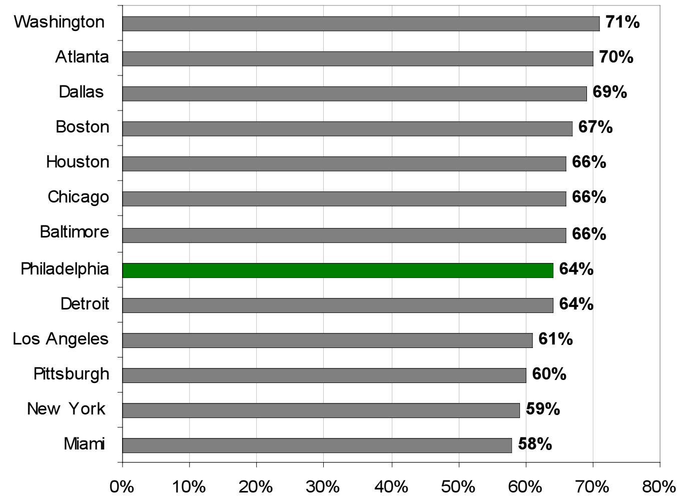
SOURCE: *U.S. Dept. of HUD, State of the Cities database. Includes workers by industry by place of work, with the industries broken down by NAICS codes. 'Other services' include education, information, arts, entertainment, recreation, accommodation, and food services. 'Professional and scientific services' also include management, administration, and waste management services.*

primary industries often experience. Based on a "diversity index" that compares each region's sectoral employment to the average distribution amongst all large metros (considered to be the hypothetically "ideal" distribution), the Philadelphia region boasts the most diverse economy of the 13 regions.

Since 1990, all of the metropolitan regions have shown a decline in their manufacturing base and an increase in their service sector industries, as well as corresponding changes in the number of residents employed in those sectors. The Philadelphia region's labor force participation rate is down slightly from 1990, as is typical of all the major metros except Pittsburgh (where participation increased) and Detroit (where it remained stable). At 64%, the Philadelphia metropolitan area ranked 8th overall in labor force participation in 2000, only slightly behind Baltimore, Chicago, and Houston but significantly higher than Miami, New York, Pittsburgh, and Los Angeles.

A major reason for Philadelphia's lower labor force participation rate is its older median age and consequent higher ratio of dependent residents. The labor force participation rate is higher in the Philadelphia suburbs than in the cities, as is true in all of the regions studied. The disparity between the cities and the suburbs is less pronounced in Philadelphia, however, than it is in most other large metro areas, including New York, Los Angeles, Baltimore, Chicago, Miami, and Boston.

Labor force participation rate by metropolitan area, 1990 vs. 2000



SOURCE: *U.S. Dept. of HUD, "State of the Cities" database.*

Labor force participation, 2000, cities vs. suburbs

	Metropolitan area	Primary city	Suburbs
Washington	71%	58%	64%
Dallas	69%	60%	61%
Boston	67%	61%	69%
Baltimore	66%	56%	67%
Chicago	66%	65%	72%
Houston	66%	50%	59%
Philadelphia	**64%**	**63%**	**68%**
Detroit	64%	64%	72%
Los Angeles	61%	56%	67%
Pittsburgh	60%	64%	68%
New York	59%	57%	70%
Miami	59%	50%	60%

SOURCE: *U.S. Department of Housing and Urban Development, "State of the Cities" database.*

One group that the Philadelphia region has had trouble retaining are young, college-educated, single people (a phenomenon referred to as the “brain drain”).

Percent of employed residents by industrial sector, 1990 vs. 2000

Metro areas	Agriculture and mining		Construction		Manufacturing		Trans. comm., and util.		Wholesale and retail trade		Finance insurance and real estate		Business and repair services		Personal services		Professional services		Public services	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
New York	0%	1%	4%	5%	12%	8%	9%	8%	17%	18%	12%	11%	6%	9%	5%	8%	29%	28%	5%	5%
Los Angeles	2%	1%	6%	5%	21%	16%	7%	7%	21%	21%	8%	7%	6%	10%	7%	8%	21%	22%	3%	3%
Chicago	1%	1%	5%	6%	19%	17%	8%	8%	22%	20%	9%	9%	6%	8%	4%	7%	23%	23%	4%	3%
Dallas	2%	1%	5%	8%	17%	14%	8%	8%	23%	22%	10%	9%	7%	9%	5%	7%	20%	20%	3%	3%
Philadelphia	**1%**	**1%**	**6%**	**5%**	**17%**	**13%**	**7%**	**6%**	**21%**	**20%**	**8%**	**8%**	**5%**	**8%**	**4%**	**7%**	**26%**	**27%**	**5%**	**5%**
Miami	3%	3%	6%	7%	11%	8%	10%	9%	24%	25%	8%	7%	6%	10%	7%	8%	22%	22%	4%	4%
Washington, DC	1%	1%	7%	6%	6%	6%	7%	7%	17%	16%	8%	7%	7%	11%	5%	8%	27%	25%	16%	13%
Houston	5%	3%	8%	9%	14%	13%	8%	8%	23%	22%	7%	7%	6%	9%	4%	7%	22%	22%	3%	3%
Atlanta	1%	1%	7%	8%	15%	13%	11%	9%	23%	22%	8%	7%	6%	9%	4%	7%	20%	20%	5%	4%
Detroit	1%	1%	5%	6%	25%	24%	6%	6%	22%	20%	6%	6%	6%	7%	4%	6%	22%	22%	4%	3%
Boston	1%	1%	5%	5%	15%	11%	6%	6%	20%	18%	9%	9%	5%	8%	4%	7%	30%	29%	4%	4%
Baltimore	1%	1%	8%	7%	12%	9%	7%	7%	20%	19%	8%	7%	5%	8%	4%	7%	25%	26%	10%	9%
Pittsburgh	2%	1%	6%	6%	15%	13%	8%	8%	24%	22%	7%	7%	5%	7%	4%	7%	27%	26%	3%	3%

SOURCE: *HUD, U.S. Census Bureau, “State of the Cities” Database.*

One group that the Philadelphia region has had trouble retaining are young, college-educated, single people (a phenomenon referred to as the “brain drain”). The “young” are those who were aged 25 to 39 in 2000; the “single” are those who were either never married or were widowed or divorced in 2000; and the “college-educated” are those who had at least a Bachelor's degree. The net migration of this group is the second worst of the metropolitan areas — between 1995 and 2000, more than 38,000 young, college-educated, single adults moved out of the Philadelphia region, while fewer than 36,000 moved in. Young professionals have instead gravitated toward faster-growing areas such as Atlanta, Dallas, and Houston.

Net migration of young, single, and college-educated people, 1995-2000

Metropolitan Area	Domestic immigrants	Domestic out-migrants	5yr. net migration	Migration rate
Atlanta	61,758	29,871	31,887	282%
Dallas	48,277	24,428	23,849	236%
Houston	30,901	19,497	11,404	139%
Washington/Baltimore	90,851	65,382	25,469	102%
Los Angeles	95,712	62,714	32,998	92%
Miami	24,157	18,393	5,764	76%
Chicago	70,971	52,221	18,750	73%
New York	132,437	107,306	25,131	37%
Boston	61,738	57,002	4,736	22%
Detroit	27,407	28,591	-1,184	-10%
Philadelphia	**35,791**	**38,382**	**-2,591**	**-17%**
Pittsburgh	11,441	18,885	-7,444	-127%

SOURCE: *U. S. Census Bureau, special tabulation (which combined the Washington, DC and Baltimore metropolitan areas). The net migration rate is based on an approximated 1995 population, which is the sum of young, single, and college educated people who reported living in the area in both 1995 and 2000, and those who reported living in that area in 1995 but lived elsewhere in 2000. The net migration rate is the 1995 to 2000 net migration, divided by the approximated 1995 population and multiplied by 1,000.*

ECONOMIC INDICATORS

The Fortune 500 is a ranking of the nation's top 500 public corporations based on gross revenues. Seventeen Fortune 500 companies were headquartered in the Philadelphia region in 2005, ranking 6th among the nation's major metropolitan areas and ahead of many of the region's Northeast competitors, including Washington, DC, Boston, and Baltimore. Seven of these 17 companies are located within the City of Philadelphia, also ranking 6th among the regions' primary cities.

In 2000, the Philadelphia region's gross metropolitan product (GMP) ranked 6th among the metro areas studied. In terms of growth in the GMP during the 1990's, however, the region did not fare as well, with only Los Angeles, Baltimore, and New York posting lower percentage gains.

Another measure of economic vitality is the region's research and development capabilities, indicated by the number of patents issued in the metro region. In 2004, the Delaware Valley ranked 6th in patents per 10,000 employees, trailing Boston, Detroit, Houston, Dallas, and Los Angeles, but ahead of other large metros such as New York, Chicago, Washington, DC, and Atlanta.

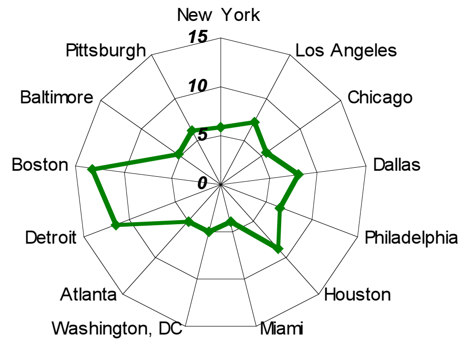
Finally, the composite cost-of-living index (which considers the cost of groceries, housing, utilities, transportation, health care, and miscellaneous goods and services) for the Philadelphia metropolitan area was the 9th lowest of the metropolitan regions studied— lower than New York, Boston, Washington, DC, and Los Angeles.

Gross metropolitan product in billions, 2000

Metropolitan Area	GMP 1990	GMP 2000	% Change
New York	269.6	437.8	61%
Los Angeles	261.7	363.7	39%
Chicago	187.5	332.8	78%
Boston	137.8	238.8	73%
Washington, DC	125.3	217.0	73%
Philadelphia	**112.9**	**182.4**	**62%**
Houston	91.8	177.5	93%
Atlanta	73.4	164.2	124%
Dallas	77.6	160.0	106%
Detroit	92.3	156.3	69%
Baltimore	62.0	96.2	55%
Pittsburgh	48.6	80.7	66%
Miami	43.5	71.6	65%

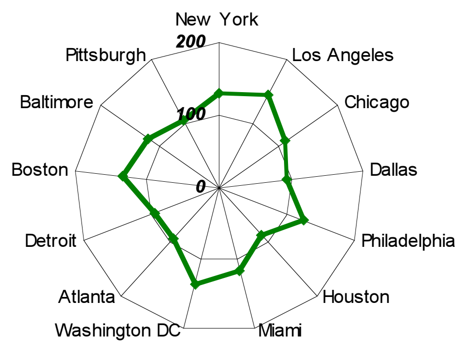
SOURCE: *Prepared by DRI-WEFA for the US Conference of Mayors, July 2001.*

Patents per 10,000 employees by metropolitan area 2004



SOURCE: *U.S. Cluster Mapping Project, Institute for Strategy and Competitiveness, Harvard Business School.*

Cost of living, 2007



SOURCE: *Council for Community and Economic Research, May 2007. Data for 1st quarter 2007, ACCRA composite index.*

Fortune 500 company headquarters, 2005

Metro area	MSA	City
New York	74	44
Chicago	30	10
Houston	23	23
Los Angeles	20	5
Dallas	19	11
Philadelphia	**17**	**7**
Detroit	15	4
Wash., DC	15	5
Atlanta	15	12
Boston	11	6
Pittsburgh	7	7
Baltimore	5	4
Miami	3	3

SOURCE: *Fortune 500 2005, CNN Money.*

FINANCIAL PERFORMANCE

Although the Philadelphia region was 9th among the major metros in average wage per job in 2005, its growth in average wages between 2000 and 2005 (19%) was the 4th highest. If considered separately, the average wage in the Trenton/Ewing MSA (part of the DVRPC region but analyzed separately in this calculation) was the 4th highest in 2005, behind only New York, Washington, and Boston. The average wage in the Philadelphia MSA is 15% higher than the national average, having increased at a faster rate since 2000. In terms of per capita personal income, the Philadelphia region was 5th among the major metros in 2005, almost 19% higher than the national average. The Trenton MSA, if considered separately, ranked 3rd overall.

There is, however, a considerable disparity between the incomes of suburban and city residents. A household in the region's suburbs earned almost $1.86 for every $1.00 earned by a household in the City of Philadelphia in 1999. While income disparity is typical in all of the metropolitan regions examined, the difference in Philadelphia is the third highest of the 13 regions, exceeded by only Baltimore and Detroit.

Per capita personal income, 1995-2005

Metropolitan area	1995	2005	Change, 1995-2005
Washington, DC	$31,332	$48,697	55%
Boston	$29,621	$47,168	59%
Trenton-Ewing	$29,920	$45,923	54%
New York	$30,499	$45,628	48%
Baltimore	$25,314	$41,320	63%
Philadelphia	**$26,177**	**$40,727**	**56%**
Houston	$24,474	$39,199	60%
Chicago	$27,170	$38,951	43%
Detroit	$26,201	$37,515	43%
Miami	$25,383	$37,507	48%
Dallas	$24,894	$37,209	50%
Los Angeles	$24,420	$36746	51%
Pittsburgh	$23,628	$36,530	55%
National average	**$23,076**	**$34,471**	**49%**
Atlanta	$25,161	$34,285	36%

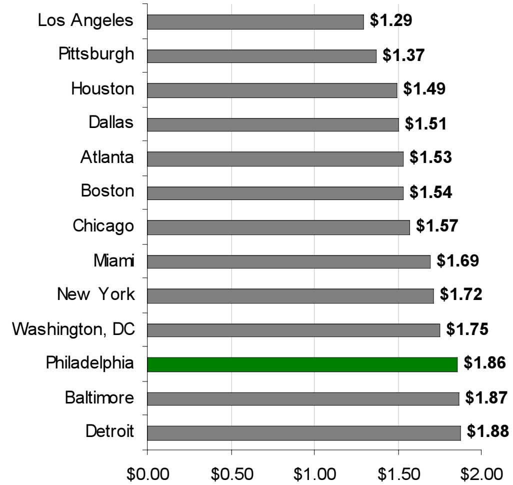
SOURCE: *U.S. Bureau of Economic Analysis, Regional Economic Accounts, Data Table CA30, 2007. Income in current dollars (not adjusted for inflation).*

Average wage per job by place of work, 2000-2005

Metropolitan area	2000	2005	% Change
Baltimore	$35,641	$43,557	22%
Washington, DC	$45,347	$55,182	22%
Miami	$33,314	$39,817	20%
Philadelphia	**$38,770**	**$45,965**	**19%**
Los Angeles	$39,163	$46,401	18%
Trenton-Ewing	$43,334	$51,055	18%
Houston	$39,708	$46,582	17%
National average	**$34,718**	**$40,146**	**16%**
Pittsburgh	$33,317	$38,480	16%
Chicago	$40,521	$46,402	15%
Atlanta	$44,554	$50,879	14%
New York	$49,960	$56,878	14%
Dallas	$39,736	$45,045	13%
Boston	$47,042	$53,150	13%
Detroit	$41,706	$46,485	12%

SOURCE: *U.S. Bureau of Economic Analysis, Regional Economic Accounts, Data Table CA30, 2007. Wages are in current dollars (not adjusted for inflation).*

Income earned by suburban households for every dollar earned by primary city households, 1999



SOURCE: *HUD, State of the Cities database.*

REAL ESTATE

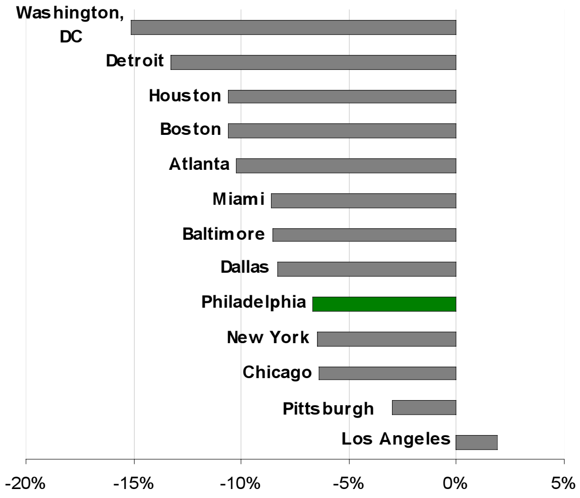
At just under 13%, the office vacancy rate in Philadelphia's central business district in the first quarter of 2007 was lower than any of the metros studied except Washington, D.C., New York, and Houston. The office market in Philadelphia's suburbs is likewise healthy, with the fifth lowest vacancy rate (behind only Los Angeles, Washington, D.C., Houston, and Miami). At 0.85, the ratio of the vacancy rate in the central business district to that in the suburbs is almost equal to the national average, closer to the average than any of the metropolitan areas except Houston. The vacancy rate in downtown Philadelphia declined during the 1990's, although not at the rate seen in most other major metros, ranking 9th (ahead of only New York, Chicago, Pittsburgh, and Los Angeles). Office vacancy rates declined between 1990 and 1999 in all the central business districts except Los Angeles, where vacancies were 2% higher in 1999 than they were in 1990.

Office vacancy rates, 2007 (first quarter)

Metropolitan area	CBD	Suburbs	Ratio
Washington, DC	7.0%	12.0%	0.58
New York	8.8%	16.4%	0.54
Houston	11.7%	13.0%	0.90
Philadelphia	**12.7%**	**14.9%**	**0.85**
Miami	12.8%	13.5%	0.95
Boston	13.0%	21.8%	0.60
National average	**13.7%**	**15.5%**	**0.88**
Chicago	15.2%	18.9%	0.80
Pittsburgh	15.7%	21.0%	0.75
Los Angeles	15.8%	11.9%	1.33
Baltimore	16.2%	15.8%	1.03
Detroit	19.5%	20.3%	0.96
Atlanta	20.7%	21.2%	0.98
Dallas	22.0%	20.5%	1.07

SOURCE: *Property and Portfolio research (PPR), Boston, Massachusetts (June 2007). 'CBD' is the central business district. The national average for the CBDs is the average of the top 54 cities monitored by PPR.*

Change in office vacancy rate in the central business district, 1990-1999



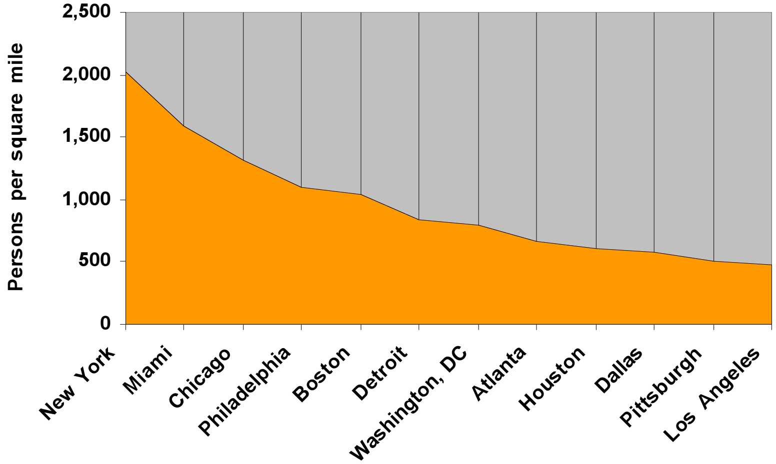
SOURCE: *"Comparative Statistics of Industrial and Office Real Estate Markets", 1991 and 2001 Guides.*

the built & natural environment

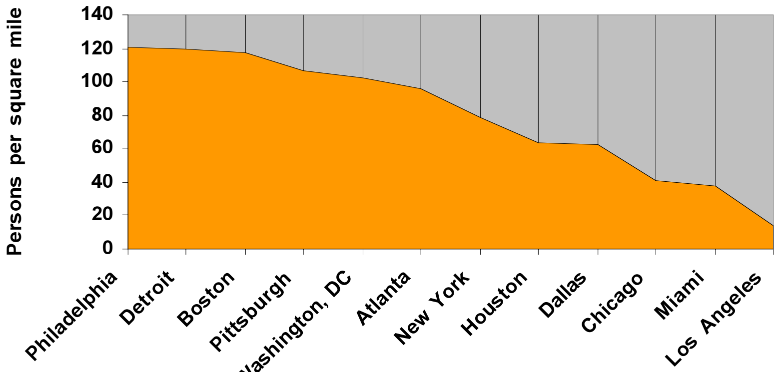
DENSITY

The Philadelphia metro area has a relatively high population density, with more persons per square mile than any region except New York, Miami, and Chicago. Even more interesting is the persons per square mile in areas outside of the region's urban areas (based on the Census Bureau's definition of urbanized areas), where Philadelphia's ratio of over 121 persons per square mile is the highest of the metros studied. These densities should continue to enable the area to provide an efficient transportation network and take advantage of the benefits of mass transit.

Population density of the MSA, 2000



Population density outside urban areas, 2000

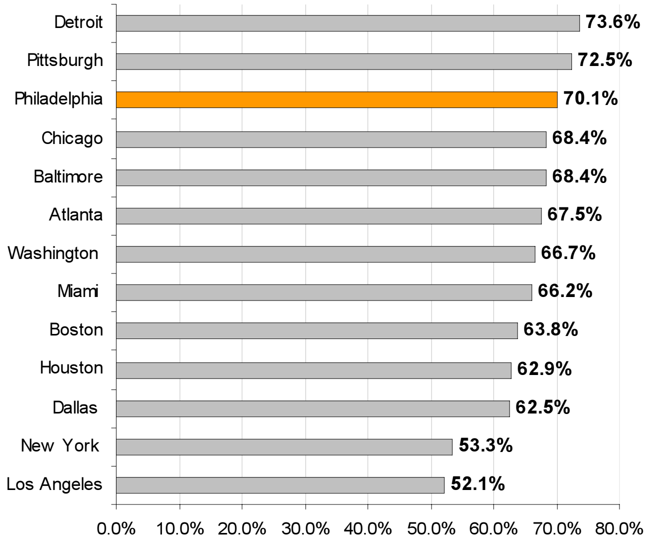


SOURCE: *Demographia, 2005. Original data from the U.S. Census Bureau, using the Bureau's definition of "urban areas". In this calculation, the Baltimore MSA is included as a part of the Washington, D.C. metro area.*

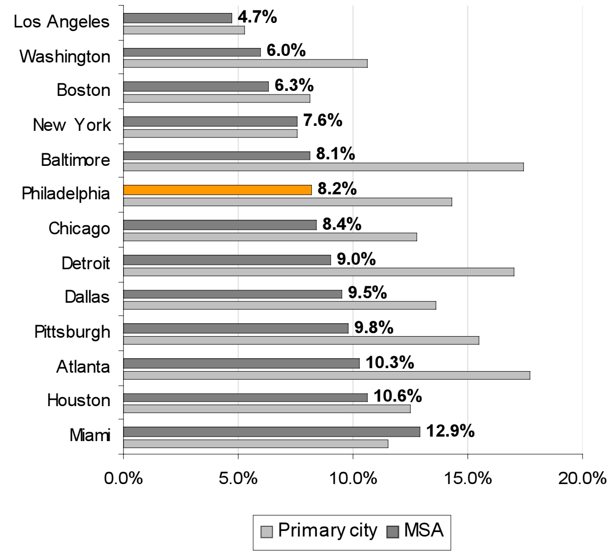
HOUSING OCCUPANCY AND TENURE

The availability and affordability of quality housing is an important determinant of the attractiveness or competitiveness of a region. The Delaware Valley continues to offer homeownership opportunities at affordable prices. As in the 1990's, the Philadelphia region retains its third-place rank in the percentage of owner-occupied housing, behind only Detroit and Pittsburgh. At 8.2% overall, the region's housing vacancy rate ranks 6th lowest of the 13 metro areas studied. The region's greatest challenge, however, lies in reducing housing vacancies in the City of Philadelphia. The City's vacancy rate of 14.3% is the fifth highest among the primary cities, behind only Atlanta, Baltimore, Detroit, and Pittsburgh.

Homeownership rate, 2005



Housing vacancy rate, 2005



SOURCE: *U.S. Census Bureau, 2005 American Community Survey.*

HOUSING COST

According to the 2000 Census, the median value of owner-occupied housing in the Philadelphia metro was the fourth lowest of the regions studied, lower than the other East Coast metropolitan areas of Baltimore, Washington, New York, and Boston. When compared in constant 2005 dollars, housing values increased between 1990 and 2000 in seven of the 13 metro areas, but decreased in Philadelphia as well as Dallas, Boston, Washington, New York, and Los Angeles. Converted to 2005 dollars, Philadelphia's median gross monthly gross rent (which includes all utilities and fuels for which the renter is responsible), was $736 in 2000, 5th lowest of the metropolitan areas studied. When compared to 1990 (again, in constant 2005 dollars), the median rent in the Philadelphia metro decreased by 4%, the 6th lowest percent change. Based on more recent 2005 American Community Survey data (which is not itself directly comparable to the 1990 and 2000 Censuses, but is useful for 2005 comparisons between regions), the median value of owner-occupied housing in the Philadelphia metro is now the 6th lowest among the metros studied (with median housing values in both Detroit and Atlanta now lower than Philadelphia), while the median contract rent is also 6th lowest (with less expensive median rents in Dallas and Chicago but higher medians in Baltimore and Atlanta).

Median value of owner-occupied housing, 1990-2000

Metropolitan area	1990	2000	% Change 1990-2000
Pittsburgh	$81,762	$96,987	19%
Houston	$93,846	$101,626	8%
Dallas	$115,227	$113,575	-1%
Philadelphia	**$149,481**	**$139,590**	**-7%**
Miami	$134,987	$145,637	8%
Atlanta	$130,655	$152,081	16%
Detroit	$100,813	$152,906	52%
Baltimore	$149,475	$152,958	2%
Chicago	$151,448	$180,804	19%
Washington, DC	$242,194	$205,493	-15%
New York	$281,979	$238,188	-16%
Boston	$261,717	$244,212	-7%
Los Angeles	$346,991	$258,791	-25%

SOURCE: *U.S. Dept. of Housing and Urban Development, "State of the Cities" database. Values shown in 2005 dollars.*

Median monthly gross rent

Metropolitan area	1990	2000	% Change 1990-2000
Pittsburgh	$539	$544	1%
Detroit	$681	$663	-3%
Houston	$607	$668	10%
Baltimore	$732	$710	-3%
Philadelphia	**$771**	**$736**	**-4%**
Dallas	$665	$736	11%
Chicago	$725	$747	3%
Miami	$799	$792	-1%
Atlanta	$780	$842	8%
New York	$807	$842	4%
Los Angeles	$982	$843	-14%
Boston	$950	$873	-8%
Washington, DC	$991	$925	-7%

SOURCE: *U.S. Dept. of Housing and Urban Development, "State of the Cities" database. Values are shown in 2005 dollars. 'Monthly gross rent' equals the contract rent plus the estimated cost of utilities (electricity, gas, water, and sewer) and fuels, if paid by the renter.*

Median housing costs, 2005

Metropolitan area	Median value of owner-occupied units	Median annual contract rent
Pittsburgh	$104,600	$6,936
Houston	$123,400	$8,424
Dallas	$133,900	$8,868
Detroit	$170,600	$8,592
Atlanta	$177,200	$9,756
Philadelphia	**$208,400**	**$9,648**
Chicago	$233,500	$9,612
Baltimore	$243,500	$9,792
Miami	$250,000	$10,524
Boston	$394,800	$12,288
Washington, DC	$404,900	$12,852
New York	$419,200	$11,364
Los Angeles	$520,000	$11,664

SOURCE: *U.S. Census Bureau, 2005 American Community Survey*

HOUSING AFFORDABILITY

When comparing median housing value to household income, the Philadelphia area's 2005 ratio of 3.89 (meaning that the median value of a housing unit is almost 4 times the typical household's annual income) ranks sixth, ahead of other major East Coast markets such as Washington, DC, Boston, and New York. While the average homeowner in the Delaware Valley pays 22% of their income towards housing (ranking 7th), the average renter pays 31% (ranking 10th) and over 40% of renters pay 35% or more (lower than only Miami, Los Angeles, and Detroit). When considering the cost of buying only newly constructed housing units, the Philadelphia metro area ranks 7th, with a typical buyer needing to earn just under $121,000 to qualify for a mortgage to purchase the median-priced new home.

Affordability of new homes, 2007

Metropolitan area	Median price of a new home	Income needed to qualify
Houston	$204,895	$60,320
Dallas	$207,076	$60,962
Pittsburgh	$221,064	$65,080
Atlanta	$237,715	$69,982
Detroit	$263,908	$77,693
Chicago	$351,722	$103,544
Philadelphia	**$410,290**	**$120,786**
Boston	$435,403	$128,180
Miami	$460,507	$135,570
New York	$471,222	$138,724
Baltimore	$490,208	$144,314
Los Angeles	$580,615	$170,929
Washington, DC	$604,407	$177,963

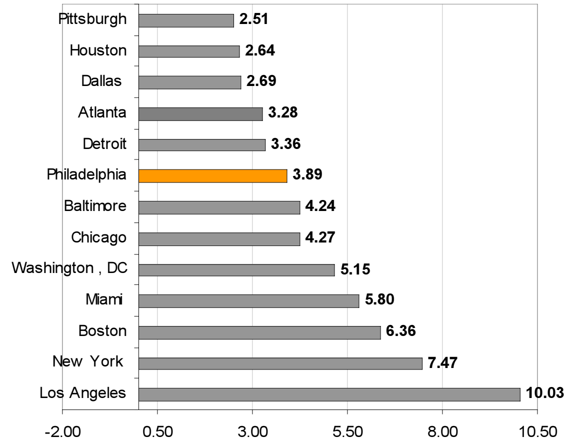
SOURCE: *National Association of Home Builders, "Metro Area House Prices and Affordability" (special study), July 2007. Note: "Income needed to qualify" assumes that a typical buyer will provide a 10% down payment and obtain a 30-year fixed rate mortgage, and that the monthly payment (including mortgage principle and interest, property taxes, and insurances) will not exceed 28% of income.*

Housing costs as a percent of income, 2005

Metropolitan area	Median owner-housing costs as a % of household incoome	Median gross rent as a % of household income	% of renters paying 35% or more of their income towards housing
Pittsburgh	20%	29%	36%
Houston	21%	31%	39%
Baltimore	21%	30%	36%
Atlanta	22%	29%	38%
Detroit	22%	31%	41%
Dallas	22%	29%	37%
Philadelphia	**22%**	**31%**	**40%**
Washington, DC	22%	29%	35%
Trenton-Ewing	23%	30%	39%
Boston	24%	30%	38%
Chicago	24%	31%	40%
New York	25%	31%	40%
Los Angeles	26%	33%	44%
Miami	27%	35%	48%

SOURCE: *U.S. Census Bureau, American Community Survey, 2005. "Owner costs" include utilities and taxes; "renter costs" include utilities. Data does not include persons living in group quarters (such as institutions or dormitories).*

Ratio of median housing value to median household income by MSA, 2005



SOURCE: *DVRPC analysis using data from the 2005 American Community Survey.*

RESIDENTIAL CONSTRUCTION

Over 106,000 permits for residential units were issued in the Philadelphia metropolitan area between 2001 and 2005, ranking 10th among the thirteen metro areas studied. In order to better understand and compare the relative impact of construction activity, the building permit data was also compared to the number of residents living in each metro as of the 2000 Census. The Philadelphia region as a whole issued almost 19 permits per 1,000 residents, ranking 9th of the areas studied. This number trails fast growing areas such as Atlanta, Houston, Dallas, and Miami, but was ahead of the pace realized in other East Coast metros such as Boston, New York and Pittsburgh, as well as Los Angeles. Of the 106,221 permits issued between 2001 and 2005 in the Philadelphia metropolitan area, 8,270 were in the City of Philadelphia, marking a significant turn-around for a city where only 3,694 permits were issued during the previous five-year period.

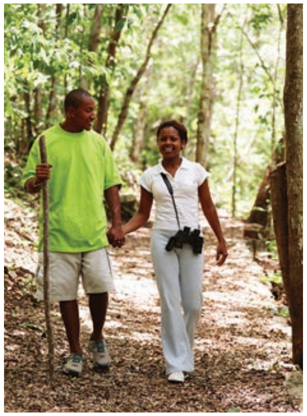
Residential construction activity

Metropolitan area	Total residental permits 2001-2005	Permits issued per 1,000 residents
Atlanta	339,957	80.0
Houston	259,338	55.0
Dallas	268,356	52.0
Washington , DC	192,097	40.1
Miami	182,632	36.5
Chicago	246,228	27.1
Detroit	107,846	24.2
Baltimore	54,641	21.4
Philadelphia	**106,221**	**18.7**
Boston	81,202	18.5
New York	283,188	15.5
Pittsburgh	32,039	13.2
Los Angeles	157,710	12.8

SOURCE: *U.S. Census Bureau, Construction Statistics Division. 'Philadelphia' includes both the Philadelphia and Trenton-Ewing MSAs.*

URBAN PARKLAND

An increasingly popular measure of a city's quality of life is public parkland. Urban parks tend to be regularly used and accessible to diverse groups of people, and city recreation departments provide many social services ranging from maintaining unique amenities, such as observatory or zoo, to organizing ultimate Frisbee leagues and operating summer day camps. In the last 10 years, many large cities have invested in expanding, refurbishing or establishing new city parks, such as Chicago's Millennium Park.



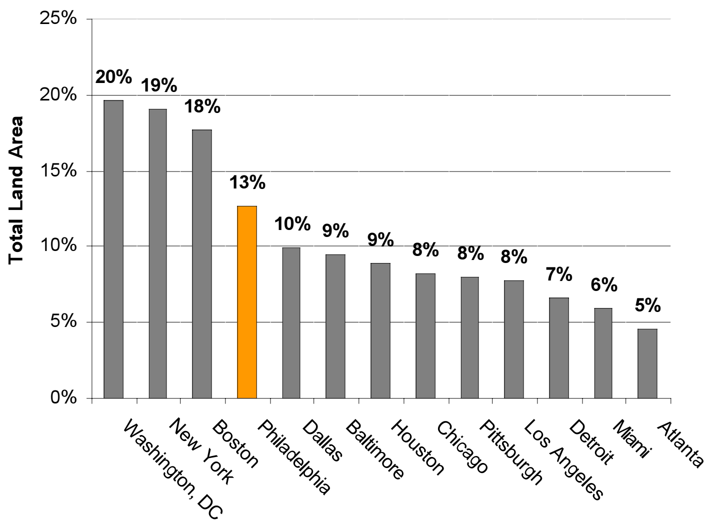
Urban parkland, 2005

Metropolitan statistical area	Parkland acres (within city proper)	Acres per 1000 persons
Dallas	21,670	17.6
Houston	33,209	15.5
Washington, DC	7,726	13.3
Boston	5,475	9.3
Pittsburgh	2,838	9.1
Atlanta	3,829	7.9
Baltimore	4,905	7.8
Philadelphia	**10,916**	**7.5**
Detroit	5,890	6.8
Los Angeles	23,410	6.1
New York	37,008	4.5
Chicago	11,916	4.2
Miami	1,347	3.3

SOURCE: *DVRPC analysis based on data from the Trust for Public Land (2005) and the U.S. Census Bureau.*

The Trust for Public Land produces an annual survey on the nation's largest cities and their public parkland. The City of Philadelphia ranks 8th among the selected metropolitan areas in parkland acres per 1,000 people. Detroit, Los Angeles, New York, Chicago, and Miami immediately follow, while Dallas, Washington, DC, and Houston are the top three, providing well over 10 acres per 1,000 people. Interestingly, Philadelphia is 4th after Washington, D.C., New York, and Boston in the percentage of city land area devoted to parks. Nearly 20% of Washington, DC is preserved as national monuments, city parklands, or public spaces like museums. New York, the densest city in the nation, also dedicates almost 20% of its total land area to public spaces, followed closely by Boston at 18%.

Percent of city land area devoted to parks

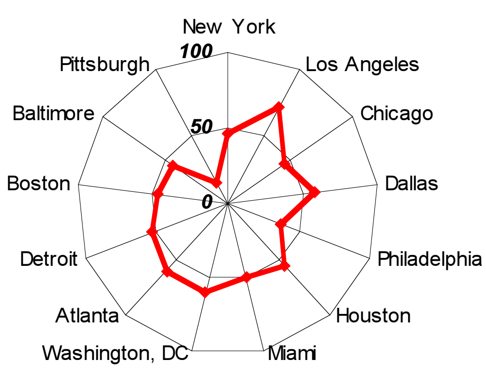


transportation

COMMUTE

At just under 28 minutes, the Delaware Valley has the 4th lowest average commute time of the metro areas studied, lower than Houston, Los Angeles, Miami, Boston, Baltimore, Chicago, Atlanta, Washington, DC, and New York. On a per capita basis, the region ranks 2nd behind only New York for the lowest daily vehicle miles traveled (DVMT). When DVMT is compared to miles of roadway as a measure of congestion, the Philadelphia metropolitan area ranks 1st among the largest metro areas and 2nd overall, behind only Pittsburgh. Philadelphia's travel time index (the ratio of peak hour to off-peak travel) is third lowest, behind only Pittsburgh and Boston. Considering the average annual hours of delay per peak hour commuter, only Pittsburgh has fewer hours of delay than does the Philadelphia region, resulting in the second lowest number of gallons of fuel wasted while sitting in traffic.

Average annual hours of delay per commuter, 2005



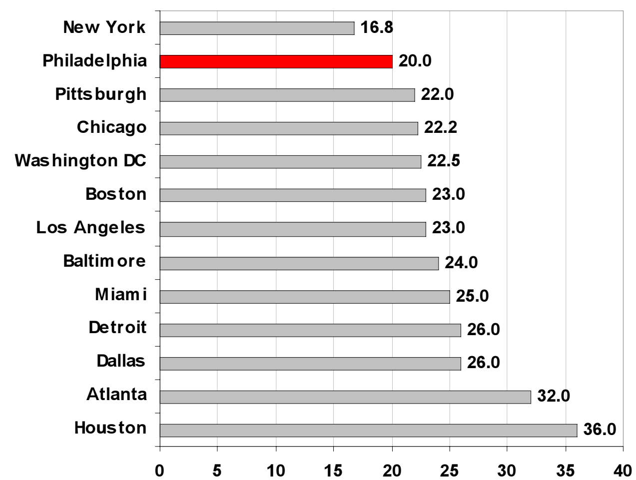
SOURCE: *Texas Transportation Institute, "2007 Urban Mobility Report".*

Congestion indicators

Metro area	Daily vehicle miles per mile or roadway, 2004	Travel time index 2005	Gallons of feul wasted per traveler delayed by congestion 2005
Pittsburgh	4,221	1.09	9
Philadelphia	**5,562**	**1.28**	**24**
Boston	5,617	1.27	31
Dallas	6,381	1.35	40
Baltimore	7,350	1.30	32
Detroit	6,960	1.29	35
New York	7,088	1.39	29
Houston	6,270	1.36	42
Miami	7,866	1.38	35
Atlanta	6,579	1.34	44
Washington, DC	8,256	1.37	43
Chicago	7,154	1.47	32
Los Angeles	11,176	1.50	57

SOURCES: *U.S. Dept. of Transportation, FHWA (DVMT/mile); Texas Transportation Institute (travel time index and gallons wasted per delayed traveler. Travel time index equals the ratio of travel time during peak hour to travel time during free-flow conditions.*

Average daily vehicle miles per capita by metropolitan area, 2004



SOURCE: *U.S. Department of Transportation, FHWA, Highway Statistics 2004.*

Average daily commute (in minutes) by metropolitan area, 2005

National average	**24.2**
Pittsburgh	24.6
Detroit	25.9
Dallas	26.5
Philadelphia	**27.9**
Houston	28.1
Los Angeles	28.4
Miami	28.5
Boston	28.6
Baltimore	29.0
Chicago	31.0
Atlanta	31.1
Washington, DC	33.4
New York	34.2

SOURCE: *U.S. Census Bureau, 2005 American Community Survey.*

MODE

Travel mode indicates how people are getting to work. In 2000, 73% of the Philadelphia region's commuters drove alone to work (up from 69% in 1990); 10% carpooled; 9% took public transportation; 5% used some other means of travel (including walking or biking); and 3% worked at home. As with most of the metropolitan areas studied, this represents an increase in the percent driving alone and a decrease in all other modes, a trend that has continued since the 1980's. This trend is primarily the result of the increase in employment in suburban areas not currently well-served by public transit.

Despite a slight decline in transit usage between 1990 and 2000, the Philadelphia region continues to have one of the higher percentages of commuters using public transit,

Mode of transportation to work, 1990-2000

	Drove alone (car, truck, or van)		Carpooled		Public transportation		Motorcycle, bicycle taxi, walked, or other means		Worked at home	
Metropolitan area	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
New York	54%	56%	10%	9%	27%	25%	7%	6%	2%	3%
Washington, DC	63%	70%	15%	13%	14%	9%	5%	4%	3%	3%
Chicago	67%	70%	12%	11%	14%	11%	5%	4%	2%	3%
Baltimore	71%	72%	14%	13%	8%	7%	5%	6%	2%	2%
Los Angeles	72%	72%	15%	15%	5%	5%	5%	4%	3%	4%
Philadelphia	**69%**	**73%**	**12%**	**10%**	**10%**	**9%**	**6%**	**5%**	**2%**	**3%**
Boston	70%	74%	10%	9%	11%	9%	6%	5%	3%	3%
Miami	76%	77%	14%	13%	4%	4%	4%	3%	2%	3%
Atlanta	78%	77%	13%	14%	5%	3%	2%	2%	2%	3%
Houston	76%	77%	14%	14%	4%	3%	4%	3%	2%	2%
Pittsburgh	71%	77%	13%	10%	8%	6%	6%	4%	2%	2%
Dallas	79%	79%	14%	14%	2%	2%	3%	3%	2%	3%
Detroit	83%	84%	10%	9%	2%	2%	3%	2%	2%	2%

SOURCE: *U.S. Census Bureau. Includes workers age 16 and older. Ranked by percent of workers who drove alone to work in 2000.*

exceeded significantly by New York and Chicago but about the same as Washington, DC, and Boston. Recent surveys have concluded that mass transit usage has increased since 2000 in most major metros, including Philadelphia. The Philadelphia area also has one of the largest percentages of people who bike or walk to work, exceeded by only New York and Baltimore. The region ranks 9th, however, in carpooling, and 8th in the percent of people working at home.

The Philadelphia area ranks 8th in miles of mass transit per capita (including both commuter rail and bus), but still has over double the national average. The region was 5th in the number of trips per capita in 2003, behind only New York, Washington, Boston, and Chicago. The Philadelphia region also has the 5th lowest percentage of transit trips relying on buses and a consequently higher percent of trips using heavy or light rail. Rail travel reduces congestion on the highways and usually results in a faster, more efficient trip for commuters.

***NOTE:** *The data for trips counts "unlinked trips", which count individual segments of a trip separately (including transfers). One single linked trip (or journey) may therefore include several unlinked trips.*

Public transit ridership, 2003

Metropolitan areas	Annual passenger trips, 2003 (millions)	Annual trips per capita	Percent distribution: Motor bus	Heavy rail	Light rail	Commuter rail	Other
New York	3,315.2	186.2	39%	53%	0%	7%	1%
Washington, DC	437.5	111.2	43%	56%	0%	1%	0%
Boston	394.1	97.7	32%	38%	18%	10%	2%
Chicago	582.0	70.1	56%	31%	0%	12%	1%
Philadelphia	**338.8**	**65.8**	**54%**	**28%**	**8%**	**9%**	**1%**
Los Angeles	635.0	53.9	88%	5%	5%	1%	1%
Baltimore	110.1	53.0	78%	12%	7%	3%	0%
Atlanta	149.0	42.6	51%	48%	0%	0%	1%
Pittsburgh	71.4	40.7	85%	0%	10%	0%	5%
Miami	133.8	27.2	80%	11%	0%	2%	7%
Houston	93.0	24.3	98%	0%	0%	0%	2%
Dallas	85.8	20.7	74%	0%	20%	3%	3%
Detroit	48.5	12.4	95%	0%	0%	0%	5%

SOURCE: *U.S. Bureau of Transportation Statistics, State Transportation Statistics, 2005. "Other" includes such modes as trolley bus, ferry, cable car, vanpool, and demand response. Trips include "unlinked passenger trips", which count individual segments of a single journey (such as transfers) as separate trips.*

Mass transit miles per capita by metropolitan area, 2003

New York	62.9
Boston	27.4
Chicago	26.5
Washington, DC	24.4
Miami	21.5
Pittsburgh	21.4
Los Angeles	18.9
Philadelphia	**17.4**
Baltimore	17.2
Atlanta	16.7
Dallas	16.2
Houston	15.1
Detroit	10.3
National average	**8.0**

SOURCE: *"Cities Ranked and Rated". Primary data from the U.S. Census Bureau.*

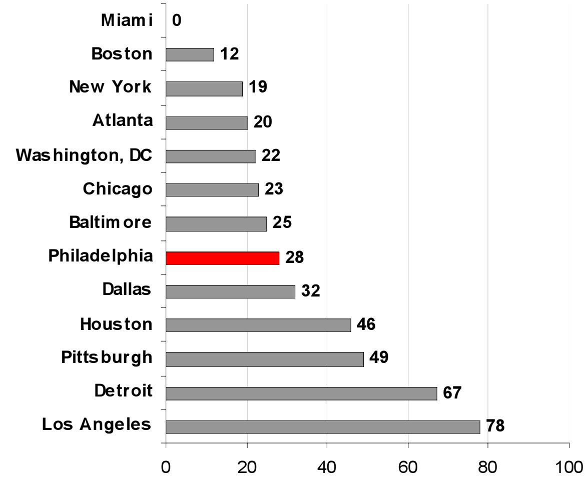
The Philadelphia metropolitan area has been recognized by the Foundation for Clean Air Progress as one of the twenty most-improved areas.

AIR QUALITY

The 1990 Clean Air Act Amendments introduced a renewed federal commitment to air quality improvements and set the stage for states and regions to take action to protect the public health by reducing air pollution. Substantial improvements in ground level ozone air quality have been realized throughout the United States over the last two decades. Along with Los Angeles, New York, Washington, DC, and Baltimore, the Philadelphia metropolitan area has been recognized by the Foundation for Clean Air Progress as one of the 20 most-improved areas between 1980 and 2000 (ranking 6th nationally, behind only Los Angeles among the metro areas studied).

In 2005, the Philadelphia region saw 132 days when the air quality was considered good by EPA standards; 205 days when the quality was considered moderate; and 28 days when the region's air quality was considered unhealthy, either for sensitive populations (such as the very young, chronically ill, or elderly) or the general population. Although the region ranked 10th in terms of the number of good days, the Philadelphia area was 8th in terms of the fewest unhealthy days, ahead of Los Angeles, Detroit, Pittsburgh, Houston, and Dallas.

Days when the air quality was considered unhealthy by metropolitan area, 2005



SOURCE: *U.S. Environmental Protection Agency.*

Air quality, 2005

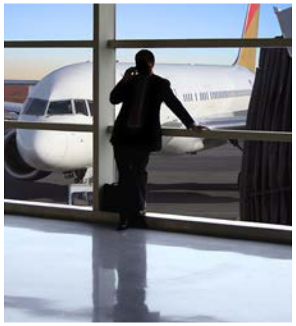
Metropolitan area	Number of days when the air quality was considered: Good	Moderate	Unhealthy
Miami	282	83	0
Boston	210	143	12
Dallas	210	123	32
Washington, DC	176	167	22
Baltimore	155	185	25
New York	155	191	19
Atlanta	146	199	20
Houston	139	179	46
Chicago	136	206	23
Philadelphia	**132**	**205**	**28**
Pittsburgh	123	193	49
Los Angeles	120	167	78
Detroit	40	258	67

SOURCE: *U.S. Environmental Protection Agency. "Unhealthy" days include days when the Air Quality Index (AQI) exceeded 100; "moderate" includes days when the AQI was between 51 and 100; and "good" includes days when the AQI was 50 or less. The AQI takes into account all of the criteria air pollutants measured within the MSA.*

AVIATION

Philadelphia International Airport (PIA) ranks 8th among the major metro areas studied and 16th in the world in terms of total enplaned passengers in 2004. This volume represents a 66% increase in passenger traffic since 1994, improving the airport's 24th place ranking of 10 years earlier. The increase was due in large part to the construction of a new runway, which increased the airport's capacity for serving regular long distance flights.

One challenge facing the airport is its on-time flight performance, which lags behind the vast majority of the facilities in the metropolitan areas studied. During any given quarter in 2004, an average of 28% of the flights at PIA left or arrived at least 15 minutes late (better than only Atlanta's Hartsfield Airport), although PIA's on-time performance did improve over the course of the year.



Enplaned passengers, 1994-2004

Metropolitan Area (Airport)	1994 Total	1994 Rank	2004 Total	2004 Rank	% change, 1994-2004
Atlanta (Hartsfield-Atlanta Int'l.)	25,630	2	40,399	1	58%
Chicago (Chicago O'Hare Int'l.)	29,700	1	33,653	2	13%
Dallas (Dallas/Ft Worth Int'l.)	25,117	3	27,563	3	10%
Los Angeles (Los Angeles Int'l.)	19,721	4	22,892	4	16%
Detroit (Detroit Metro Wayne County)	11,822	8	16,784	9	42%
Houston (George Bush Intercontinental)	9,626	17	16,707	10	74%
New York (John F Kennedy Int'l.)	8,894	20	13,222	15	49%
Philadelphia (Philadelphia International)	**7,537**	**24**	**12,480**	**16**	**66%**
Miami (Miami Int'l.)	10,810	11	11,521	17	7%
Boston (Gen. Edward Lawrence Logan Int'l.)	10,609	12	11,094	19	5%
New York (LaGuardia)	9,780	16	10,980	20	12%
Baltimore (Baltimore-Washington Int'l.)	5,481	27	9,735	22	78%
Washington, DC (Washington Dulles Int'l.)	4,218	35	9,389	23	123%
Chicago (Chicago Midway)	4,049	36	9,236	24	128%
Washington, DC (Ronald Reagan National)	6,975	25	7,184	30	3%
Pittsburgh (Pittsburgh Int'l.)	8,928	19	5,704	34	-36%

SOURCE: *U.S. Bureau of Transportation Statistics, Office of Airline Information. Data in thousands of passengers.*

On-time arrivals and departures at major airports, 2004

Airport	On-time arrivals				On-time departures			
	1st quarter	2nd quarter	3rd quarter	4th quarter	1st quarter	2nd quarter	3rd quarter	4th quarter
Houston, George Bush	80.3	87.2	76.8	81.7	85.7	89.4	79.3	85.5
Los Angeles International	75.9	82.7	80.9	80.8	80.5	85.6	83.4	83.3
Pittsburgh, Greater International	75.6	80.6	77.4	80.4	81.5	84.4	81.7	84.3
Dallas-Fort Worth International	82.5	84.7	76.2	81.9	81.3	82.5	74.7	80.4
Washington/Dulles	79.0	78.6	77.0	82.5	79.1	79.9	79.3	84.5
Chicago, Midway	79.2	86.2	82.2	81.5	76.9	82.2	76.1	74.1
Baltimore/Washington International	78.4	83.0	78.0	81.4	78.2	82.1	77.6	78.6
Detroit, Metro Wayne County	76.9	82.9	75.5	76.6	79.3	82.9	71.8	76.9
Boston, Logan International	69.6	77.5	69.9	72.9	74.7	83.0	77.4	79.1
Miami International	76.1	77.1	72.9	70.2	77.9	78.0	72.7	76.1
Chicago, O'Hare	70.2	78.0	76.4	75.0	70.9	76.5	75.0	72.5
New York, JFK International	68.9	74.0	67.7	70.5	73.6	81.5	74.2	77.7
New York, La Guardia	62.7	72.8	68.4	62.8	74.6	82.3	78.7	75.9
Philadelphia International	**65.7**	**74.7**	**72.2**	**75.0**	**63.9**	**75.8**	**72.6**	**75.9**
Atlanta, Hartsfield	70.0	77.2	66.3	73.9	72.9	77.6	67.6	74.7

SOURCE: *U.S. Bureau of Transportation Statistics, Office of Airline Information Numbers are percentages. Ranked by average percentage of on-time arrivals or departures.*

PORTS AND FREIGHT

The region's port facilities are also among the busiest in the country, ranked 20th nationally in the number of short tons handled annually (6th among the metropolitan areas studied that have an active port). In terms of containerized freight, the 377,000 twenty-foot equivalent units (TEUS) handled at the four ports located in the Philadelphia metropolitan area, including Philadelphia (PA), Wilmington (DE), Chester (PA), and Camden/Gloucester City (NJ), would rank 19th nationally if totaled together.

****NOTE:** *a TEUS is a measure of containerized cargo capacity equal to a standard 20-foot length by 8-foot width by 8-foot 6-inch height container.*

Container traffic in the major metropolitan area, 2004

Port	Rank	Total	Total domestic (including empties)	Inbound domestic (loaded)	Outbound domestic (loaded)	Total foreign (loaded)	Foreign imports	Foreign exports
Los Angeles	3	3,900.6	13.4	2.7	9.0	3,888.9	3,109.7	779.2
New York/New Jersey	4	3,409.1	287.1	128.0	127.5	3,153.6	2,236.7	917.0
Houston	10	1,235.7	156.3	58.5	87.1	1,090.1	532.2	558.0
Miami	14	817.6	28.0	5.7	4.4	807.5	459.1	348.4
Baltimore	18	443.8	120.8	55.1	42.3	346.4	228.3	118.1
Philadelphia Area Ports	**19**	**377.4**	**12.2**	**7.2**	**0.5**	**369.7**	**284.2**	**85.5**
Philadelphia	26	114.6	0	0	0	114.6	96.4	18.2
Wilmington, DE	22	150.2	0	0	0	150.2	121.0	29.1
Chester, PA	28	84.8	0	0	0	84.8	48.3	36.5
Camden-Gloucester, NJ	42	27.9	12.2	7.2	0.5	20.1	18.5	1.6
Boston	23	135.4	19.7	9.4	5.8	120.1	73.1	47.0

SOURCE: *U. S. Army Corps of Engineers, 2004 Waterborne Container Traffic for US Ports. Numbers are thousands of twenty-foot equivalent units (TEUS). A TEUS is a measure of containerized cargo capacity equal to a standard 20-foot length by 8-foot width by 8-foot 6-inch height container.*

Port activity, 2004

Port	National rank	Total	Total foreign cargo	Foreign Imports	Foreign Exports	Total domestic
Houston	2	202,047	137,537	97,713	39,823	64,511
New York/New Jersey	3	152,378	82,200	70,749	11,451	70,178
Los Angeles	14	51,363	43,872	32,420	11,452	7,491
Baltimore	16	47,399	32,780	24,950	7,830	14,619
Pittsburgh	19	41,032	0	0	0	41,032
Philadelphia	**20**	**35,220**	**21,437**	**21,123**	**314**	**13,782**
Boston	31	25,797	17,806	16,826	979	7,991
Chicago	35	24,602	3,828	2,550	1,278	20,774
Detroit	42	16,858	4,282	4,021	261	12,577
Miami	57	9,755	8,332	5,201	3,131	1,423

SOURCE: *U.S. Army Corps of Engineers, Waterborne Commerce of the United States, 2004. Numbers (except rank) are in thousands of short tons.*

the civic environment

REPRESENTATION

The Philadelphia region is politically fragmented. This is evident by its total number of governments, the number of governments per capita, and the number of people served by each government. Only Chicago, New York, and Houston have more governmental entities than the Philadelphia region, and only Pittsburgh, Houston, and Chicago have more government representation per capita. The majority of the governments in the region are municipal governments and other local governmental entities, such as school districts and water and sewer authorities. While so many government agencies pose a greater risk of institutional overlap and parochialism, home rule also enhances the ability of local governments to effectively respond to their constituents' unique needs.

Total governments

Metropolitan area	Total	County	Local	Other
Baltimore	57	6	20	31
Washington, DC	182	15	94	73
Miami	203	3	97	103
Atlanta	358	28	133	197
Detroit	376	6	209	161
Dallas	461	12	199	250
Los Angeles	486	2	121	363
Boston	607	4	197	406
Pittsburgh	907	7	457	443
Philadelphia	**950**	**11**	**389**	**550**
Houston	953	10	125	818
New York	1,573	18	565	990
Chicago	1,685	14	554	1,117

SOURCE: *U.S. Census of Local Governments, 2002. The Philadelphia MSA does not include the 13 municipalities and other government authorities in Mercer County, New Jersey. 'Other' includes government entities such as school districts, housing authorities, water and sewer authorities, and soil conservation districts.*

Governments per capita

Metropolitan area	Total governments per 100,000 residents	County governments per 100,000 residents	Local governments per 100,000 residents	Other governments per 100,000 residents	People per government
Baltimore	2.3	0.2	0.8	1.2	44,003
Washington, DC	3.8	0.3	2.0	1.5	26,028
Los Angeles	3.9	0.0	1.0	2.9	25,392
Miami	4.1	0.1	1.9	2.1	24,428
Atlanta	8.4	0.7	3.1	4.6	11,866
Detroit	8.6	0.1	4.7	3.6	11,692
New York	8.6	0.1	3.1	5.4	11,625
Dallas	9.0	0.2	3.9	4.8	11,098
Boston	13.9	0.1	4.5	9.2	7,180
Philadelphia	**16.8**	**0.2**	**6.8**	**9.7**	**5,942**
Chicago	18.6	0.2	6.1	12.3	5,380
Houston	20.3	0.2	2.7	17.3	4,933
Pittsburgh	38.1	0.3	18.8	18.2	2,625

SOURCE: *U.S. Census of Local Governments, 2002. The Philadelphia MSA does not include the 13 municipalities and other government authorities in Mercer County, New Jersey.*

TAXES AND REVENUE

Local tax revenue per capita by metropolitan area, 2002

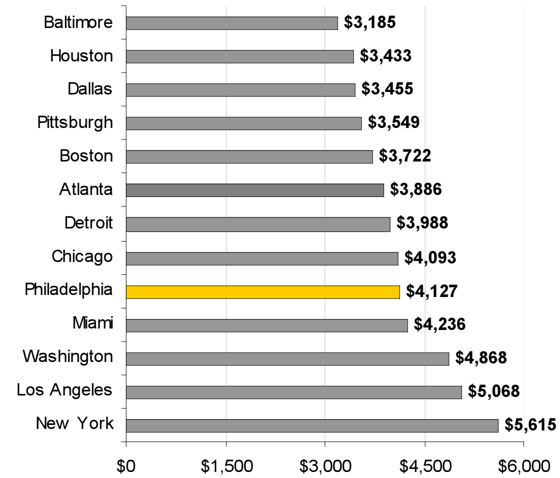
Detroit	$1,071
Pittsburgh	$1,253
Los Angeles	$1,271
Atlanta	$1,281
Miami	$1,466
Boston	$1,533
Baltimore	$1,581
Philadelphia	**$1,609**
Houston	$1,733
Chicago	$1,799
Dallas	$1,807
Washington, DC	$2,401
New York	$2,565

SOURCE: *U.S. Census of Local Governments, 2002.*

The Philadelphia metropolitan area has a high level of government revenue per capita, exceeded only by New York, Los Angeles, Washington, DC, and Miami. This data includes all sources of government revenue, including state, county, and local taxes as well as other sources, such as state and federal aid and licensing fees. Examining local taxes alone, the Philadelphia region has the 8th lowest tax burden, collecting an average of just over $1,600 per person. This number, however, varies significantly throughout the region, depending on the local tax base.

Comparing property tax rates in the metropolitan areas, Philadelphia's is relatively low, ranking 7th among the regions examined. At $17.50 per $1,000, the average rate in the Philadelphia metropolitan area in 2003 was equal to that in New York and lower than that in Baltimore or Pittsburgh, three of its closest competitors. In the region's cities, boroughs, and oldest suburbs, however, the relative tax burden on local residents is often high, due to limited nonresidential tax ratables, stagnant or declining tax bases, and an increasing demand for locally-provided services.

Total government revenue per capita, 2002



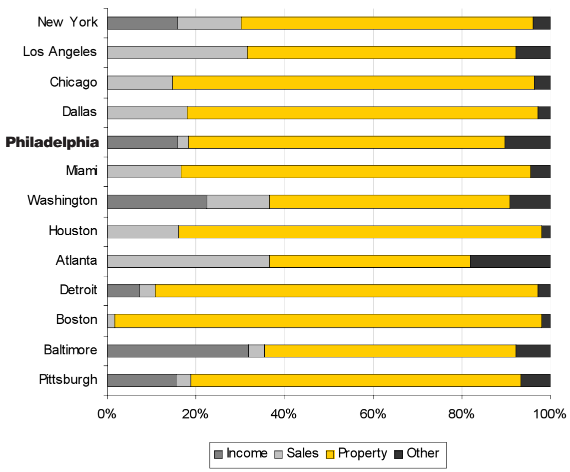
SOURCE: *United States Census of Governments, 2002.*

Property tax rate per $1,000 in equalized assessed value, 2003

Los Angeles	$11.00
Washington, DC	$11.70
Boston	$13.30
Detroit	$14.20
Chicago	$15.10
National average	**$15.60**
Atlanta	$16.10
Philadelphia	**$17.50**
New York	$17.50
Miami	$18.60
Pittsburgh	$19.90
Baltimore	$21.40
Houston	$21.90
Dallas	$23.70

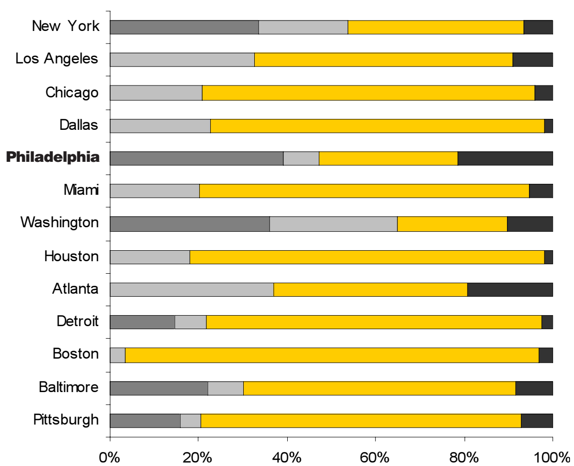
SOURCE: *"Cities Ranked and Rated", 2004.*

Sources of tax revenue in the MSA, 2002



SOURCE: *U.S. Census of Local Governments, 2002.*

Sources of tax revenue in the primary city, 2002



SOURCE: *U.S. Census of Local Governments, 2002.*

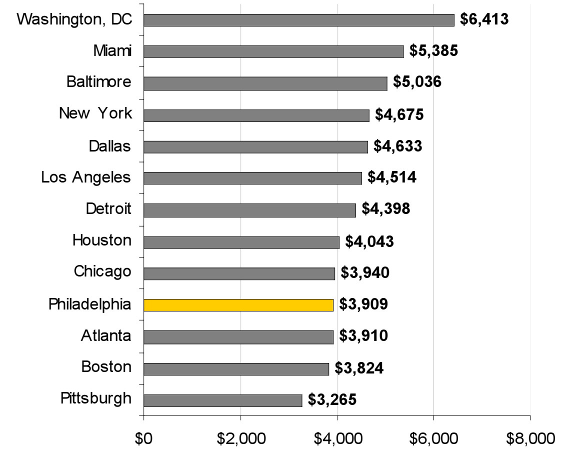
Region-wide, the majority of tax revenue collected in the Philadelphia metropolitan area is derived through property taxes, as is the case in all of the metropolitan areas studied. The Boston metropolitan area, for example, relies almost entirely on property taxes to fund local government.

The pattern varies, however, when considering only the primary city in each MSA. The City of Philadelphia continues to collect more tax revenue per capita than most of the primary cities in the regions examined, as was the case in 1993. Philadelphia's pattern of tax collection is also unique, with the largest percentage of its tax revenue coming from its wage tax and a much smaller percentage from property taxes than is the case in most other cities. Only New York and Washington, DC rely so heavily on income taxes as a significant source of tax revenue, and each of those cities has a significantly higher median income level than the City of Philadelphia. Philadelphia's reliance on the sales tax as a major source of tax revenue, however, is among the lowest of the 13 cities studied.

INDEBTEDNESS AND EXPENDITURES

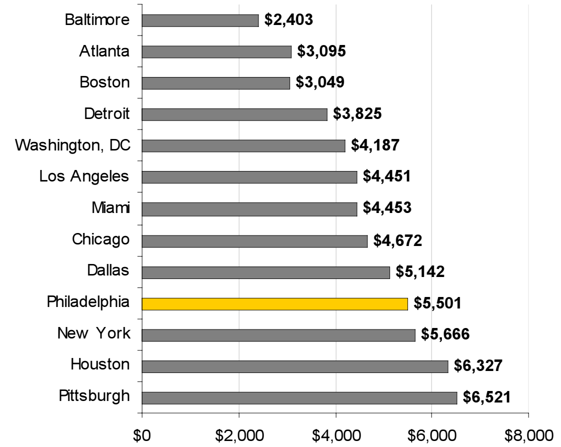
Government expenditures are the counterpart to government revenues. The relationship between total revenues and total expenditures, however, cannot be considered a direct measurement of a government's budgetary balance, because reported government expenditures often include borrowed funds for capital expenditures that are not included as revenue. The Philadelphia metro area ranked 10th in government expenditures per capita in 2002, spending more per capita than only Atlanta, Boston, and Pittsburgh, but less than the other nine metro areas. Within the Philadelphia region, the majority of expenditures are for education services, and the least is spent on government administration. The Delaware Valley ranks 10th in terms of debt per capita, having accumulated more debt per capita than only New York, Houston, and Pittsburgh.

Expenditures per capita by metropolitan area, 2002



SOURCE: *U.S. Census of Local Governments, 2002.*

Debt per capita by metropolitan area, 2002



SOURCE: *U.S. Census of Local Governments, 2002.*

CONSERVATION FUNDING

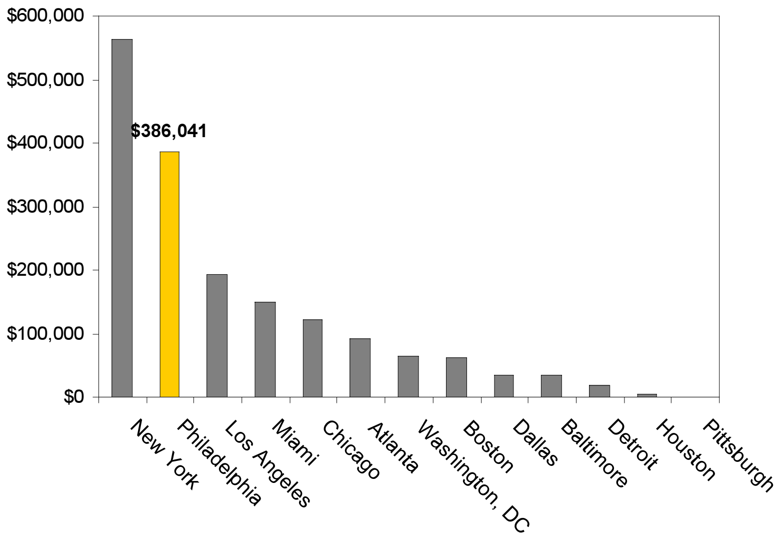
Since the 1980's, local efforts to buy remaining open space as a means of protecting natural resources, providing for recreation, and shaping local development have escalated. Across the country, dozens of state and local governments vote each year to raise public funds in support of land conservation. The Delaware Valley (the combined Philadelphia-Camden-Wilmington MSA and Trenton-Ewing MSA) is among the nation's leaders in the use of voter referendums to authorize conservation funding. Voters in the Philadelphia metropolitan area have voted on 207 referendums, approving 86%, or nearly $2 billion in conservation funding.

Philadelphia is second to only New York in sheer numbers of referendums and approved conservation funding. The New York metropolitan area has voted on 346 referendums, approving 84%, or nearly $5 billion in conservation funding. Voter-approved funds can be used for open space acquisition, farmland preservation, conservation easements, recreation development, trail building, and other activities that are specifically designated in enabling language.

At $312 per person, the Philadelphia area leads the nation in approved conservation funding per capita, with Washington, New York, Miami, and Atlanta following. Similarly, the Philadelphia area is second to the New York area in conservation funding per square mile, followed by Los Angeles, Miami, and Chicago.

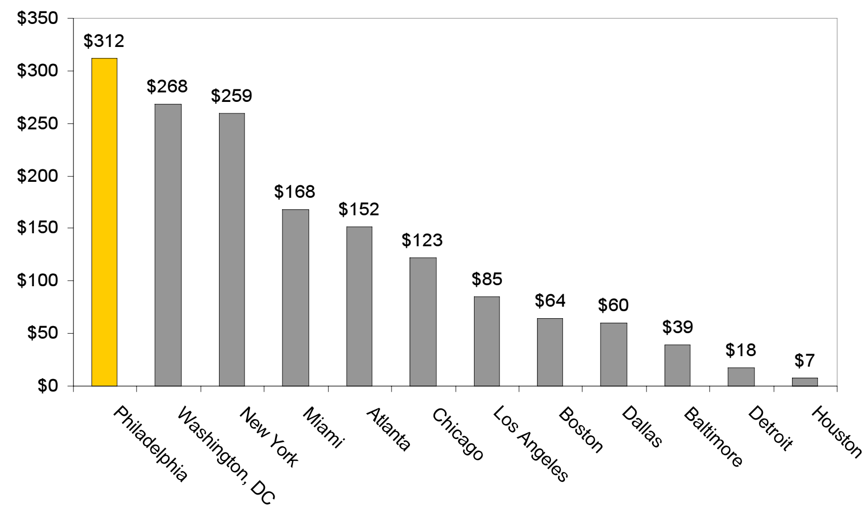
Generally, metropolitan areas with strong county-level governments pass county-wide referendums, while other areas with home rule governments pass municipal-level referendums. While not accounted for in this summary,

Total conservation funding per square mile



SOURCE: *Trust for Public Land, 2007.*

Total conservation funding per capita, 2007



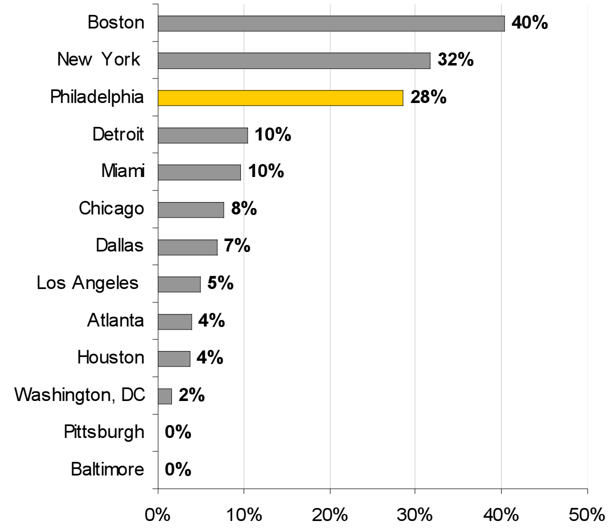
SOURCE: *Trust for Public Land, 2007.*

Across the country, dozens of state and local governments each year vote to raise public funds in support of land conservation.

voters often approve state-wide referendums that provide conservation funds for restoration projects and land acquisition. Florida, for example, passed a $900 million referendum in 2000 to restore the Everglades by taxing the sale of sugar grown in the Everglades. In 2006, California passed several referendums, totaling well over $9 billion in bonds, for watershed protection to protect drinking water sources, mediate flooding, and improve state parks.

In a time when New Jersey and Pennsylvania are faced with increasing property, income, and sales taxes, voters continue to approve referendums to raise taxes in support of natural lands conservation, park and recreation development, and farmland preservation. This indicates growing public concern and awareness of the negative effects associated with land development and urban sprawl and an interest in supporting regional agricultural businesses.

Percent of municipal governments that passed referendums, 2007



SOURCE: *Trust for Public Land, 2007.*

Public Support for land conservation

Metropolitan area	Total conservation funds approved 1996-2007	Total referendums 1996-2007	% of referendums passed	Most commom funding mechanism residents
New York	$4,875,453,951	346	84%	Property tax
Philadelphia	**$1,933,873,336**	**207**	**85%**	**Property tax**
Chicago	$1,164,609,579	76	68%	Property tax
Los Angeles	$1,097,180,000	22	55%	Benefit Assessment
Miami	$919,330,000	25	96%	Bond
Atlanta	$781,395,000	24	83%	Bond & Sales tax
Dallas	$359,860,059	37	78%	Bond
Washington, DC	$309,650,996	20	80%	Bond
Boston	$284,985,590	144	58%	Property tax
Baltimore	$103,910,000	13	100%	Bond
Detroit	$78,994,628	18	61%	Property tax
Houston	$39,295,000	8	100%	Bond
Pittsburgh	$0	0	N/A	N/A

SOURCE: *Trust for Public Land, 2007.*

ARTS AND CULTURE

The metropolitan area comparisons presented in this report are primarily quantifiable measures collected by numerous federal agencies. Little if any quantifiable data is collected, however, for the arts and cultural resources that are so important when considering a region's quality of life. DVRPC's previous *Rating the Region* report reviewed information published periodically in a publication known as the *Places Rated Almanac*. While that report, published most recently in 2001, does not define metropolitan regions exactly as is considered elsewhere in this report, it does provide a quantitative, although somewhat subjective, analysis.

In rating the arts, for example, the *Places Rated Almanac* considers fine art museums, concert radio stations, public television stations, symphony orchestras, professional theatres, opera companies, dance troupes, and public libraries. By this measure, the Philadelphia region ranks 6th among the metros studied, behind New York, Washington, DC, Los Angeles, Chicago, and Boston.

Another measure used by some analysts to rank areas in the arts is the number of nonprofit organizations active in the region that list their primary mission as "arts, humanities, and culture." By this standard, the Philadelphia metropolitan area ranks 6th, surpassed by New York, Los Angeles, Chicago, Washington, DC, and Boston. The Philadelphia region ranks 5th, however, in the number of arts and cultural nonprofits per capita (behind only Boston, Washington, DC, New York, and, surprisingly, Pittsburgh).

Non-profit arts and culture organizations by metropolitan area, 2007

Metropolitan area	Total	Non-profits per 10,000 people
Boston	2,725	6.12
Washington, DC	3,162	5.98
New York	9,548	5.07
Pittsburgh	1,127	4.75
Philadelphia	**2,723**	**4.40**
Chicago	3,993	4.20
Baltimore	1,048	3.94
Los Angeles	4,943	3.82
Detroit	1,382	3.09
Dallas	1,744	2.90
Houston	1,534	2.77
Atlanta	1,391	2.71
Miami MSA	1,426	2.61

SOURCE: *National Center for Charitable Statistics. Includes all nonprofits listing "Arts, Humanities, and Culture" as their primary purpose.*

National ranking in the arts by metropolitan area

New York	1
Washington, DC	2
Los Angeles	3
Chicago	4
Boston	6
Philadelphia	7
Baltimore	17
Detroit	18
Atlanta	20
Dallas	25
Pittsburgh	33
Houston	37
Miami	38

SOURCE: *Places Rated Almanac, 2001. Rank is out of a total of 354 metropolitan areas.*

NOTE: *Places Rated included Ontario, Canada, in its comparisons, ranking that metro in 5th place.*

conclusion

*In 1993, DVRPC published the first **Rating the Region** report, which compared the Philadelphia metropolitan area to the nation's nine other largest metros plus Pittsburgh and Baltimore. The purpose of this report was to re-assess the state of the Delaware Valley and identify the region's relative strengths and weaknesses. Based on this analysis, the Delaware Valley continues to offer a diverse economy, affordable housing opportunities, a quality highway and transit network, short commute times, quality air and port facilities, a large number of colleges and universities, and an extensive health care network. The challenge now facing the region is capitalizing and building on these strengths while recognizing and working to address its identified weaknesses.*

Existing suburban employers, for example, must continue to increase the opportunities for meaningful employment for city residents through job training and development. This training, combined with ongoing improvements to the region's existing transit and highway network, can increase labor force participation and lower unemployment in the city. The region's colleges and universities should become more actively involved with the local elementary and secondary schools to increase the motivation and performance of students, particularly in the region's urban districts. The region's extensive health care network will be of tremendous value as the region works to meet the needs and demands of its growing elderly population. Likewise, health care providers can continue to improve the delivery of services and, by doing so, help to lower the infant mortality rate. The region must also continue to market its strengths, including its extensive educational resources, affordable housing, arts and cultural opportunities, and short average commute times, to attract young, college-educated professionals back to its cities and mature suburban neighborhoods.

Regional STRENGTHS

- Large number of colleges and universities
- Relatively low regional poverty rate
- High percentage of college graduates in the suburbs
- Extensive health care network
- Comparably low crime rate
- Low unemployment rate
- Diverse economic base
- Short average commute times
- Nationally ranked airport and port facilities
- Improving air quality
- Relatively affordable housing
- Relatively low tax rates
- Arts and cultural opportunities
- Public commitment to open space preservation

Regional CHALLENGES

- Aging population
- Low retention of young college graduates
- Low percentage of college graduates in urban areas
- Urban concentrations of poverty and unemployment
- Limited income growth for central city residents
- Slow growth of the immigrant population
- Racial disparity between the city and suburbs
- Low labor force participation rate
- Poor on-time airline flight performance
- Increasing rental housing costs
- High urban housing vacancy rate
- Fragmented local government

The challenge now facing the region is capitalizing and building on these strengths while recognizing and working to address its identified weaknesses.

Since 1965, DVRPC has addressed the emerging needs of the region through long-range plans that respond to the key issues of the day. ***Rating the Region*** *provides an objective analysis of the state of the Delaware Valley and identifies its relative strengths and weaknesses compared to other major metropolitan areas. A related study,* ***Tracking Progress toward 2030: Regional Indicators for the Long Range Plan****, is an ongoing, outcome-based effort to compile a meaningful time series data set that measures progress within the DVRPC region towards meeting the Commission's 2030 long-range planning goals. Together,* ***Rating the Region*** *and* ***Tracking Progress*** *lay the foundation for the development of the Commission's next Long Range Plan, which will establish a regional vision and goals through 2035.*

While defining the existing conditions of a region is the necessary beginning to any long-range plan, it is not sufficient to examine the region in a vacuum. In order to remain a desirable locale and grow into the future, the Delaware Valley must be prepared to compete effectively with other major metros around the country (and indeed, around the world) for new residents, new jobs, and new capital. The strengths of the region will serve us well as we move toward 2035, provided we recognize and respond to our challenges. In comparison to other regions, our transportation network, strong financial resources, diverse economic base, low unemployment rate, and research and development capabilities position us for economic growth. These strengths, however, threaten to be checked by the disparities between city and suburban income, low labor force participation, and poor educational attainment in the cities. Likewise, our quality-of-life assets— the colleges and universities, extensive healthcare network, arts and cultural resources, and affordable housing— may be countered by challenges that include a rapidly aging population, limited recreational resources, and the fragmentation (and the resulting difficulties in implementing change) caused by a large number of government entities.

DVRPC's 2035 plan will consider many of the issues related to these strengths and challenges, including land use and development, traffic congestion, mobility, freight movement, environmental protection, air quality, and economic development. A trend scenario will be analyzed to consider the impacts of the region's current course, and a preferred vision for 2035 will be identified, together with the growth management tools, implementation strategies, and public and private sector actions necessary to make that vision a reality.

Appendix A: Metropolitan Area Definitions

Report reference	Formal metropolitan statistical area name	Component counties
ATLANTA	Atlanta-Sandy Springs-Marietta, GA	Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, Walton (GA)
BALTIMORE	Baltimore-Towson, MD	Anne Arundel, Baltimore, Carroll, Harford, Howard, Queen Anne's, Baltimore City (MD)
BOSTON	Boston-Cambridge-Quincy, MA-NH	Essex, Middlesex, Norfolk, Plymouth, Suffolk (MA); Rockingham, Stafford (NH)
CHICAGO	Chicago-Naperville-Joliet, IL-IN-WI	Cook, DeKalb, DuPage, Grundy, Kane, Kendall, Lake, McHenry, Will (IL); Jasper, Lake, Newton, Porter (IN), Kenosha (WI)
DALLAS	Dallas-Fort Worth-Arlington, TX	Collin, Dallas, Delta, Denton, Ellis, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise (TX)
DETROIT	Detroit-Warren-Livonia, MI	Lapeer, Livingston, Macomb, Oakland, St. Clair, Wayne (MI)
HOUSTON	Houston-Sugar Land-Baytown, TX	Austin, Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, San Jacinto, Waller (TX)
LOS ANGELES	Los Angeles-Long Beach-Santa Ana, CA	Los Angeles, Orange (CA)
MIAMI	Miami-Fort Lauderdale-Miami Beach	Broward, Miami-Dade, Palm Beach (FL)
NEW YORK	New York-Northern New Jersey-Long Island, NY-NJ-PA	Middlesex, Monmouth, Ocean, Somerset (NJ); Nassau, Suffolk (NY); Essex, Hunterdon, Morris, Sussex, Union (NJ); Pike (PA); Bergen, Hudson, Passaic (NJ); Bronx, Kings, New York, Putnum, Queens, Richmond, Rockland, Westchester (NY)
PHILADELPHIA	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	Burlington, Camden, Gloucester, Salem (NJ); Bucks, Chester, Delaware, Montgomery, Philadelphia (PA); New Castle (DE); Cecil (MD).
PITTSBURGH	Pittsburgh, PA	Alleghany, Armstrong, Beaver, Butler, Fayette, Washington, Westmoreland (PA)
WASHINGTON, DC	Washington-Arlington-Alexandria, DC-VA-MD-WV	District of Columbia; Calvert, Charles, Prince George's (MD); Arlington, Clarke, Fairfax, Fauquier, Londoun, Prince William, Spotsylvania, Stafford, Warren, Alexandria City, Fairfax City, Falls Church City, Fredericksburg City, Manassas City, Manassas Park City (VA); Jefferson (WV)
TRENTON	Trenton-Ewing, NJ	Mercer (NJ)

Appendix B: Principal and Primary Cities

NOTE: *tables and charts which reference an MSA's 'suburbs' include the MSA total less the data from principal cities.*

Report reference	Formal metropolitan statistical area name	Primary cities (indicated in purple)
ATLANTA	Atlanta-Sandy Springs-Marietta, GA	Atlanta, Sandy Springs, Marietta (GA)
BALTIMORE	Baltimore-Towson, MD	Baltimore, Towson (MD)
BOSTON	Boston-Cambridge-Quincy, MA-NH	Boston, Cambridge, Quincy, Newton, Framingham, Waltham (MA); Peabody (NH)
CHICAGO	Chicago-Naperville-Joliet, IL-IN-WI	Chicago, Naperville, Joliet, Arlington Heights, Elgin, Evanston, Schaumburg, Skokie, Des Plaines (IL); Gary (IN)
DALLAS	Dallas-Fort Worth-Arlington, TX	Dallas, Fort Worth, Arlington, Plano, Irving, Carrollton, Richardson, Denton, McKinney (TX)
DETROIT	Detroit-Warren-Livonia, MI	Detroit, Warren, Livonia, Dearborn, Farmington Hills, Troy, Southfield, Pontiac, Taylor (MI)
HOUSTON	Houston-Sugar Bay-Baytown, TX	Houston, Sugar Bay, Baytown, Galveston (TX)
LOS ANGELES	Los Angeles-Long Beach-Santa Ana, CA	Los Angeles (CA)
MIAMI	Miami-Fort Lauderdale-Miami Beach	Miami, Fort Lauderdale, Miami Beach, Pompano Beach, West Palm Beach, Kendall, Boca Raton, Deerfield Beach, Boynton Beach, Delray Beach (FL)
NEW YORK	New York-Northern New Jersey-Long Island, NY-NJ-PA	New York City, White Plains (NY); Newark, Edison, Union, Wayne (NJ)
PHILADELPHIA	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	Philadelphia (PA); Camden (NJ); Wilmington (DE)
PITTSBURGH	Pittsburgh, PA	Pittsburgh (PA)
WASHINGTON, DC	Washington-Arlington-Alexandria, DC-VA-MD-WV	Washington (DC); Arlington, Alexandria (VA); Reston, Bethesda, Gaithersburg, Frederick, Rockville (MD)
TRENTON	Trenton-Ewing, NJ	Trenton, Ewing (NJ)

Title of Report:
RATING THE REGION:
THE STATE OF THE DELAWARE VALLEY

Publication No. 07043
Date Published: December 2007

GEOGRAPHIC AREA COVERED

The nation's eleven largest metropolitan statistical areas (New York, Los Angeles, Chicago, Dallas-Fort Worth, Philadelphia, Houston, Miami, Washington DC, Atlanta, Detroit, and Boston) plus the Baltimore MSA and the Pittsburgh MSA.

KEY WORDS

metropolitan statistical area (MSA); the human environment; the economy; the built and natural environment; transportation; the civic environment; regional strengths; regional challenges.

ABSTRACT

In 1993, DVRPC published the first *Rating the Region* report, which compared the Philadelphia metropolitan area to the nation's nine other largest metros plus Pittsburgh and Baltimore as regional competitors. That report found that the Philadelphia region had one of the nation's most diverse economies, low unemployment, a low poverty rate, affordable housing, relatively low taxes, short commute times, and a multitude of colleges, universities, and hospitals. This 2007 version of *Rating the Region* updates the 1993 report, providing an objective, quantifiable analysis of the relative strengths and weaknesses of the Delaware Valley region. Using comparable data from the Census Bureau and other Federal agencies, existing conditions and trends of the region are measured against other metropolitan regions around the country.

The report compares the metropolitan areas in terms of their human environment (including diversity, age, income, education, health, and safety); the economy; the built and natural environment (including density, housing characteristics, residential construction, and urban parkland); transportation; and the civic environment (including representation, taxes, revenue, expenditures, conservation funding, and arts and culture). Based on this analysis, the Delaware Valley continues to offer a diverse economy, affordable housing opportunities, a quality highway and transit network, short commute times, quality air and port facilities, a large number of colleges, universities, and cultural opportunities, and an extensive health care network. These strengths, however, threaten to be checked by regional challenges, such as urban concentrations of poverty and unemployment, low labor force participation, poor educational attainment in its cities, a rapidly aging population, and fragmented local government. The challenge facing the region is capitalizing and building on its strengths while recognizing and working to address its identified weaknesses.

Delaware Valley Regional Planning Commission
190 North Independence Mall West
Philadelphia, PA 19106-2582
Phone: 215-592-1800
Fax: 215-592-9125
Internet: www.dvrpc.org

STAFF CONTACT:

Mary E. Bell, Principal Planning Analyst
Direct phone: 215-238-2841
E-mail: mbell@dvrpc.org

rating the region

THE STATE OF THE DELAWARE VALLEY

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

190 North Independence Mall West
8th Floor
Philadelphia, PA 19106-1520
215.592.1800
www.dvrpc.org