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Endnotes

- 1 With over 60 percent of the nation's population, the suburbs dominate the social, physical, economic and political landscape of the U.S. Suburbs are also outstripping their cities in terms of job growth. In the late 1990s, suburbs in the state of Ohio outpaced central business districts in job growth by nearly 300 to 1.
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- 11 For example, every local government does not necessarily provide the same package of services (particularly sewer and fire services).
- 12 In both places, median price for single family home sales in 1997 was about 57 percent greater than the median for the county. See Charlie Post, "Single-Family Home Sales and Appreciation: Cuyahoga County 1997," Cleveland State University Urban Center/Urban University Program, Cleveland, OH: July 1998.
- 13 Patrick Simmons, editor, *Housing Statistics of the United States*, Washington, DC: Berman Press, 2000 (83).
- 14 Langdon, 148.
- 15 Bier, 2001.
- 16 This is a particular problem for slow-growing metropolitan areas such as Philadelphia, St. Louis, Detroit, Milwaukee and Pittsburgh which all either grew very slowly or not at all in terms of population in the 1990s, but continued to develop land on the fringe. See William Fulton, Rolf Pendall, Mai Nguyen and Alicia Harrison, "Who Sprawls Most? How Growth Patterns Differ Across the U.S.," Brookings Institution Center on Urban and Metropolitan Policy, Washington, DC: July 2001.
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- 20 Katherine Allen and Maria Kirby, "Unfinished Business: Why Cities Matter to Welfare Reform," Brookings Institution Center on Urban and Metropolitan Policy, Washington, DC: July 2000.
- 21 The EITC is a refundable credit available to families who work but generally earn less than 200 percent of the federal poverty level. See Alan Berube and Benjamin Forman, "A Local Ladder for the Working Poor: The Impact of the Earned Income Tax Credit in U.S. Metropolitan Areas," Brookings Institution Center on Urban and Metropolitan Policy, Washington, DC: September 2001.
- 22 Excluding census-designated center cities.
- 23 Andres Duany, Elizabeth Plater-Zyberk and Jeff Speck, *Suburban Nation: The Rise and Fall of the American Dream*, New York, NY: North Point Press, 2000 (8).
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- 26 Data Sources for Section 203(k), 203(b) and 223(e) loan volume comes from the Catalog of Federal Domestic Assistance (CFDA), <http://www.cfda.gov>. Title 1 data is from CFDA and HUD: <http://www.hud.gov/progdesc/title-i.cfm>.
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- 29 Specifically, the Intermodal Surface Transportation Efficiency Act of 1991 and its progeny, the Transportation Equity Act for the 21st Century.
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- 32 From the forthcoming Brookings Institution Center on Urban and Metropolitan Policy book, *Metropolitan Case Studies: Promoting Healthy Regions, Smarter Growth and Reinvestment*, Chicago Metropolitan Area Case Study, Janet Rothenberg Pack, editor.
- 33 Although many MPOs existed prior to the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and its successor, the Transportation Equity Act for the 21st Century (TEA-21), these landmark federal transportation laws greatly strengthened their role. Among other things, many MPOs in the 1990s began to emphasize technical assistance and special studies for their local governments.
- 34 U.S. Census Bureau, "Federal, State, and Local Governments 1999 Public Elementary-Secondary Education Finance Data, Table 5," <http://www.census.gov/govs/www/school99.html>.
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- 44 See: Greg LeRoy, Sara Hinkley and Katie Tallman, "Another Way Sprawl Happens: Economic Development Subsidies in a Twin Cities Suburb," Good Jobs First, Washington, DC: January 2000.
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Housing Policy Research Program,
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Karen L. Black, Director,
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Chuck Downton, Chairman,
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Blair Forlaw,
Director of Policy and Programming,
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Brookings Institution Center on
Urban and Metropolitan Policy

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Regional Planning Commission

Kenneth Montlack, Vice Mayor, Cleveland
Heights, OH and Chair, Northeast Ohio
First Suburbs Consortium

William R. Morrish, Professor of
Architecture, University of Virginia

Thomas J. Murawski, Mayor, Midlothian, IL

Wallace N. Nunn, Chair,
Delaware County Council, PA (formerly)

Margaret O'Dell, Senior Program Officer,
The Joyce Foundation

Lynn Ochsendorf, President of Council,
Whitehall, OH

Myron Orfield,
Minnesota State Senator and President,
Metropolitan Area Research Corporation

Paul Oyaski, Mayor, Euclid, OH

W. Peter Enck, Mayor, New Hope, MN

Gregory Pitoniak, Mayor, Taylor, MI

Robert Puentes Senior Research Manager,
Brookings Institution Center on
Urban and Metropolitan Policy

Jacquelynn Puriefoy-Brinkley, President,
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Shaker Heights, OH

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1775 Massachusetts Avenue, NW • Washington, DC 20036-2188

Tel: 202-797-6000 • Fax: 202-797-6004

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