"Adjusted Dependency Ratios and Community Characteristics in Metropolitan America: Data from the 2010 American Community Survey."

Robert Kominski
Thom File
Social, Economic, and Household Statistics Division (SEHSD)
U.S. Census Bureau

Thomas.A.File@census.gov
301.763.5124

This paper is released to inform interested parties of (ongoing) research and to encourage discussion (of work in progress). The views expressed on (statistical, methodological, technical, or operational) issues are those of the author(s) and not necessarily those of the U.S. Census Bureau.

Background: One frequently used index for summarizing international age distributions is the dependency ratio, or the ratio of the dependent-age population (young or old) to the working age population. The higher this ratio, the greater the burden of support on working people in specific geographic areas. In general, researchers have used dependency ratios to consider whether a population has too many "non-productive" persons (i.e., young and old) relative to the working-age population, and the estimates are typically viewed as consolidated functions of mortality, fertility, and net migration.

Much attention has been given, for example, to high fertility rates in Africa and a forecasted "age bubble" predicted for China, where ratios of nearly one dependent for each person of working age have been either observed or predicted. Although commonly used to summarize age distributions in developing countries, our previous research[1] has sought to address whether this simple ratio can tell us anything about well-being in the United States.

Using 2009 data, we previously examined how national dependency variability is better understood by examining whether highly dependent geographies are being driven by particularly young or old dependent populations. By disaggregating state and metro dependency ratios by age, we found the nation's dependency distribution to be tightly focused in certain geographic areas. For example, metros with high child dependencies were heavily clustered in Western states, whereas metros with high elderly dependency ratios were located in known retirement destinations like Florida and Arizona.

Although this previous approach told us something about differentials in dependency levels across the country, the ultimate utility of dependency ratios as a measure of local well-being remains unclear. In an effort to create "adjusted" dependency measurements that better account for non-age related factors, this paper builds on our age-disaggregation approach by accounting for social and economic community characteristics that may interact with age components. This adjustment process relies of a series of weights applied to the unadjusted measure of the dependency ratio, and allows us to reflect on whether the population of a given metro area has actual greater or lesser 'dependency', net of the social and economic characteristics that make communities what they are. These additional factors include measures of poverty, family structure, physical disability, and educational attainment.

For example, an area that has a more economically-disadvantaged elderly population is likely to have greater true dependency beyond its' basic estimated dependency ratio value, while an area with a more highly educated elderly population will constitute a less truly dependent population, yielding a lower 'adjusted' dependency ratio value after the application of our weights.

Data: This analysis provides sub-national information on dependency ratios by relying on a Census Bureau program designed to provide comparable data for the nation, as well as for small geographic levels. The American Community Survey (ACS) was started in the late 1990's as a Census Bureau program intended to replace detailed long-form data collected

[1] Our previous paper, "Dependency Ratios in the United States: A State and Metropolitan Area Analysis," was originally presented at the 2011 Southern Demographic Association's annual meeting. A digital copy can be located here: http://www.census.gov/hhes/well-being/publications/#related

once a decade during the decennial Census. The ACS serves as a continuous data collection effort intended to provide information routinely for all parts of the country, and this is accomplished using a design that accumulates data over a series of years in order to provide "period average" estimates for smaller geographic units.

Each month the Census Bureau mails out about a quarter-million forms to sampled addresses across the country. A series of telephone and in-person follow-ups are used to gain a total annual sample of about 2.5 million households. The ACS sample was expanded in 2006 to include populations living in group-quarters, including those residing in nursing homes, correctional facilities, military barracks, and college/university housing.

The collection activities for a single year provide detailed data for geographic units with populations of 65,000 and greater. This includes states, congressional districts, over 1000 counties, and most of the major metropolitan areas in the United States. In this specific analysis, we use data collected in the 2010 ACS from a sample of 2,899,676 housing units and 197,045 additional people residing in group-quarters. Part of the goal of this analysis is to demonstrate the utility of ACS data as a means of providing consistent estimates of dependency ratios, not only for the country as a whole, but for states and smaller geographies as well.

Methods: Dependency ratios are a commonly used index for measuring the social and economic impact of age structures in specific societies. A normal practice in demographic analysis is to characterize all persons between the ages of 15 and 64 as "producers," and all persons either 14 and younger, or 65 and older, as "dependents." In this paper we use a slightly altered lower age boundary (18 instead of 15) to better account for the social context of the United States, where most young people are considered of school age and not a part of the full-time working population until they have completed high school – generally by age 18.

Child Dependency Ratios: We begin our analysis by presenting unadjusted dependency ratios for every metropolitan area in the United States – 366 geographies in all. We also present the specific components for both the child (0-17) and elderly (65 and older) parts of the complete ratio. From there, we move forward with our adjustment process for children.

We start by producing a series of social and economic indicators for each metropolitan area, specifically the percentages of children with the following characteristics:

- Living in poverty
- Living with a physical disability
- Living in a household where a primary householder has less than a high-school degree
- Living in a household without both parents present

After determining these percentages, we create z-score values by testing each estimate against the appropriate national average (child poverty in Billings, Montana vs. child poverty nationally, etc.). For metros with "negative" characteristics relative to the national averages (i.e. higher poverty, more disabilities, fewer educated householders, fewer two-parent homes), we employ an adjustment multiplier factor that increases the unadjusted dependency ratio value, rendering that area 'more' dependent, relative to the factors in our analysis. Alternatively, for metros showing "positive" estimates relative to the national averages (i.e. lower poverty, fewer disabilities, more educated householders, more two-parent homes), we adjust dependency ratios downward, effectively lowering their measurement of dependency.

After establishing our community characteristics and testing them against the national averages, we implement multiplier adjustments based on the size and nature of the z-score values, as shown in Table 1.

Metros with negative characteristics therefore have dependency ratios adjusted upward, whereas metros with positive characteristics have their dependency levels lowered. For example, in Laredo, Texas the unadjusted child dependency ratio is 61.3. In Laredo, 42 percent of children live in poverty, compared to 21 percent nationally. This negative value results in a significantly negative z-score of -6.53, and based on the parameters outlined in Table 1, the multiplier effect for child poverty in Laredo is therefore 1.1.

Table 1: Multiplier Adjustments

Z-score Range	Adjustment
-16 or less	1.2
-8 to -15.9	1.15
-4 to -7.9	1.1
-2 to -3.9	1.05
-1.99 to 1.99	1.0 (No Adjustment)
2 to 3.9	.95
4 to 7.9	.9
8 to 15.9	.85
16 or more	.8

As is apparent from table 1, the size of the adjustment depends on the size of the estimate's z-score. In Laredo, for example, the unadjusted dependency ratio of 61.3 is increased to 67.4 after accounting for child poverty. (The basic assumption being, of course, that more poverty equals more true dependency.)

For the other child indicators, Laredo has a child disability z-score of -3.21 (higher rates of disability in comparison to the national average), a child education z-score of -8.95 (lower rates of householder education), and a two-parent household z-score of -1.95 (an estimate not substantively different enough to invoke our basic threshold value of 1.99 or greater). This means that in addition to the child poverty adjustment of 1.1, Laredo receives additional adjustments of 1.05 for disability, 1.15 for education, and 1.0 for two-parent household (the latter, of course, being no adjustment at all).

Thus, the full child adjustment for Laredo is:

61.3 (original value) * 1.1 (poverty adjustment) * 1.05 (disability adjustment) * 1.15 education adjustment) *1.0 (household adjustment) = 81.4

The end-result for Laredo is a child dependency component increased from a starting value of 61.3 to an adjusted value of 81.4.

Elderly Dependency Ratios: The process for adjusting the elderly component of the dependency ratio is similar to the strategy employed for children. We begin by producing a similar series of social and economic indicators, specifically the percentages of elderly residents exhibiting the following characteristics:

- Living in poverty
- Living with a physical disability
- Living with less than a high-school degree
- Living alone

Just as for children, in metros with negative characteristics relative to the national average, dependency ratios are adjusted upward, whereas metros with positive characteristics have their dependency levels lowered. The multiplier effects and z-score parameters are the same as for children, as displayed in Table 1.

Using the same example metro of Laredo, we find an original elderly dependency ratio of 13.8. In Laredo, 25 percent of elderly residents live in poverty, compared to just 9 percent nationally. This negative value results in a negative z-score of -4.4. Based on the parameters outlined in Table 1, the multiplier effect for elderly poverty in Laredo is therefore 1.1.

After completing similar steps for our other community characteristics (i.e. disability, education, and living alone), the computation for adjusting the elderly component is:

13.8 (original value) * 1.1 (poverty adjustment) * 1.1 (disability adjustment) * 1.15 education adjustment) *.9 (household adjustment) = 17.3

Thus, Laredo ends up having its' original elderly dependency ratio component of 13.8 adjusted upwards to 17.3.

Overall Dependency Ratios: The overall dependency ratio for a given geography will always be the sum of its child and elderly components. The strategy for our adjusted ratios is no different. Laredo has an original dependency ratio of 75.0, a number that increases by about 23 points to 98.7 when we sum the adjusted child (81.4) and elderly (17.3) components. This same three-step approach is completed for all 366 metros in the United States, and results are shown in tables 2a-c. Table 2a presents conventional and adjusted child dependency values for all 366 metropolitan areas in the United States, while Tables 2b and 2c present comparable results for the elderly and total dependent populations, respectively.

Results: Based on 2010 ACS data, the overall national dependency ratio for the United States is 58.8, with variability present at both the state and metropolitan levels. Figure 1 shows the unadjusted DR values and the child and elderly components across states. This figure shows that Utah has a dependency ratio of 68.1, heavily influenced by its child component, compared to 39.4 in the District of Columbia (where children have a much smaller impact), and 51.2 in Alaska. As Figure 2 demonstrates, even greater variability is observed at the metropolitan level, with ratios ranging from a low of 37.1 in State College, Pennsylvania to a high of 93.4 in Punta Gorda, Florida.

Figure 3 presents a graphical depiction of the adjusted dependency values, comparable to that shown for the unadjusted values in Figure 2. As expected, the adjustment process increases the variability present in all three dependency measurements (i.e. children, elderly, and overall), albeit in different ways. For children, the unadjusted ratios ranged anywhere from 21.7 to 61.9 for metropolitan areas, whereas the adjusted child measurement shows an increased spread of 17.1 to 86.0. For many metropolitan areas, the impact of the weighting adjustment strategy drastically increases the estimate of child dependency.

Changes in Child Dependency: The impact of the adjustment on child-based ratios was geographically focused (Table 2a). Of the twelve metros that saw their child ratios increase by about 10 points or more, ten were located in the border states of California and Texas. Two (Memphis, Tennessee and Yakima, Washington) were already noted in our previous research for having high concentrations of children, but their ratios increase here when we account for our adjustment factors.

In certain cases, the impact of adjustment actually decreased child dependency estimates. Among the nine metros where child ratios decreased by about 14 points or more, all were either in large cities (Bridgeport, Washington, D.C., Boston, Minneapolis, Seattle) or within the borders of Utah (3), a state previously identified for having high-concentrations of large families. While some cities with large amounts of children are struggling, particularly those along the southern U.S. border, in certain areas of the country where large families are prevalent, high ratios of children do not necessarily mean large adjusted dependency values.

Changes in Elderly Dependency: For elderly ratios, the impact of weighting is surprisingly different (Table 2b). Whereas our original distribution was between 9.5 and 65.7, following adjustment the new lower boundary expands by about a single point, whereas our new upper boundary actually shrinks by about fifteen points (for a new elderly distribution of 7.8 to 50.6). This result is unexpected and means that our adjustment strategy is in many instances decreasing the estimate of elderly dependency, occasionally by a rather large amount.

For example, of the metros where our adjustment decreases elderly ratios by about 10 points or more, seven are located in known retirement communities, mostly in Florida and Arizona. This impact is in many ways desirable, particularly since most of these most impacted geographies are communities where affluent retirees are choosing to reside. However, in a smaller number of communities, our adjustments did lead to an increase in elderly dependency estimates. While these examples do not fit any generalizable geographic narrative, many of the most negatively effected communities are known for the economic

challenges they have faced in recent years (Huntington, West Virginia and Providence, Rhode Island, for example).

Changes in the Overall Dependency Ratio: Overall, the unadjusted dependency range increased from an original spread of 37.1 to 93.4, to an adjusted spread of 30.2 to 106.7. As previously mentioned, when directly compared to Figure 2, Figure 3 shows that the adjustments essentially stretch the distributions' original S-shaped curve at the outermost margins.

In many cases these shifts in values were quite stark, as about 20 metros saw their ratios increase by about ten points or more, while approximately 53 metros had ratios that dropped by about ten points or more. Table 2c shows the adjustment changes for every metropolitan area, sorted by the net increase or decrease in value. Among the 20 metros that increased by about ten points or more, eight are in Texas and six are in California, two states that also scored consistently high during our analyses of unadjusted dependency ratios. One logical explanation of these results is that our adjustment is simply strengthening what we already know: areas of the country with lots of children are seeing radical increases in their new dependency values. This is undoubtedly occurring to some extent. However, a review of metros with high concentrations of children that actually saw adjusted ratios decrease shows a more complicated picture.

For example, of the 20 metros displaying some of the largest drops in adjusted dependency values, four are located in Utah, a state known for having large families.[2] This shows that the adjustments are accomplishing precisely what we originally hoped for, as they are not simply reflecting the age distributions of the nation, but are also accounting for community characteristics that directly influence community health and well-being.

The adjustments also drive down elderly ratios in certain retirement communities. These impacts are strong enough to be felt on overall estimates as well. An examination of the bottom of Table 2c shows many of the metros with large overall ratio decreases are known retirement destinations (Barnstable, Massachusetts and Palm Coast, Florida, for example). We make this point again to simply reinforce that our adjustments are having the desired effect of lessening dependency estimates in certain communities where affluent retirees are choosing to reside.

When we rank order each metro area by the size of its original ratio and then compare those rankings to a similarly sorted table of our newly adjusted dependency measurements, we find that many metros have radically different positions in the new national distribution. For example, about 60 metros saw their rank change by over 100 positions following our adjustments. Table 3 shows the adjustment rank changes for every metropolitan area, sorted by their net increase or decrease in value. Thus, the adjustment does not represent a simple linear transformation uniformly affecting all areas the same way – there are sizable changes for some areas, and much less so for many others.

[2] See Appendix Table A for a breakdown of States and their average family size.

Once again, the results are geographically clustered. Among the metros that saw their distribution rank increase the most, sixteen are located in southern states, with an additional three in California. In fact, only one metro on this list is north of the Mason Dixon line (Springfield, MA). Meanwhile, of the metros that saw their rank decrease the most, six are in either Utah or Idaho, while an additional three are in the largely affluent retirement areas of Barnstable, Massachusetts, Daytona Beach, Florida, and Phoenix, Arizona.

One additional substantive impact of our adjustments has to do with college towns. Our previous research showed that many metros with large amounts of college attendees were consistently displayed in our results as highly dependent areas. It was our feeling that since college students are not producers in the strictest sense of the word, it is inaccurate and misleading for these communities to be dominating the bottom of any sorted list. We explored various approaches to mitigate the effect of these students on our estimates, including flipping them into the dependent class and removing them from the analysis entirely, and although it was not an intended consequence of our adjustments in this paper, it does appear that our current strategy has partially alleviated some of the impact of college towns.

Table 4 provides the same estimates for every metro as in 2c, but in this instance we have sorted the areas by the size of their adjusted dependency ratio value. In our previous research, the bottom of this sorted list was occupied almost exclusively by college towns like Ithaca, New York, Lawrence, Kansas, and State College, Pennsylvania. Following our adjustment, however, these college towns are dispersed more randomly throughout the distribution, although college towns remain skewed towards the lower end of the distribution.

Discussion: Map A displays unadjusted dependency ratios for every metropolitan area in the country, while Map B displays our adjusted DRs for the same geographies. For both Maps A and B we display areas with particularly high DRs of 85 and more in red, and metros with particularly low DRs of 34 or below in dark blue. Overall, the adjustment strategy had little effect on most metro areas. The large majority of the country remains in the yellow to green part of our legend, colors that imply moderate levels of dependency, both before and after our adjustments.

However, certain areas of the country with originally high dependency –particularly throughout the Southwestern part of the country and into Southern California– saw their estimates consistently increase following adjustment. Overall, once we account for economic and social factors, the dependency levels in Texas, Arizona and California increase sizably. As we have shown above, families with high ratios of children seem to be driving the bulk of these increases.

Of course, the impact of our adjustments also occasionally moves originally high DR values downward, specifically in parts of Utah, Idaho, and Florida. The end-result is a country with relatively low levels of dependency along the Northeast corridor and throughout pockets of the Midwest, but high levels of dependency throughout the most of the South – with particularly high DR values in the lower parts of Texas, Arizona, and California. Table 5 displays the distribution of our adjustments.

Table 5: Distribution of Dependency Adjustments

Adjustment Size	Number of Metros
20 or more	3
10 to 19.9	14
5 to 9.9	40
0 to 4.9	87
-.1 to -4.9	119
-5 to -9.9	58
-10 to -19.9	40
-20 or less	5

The overall impact of our adjustment strategy was quite small, although, as we have already addressed, in isolated parts of the country the influence appeared larger. Figure 4 shows that among the 50 metros with the most significant increases, the vast majority were located in the southern part of the country. Texas, southern California, and the deeply Southern states of Alabama, Georgia, and Louisiana were particularly influenced by our adjustments, whereas the rest of the country saw only modest increases in DR values.

Figure 4 also presents the 50 metros with the larges aggregate decreases in DR values. These results reinforce our previous discussion of Western states with large families, such as Utah and Idaho, and the consistently positive impact that our adjustment strategy had on these state's DR values. Additionally, Figure 4 shows that the Midwestern region also had a large amount of highly decreased DR values, particularly in the states of Wisconsin, Illinois, and Minnesota.

Relative Change: Another way to think about the impact of our adjustments is the relative change present for each metro. For example, McAllen, Texas had an unadjusted DR value of 78.6 and an adjusted value of 106.7. This 28-point increase represents a 35.7 percent relative increase from the original dependency estimate. Similarly, Washington, D.C. had an original DR value of 51.0 and an adjusted value of 30.2. This sharp decline represents a relative decrease of -40.8 percent for the nation's capitol city. Table 6 displays the distribution of our new DRs in terms of the relative percentage change between original and adjusted values.

Table 6: Distribution of Dependency Adjustments by Relative Percentage Change

Relative Change	Number of Metros
30.0 or more	3
20 to 29.9	6
10 to 19.9	39
5 to 9.9	36
0 to 4.9	60
-.1 to -4.9	67
-5 to -9.9	64
-10 to -19.9	62
-20 to -29.9	22
-30 or less	7

Ranked National Distribution: One additional way to evaluate our adjustments concerns the position of each metro within the overall dependency distribution. Table 3 has already shown the adjustment rank changes for every metropolitan area, sorted by their net increase or decrease in value, but in Table 7, we display an overall summary of how much our adjustments changed within the national distribution.

Table 7: Distribution of Rank Order Changes

Rank Change	Number of Metros
150 spots or more	10
100 to 149	21
50 to 99	38
0 to 49	121
-1 to -49	109
-50 to -99	38
-100 to -149	18
-150 spots or more	11

Figure 5 isolates and presents highly adjusted metros in terms of rank change. Among the 50 metros with the most significant rank increases, the vast majority are once again located in the southern part of the country. Louisiana, Georgia, and Texas remain among the most highly increased DR value geographies following our adjustments, whereas Utah, Idaho, and various Midwestern states like Iowa and Wisconsin are among those exhibiting large rank decreases.

Correlation: Finally, we explore how closely related our new adjusted values are to their unadjusted DR counterparts. The correlation of original and adjusted DR values is .76. This estimate reinforces what we already know; the overall impact of our adjustment served to decrease the majority of dependency ratios, but had the greatest impact in the South and West regions. The relatively high correlation between the measurements is not surprising (1.0 would imply a perfect correlation), as we know that the impact of our adjustment was minimal for most metros.

Figure 6 reinforces this point by displaying unadjusted and adjusted values in scatterplot form. Overall, this graphic neatly tells the story of our adjustments. Although our strategy influenced certain metros, for the most part the national distribution was not radically altered. If anything, the adjustments we employed seem to have simply stretched the distribution on the margins, making certain metropolitan areas more or less dependent, conditional on the social and economic characteristics present within those communities.

Summary: Communities routinely look for ways to assess their levels of well-being and development. This research has chosen to use a standard demographic measure of population structure, the dependency ratio, as a basis of measuring the overall status of the population. The enhancement of this work is to use other quantitative indicators of community well-being, vis-à-vis national standards, to 'adjust' the standard DR measure. The results demonstrate that undertaking adjustments can have significant effects on some areas, at both

ends of the national distribution. Presumably, adjustment factors from other data sources (for example, health care or criminal activity) can also be incorporated into the standard overall adjustment methodology developed here. These data thus provide a routine and recurring source for assessing local levels of well-being and change in these levels, over geographic areas and across time.

Appendix Table A: States by Average Size of Household

Rank	Geographical Area	Average	Margin of
1	Utah	3.10	+/-0.02
2	Hawaii	2.96	+/-0.03
3	California	2.94	+/-0.01
4	Texas	2.82	+/-0.01
5	Georgia	2.72	+/-0.01
5	New Jersey	2.72	+/-0.01
7	Alaska	2.70	+/-0.03
7	Nevada	2.70	+/-0.02
9	Arizona	2.69	+/-0.01
10	Idaho	2.67	+/-0.03
11	Delaware	2.66	+/-0.03
11	Mississippi	2.66	+/-0.02
13	Maryland	2.65	+/-0.01
14	Illinois	2.64	+/-0.01
14	New Mexico	2.64	+/-0.02
	United States	**2.63**	**+/-0.01**
16	Florida	2.62	+/-0.01
17	Louisiana	2.61	+/-0.01
17	New York	2.61	+/-0.01
19	Virginia	2.60	+/-0.01
20	Alabama	2.57	+/-0.02
21	Arkansas	2.55	+/-0.02
21	Connecticut	2.55	+/-0.01
21	Indiana	2.55	+/-0.01
21	Oklahoma	2.55	+/-0.01
21	South Carolina	2.55	+/-0.02
26	Tennessee	2.54	+/-0.01
27	Michigan	2.53	+/-0.01
27	North Carolina	2.53	+/-0.01
27	Washington	2.53	+/-0.01
30	Colorado	2.52	+/-0.01
30	Kansas	2.52	+/-0.02
32	Kentucky	2.51	+/-0.01
32	Massachusetts	2.51	+/-0.01
32	Rhode Island	2.51	+/-0.03
35	Oregon	2.49	+/-0.01
35	Pennsylvania	2.49	+/-0.01
37	Missouri	2.48	+/-0.01
37	New Hampshire	2.48	+/-0.02
37	Ohio	2.48	+/-0.01
40	Minnesota	2.47	+/-0.01
40	Nebraska	2.47	+/-0.02
40	Wyoming	2.47	+/-0.04
43	South Dakota	2.45	+/-0.03
44	West Virginia	2.43	+/-0.02
44	Wisconsin	2.43	+/-0.01
46	Iowa	2.41	+/-0.01
47	Montana	2.39	+/-0.02
48	Maine	2.37	+/-0.02
49	Vermont	2.34	+/-0.02
50	North Dakota	2.32	+/-0.03
51	District of Columbia	2.24	+/-0.03

Table 2a: Metropolitan Areas by Adjusted Child Dependency Ratio

Metro	Original	New	Change
McAllen-Edinburg-Mission, TX	61.9	86.0	24.1
Laredo, TX	61.3	81.4	20.1
Brownsville-Harlingen, TX	59.1	78.2	19.1
Bakersfield-Delano, CA	49.8	66.1	16.3
Fresno, CA	49.7	65.7	16.0
Yakima, WA	52.6	66.8	14.2
Visalia-Porterville, CA	56.1	67.4	11.3
Houston-Sugar Land-Baytown, TX	44.0	55.2	11.2
Memphis, TN-MS-AR	42.0	53.1	11.1
El Paso, TX	50.3	60.7	10.4
Odessa, TX	47.8	58.0	10.2
Modesto, CA	46.9	56.7	9.8
Corpus Christi, TX	43.3	52.5	9.2
Albany, GA	41.5	50.2	8.7
Waco, TX	40.9	49.6	8.7
Merced, CA	53.6	61.9	8.3
Shreveport-Bossier City, LA	39.5	47.7	8.2
Macon, GA	38.7	46.8	8.1
Yuma, AZ	50.0	57.8	7.8
Stockton, CA	48.5	56.0	7.5
El Centro, CA	48.3	55.8	7.5
Elkhart-Goshen, IN	47.7	55.1	7.4
Madera-Chowchilla, CA	46.6	53.8	7.2
Yuba City, CA	46.2	53.4	7.2
Springfield, MA	33.7	40.8	7.1
Victoria, TX	44.8	51.9	7.1
San Antonio-New Braunfels, TX	43.2	50.0	6.8
Las Cruces, NM	43.7	50.5	6.8
Hanford-Corcoran, CA	43.0	49.7	6.7
Jackson, MS	41.4	47.8	6.4
Riverside-San Bernardino-Ontario, CA	47.2	53.5	6.3
Salinas, CA	42.7	49.0	6.3
Houma-Bayou Cane-Thibodaux, LA	39.8	46.1	6.3
Springfield, OH	39.2	45.4	6.2
Beaumont-Port Arthur, TX	39.1	45.3	6.2
Columbus, GA-AL	40.5	46.7	6.2
Florence, SC	39.5	45.6	6.1
Milwaukee-Waukesha-West Allis, WI	39.1	45.2	6.1
Montgomery, AL	38.7	44.7	6.0
Reading, PA	38.7	44.7	6.0
Birmingham-Hoover, AL	37.8	43.8	6.0
Lubbock, TX	37.7	43.6	5.9
Baton Rouge, LA	38.0	43.9	5.9
Albuquerque, NM	38.7	44.6	5.9
Flint, MI	40.8	46.7	5.9
Pine Bluff, AR	36.2	41.8	5.6
New Orleans-Metairie-Kenner, LA	36.1	41.7	5.6
Miami-Fort Lauderdale-Pompano Beach, FL	34.6	39.7	5.1
Kennewick-Pasco-Richland, WA	48.9	53.8	4.9
Dalton, GA	45.4	49.9	4.5
Salem, OR	42.7	47.1	4.4
Fort Smith, AR-OK	42.5	46.9	4.4
Wenatchee-East Wenatchee, WA	43.1	47.4	4.3
Rockford, IL	41.8	46.1	4.3
Danville, IL	40.9	45.1	4.2
Alexandria, LA	40.8	45.0	4.2
Mobile, AL	40.2	44.3	4.1
Monroe, LA	41.2	45.3	4.1
Lakeland-Winter Haven, FL	40.1	44.2	4.1
Dothan, AL	39.3	43.3	4.0
Longview, TX	39.3	43.3	4.0
Hattiesburg, MS	38.9	42.9	4.0
Augusta-Richmond County, GA-SC	39.7	43.6	3.9
Anderson, IN	37.4	41.2	3.8
Tucson, AZ	37.3	41.1	3.8
Cape Girardeau-Jackson, MO-IL	37.2	41.0	3.8
Brunswick, GA	36.9	40.7	3.8
Savannah, GA	37.2	40.9	3.7
Anniston-Oxford, AL	36.2	39.9	3.7
Louisville/Jefferson County, KY-IN	38.0	41.7	3.7
Hot Springs, AR	36.4	40.0	3.6
Ocala, FL	35.1	38.7	3.6
Cape Coral-Fort Myers, FL	34.3	37.8	3.5
Huntington-Ashland, WV-KY-OH	34.6	38.1	3.5
Cleveland-Elyria-Mentor, OH	37.4	40.8	3.4
Danville, VA	33.2	36.6	3.4
Santa Cruz-Watsonville, CA	31.2	34.3	3.1
Los Angeles-Long Beach-Santa Ana, CA	37.9	40.6	2.7
Gainesville, GA	46.0	48.3	2.3
Midland, TX	44.0	46.2	2.2
Pueblo, CO	40.6	42.6	2.0
Goldsboro, NC	39.5	41.5	2.0
Longview, WA	39.5	41.5	2.0
Oklahoma City, OK	39.5	41.5	2.0
Jonesboro, AR	39.4	41.4	2.0
South Bend-Mishawaka, IN-MI	39.3	41.3	2.0
Anderson, SC	39.2	41.2	2.0
Rocky Mount, NC	39.0	41.0	2.0
Fayetteville, NC	43.1	45.0	1.9
Niles-Benton Harbor, MI	38.7	40.6	1.9
Fayetteville-Springdale-Rogers, AR-MO	42.9	44.8	1.9
Burlington, NC	38.4	40.3	1.9
Lafayette, LA	38.4	40.3	1.9
Gulfport-Biloxi, MS	38.3	40.2	1.9
Muskegon-Norton Shores, MI	40.4	42.3	1.9
Austin-Round Rock-San Marcos, TX	38.0	39.9	1.9
Farmington, NM	47.9	49.8	1.9
Valdosta, GA	37.8	39.7	1.9
Vineland-Millville-Bridgeton, NJ	37.8	39.7	1.9
Decatur, IL	37.3	39.2	1.9
Morristown, TN	37.3	39.2	1.9
Abilene, TX	37.2	39.1	1.9
Lima, OH	38.8	40.6	1.8
Cleveland, TN	36.6	38.4	1.8
Lake Havasu City-Kingman, AZ	36.6	38.4	1.8
Reno-Sparks, NV	36.6	38.4	1.8
Sandusky, OH	36.5	38.3	1.8
Jackson, TN	37.9	39.7	1.8
Greensboro-High Point, NC	36.9	38.6	1.7
Flagstaff, AZ	34.8	36.5	1.7
Little Rock-North Little Rock-Conway, AR	37.9	39.6	1.7
Youngstown-Warren-Boardman, OH-PA	36.0	37.7	1.7
Greenville, NC	33.7	35.4	1.7
Williamsport, PA	33.3	35.0	1.7
Dallas-Fort Worth-Arlington, TX	43.9	45.6	1.7
Santa Fe, NM	33.1	34.8	1.7
Santa Barbara-Santa Maria-Goleta, CA	36.1	37.7	1.6
Columbia, SC	35.7	37.3	1.6
Myrtle Beach-North Myrtle Beach-Conway, SC	32.0	33.6	1.6
Johnson City, TN	31.5	33.1	1.6
Scranton--Wilkes-Barre, PA	32.8	34.4	1.6
Toledo, OH	37.1	38.7	1.6
Las Vegas-Paradise, NV	39.2	40.7	1.5
Detroit-Warren-Livonia, MI	38.8	40.3	1.5
College Station-Bryan, TX	30.4	31.9	1.5
Tallahassee, FL	28.7	30.1	1.4
Muncie, IN	29.9	31.3	1.4
Crestview, FL	34.7	34.7	0.0
Amarillo, TX	42.4	42.4	0.0
Athens-Clarke County, GA	30.9	30.9	0.0
Atlantic City-Hammonton, NJ	37.2	37.2	0.0
Billings, MT	37.4	37.4	0.0
Binghamton, NY	32.9	32.9	0.0
Blacksburg-Christiansburg-Radford, VA	23.3	23.3	0.0
Bowling Green, KY	34.2	34.2	0.0
Charleston, WV	34.2	34.2	0.0
Chattanooga, TN-GA	36.0	36.0	0.0
Chico, CA	32.2	32.2	0.0
Columbus, IN	41.5	41.5	0.0
Decatur, AL	38.2	38.2	0.0
Deltona-Daytona Beach-Ormond Beach, FL	31.3	31.3	0.0
Dover, DE	40.3	40.3	0.0
Durham-Chapel Hill, NC	33.0	33.0	0.0
Eau Claire, WI	34.8	34.8	0.0
Elizabethtown, KY	39.6	39.6	0.0
Eugene-Springfield, OR	30.2	30.2	0.0
Gadsden, AL	37.1	37.1	0.0
Grand Junction, CO	38.2	38.2	0.0
Hagerstown-Martinsburg, MD-WV	37.5	37.5	0.0
Hickory-Lenoir-Morganton, NC	37.4	37.4	0.0
Joplin, MO	42.5	42.5	0.0
Kalamazoo-Portage, MI	36.6	36.6	0.0
Kankakee-Bradley, IL	40.9	40.9	0.0
Lewiston, ID-WA	35.5	35.5	0.0
Lewiston-Auburn, ME	35.1	35.1	0.0
Lynchburg, VA	34.2	34.2	0.0
Mansfield, OH	36.8	36.8	0.0
Owensboro, KY	40.0	40.0	0.0
Panama City-Lynn Haven-Panama City Beach, FL	34.5	34.5	0.0
Pascagoula, MS	42.3	42.3	0.0
Port St. Lucie, FL	36.2	36.2	0.0
Prescott, AZ	33.6	33.6	0.0
Racine, WI	40.3	40.3	0.0
Roanoke, VA	35.2	35.2	0.0
Rome, GA	39.0	39.0	0.0
San Angelo, TX	37.4	37.4	0.0
Sherman-Denison, TX	40.2	40.2	0.0
Sioux City, IA-NE-SD	44.5	44.5	0.0
Spartanburg, SC	39.1	39.1	0.0
Tyler, TX	43.1	43.1	0.0
Wausau, WI	40.0	40.0	0.0
Wichita Falls, TX	37.3	37.3	0.0
Wilmington, NC	31.3	31.3	0.0
Winston-Salem, NC	38.5	38.5	0.0
North Port	32.8	32.7	-0.1
Cumberland, MD-WV	29.0	28.9	-0.1
Pittsfield, MA	31.5	31.4	-0.1
Santa Rosa-Petaluma, CA	34.4	34.3	-0.1
Pensacola-Ferry Pass-Brent, FL	34.6	34.5	-0.1
Utica-Rome, NY	35.6	35.5	-0.1
Rochester, NY	35.7	35.6	-0.1
Florence-Muscle Shoals, AL	35.8	35.7	-0.1
Terre Haute, IN	35.9	35.8	-0.1
Naples-Marco Island, FL	36.0	35.9	-0.1
Bend, OR	36.9	36.8	-0.1
Napa, CA	37.4	37.3	-0.1
Lawton, OK	38.7	38.6	-0.1
Texarkana, TX-Texarkana, AR	39.4	39.3	-0.1
Janesville, WI	40.5	40.4	-0.1
Lake Charles, LA	41.1	41.0	-0.1
Hinesville-Fort Stewart, GA	46.9	46.8	-0.1
Providence-New Bedford-Fall River, RI-MA	33.8	33.6	-0.2
Tampa-St. Petersburg-Clearwater, FL	34.3	34.1	-0.2
Erie, PA	35.9	35.6	-0.3
Jackson, MI	36.6	36.3	-0.3
Dayton, OH	36.9	36.6	-0.3
Buffalo-Niagara Falls, NY	34.3	34.0	-0.3
Phoenix-Mesa-Glendale, AZ	43.0	42.6	-0.4
Ithaca, NY	22.2	21.1	-1.1
Bloomington, IN	26.3	25.0	-1.3
Punta Gorda, FL	27.8	26.4	-1.4
Missoula, MT	28.5	27.1	-1.4
Champaign-Urbana, IL	28.7	27.3	-1.4
Harrisonburg, VA	30.2	28.7	-1.5
Columbia, MO	30.9	29.4	-1.5
Kingston, NY	30.9	29.4	-1.5
Ocean City, NJ	31.4	29.8	-1.6
Wheeling, WV-OH	31.5	29.9	-1.6
Steubenville, WV	31.9	30.3	-1.6
Salisbury, MD	31.6	30.0	-1.6
Jefferson City, MO	32.7	31.1	-1.6
Tuscaloosa, AL	33.0	31.4	-1.7
Lexington-Fayette, KY	33.7	32.0	-1.7
Kingsport-Bristol-Bristol, TN-VA	34.2	32.5	-1.7
Manhattan, KS	34.3	32.6	-1.7
Sebastian-Vero Beach, FL	34.9	33.2	-1.7
Trenton-Ewing, NJ	34.9	33.2	-1.7
Charleston-North Charleston-Summerville, SC	35.3	33.5	-1.8
Carson City, NV	35.5	33.7	-1.8
Medford, OR	36.1	34.3	-1.8
Michigan City-La Porte, IN	36.1	34.3	-1.8
St. Joseph, MO-KS	36.1	34.3	-1.8
Orlando-Kissimmee-Sanford, FL	36.4	34.6	-1.8
Fond du Lac, WI	36.6	34.8	-1.8
Redding, CA	36.7	34.9	-1.8
Canton-Massillon, OH	36.9	35.1	-1.8
Greenville-Mauldin-Easley, SC	36.9	35.1	-1.8
Springfield, MO	36.9	35.1	-1.8
Casper, WY	37.1	35.2	-1.9
Lebanon, PA	37.9	36.0	-1.9
Saginaw-Saginaw Township North, MI	38.0	36.1	-1.9
Davenport-Moline-Rock Island, IA-IL	38.2	36.3	-1.9
Monroe, MI	38.2	36.3	-1.9
Mount Vernon-Anacortes, WA	39.1	37.1	-2.0
Sacramento--Arden-Arcade--Roseville, CA	39.4	37.4	-2.0
Winchester, VA-WV	39.7	37.7	-2.0
Charlotte-Gastonia-Rock Hill, NC-SC	40.3	38.3	-2.0
Jacksonville, FL	37.0	35.0	-2.0
Clarksville, TN-KY	40.8	38.8	-2.0
Tulsa, OK	41.1	39.0	-2.1
Grand Rapids-Wyoming, MI	41.2	39.1	-2.1
Springfield, IL	38.0	35.9	-2.1
Columbus, OH	38.2	36.1	-2.1
State College, PA	21.7	19.6	-2.1
Warner Robins, GA	42.4	40.3	-2.1
Battle Creek, MI	39.6	37.4	-2.2
Fort Wayne, IN	43.8	41.6	-2.2
Boise City-Nampa, ID	45.4	43.1	-2.3
Indianapolis-Carmel, IN	41.4	39.1	-2.3
Topeka, KS	42.9	40.5	-2.4
Sumter, SC	43.6	41.2	-2.4
Corvallis, OR	25.7	23.2	-2.5
Gainesville, FL	25.2	22.6	-2.6
Barnstable Town, MA	29.3	26.4	-2.9
Bangor, ME	30.2	27.2	-3.0
Lafayette, IN	31.3	28.2	-3.1
Asheville, NC	32.5	29.3	-3.2
Auburn-Opelika, AL	32.8	29.6	-3.2
Duluth, MN-WI	32.0	28.8	-3.2
Johnstown, PA	32.1	28.9	-3.2
Morgantown, WV	22.8	19.5	-3.3
Lansing-East Lansing, MI	33.1	29.8	-3.3
Palm Bay-Melbourne-Titusville, FL	33.1	29.8	-3.3
Knoxville, TN	34.7	31.3	-3.4
Norwich-New London, CT	33.9	30.5	-3.4
Waterloo-Cedar Falls, IA	34.2	30.8	-3.4
Lincoln, NE	35.2	31.8	-3.4
New Haven-Milford, CT	35.2	31.8	-3.4
Akron, OH	35.1	31.6	-3.5
Harrisburg-Carlisle, PA	34.8	31.2	-3.6
Evansville, IN-KY	36.8	33.2	-3.6
Palm Coast, FL	35.9	32.3	-3.6
Syracuse, NY	36.1	32.5	-3.6
Bay City, MI	36.2	32.6	-3.6
Parkersburg-Marietta-Vienna, WV-OH	35.6	32.0	-3.6
Richmond, VA	35.9	32.2	-3.7
Great Falls, MT	36.9	33.2	-3.7
Huntsville, AL	37.2	33.5	-3.7
Allentown-Bethlehem-Easton, PA-NJ	36.8	33.0	-3.8
Jacksonville, NC	37.7	33.9	-3.8
Kokomo, IN	37.7	33.9	-3.8
Fairbanks, AK	37.9	34.1	-3.8
Vallejo-Fairfield, CA	38.2	34.4	-3.8
Lawrence, KS	26.5	22.7	-3.8
Rapid City, SD	39.1	35.2	-3.9
San Luis Obispo-Paso Robles, CA	28.5	24.4	-4.1
Lancaster, PA	41.1	36.9	-4.2
Wichita, KS	44.2	39.9	-4.3
Oxnard-Thousand Oaks-Ventura, CA	41.1	36.7	-4.4
Greeley, CO	44.4	40.0	-4.4
Killeen-Temple-Fort Hood, TX	44.5	40.1	-4.5
Bellingham, WA	31.8	27.3	-4.5
Glens Falls, NY	31.8	27.3	-4.5
Ames, IA	24.8	20.1	-4.7
Pocatello, ID	46.9	42.2	-4.7
Altoona, PA	34.5	29.5	-5.0
Elmira, NY	35.8	30.4	-5.4
Nashville-Davidson--Murfreesboro--Franklin, TN	37.4	32.0	-5.4
Iowa City, IA	29.1	23.6	-5.5
Green Bay, WI	38.7	33.2	-5.5
Sheboygan, WI	38.7	33.2	-5.5
Peoria, IL	39.1	33.4	-5.7
Boulder, CO	30.8	25.1	-5.7
Cheyenne, WY	38.7	32.9	-5.8
Grand Forks, ND-MN	31.0	25.1	-5.9
Fort Collins-Loveland, CO	31.8	25.8	-6.0
Oshkosh-Neenah, WI	31.5	25.5	-6.0
Albany-Schenectady-Troy, NY	32.9	26.6	-6.3
Portland-South Portland-Biddeford, ME	32.8	26.5	-6.3
Bremerton-Silverdale, WA	35.0	28.4	-6.6
Olympia, WA	35.9	29.2	-6.7
Portland-Vancouver-Hillsboro, OR-WA	36.4	29.5	-6.9
Charlottesville, VA	30.2	23.2	-7.0
York-Hanover, PA	37.5	30.4	-7.1
Burlington-South Burlington, VT	30.6	23.5	-7.1
San Diego-Carlsbad-San Marcos, CA	35.8	28.6	-7.2
St. Louis, MO-IL	37.8	30.5	-7.3
Dubuque, IA	39.0	31.7	-7.3
Poughkeepsie-Newburgh-Middletown, NY	39.7	32.2	-7.5
Anchorage, AK	40.3	32.7	-7.6
Pittsburgh, PA	32.1	24.5	-7.6
Coeur d'Alene, ID	40.7	33.0	-7.7
Atlanta-Sandy Springs-Marietta, GA	41.0	33.2	-7.8
Omaha-Council Bluffs, NE-IA	41.5	33.7	-7.8
Holland-Grand Haven, MI	41.9	34.0	-7.9
Hartford-West Hartford-East Hartford, CT	35.0	26.8	-8.2
Ann Arbor, MI	30.2	21.9	-8.3
St. Cloud, MN	36.2	27.9	-8.3
Manchester-Nashua, NH	36.3	27.9	-8.4
Spokane, WA	36.3	27.8	-8.5
Worcester, MA	36.7	28.2	-8.5
Virginia Beach-Norfolk-Newport News, VA-NC	36.3	27.8	-8.5
Baltimore-Towson, MD	35.6	27.0	-8.6
Denver-Aurora-Broomfield, CO	38.2	29.4	-8.8
La Crosse, WI-MN	32.9	24.1	-8.8
Mankato-North Mankato, MN	31.8	22.9	-8.9
Bloomington-Normal, IL	33.7	24.5	-9.2
Cincinnati-Middletown, OH-KY-IN	39.7	30.5	-9.2
Colorado Springs, CO	40.3	30.9	-9.4
Sioux Falls, SD	41.1	31.7	-9.4
Honolulu, HI	34.8	25.3	-9.5
Des Moines-West Des Moines, IA	41.3	31.8	-9.5
New York-Northern New Jersey-Long Island, NY-NJ-PA	35.5	25.8	-9.7
Madison, WI	32.8	22.7	-10.1
Logan, UT-ID	53.3	43.2	-10.1
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	36.7	26.5	-10.2
Idaho Falls, ID	56.1	45.6	-10.5
Cedar Rapids, IA	39.3	28.6	-10.7
Raleigh-Cary, NC	40.3	29.5	-10.8
Kansas City, MO-KS	40.9	29.7	-11.2
San Francisco-Oakland-Fremont, CA	32.1	20.9	-11.2
Bismarck, ND	36.4	24.9	-11.5
Fargo, ND-MN	33.6	22.0	-11.6
Chicago-Joliet-Naperville, IL-IN-WI	39.5	27.2	-12.3
Appleton, WI	41.1	28.4	-12.7
Rochester, MN	41.5	28.7	-12.8
San Jose-Sunnyvale-Santa Clara, CA	37.4	24.3	-13.1
Seattle-Tacoma-Bellevue, WA	34.3	20.1	-14.2
Salt Lake City, UT	47.5	32.8	-14.7
Minneapolis-St. Paul-Bloomington, MN-WI	38.7	23.8	-14.9
St. George, UT	56.9	41.4	-15.5
Boston-Cambridge-Quincy, MA-NH	33.0	17.1	-15.9
Washington-Arlington-Alexandria, DC-VA-MD-WV	35.9	19.8	-16.1
Bridgeport-Stamford-Norwalk, CT	40.0	23.3	-16.7
Ogden-Clearfield, UT	55.3	36.0	-19.3
Provo-Orem, UT	60.2	36.8	-23.4

Table 2b: Metropolitan Areas by Adjusted Elderly Dependency Ratios

Metro	Original	New	Change
Huntington-Ashland, WV-KY-OH	26.2	31.8	5.6
El Paso, TX	17.2	22.6	5.4
Brownsville-Harlingen, TX	19.8	24.8	5.0
Miami-Fort Lauderdale-Pompano Beach, FL	25.6	30.6	5.0
Providence-New Bedford-Fall River, RI-MA	22.5	27.2	4.7
Mobile, AL	20.9	25.3	4.4
Corpus Christi, TX	20.5	24.8	4.3
Los Angeles-Long Beach-Santa Ana, CA	17.2	21.3	4.1
New York-Northern New Jersey-Long Island, NY-NJ-PA	20.5	24.5	4.0
Charleston, WV	25.7	29.7	4.0
McAllen-Edinburg-Mission, TX	16.8	20.7	3.9
Columbus, GA-AL	18.2	22.1	3.9
Johnson City, TN	25.1	29.0	3.9
Hickory-Lenoir-Morganton, NC	24.3	28.1	3.8
Laredo, TX	13.8	17.3	3.5
Detroit-Warren-Livonia, MI	21.2	24.5	3.3
Albany, GA	20.3	23.5	3.2
Birmingham-Hoover, AL	20.5	23.7	3.2
Jonesboro, AR	20.2	23.3	3.1
Kingsport-Bristol-Bristol, TN-VA	30.5	33.6	3.1
Danville, VA	30.2	33.2	3.0
Cumberland, MD-WV	29.1	32.1	3.0
Youngstown-Warren-Boardman, OH-PA	29.5	32.5	3.0
San Antonio-New Braunfels, TX	17.6	20.3	2.7
Morristown, TN	26.2	28.8	2.6
Dothan, AL	25.5	28.1	2.6
Lafayette, LA	16.6	19.2	2.6
El Centro, CA	17.4	20.0	2.6
Fresno, CA	16.7	19.2	2.5
Anderson, SC	24.7	27.2	2.5
Cape Girardeau-Jackson, MO-IL	24.3	26.8	2.5
Cleveland, TN	24.3	26.7	2.4
Anniston-Oxford, AL	23.0	25.4	2.4
Rocky Mount, NC	22.9	25.2	2.3
Wichita Falls, TX	22.1	24.3	2.2
Spartanburg, SC	21.4	23.5	2.1
Monroe, LA	20.6	22.7	2.1
Lake Charles, LA	20.5	22.6	2.1
Macon, GA	20.0	22.1	2.1
Las Cruces, NM	20.4	22.4	2.0
Vineland-Millville-Bridgeton, NJ	19.8	21.8	2.0
Jackson, MS	18.1	20.0	1.9
Houma-Bayou Cane-Thibodaux, LA	18.3	20.1	1.8
Tuscaloosa, AL	17.6	19.4	1.8
Dalton, GA	17.7	19.5	1.8
Modesto, CA	17.4	19.1	1.7
Valdosta, GA	16.1	17.8	1.7
Odessa, TX	16.4	18.0	1.6
Merced, CA	16.3	17.9	1.6
Visalia-Porterville, CA	16.2	17.8	1.6
Johnstown, PA	31.2	32.8	1.6
Bakersfield-Delano, CA	14.8	16.3	1.5
Florence-Muscle Shoals, AL	27.6	29.0	1.4
Utica-Rome, NY	26.6	27.9	1.3
Lynchburg, VA	25.3	26.6	1.3
Anderson, IN	25.2	26.5	1.3
Texarkana, TX-Texarkana, AR	23.4	24.6	1.2
Joplin, MO	23.3	24.5	1.2
Victoria, TX	22.9	24.0	1.1
Decatur, AL	22.8	23.9	1.1
Longview, TX	22.7	23.8	1.1
Akron, OH	22.6	23.7	1.1
Alexandria, LA	22.6	23.7	1.1
Buffalo-Niagara Falls, NY	25.1	26.2	1.1
Rome, GA	22.2	23.3	1.1
Florence, SC	21.9	23.0	1.1
Sioux City, IA-NE-SD	21.9	23.0	1.1
Winchester, VA-WV	21.8	22.9	1.1
Springfield, MA	21.7	22.8	1.1
Sumter, SC	21.6	22.7	1.1
Beaumont-Port Arthur, TX	21.3	22.4	1.1
Greenville-Mauldin-Easley, SC	21.0	22.1	1.1
Tulsa, OK	21.0	22.1	1.1
Jackson, TN	20.9	21.9	1.0
Pine Bluff, AR	20.9	21.9	1.0
Greensboro-High Point, NC	20.8	21.8	1.0
Shreveport-Bossier City, LA	20.6	21.6	1.0
Louisville/Jefferson County, KY-IN	20.3	21.3	1.0
Yakima, WA	20.0	21.0	1.0
Augusta-Richmond County, GA-SC	19.7	20.7	1.0
Hattiesburg, MS	19.1	20.1	1.0
Montgomery, AL	18.9	19.8	0.9
New Orleans-Metairie-Kenner, LA	18.9	19.8	0.9
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	21.0	21.9	0.9
Farmington, NM	17.6	18.5	0.9
Midland, TX	17.6	18.5	0.9
Lubbock, TX	17.4	18.3	0.9
Blacksburg-Christiansburg-Radford, VA	16.7	17.5	0.8
Nashville-Davidson--Murfreesboro--Franklin, TN	16.7	17.5	0.8
Memphis, TN-MS-AR	17.0	17.8	0.8
Stockton, CA	17.3	18.1	0.8
Greenville, NC	15.4	16.2	0.8
Fayetteville, NC	14.9	15.6	0.7
Auburn-Opelika, AL	13.1	13.8	0.7
Hanford-Corcoran, CA	11.8	12.4	0.6
Hinesville-Fort Stewart, GA	10.0	10.5	0.5
Abilene, TX	21.2	21.2	0.0
Altoona, PA	28.8	28.8	0.0
Amarillo, TX	18.8	18.8	0.0
Athens-Clarke County, GA	15.0	15.0	0.0
Baltimore-Towson, MD	19.7	19.7	0.0
Bangor, ME	21.8	21.8	0.0
Baton Rouge, LA	17.0	17.0	0.0
Bay City, MI	26.6	26.6	0.0
Bismarck, ND	22.4	22.4	0.0
Bloomington, IN	17.1	17.1	0.0
Bowling Green, KY	17.9	17.9	0.0
Brunswick, GA	23.6	23.6	0.0
Burlington, NC	22.8	22.8	0.0
Carson City, NV	27.3	27.3	0.0
Casper, WY	19.8	19.8	0.0
Charleston-North Charleston-Summerville, SC	17.7	17.7	0.0
Clarksville, TN-KY	15.0	15.0	0.0
Columbia, MO	14.1	14.1	0.0
Columbia, SC	17.5	17.5	0.0
Danville, IL	27.2	27.2	0.0
Dover, DE	21.4	21.4	0.0
Dubuque, IA	25.2	25.2	0.0
Durham-Chapel Hill, NC	17.1	17.1	0.0
Elkhart-Goshen, IN	20.1	20.1	0.0
Elmira, NY	24.7	24.7	0.0
Fairbanks, AK	9.0	9.0	0.0
Fayetteville-Springdale-Rogers, AR-MO	18.1	18.1	0.0
Fond du Lac, WI	24.5	24.5	0.0
Fort Smith, AR-OK	22.9	22.9	0.0
Gadsden, AL	25.8	25.8	0.0
Goldsboro, NC	21.5	21.5	0.0
Steubenville, WV	29.6	29.6	0.0
Grand Forks, ND-MN	18.7	18.7	0.0
Great Falls, MT	25.3	25.3	0.0
Greeley, CO	15.3	15.3	0.0
Harrisonburg, VA	18.9	18.9	0.0
Hot Springs, AR	35.0	35.0	0.0
Jacksonville, NC	11.4	11.4	0.0
Janesville, WI	21.7	21.7	0.0
Jefferson City, MO	19.7	19.7	0.0
Kankakee-Bradley, IL	21.2	21.2	0.0
Lawton, OK	16.3	16.3	0.0
Lewiston, ID-WA	31.8	31.8	0.0
Lewiston-Auburn, ME	22.6	22.6	0.0
Longview, WA	25.9	25.9	0.0
Michigan City-La Porte, IN	23.0	23.0	0.0
Monroe, MI	21.7	21.7	0.0
Morgantown, WV	15.3	15.3	0.0
Muncie, IN	21.8	21.8	0.0
Niles-Benton Harbor, MI	26.9	26.9	0.0
Owensboro, KY	25.5	25.5	0.0
Parkersburg-Marietta-Vienna, WV-OH	27.5	27.5	0.0
Pascagoula, MS	20.2	20.2	0.0
Pensacola-Ferry Pass-Brent, FL	21.9	21.9	0.0
Pueblo, CO	25.2	25.2	0.0
Saginaw-Saginaw Township North, MI	25.0	25.0	0.0
St. Cloud, MN	18.5	18.5	0.0
St. Joseph, MO-KS	22.5	22.5	0.0
Salisbury, MD	19.4	19.4	0.0
Savannah, GA	18.0	18.0	0.0
Scranton--Wilkes-Barre, PA	29.1	29.1	0.0
Sherman-Denison, TX	26.0	26.0	0.0
Springfield, OH	27.0	27.0	0.0
Syracuse, NY	21.8	21.8	0.0
Tallahassee, FL	15.1	15.1	0.0
Trenton-Ewing, NJ	19.6	19.6	0.0
Warner Robins, GA	16.0	16.0	0.0
Wausau, WI	23.5	23.5	0.0
Williamsport, PA	26.0	26.0	0.0
Yuba City, CA	19.5	19.5	0.0
Killeen-Temple-Fort Hood, TX	13.8	13.8	0.0
Lafayette, IN	15.2	15.2	0.0
Gainesville, GA	19.2	19.2	0.0
Worcester, MA	20.0	20.0	-0.1
Cheyenne, WY	20.6	20.5	-0.1
Eau Claire, WI	20.9	20.8	-0.1
St. Louis, MO-IL	21.3	21.2	-0.1
Winston-Salem, NC	22.3	22.2	-0.1
Springfield, MO	22.5	22.4	-0.1
Reading, PA	23.5	23.4	-0.1
Dayton, OH	24.2	24.1	-0.1
Lancaster, PA	25.3	25.2	-0.1
Roanoke, VA	26.2	26.1	-0.1
Decatur, IL	26.9	26.8	-0.1
Pittsfield, MA	30.5	30.4	-0.1
Houston-Sugar Land-Baytown, TX	13.6	13.5	-0.1
College Station-Bryan, TX	12.3	11.7	-0.6
Lawrence, KS	12.4	11.8	-0.6
Flagstaff, AZ	13.8	13.1	-0.7
Ithaca, NY	15.1	14.3	-0.8
Fargo, ND-MN	15.8	15.0	-0.8
Champaign-Urbana, IL	16.1	15.3	-0.8
Gainesville, FL	16.2	15.4	-0.8
Charlotte-Gastonia-Rock Hill, NC-SC	15.8	15.0	-0.8
Lexington-Fayette, KY	16.8	16.0	-0.8
Kennewick-Pasco-Richland, WA	17.3	16.4	-0.9
Sioux Falls, SD	17.4	16.5	-0.9
Burlington-South Burlington, VT	17.5	16.6	-0.9
Vallejo-Fairfield, CA	17.9	17.0	-0.9
Chicago-Joliet-Naperville, IL-IN-WI	18.0	17.1	-0.9
Manchester-Nashua, NH	18.6	17.7	-0.9
Huntsville, AL	19.1	18.1	-1.0
Poughkeepsie-Newburgh-Middletown, NY	19.3	18.3	-1.0
Cincinnati-Middletown, OH-KY-IN	19.5	18.5	-1.0
Green Bay, WI	19.5	18.5	-1.0
Wichita, KS	19.5	18.5	-1.0
Appleton, WI	18.8	17.8	-1.0
Waco, TX	20.1	19.1	-1.0
Santa Barbara-Santa Maria-Goleta, CA	20.2	19.2	-1.0
Charlottesville, VA	20.3	19.3	-1.0
Elizabethtown, KY	18.5	17.5	-1.0
La Crosse, WI-MN	21.6	20.5	-1.1
Anchorage, AK	10.9	9.8	-1.1
Rapid City, SD	21.8	20.7	-1.1
Madera-Chowchilla, CA	19.9	18.8	-1.1
Hagerstown-Martinsburg, MD-WV	22.0	20.9	-1.1
San Angelo, TX	22.1	21.0	-1.1
Toledo, OH	21.2	20.1	-1.1
Riverside-San Bernardino-Ontario, CA	17.2	16.1	-1.1
Muskegon-Norton Shores, MI	22.4	21.3	-1.1
Rockford, IL	22.4	21.3	-1.1
Spokane, WA	20.4	19.3	-1.1
Flint, MI	22.5	21.4	-1.1
Jackson, MI	22.5	21.4	-1.1
Racine, WI	21.5	20.4	-1.1
Kingston, NY	22.6	21.5	-1.1
South Bend-Mishawaka, IN-MI	22.6	21.5	-1.1
Manhattan, KS	11.6	10.5	-1.1
New Haven-Milford, CT	22.7	21.6	-1.1
Panama City-Lynn Haven-Panama City Beach, FL	22.9	21.8	-1.1
Evansville, IN-KY	23.0	21.9	-1.2
Columbus, IN	23.2	22.0	-1.2
Knoxville, TN	23.2	22.0	-1.2
Chattanooga, TN-GA	23.3	22.1	-1.2
Sheboygan, WI	23.3	22.1	-1.2
Erie, PA	23.4	22.2	-1.2
Austin-Round Rock-San Marcos, TX	12.1	10.9	-1.2
Terre Haute, IN	23.6	22.4	-1.2
Lima, OH	24.0	22.8	-1.2
Springfield, IL	22.0	20.8	-1.2
Battle Creek, MI	24.3	23.1	-1.2
Napa, CA	24.3	23.1	-1.2
Wenatchee-East Wenatchee, WA	25.0	23.8	-1.3
Harrisburg-Carlisle, PA	23.0	21.7	-1.3
Albany-Schenectady-Troy, NY	21.6	20.3	-1.3
Cleveland-Elyria-Mentor, OH	24.6	23.3	-1.3
Mansfield, OH	27.0	25.7	-1.4
Duluth, MN-WI	24.8	23.4	-1.4
Atlanta-Sandy Springs-Marietta, GA	13.8	12.4	-1.4
Lebanon, PA	28.0	26.6	-1.4
Redding, CA	28.0	26.6	-1.4
Sandusky, OH	28.4	27.0	-1.4
State College, PA	15.4	13.9	-1.5
Tampa-St. Petersburg-Clearwater, FL	28.0	26.5	-1.5
Lakeland-Winter Haven, FL	30.8	29.3	-1.5
Missoula, MT	16.4	14.8	-1.6
Santa Cruz-Watsonville, CA	16.5	14.9	-1.7
Columbus, OH	16.4	14.7	-1.7
San Jose-Sunnyvale-Santa Clara, CA	17.0	15.3	-1.7
Corvallis, OR	17.2	15.5	-1.7
Pittsburgh, PA	27.6	25.8	-1.8
Omaha-Council Bluffs, NE-IA	17.8	16.0	-1.8
Oxnard-Thousand Oaks-Ventura, CA	18.7	16.9	-1.8
Richmond, VA	18.8	17.0	-1.8
Idaho Falls, ID	18.4	16.6	-1.8
Mankato-North Mankato, MN	18.4	16.6	-1.8
Little Rock-North Little Rock-Conway, AR	19.0	17.1	-1.9
Jacksonville, FL	18.8	16.9	-1.9
Sacramento--Arden-Arcade--Roseville, CA	19.1	17.2	-1.9
Orlando-Kissimmee-Sanford, FL	19.3	17.4	-1.9
Oshkosh-Neenah, WI	20.1	18.1	-2.0
Albuquerque, NM	19.6	17.6	-2.0
Kalamazoo-Portage, MI	19.6	17.6	-2.0
Raleigh-Cary, NC	13.8	11.8	-2.0
Crestview, FL	21.2	19.1	-2.1
Logan, UT-ID	14.8	12.7	-2.1
Atlantic City-Hammonton, NJ	22.7	20.5	-2.2
Bloomington-Normal, IL	15.5	13.3	-2.2
Hartford-West Hartford-East Hartford, CT	22.6	20.3	-2.3
Norwich-New London, CT	22.8	20.5	-2.3
Eugene-Springfield, OR	22.8	20.5	-2.3
Billings, MT	22.9	20.6	-2.3
Coeur d'Alene, ID	24.1	21.8	-2.3
Denver-Aurora-Broomfield, CO	15.5	13.1	-2.4
Chico, CA	23.7	21.3	-2.4
Davenport-Moline-Rock Island, IA-IL	24.4	22.0	-2.4
Santa Fe, NM	23.3	20.9	-2.4
Bend, OR	24.0	21.6	-2.4
Lincoln, NE	16.9	14.4	-2.5
Salinas, CA	17.2	14.7	-2.5
Kokomo, IN	25.2	22.7	-2.5
Allentown-Bethlehem-Easton, PA-NJ	24.6	22.1	-2.5
Glens Falls, NY	25.5	23.0	-2.5
San Diego-Carlsbad-San Marcos, CA	17.4	14.9	-2.5
Lansing-East Lansing, MI	17.6	15.0	-2.6
Sebastian-Vero Beach, FL	51.4	48.8	-2.6
Indianapolis-Carmel, IN	17.3	14.7	-2.6
Binghamton, NY	25.9	23.3	-2.6
Virginia Beach-Norfolk-Newport News, VA-NC	17.9	15.3	-2.6
Portland-Vancouver-Hillsboro, OR-WA	17.4	14.8	-2.6
Canton-Massillon, OH	27.0	24.4	-2.6
Ames, IA	13.9	11.3	-2.6
Boise City-Nampa, ID	18.4	15.7	-2.7
Oklahoma City, OK	18.7	16.0	-2.7
Grand Rapids-Wyoming, MI	18.8	16.1	-2.7
San Francisco-Oakland-Fremont, CA	19.1	16.3	-2.8
Boulder, CO	14.5	11.7	-2.8
Ann Arbor, MI	14.9	12.1	-2.8
Holland-Grand Haven, MI	19.3	16.5	-2.8
Gulfport-Biloxi, MS	19.7	16.9	-2.8
Wheeling, WV-OH	29.1	26.2	-2.9
Olympia, WA	20.2	17.3	-2.9
Medford, OR	29.8	26.8	-3.0
Fort Wayne, IN	20.6	17.6	-3.0
Asheville, NC	30.0	27.0	-3.0
Bremerton-Silverdale, WA	20.7	17.7	-3.0
Milwaukee-Waukesha-West Allis, WI	20.0	16.9	-3.1
Bridgeport-Stamford-Norwalk, CT	21.9	18.8	-3.1
Salem, OR	21.9	18.7	-3.2
Iowa City, IA	13.8	10.6	-3.2
Rochester, NY	22.4	19.2	-3.2
Dallas-Fort Worth-Arlington, TX	13.9	10.7	-3.2
Salt Lake City, UT	13.9	10.7	-3.2
York-Hanover, PA	22.6	19.3	-3.3
Waterloo-Cedar Falls, IA	22.9	19.6	-3.3
Fort Collins-Loveland, CO	17.7	14.4	-3.3
Portland-South Portland-Biddeford, ME	23.0	19.7	-3.3
Las Vegas-Paradise, NV	17.8	14.5	-3.3
Pocatello, ID	17.6	14.2	-3.4
Des Moines-West Des Moines, IA	17.7	14.3	-3.4
Provo-Orem, UT	11.3	7.8	-3.5
Grand Junction, CO	24.3	20.8	-3.5
Reno-Sparks, NV	18.9	15.3	-3.6
Ocean City, NJ	37.1	33.5	-3.6
Wilmington, NC	25.5	21.8	-3.7
Kansas City, MO-KS	19.1	15.3	-3.8
Mount Vernon-Anacortes, WA	26.7	22.9	-3.8
Myrtle Beach-North Myrtle Beach-Conway, SC	27.4	23.5	-3.9
Cedar Rapids, IA	21.9	17.8	-4.1
Yuma, AZ	27.7	23.6	-4.1
Ogden-Clearfield, UT	15.4	11.2	-4.2
Santa Rosa-Petaluma, CA	21.9	17.7	-4.2
Colorado Springs, CO	15.8	11.5	-4.3
San Luis Obispo-Paso Robles, CA	22.8	18.4	-4.4
Madison, WI	16.2	11.7	-4.5
Seattle-Tacoma-Bellevue, WA	16.3	11.7	-4.6
St. George, UT	31.9	27.3	-4.6
Bellingham, WA	20.1	15.5	-4.6
Peoria, IL	24.5	19.8	-4.7
Washington-Arlington-Alexandria, DC-VA-MD-WV	15.1	10.4	-4.7
Boston-Cambridge-Quincy, MA-NH	20.1	15.3	-4.8
Minneapolis-St. Paul-Bloomington, MN-WI	16.6	11.8	-4.8
Tucson, AZ	25.2	20.4	-4.8
Topeka, KS	25.6	20.7	-4.9
Rochester, MN	21.2	15.4	-5.8
Deltona-Daytona Beach-Ormond Beach, FL	35.2	28.6	-6.6
Honolulu, HI	23.2	16.0	-7.2
Lake Havasu City-Kingman, AZ	41.7	34.0	-7.7
Palm Bay-Melbourne-Titusville, FL	34.2	26.2	-8.0
Ocala, FL	47.2	38.3	-8.9
Phoenix-Mesa-Glendale, AZ	20.1	11.1	-9.0
Port St. Lucie, FL	39.5	28.8	-10.7
Prescott, AZ	42.5	30.9	-11.6
North Port, FL	50.4	38.7	-11.7
Palm Coast, FL	45.1	32.9	-12.2
Cape Coral-Fort Myers, FL	41.4	28.5	-12.9
Barnstable Town, MA	43.2	29.5	-13.7
Punta Gorda, FL	65.7	50.6	-15.1
Naples-Marco Island, FL	49.1	33.8	-15.3

Table 2c: Metropolitan Areas by Adjusted Dependency Ratios

Metro	Original	New	Change
McAllen-Edinburg-Mission, TX	78.6	106.7	28.1
Brownsville-Harlingen, TX	78.8	103.0	24.2
Laredo, TX	75.0	98.7	23.7
Fresno, CA	66.4	85.0	18.6
Bakersfield-Delano, CA	64.6	82.4	17.8
El Paso, TX	67.5	83.4	15.9
Yakima, WA	72.6	87.8	15.2
Corpus Christi, TX	63.8	77.3	13.5
Visalia-Porterville, CA	72.3	85.2	12.9
Memphis, TN-MS-AR	59.0	70.9	11.9
Albany, GA	61.8	73.7	11.9
Odessa, TX	64.2	76.0	11.8
Modesto, CA	64.2	75.9	11.7
Houston-Sugar Land-Baytown, TX	57.6	68.7	11.1
Macon, GA	58.7	68.9	10.2
Miami-Fort Lauderdale-Pompano Beach, FL	60.2	70.2	10.0
Columbus, GA-AL	58.8	68.8	10.0
El Centro, CA	65.8	75.7	9.9
Merced, CA	69.9	79.8	9.9
San Antonio-New Braunfels, TX	60.8	70.3	9.5
Birmingham-Hoover, AL	58.3	67.4	9.1
Shreveport-Bossier City, LA	60.2	69.3	9.1
Huntington-Ashland, WV-KY-OH	60.8	69.8	9.0
Las Cruces, NM	64.1	72.9	8.8
Mobile, AL	61.1	69.7	8.6
Stockton, CA	65.8	74.1	8.3
Jackson, MS	59.5	67.8	8.3
Victoria, TX	67.7	75.9	8.2
Springfield, MA	55.4	63.6	8.2
Houma-Bayou Cane-Thibodaux, LA	58.1	66.2	8.1
Waco, TX	61.0	68.7	7.7
Elkhart-Goshen, IN	67.7	75.2	7.5
Hanford-Corcoran, CA	54.8	62.1	7.3
Beaumont-Port Arthur, TX	60.4	67.6	7.2
Florence, SC	61.4	68.6	7.2
Yuba City, CA	65.7	72.9	7.2
Montgomery, AL	57.6	64.5	6.9
Lubbock, TX	55.1	61.9	6.8
Los Angeles-Long Beach-Santa Ana, CA	55.1	61.9	6.8
Pine Bluff, AR	57.1	63.8	6.7
Dothan, AL	64.8	71.4	6.6
New Orleans-Metairie-Kenner, LA	55.1	61.5	6.4
Danville, VA	63.4	69.8	6.4
Dalton, GA	63.1	69.4	6.3
Cape Girardeau-Jackson, MO-IL	61.5	67.8	6.3
Monroe, LA	61.8	68.0	6.2
Springfield, OH	66.2	72.4	6.2
Madera-Chowchilla, CA	66.5	72.6	6.1
Anniston-Oxford, AL	59.2	65.3	6.1
Reading, PA	62.1	68.1	6.0
Baton Rouge, LA	54.9	60.9	6.0
Johnson City, TN	56.5	62.1	5.6
Alexandria, LA	63.4	68.7	5.3
Riverside-San Bernardino-Ontario, CA	64.4	69.6	5.2
Jonesboro, AR	59.5	64.7	5.2
Longview, TX	62.0	67.2	5.2
Anderson, IN	62.6	67.7	5.1
Augusta-Richmond County, GA-SC	59.4	64.2	4.8
Hattiesburg, MS	58.1	62.9	4.8
Detroit-Warren-Livonia, MI	60.0	64.8	4.8
Flint, MI	63.3	68.0	4.7
Youngstown-Warren-Boardman, OH-PA	65.5	70.2	4.7
Louisville/Jefferson County, KY-IN	58.4	63.0	4.6
Providence-New Bedford-Fall River, RI-MA	56.2	60.8	4.6
Lafayette, LA	55.0	59.5	4.5
Anderson, SC	63.9	68.4	4.5
Morristown, TN	63.6	68.0	4.4
Cleveland, TN	60.8	65.2	4.4
Fort Smith, AR-OK	65.4	69.8	4.4
Rocky Mount, NC	61.9	66.2	4.3
Danville, IL	68.1	72.3	4.2
Kennewick-Pasco-Richland, WA	66.2	70.2	4.0
Charleston, WV	59.9	63.9	4.0
Vineland-Millville-Bridgeton, NJ	57.6	61.5	3.9
Salinas, CA	59.9	63.7	3.8
Albuquerque, NM	58.4	62.2	3.8
Brunswick, GA	60.5	64.3	3.8
Hickory-Lenoir-Morganton, NC	61.7	65.5	3.8
Savannah, GA	55.2	58.9	3.7
Yuma, AZ	77.7	81.3	3.6
Valdosta, GA	53.9	57.4	3.5
Hot Springs, AR	71.5	75.0	3.5
Rockford, IL	64.2	67.4	3.2
Midland, TX	61.6	64.7	3.1
Wenatchee-East Wenatchee, WA	68.1	71.2	3.1
Milwaukee-Waukesha-West Allis, WI	59.1	62.1	3.0
Cumberland, MD-WV	58.1	61.0	2.9
Jackson, TN	58.8	61.6	2.8
Greensboro-High Point, NC	57.7	60.5	2.8
Farmington, NM	65.5	68.3	2.8
Fayetteville, NC	58.0	60.7	2.7
Lakeland-Winter Haven, FL	71.0	73.5	2.5
Greenville, NC	49.2	51.6	2.4
Gainesville, GA	65.2	67.5	2.3
Wichita Falls, TX	59.4	61.6	2.2
Spartanburg, SC	60.5	62.6	2.1
Cleveland-Elyria-Mentor, OH	62.1	64.1	2.0
Pueblo, CO	65.8	67.8	2.0
Goldsboro, NC	61.0	63.0	2.0
Lake Charles, LA	61.6	63.5	1.9
Niles-Benton Harbor, MI	65.6	67.5	1.9
Fayetteville-Springdale-Rogers, AR-MO	61.0	62.9	1.9
Burlington, NC	61.2	63.1	1.9
Longview, WA	65.5	67.4	1.9
Abilene, TX	58.4	60.3	1.9
Decatur, IL	64.2	66.0	1.8
Williamsport, PA	59.3	61.0	1.7
Columbia, SC	53.2	54.8	1.6
Scranton--Wilkes-Barre, PA	61.9	63.5	1.6
Santa Cruz-Watsonville, CA	47.7	49.2	1.5
Tallahassee, FL	43.8	45.2	1.4
Muncie, IN	51.7	53.1	1.4
Florence-Muscle Shoals, AL	63.3	64.7	1.4
Kingsport-Bristol-Bristol, TN-VA	64.7	66.0	1.3
Lynchburg, VA	59.5	60.8	1.3
Salem, OR	64.6	65.8	1.2
Joplin, MO	65.8	67.0	1.2
Utica-Rome, NY	62.3	63.4	1.1
Decatur, AL	61.0	62.1	1.1
Rome, GA	61.2	62.3	1.1
Sioux City, IA-NE-SD	66.4	67.5	1.1
Flagstaff, AZ	48.6	49.7	1.1
Texarkana, TX-Texarkana, AR	62.9	63.9	1.0
College Station-Bryan, TX	42.7	43.6	0.9
Buffalo-Niagara Falls, NY	59.3	60.2	0.9
Blacksburg-Christiansburg-Radford, VA	40.0	40.8	0.8
South Bend-Mishawaka, IN-MI	61.9	62.7	0.8
Muskegon-Norton Shores, MI	62.8	63.6	0.8
Lima, OH	62.8	63.4	0.6
Austin-Round Rock-San Marcos, TX	50.2	50.8	0.6
Santa Barbara-Santa Maria-Goleta, CA	56.4	56.9	0.5
Toledo, OH	58.3	58.7	0.4
Sandusky, OH	64.9	65.3	0.4
Hinesville-Fort Stewart, GA	56.9	57.3	0.4
Tuscaloosa, AL	50.6	50.8	0.2
Owensboro, KY	65.4	65.5	0.1
Amarillo, TX	61.2	61.2	0.0
Athens-Clarke County, GA	45.9	45.9	0.0
Durham-Chapel Hill, NC	50.1	50.1	0.0
Lewiston-Auburn, ME	57.7	57.7	0.0
Pascagoula, MS	62.5	62.5	0.0
Sherman-Denison, TX	66.2	66.2	0.0
Wausau, WI	63.5	63.5	0.0
Kankakee-Bradley, IL	62.1	62.1	0.0
Eau Claire, WI	55.7	55.6	-0.1
Winston-Salem, NC	60.8	60.7	-0.1
Tyler, TX	67.2	67.1	-0.1
Roanoke, VA	61.4	61.3	-0.1
Lawton, OK	55.0	54.9	-0.1
Gadsden, AL	63.0	62.9	-0.1
Bowling Green, KY	52.2	52.1	-0.1
Dover, DE	61.8	61.7	-0.1
Lewiston, ID-WA	67.4	67.3	-0.1
Janesville, WI	62.2	62.1	-0.1
Little Rock-North Little Rock-Conway, AR	56.9	56.8	-0.1
Pittsfield, MA	62.0	61.8	-0.2
Pensacola-Ferry Pass-Brent, FL	56.6	56.4	-0.2
Dayton, OH	61.0	60.8	-0.2
Santa Fe, NM	56.4	55.7	-0.7
Oklahoma City, OK	58.2	57.5	-0.7
Greenville-Mauldin-Easley, SC	57.9	57.1	-0.8
Tucson, AZ	62.4	61.5	-0.9
Gulfport-Biloxi, MS	58.0	57.1	-0.9
Winchester, VA-WV	61.5	60.6	-0.9
Tulsa, OK	62.1	61.1	-1.0
Elizabethtown, KY	58.1	57.1	-1.0
Hagerstown-Martinsburg, MD-WV	59.5	58.4	-1.1
San Angelo, TX	59.5	58.4	-1.1
Racine, WI	61.8	60.7	-1.1
Panama City-Lynn Haven-Panama City Beach, FL	57.4	56.3	-1.1
Columbus, IN	64.7	63.5	-1.2
Chattanooga, TN-GA	59.3	58.1	-1.2
Terre Haute, IN	59.4	58.2	-1.2
Bloomington, IN	43.4	42.1	-1.3
Sumter, SC	65.2	63.9	-1.3
Mansfield, OH	63.8	62.5	-1.4
Napa, CA	61.8	60.4	-1.4
Columbia, MO	44.9	43.5	-1.4
Erie, PA	59.3	57.9	-1.4
Jackson, MI	59.2	57.7	-1.5
Steubenville, WV	61.4	59.9	-1.5
Harrisonburg, VA	49.1	47.6	-1.5
Dallas-Fort Worth-Arlington, TX	57.8	56.3	-1.5
Jefferson City, MO	52.4	50.8	-1.6
Johnstown, PA	63.3	61.7	-1.7
Salisbury, MD	51.1	49.4	-1.7
Trenton-Ewing, NJ	54.5	52.8	-1.7
Reno-Sparks, NV	55.5	53.7	-1.8
Charleston-North Charleston-Summerville, SC	53.0	51.2	-1.8
Carson City, NV	62.8	61.0	-1.8
Tampa-St. Petersburg-Clearwater, FL	62.3	60.5	-1.8
Las Vegas-Paradise, NV	57.0	55.2	-1.8
Saginaw-Saginaw Township North, MI	62.9	61.1	-1.8
Michigan City-La Porte, IN	59.1	57.3	-1.8
St. Joseph, MO-KS	58.6	56.8	-1.8
Monroe, MI	59.8	58.0	-1.8
Fond du Lac, WI	61.1	59.3	-1.8
Casper, WY	56.9	55.0	-1.9
Ithaca, NY	37.3	35.4	-1.9
Springfield, MO	59.4	57.5	-1.9
Kalamazoo-Portage, MI	56.2	54.2	-2.0
Warner Robins, GA	58.3	56.3	-2.0
Clarksville, TN-KY	55.8	53.8	-2.0
Crestview, FL	55.9	53.8	-2.1
Atlantic City-Hammonton, NJ	59.9	57.7	-2.2
Champaign-Urbana, IL	44.8	42.6	-2.2
Eugene-Springfield, OR	53.0	50.7	-2.3
Billings, MT	60.3	58.0	-2.3
Myrtle Beach-North Myrtle Beach-Conway, SC	59.4	57.1	-2.3
Chico, CA	55.9	53.5	-2.4
Akron, OH	57.7	55.3	-2.4
Bend, OR	60.8	58.4	-2.4
Lexington-Fayette, KY	50.5	48.0	-2.5
Auburn-Opelika, AL	45.9	43.4	-2.5
Kingston, NY	53.5	50.8	-2.7
Binghamton, NY	58.9	56.2	-2.7
Charlotte-Gastonia-Rock Hill, NC-SC	56.1	53.3	-2.8
Manhattan, KS	45.9	43.1	-2.8
Bangor, ME	52.0	49.0	-3.0
Missoula, MT	44.9	41.8	-3.1
Lafayette, IN	46.5	43.4	-3.1
Rochester, NY	58.0	54.8	-3.2
Lebanon, PA	65.9	62.6	-3.3
Morgantown, WV	38.1	34.8	-3.3
Redding, CA	64.8	61.5	-3.3
Gainesville, FL	41.4	38.0	-3.4
Battle Creek, MI	63.9	60.5	-3.4
Springfield, IL	60.1	56.7	-3.4
Bay City, MI	62.7	59.2	-3.5
Grand Junction, CO	62.5	59.0	-3.5
Syracuse, NY	57.9	54.3	-3.6
State College, PA	37.1	33.5	-3.6
Parkersburg-Marietta-Vienna, WV-OH	63.1	59.5	-3.6
Orlando-Kissimmee-Sanford, FL	55.6	52.0	-3.7
Great Falls, MT	62.2	58.5	-3.7
Wilmington, NC	56.8	53.1	-3.7
Jacksonville, NC	49.1	45.3	-3.8
Fairbanks, AK	46.9	43.1	-3.8
Columbus, OH	54.7	50.8	-3.9
Sacramento--Arden-Arcade--Roseville, CA	58.5	54.6	-3.9
Jacksonville, FL	55.8	51.9	-3.9
Corvallis, OR	42.9	38.7	-4.2
Lancaster, PA	66.4	62.1	-4.3
Davenport-Moline-Rock Island, IA-IL	62.6	58.3	-4.3
Santa Rosa-Petaluma, CA	56.3	52.0	-4.3
Sebastian-Vero Beach, FL	86.4	82.0	-4.4
Greeley, CO	59.7	55.3	-4.4
Lawrence, KS	38.9	34.4	-4.5
Canton-Massillon, OH	63.9	59.4	-4.5
Killeen-Temple-Fort Hood, TX	58.3	53.8	-4.5
Wheeling, WV-OH	60.6	56.1	-4.5
Knoxville, TN	57.9	53.4	-4.5
New Haven-Milford, CT	57.9	53.3	-4.6
Huntsville, AL	56.2	51.6	-4.6
Nashville-Davidson--Murfreesboro--Franklin, TN	54.1	49.5	-4.6
Duluth, MN-WI	56.9	52.2	-4.7
Evansville, IN-KY	59.8	55.1	-4.7
Medford, OR	65.9	61.1	-4.8
Grand Rapids-Wyoming, MI	60.0	55.2	-4.8
Vallejo-Fairfield, CA	56.2	51.4	-4.8
Indianapolis-Carmel, IN	58.7	53.8	-4.9
Harrisburg-Carlisle, PA	57.9	53.0	-4.9
Boise City-Nampa, ID	63.8	58.9	-4.9
Rapid City, SD	60.9	55.9	-5.0
Altoona, PA	63.3	58.3	-5.0
Fort Wayne, IN	64.3	59.2	-5.1
Ocala, FL	82.3	77.0	-5.3
Wichita, KS	63.7	58.4	-5.3
Ocean City, NJ	68.6	63.3	-5.3
Elmira, NY	60.5	55.1	-5.4
Richmond, VA	54.6	49.2	-5.4
Norwich-New London, CT	56.7	51.0	-5.7
New York-Northern New Jersey-Long Island, NY-NJ-PA	56.0	50.3	-5.7
Lansing-East Lansing, MI	50.6	44.8	-5.8
Mount Vernon-Anacortes, WA	65.8	60.0	-5.8
Cheyenne, WY	59.3	53.4	-5.9
Lincoln, NE	52.1	46.2	-5.9
Grand Forks, ND-MN	49.7	43.8	-5.9
Lake Havasu City-Kingman, AZ	78.3	72.4	-5.9
Allentown-Bethlehem-Easton, PA-NJ	61.3	55.2	-6.1
Oxnard-Thousand Oaks-Ventura, CA	59.8	53.6	-6.2
Kokomo, IN	62.9	56.7	-6.2
Asheville, NC	62.6	56.3	-6.3
Green Bay, WI	58.2	51.7	-6.5
Deltona-Daytona Beach-Ormond Beach, FL	66.5	59.9	-6.6
Waterloo-Cedar Falls, IA	57.1	50.4	-6.7
Sheboygan, WI	62.1	55.3	-6.8
Glens Falls, NY	57.4	50.3	-7.1
Topeka, KS	68.5	61.2	-7.3
Ames, IA	38.7	31.4	-7.3
Dubuque, IA	64.2	56.9	-7.3
St. Louis, MO-IL	59.2	51.8	-7.4
Albany-Schenectady-Troy, NY	54.5	47.0	-7.5
Oshkosh-Neenah, WI	51.6	43.7	-7.9
Charlottesville, VA	50.5	42.5	-8.0
Burlington-South Burlington, VT	48.1	40.1	-8.0
Pocatello, ID	64.6	56.4	-8.2
St. Cloud, MN	54.7	46.4	-8.3
Poughkeepsie-Newburgh-Middletown, NY	58.9	50.5	-8.4
Boulder, CO	45.3	36.8	-8.5
Worcester, MA	56.7	48.2	-8.5
San Luis Obispo-Paso Robles, CA	51.3	42.8	-8.5
Iowa City, IA	42.8	34.3	-8.5
Baltimore-Towson, MD	55.3	46.7	-8.6
Anchorage, AK	51.2	42.5	-8.7
Bellingham, WA	51.9	42.7	-9.2
Atlanta-Sandy Springs-Marietta, GA	54.8	45.6	-9.2
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	57.7	48.5	-9.2
Fort Collins-Loveland, CO	49.5	40.2	-9.3
Cape Coral-Fort Myers, FL	75.7	66.3	-9.4
Manchester-Nashua, NH	55.0	45.6	-9.4
Pittsburgh, PA	59.7	50.3	-9.4
Phoenix-Mesa-Glendale, AZ	63.1	53.6	-9.5
Omaha-Council Bluffs, NE-IA	59.2	49.7	-9.5
Bremerton-Silverdale, WA	55.7	46.1	-9.6
Spokane, WA	56.7	47.1	-9.6
Portland-Vancouver-Hillsboro, OR-WA	53.9	44.3	-9.6
Portland-South Portland-Biddeford, ME	55.8	46.2	-9.6
Olympia, WA	56.1	46.4	-9.7
San Diego-Carlsbad-San Marcos, CA	53.2	43.5	-9.7
La Crosse, WI-MN	54.5	44.6	-9.9
Coeur d'Alene, ID	64.9	54.7	-10.2
Cincinnati-Middletown, OH-KY-IN	59.2	49.0	-10.2
Sioux Falls, SD	58.5	48.2	-10.3
York-Hanover, PA	60.0	49.7	-10.3
Peoria, IL	63.6	53.3	-10.3
Hartford-West Hartford-East Hartford, CT	57.6	47.1	-10.5
Holland-Grand Haven, MI	61.2	50.5	-10.7
Port St. Lucie, FL	75.7	65.0	-10.7
Mankato-North Mankato, MN	50.2	39.5	-10.7
Ann Arbor, MI	45.1	34.1	-11.0
Virginia Beach-Norfolk-Newport News, VA-NC	54.2	43.1	-11.1
Denver-Aurora-Broomfield, CO	53.7	42.5	-11.2
Palm Bay-Melbourne-Titusville, FL	67.2	56.0	-11.2
Bismarck, ND	58.7	47.3	-11.4
Bloomington-Normal, IL	49.3	37.7	-11.6
Prescott, AZ	76.1	64.5	-11.6
North Port, FL	83.2	71.4	-11.8
Fargo, ND-MN	49.3	37.1	-12.2
Idaho Falls, ID	74.4	62.1	-12.3
Logan, UT-ID	68.2	55.8	-12.4
Raleigh-Cary, NC	54.1	41.3	-12.8
Des Moines-West Des Moines, IA	59.0	46.1	-12.9
Chicago-Joliet-Naperville, IL-IN-WI	57.6	44.3	-13.3
Colorado Springs, CO	56.1	42.4	-13.7
Appleton, WI	59.9	46.2	-13.7
San Francisco-Oakland-Fremont, CA	51.2	37.2	-14.0
Madison, WI	49.0	34.4	-14.6
Cedar Rapids, IA	61.1	46.3	-14.8
San Jose-Sunnyvale-Santa Clara, CA	54.4	39.6	-14.8
Kansas City, MO-KS	60.0	45.1	-14.9
Naples-Marco Island, FL	85.1	69.7	-15.4
Palm Coast, FL	81.0	65.2	-15.8
Punta Gorda, FL	93.4	77.0	-16.4
Honolulu, HI	57.9	41.3	-16.6
Barnstable Town, MA	72.6	55.9	-16.7
Salt Lake City, UT	61.4	43.5	-17.9
Rochester, MN	62.7	44.1	-18.6
Seattle-Tacoma-Bellevue, WA	50.6	31.8	-18.8
Minneapolis-St. Paul-Bloomington, MN-WI	55.3	35.6	-19.7
Bridgeport-Stamford-Norwalk, CT	62.0	42.1	-19.9
St. George, UT	88.7	68.6	-20.1
Boston-Cambridge-Quincy, MA-NH	53.1	32.4	-20.7
Washington-Arlington-Alexandria, DC-VA-MD-WV	51.0	30.2	-20.8
Ogden-Clearfield, UT	70.7	47.2	-23.5
Provo-Orem, UT	71.5	44.6	-26.9

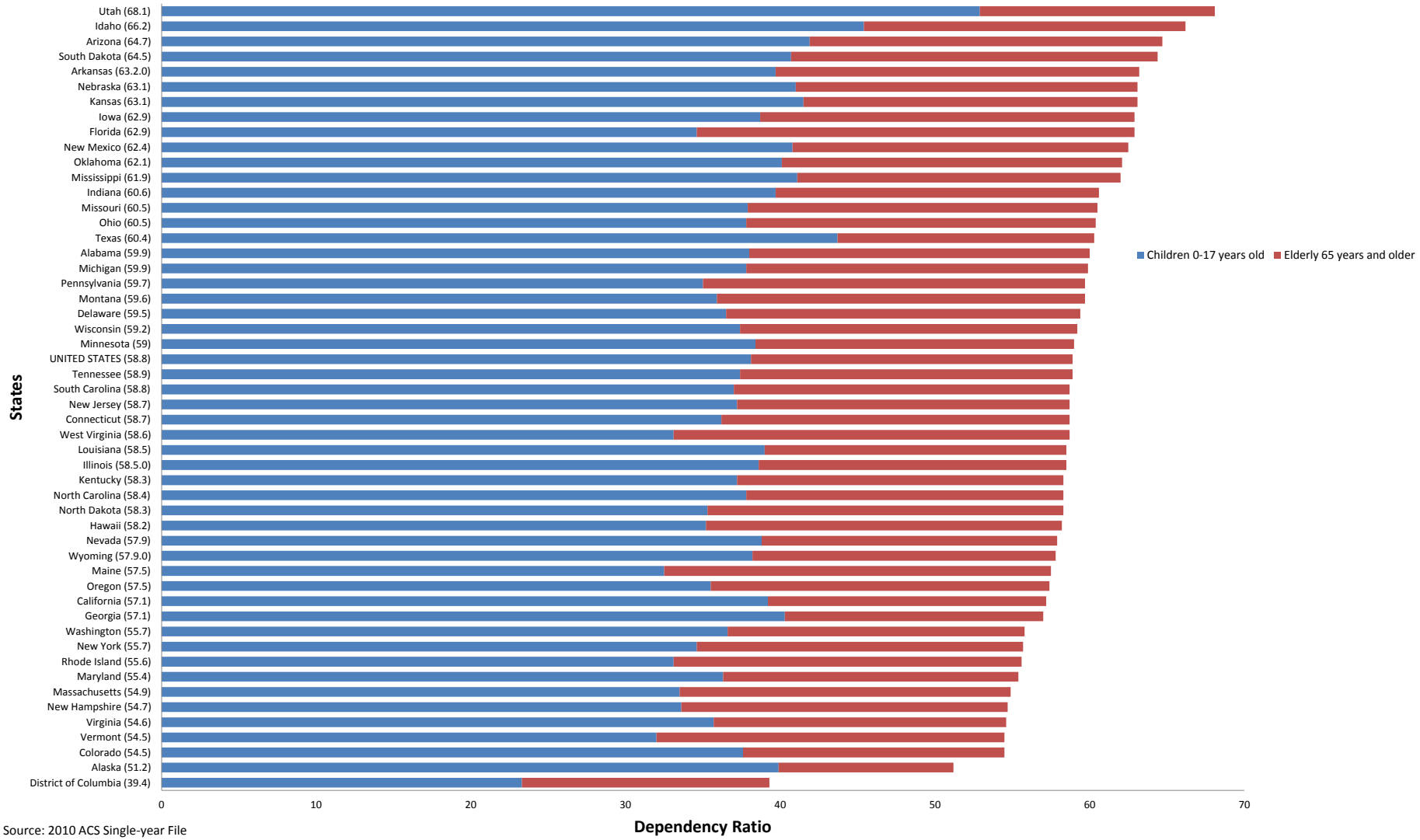
Table 3: Metropolitan Areas by Adjusted Distribution Rank Change

Metro	New	Original	Change
Houston-Sugar Land-Baytown, TX	50	242	192
Springfield, MA	103	282	179
Memphis, TN-MS-AR	33	203	170
Macon, GA	46	209	163
Hanford-Corcoran, CA	131	293	162
Columbus, GA-AL	47	207	160
Lubbock, TX	132	286	154
Los Angeles-Long Beach-Santa Ana, CA	133	287	154
Birmingham-Hoover, AL	67	218	151
Montgomery, AL	92	243	151
Houma-Bayou Cane-Thibodaux, LA	75	224	149
Pine Bluff, AR	100	249	149
New Orleans-Metairie-Kenner, LA	139	288	149
Baton Rouge, LA	152	292	140
Johnson City, TN	130	261	131
Miami-Fort Lauderdale-Pompano Beach, FL	35	165	130
Shreveport-Bossier City, LA	45	166	121
San Antonio-New Braunfels, TX	34	154	120
Jackson, MS	61	181	120
Lafayette, LA	169	289	120
Huntington-Ashland, WV-KY-OH	38	155	117
Anniston-Oxford, AL	84	196	112
Providence-New Bedford-Fall River, RI-MA	153	265	112
Hattiesburg, MS	114	225	111
Savannah, GA	176	285	109
Valdosta, GA	196	305	109
Albany, GA	22	126	104
Mobile, AL	42	145	103
Louisville/Jefferson County, KY-IN	112	215	103
Vineland-Millville-Bridgeton, NJ	141	244	103
Beaumont-Port Arthur, TX	63	163	100
Waco, TX	49	148	99
Jonesboro, AR	89	182	93
Albuquerque, NM	123	216	93
Augusta-Richmond County, GA-SC	95	186	91
Florence, SC	52	136	84
Detroit-Warren-Livonia, MI	88	168	80
Cumberland, MD-WV	150	226	76
Greensboro-High Point, NC	162	238	76
Charleston, WV	97	172	75
Columbia, SC	234	309	75
Cape Girardeau-Jackson, MO-IL	60	134	74
Greenville, NC	264	338	74
Salinas, CA	101	173	72
Milwaukee-Waukesha-West Allis, WI	129	201	72
Monroe, LA	56	127	71
Jackson, TN	137	208	71
Fayetteville, NC	157	228	71
Cleveland, TN	86	156	70
Corpus Christi, TX	12	80	68
Muncie, IN	252	319	67
Brunswick, GA	94	160	66
Austin-Round Rock-San Marcos, TX	270	331	61
Reading, PA	55	115	60
Santa Barbara-Santa Maria-Goleta, CA	203	262	59
Flagstaff, AZ	283	342	59
Bakersfield-Delano, CA	8	66	58
Lawton, OK	232	290	58
Bowling Green, KY	257	315	58
Santa Cruz-Watsonville, CA	287	344	57
Odessa, TX	15	71	56
Eau Claire, WI	222	278	56
Modesto, CA	17	72	55
Hinesville-Fort Stewart, GA	198	252	54
Tuscaloosa, AL	272	326	54
Abilene, TX	164	217	53
Durham-Chapel Hill, NC	280	333	53
Las Cruces, NM	25	76	51
Pensacola-Ferry Pass-Brent, FL	210	260	50
Dalton, GA	44	93	49
Longview, TX	71	120	49
Hickory-Lenoir-Morganton, NC	82	131	49
Wichita Falls, TX	138	187	49
Danville, VA	39	87	48
Lewiston-Auburn, ME	191	239	48
Little Rock-North Little Rock-Conway, AR	206	253	47
Rocky Mount, NC	77	123	46
Charleston-North Charleston-Summerville, SC	266	312	46
Harrisonburg, VA	294	339	45
Anderson, IN	62	105	43
Spartanburg, SC	118	161	43
Trenton-Ewing, NJ	255	298	43
Jefferson City, MO	271	314	43
Santa Fe, NM	221	263	42
Tallahassee, FL	313	355	42
Midland, TX	91	132	41
Toledo, OH	178	219	41
Alexandria, LA	48	88	40
Williamsport, PA	151	191	40
Kingston, NY	268	308	40
Eugene-Springfield, OR	273	313	40
Salisbury, MD	285	324	39
Reno-Sparks, NV	243	281	38
Athens-Clarke County, GA	309	347	38
Goldsboro, NC	113	149	36
Lexington-Fayette, KY	293	329	36
College Station-Bryan, TX	323	359	36
Fayetteville-Springdale-Rogers, AR-MO	115	150	35
Panama City-Lynn Haven-Panama City Beach, FL	214	247	33
Clarksville, TN-KY	242	275	33
Fresno, CA	6	38	32
Dothan, AL	30	62	32
Flint, MI	57	89	32
Crestview, FL	241	273	32
Greenville-Mauldin-Easley, SC	200	231	31
Burlington, NC	111	141	30
Gulfport-Biloxi, MS	199	229	30
El Centro, CA	18	47	29
Lake Charles, LA	104	133	29
Lynchburg, VA	154	183	29
Bangor, ME	288	317	29
Kalamazoo-Portage, MI	238	266	28
Chico, CA	246	274	28
Jacksonville, NC	312	340	28
Yuba City, CA	24	51	27
Decatur, AL	124	151	27
Buffalo-Niagara Falls, NY	165	192	27
Oklahoma City, OK	195	222	27
Riverside-San Bernardino-Ontario, CA	43	69	26
Morristown, TN	58	84	26
Columbus, OH	269	295	26
Columbia, MO	326	352	26
El Paso, TX	7	32	25
Stockton, CA	21	46	25
Elizabethtown, KY	202	227	25
Anderson, SC	53	77	24
Dallas-Fort Worth-Arlington, TX	213	237	24
Las Vegas-Paradise, NV	227	251	24
Casper, WY	231	254	23
Orlando-Kissimmee-Sanford, FL	259	280	21
Cleveland-Elyria-Mentor, OH	96	116	20
Rome, GA	122	142	20
Auburn-Opelika, AL	328	348	20
Champaign-Urbana, IL	334	354	20
Nashville-Davidson--Murfreesboro--Franklin, TN	284	303	19
Lafayette, IN	327	346	19
Charlotte-Gastonia-Rock Hill, NC-SC	251	269	18
Manhattan, KS	331	349	18
Scranton--Wilkes-Barre, PA	107	124	17
Akron, OH	223	240	17
Blacksburg-Christiansburg-Radford, VA	344	361	17
Youngstown-Warren-Boardman, OH-PA	37	53	16
Fort Smith, AR-OK	40	56	16
Jacksonville, FL	260	276	16
Fairbanks, AK	329	345	16
Bloomington, IN	340	356	16
Visalia-Porterville, CA	5	19	14
Victoria, TX	16	30	14
Yakima, WA	4	17	13
Merced, CA	11	24	13
Springfield, OH	28	41	13
Grand Forks, ND-MN	321	334	13
Laredo, TX	3	15	12
Elkhart-Goshen, IN	19	31	12
Lincoln, NE	304	316	12
Lansing-East Lansing, MI	315	327	12
Missoula, MT	341	353	12
Richmond, VA	286	297	11
Madera-Chowchilla, CA	26	36	10
Gainesville, FL	350	360	10
Ithaca, NY	356	365	9
McAllen-Edinburg-Mission, TX	1	9	8
South Bend-Mishawaka, IN-MI	117	125	8
Warner Robins, GA	212	220	8
Corvallis, OR	349	357	8
St. Joseph, MO-KS	205	212	7
Morgantown, WV	357	364	7
Brownsville-Harlingen, TX	2	8	6
Kennewick-Pasco-Richland, WA	36	42	6
Chattanooga, TN-GA	187	193	6
Santa Rosa-Petaluma, CA	258	264	6
Jackson, MI	192	197	5
Michigan City-La Porte, IN	197	202	5
Huntsville, AL	263	268	5
Rockford, IL	69	73	4
Erie, PA	190	194	4
Lawrence, KS	358	362	4
State College, PA	362	366	4
Utica-Rome, NY	108	111	3
Hagerstown-Martinsburg, MD-WV	182	185	3
Wilmington, NC	253	256	3
Terre Haute, IN	186	188	2
Vallejo-Fairfield, CA	265	267	2
Yuma, AZ	10	11	1
Winston-Salem, NC	156	157	1
San Angelo, TX	183	184	1
Hot Springs, AR	20	20	0
Farmington, NM	54	54	0
Florence-Muscle Shoals, AL	90	90	0
Albany-Schenectady-Troy, NY	299	299	0
Lakeland-Winter Haven, FL	23	22	-1
Danville, IL	29	28	-1
Duluth, MN-WI	256	255	-1
Texarkana, TX-Texarkana, AR	99	97	-2
Muskegon-Norton Shores, MI	102	100	-2
Amarillo, TX	145	143	-2
Oshkosh-Neenah, WI	322	320	-2
Iowa City, IA	360	358	-2
Ames, IA	365	363	-2
Wenatchee-East Wenatchee, WA	32	29	-3
Dayton, OH	155	152	-3
Rochester, NY	233	230	-3
Burlington-South Burlington, VT	346	343	-3
Boulder, CO	354	350	-4
Decatur, IL	79	74	-5
Roanoke, VA	143	138	-5
Springfield, MO	194	189	-5
Syracuse, NY	237	232	-5
New York-Northern New Jersey-Long Island, NY-NJ-PA	277	272	-5
Sebastian-Vero Beach, FL	9	3	-6
St. Cloud, MN	302	296	-6
Ocala, FL	13	6	-7
Dover, DE	135	128	-7
Charlottesville, VA	337	330	-7
Gainesville, GA	66	58	-8
Lima, OH	109	101	-8
Kankakee-Bradley, IL	127	117	-10
Binghamton, NY	215	205	-10
Norwich-New London, CT	267	257	-10
Fort Collins-Loveland, CO	345	335	-10
Ann Arbor, MI	361	351	-10
Pueblo, CO	59	48	-11
Myrtle Beach-North Myrtle Beach-Conway, SC	201	190	-11
San Luis Obispo-Paso Robles, CA	332	321	-11
Niles-Benton Harbor, MI	64	52	-12
Pascagoula, MS	120	108	-12
Punta Gorda, FL	14	1	-13
Longview, WA	68	55	-13
Salem, OR	80	67	-13
Pittsfield, MA	134	121	-13
Monroe, MI	189	176	-13
Portland-Vancouver-Hillsboro, OR-WA	319	306	-13
Anchorage, AK	335	322	-13
Kingsport-Bristol-Bristol, TN-VA	78	64	-14
San Diego-Carlsbad-San Marcos, CA	324	310	-14
Janesville, WI	128	113	-15
Knoxville, TN	248	233	-15
New Haven-Milford, CT	249	234	-15
Bellingham, WA	333	318	-15
Bloomington-Normal, IL	351	336	-15
Atlanta-Sandy Springs-Marietta, GA	310	294	-16
Mankato-North Mankato, MN	348	332	-16
Fargo, ND-MN	353	337	-16
Lake Havasu City-Kingman, AZ	27	10	-17
Baltimore-Towson, MD	300	283	-17
La Crosse, WI-MN	317	300	-17
Madison, WI	359	341	-18
Atlantic City-Hammonton, NJ	193	174	-19
Killeen-Temple-Fort Hood, TX	240	221	-19
Harrisburg-Carlisle, PA	254	235	-19
Wausau, WI	106	86	-20
Gadsden, AL	116	96	-20
Manchester-Nashua, NH	311	291	-20
Sandusky, OH	83	60	-23
Bend, OR	181	158	-23
Sacramento--Arden-Arcade--Roseville, CA	236	213	-23
Joplin, MO	73	49	-24
Owensboro, KY	81	57	-24
Winchester, VA-WV	159	135	-24
Billings, MT	188	164	-24
North Port, FL	31	5	-26
Sioux City, IA-NE-SD	65	39	-26
Fond du Lac, WI	172	146	-26
Waterloo-Cedar Falls, IA	276	250	-26
Bremerton-Silverdale, WA	307	279	-28
Virginia Beach-Norfolk-Newport News, VA-NC	330	302	-28
Racine, WI	158	129	-29
Indianapolis-Carmel, IN	239	210	-29
Portland-South Portland-Biddeford, ME	306	277	-29
Denver-Aurora-Broomfield, CO	336	307	-29
San Francisco-Oakland-Fremont, CA	352	323	-29
Tucson, AZ	140	110	-30
Tulsa, OK	148	118	-30
Steubenville, WV	167	137	-30
Glens Falls, NY	278	248	-30
Olympia, WA	301	270	-31
Sherman-Denison, TX	76	43	-33
Napa, CA	163	130	-33
Worcester, MA	292	258	-34
Seattle-Tacoma-Bellevue, WA	364	328	-36
Naples-Marco Island, FL	41	4	-37
Lewiston, ID-WA	70	33	-37
Tyler, TX	72	34	-38
Spokane, WA	297	259	-38
Sumter, SC	98	59	-39
Green Bay, WI	262	223	-39
Raleigh-Cary, NC	343	304	-39
Columbus, IN	105	65	-40
Mansfield, OH	121	81	-40
Springfield, IL	207	167	-40
Washington-Arlington-Alexandria, DC-VA-MD-WV	366	325	-41
Johnstown, PA	136	91	-45
Greeley, CO	225	179	-46
San Jose-Sunnyvale-Santa Clara, CA	347	301	-46
Carson City, NV	149	102	-47
Tampa-St. Petersburg-Clearwater, FL	160	112	-48
St. George, UT	51	2	-49
Saginaw-Saginaw Township North, MI	147	98	-49
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	290	241	-49
Cheyenne, WY	247	195	-52
Boston-Cambridge-Quincy, MA-NH	363	311	-52
Evansville, IN-KY	230	177	-53
Hartford-West Hartford-East Hartford, CT	298	245	-53
Wheeling, WV-OH	216	159	-57
Grand Rapids-Wyoming, MI	226	169	-57
Cape Coral-Fort Myers, FL	74	13	-61
St. Louis, MO-IL	261	198	-63
Great Falls, MT	179	114	-65
Grand Junction, CO	175	109	-66
Rapid City, SD	219	153	-66
Elmira, NY	229	162	-67
Oxnard-Thousand Oaks-Ventura, CA	245	178	-67
Colorado Springs, CO	338	271	-67
Poughkeepsie-Newburgh-Middletown, NY	275	206	-69
Bay City, MI	174	103	-71
Minneapolis-St. Paul-Bloomington, MN-WI	355	284	-71
Chicago-Joliet-Naperville, IL-IN-WI	318	246	-72
Port St. Lucie, FL	87	14	-73
Lebanon, PA	119	44	-75
Parkersburg-Marietta-Vienna, WV-OH	170	94	-76
Sioux Falls, SD	291	214	-77
Palm Coast, FL	85	7	-78
Davenport-Moline-Rock Island, IA-IL	184	106	-78
Redding, CA	142	63	-79
Prescott, AZ	93	12	-81
Battle Creek, MI	161	78	-83
Omaha-Council Bluffs, NE-IA	282	199	-83
Bismarck, ND	295	211	-84
Ocean City, NJ	110	25	-85
Lancaster, PA	125	40	-85
Allentown-Bethlehem-Easton, PA-NJ	228	140	-88
Cincinnati-Middletown, OH-KY-IN	289	200	-89
Canton-Massillon, OH	171	79	-92
Altoona, PA	185	92	-93
Boise City-Nampa, ID	177	82	-95
Wichita, KS	180	83	-97
Pittsburgh, PA	279	180	-99
Medford, OR	146	45	-101
Fort Wayne, IN	173	70	-103
Asheville, NC	211	107	-104
Des Moines-West Des Moines, IA	308	204	-104
Sheboygan, WI	224	119	-105
Honolulu, HI	342	236	-106
Kokomo, IN	208	99	-109
Idaho Falls, ID	126	16	-110
York-Hanover, PA	281	170	-111
Mount Vernon-Anacortes, WA	166	50	-116
Topeka, KS	144	26	-118
Dubuque, IA	204	75	-129
Holland-Grand Haven, MI	274	144	-130
Appleton, WI	305	175	-130
Deltona-Daytona Beach-Ormond Beach, FL	168	37	-131
Pocatello, ID	209	68	-141
Kansas City, MO-KS	314	171	-143
Phoenix-Mesa-Glendale, AZ	244	95	-149
Cedar Rapids, IA	303	147	-156
Peoria, IL	250	85	-165
Coeur d'Alene, ID	235	61	-174
Palm Bay-Melbourne-Titusville, FL	217	35	-182
Salt Lake City, UT	325	139	-186
Logan, UT-ID	220	27	-193
Barnstable Town, MA	218	18	-200
Rochester, MN	320	104	-216
Bridgeport-Stamford-Norwalk, CT	339	122	-217
Ogden-Clearfield, UT	296	23	-273
Provo-Orem, UT	316	21	-295

Table 4: Metropolitan Areas by Adjusted Dependency Ratio Value

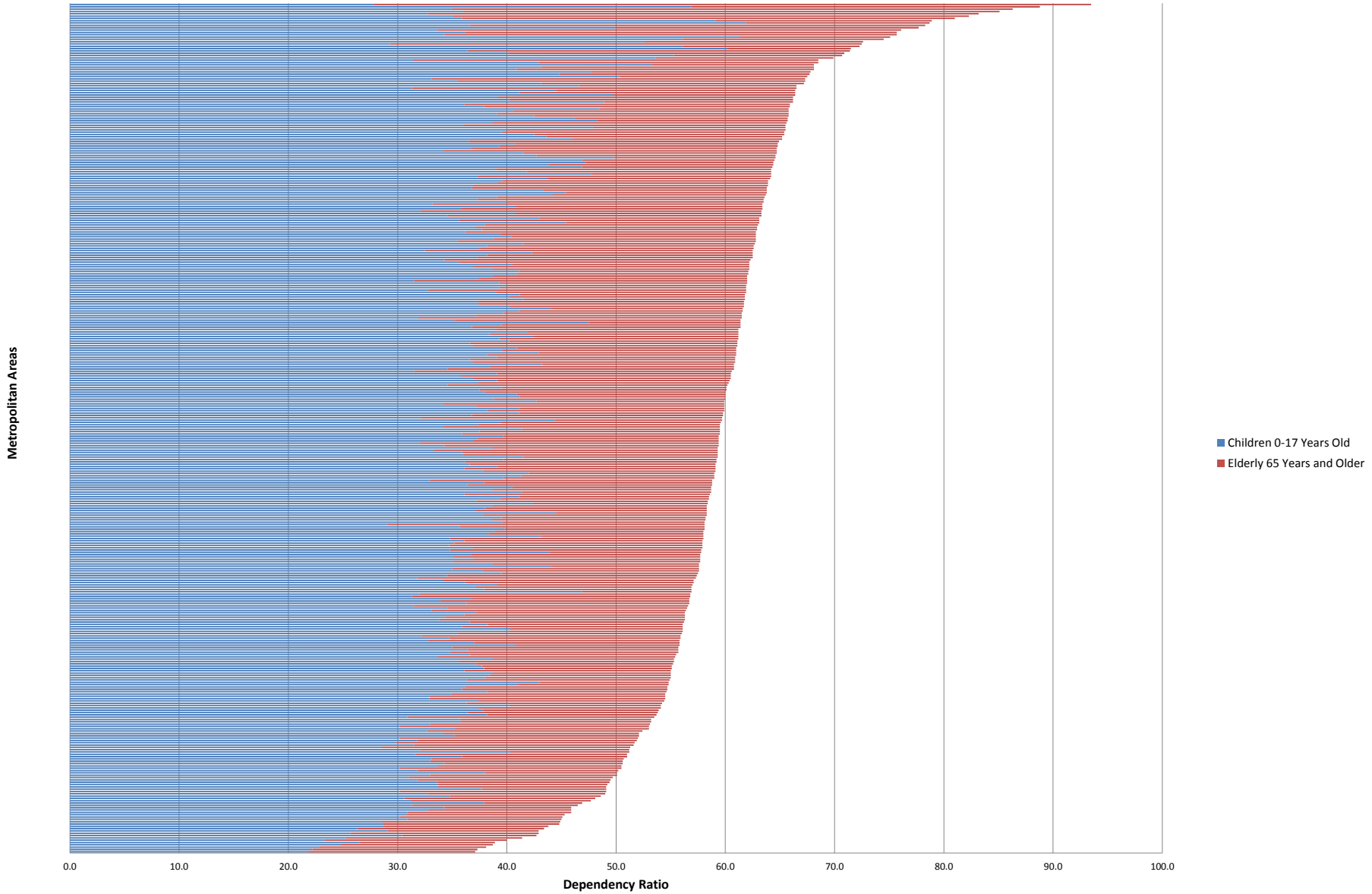
Metro	New	Original	Change
McAllen-Edinburg-Mission, TX	106.7	78.6	28.1
Brownsville-Harlingen, TX	103.0	78.8	24.2
Laredo, TX	98.7	75.0	23.7
Yakima, WA	87.8	72.6	15.2
Visalia-Porterville, CA	85.2	72.3	12.9
Fresno, CA	85.0	66.4	18.6
El Paso, TX	83.4	67.5	15.9
Bakersfield-Delano, CA	82.4	64.6	17.8
Sebastian-Vero Beach, FL	82.0	86.4	-4.4
Yuma, AZ	81.3	77.7	3.6
Merced, CA	79.8	69.9	9.9
Corpus Christi, TX	77.3	63.8	13.5
Ocala, FL	77.0	82.3	-5.3
Punta Gorda, FL	77.0	93.4	-16.4
Odessa, TX	76.0	64.2	11.8
Victoria, TX	75.9	67.7	8.2
Modesto, CA	75.9	64.2	11.7
El Centro, CA	75.7	65.8	9.9
Elkhart-Goshen, IN	75.2	67.7	7.5
Hot Springs, AR	75.0	71.5	3.5
Stockton, CA	74.1	65.8	8.3
Albany, GA	73.7	61.8	11.9
Lakeland-Winter Haven, FL	73.5	71.0	2.5
Yuba City, CA	72.9	65.7	7.2
Las Cruces, NM	72.9	64.1	8.8
Madera-Chowchilla, CA	72.6	66.5	6.1
Lake Havasu City-Kingman, AZ	72.4	78.3	-5.9
Springfield, OH	72.4	66.2	6.2
Danville, IL	72.3	68.1	4.2
Dothan, AL	71.4	64.8	6.6
North Port, FL	71.4	83.2	-11.8
Wenatchee-East Wenatchee, WA	71.2	68.1	3.1
Memphis, TN-MS-AR	70.9	59.0	11.9
San Antonio-New Braunfels, TX	70.3	60.8	9.5
Miami-Fort Lauderdale-Pompano Beach, FL	70.2	60.2	10.0
Kennewick-Pasco-Richland, WA	70.2	66.2	4.0
Youngstown-Warren-Boardman, OH-PA	70.2	65.5	4.7
Huntington-Ashland, WV-KY-OH	69.8	60.8	9.0
Danville, VA	69.8	63.4	6.4
Fort Smith, AR-OK	69.8	65.4	4.4
Naples-Marco Island, FL	69.7	85.1	-15.4
Mobile, AL	69.7	61.1	8.6
Riverside-San Bernardino-Ontario, CA	69.6	64.4	5.2
Dalton, GA	69.4	63.1	6.3
Shreveport-Bossier City, LA	69.3	60.2	9.1
Macon, GA	68.9	58.7	10.2
Columbus, GA-AL	68.8	58.8	10.0
Alexandria, LA	68.7	63.4	5.3
Waco, TX	68.7	61.0	7.7
Houston-Sugar Land-Baytown, TX	68.7	57.6	11.1
St. George, UT	68.6	88.7	-20.1
Florence, SC	68.6	61.4	7.2
Anderson, SC	68.4	63.9	4.5
Farmington, NM	68.3	65.5	2.8
Reading, PA	68.1	62.1	6.0
Monroe, LA	68.0	61.8	6.2
Flint, MI	68.0	63.3	4.7
Morristown, TN	68.0	63.6	4.4
Pueblo, CO	67.8	65.8	2.0
Cape Girardeau-Jackson, MO-IL	67.8	61.5	6.3
Jackson, MS	67.8	59.5	8.3
Anderson, IN	67.7	62.6	5.1
Beaumont-Port Arthur, TX	67.6	60.4	7.2
Niles-Benton Harbor, MI	67.5	65.6	1.9
Sioux City, IA-NE-SD	67.5	66.4	1.1
Gainesville, GA	67.5	65.2	2.3
Birmingham-Hoover, AL	67.4	58.3	9.1
Longview, WA	67.4	65.5	1.9
Rockford, IL	67.4	64.2	3.2
Lewiston, ID-WA	67.3	67.4	-0.1
Longview, TX	67.2	62.0	5.2
Tyler, TX	67.1	67.2	-0.1
Joplin, MO	67.0	65.8	1.2
Cape Coral-Fort Myers, FL	66.3	75.7	-9.4
Houma-Bayou Cane-Thibodaux, LA	66.2	58.1	8.1
Sherman-Denison, TX	66.2	66.2	0.0
Rocky Mount, NC	66.2	61.9	4.3
Kingsport-Bristol-Bristol, TN-VA	66.0	64.7	1.3
Decatur, IL	66.0	64.2	1.8
Salem, OR	65.8	64.6	1.2
Owensboro, KY	65.5	65.4	0.1
Hickory-Lenoir-Morganton, NC	65.5	61.7	3.8
Sandusky, OH	65.3	64.9	0.4
Anniston-Oxford, AL	65.3	59.2	6.1
Palm Coast, FL	65.2	81.0	-15.8
Cleveland, TN	65.2	60.8	4.4
Port St. Lucie, FL	65.0	75.7	-10.7
Detroit-Warren-Livonia, MI	64.8	60.0	4.8
Jonesboro, AR	64.7	59.5	5.2
Florence-Muscle Shoals, AL	64.7	63.3	1.4
Midland, TX	64.7	61.6	3.1
Montgomery, AL	64.5	57.6	6.9
Prescott, AZ	64.5	76.1	-11.6
Brunswick, GA	64.3	60.5	3.8
Augusta-Richmond County, GA-SC	64.2	59.4	4.8
Cleveland-Elyria-Mentor, OH	64.1	62.1	2.0
Charleston, WV	63.9	59.9	4.0
Sumter, SC	63.9	65.2	-1.3
Texarkana, TX-Texarkana, AR	63.9	62.9	1.0
Pine Bluff, AR	63.8	57.1	6.7
Salinas, CA	63.7	59.9	3.8
Muskegon-Norton Shores, MI	63.6	62.8	0.8
Springfield, MA	63.6	55.4	8.2
Lake Charles, LA	63.5	61.6	1.9
Columbus, IN	63.5	64.7	-1.2
Wausau, WI	63.5	63.5	0.0
Scranton--Wilkes-Barre, PA	63.5	61.9	1.6
Utica-Rome, NY	63.4	62.3	1.1
Lima, OH	63.4	62.8	0.6
Ocean City, NJ	63.3	68.6	-5.3
Burlington, NC	63.1	61.2	1.9
Louisville/Jefferson County, KY-IN	63.0	58.4	4.6
Goldsboro, NC	63.0	61.0	2.0
Hattiesburg, MS	62.9	58.1	4.8
Fayetteville-Springdale-Rogers, AR-MO	62.9	61.0	1.9
Gadsden, AL	62.9	63.0	-0.1
South Bend-Mishawaka, IN-MI	62.7	61.9	0.8
Spartanburg, SC	62.6	60.5	2.1
Lebanon, PA	62.6	65.9	-3.3
Pascagoula, MS	62.5	62.5	0.0
Mansfield, OH	62.5	63.8	-1.4
Rome, GA	62.3	61.2	1.1
Albuquerque, NM	62.2	58.4	3.8
Decatur, AL	62.1	61.0	1.1
Lancaster, PA	62.1	66.4	-4.3
Idaho Falls, ID	62.1	74.4	-12.3
Kankakee-Bradley, IL	62.1	62.1	0.0
Janesville, WI	62.1	62.2	-0.1
Milwaukee-Waukesha-West Allis, WI	62.1	59.1	3.0
Johnson City, TN	62.1	56.5	5.6
Hanford-Corcoran, CA	62.1	54.8	7.3
Lubbock, TX	61.9	55.1	6.8
Los Angeles-Long Beach-Santa Ana, CA	61.9	55.1	6.8
Pittsfield, MA	61.8	62.0	-0.2
Dover, DE	61.7	61.8	-0.1
Johnstown, PA	61.7	63.3	-1.7
Jackson, TN	61.6	58.8	2.8
Wichita Falls, TX	61.6	59.4	2.2
New Orleans-Metairie-Kenner, LA	61.5	55.1	6.4
Tucson, AZ	61.5	62.4	-0.9
Vineland-Millville-Bridgeton, NJ	61.5	57.6	3.9
Redding, CA	61.5	64.8	-3.3
Roanoke, VA	61.3	61.4	-0.1
Topeka, KS	61.2	68.5	-7.3
Amarillo, TX	61.2	61.2	0.0
Medford, OR	61.1	65.9	-4.8
Saginaw-Saginaw Township North, MI	61.1	62.9	-1.8
Tulsa, OK	61.1	62.1	-1.0
Carson City, NV	61.0	62.8	-1.8
Cumberland, MD-WV	61.0	58.1	2.9
Williamsport, PA	61.0	59.3	1.7
Baton Rouge, LA	60.9	54.9	6.0
Providence-New Bedford-Fall River, RI-MA	60.8	56.2	4.6
Lynchburg, VA	60.8	59.5	1.3
Dayton, OH	60.8	61.0	-0.2
Winston-Salem, NC	60.7	60.8	-0.1
Fayetteville, NC	60.7	58.0	2.7
Racine, WI	60.7	61.8	-1.1
Winchester, VA-WV	60.6	61.5	-0.9
Tampa-St. Petersburg-Clearwater, FL	60.5	62.3	-1.8
Battle Creek, MI	60.5	63.9	-3.4
Greensboro-High Point, NC	60.5	57.7	2.8
Napa, CA	60.4	61.8	-1.4
Abilene, TX	60.3	58.4	1.9
Buffalo-Niagara Falls, NY	60.2	59.3	0.9
Mount Vernon-Anacortes, WA	60.0	65.8	-5.8
Steubenville, WV	59.9	61.4	-1.5
Deltona-Daytona Beach-Ormond Beach, FL	59.9	66.5	-6.6
Lafayette, LA	59.5	55.0	4.5
Parkersburg-Marietta-Vienna, WV-OH	59.5	63.1	-3.6
Canton-Massillon, OH	59.4	63.9	-4.5
Fond du Lac, WI	59.3	61.1	-1.8
Fort Wayne, IN	59.2	64.3	-5.1
Bay City, MI	59.2	62.7	-3.5
Grand Junction, CO	59.0	62.5	-3.5
Savannah, GA	58.9	55.2	3.7
Boise City-Nampa, ID	58.9	63.8	-4.9
Toledo, OH	58.7	58.3	0.4
Great Falls, MT	58.5	62.2	-3.7
Wichita, KS	58.4	63.7	-5.3
Bend, OR	58.4	60.8	-2.4
Hagerstown-Martinsburg, MD-WV	58.4	59.5	-1.1
San Angelo, TX	58.4	59.5	-1.1
Davenport-Moline-Rock Island, IA-IL	58.3	62.6	-4.3
Altoona, PA	58.3	63.3	-5.0
Terre Haute, IN	58.2	59.4	-1.2
Chattanooga, TN-GA	58.1	59.3	-1.2
Billings, MT	58.0	60.3	-2.3
Monroe, MI	58.0	59.8	-1.8
Erie, PA	57.9	59.3	-1.4
Lewiston-Auburn, ME	57.7	57.7	0.0
Jackson, MI	57.7	59.2	-1.5
Atlantic City-Hammonton, NJ	57.7	59.9	-2.2
Springfield, MO	57.5	59.4	-1.9
Oklahoma City, OK	57.5	58.2	-0.7
Valdosta, GA	57.4	53.9	3.5
Michigan City-La Porte, IN	57.3	59.1	-1.8
Hinesville-Fort Stewart, GA	57.3	56.9	0.4
Gulfport-Biloxi, MS	57.1	58.0	-0.9
Greenville-Mauldin-Easley, SC	57.1	57.9	-0.8
Myrtle Beach-North Myrtle Beach-Conway, SC	57.1	59.4	-2.3
Elizabethtown, KY	57.1	58.1	-1.0
Santa Barbara-Santa Maria-Goleta, CA	56.9	56.4	0.5
Dubuque, IA	56.9	64.2	-7.3
St. Joseph, MO-KS	56.8	58.6	-1.8
Little Rock-North Little Rock-Conway, AR	56.8	56.9	-0.1
Springfield, IL	56.7	60.1	-3.4
Kokomo, IN	56.7	62.9	-6.2
Pocatello, ID	56.4	64.6	-8.2
Pensacola-Ferry Pass-Brent, FL	56.4	56.6	-0.2
Asheville, NC	56.3	62.6	-6.3
Warner Robins, GA	56.3	58.3	-2.0
Dallas-Fort Worth-Arlington, TX	56.3	57.8	-1.5
Panama City-Lynn Haven-Panama City Beach, FL	56.3	57.4	-1.1
Binghamton, NY	56.2	58.9	-2.7
Wheeling, WV-OH	56.1	60.6	-4.5
Palm Bay-Melbourne-Titusville, FL	56.0	67.2	-11.2
Barnstable Town, MA	55.9	72.6	-16.7
Rapid City, SD	55.9	60.9	-5.0
Logan, UT-ID	55.8	68.2	-12.4
Santa Fe, NM	55.7	56.4	-0.7
Eau Claire, WI	55.6	55.7	-0.1
Akron, OH	55.3	57.7	-2.4
Sheboygan, WI	55.3	62.1	-6.8
Greeley, CO	55.3	59.7	-4.4
Grand Rapids-Wyoming, MI	55.2	60.0	-4.8
Las Vegas-Paradise, NV	55.2	57.0	-1.8
Allentown-Bethlehem-Easton, PA-NJ	55.2	61.3	-6.1
Elmira, NY	55.1	60.5	-5.4
Evansville, IN-KY	55.1	59.8	-4.7
Casper, WY	55.0	56.9	-1.9
Lawton, OK	54.9	55.0	-0.1
Rochester, NY	54.8	58.0	-3.2
Columbia, SC	54.8	53.2	1.6
Coeur d'Alene, ID	54.7	64.9	-10.2
Sacramento--Arden-Arcade--Roseville, CA	54.6	58.5	-3.9
Syracuse, NY	54.3	57.9	-3.6
Kalamazoo-Portage, MI	54.2	56.2	-2.0
Indianapolis-Carmel, IN	53.8	58.7	-4.9
Killeen-Temple-Fort Hood, TX	53.8	58.3	-4.5
Crestview, FL	53.8	55.9	-2.1
Clarksville, TN-KY	53.8	55.8	-2.0
Reno-Sparks, NV	53.7	55.5	-1.8
Phoenix-Mesa-Glendale, AZ	53.6	63.1	-9.5
Oxnard-Thousand Oaks-Ventura, CA	53.6	59.8	-6.2
Chico, CA	53.5	55.9	-2.4
Cheyenne, WY	53.4	59.3	-5.9
Knoxville, TN	53.4	57.9	-4.5
New Haven-Milford, CT	53.3	57.9	-4.6
Peoria, IL	53.3	63.6	-10.3
Charlotte-Gastonia-Rock Hill, NC-SC	53.3	56.1	-2.8
Muncie, IN	53.1	51.7	1.4
Wilmington, NC	53.1	56.8	-3.7
Harrisburg-Carlisle, PA	53.0	57.9	-4.9
Trenton-Ewing, NJ	52.8	54.5	-1.7
Duluth, MN-WI	52.2	56.9	-4.7
Bowling Green, KY	52.1	52.2	-0.1
Santa Rosa-Petaluma, CA	52.0	56.3	-4.3
Orlando-Kissimmee-Sanford, FL	52.0	55.6	-3.7
Jacksonville, FL	51.9	55.8	-3.9
St. Louis, MO-IL	51.8	59.2	-7.4
Green Bay, WI	51.7	58.2	-6.5
Huntsville, AL	51.6	56.2	-4.6
Greenville, NC	51.6	49.2	2.4
Vallejo-Fairfield, CA	51.4	56.2	-4.8
Charleston-North Charleston-Summerville, SC	51.2	53.0	-1.8
Norwich-New London, CT	51.0	56.7	-5.7
Kingston, NY	50.8	53.5	-2.7
Columbus, OH	50.8	54.7	-3.9
Austin-Round Rock-San Marcos, TX	50.8	50.2	0.6
Jefferson City, MO	50.8	52.4	-1.6
Tuscaloosa, AL	50.8	50.6	0.2
Eugene-Springfield, OR	50.7	53.0	-2.3
Holland-Grand Haven, MI	50.5	61.2	-10.7
Poughkeepsie-Newburgh-Middletown, NY	50.5	58.9	-8.4
Waterloo-Cedar Falls, IA	50.4	57.1	-6.7
New York-Northern New Jersey-Long Island, NY-NJ-PA	50.3	56.0	-5.7
Glens Falls, NY	50.3	57.4	-7.1
Pittsburgh, PA	50.3	59.7	-9.4
Durham-Chapel Hill, NC	50.1	50.1	0.0
York-Hanover, PA	49.7	60.0	-10.3
Omaha-Council Bluffs, NE-IA	49.7	59.2	-9.5
Flagstaff, AZ	49.7	48.6	1.1
Nashville-Davidson--Murfreesboro--Franklin, TN	49.5	54.1	-4.6
Salisbury, MD	49.4	51.1	-1.7
Richmond, VA	49.2	54.6	-5.4
Santa Cruz-Watsonville, CA	49.2	47.7	1.5
Bangor, ME	49.0	52.0	-3.0
Cincinnati-Middletown, OH-KY-IN	49.0	59.2	-10.2
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	48.5	57.7	-9.2
Sioux Falls, SD	48.2	58.5	-10.3
Worcester, MA	48.2	56.7	-8.5
Lexington-Fayette, KY	48.0	50.5	-2.5
Harrisonburg, VA	47.6	49.1	-1.5
Bismarck, ND	47.3	58.7	-11.4
Ogden-Clearfield, UT	47.2	70.7	-23.5
Spokane, WA	47.1	56.7	-9.6
Hartford-West Hartford-East Hartford, CT	47.1	57.6	-10.5
Albany-Schenectady-Troy, NY	47.0	54.5	-7.5
Baltimore-Towson, MD	46.7	55.3	-8.6
Olympia, WA	46.4	56.1	-9.7
St. Cloud, MN	46.4	54.7	-8.3
Cedar Rapids, IA	46.3	61.1	-14.8
Lincoln, NE	46.2	52.1	-5.9
Appleton, WI	46.2	59.9	-13.7
Portland-South Portland-Biddeford, ME	46.2	55.8	-9.6
Bremerton-Silverdale, WA	46.1	55.7	-9.6
Des Moines-West Des Moines, IA	46.1	59.0	-12.9
Athens-Clarke County, GA	45.9	45.9	0.0
Atlanta-Sandy Springs-Marietta, GA	45.6	54.8	-9.2
Manchester-Nashua, NH	45.6	55.0	-9.4
Jacksonville, NC	45.3	49.1	-3.8
Tallahassee, FL	45.2	43.8	1.4
Kansas City, MO-KS	45.1	60.0	-14.9
Lansing-East Lansing, MI	44.8	50.6	-5.8
Provo-Orem, UT	44.6	71.5	-26.9
La Crosse, WI-MN	44.6	54.5	-9.9
Chicago-Joliet-Naperville, IL-IN-WI	44.3	57.6	-13.3
Portland-Vancouver-Hillsboro, OR-WA	44.3	53.9	-9.6
Rochester, MN	44.1	62.7	-18.6
Grand Forks, ND-MN	43.8	49.7	-5.9
Oshkosh-Neenah, WI	43.7	51.6	-7.9
College Station-Bryan, TX	43.6	42.7	0.9
San Diego-Carlsbad-San Marcos, CA	43.5	53.2	-9.7
Salt Lake City, UT	43.5	61.4	-17.9
Columbia, MO	43.5	44.9	-1.4
Lafayette, IN	43.4	46.5	-3.1
Auburn-Opelika, AL	43.4	45.9	-2.5
Fairbanks, AK	43.1	46.9	-3.8
Virginia Beach-Norfolk-Newport News, VA-NC	43.1	54.2	-11.1
Manhattan, KS	43.1	45.9	-2.8
San Luis Obispo-Paso Robles, CA	42.8	51.3	-8.5
Bellingham, WA	42.7	51.9	-9.2
Champaign-Urbana, IL	42.6	44.8	-2.2
Anchorage, AK	42.5	51.2	-8.7
Denver-Aurora-Broomfield, CO	42.5	53.7	-11.2
Charlottesville, VA	42.5	50.5	-8.0
Colorado Springs, CO	42.4	56.1	-13.7
Bridgeport-Stamford-Norwalk, CT	42.1	62.0	-19.9
Bloomington, IN	42.1	43.4	-1.3
Missoula, MT	41.8	44.9	-3.1
Honolulu, HI	41.3	57.9	-16.6
Raleigh-Cary, NC	41.3	54.1	-12.8
Blacksburg-Christiansburg-Radford, VA	40.8	40.0	0.8
Fort Collins-Loveland, CO	40.2	49.5	-9.3
Burlington-South Burlington, VT	40.1	48.1	-8.0
San Jose-Sunnyvale-Santa Clara, CA	39.6	54.4	-14.8
Mankato-North Mankato, MN	39.5	50.2	-10.7
Corvallis, OR	38.7	42.9	-4.2
Gainesville, FL	38.0	41.4	-3.4
Bloomington-Normal, IL	37.7	49.3	-11.6
San Francisco-Oakland-Fremont, CA	37.2	51.2	-14.0
Fargo, ND-MN	37.1	49.3	-12.2
Boulder, CO	36.8	45.3	-8.5
Minneapolis-St. Paul-Bloomington, MN-WI	35.6	55.3	-19.7
Ithaca, NY	35.4	37.3	-1.9
Morgantown, WV	34.8	38.1	-3.3
Lawrence, KS	34.4	38.9	-4.5
Madison, WI	34.4	49.0	-14.6
Iowa City, IA	34.3	42.8	-8.5
Ann Arbor, MI	34.1	45.1	-11.0
State College, PA	33.5	37.1	-3.6
Boston-Cambridge-Quincy, MA-NH	32.4	53.1	-20.7
Seattle-Tacoma-Bellevue, WA	31.8	50.6	-18.8
Ames, IA	31.4	38.7	-7.3
Washington-Arlington-Alexandria, DC-VA-MD-WV	30.2	51.0	-20.8

Figure 1: State Dependency Ratios , by Size and Component Composition



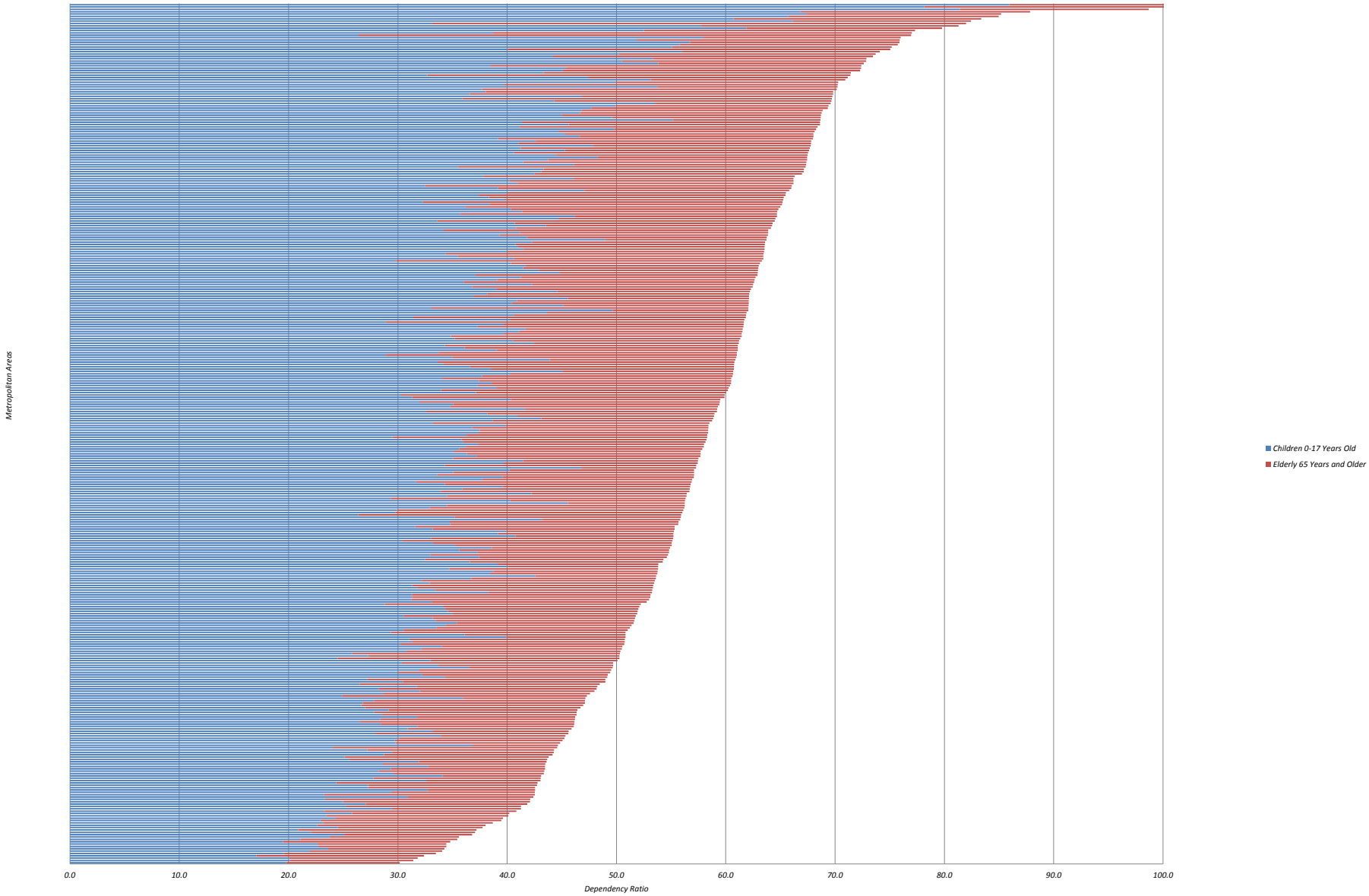
Source: 2010 ACS Single-year File

Figure 2: Metropolitan Areas and Dependency Ratios, by Size and Component Composition



Source: 2010 ACS Single-year File

Figure 3: Metropolitan Areas and Adjusted Dependency Ratios, by Size and Component Composition



Source: 2010 ACS Single-year File

Figure 4: Highly Adjusted Metros, by Size of Adjustment and Geography

Top 50 Dependency Estimate Increases

SOUTH	DR Change	WEST	DR Change	MIDWEST	DR Change	NORTHEAST	DR Change
Texas		**California**		**Indiana**		**Massachusetts**	
McAllen-Edinburg	28.1	Fresno	18.6	Elkhart-Goshen	7.5	Springfield	8.2
Brownsville-Harlingen	24.2	Bakersfield-Delano	17.8	**Missouri**		**Pennsylvania**	
Laredo	23.7	Visalia-Porterville	12.9	Cape Girardeau-Jackson	6.3	Reading	6.0
El Paso	15.9	Madera-Chowchilla	6.1	**Ohio**			
Corpus Christi	13.5	Los Angeles-Long Beach	6.8	Springfield	6.2		
Odessa	11.8	Yuba City	7.2				
Houston-Sugar Land	11.1	Hanford-Corcoran	7.3				
San Antonio-New Braunfels	9.5	Stockton	8.3				
Victoria	8.2	Merced	9.9				
Waco	7.7	El Centro	9.9				
Beaumont-Port Arthur	7.2	Modesto	11.7				
Lubbock	6.8	**Washington**					
Alabama		Yakima	15.2				
Birmingham-Hoover	9.1	**New Mexico**					
Mobile	8.6	Las Cruces	8.8				
Montgomery	6.9						
Dothan	6.6						
Anniston-Oxford	6.1						
Georgia							
Columbus	10.0						
Albany	11.9						
Macon	10.2						
Dalton	6.3						
Louisiana							
Shreveport-Bossier City	9.1						
Houma-Bayou Cane	8.1						
New Orleans-Metairie	6.4						
Monroe	6.2						
Arkansas							
Pine Bluff	6.7						
Florida							
Miami-Fort Lauderdale	10.0						
Mississippi							
Jackson	8.3						
South Carolina							
Florence	7.2						
Tennessee							
Memphis	11.9						
Virginia							
Danville	6.4						
West Virginia							
Huntington-Ashland	9.0						

Top 50 Dependency Estimate Decreases

SOUTH	DR Change	WEST	DR Change	MIDWEST	DR Change	NORTHEAST	DR Change
Florida		**Utah**		**Indiana**		**Connecticut**	
Punta Gorda	-16.4	Provo-Orem	-26.9	Chicago-Joliet	-13.3	Bridgeport-Stamford	-19.9
Palm Coast	-15.8	Ogden-Clearfield	-23.5	Bloomington-Normal	-11.6	Hartford-West Hartford	-10.5
Naples-Marco Island	-15.4	St. George	-20.1	Peoria	-10.3	**Massachusetts**	
North Port	-11.8	Salt Lake City	-17.9	**Minnesota**		Boston-Cambridge	-20.7
Palm Bay-Melbourne	-11.2	Logan	-12.4	Minneapolis-St. Paul	-19.7	Barnstable Town	-16.7
Port St. Lucie	-10.7	**California**		Rochester	-18.6	**Oregon**	
North Carolina		San Jose-Sunnyvale	-14.8	Mankato-North Mankato	-10.7	Portland-South Portland	-9.6
Raleigh-Cary	-12.8	San Francisco-Oakland	-14.0	**Wisconsin**		**Pennsylvania**	
Virginia		San Diego-Carlsbad	-9.7	Madison	-14.6	York-Hanover	-10.3
Virginia Beach-Norfolk	-11.1	**Colorado**		Appleton	-13.7		
Washington DC		Colorado Springs	-13.7	La Crosse	-9.9		
Washington-Arlington	-20.8	Denver-Aurora	-11.2	**Iowa**			
		Washington		Cedar Rapids	-14.8		
		Seattle-Tacoma	-18.8	Des Moines-West Des Moines	-12.9		
		Olympia	-9.7	**Michigan**			
		Idaho		Ann Arbor	-11.0		
		Idaho Falls	-12.3	Holland-Grand Haven	-10.7		
		Coeur d'Alene	-10.2	**North Dakota**			
		Arizona		Fargo	-12.2		
		Prescott	-11.6	Bismarck	-11.4		
		Hawaii		**Missouri**			
		Honolulu	-16.6	Kansas City	-14.9		
		Oregon		**Ohio**			
		Portland-Vancouver	-9.6	Cincinnati-Middletown	-10.2		
				South Dakota			
				Sioux Falls	-10.3		

Figure 5: Highly Adjusted Metros by Rank Change in Distribution.

Top 50 Dependency Estimate Rank Increases

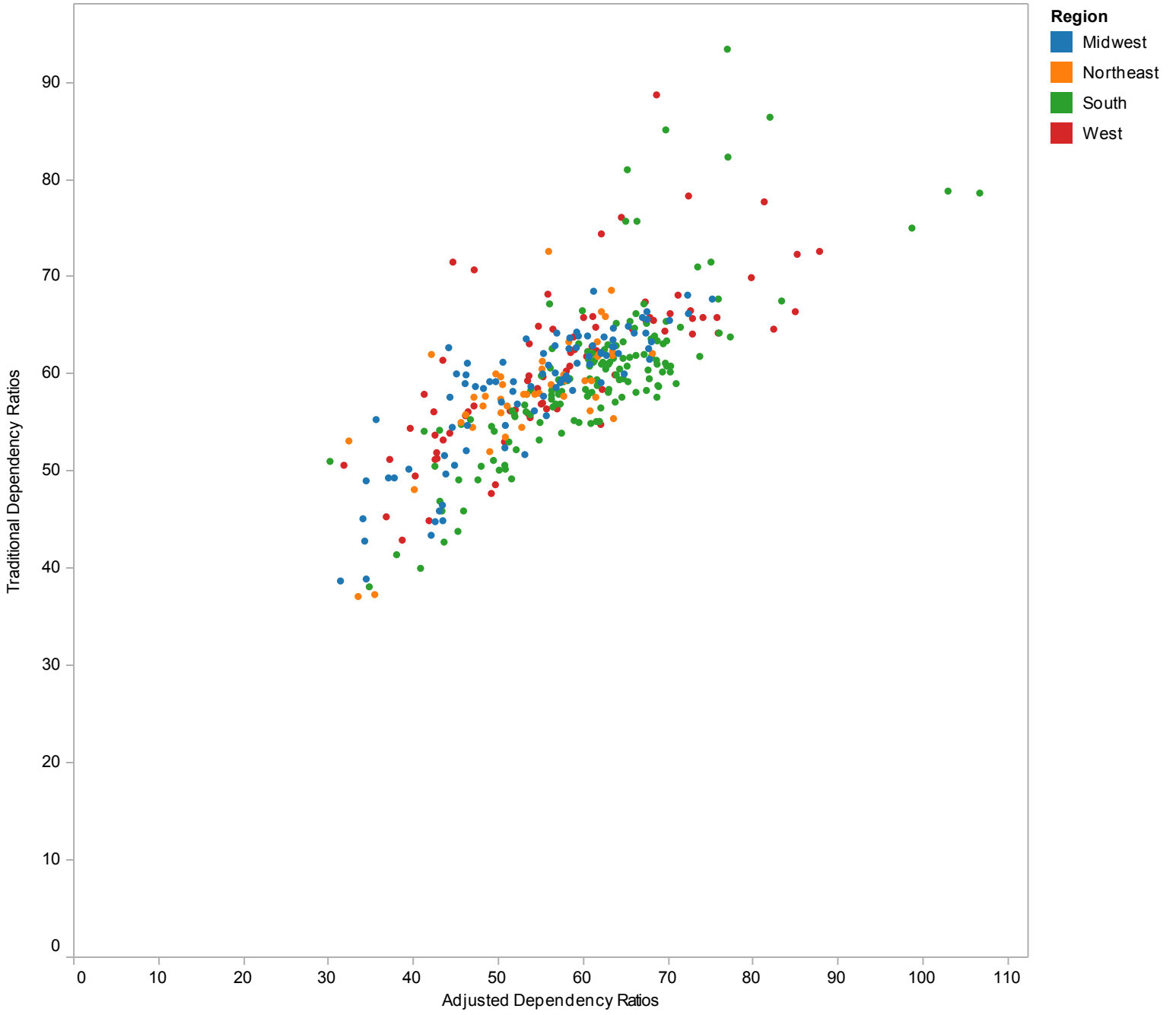
SOUTH	Rank Change	NORTHEAST	Rank Change	WEST	Rank Change	Midwest	Rank Change
Louisiana		**New Jersey**		**California**		**Michigan**	
Houma-Bayou Cane	151	Vineland-Millville	104	Hanford-Corcoran	161	Detroit-Warren	79
New Orleans-Metairie	147	**Rhode Island**		Los Angeles-Long Beach	151	**Missouri**	
Baton Rouge	138	Providence-New Bedford	113	Salinas	73	Cape Girardeau-Jackson	74
Shreveport-Bossier City	120	**Massachusetts**		**New Mexico**		**Wisconsin**	
Lafayette	119	Springfield	177	Albuquerque	92	Milwaukee-Waukesha	72
Monroe	72						
Georgia							
Macon	164						
Columbus	159						
Valdosta	109						
Savannah	108						
Albany	103						
Augusta-Richmond County	90						
Texas							
Houston-Sugar Land	193						
Lubbock	153						
San Antonio-New Braunfels	122						
Waco	102						
Beaumont-Port Arthur	99						
Corpus Christi	68						
Alabama							
Montgomery	152						
Birmingham-Hoover	150						
Anniston-Oxford	111						
Mobile	104						
Tennessee							
Memphis	170						
Johnson City	130						
Jackson	70						
Cleveland	68						
North Carolina							
Greensboro-High Point	76						
Greenville	74						
Fayetteville	70						
South Carolina							
Florence	84						
Columbia	74						
Mississippi							
Jackson	120						
Hattiesburg	111						
Arkansas							
Pine Bluff	148						
Jonesboro	93						
West Virginia							
Huntington-Ashland	117						
Charleston	76						
Florida							
Miami-Fort Lauderdale	129						
Kentucky							
Louisville/Jefferson County	104						
Maryland							
Cumberland	73						

Top 50 Dependency Estimate Rank Decreases

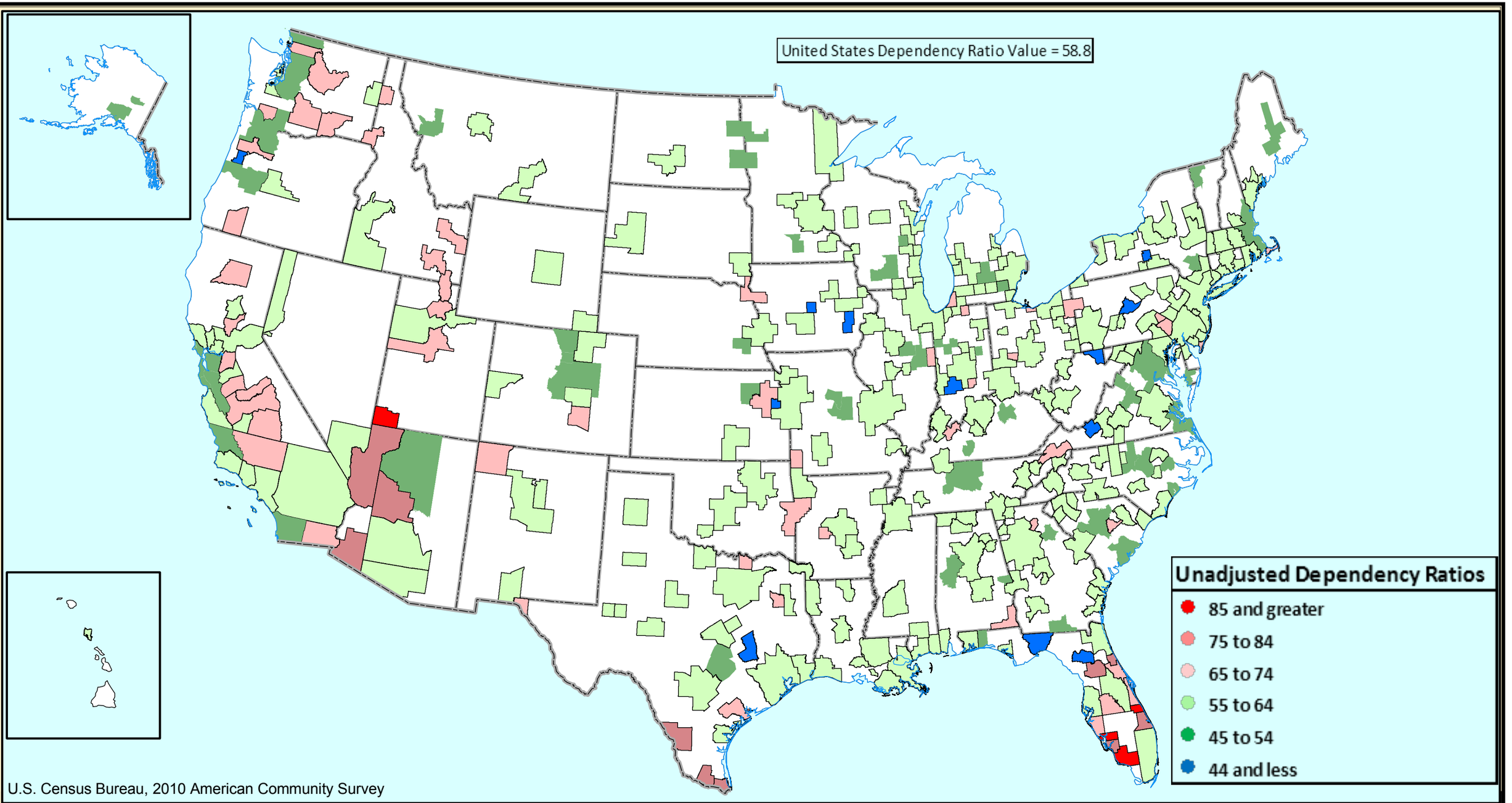
SOUTH	Rank Change	NORTHEAST	Rank Change	WEST	Rank Change	MIDWEST	Rank Change
Florida		**Pennsylvania**		**Utah**		**Iowa**	
Deltona-Daytona Beach	-131	York-Hanover	-109	Logan	-192	Des Moines-West Des Moines	-104
Palm Bay-Melbourne	-182	Allentown-Bethlehem	-88	Salt Lake City	-185	Dubuque	-131
Palm Coast	-78	Pittsburgh	-98	Ogden-Clearfield	-271	Cedar Rapids	-157
Port St. Lucie	-73	Altoona	-95	Provo-Orem	-293	Davenport-Moline	-76
North Carolina		Lancaster	-86	**Idaho**		**Wisconsin**	
Asheville	-104	Lebanon	-75	Idaho Falls	-110	Sheboygan	-105
West Virginia		**Connecticut**		Pocatello	-141	Appleton	-132
Parkersburg-Marietta	-75	Bridgeport-Stamford	-217	Coeur d'Alene	-174	**Indiana**	
		Massachusetts		Boise City-Nampa	-96	Fort Wayne	-102
		Barnstable Town	-200	**Arizona**		Kokomo	-110
		New Jersey		Phoenix-Mesa	-147	**Ohio**	
		Ocean City	-85	Prescott	-81	Cincinnati-Middletown	-91
				Washington		Canton-Massillon	-91
				Mount Vernon-Anacortes	-118	**Michigan**	
				Hawaii		Holland-Grand Haven	-130
				Honolulu	-108	Battle Creek	-83
				Oregon		**Illinois**	
				Medford	-101	Peoria	-163
				California		Chicago-Joliet	-75
				Redding	-79	**Kansas**	
						Topeka	-118
						Minnesota	
						Rochester	-214
						Missouri	
						Kansas City	-143
						Kansas	
						Wichita	-96
						North Dakota	
						Bismarck	-85
						Nebraska	
						Omaha-Council Bluffs	-82
						South Dakota	
						Sioux Falls	-76

Figure 6: Correlation of Traditional and Adjusted Dependency Ratios

Correlation Coefficient = .76

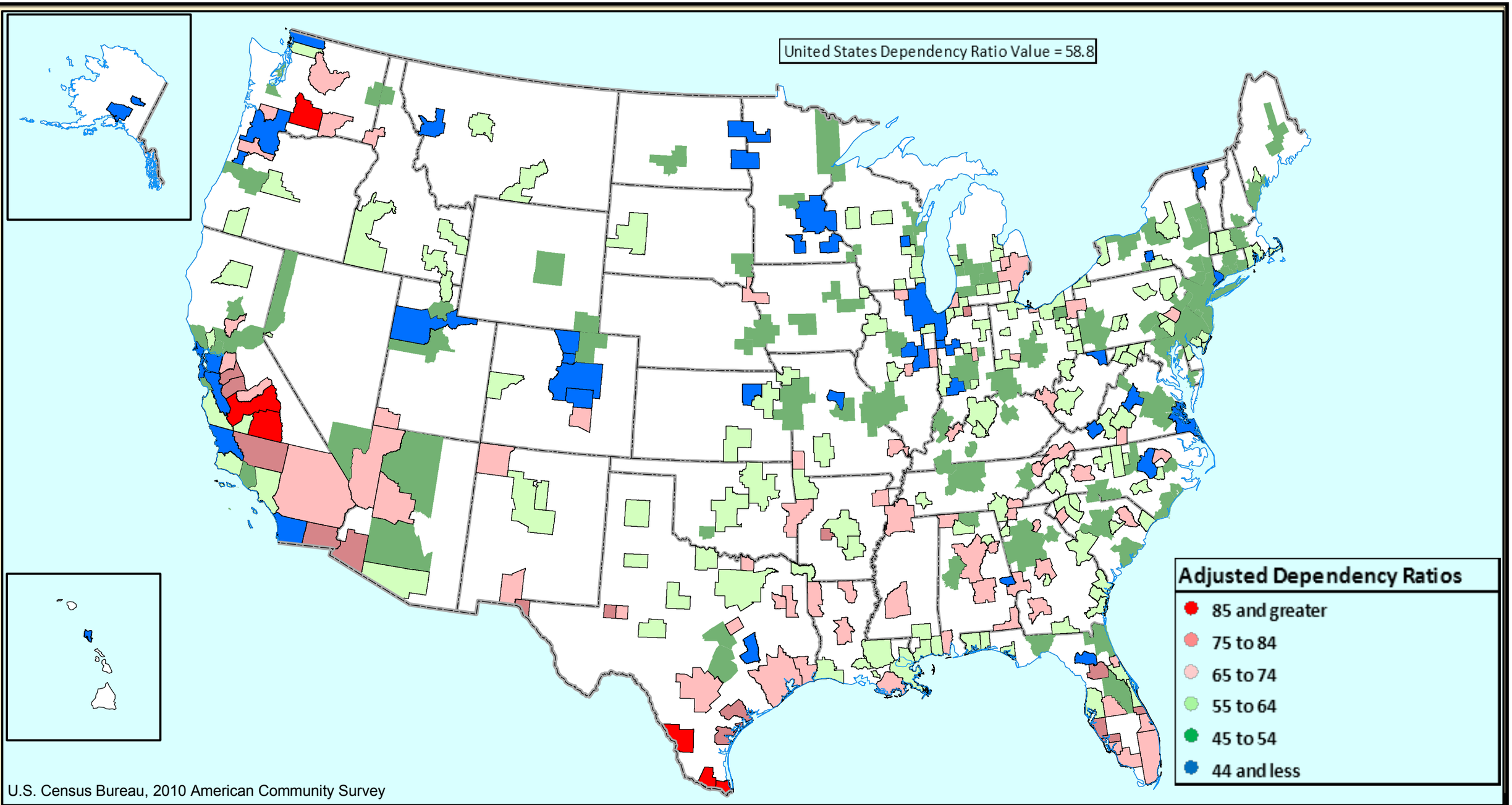


Data from the 2010 American Community Survey



Map A: Unadjusted Dependency Ratios by Metropolitan Area

Unadjusted Dependency Ratios are calculated as a ratio of a metropolitan area's producers (those of working age) to dependents (the young and the old). The Adjusted Dependency Ratios discussed in this research are calculated the same way, but have a series of weights applied to reflect the social and economic characteristics of those communities.



Map B: Adjusted Dependency Ratios by Metropolitan Area

Unadjusted Dependency Ratios are calculated as a ratio of a metropolitan area's producers (those of working age) to dependents (the young and the old). The Adjusted Dependency Ratios discussed in this research are calculated the same way, but have a series of weights applied to reflect the social and economic characteristics of those communities.