



BROOKINGS INSTITUTION METROPOLITAN POLICY PROGRAM

How are we growing? Where are we going?

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American Public Transportation Association Webinar:

How We Will Live and Move In 2050: Demographic and Social Trends

September 19, 2007

How are we growing? Where are we going?



1

Realities on the ground have changed dramatically

2

These changes have 3 main spatial effects on the American landscape

3

Together these patterns have a series of important implications.





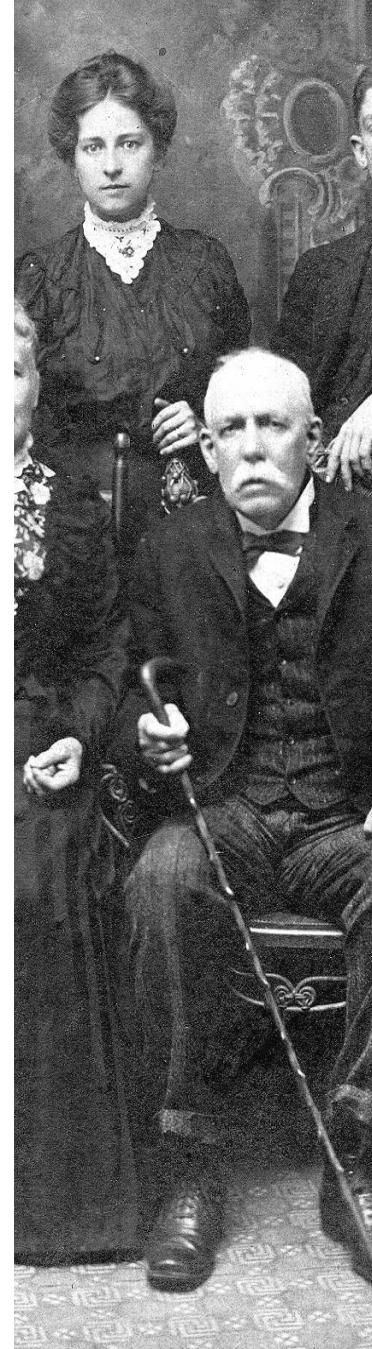
Population Growth



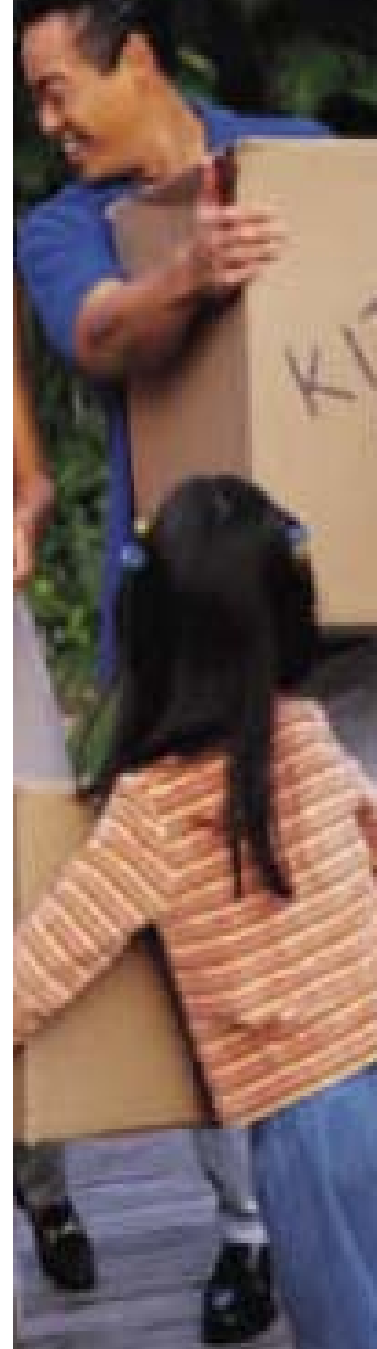
Aging



Immigration

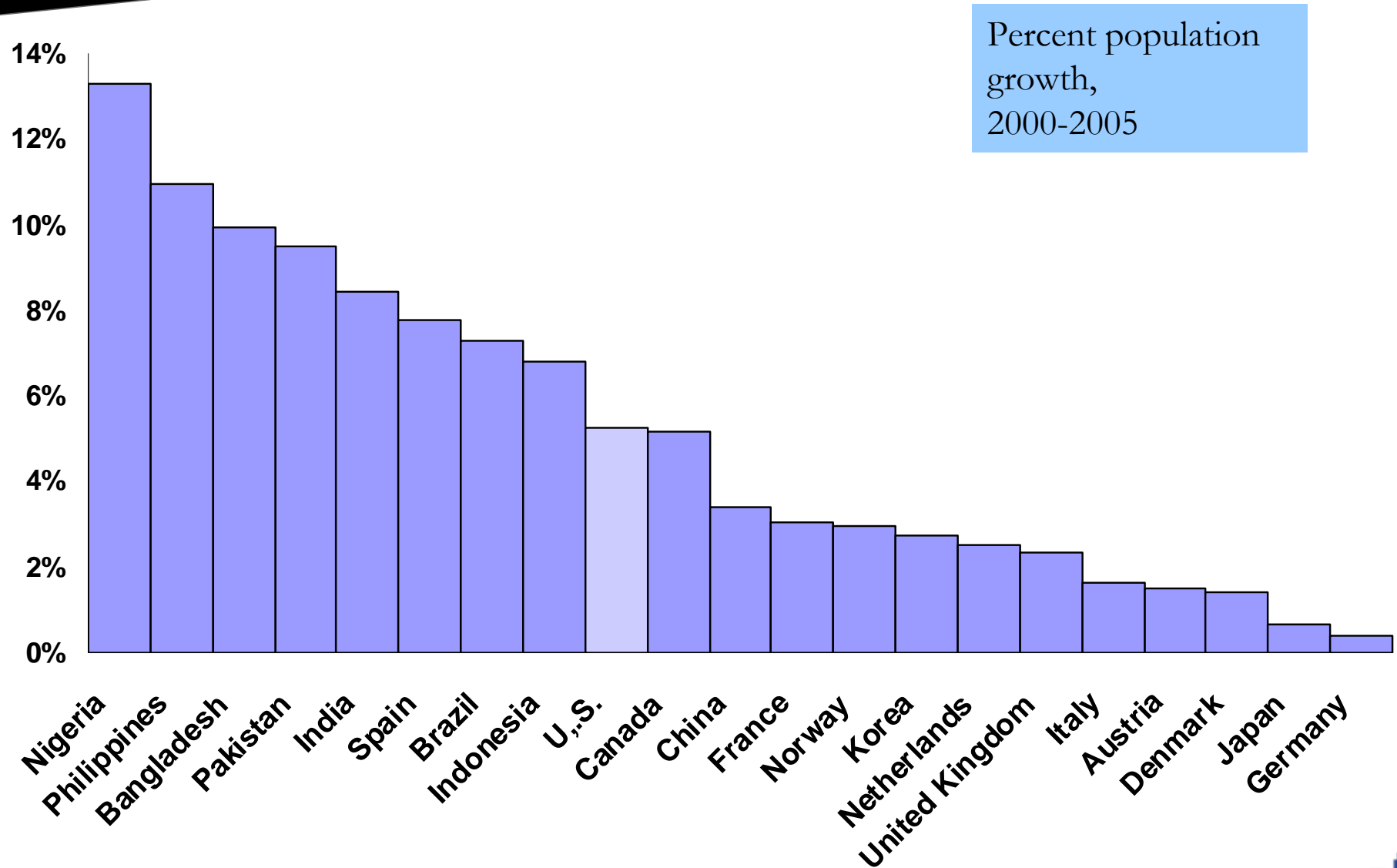


Household formation

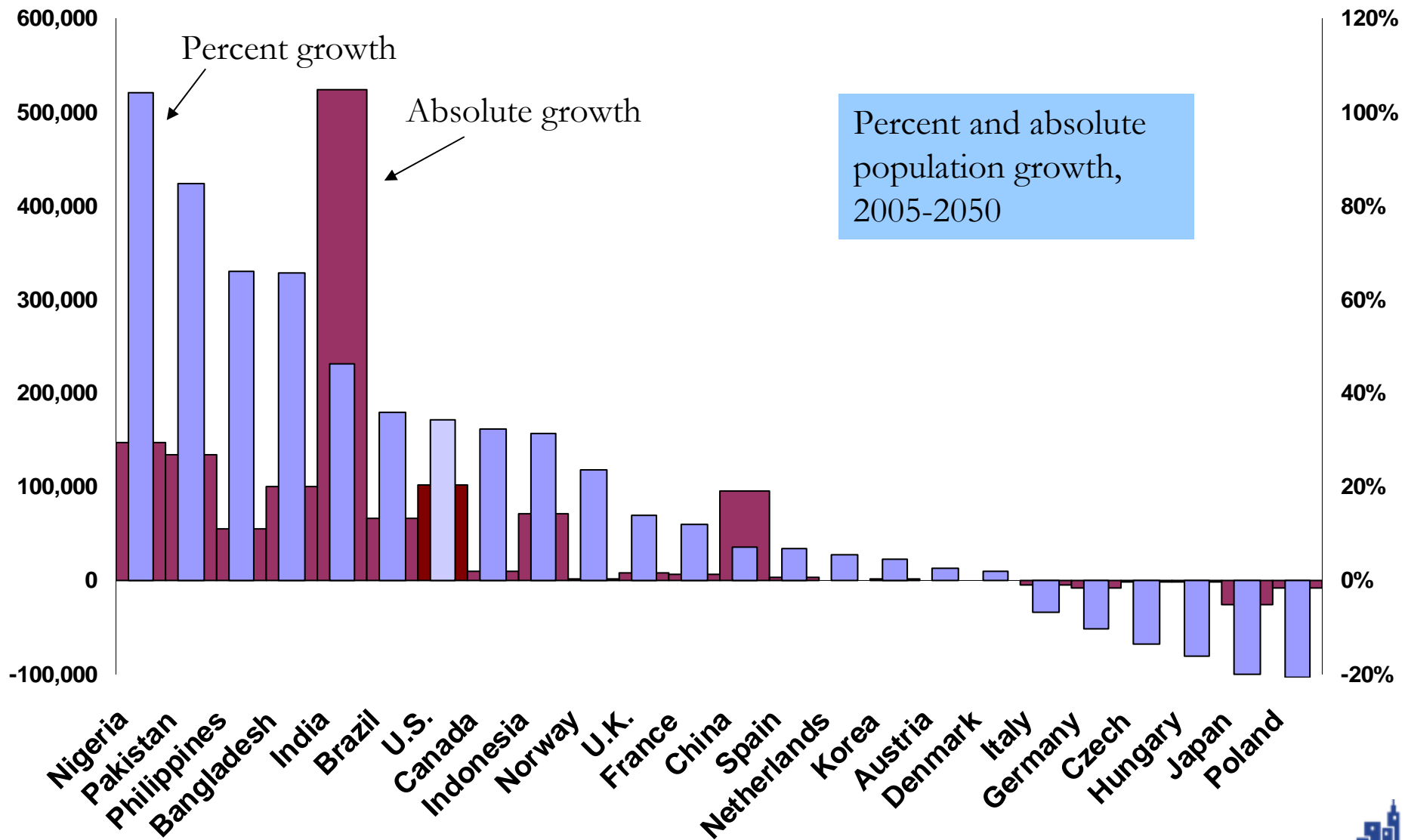


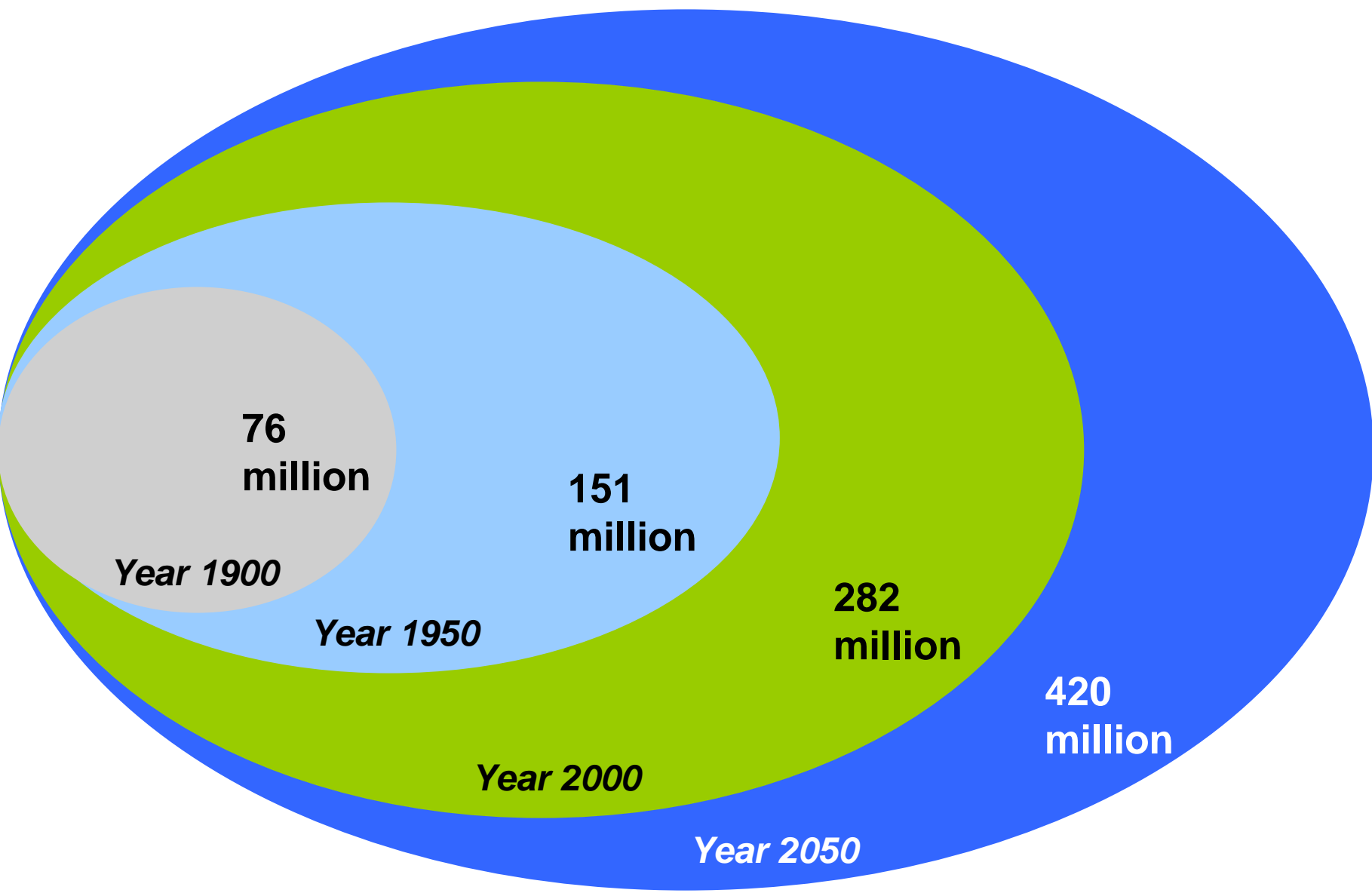
Internal Migration

Unlike most European nations, the United States is still growing at a considerable rate.

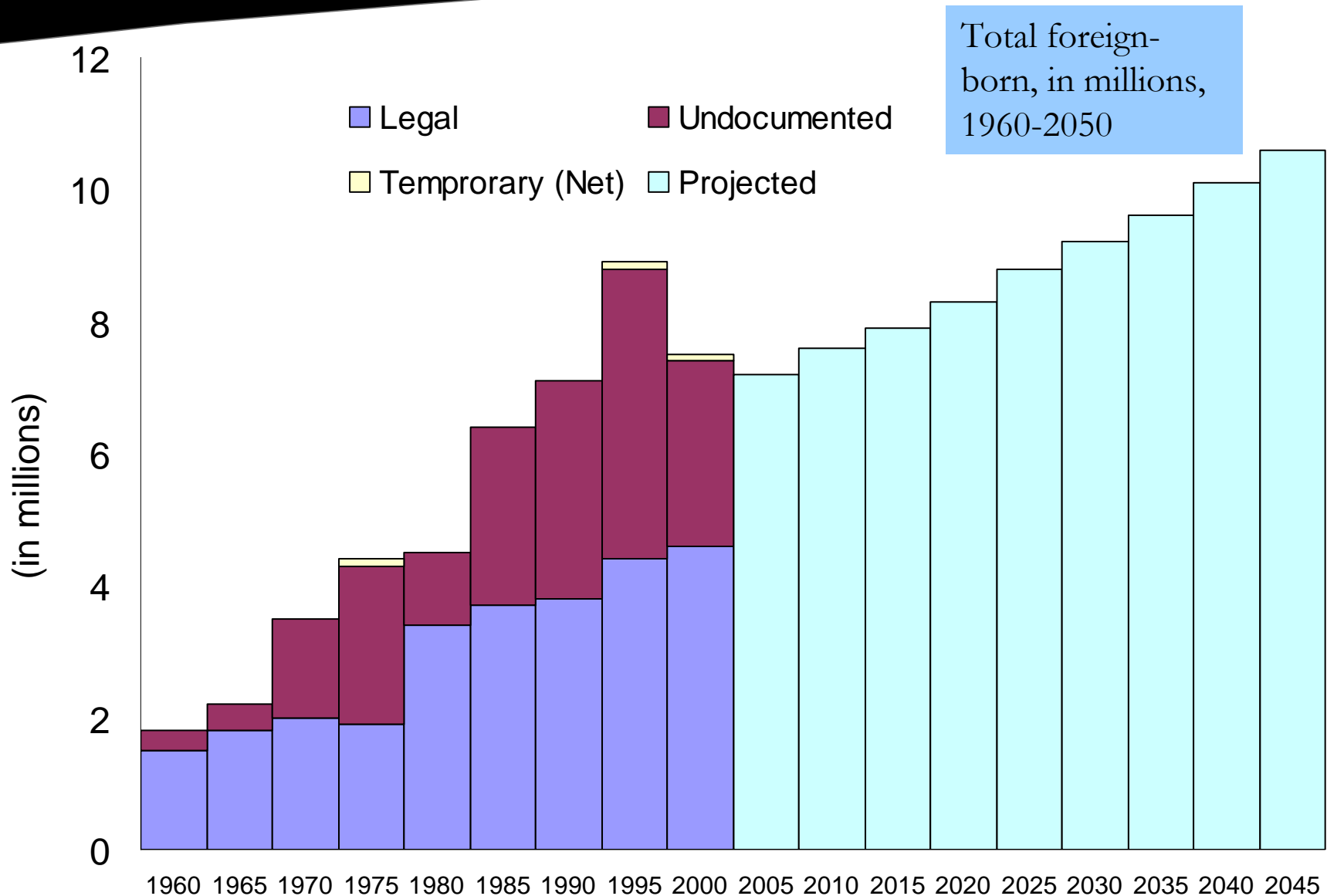


And the U.S. will continue to grow. Few other countries will experience this level of growth.



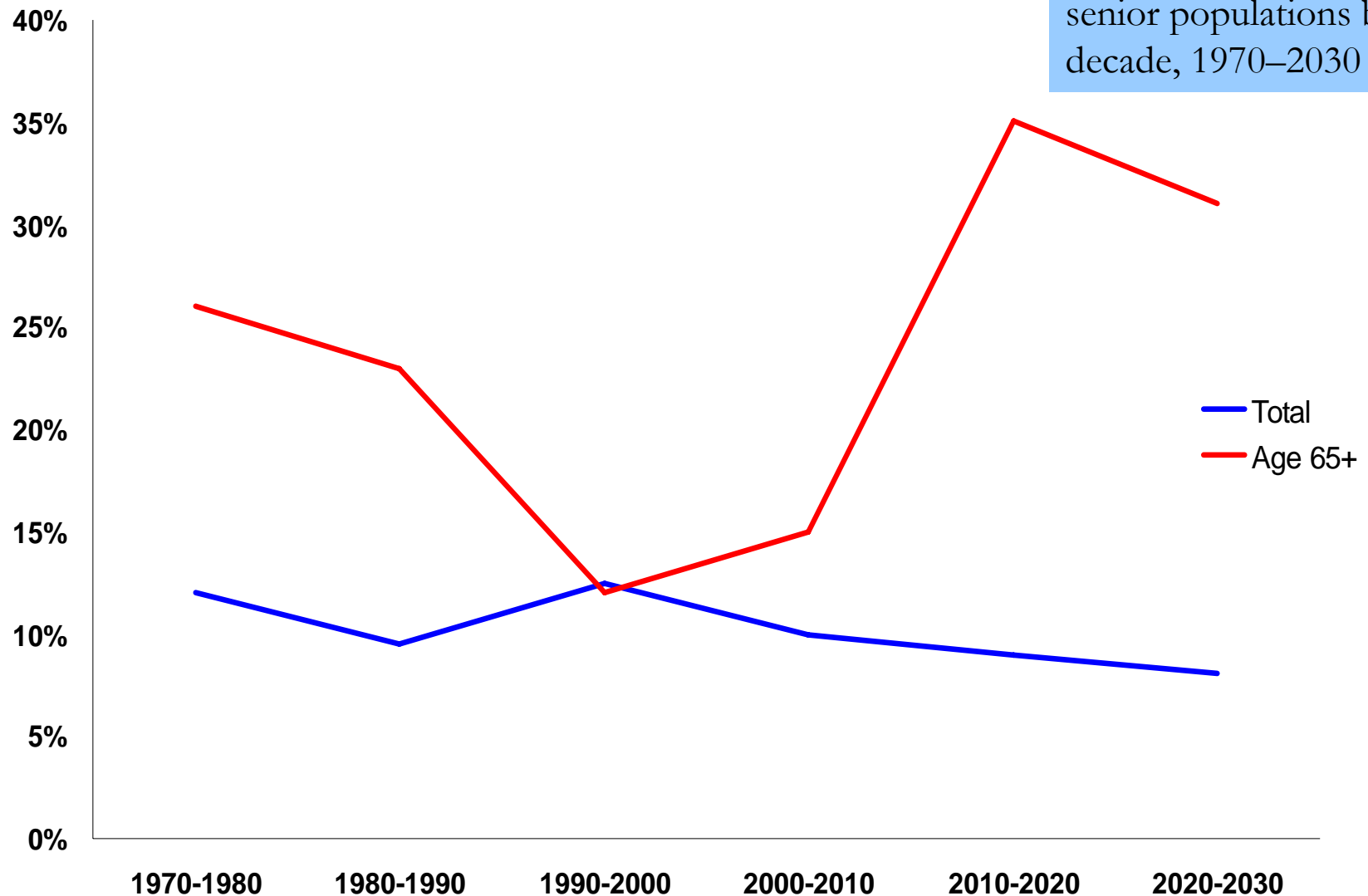


The increase in population will continue to be fueled in part by an enormous wave of immigration.



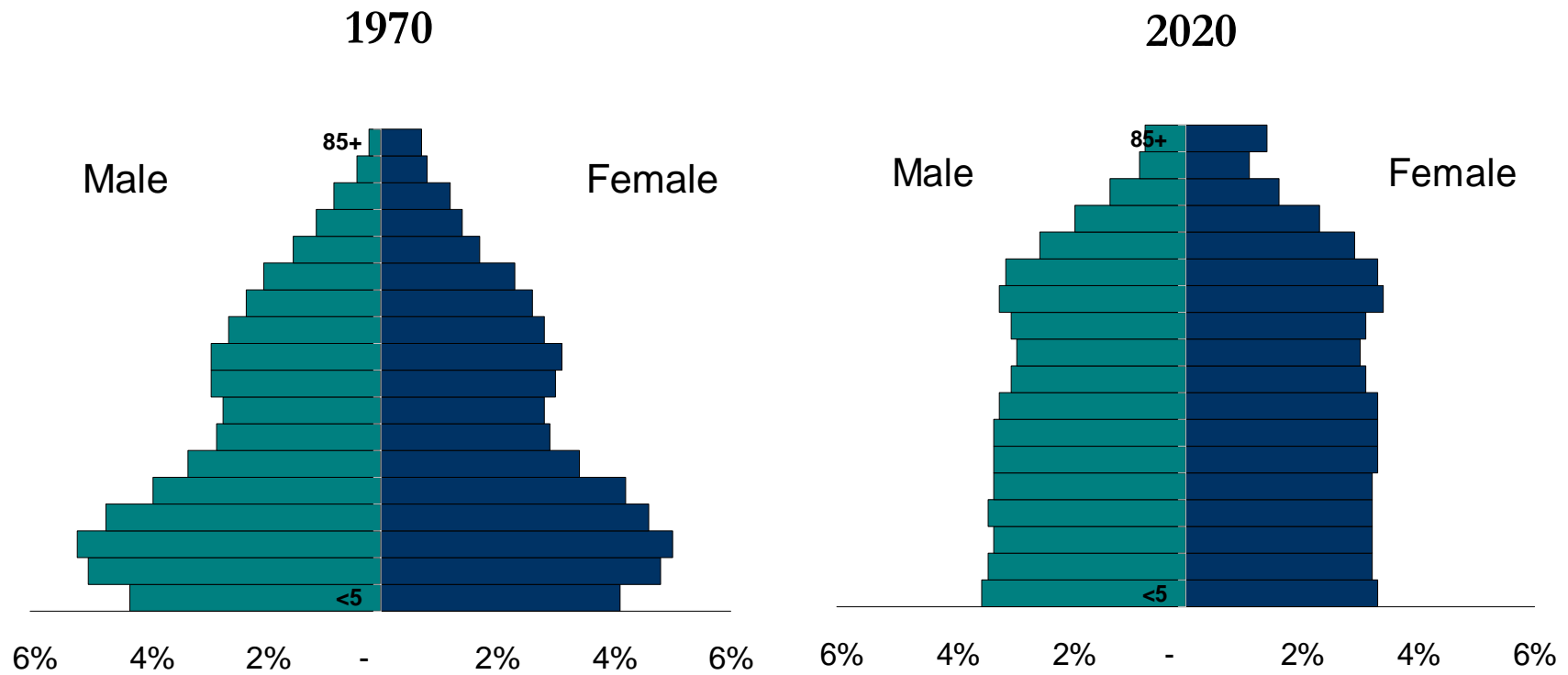
This immigration is essential to offset another major demographic trend: the aging of the baby boom generation.

Growth in U.S. total and senior populations by decade, 1970–2030

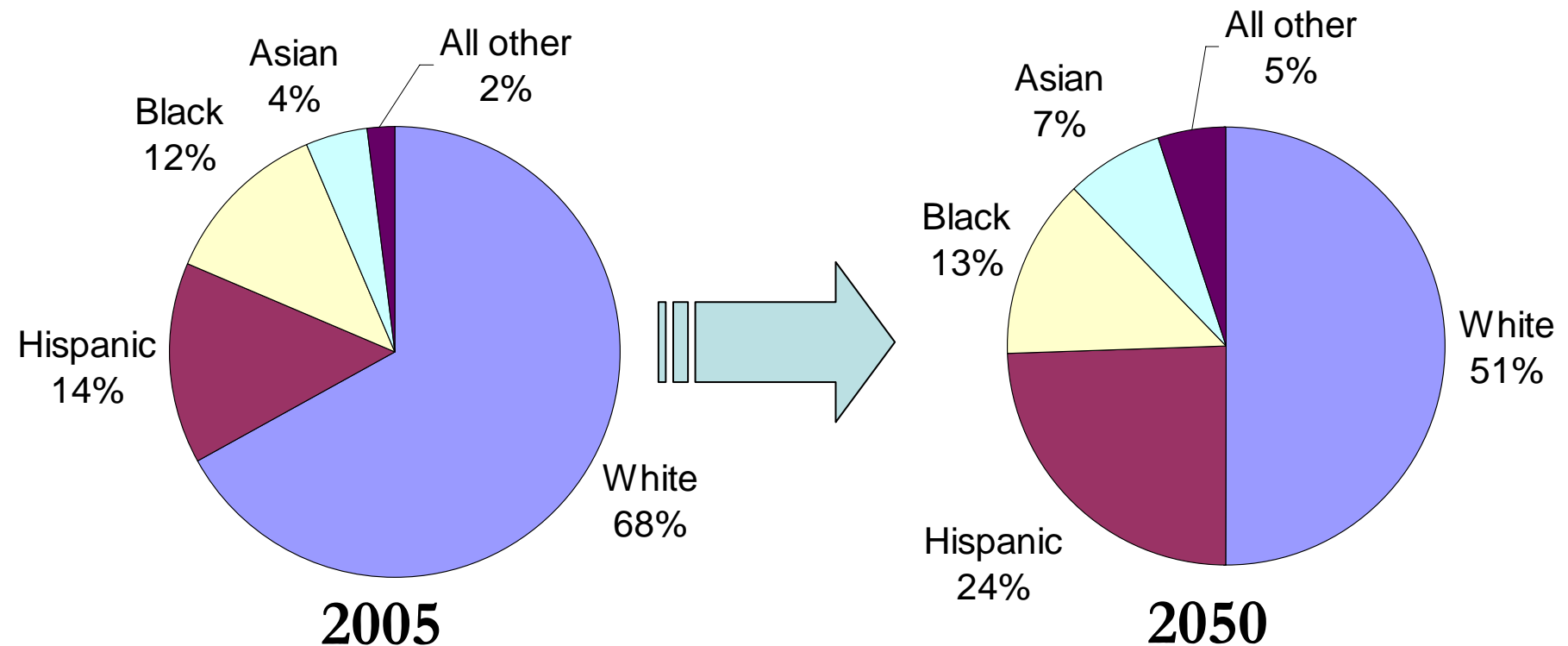


By 2020, we will have a population that will have roughly equal numbers of people in every age group.

U.S. age distribution,
1970 vs. 2020



The nation is diversifying in a big way. Whites will be about half of the U.S. population by 2050.



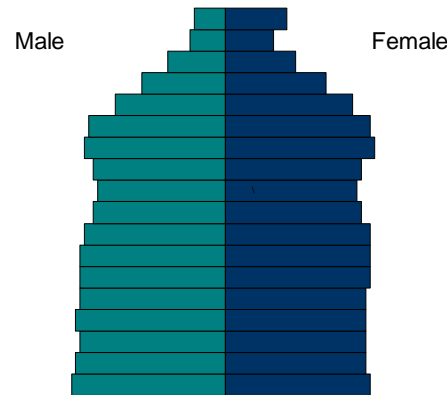
Share of population by race/ethnicity,
2005 and 2050



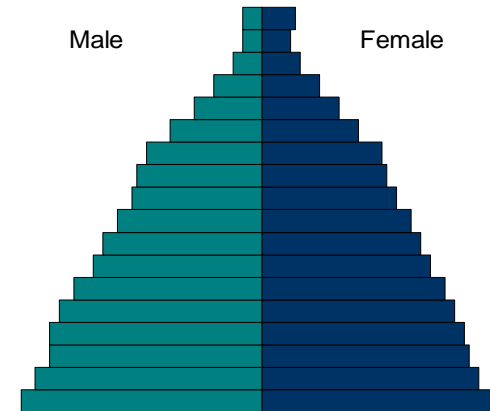
But since minorities have younger age structures than whites, the population pyramids will look quite different.

US age distribution,
by race, 2020

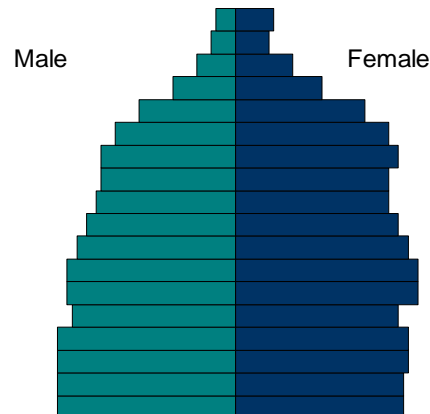
Whites



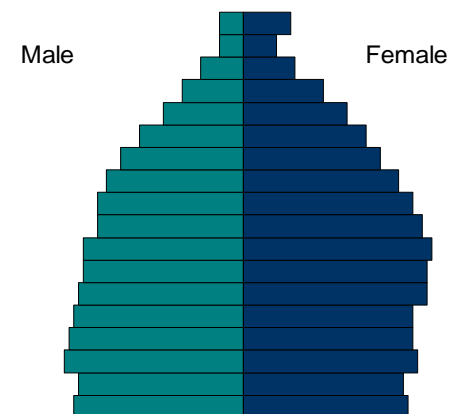
Hispanics



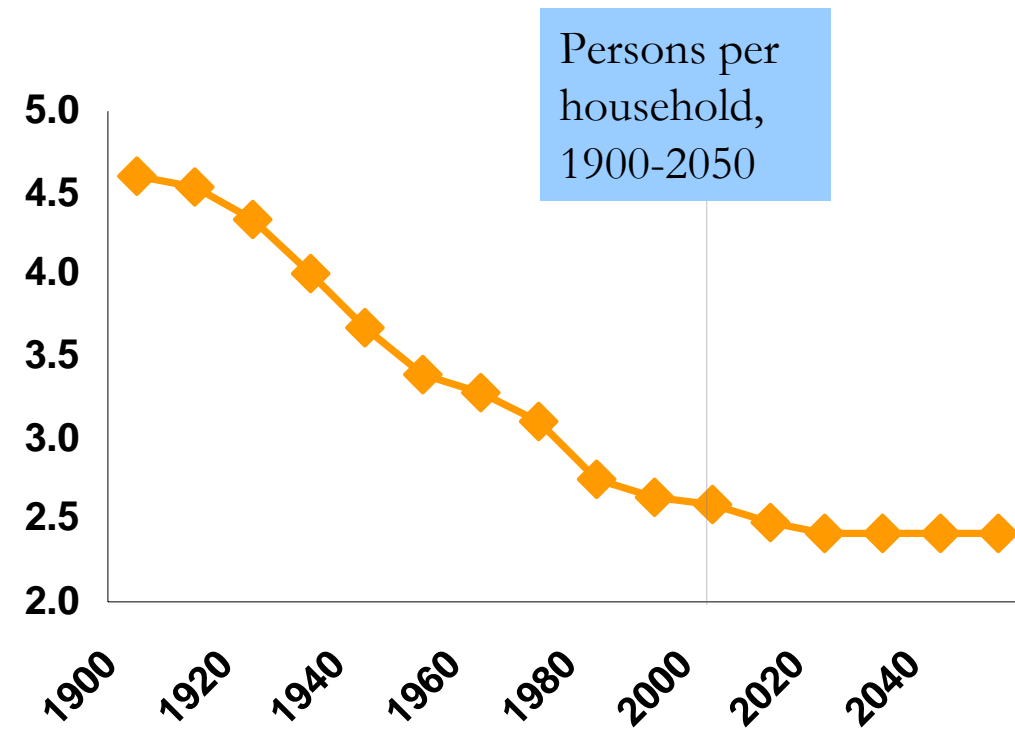
Blacks



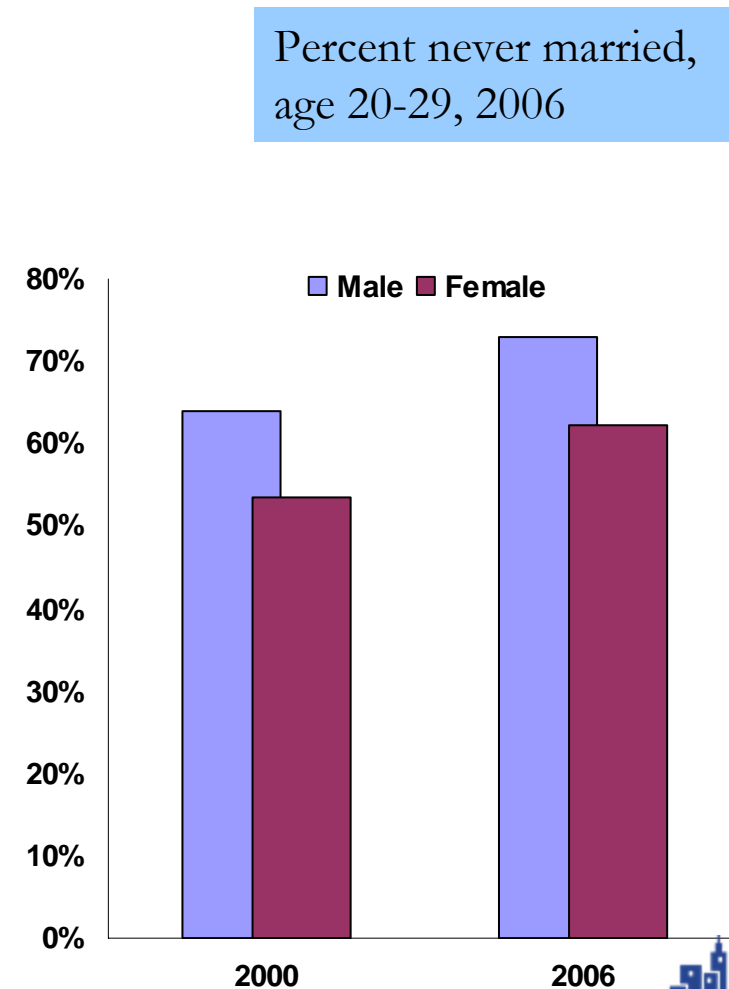
API/AI



Household size is declining sharply as men and women are delaying marriage and having fewer children.



Source: Yi, Land, Wang, and Danan

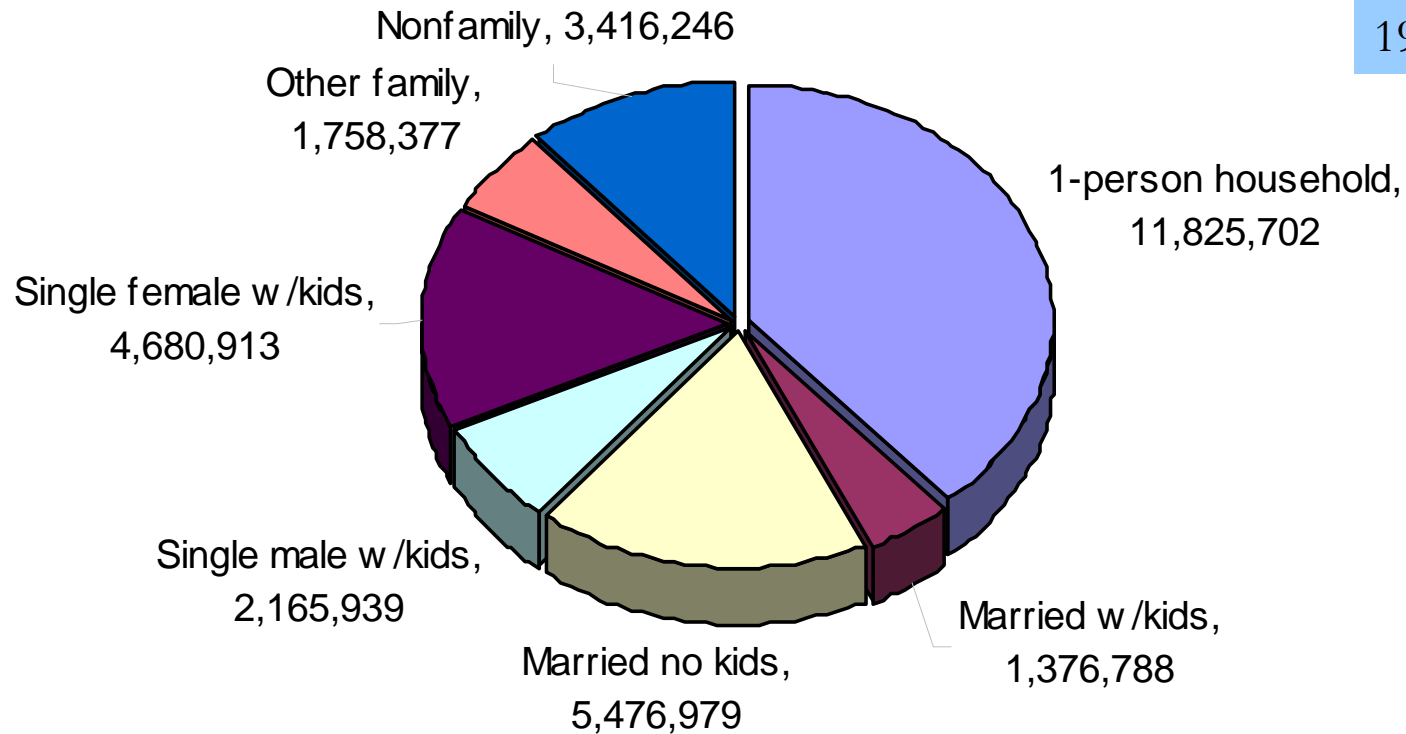


Source: Census



Single person households made up -- by far -- the largest increase in household type since 1990.

Absolute change
in households,
1980-2005

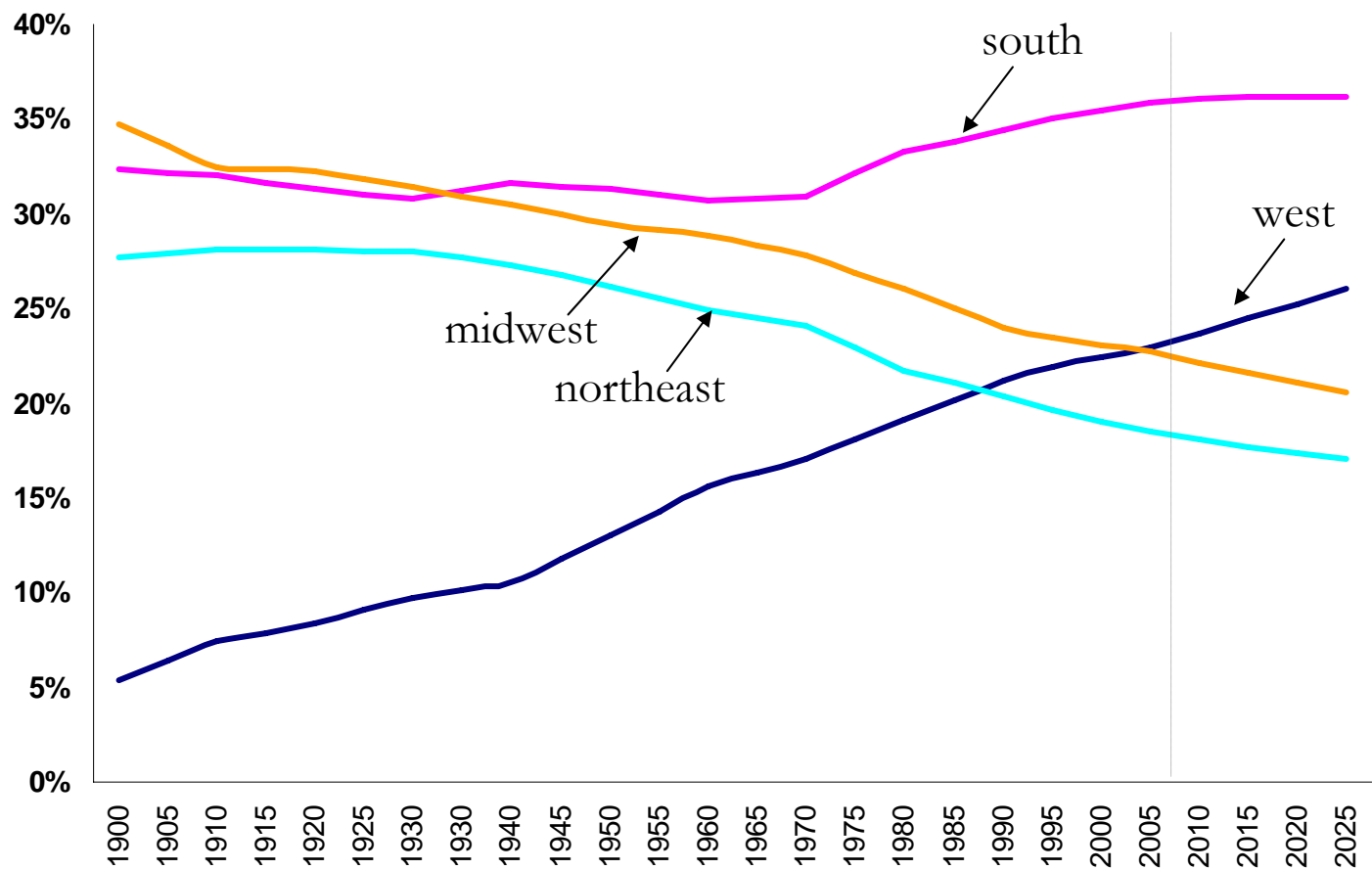


The number of households with one person could nearly double by 2050

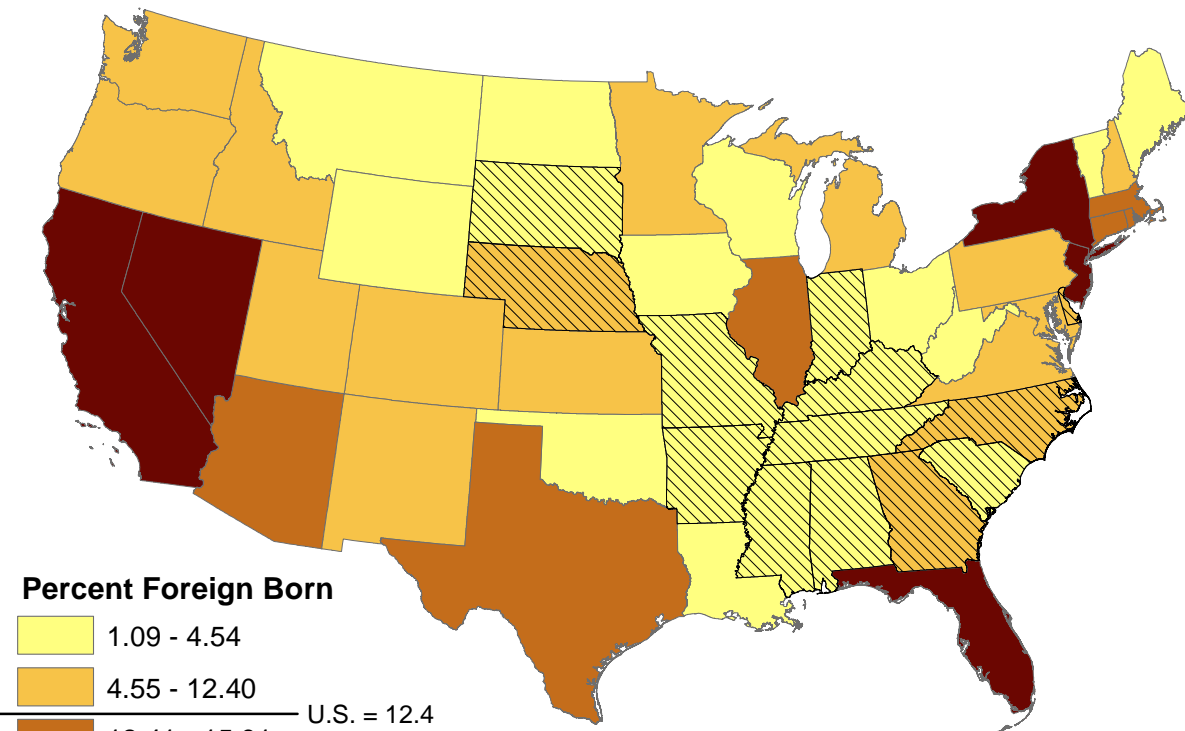


But these growth trends are highly variable across the country. The story of rapid growth in the U.S. is largely confined to the South and the West.

U.S.
population
growth, 1900-
2005



Immigration has spread beyond tradition magnet states. States with the most recent growth are in the Midwest and Southeast.



**Percent of foreign born
who entered since 2000**

30 or above

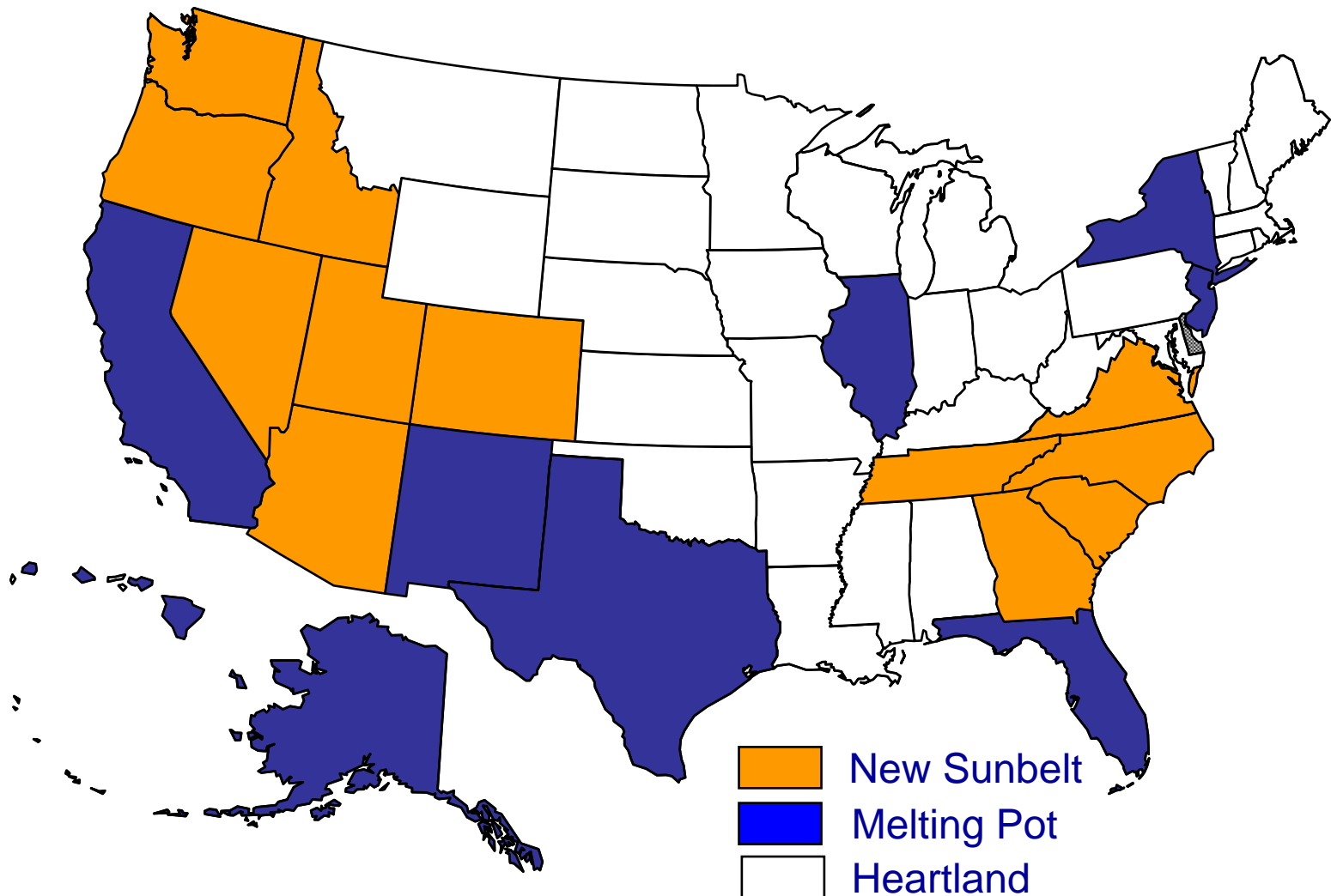
More immigrants live in Atlanta than Long Island, Philadelphia, or Detroit

The same number of immigrants currently live in Salt Lake City as Cleveland

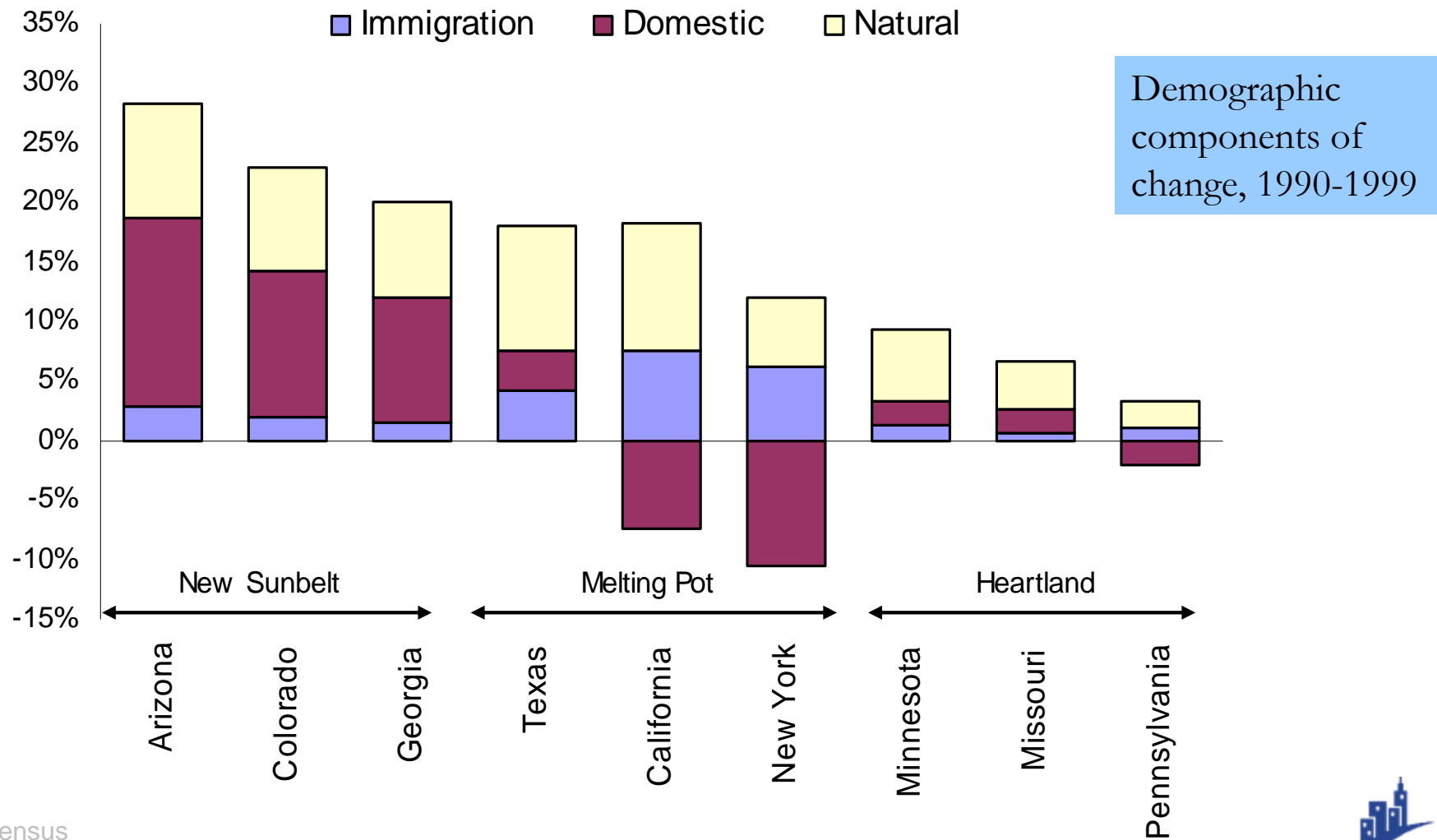
Washington, DC has nearly as many immigrants as Houston



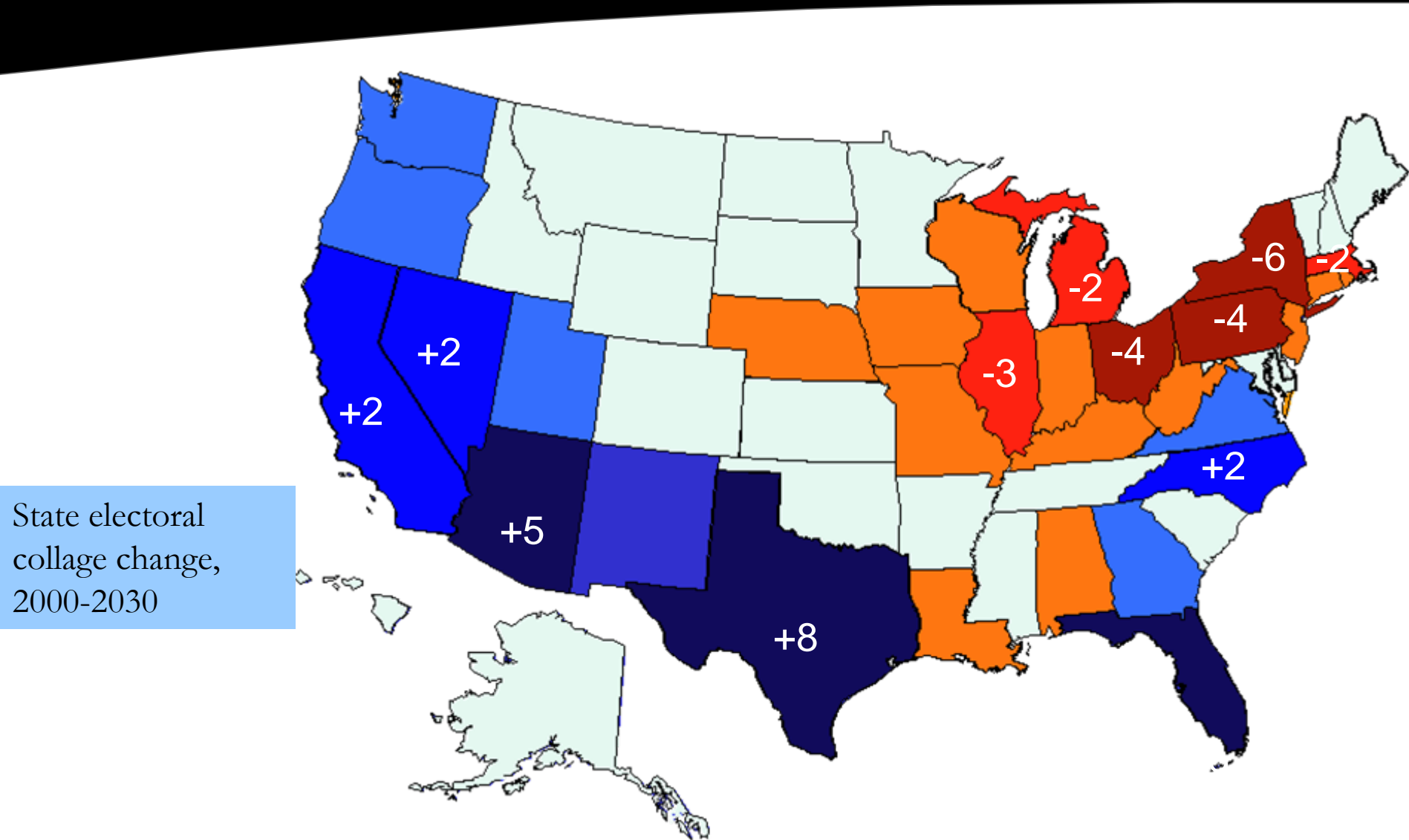
The demographic components of change reveal increasingly sharp differences between states.



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National population trends will alter the U.S.'s future political geography.



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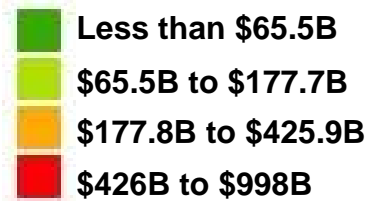
First, rather than dispersing randomly all this population and economic activity is shifting and re-aggregating within and between major metropolitan areas.



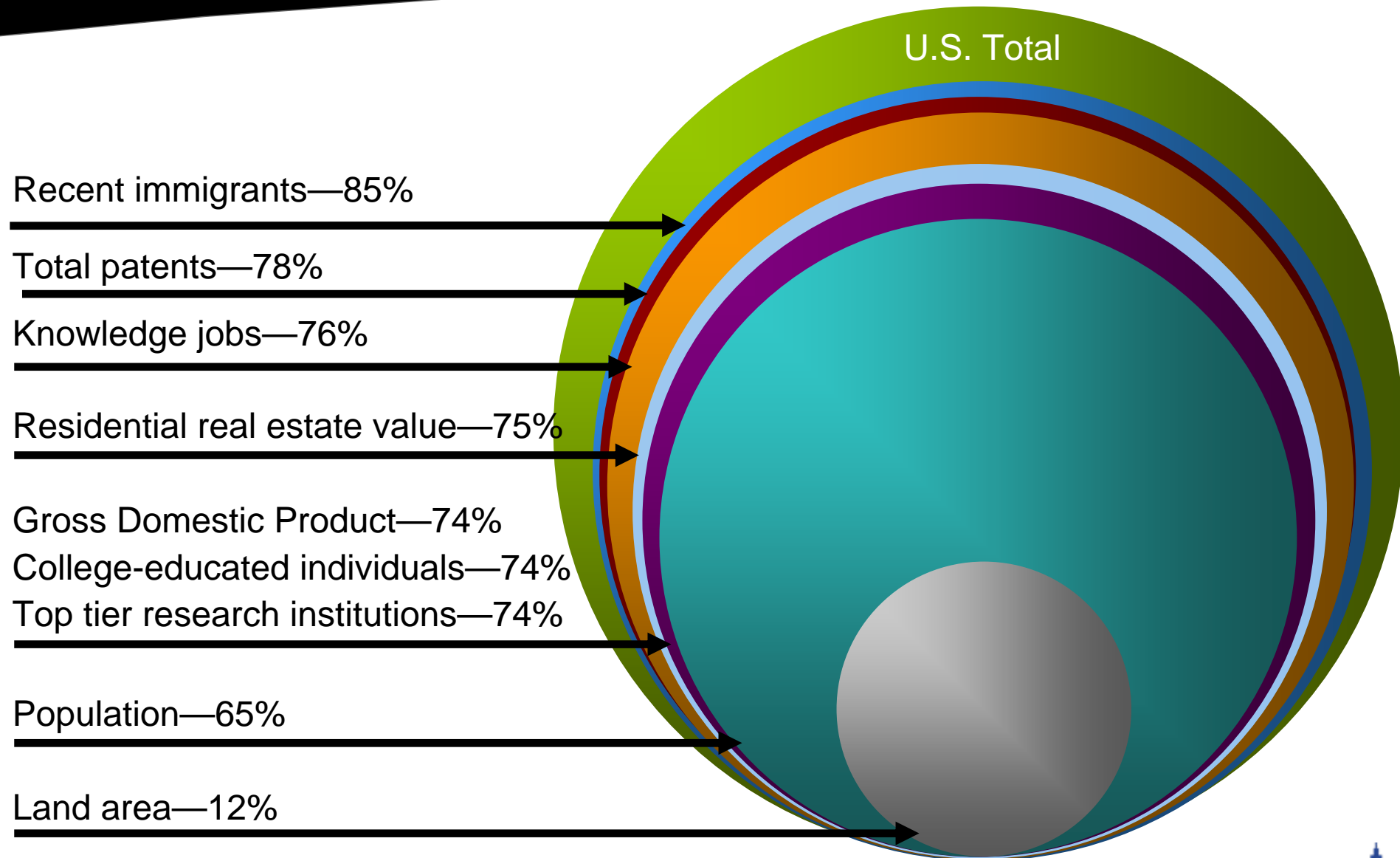
Metropolitan areas have become the engines of national prosperity.

Large metro areas are, in fact, the true productive centers of the national and global economy.

2005 Metro Gross Metro Product (Quartiles)

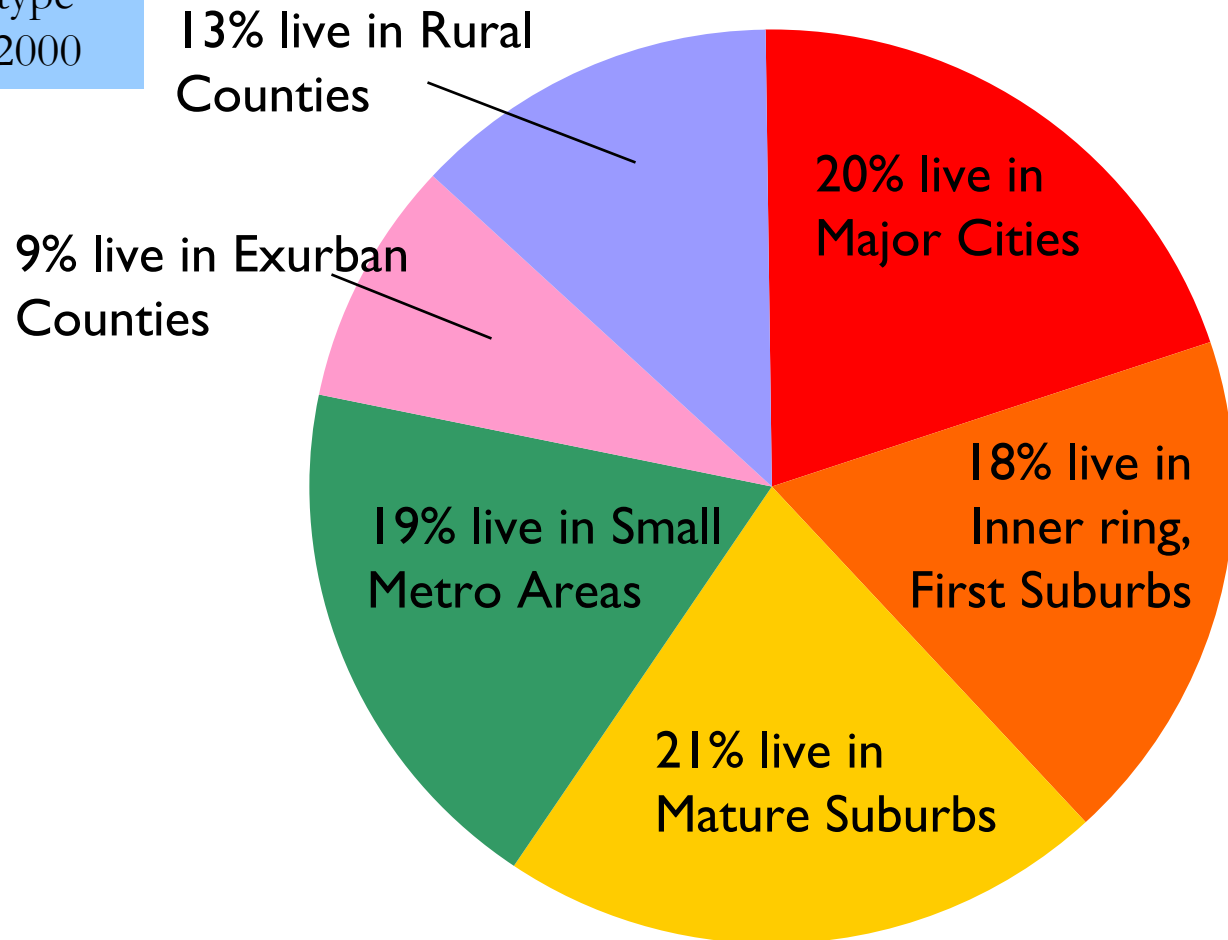


The nation's 100 largest metros contain the bulk of our nation's economic assets.



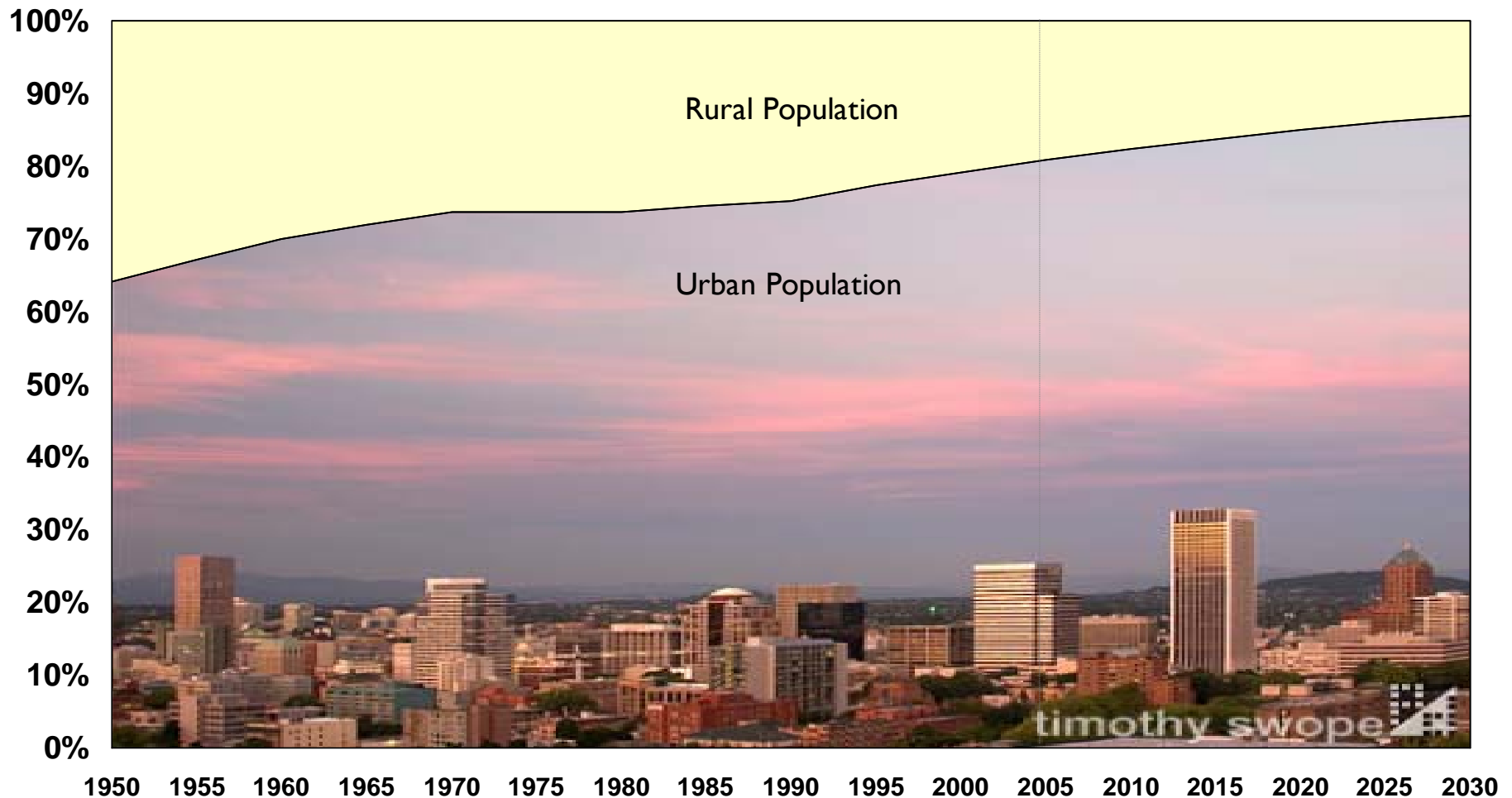
Today, the nation is already overwhelmingly metropolitan.

Breakdown of U.S.
population by type
of geography, 2000

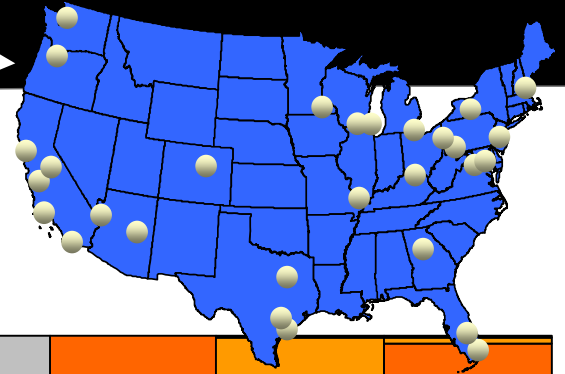


.....and is expected to become nearly 90 percent metropolitan by 2030.

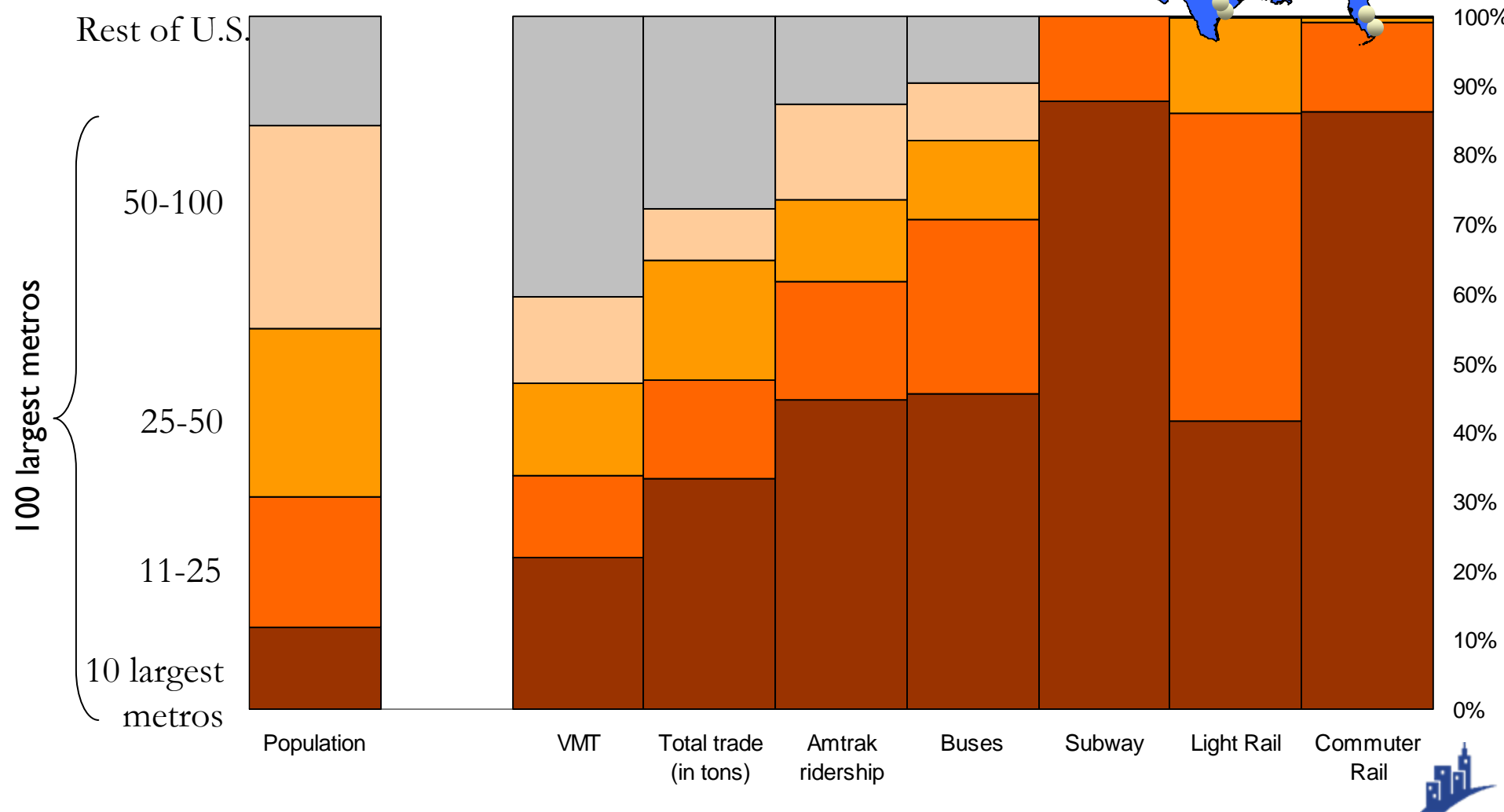
Rural and urban shares of
U.S. population, 1950-2030



Some assets, like transportation infrastructure, concentrate even more heavily—here, in the top 100 metros.



Transport indicators, by aggregate metro rank, various years



Second, these mega-trends are revaluing the assets of the cities and urban cores within metropolitan areas.



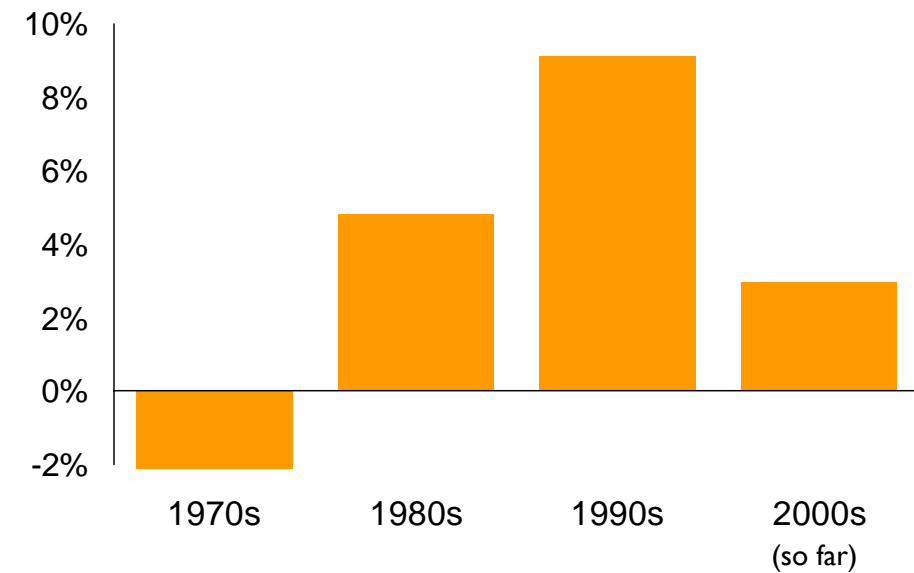
These forces have reconfirmed the primacy and centrality of place.

The environment for U.S. cities today is generally positive – and should continue to be.

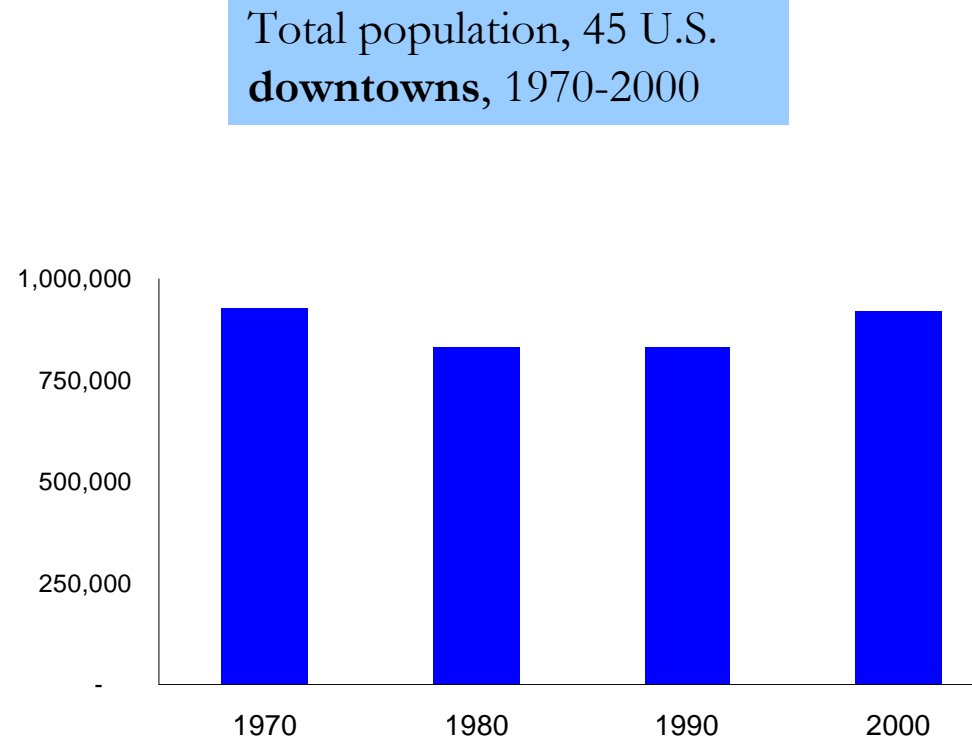
Demographic changes give cities a chance to compete for new residents:

- 
- Young professionals
 - Childless couples
 - Baby-boomers
 - New immigrants
 - Empty nesters
 - Elderly individuals

Recent demographic and market changes have already led to significant growth in cities and downtowns.



Population growth in 50 largest cities, 1970-2005

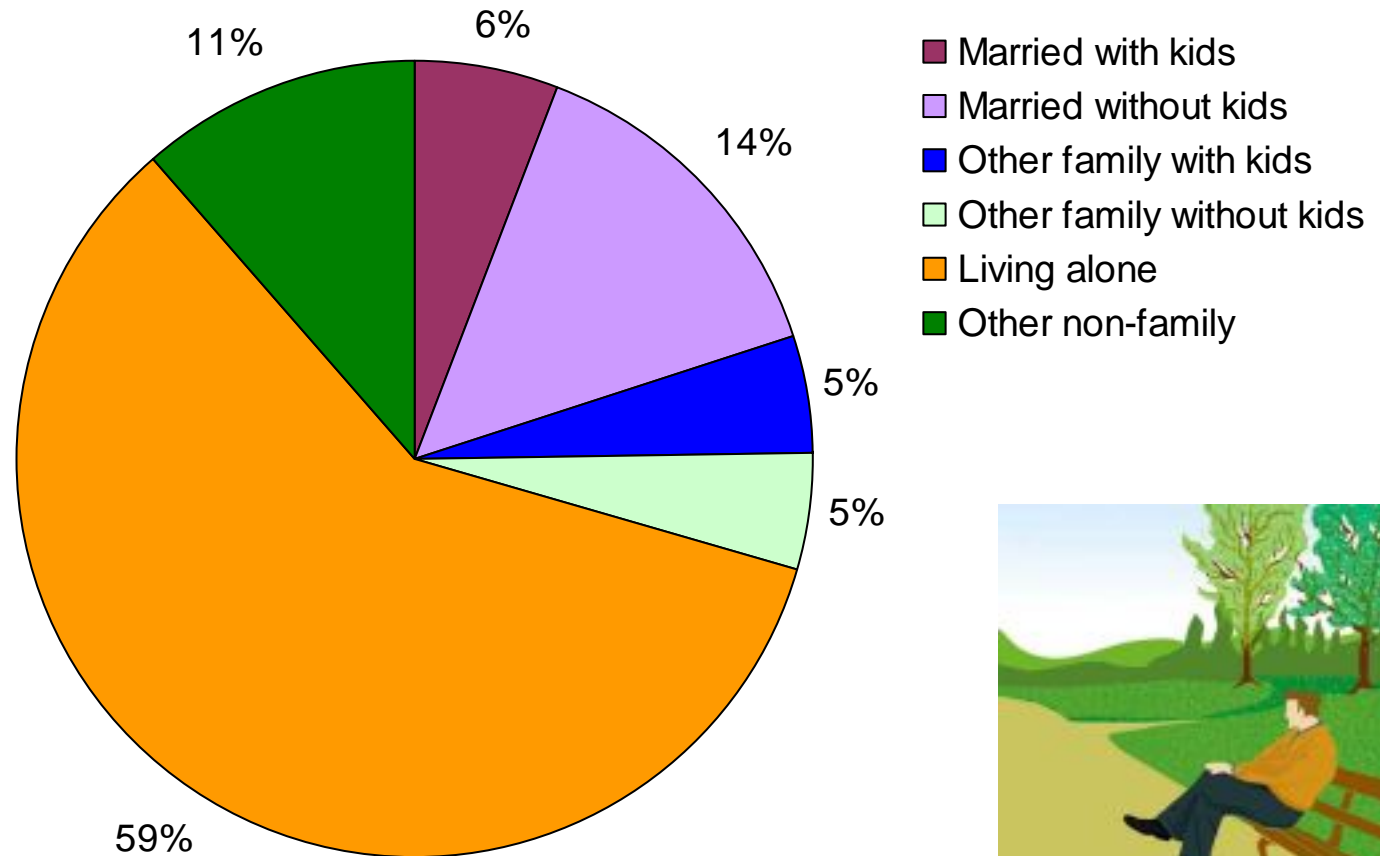


Total population, 45 U.S. downtowns, 1970-2000




The majority of downtowners in 2000 lived alone; the next largest group contained young couples and “empty nesters.”

Downtown
households by
type, 2000



These shifts are resulting in clear changes in housing preferences.



According to Chris Nelson, in 2003 sales of attached owner occupied homes exceeded sales of detached homes for the first time.

Also for the first time in 2003, prices of attached homes exceeded prices of detached homes.



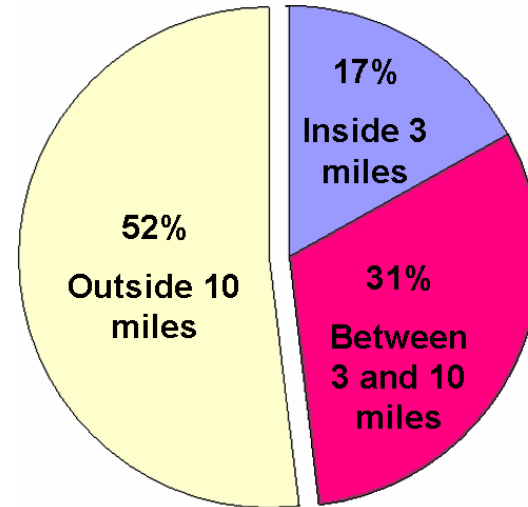
Third, America's metropolitan areas have become exceedingly complex and have moved well beyond the conventional city versus suburb divide.



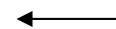
These are not your father's suburbs

No longer just bedroom communities, suburbs are strong employment centers serving a variety of regional functions.

Over half of all jobs are located more than 10 miles outside of downtown. Only 1 in 6 are in the metropolitan core.



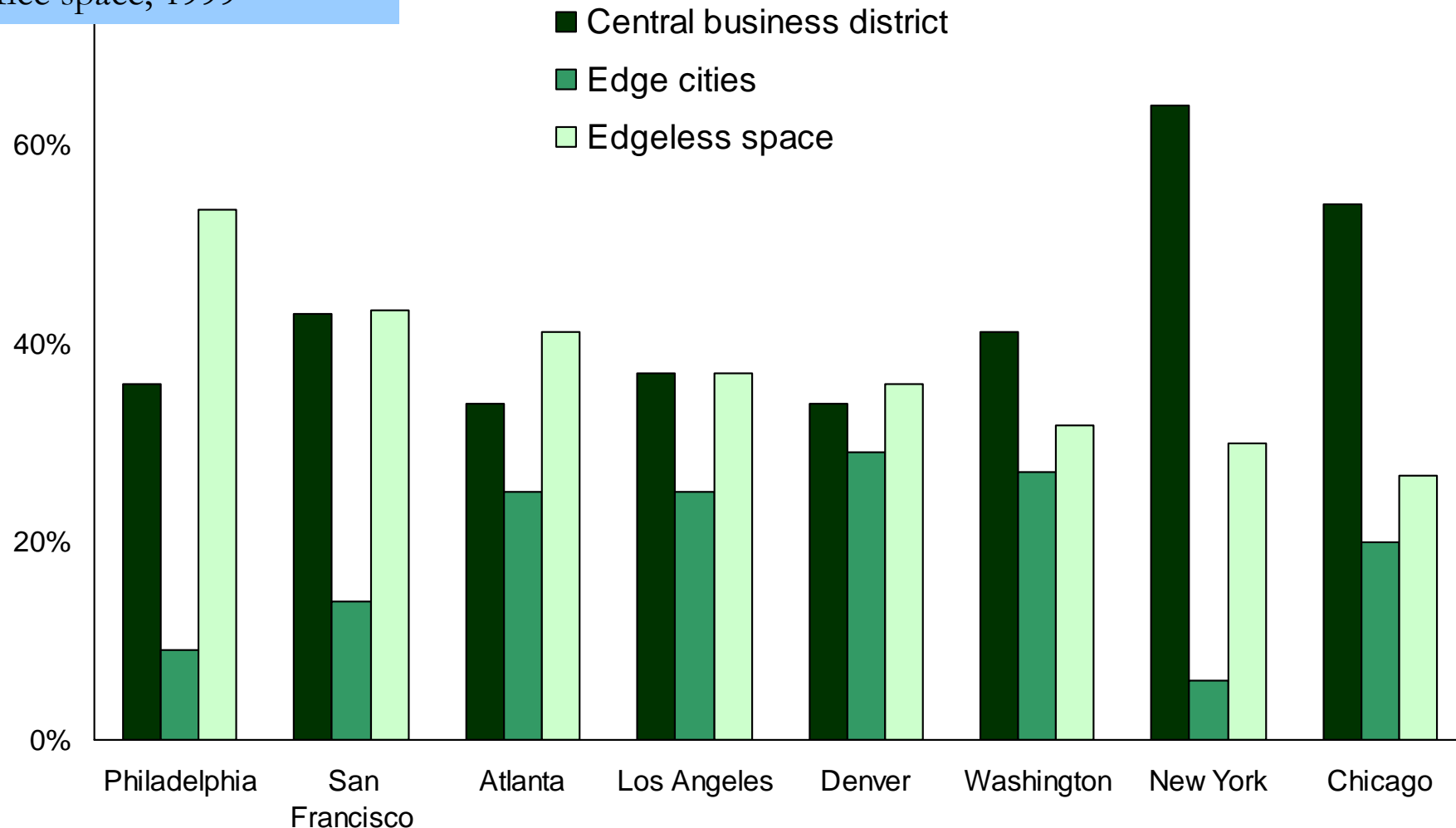
Some of this suburban growth is happening in city-like settings.



The Roslyn-Ballston transit corridor in Arlington, VA boasts more square feet of office space than Detroit and Miami and nearly as much as Denver.

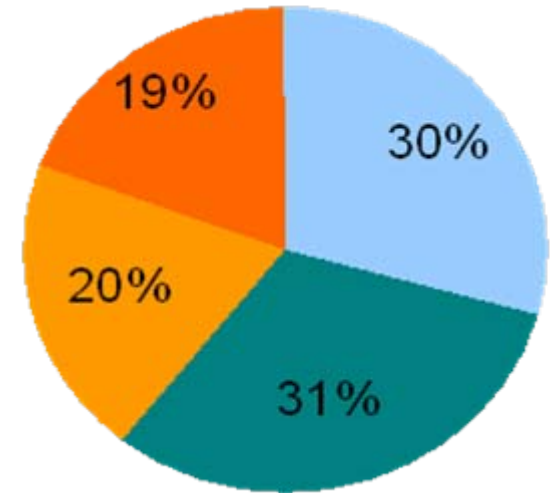
But overall, the American economy has largely become an “exit ramp” economy with commercial space located along suburban freeways.

Share of metropolitan
office space, 1999

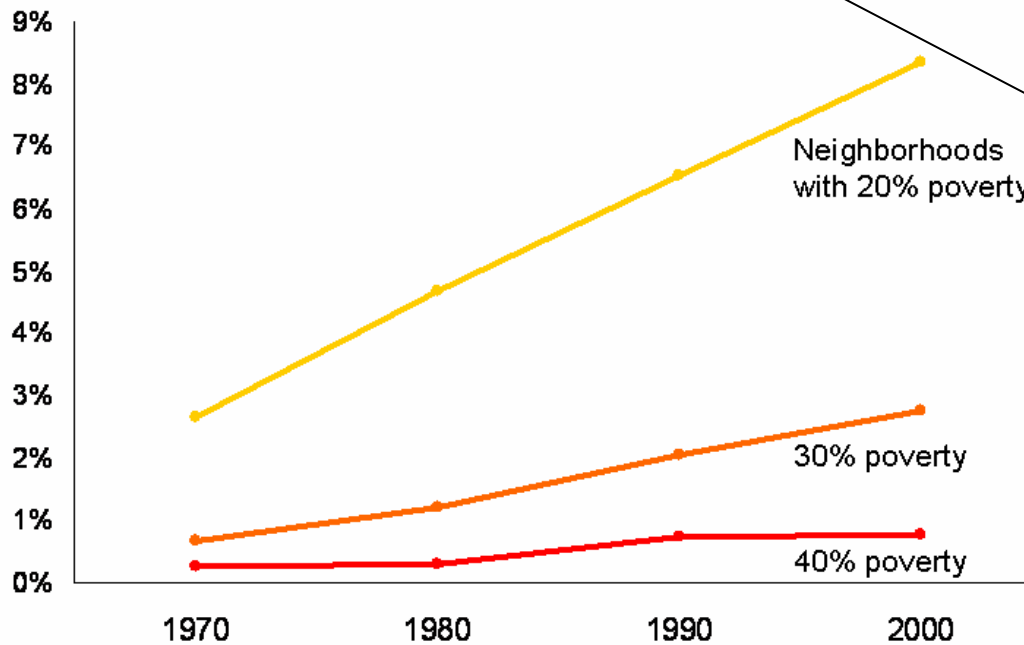


Poverty, once overwhelmingly concentrated in cities, has likewise drifted into the suburbs.

Below-poverty population by location, 2005



- Large cities
- Large suburbs
- Smaller cities/towns
- Micropolitan/rural



Percent of census tracts in first suburbs exceeding specified poverty thresholds, 1970-2000

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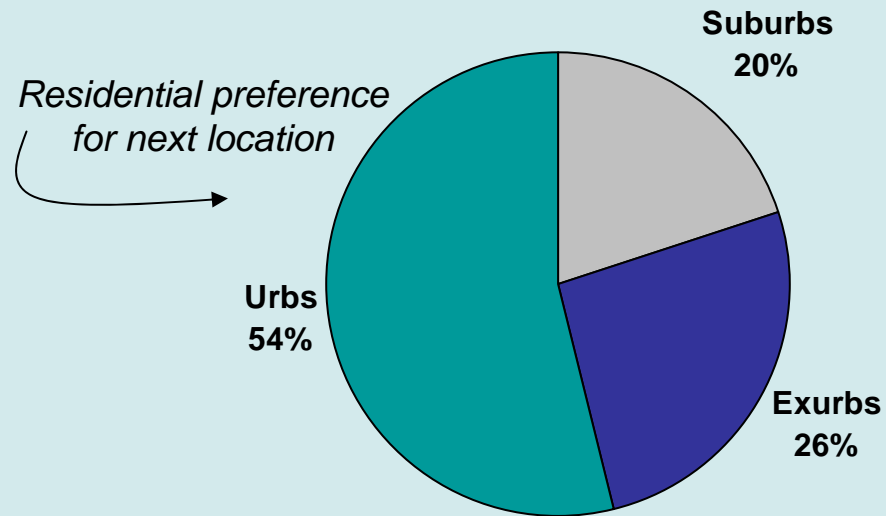
**“Never make predictions,
especially about the future.”**

-Casey Stengel

I. What will the impacts be for the built environment?

Given current growth rates and trends, it is estimated that by 2030 about half of the buildings in which Americans live work and shop will have been built after 2000.

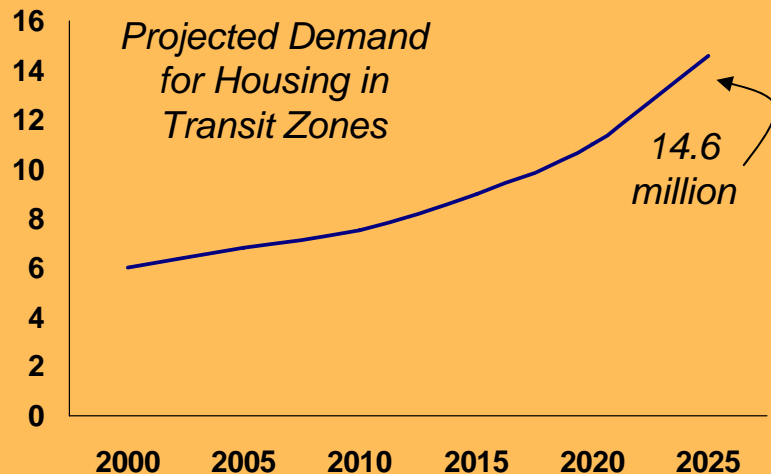
We can expect one-third of the population to continue to rent (usually apartments)



The pressure will be on existing places -- especially cities and first suburbs -- to accommodate new growth.

2. What will the impacts be of changing household formation?

Single person households will continue to be the fastest growing household type augmenting the market for apartments in urban environments, according to a Harvard study.



Demand for higher-density housing in transit zones could far outstrip the supply of this kind of housing.

3. What will the impacts be of increased diversity?

The nation will be majority minority by 2050 and nearly 90 percent of the population growth in 2050 will be the result of post 2000 net immigration.

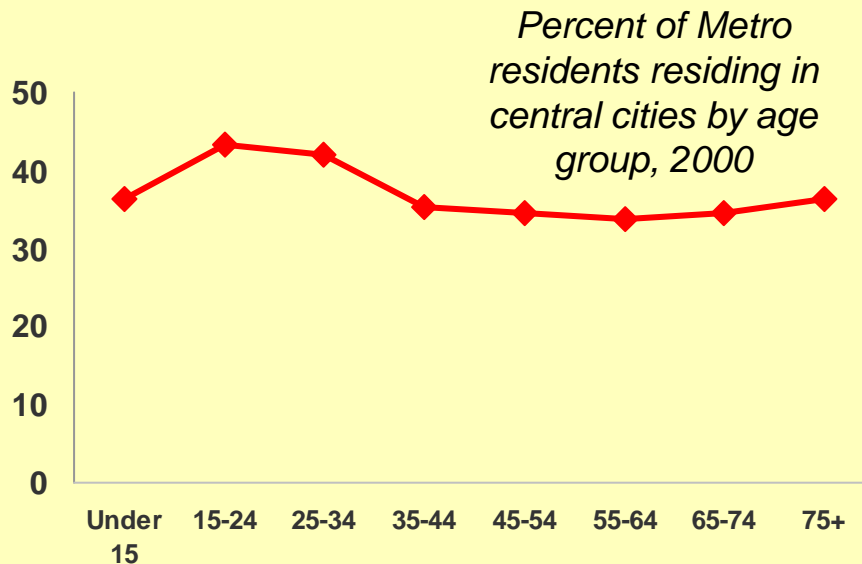
Immigrants are more likely to carpool. But their high levels of transit use decline over time.

Blacks and Hispanics together make up nearly half of the nation's transit users

While acknowledging that race and ethnicity do matter to some degree, it also seems clear that minorities' willingness to continue to use transit depends on the convenience and quality of the service.

4. What will the impacts be of the aging of the population?

The growth in travel demand will come from this age segment. Unfortunately, the elderly are just as dependent on private cars for their mobility and take many fewer transit trips.



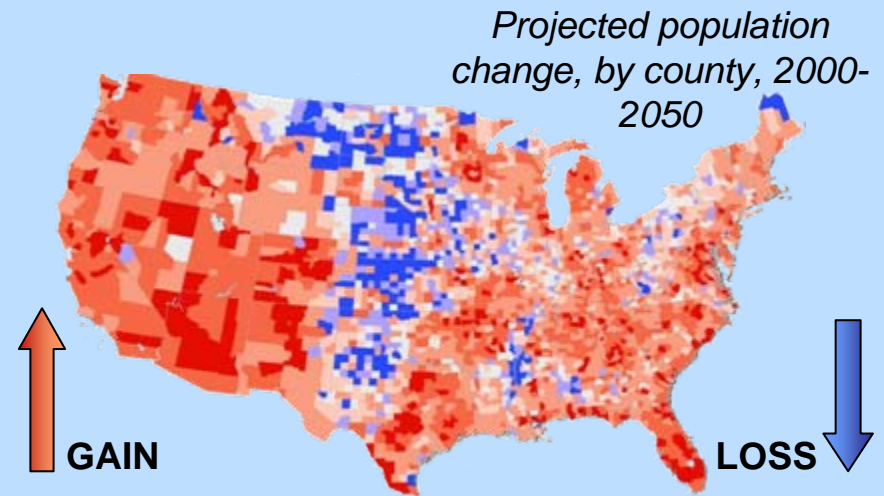
The location preferences of the elderly do not suggest a “back-to-the-city” movement.

Contrary to conventional wisdom it does not appear that the elderly will contribute dramatically to the growth in transit use or city growth.

5. What will the impacts be of national migration shifts?

Western and Southern states will account for the lion's share of growth between now and 2050

The challenge will be maintaining investments in declining areas without overbuilding.



The growth in those states with a strong tradition of growth management should support broad goals for job access, environmental stewardship, and economic development.

Demographics will not be the only determinant of our future, of course. Globalization, climate change, technological innovation, freight, energy concerns, and public policy are key.



Yet we have an enormous opportunity now to shape our nation's metropolitan future.



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