Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Akron, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Akron’s per capita footprint from transportation and residential energy use increased 8.47 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Akron’s per capita footprint increased 10.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Akron’s per capita footprint increased 6.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Akron emitted 2.637 tons of carbon from highway transportation and residential energy in 2005 (rank 62nd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Akron resident emitted 1.371 tons of carbon from highway transportation (rank 44th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Akron resident emitted 1.023 tons from autos (rank 39th) and 0.348 tons from trucks (rank 48th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Akron resident emitted 1.266 tons of carbon from residential energy use (rank 83rd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Akron resident emitted 0.780 tons from electricity (rank 58th) and 0.485 tons from residential fuels (rank 77th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Albany-Schenectady-Troy, NY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Albany’s per capita footprint from transportation and residential energy use decreased 5.62 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Albany’s per capita footprint increased 2.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Albany’s per capita footprint decreased 16.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Albany emitted 2.524 tons of carbon from highway transportation and residential energy in 2005 (rank 51st). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Albany resident emitted 1.559 tons of carbon from highway transportation (rank 60th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Albany resident emitted 1.231 tons from autos (rank 75th) and 0.328 tons from trucks (rank 44th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Albany resident emitted 0.966 tons of carbon from residential energy use (rank 32nd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Albany resident emitted 0.381 tons from electricity (rank 23rd) and 0.584 tons from residential fuels (rank 89th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Albuquerque, NM

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Albuquerque’s per capita footprint from transportation and residential energy use decreased 1.74 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Albuquerque’s per capita footprint decreased 3.8 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Albuquerque’s per capita footprint increased 1.7 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Albuquerque emitted 2.355 tons of carbon from highway transportation and residential energy in 2005 (rank 38th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Albuquerque resident emitted 1.431 tons of carbon from highway transportation (rank 49th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Albuquerque resident emitted 0.990 tons from autos (rank 31st) and 0.442 tons from trucks (rank 67th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Albuquerque resident emitted 0.924 tons of carbon from residential energy use (rank 28th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Albuquerque resident emitted 0.618 tons from electricity (rank 41st) and 0.306 tons from residential fuels (rank 54th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Allentown’s per capita footprint from transportation and residential energy use decreased **9.36** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Allentown’s per capita footprint decreased **3.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Allentown’s per capita footprint decreased **16.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Allentown emitted **2.364** tons of carbon from highway transportation and residential energy in 2005 (rank **39th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Allentown resident emitted **1.337** tons of carbon from highway transportation (rank **36th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Allentown resident emitted 0.964 tons from autos (rank **26th**) and 0.373 tons from trucks (rank **49th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Allentown resident emitted **1.027** tons of carbon from residential energy use (rank **49th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Allentown resident emitted 0.558 tons from electricity (rank **36th**) and 0.469 tons from residential fuels (rank **74th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Atlanta’s per capita footprint from transportation and residential energy use decreased 4.75 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Atlanta’s per capita footprint decreased 5.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Atlanta’s per capita footprint decreased 3.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Atlanta emitted 2.682 tons of carbon from highway transportation and residential energy in 2005 (rank 68th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Atlanta resident emitted 1.634 tons of carbon from highway transportation (rank 66th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Atlanta resident emitted 1.224 tons from autos (rank 73rd) and 0.410 tons from trucks (rank 58th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Atlanta resident emitted 1.049 tons of carbon from residential energy use (rank 54th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Atlanta resident emitted 0.837 tons from electricity (rank 63rd) and 0.211 tons from residential fuels (rank 42nd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Augusta’s per capita footprint from transportation and residential energy use decreased 6.87 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Augusta’s per capita footprint decreased 10.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Augusta’s per capita footprint decreased 1.5 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Augusta emitted 2.885 tons of carbon from highway transportation and residential energy in 2005 (rank 78th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Augusta resident emitted 1.740 tons of carbon from highway transportation (rank 80th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Augusta resident emitted 1.226 tons from autos (rank 74th) and 0.514 tons from trucks (rank 82nd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Augusta resident emitted 1.145 tons of carbon from residential energy use (rank 70th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Augusta resident emitted 0.915 tons from electricity (rank 76th) and 0.230 tons from residential fuels (rank 47th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Austin-Round Rock, TX

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Austin’s per capita footprint from transportation and residential energy use increased 10.55 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Austin’s per capita footprint decreased 1.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Austin’s per capita footprint increased 33.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Austin emitted 2.567 tons of carbon from highway transportation and residential energy in 2005 (rank 55th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Austin resident emitted 1.518 tons of carbon from highway transportation (rank 54th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Austin resident emitted 1.119 tons from autos (rank 57th) and 0.398 tons from trucks (rank 54th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Austin resident emitted 1.049 tons of carbon from residential energy use (rank 55th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Austin resident emitted 0.913 tons from electricity (rank 75th) and 0.137 tons from residential fuels (rank 15th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Bakersfield, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Bakersfield’s per capita footprint from transportation and residential energy use decreased 10.84 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Bakersfield’s per capita footprint decreased 9.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Bakersfield’s per capita footprint decreased 19.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Bakersfield emitted 2.540 tons of carbon from highway transportation and residential energy in 2005 (rank 53rd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Bakersfield resident emitted 2.189 tons of carbon from highway transportation (rank 100th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Bakersfield resident emitted 1.303 tons from autos (rank 86th) and 0.886 tons from trucks (rank 100th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Bakersfield resident emitted 0.350 tons of carbon from residential energy use (rank 1st). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Bakersfield resident emitted 0.159 tons from electricity (rank 4th) and 0.191 tons from residential fuels (rank 31st). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Baltimore-Towson, MD

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Baltimore’s per capita footprint from transportation and residential energy use increased 10.05 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Baltimore’s per capita footprint increased 0.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Baltimore’s per capita footprint increased 21.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Baltimore emitted 2.714 tons of carbon from highway transportation and residential energy in 2005 (rank 69th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Baltimore resident emitted 1.355 tons of carbon from highway transportation (rank 40th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Baltimore resident emitted 1.044 tons from autos (rank 44th) and 0.311 tons from trucks (rank 40th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Baltimore resident emitted 1.358 tons of carbon from residential energy use (rank 92nd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Baltimore resident emitted 1.015 tons from electricity (rank 87th) and 0.343 tons from residential fuels (rank 57th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Baton Rouge, LA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Baton Rouge’s per capita footprint from transportation and residential energy use increased 2.99 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Baton Rouge’s per capita footprint increased 6.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Baton Rouge’s per capita footprint decreased 1.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Baton Rouge emitted 2.511 tons of carbon from highway transportation and residential energy in 2005 (rank 48th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Baton Rouge resident emitted 1.371 tons of carbon from highway transportation (rank 45th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Baton Rouge resident emitted 0.956 tons from autos (rank 25th) and 0.416 tons from trucks (rank 59th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Baton Rouge resident emitted 1.139 tons of carbon from residential energy use (rank 69th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Baton Rouge resident emitted 0.994 tons from electricity (rank 84th) and 0.145 tons from residential fuels (rank 19th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Birmingham-Hoover, AL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Birmingham-Hoover’s per capita footprint from transportation and residential energy use increased 8.41 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Birmingham-Hoover’s per capita footprint increased 10.5 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Birmingham-Hoover’s per capita footprint increased 5.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Birmingham-Hoover emitted 2.901 tons of carbon from highway transportation and residential energy in 2005 (rank 79th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Birmingham-Hoover resident emitted 1.756 tons of carbon from highway transportation (rank 83rd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Birmingham-Hoover resident emitted 1.335 tons from autos (rank 93rd) and 0.421 tons from trucks (rank 63rd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Birmingham-Hoover resident emitted 1.145 tons of carbon from residential energy use (rank 71st). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Birmingham-Hoover resident emitted 0.986 tons from electricity (rank 82nd) and 0.159 tons from residential fuels (rank 22nd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Boise City-Nampa, ID

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Boise City-Nampa’s per capita footprint from transportation and residential energy use decreased 7.87 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Boise City-Nampa’s per capita footprint decreased 13.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Boise City-Nampa’s per capita footprint increased 9.1 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Boise City-Nampa emitted 1.507 tons of carbon from highway transportation and residential energy in 2005 (rank 5th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Boise City-Nampa resident emitted 1.059 tons of carbon from highway transportation (rank 11th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Boise City-Nampa resident emitted 0.830 tons from autos (rank 10th) and 0.229 tons from trucks (rank 20th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Boise City-Nampa resident emitted 0.447 tons of carbon from residential energy use (rank 13th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Boise City-Nampa resident emitted 0.143 tons from electricity (rank 1st) and 0.304 tons from residential fuels (rank 52nd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Boston’s per capita footprint from transportation and residential energy use decreased 0.28 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Boston’s per capita footprint increased 9.4 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Boston’s per capita footprint decreased 8.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Boston emitted 2.024 tons of carbon from highway transportation and residential energy in 2005 (rank 20th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Boston resident emitted 1.028 tons of carbon from highway transportation (rank 7th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Boston resident emitted 0.872 tons from autos (rank 14th) and 0.156 tons from trucks (rank 6th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Boston resident emitted 0.996 tons of carbon from residential energy use (rank 39th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Boston resident emitted 0.412 tons from electricity (rank 28th) and 0.584 tons from residential fuels (rank 88th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Bridgeport-Stamford-Norwalk, CT

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Bridgeport’s per capita footprint from transportation and residential energy use increased 9.85 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Bridgeport’s per capita footprint increased 11.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Bridgeport’s per capita footprint increased 8.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Bridgeport emitted 2.181 tons of carbon from highway transportation and residential energy in 2005 (rank 30th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Bridgeport resident emitted 1.193 tons of carbon from highway transportation (rank 25th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Bridgeport resident emitted 0.972 tons from autos (rank 28th) and 0.220 tons from trucks (rank 18th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Bridgeport resident emitted 0.988 tons of carbon from residential energy use (rank 36th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Bridgeport resident emitted 0.304 tons from electricity (rank 18th) and 0.684 tons from residential fuels (rank 96th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Buffalo-Niagara Falls, NY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Buffalo’s per capita footprint from transportation and residential energy use decreased 3.91 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Buffalo’s per capita footprint increased 0.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Buffalo’s per capita footprint decreased 7.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Buffalo emitted 1.995 tons of carbon from highway transportation and residential energy in 2005 (rank 16th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Buffalo resident emitted 0.982 tons of carbon from highway transportation (rank 4th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Buffalo resident emitted 0.801 tons from autos (rank 6th) and 0.181 tons from trucks (rank 12th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Buffalo resident emitted 1.014 tons of carbon from residential energy use (rank 44th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Buffalo resident emitted 0.404 tons from electricity (rank 27th) and 0.609 tons from residential fuels (rank 93rd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Cape Coral-Fort Myers, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Cape Coral’s per capita footprint from transportation and residential energy use increased 17.08 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Cape Coral’s per capita footprint increased 34.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Cape Coral’s per capita footprint decreased 6.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Cape Coral emitted 2.739 tons of carbon from highway transportation and residential energy in 2005 (rank 70th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Cape Coral resident emitted 1.808 tons of carbon from highway transportation (rank 86th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Cape Coral resident emitted 1.373 tons from autos (rank 95th) and 0.435 tons from trucks (rank 65th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Cape Coral resident emitted 0.932 tons of carbon from residential energy use (rank 29th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Cape Coral resident emitted 0.906 tons from electricity (rank 74th) and 0.026 tons from residential fuels (rank 5th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Charleston-North Charleston, SC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Charleston’s per capita footprint from transportation and residential energy use increased **6.24** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Charleston’s per capita footprint increased **9.0** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Charleston’s per capita footprint increased **1.0** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Charleston emitted **2.429** tons of carbon from highway transportation and residential energy in 2005 (rank **43rd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Charleston resident emitted **1.637** tons of carbon from highway transportation (rank **67th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Charleston resident emitted 1.175 tons from autos (rank **66th**) and 0.462 tons from trucks (rank **69th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Charleston resident emitted **0.792** tons of carbon from residential energy use (rank **22nd**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Charleston resident emitted 0.654 tons from electricity (rank **47th**) and 0.138 tons from residential fuels (rank **16th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Charlotte’s per capita footprint from transportation and residential energy use increased 3.08 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Charlotte’s per capita footprint increased 4.9 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Charlotte’s per capita footprint increased 0.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Charlotte emitted 2.757 tons of carbon from highway transportation and residential energy in 2005 (rank 72nd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Charlotte resident emitted 1.724 tons of carbon from highway transportation (rank 77th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Charlotte resident emitted 1.256 tons from autos (rank 79th) and 0.468 tons from trucks (rank 73rd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Charlotte resident emitted 1.033 tons of carbon from residential energy use (rank 50th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Charlotte resident emitted 0.846 tons from electricity (rank 67th) and 0.187 tons from residential fuels (rank 27th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Chattanooga, TN-GA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Chattanooga’s per capita footprint from transportation and residential energy use increased 47.78 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Chattanooga’s per capita footprint increased 127.2 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Chattanooga’s per capita footprint decreased 2.7 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Chattanooga emitted 3.110 tons of carbon from highway transportation and residential energy in 2005 (rank 88th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Chattanooga resident emitted 1.858 tons of carbon from highway transportation (rank 89th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Chattanooga resident emitted 1.272 tons from autos (rank 80th) and 0.586 tons from trucks (rank 92nd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Chattanooga resident emitted 1.252 tons of carbon from residential energy use (rank 82nd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Chattanooga resident emitted 1.054 tons from electricity (rank 90th) and 0.199 tons from residential fuels (rank 35th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

**Per Capita Carbon Footprints, 2000-2005**

**Trends.** Metropolitan Chicago’s per capita footprint from transportation and residential energy use increased 0.68 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Chicago’s per capita footprint increased 1.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Chicago’s per capita footprint increased 0.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Chicago emitted 1.965 tons of carbon from highway transportation and residential energy in 2005 (rank 15th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Chicago resident emitted 1.132 tons of carbon from highway transportation (rank 17th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Chicago resident emitted 0.820 tons from autos (rank 8th) and 0.312 tons from trucks (rank 41st), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Chicago resident emitted 0.833 tons of carbon from residential energy use (rank 24th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Chicago resident emitted 0.374 tons from electricity (rank 22nd) and 0.459 tons from residential fuels (rank 72nd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Cincinnati’s per capita footprint from transportation and residential energy use increased 12.10 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Cincinnati’s per capita footprint increased 4.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Cincinnati’s per capita footprint increased 20.8 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Cincinnati emitted 3.281 tons of carbon from highway transportation and residential energy in 2005 (rank 98th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Cincinnati resident emitted 1.575 tons of carbon from highway transportation (rank 63rd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Cincinnati resident emitted 1.140 tons from autos (rank 61st) and 0.436 tons from trucks (rank 66th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Cincinnati resident emitted 1.706 tons of carbon from residential energy use (rank 98th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Cincinnati resident emitted 1.255 tons from electricity (rank 97th) and 0.451 tons from residential fuels (rank 71st). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Cleveland-Elyria-Mentor, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Cleveland’s per capita footprint from transportation and residential energy use increased 4.28 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Cleveland’s per capita footprint increased 3.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Cleveland’s per capita footprint increased 5.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Cleveland emitted 2.235 tons of carbon from highway transportation and residential energy in 2005 (rank 31st). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Cleveland resident emitted 1.072 tons of carbon from highway transportation (rank 12th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Cleveland resident emitted 0.842 tons from autos (rank 11th) and 0.230 tons from trucks (rank 21st), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Cleveland resident emitted 1.163 tons of carbon from residential energy use (rank 74th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Cleveland resident emitted 0.694 tons from electricity (rank 52nd) and 0.468 tons from residential fuels (rank 73rd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Colorado Springs, CO

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Colorado Springs’s per capita footprint from transportation and residential energy use decreased 2.47 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Colorado Springs’s per capita footprint decreased 1.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Colorado Springs’s per capita footprint decreased 3.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Colorado Springs emitted 2.134 tons of carbon from highway transportation and residential energy in 2005 (rank 26th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Colorado Springs resident emitted 1.109 tons of carbon from highway transportation (rank 14th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Colorado Springs resident emitted 0.937 tons from autos (rank 21st) and 0.172 tons from trucks (rank 9th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Colorado Springs resident emitted 1.025 tons of carbon from residential energy use (rank 48th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Colorado Springs resident emitted 0.620 tons from electricity (rank 43rd) and 0.405 tons from residential fuels (rank 65th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
**Shrinking the Carbon Footprint of Metropolitan America**

Metro Area Profile: Columbia, SC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see [www.blueprintprosperity.org](http://www.blueprintprosperity.org)

**Per Capita Carbon Footprints, 2000-2005**

**Trends.** Metropolitan Columbia’s per capita footprint from transportation and residential energy use increased **3.87%** between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Columbia’s per capita footprint increased **0.2%** between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Columbia’s per capita footprint increased **13.4%** between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Columbia emitted **2.534 tons** of carbon from highway transportation and residential energy in 2005 (rank **52nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Columbia resident emitted **1.771 tons** of carbon from highway transportation (rank **85th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Columbia resident emitted 1.216 tons from autos (rank **72nd**) and 0.554 tons from trucks (rank **88th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Columbia resident emitted **0.764 tons** of carbon from residential energy use (rank **20th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Columbia resident emitted 0.625 tons from electricity (rank **46th**) and 0.139 tons from residential fuels (rank **17th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Columbus, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Columbus’s per capita footprint from transportation and residential energy use increased 2.98 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Columbus’s per capita footprint increased 1.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Columbus’s per capita footprint increased 5.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Columbus emitted 2.952 tons of carbon from highway transportation and residential energy in 2005 (rank 83rd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Columbus resident emitted 1.652 tons of carbon from highway transportation (rank 69th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Columbus resident emitted 1.176 tons from autos (rank 67th) and 0.476 tons from trucks (rank 78th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Columbus resident emitted 1.300 tons of carbon from residential energy use (rank 85th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Columbus resident emitted 0.824 tons from electricity (rank 61st) and 0.476 tons from residential fuels (rank 75th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Dallas’s per capita footprint from transportation and residential energy use decreased **11.05** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased **1.1** percent and **2.2** percent during this time, respectively.

The transportation portion of Dallas’s per capita footprint decreased **14.6** percent between 2000 and 2005, compared to an increase of **2.4** percent in the 100 largest metro areas. The residential portion of Dallas’s per capita footprint decreased **6.4** percent between 2000 and 2005, compared to a slight decrease of **0.7** percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Dallas emitted **2.582** tons of carbon from highway transportation and residential energy in 2005 (rank **57th**). This compares with **2.24** tons of carbon emitted by the average 100-metro resident and **2.60** tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Dallas resident emitted **1.406** tons of carbon from highway transportation (rank **47th**). The average 100-metro resident emitted **1.310** tons and the average American emitted **1.44** tons from highway transportation.

The average Dallas resident emitted 1.081 tons from autos (rank **49th**) and 0.325 tons from trucks (rank **43rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Dallas resident emitted **1.177** tons of carbon from residential energy use (rank **75th**). The average 100-metro resident emitted **0.925** tons and the average American emitted **1.16** tons of carbon from residential energy use.

The average Dallas resident emitted 1.046 tons from electricity (rank **89th**) and 0.131 tons from residential fuels (rank **13th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Dayton, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Dayton’s per capita footprint from transportation and residential energy use decreased 3.40 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Dayton’s per capita footprint decreased 7.9 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Dayton’s per capita footprint increased 1.1 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Dayton emitted 2.769 tons of carbon from highway transportation and residential energy in 2005 (rank 75th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Dayton resident emitted 1.318 tons of carbon from highway transportation (rank 35th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Dayton resident emitted 0.898 tons from autos (rank 18th) and 0.420 tons from trucks (rank 62nd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Dayton resident emitted 1.452 tons of carbon from residential energy use (rank 94th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Dayton resident emitted 0.956 tons from electricity (rank 79th) and 0.495 tons from residential fuels (rank 79th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Denver-Aurora, CO

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Denver’s per capita footprint from transportation and residential energy use increased 2.91 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Denver’s per capita footprint increased 7.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Denver’s per capita footprint decreased 2.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Denver emitted 2.392 tons of carbon from highway transportation and residential energy in 2005 (rank 42nd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Denver resident emitted 1.367 tons of carbon from highway transportation (rank 43rd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Denver resident emitted 1.116 tons from autos (rank 55th) and 0.251 tons from trucks (rank 26th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Denver resident emitted 1.025 tons of carbon from residential energy use (rank 47th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Denver resident emitted 0.625 tons from electricity (rank 45th) and 0.400 tons from residential fuels (rank 64th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Des Moines, IA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Des Moines’s per capita footprint from transportation and residential energy use decreased 2.24 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Des Moines’s per capita footprint decreased 1.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Des Moines’s per capita footprint decreased 3.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Des Moines emitted 2.765 tons of carbon from highway transportation and residential energy in 2005 (rank 74th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Des Moines resident emitted 1.528 tons of carbon from highway transportation (rank 57th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Des Moines resident emitted 1.206 tons from autos (rank 70th) and 0.322 tons from trucks (rank 42nd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Des Moines resident emitted 1.237 tons of carbon from residential energy use (rank 81st). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Des Moines resident emitted 0.840 tons from electricity (rank 64th) and 0.397 tons from residential fuels (rank 62nd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Detroit-Warren-Livonia, MI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Detroit’s per capita footprint from transportation and residential energy use decreased 4.98 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Detroit’s per capita footprint increased 1.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Detroit’s per capita footprint decreased 12.1 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Detroit emitted 2.350 tons of carbon from highway transportation and residential energy in 2005 (rank 37th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Detroit resident emitted 1.348 tons of carbon from highway transportation (rank 39th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Detroit resident emitted 1.131 tons from autos (rank 60th) and 0.217 tons from trucks (rank 17th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Detroit resident emitted 1.002 tons of carbon from residential energy use (rank 41st). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Detroit resident emitted 0.385 tons from electricity (rank 25th) and 0.617 tons from residential fuels (rank 95th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Durham, NC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Durham’s per capita footprint from transportation and residential energy use increased 11.41 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Durham’s per capita footprint increased 22.4 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Durham’s per capita footprint decreased 1.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Durham emitted 2.610 tons of carbon from highway transportation and residential energy in 2005 (rank 61st). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Durham resident emitted 1.542 tons of carbon from highway transportation (rank 59th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Durham resident emitted 1.119 tons from autos (rank 56th) and 0.424 tons from trucks (rank 64th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Durham resident emitted 1.067 tons of carbon from residential energy use (rank 58th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Durham resident emitted 0.879 tons from electricity (rank 72nd) and 0.188 tons from residential fuels (rank 30th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: El Paso, TX

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan El Paso’s per capita footprint from transportation and residential energy use decreased 12.07 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of El Paso’s per capita footprint decreased 15.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of El Paso’s per capita footprint decreased 3.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan El Paso emitted 1.613 tons of carbon from highway transportation and residential energy in 2005 (rank 9th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average El Paso resident emitted 1.129 tons of carbon from highway transportation (rank 16th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average El Paso resident emitted 0.830 tons from autos (rank 9th) and 0.300 tons from trucks (rank 39th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average El Paso resident emitted 0.483 tons of carbon from residential energy use (rank 14th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average El Paso resident emitted 0.364 tons from electricity (rank 21st) and 0.119 tons from residential fuels (rank 11th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Fresno, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Fresno’s per capita footprint from transportation and residential energy use decreased 5.60 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Fresno’s per capita footprint decreased 4.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Fresno’s per capita footprint decreased 11.9 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Fresno emitted 2.076 tons of carbon from highway transportation and residential energy in 2005 (rank 22nd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Fresno resident emitted 1.687 tons of carbon from highway transportation (rank 71st). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Fresno resident emitted 1.146 tons from autos (rank 62nd) and 0.541 tons from trucks (rank 86th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Fresno resident emitted 0.390 tons of carbon from residential energy use (rank 6th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Fresno resident emitted 0.202 tons from electricity (rank 12th) and 0.187 tons from residential fuels (rank 28th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Grand Rapids-Wyoming, MI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Grand Rapids’s per capita footprint from transportation and residential energy use decreased **14.66** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Grand Rapids’s per capita footprint decreased **7.2** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Grand Rapids’s per capita footprint decreased **23.5** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Grand Rapids emitted **2.609** tons of carbon from highway transportation and residential energy in 2005 (rank **60th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Grand Rapids resident emitted **1.536** tons of carbon from highway transportation (rank **58th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Grand Rapids resident emitted 1.197 tons from autos (rank **69th**) and 0.339 tons from trucks (rank **46th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Grand Rapids resident emitted **1.073** tons of carbon from residential energy use (rank **60th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Grand Rapids resident emitted 0.486 tons from electricity (rank **30th**) and 0.586 tons from residential fuels (rank **90th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Greensboro-High Point, NC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Greensboro’s per capita footprint from transportation and residential energy use decreased **0.42** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Greensboro’s per capita footprint decreased **1.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Greensboro’s per capita footprint increased **0.6** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Greensboro emitted **2.576** tons of carbon from highway transportation and residential energy in 2005 (rank **56th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Greensboro resident emitted **1.522** tons of carbon from highway transportation (rank **55th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Greensboro resident emitted 1.104 tons from autos (rank **53rd**) and 0.418 tons from trucks (rank **60th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Greensboro resident emitted **1.054** tons of carbon from residential energy use (rank **56th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Greensboro resident emitted 0.856 tons from electricity (rank **69th**) and 0.198 tons from residential fuels (rank **34th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Greenville, SC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Greenville’s per capita footprint from transportation and residential energy use increased 9.79 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Greenville’s per capita footprint increased 6.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Greenville’s per capita footprint increased 16.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Greenville emitted 1.859 tons of carbon from highway transportation and residential energy in 2005 (rank 13th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Greenville resident emitted 1.151 tons of carbon from highway transportation (rank 19th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Greenville resident emitted 0.874 tons from autos (rank 15th) and 0.277 tons from trucks (rank 33rd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Greenville resident emitted 0.709 tons of carbon from residential energy use (rank 19th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Greenville resident emitted 0.567 tons from electricity (rank 38th) and 0.142 tons from residential fuels (rank 18th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Harrisburg-Carlisle, PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Harrisburg’s per capita footprint from transportation and residential energy use decreased 1.92 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Harrisburg’s per capita footprint increased 4.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Harrisburg’s per capita footprint decreased 10.9 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Harrisburg emitted 3.190 tons of carbon from highway transportation and residential energy in 2005 (rank 92nd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Harrisburg resident emitted 2.041 tons of carbon from highway transportation (rank 98th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Harrisburg resident emitted 1.320 tons from autos (rank 89th) and 0.721 tons from trucks (rank 98th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Harrisburg resident emitted 1.149 tons of carbon from residential energy use (rank 72nd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Harrisburg resident emitted 0.621 tons from electricity (rank 44th) and 0.528 tons from residential fuels (rank 83rd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Hartford’s per capita footprint from transportation and residential energy use increased 1.97 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Hartford’s per capita footprint decreased 3.9 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Hartford’s per capita footprint increased 10.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Hartford emitted 2.381 tons of carbon from highway transportation and residential energy in 2005 (rank 41st). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Hartford resident emitted 1.309 tons of carbon from highway transportation (rank 32nd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Hartford resident emitted 1.046 tons from autos (rank 45th) and 0.263 tons from trucks (rank 28th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Hartford resident emitted 1.073 tons of carbon from residential energy use (rank 59th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Hartford resident emitted 0.360 tons from electricity (rank 20th) and 0.712 tons from residential fuels (rank 99th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Honolulu, HI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Honolulu’s per capita footprint from transportation and residential energy use increased 10.24 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Honolulu’s per capita footprint increased 13.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Honolulu’s per capita footprint increased 5.9 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Honolulu emitted 1.356 tons of carbon from highway transportation and residential energy in 2005 (rank 1st). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Honolulu resident emitted 0.847 tons of carbon from highway transportation (rank 2nd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Honolulu resident emitted 0.786 tons from autos (rank 3rd) and 0.061 tons from trucks (rank 1st), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Honolulu resident emitted 0.509 tons of carbon from residential energy use (rank 15th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Honolulu resident emitted 0.495 tons from electricity (rank 31st) and 0.014 tons from residential fuels (rank 1st). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.

Rank 1 = smallest per capita footprint
Rank 100 = largest per capita footprint
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Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Houston’s per capita footprint from transportation and residential energy use decreased 8.61 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Houston’s per capita footprint decreased 3.9 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Houston’s per capita footprint decreased 14.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Houston emitted 2.292 tons of carbon from highway transportation and residential energy in 2005 (rank 35th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Houston resident emitted 1.308 tons of carbon from highway transportation (rank 31st). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Houston resident emitted 1.030 tons from autos (rank 41st) and 0.278 tons from trucks (rank 34th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Houston resident emitted 0.983 tons of carbon from residential energy use (rank 34th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Houston resident emitted 0.858 tons from electricity (rank 70th) and 0.125 tons from residential fuels (rank 12th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.

Rank 1 = smallest per capita footprint
Rank 100 = largest per capita footprint

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Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Indianapolis, IN

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Indianapolis’s per capita footprint from transportation and residential energy use decreased 5.28 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Indianapolis’s per capita footprint decreased 11.4 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Indianapolis’s per capita footprint increased 2.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Indianapolis emitted 3.364 tons of carbon from highway transportation and residential energy in 2005 (rank 99th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Indianapolis resident emitted 1.732 tons of carbon from highway transportation (rank 78th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Indianapolis resident emitted 1.127 tons from autos (rank 58th) and 0.605 tons from trucks (rank 94th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Indianapolis resident emitted 1.632 tons of carbon from residential energy use (rank 97th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Indianapolis resident emitted 1.235 tons from electricity (rank 96th) and 0.397 tons from residential fuels (rank 63rd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Jackson, MS

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Jackson’s per capita footprint from transportation and residential energy use decreased 1.18 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Jackson’s per capita footprint increased 0.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Jackson’s per capita footprint decreased 4.9 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Jackson emitted 3.063 tons of carbon from highway transportation and residential energy in 2005 (rank 87th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Jackson resident emitted 2.073 tons of carbon from highway transportation (rank 99th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Jackson resident emitted 1.459 tons from autos (rank 99th) and 0.614 tons from trucks (rank 95th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Jackson resident emitted 0.990 tons of carbon from residential energy use (rank 37th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Jackson resident emitted 0.834 tons from electricity (rank 62nd) and 0.156 tons from residential fuels (rank 21st). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Jacksonville, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Jacksonville’s per capita footprint from transportation and residential energy use increased 2.75 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Jacksonville’s per capita footprint increased 4.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Jacksonville’s per capita footprint decreased 0.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Jacksonville emitted 2.905 tons of carbon from highway transportation and residential energy in 2005 (rank 80th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Jacksonville resident emitted 1.902 tons of carbon from highway transportation (rank 95th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Jacksonville resident emitted 1.435 tons from autos (rank 98th) and 0.467 tons from trucks (rank 72nd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Jacksonville resident emitted 1.003 tons of carbon from residential energy use (rank 42nd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Jacksonville resident emitted 0.979 tons from electricity (rank 81st) and 0.024 tons from residential fuels (rank 3rd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Kansas City, MO-KS

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Kansas City’s per capita footprint from transportation and residential energy use decreased 6.09 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Kansas City’s per capita footprint decreased 5.2 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Kansas City’s per capita footprint decreased 7.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Kansas City emitted 2.969 tons of carbon from highway transportation and residential energy in 2005 (rank 84th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Kansas City resident emitted 1.630 tons of carbon from highway transportation (rank 65th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Kansas City resident emitted 1.159 tons from autos (rank 64th) and 0.471 tons from trucks (rank 75th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Kansas City resident emitted 1.339 tons of carbon from residential energy use (rank 90th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Kansas City resident emitted 1.024 tons from electricity (rank 88th) and 0.315 tons from residential fuels (rank 56th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Knoxville, TN

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Knoxville’s per capita footprint from transportation and residential energy use decreased 2.35 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Knoxville’s per capita footprint decreased 0.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Knoxville’s per capita footprint decreased 5.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Knoxville emitted 3.134 tons of carbon from highway transportation and residential energy in 2005 (rank 91st). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Knoxville resident emitted 1.867 tons of carbon from highway transportation (rank 90th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Knoxville resident emitted 1.402 tons from autos (rank 97th) and 0.465 tons from trucks (rank 71st), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Knoxville resident emitted 1.267 tons of carbon from residential energy use (rank 84th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Knoxville resident emitted 1.068 tons from electricity (rank 91st) and 0.200 tons from residential fuels (rank 37th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Lancaster, PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Lancaster’s per capita footprint from transportation and residential energy use decreased 3.19 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Lancaster’s per capita footprint increased 9.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Lancaster’s per capita footprint decreased 12.7 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Lancaster emitted 2.091 tons of carbon from highway transportation and residential energy in 2005 (rank 23rd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Lancaster resident emitted 1.030 tons of carbon from highway transportation (rank 8th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Lancaster resident emitted 0.767 tons from autos (rank 2nd) and 0.263 tons from trucks (rank 29th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Lancaster resident emitted 1.061 tons of carbon from residential energy use (rank 57th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Lancaster resident emitted 0.565 tons from electricity (rank 37th) and 0.496 tons from residential fuels (rank 80th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Lansing-East Lansing, MI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Lansing’s per capita footprint from transportation and residential energy use decreased 3.49 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Lansing’s per capita footprint increased 14.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Lansing’s per capita footprint decreased 21.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Lansing emitted 2.754 tons of carbon from highway transportation and residential energy in 2005 (rank 71st). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Lansing resident emitted 1.649 tons of carbon from highway transportation (rank 68th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Lansing resident emitted 1.247 tons from autos (rank 78th) and 0.402 tons from trucks (rank 55th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Lansing resident emitted 1.105 tons of carbon from residential energy use (rank 64th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Lansing resident emitted 0.503 tons from electricity (rank 32nd) and 0.602 tons from residential fuels (rank 91st). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Las Vegas-Paradise, NV

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Las Vegas’s per capita footprint from transportation and residential energy use decreased 4.80 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Las Vegas’s per capita footprint decreased 5.2 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Las Vegas’s per capita footprint decreased 4.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Las Vegas emitted 2.013 tons of carbon from highway transportation and residential energy in 2005 (rank 18th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Las Vegas resident emitted 1.032 tons of carbon from highway transportation (rank 9th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Las Vegas resident emitted 0.845 tons from autos (rank 12th) and 0.186 tons from trucks (rank 13th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Las Vegas resident emitted 0.981 tons of carbon from residential energy use (rank 33rd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Las Vegas resident emitted 0.755 tons from electricity (rank 54th) and 0.227 tons from residential fuels (rank 46th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Lexington-Fayette, KY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Lexington’s per capita footprint from transportation and residential energy use decreased 0.71 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Lexington’s per capita footprint decreased 6.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Lexington’s per capita footprint increased 5.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Lexington emitted 3.455 tons of carbon from highway transportation and residential energy in 2005 (rank 100th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Lexington resident emitted 1.740 tons of carbon from highway transportation (rank 81st). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Lexington resident emitted 1.101 tons from autos (rank 52nd) and 0.639 tons from trucks (rank 96th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Lexington resident emitted 1.715 tons of carbon from residential energy use (rank 99th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Lexington resident emitted 1.477 tons from electricity (rank 99th) and 0.238 tons from residential fuels (rank 48th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Little Rock’s per capita footprint from transportation and residential energy use increased 1.60 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Little Rock’s per capita footprint increased 9.8 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Little Rock’s per capita footprint decreased 11.5 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Little Rock emitted 3.009 tons of carbon from highway transportation and residential energy in 2005 (rank 85th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Little Rock resident emitted 1.999 tons of carbon from highway transportation (rank 96th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Little Rock resident emitted 1.293 tons from autos (rank 84th) and 0.706 tons from trucks (rank 97th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Little Rock resident emitted 1.010 tons of carbon from residential energy use (rank 43rd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Little Rock resident emitted 0.803 tons from electricity (rank 59th) and 0.207 tons from residential fuels (rank 41st). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Los Angeles’s per capita footprint from transportation and residential energy use increased 0.35 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Los Angeles’s per capita footprint decreased 1.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Los Angeles’s per capita footprint increased 4.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Los Angeles emitted 1.413 tons of carbon from highway transportation and residential energy in 2005 (rank 2nd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Los Angeles resident emitted 1.022 tons of carbon from highway transportation (rank 5th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Los Angeles resident emitted 0.882 tons from autos (rank 17th) and 0.139 tons from trucks (rank 3rd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Los Angeles resident emitted 0.391 tons of carbon from residential energy use (rank 8th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Los Angeles resident emitted 0.213 tons from electricity (rank 13th) and 0.178 tons from residential fuels (rank 23rd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Louisville, KY-IN

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Louisville’s per capita footprint from transportation and residential energy use increased 1.43 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Louisville’s per capita footprint increased 1.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Louisville’s per capita footprint increased 1.1 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Louisville emitted 3.233 tons of carbon from highway transportation and residential energy in 2005 (rank 96th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Louisville resident emitted 1.700 tons of carbon from highway transportation (rank 73rd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Louisville resident emitted 1.129 tons from autos (rank 59th) and 0.571 tons from trucks (rank 91st), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Louisville resident emitted 1.532 tons of carbon from residential energy use (rank 96th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Louisville resident emitted 1.318 tons from electricity (rank 98th) and 0.215 tons from residential fuels (rank 44th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Madison, WI

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Madison’s per capita footprint from transportation and residential energy use increased *2.40* percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Madison’s per capita footprint increased *2.4* percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Madison’s per capita footprint increased *2.3* percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Madison emitted *2.914* tons of carbon from highway transportation and residential energy in 2005 (rank *81st*). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Madison resident emitted *1.814* tons of carbon from highway transportation (rank *87th*). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Madison resident emitted 1.353 tons from autos (rank *94th*) and 0.461 tons from trucks (rank *68th*), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Madison resident emitted *1.101* tons of carbon from residential energy use (rank *63rd*). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Madison resident emitted 0.659 tons from electricity (rank *49th*) and 0.442 tons from residential fuels (rank *69th*). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Memphis, TN-MS-AR

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Memphis’s per capita footprint from transportation and residential energy use increased 2.65 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Memphis’s per capita footprint increased 7.8 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Memphis’s per capita footprint decreased 4.0 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Memphis emitted 2.870 tons of carbon from highway transportation and residential energy in 2005 (rank 77th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Memphis resident emitted 1.692 tons of carbon from highway transportation (rank 72nd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Memphis resident emitted 1.162 tons from autos (rank 65th) and 0.530 tons from trucks (rank 85th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Memphis resident emitted 1.178 tons of carbon from residential energy use (rank 76th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Memphis resident emitted 0.995 tons from electricity (rank 85th) and 0.183 tons from residential fuels (rank 25th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Miami’s per capita footprint from transportation and residential energy use increased 6.55 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Miami’s per capita footprint increased 15.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Miami’s per capita footprint decreased 4.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Miami emitted 2.156 tons of carbon from highway transportation and residential energy in 2005 (rank 28th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Miami resident emitted 1.295 tons of carbon from highway transportation (rank 30th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Miami resident emitted 1.031 tons from autos (rank 42nd) and 0.264 tons from trucks (rank 30th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Miami resident emitted 0.861 tons of carbon from residential energy use (rank 26th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Miami resident emitted 0.841 tons from electricity (rank 65th) and 0.020 tons from residential fuels (rank 2nd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Milwaukee’s per capita footprint from transportation and residential energy use increased 0.33 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Milwaukee’s per capita footprint decreased 2.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Milwaukee’s per capita footprint increased 3.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Milwaukee emitted 2.436 tons of carbon from highway transportation and residential energy in 2005 (rank 44th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Milwaukee resident emitted 1.310 tons of carbon from highway transportation (rank 34th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Milwaukee resident emitted 1.038 tons from autos (rank 43rd) and 0.272 tons from trucks (rank 31st), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Milwaukee resident emitted 1.125 tons of carbon from residential energy use (rank 67th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Milwaukee resident emitted 0.692 tons from electricity (rank 51st) and 0.434 tons from residential fuels (rank 67th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Minneapolis’s per capita footprint from transportation and residential energy use increased 3.87 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Minneapolis’s per capita footprint increased 0.2 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Minneapolis’s per capita footprint increased 8.8 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Minneapolis emitted 2.440 tons of carbon from highway transportation and residential energy in 2005 (rank 45th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Minneapolis resident emitted 1.346 tons of carbon from highway transportation (rank 38th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Minneapolis resident emitted 1.090 tons from autos (rank 50th) and 0.256 tons from trucks (rank 27th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Minneapolis resident emitted 1.094 tons of carbon from residential energy use (rank 62nd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Minneapolis resident emitted 0.658 tons from electricity (rank 48th) and 0.436 tons from residential fuels (rank 68th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Nashville’s per capita footprint from transportation and residential energy use increased 2.79 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Nashville’s per capita footprint increased 5.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Nashville’s per capita footprint decreased 1.1 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Nashville emitted 3.222 tons of carbon from highway transportation and residential energy in 2005 (rank 95th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Nashville resident emitted 1.886 tons of carbon from highway transportation (rank 93rd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Nashville resident emitted 1.319 tons from autos (rank 88th) and 0.567 tons from trucks (rank 90th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Nashville resident emitted 1.336 tons of carbon from residential energy use (rank 89th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Nashville resident emitted 1.150 tons from electricity (rank 94th) and 0.186 tons from residential fuels (rank 26th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: New Haven-Milford, CT

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan New Haven’s per capita footprint from transportation and residential energy use increased 4.95 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of New Haven’s per capita footprint increased 3.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of New Haven’s per capita footprint increased 6.5 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan New Haven emitted 2.097 tons of carbon from highway transportation and residential energy in 2005 (rank 24th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average New Haven resident emitted 1.103 tons of carbon from highway transportation (rank 13th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average New Haven resident emitted 0.876 tons from autos (rank 16th) and 0.227 tons from trucks (rank 19th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average New Haven resident emitted 0.994 tons of carbon from residential energy use (rank 38th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average New Haven resident emitted 0.292 tons from electricity (rank 17th) and 0.702 tons from residential fuels (rank 98th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see [www.blueprintprosperity.org](http://www.blueprintprosperity.org)

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan New Orleans’s per capita footprint from transportation and residential energy use decreased 2.35 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of New Orleans’s per capita footprint increased 3.8 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of New Orleans’s per capita footprint decreased 8.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan New Orleans emitted 2.162 tons of carbon from highway transportation and residential energy in 2005 (rank 29th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average New Orleans resident emitted 1.163 tons of carbon from highway transportation (rank 21st). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average New Orleans resident emitted 0.789 tons from autos (rank 4th) and 0.374 tons from trucks (rank 50th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average New Orleans resident emitted 0.999 tons of carbon from residential energy use (rank 40th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average New Orleans resident emitted 0.849 tons from electricity (rank 68th) and 0.150 tons from residential fuels (rank 20th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan New York’s per capita footprint from transportation and residential energy use increased 7.73 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of New York’s per capita footprint increased 12.5 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of New York’s per capita footprint increased 2.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan New York emitted 1.495 tons of carbon from highway transportation and residential energy in 2005 (rank 4th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average New York resident emitted 0.825 tons of carbon from highway transportation (rank 1st). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average New York resident emitted 0.664 tons from autos (rank 1st) and 0.161 tons from trucks (rank 7th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average New York resident emitted 0.670 tons of carbon from residential energy use (rank 18th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average New York resident emitted 0.225 tons from electricity (rank 14th) and 0.445 tons from residential fuels (rank 70th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Oklahoma City, OK

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Oklahoma City’s per capita footprint from transportation and residential energy use decreased 2.37 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Oklahoma City’s per capita footprint increased 2.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Oklahoma City’s per capita footprint decreased 8.5 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Oklahoma City emitted 3.204 tons of carbon from highway transportation and residential energy in 2005 (rank 93rd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Oklahoma City resident emitted 1.846 tons of carbon from highway transportation (rank 88th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Oklahoma City resident emitted 1.320 tons from autos (rank 90th) and 0.526 tons from trucks (rank 84th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Oklahoma City resident emitted 1.358 tons of carbon from residential energy use (rank 91st). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Oklahoma City resident emitted 1.077 tons from electricity (rank 92nd) and 0.282 tons from residential fuels (rank 50th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Omaha’s per capita footprint from transportation and residential energy use increased 5.75 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Omaha’s per capita footprint increased 7.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Omaha’s per capita footprint increased 3.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Omaha emitted 2.676 tons of carbon from highway transportation and residential energy in 2005 (rank 65th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Omaha resident emitted 1.566 tons of carbon from highway transportation (rank 62nd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Omaha resident emitted 1.147 tons from autos (rank 63rd) and 0.419 tons from trucks (rank 61st), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Omaha resident emitted 1.109 tons of carbon from residential energy use (rank 65th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Omaha resident emitted 0.756 tons from electricity (rank 56th) and 0.354 tons from residential fuels (rank 59th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Orlando, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Orlando’s per capita footprint from transportation and residential energy use increased 9.16 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Orlando’s per capita footprint increased 18.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Orlando’s per capita footprint decreased 4.7 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Orlando emitted 2.551 tons of carbon from highway transportation and residential energy in 2005 (rank 54th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Orlando resident emitted 1.684 tons of carbon from highway transportation (rank 70th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Orlando resident emitted 1.277 tons from autos (rank 81st) and 0.408 tons from trucks (rank 57th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Orlando resident emitted 0.866 tons of carbon from residential energy use (rank 27th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Orlando resident emitted 0.842 tons from electricity (rank 66th) and 0.025 tons from residential fuels (rank 4th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Oxnard’s per capita footprint from transportation and residential energy use decreased 5.54 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Oxnard’s per capita footprint decreased 5.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Oxnard’s per capita footprint decreased 6.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Oxnard emitted 1.754 tons of carbon from highway transportation and residential energy in 2005 (rank 11th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Oxnard resident emitted 1.361 tons of carbon from highway transportation (rank 41st). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Oxnard resident emitted 1.116 tons from autos (rank 54th) and 0.245 tons from trucks (rank 24th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Oxnard resident emitted 0.394 tons of carbon from residential energy use (rank 11th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Oxnard resident emitted 0.189 tons from electricity (rank 7th) and 0.205 tons from residential fuels (rank 40th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Palm Bay’s per capita footprint from transportation and residential energy use increased 8.49 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Palm Bay’s per capita footprint increased 23.9 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Palm Bay’s per capita footprint decreased 13.8 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Palm Bay emitted 2.604 tons of carbon from highway transportation and residential energy in 2005 (rank 59th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Palm Bay resident emitted 1.759 tons of carbon from highway transportation (rank 84th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Palm Bay resident emitted 1.295 tons from autos (rank 85th) and 0.464 tons from trucks (rank 70th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Palm Bay resident emitted 0.845 tons of carbon from residential energy use (rank 25th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Palm Bay resident emitted 0.818 tons from electricity (rank 60th) and 0.027 tons from residential fuels (rank 7th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see [www.blueprintprosperity.org](http://www.blueprintprosperity.org)

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Philadelphia’s per capita footprint from transportation and residential energy use increased 6.81 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Philadelphia’s per capita footprint increased 6.0 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Philadelphia’s per capita footprint increased 7.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Philadelphia emitted 2.137 tons of carbon from highway transportation and residential energy in 2005 (rank 27th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Philadelphia resident emitted 1.023 tons of carbon from highway transportation (rank 6th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Philadelphia resident emitted 0.789 tons from autos (rank 5th) and 0.234 tons from trucks (rank 22nd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Philadelphia resident emitted 1.114 tons of carbon from residential energy use (rank 66th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Philadelphia resident emitted 0.619 tons from electricity (rank 42nd) and 0.495 tons from residential fuels (rank 78th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Phoenix-Mesa-Scottsdale, AZ

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Phoenix’s per capita footprint from transportation and residential energy use increased 1.05 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Phoenix’s per capita footprint increased 5.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Phoenix’s per capita footprint decreased 6.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Phoenix emitted 2.072 tons of carbon from highway transportation and residential energy in 2005 (rank 21st). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Phoenix resident emitted 1.414 tons of carbon from highway transportation (rank 48th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Phoenix resident emitted 0.940 tons from autos (rank 22nd) and 0.474 tons from trucks (rank 77th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Phoenix resident emitted 0.658 tons of carbon from residential energy use (rank 17th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Phoenix resident emitted 0.570 tons from electricity (rank 39th) and 0.087 tons from residential fuels (rank 9th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Pittsburgh, PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Pittsburgh’s per capita footprint from transportation and residential energy use increased 0.22 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Pittsburgh’s per capita footprint increased 0.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Pittsburgh’s per capita footprint decreased 0.1 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Pittsburgh emitted 2.276 tons of carbon from highway transportation and residential energy in 2005 (rank 34th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Pittsburgh resident emitted 1.185 tons of carbon from highway transportation (rank 24th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Pittsburgh resident emitted 0.913 tons from autos (rank 19th) and 0.272 tons from trucks (rank 32nd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Pittsburgh resident emitted 1.091 tons of carbon from residential energy use (rank 61st). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Pittsburgh resident emitted 0.539 tons from electricity (rank 35th) and 0.552 tons from residential fuels (rank 84th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Portland’s per capita footprint from transportation and residential energy use increased 9.05 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Portland’s per capita footprint increased 4.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Portland’s per capita footprint increased 15.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Portland emitted 2.599 tons of carbon from highway transportation and residential energy in 2005 (rank 58th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Portland resident emitted 1.443 tons of carbon from highway transportation (rank 50th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Portland resident emitted 1.097 tons from autos (rank 51st) and 0.346 tons from trucks (rank 47th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Portland resident emitted 1.156 tons of carbon from residential energy use (rank 73rd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Portland resident emitted 0.248 tons from electricity (rank 15th) and 0.908 tons from residential fuels (rank 100th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

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

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Portland’s per capita footprint from transportation and residential energy use decreased 4.82 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Portland’s per capita footprint decreased 6.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Portland’s per capita footprint increased 0.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Portland emitted 1.446 tons of carbon from highway transportation and residential energy in 2005 (rank 3rd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Portland resident emitted 1.053 tons of carbon from highway transportation (rank 10th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Portland resident emitted 0.860 tons from autos (rank 13th) and 0.193 tons from trucks (rank 15th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Portland resident emitted 0.393 tons of carbon from residential energy use (rank 9th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Portland resident emitted 0.198 tons from electricity (rank 9th) and 0.196 tons from residential fuels (rank 33rd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Poughkeepsie-Newburgh-Middletown, NY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Poughkeepsie’s per capita footprint from transportation and residential energy use decreased 12.77 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Poughkeepsie’s per capita footprint decreased 8.8 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Poughkeepsie’s per capita footprint decreased 18.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Poughkeepsie emitted 2.133 tons of carbon from highway transportation and residential energy in 2005 (rank 25th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Poughkeepsie resident emitted 1.309 tons of carbon from highway transportation (rank 33rd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Poughkeepsie resident emitted 1.010 tons from autos (rank 35th) and 0.299 tons from trucks (rank 37th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Poughkeepsie resident emitted 0.824 tons of carbon from residential energy use (rank 23rd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Poughkeepsie resident emitted 0.313 tons from electricity (rank 19th) and 0.511 tons from residential fuels (rank 82nd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Providence-New Bedford-Fall River, RI-MA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Providence’s per capita footprint from transportation and residential energy use increased 16.43 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Providence’s per capita footprint increased 18.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Providence’s per capita footprint increased 14.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Providence emitted 2.368 tons of carbon from highway transportation and residential energy in 2005 (rank 40th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Providence resident emitted 1.168 tons of carbon from highway transportation (rank 22nd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Providence resident emitted 1.014 tons from autos (rank 37th) and 0.154 tons from trucks (rank 5th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Providence resident emitted 1.200 tons of carbon from residential energy use (rank 97th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Providence resident emitted 0.515 tons from electricity (rank 34th) and 0.685 tons from residential fuels (rank 97th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Raleigh-Cary, NC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Raleigh’s per capita footprint from transportation and residential energy use increased 4.23 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Raleigh’s per capita footprint increased 8.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Raleigh’s per capita footprint decreased 2.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Raleigh emitted 2.795 tons of carbon from highway transportation and residential energy in 2005 (rank 76th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Raleigh resident emitted 1.754 tons of carbon from highway transportation (rank 82nd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Raleigh resident emitted 1.277 tons from autos (rank 82nd) and 0.477 tons from trucks (rank 79th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Raleigh resident emitted 1.041 tons of carbon from residential energy use (rank 52nd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Raleigh resident emitted 0.859 tons from electricity (rank 71st) and 0.182 tons from residential fuels (rank 24th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Richmond, VA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Richmond’s per capita footprint from transportation and residential energy use decreased 2.78 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Richmond’s per capita footprint decreased 10.9 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Richmond’s per capita footprint increased 10.8 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Richmond emitted 3.039 tons of carbon from highway transportation and residential energy in 2005 (rank 86th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Richmond resident emitted 1.738 tons of carbon from highway transportation (rank 79th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Richmond resident emitted 1.335 tons from autos (rank 92nd) and 0.404 tons from trucks (rank 56th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Richmond resident emitted 1.301 tons of carbon from residential energy use (rank 86th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Richmond resident emitted 0.997 tons from electricity (rank 86th) and 0.304 tons from residential fuels (rank 53rd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Riverside-San Bernardino-Ontario, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Riverside’s per capita footprint from transportation and residential energy use decreased 10.68 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Riverside’s per capita footprint decreased 10.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Riverside’s per capita footprint decreased 10.8 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Riverside emitted 2.257 tons of carbon from highway transportation and residential energy in 2005 (rank 32nd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Riverside resident emitted 1.885 tons of carbon from highway transportation (rank 92nd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Riverside resident emitted 1.289 tons from autos (rank 83rd) and 0.596 tons from trucks (rank 93rd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Riverside resident emitted 0.372 tons of carbon from residential energy use (rank 4th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Riverside resident emitted 0.184 tons from electricity (rank 6th) and 0.188 tons from residential fuels (rank 29th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Rochester, NY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Rochester’s per capita footprint from transportation and residential energy use increased 1.38 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Rochester’s per capita footprint increased 3.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Rochester’s per capita footprint decreased 0.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Rochester emitted 1.908 tons of carbon from highway transportation and residential energy in 2005 (rank 14th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Rochester resident emitted 0.950 tons of carbon from highway transportation (rank 3rd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Rochester resident emitted 0.812 tons from autos (rank 7th) and 0.138 tons from trucks (rank 2nd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Rochester resident emitted 0.958 tons of carbon from residential energy use (rank 30th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Rochester resident emitted 0.384 tons from electricity (rank 24th) and 0.574 tons from residential fuels (rank 87th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Sacramento--Arden-Arcade--Roseville, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Sacramento’s per capita footprint from transportation and residential energy use decreased 8.99 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Sacramento’s per capita footprint decreased 8.4 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Sacramento’s per capita footprint decreased 10.9 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Sacramento emitted 1.768 tons of carbon from highway transportation and residential energy in 2005 (rank 12th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Sacramento resident emitted 1.346 tons of carbon from highway transportation (rank 37th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Sacramento resident emitted 1.063 tons from autos (rank 47th) and 0.283 tons from trucks (rank 35th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Sacramento resident emitted 0.422 tons of carbon from residential energy use (rank 12th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Sacramento resident emitted 0.198 tons from electricity (rank 10th) and 0.225 tons from residential fuels (rank 45th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Salt Lake City, UT

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Salt Lake City’s per capita footprint from transportation and residential energy use decreased 3.88 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Salt Lake City’s per capita footprint increased 9.9 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Salt Lake City’s per capita footprint decreased 18.3 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Salt Lake City emitted 2.522 tons of carbon from highway transportation and residential energy in 2005 (rank 50th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Salt Lake City resident emitted 1.476 tons of carbon from highway transportation (rank 51st). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Salt Lake City resident emitted 0.981 tons from autos (rank 29th) and 0.495 tons from trucks (rank 80th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Salt Lake City resident emitted 1.046 tons of carbon from residential energy use (rank 53rd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Salt Lake City resident emitted 0.661 tons from electricity (rank 50th) and 0.385 tons from residential fuels (rank 60th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: San Antonio, TX

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan San Antonio’s per capita footprint from transportation and residential energy use decreased **9.87** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased **1.1** percent and **2.2** percent during this time, respectively.

The transportation portion of San Antonio’s per capita footprint decreased **12.7** percent between 2000 and 2005, compared to an increase of **2.4** percent in the 100 largest metro areas. The residential portion of San Antonio’s per capita footprint decreased **6.1** percent between 2000 and 2005, compared to a slight decrease of **0.7** percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan San Antonio emitted **2.270** tons of carbon from highway transportation and residential energy in 2005 (rank **33rd**). This compares with **2.24** tons of carbon emitted by the average 100-metro resident and **2.60** tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average San Antonio resident emitted **1.255** tons of carbon from highway transportation (rank **28th**). The average 100-metro resident emitted **1.310** tons and the average American emitted **1.44** tons from highway transportation.

The average San Antonio resident emitted 0.969 tons from autos (rank **27th**) and 0.286 tons from trucks (rank **36th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average San Antonio resident emitted **1.015** tons of carbon from residential energy use (rank **45th**). The average 100-metro resident emitted **0.925** tons and the average American emitted **1.16** tons of carbon from residential energy use.

The average San Antonio resident emitted 0.880 tons from electricity (rank **73rd**) and 0.135 tons from residential fuels (rank **14th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: San Diego-Carlsbad-San Marcos, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan San Diego’s per capita footprint from transportation and residential energy use increased 3.60 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of San Diego’s per capita footprint increased 8.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of San Diego’s per capita footprint decreased 9.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan San Diego emitted 1.630 tons of carbon from highway transportation and residential energy in 2005 (rank 10th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average San Diego resident emitted 1.270 tons of carbon from highway transportation (rank 29th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average San Diego resident emitted 1.078 tons from autos (rank 48th) and 0.192 tons from trucks (rank 14th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average San Diego resident emitted 0.360 tons of carbon from residential energy use (rank 3rd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average San Diego resident emitted 0.157 tons from electricity (rank 3rd) and 0.202 tons from residential fuels (rank 39th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: San Francisco-Oakland-Fremont, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan San Francisco’s per capita footprint from transportation and residential energy use decreased 3.10 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of San Francisco’s per capita footprint increased 2.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of San Francisco’s per capita footprint decreased 16.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan San Francisco emitted 1.585 tons of carbon from highway transportation and residential energy in 2005 (rank 8th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average San Francisco resident emitted 1.195 tons of carbon from highway transportation (rank 26th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average San Francisco resident emitted 0.998 tons from autos (rank 32nd) and 0.197 tons from trucks (rank 16th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average San Francisco resident emitted 0.390 tons of carbon from residential energy use (rank 7th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average San Francisco resident emitted 0.176 tons from electricity (rank 5th) and 0.215 tons from residential fuels (rank 43rd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: San Jose-Sunnyvale-Santa Clara, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan San Jose’s per capita footprint from transportation and residential energy use decreased 7.43 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of San Jose’s per capita footprint decreased 2.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of San Jose’s per capita footprint decreased 19.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan San Jose emitted 1.573 tons of carbon from highway transportation and residential energy in 2005 (rank 7th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average San Jose resident emitted 1.183 tons of carbon from highway transportation (rank 23rd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average San Jose resident emitted 1.009 tons from autos (rank 34th) and 0.174 tons from trucks (rank 11th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average San Jose resident emitted 0.389 tons of carbon from residential energy use (rank 5th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average San Jose resident emitted 0.190 tons from electricity (rank 8th) and 0.199 tons from residential fuels (rank 36th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Sarasota-Bradenton-Venice, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Sarasota’s per capita footprint from transportation and residential energy use increased **29.56** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Sarasota’s per capita footprint increased **58.6** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Sarasota’s per capita footprint decreased **3.4** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Sarasota emitted **2.914** tons of carbon from highway transportation and residential energy in 2005 (rank **82nd**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Sarasota resident emitted **1.897** tons of carbon from highway transportation (rank **94th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Sarasota resident emitted 1.381 tons from autos (rank **96th**) and 0.516 tons from trucks (rank **83rd**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Sarasota resident emitted **1.018** tons of carbon from residential energy use (rank **46th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Sarasota resident emitted 0.990 tons from electricity (rank **83rd**) and 0.028 tons from residential fuels (rank **8th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Scranton--Wilkes-Barre, PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Scranton’s per capita footprint from transportation and residential energy use decreased 1.88 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Scranton’s per capita footprint increased 6.2 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Scranton’s per capita footprint decreased 11.0 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Scranton emitted 2.660 tons of carbon from highway transportation and residential energy in 2005 (rank 63rd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Scranton resident emitted 1.524 tons of carbon from highway transportation (rank 56th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Scranton resident emitted 1.011 tons from autos (rank 36th) and 0.513 tons from trucks (rank 81st), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Scranton resident emitted 1.136 tons of carbon from residential energy use (rank 68th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Scranton resident emitted 0.581 tons from electricity (rank 40th) and 0.554 tons from residential fuels (rank 85th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Seattle-Tacoma-Bellevue, WA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Seattle’s per capita footprint from transportation and residential energy use decreased 4.38 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Seattle’s per capita footprint decreased 3.5 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Seattle’s per capita footprint decreased 7.2 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Seattle emitted 1.556 tons of carbon from highway transportation and residential energy in 2005 (rank 6th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Seattle resident emitted 1.200 tons of carbon from highway transportation (rank 27th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Seattle resident emitted 0.955 tons from autos (rank 24th) and 0.245 tons from trucks (rank 25th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Seattle resident emitted 0.356 tons of carbon from residential energy use (rank 2nd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Seattle resident emitted 0.154 tons from electricity (rank 2nd) and 0.202 tons from residential fuels (rank 38th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Springfield, MA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Springfield’s per capita footprint from transportation and residential energy use increased **16.61** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Springfield’s per capita footprint increased **8.1** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Springfield’s per capita footprint increased **24.8** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Springfield emitted **2.446** tons of carbon from highway transportation and residential energy in 2005 (rank **46th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Springfield resident emitted **1.114** tons of carbon from highway transportation (rank **15th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Springfield resident emitted 0.948 tons from autos (rank **23rd**) and 0.166 tons from trucks (rank **8th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Springfield resident emitted **1.332** tons of carbon from residential energy use (rank **88th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Springfield resident emitted 0.718 tons from electricity (rank **53rd**) and 0.614 tons from residential fuels (rank **94th**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: St. Louis, MO-IL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan St. Louis’s per capita footprint from transportation and residential energy use increased 5.02 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of St. Louis’s per capita footprint decreased 3.3 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of St. Louis’s per capita footprint increased 16.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan St. Louis emitted 3.217 tons of carbon from highway transportation and residential energy in 2005 (rank 94th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average St. Louis resident emitted 1.707 tons of carbon from highway transportation (rank 75th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average St. Louis resident emitted 1.235 tons from autos (rank 76th) and 0.473 tons from trucks (rank 76th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average St. Louis resident emitted 1.510 tons of carbon from residential energy use (rank 95th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average St. Louis resident emitted 1.195 tons from electricity (rank 95th) and 0.314 tons from residential fuels (rank 55th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Stockton, CA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Stockton’s per capita footprint from transportation and residential energy use increased **10.11** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Stockton’s per capita footprint increased **23.4** percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Stockton’s per capita footprint decreased **23.7** percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Stockton emitted **2.016** tons of carbon from highway transportation and residential energy in 2005 (rank **19th**). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Stockton resident emitted **1.622** tons of carbon from highway transportation (rank **64th**). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Stockton resident emitted 1.059 tons from autos (rank **46th**) and 0.563 tons from trucks (rank **89th**), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Stockton resident emitted **0.394** tons of carbon from residential energy use (rank **10th**). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Stockton resident emitted 0.200 tons from electricity (rank **11th**) and 0.193 tons from residential fuels (rank **32nd**). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Syracuse, NY

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

**Trends.** Metropolitan Syracuse’s per capita footprint from transportation and residential energy use decreased **2.02** percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased **1.1** percent and **2.2** percent during this time, respectively.

The transportation portion of Syracuse’s per capita footprint increased **3.6** percent between 2000 and 2005, compared to an increase of **2.4** percent in the 100 largest metro areas. The residential portion of Syracuse’s per capita footprint decreased **10.7** percent between 2000 and 2005, compared to a slight decrease of **0.7** percent in the 100 largest metro areas.

**Snapshot = 2005.** The average resident in metropolitan Syracuse emitted **2.682** tons of carbon from highway transportation and residential energy in 2005 (rank **67th**). This compares with **2.24** tons of carbon emitted by the average 100-metro resident and **2.60** tons of carbon emitted by the average American from transportation and residential energy.

**From highway transportation.** The average Syracuse resident emitted **1.720** tons of carbon from highway transportation (rank **76th**). The average 100-metro resident emitted **1.310** tons and the average American emitted **1.44** tons from highway transportation.

The average Syracuse resident emitted **1.333** tons from autos (rank **91st**) and **0.387** tons from trucks (rank **51st**), compared to **1.004** tons from autos and **0.305** tons from trucks from the average 100-metro resident.

**From residential energy use.** The average Syracuse resident emitted **0.962** tons of carbon from residential energy use (rank **31st**). The average 100-metro resident emitted **0.925** tons and the average American emitted **1.16** tons of carbon from residential energy use.

The average Syracuse resident emitted **0.390** tons from electricity (rank **26th**) and **0.571** tons from residential fuels (rank **86th**). This compares to **0.611** tons from electricity and **0.314** tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Tampa-St. Petersburg-Clearwater, FL

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Tampa’s per capita footprint from transportation and residential energy use increased 10.84 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Tampa’s per capita footprint increased 26.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Tampa’s per capita footprint decreased 7.0 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Tampa emitted 2.499 tons of carbon from highway transportation and residential energy in 2005 (rank 47th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Tampa resident emitted 1.512 tons of carbon from highway transportation (rank 53rd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Tampa resident emitted 1.212 tons from autos (rank 71st) and 0.300 tons from trucks (rank 38th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Tampa resident emitted 0.988 tons of carbon from residential energy use (rank 35th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Tampa resident emitted 0.961 tons from electricity (rank 80th) and 0.026 tons from residential fuels (rank 6th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Toledo, OH

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Toledo’s per capita footprint from transportation and residential energy use decreased 3.12 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Toledo’s per capita footprint increased 6.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Toledo’s per capita footprint decreased 15.7 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Toledo emitted 3.240 tons of carbon from highway transportation and residential energy in 2005 (rank 97th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Toledo resident emitted 2.005 tons of carbon from highway transportation (rank 97th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Toledo resident emitted 1.190 tons from autos (rank 68th) and 0.815 tons from trucks (rank 99th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Toledo resident emitted 1.235 tons of carbon from residential energy use (rank 80th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Toledo resident emitted 0.755 tons from electricity (rank 55th) and 0.480 tons from residential fuels (rank 76th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Trenton-Ewing, NJ

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Trenton’s per capita footprint from transportation and residential energy use increased 47.84 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Trenton’s per capita footprint increased 77.5 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Trenton’s per capita footprint increased 5.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Trenton emitted 2.660 tons of carbon from highway transportation and residential energy in 2005 (rank 64th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Trenton resident emitted 1.877 tons of carbon from highway transportation (rank 91st). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Trenton resident emitted 1.483 tons from autos (rank 100th) and 0.394 tons from trucks (rank 52nd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Trenton resident emitted 0.783 tons of carbon from residential energy use (rank 21st). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Trenton resident emitted 0.275 tons from electricity (rank 16th) and 0.508 tons from residential fuels (rank 81st). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Tucson, AZ

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Tucson’s per capita footprint from transportation and residential energy use increased 5.97 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Tucson’s per capita footprint increased 7.8 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Tucson’s per capita footprint increased 1.9 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Tucson emitted 2.000 tons of carbon from highway transportation and residential energy in 2005 (rank 17th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Tucson resident emitted 1.394 tons of carbon from highway transportation (rank 46th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Tucson resident emitted 0.924 tons from autos (rank 20th) and 0.470 tons from trucks (rank 74th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Tucson resident emitted 0.606 tons of carbon from residential energy use (rank 16th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Tucson resident emitted 0.509 tons from electricity (rank 33rd) and 0.097 tons from residential fuels (rank 10th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Tulsa, OK

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Tulsa’s per capita footprint from transportation and residential energy use increased 0.27 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Tulsa’s per capita footprint increased 4.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Tulsa’s per capita footprint decreased 4.5 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Tulsa emitted 3.124 tons of carbon from highway transportation and residential energy in 2005 (rank 90th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Tulsa resident emitted 1.700 tons of carbon from highway transportation (rank 74th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Tulsa resident emitted 1.305 tons from autos (rank 87th) and 0.395 tons from trucks (rank 53rd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Tulsa resident emitted 1.424 tons of carbon from residential energy use (rank 93rd). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Tulsa resident emitted 1.140 tons from electricity (rank 93rd) and 0.284 tons from residential fuels (rank 51st). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Virginia Beach-Norfolk-Newport News, VA-NC

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Virginia Beach’s per capita footprint from transportation and residential energy use decreased 0.86 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Virginia Beach’s per capita footprint decreased 7.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Virginia Beach’s per capita footprint increased 6.6 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Virginia Beach emitted 2.340 tons of carbon from highway transportation and residential energy in 2005 (rank 36th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Virginia Beach resident emitted 1.145 tons of carbon from highway transportation (rank 18th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Virginia Beach resident emitted 1.004 tons from autos (rank 33rd) and 0.141 tons from trucks (rank 4th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Virginia Beach resident emitted 1.194 tons of carbon from residential energy use (rank 77th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Virginia Beach resident emitted 0.917 tons from electricity (rank 77th) and 0.277 tons from residential fuels (rank 49th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Washington-Arlington-Alexandria, DC-VA-MD-WV

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Washington’s per capita footprint from transportation and residential energy use increased 7.20 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Washington’s per capita footprint decreased 1.1 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Washington’s per capita footprint increased 12.8 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Washington emitted 3.115 tons of carbon from highway transportation and residential energy in 2005 (rank 89th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Washington resident emitted 1.157 tons of carbon from highway transportation (rank 20th). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Washington resident emitted 0.984 tons from autos (rank 30th) and 0.173 tons from trucks (rank 10th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Washington resident emitted 1.958 tons of carbon from residential energy use (rank 100th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Washington resident emitted 1.611 tons from electricity (rank 100th) and 0.347 tons from residential fuels (rank 58th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Wichita, KS

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Wichita’s per capita footprint from transportation and residential energy use decreased 1.56 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Wichita’s per capita footprint increased 3.7 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Wichita’s per capita footprint decreased 6.5 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Wichita emitted 2.681 tons of carbon from highway transportation and residential energy in 2005 (rank 66th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Wichita resident emitted 1.362 tons of carbon from highway transportation (rank 42nd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Wichita resident emitted 1.028 tons from autos (rank 40th) and 0.335 tons from trucks (rank 45th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Wichita resident emitted 1.319 tons of carbon from residential energy use (rank 87th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Wichita resident emitted 0.930 tons from electricity (rank 78th) and 0.389 tons from residential fuels (rank 61st). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Worcester, MA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Worcester’s per capita footprint from transportation and residential energy use increased 0.91 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Worcester’s per capita footprint increased 2.6 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Worcester’s per capita footprint decreased 1.4 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Worcester emitted 2.517 tons of carbon from highway transportation and residential energy in 2005 (rank 49th). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Worcester resident emitted 1.478 tons of carbon from highway transportation (rank 52nd). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Worcester resident emitted 1.242 tons from autos (rank 77th) and 0.237 tons from trucks (rank 23rd), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Worcester resident emitted 1.038 tons of carbon from residential energy use (rank 51st). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Worcester resident emitted 0.429 tons from electricity (rank 29th) and 0.609 tons from residential fuels (rank 92nd). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.
Shrinking the Carbon Footprint of Metropolitan America

Metro Area Profile: Youngstown-Warren-Boardman, OH-PA

The report “Shrinking the Carbon Footprint of Metropolitan America” quantifies for the first time the amount and most significant sources of carbon emitted—from highway transportation and residential energy consumption—by the 100 largest metropolitan areas in 2000 and 2005. Substantial variation exists among these “carbon footprints” of metro areas, due in part to their development patterns, rail transit, freight traffic, carbon content of electricity sources, electricity prices, and weather.

To access the entire report, see www.blueprintprosperity.org

Per Capita Carbon Footprints, 2000-2005

Trends. Metropolitan Youngstown’s per capita footprint from transportation and residential energy use decreased 13.97 percent between 2000 and 2005. The average per capita footprint of the 100 largest metro areas and of the nation increased 1.1 percent and 2.2 percent during this time, respectively.

The transportation portion of Youngstown’s per capita footprint decreased 4.9 percent between 2000 and 2005, compared to an increase of 2.4 percent in the 100 largest metro areas. The residential portion of Youngstown’s per capita footprint decreased 23.5 percent between 2000 and 2005, compared to a slight decrease of 0.7 percent in the 100 largest metro areas.

Snapshot = 2005. The average resident in metropolitan Youngstown emitted 2.758 tons of carbon from highway transportation and residential energy in 2005 (rank 73rd). This compares with 2.24 tons of carbon emitted by the average 100-metro resident and 2.60 tons of carbon emitted by the average American from transportation and residential energy.

From highway transportation. The average Youngstown resident emitted 1.559 tons of carbon from highway transportation (rank 61st). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation.

The average Youngstown resident emitted 1.015 tons from autos (rank 38th) and 0.544 tons from trucks (rank 87th), compared to 1.004 tons from autos and 0.305 tons from trucks from the average 100-metro resident.

From residential energy use. The average Youngstown resident emitted 1.199 tons of carbon from residential energy use (rank 78th). The average 100-metro resident emitted 0.925 tons and the average American emitted 1.16 tons of carbon from residential energy use.

The average Youngstown resident emitted 0.767 tons from electricity (rank 57th) and 0.432 tons from residential fuels (rank 66th). This compares to 0.611 tons from electricity and 0.314 tons from fuels from the average 100-metro resident.