

PITTSBURGH ECONOMIC QUARTERLY

University Center for Social and Urban Research

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THE CASE FOR LATINO IMMIGRATION

Commentary by Richard Delgado

One hundred years ago, immigrants built Pittsburgh and other Eastern cities into the powerhouses they are today. Wielding pickaxes, hammers, shovels, and heavy equipment, they built much of this nation's industrial might. Their children went to school and moved up the ladder, becoming accountants, teachers, doctors, and lawyers. Some of them, years later, helped usher in Pittsburgh's renaissance of the 1980s when, in the wake of plant closings, Pittsburgh refashioned itself into the high-tech center it is today. However, the city's transformation did not completely stem the loss of jobs and people. Today, with a shrinking and aging population and high taxes, Pittsburgh is a beautiful city in some trouble.

Might the city not benefit from a second, low-tech renaissance fueled by immigrants from Mexico and Central America, as many other American cities have done? The U.S. today is in the midst of a period of heavy immigration comparable in many ways to the one it experienced between 1890 and 1920, when large numbers of Central and Eastern Europeans immigrated here. A high percentage of the recent arrivals are not from Europe but Latin America and, like the first wave 100 years ago, find jobs working with their hands. Although many of the new arrivals settle in parts of the U.S. that once were Mexico, increasing numbers are finding their way to cities in the South, Midwest, and Northeast, but not, so far, to Pittsburgh.

The city contains about one percent Latinos, a much lower percentage than that of the U.S. at large (14 percent). The extraordinary changes that emerged from the 2000 Census - showing that the Latino population has grown by 58 percent in the previous decade - have bypassed Pittsburgh almost entirely. Every year, about 700,000 to one million Latinos immigrate to the U.S.; only a handful of them come to Pittsburgh. Of the 25 largest metropolitan regions in the country, Pittsburgh contained the smallest number of total immigrants and, specifically, Latino immigrants who arrived in the U.S. between 1990 and 2000 (see Table 1). The city does contain a handful of middle class Latino professionals working for corporations, universities, and UPMC. But they are not the subject of this column.

Why should Pittsburgh welcome working-class Latino immigrants? Pittsburgh is losing population while cities such as Charlotte, NC, and Mason City, IA, that have encouraged Latino immigration, are gaining it. In 2003, Latinos had higher fertility rates, on average, (3.2) than did their non-Latino counterparts (2.1) (figures for 2003). Latinos are a relatively young group, with a median age of 27, while Pittsburgh's

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WHO WORKS DOWNTOWN?

By Christopher Briem

Downtown workers comprise the largest concentrations of employment in the Pittsburgh Region. Over 95,000 workers are employed in the downtown Central Business District (CBD), which comprises less than a half square mile of land area. Data from the Census Transportation Planning Package (CTPP) allows for an analysis of the workers employed in Pittsburgh's CBD.

Nearly half of all workers in Pittsburgh's CBD are employed in just two major industry groups. Professional, management, and administrative services employs 23.4 percent of all Downtown workers, and the financial services sector employs an additional 23.0 percent. No other industries have such large concentrations Downtown. Public administration accounts for only 8.2 percent of jobs in the CBD, while

retail trade accounts for just 6.7 percent of CBD jobs.

Even though Pittsburgh exhibits relatively higher use of public transit compared to other large metro regions in the country, most downtown workers used their car to get to work. Over half - 52 percent - of downtown workers drove their car alone to get to work, while an additional 13 percent drove to work

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THE CASE FOR LATINO IMMIGRATION (CONT.)

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median age, near 40, makes it one of the oldest cities in the nation.

Pittsburgh has acres of parks and gardens offering opportunities in landscaping and gardening, sectors of the economy where many of the new arrivals have found work. It also boasts a large stock of fine older homes needing repair and remodeling.

struggle of these immigrants appealing, recalling stories of immigrant grandparents who worked in the mines and mills in the city's early years.

Latino workers are an important part of industries such as drywall installers (where they make up 27 percent of the workforce nationwide), gardeners and landscape workers (26

to staff retirement homes and other establishments for the elderly.

Would the new workers compete with people already here for jobs? No, the new worker, in many cases, would bring skills that are in short supply and so displaces no one. In time, many may open small businesses—a restaurant, gardening service, or auto repair shop. Some may sell art work or play in a band. Their children may attend the local community college and take jobs higher up the ladder such as teacher, social worker, or lab technician. They may change the neighborhoods in which they settle, just as Pittsburgh's Beechview neighborhood, where a number of new Latino residents live, is changing now.

Charlotte, NC, and other cities are finding that Latinos are effectively reusing spaces that have been abandoned and developing new areas or reclaiming older ones. In Charlotte, a deteriorating strip mall along Central Avenue has been acquiring new life as a site of vendors offering lunch foods, fruits, and clothing. As an architecture professor at a nearby university put it, "People are using (the spaces) as a kind of public plaza, reminiscent of the traditional kinds of plazas you find in towns in Mexico."

Where could we learn how to welcome Latinos to Pittsburgh? We could tap the experience of cities like Memphis, TN, or Raleigh, NC, that have enjoyed heavy Latino immigration, or look to the program that Governor Tom Vilak of Iowa announced to stem population loss and target new immigrants. We could look to Charlotte, where recent immigration from Latin America totaled 42,125 between 1990 and 2000, 18 times the number of Latin Americans moving into the Pittsburgh region over the same

...Latino immigrants would be a good cultural fit for Pittsburgh...

Construction is another industry where many of the new arrivals have found employment.

A vibrant low-tech sector, fueled by immigrants, can complement strengths in computers, law, business, medicine, higher education, and finance from which the city has long benefited.

Indeed these two sectors, high and low tech, can synergize each other, as the lower cost of services that immigrants would bring makes relocation here more attractive to corporations, at the same time that the high-tech sector eases the immigrants' path by providing them with services, education for their children, computer labs for the schools, and eventually the higher echelon jobs they will fill as they move up.

The immigrants would be a good cultural fit for Pittsburgh. Latino culture is, by and large, pious, law abiding, and hard working. Latinos have relatively high labor force participation rates, with many workers holding multiple jobs.

The scrappy, underdog quality of Pittsburgh might well find the upward

percent), cement workers (22 percent), maids and housekeepers (22 percent), construction workers (20 percent), restaurant workers (20 percent), and factory workers (13 percent).

Would immigrants be a drain on public services, add to crime, or displace local workers? Like most newcomers, they could use a helping hand in finding their first job and apartment. But immigrants consume fewer social services than the average citizen while contributing more than their share through taxes. Latinos are also, on the whole, a law abiding group, with an imprisonment rate very near the national average, despite their youth.

Within about 10 years, one fourth of the U.S. population will retire and begin drawing Social Security. That system currently features about 3.3 workers supporting one retiree; by 2031, the figure will be 2.1 workers for each retiree. But the U.S. population is growing slowly and the working population even more so. If our national pension system is to survive, the country will need new workers, just as it will need caretakers

years. Charlotte is pleased with the “strong culture of entrepreneur-ship” the newcomers are bringing. We could also look to the experience of other receiving states, including Arkansas, Georgia, Minnesota, and Alabama.

A new book, “Beyond the Gateway,” features case studies of cities that have welcomed Latino immigrants and spells out some of the steps taken to ease their adjustment.

Will they come? Immigration is a push-pull proposition. Immigrants go where the local economy needs them and employers make overtures. But they also leave their home countries

because of poverty and political instability. If a region such as Pittsburgh is enjoying only a middling economy but wants immigrants for their vitality, culture, and work ethic - and the economy of the sending countries is poor, as it is right now - they will come because, even accounting for the risk and inconvenience, they expect to do better here than they did back home.

With a little effort, Pittsburgh ten years from now can look subtly different. The mixture of faces, the children you see in the newly growing schools, the languages you hear on the

sidewalk and stores, the variety of restaurants competing for your patronage will be different and richer. A few years later, the community colleges will see a new infusion of Latino students, then CMU and Pitt and Penn State. Would this not be an objective worth promoting?

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Table 1. Immigration from Latin America, 2000, 25 Largest MSAs

Metropolitan Statistical Area (2000)	Total Population	Foreign Born Population			
		Total	Year of entry 1990-2000		
			All Regions	Born in Latin America*	
1 New York-Northern New Jersey-Long Island	21,199,865	5,182,255	2,127,480	1,058,572	
2 Los Angeles-Riverside-Orange County	16,373,645	5,067,615	1,775,428	1,120,195	
3 Chicago-Gary-Kenosha	9,157,540	1,466,940	653,061	333,690	
4 Washington-Baltimore	7,608,070	980,621	457,020	171,586	
5 San Francisco-Oakland-San Jose	7,039,362	1,902,304	777,479	284,815	
6 Philadelphia-Wilmington-Atlantic City	6,188,463	433,919	182,597	51,116	
7 Boston-Worcester-Lawrence	5,819,101	721,060	301,086	111,144	
8 Detroit-Ann Arbor-Flint	5,456,428	383,970	169,039	24,163	
9 Dallas-Fort Worth	5,221,801	784,642	430,888	306,676	
10 Houston-Galveston-Brazoria	4,669,571	895,944	432,965	305,981	
11 Atlanta	4,112,198	423,105	256,563	138,618	
12 Miami-Fort Lauderdale	3,876,380	1,558,152	583,919	514,838	
13 Seattle-Tacoma-Bremerton	3,554,760	414,355	188,311	37,394	
14 Phoenix-Mesa	3,251,876	457,483	245,003	192,125	
15 Minneapolis-St. Paul	2,968,806	210,344	116,717	32,433	
16 Cleveland-Akron	2,945,831	135,397	48,642	6,599	
17 San Diego	2,813,833	606,254	215,502	115,117	
18 St. Louis	2,603,607	80,945	41,073	6,409	
19 Denver-Boulder-Greeley	2,581,506	277,127	156,150	100,911	
20 San Juan-Caguas-Arecibo	2,450,292	97,866	41,394	38,381	
21 Tampa-St. Petersburg-Clearwater	2,395,997	233,907	89,972	46,435	
22 Pittsburgh	2,358,695	62,286	24,938	2,377	
23 Portland-Salem	2,265,223	248,068	131,723	62,351	
24 Cincinnati-Hamilton	1,979,202	51,236	25,345	4,955	
25 Sacramento-Yolo	1,796,857	260,111	113,445	37,238	

*Latin America defined as: Caribbean, Central America including Mexico and South America
Source: U.S. Census Bureau. Census 2000

RECENT MIGRATION TRENDS IN PITTSBURGH: JULY 1, 2003 THROUGH JULY 1, 2004

By Christopher Briem

Migration of population continues to play an important role in population trends for the Pittsburgh Region. Most recent data compiled by the Internal Revenue Service (IRS) shows that the region loses more people through out-migration than it attracts each year. Between July 1, 2003 and July 1, 2004 statistics compiled from IRS data show that 54,264 residents of the Pittsburgh Metropolitan Statistical Area (MSA) moved out of the region while 46,321 moved into the region during the same period. This represents data for the current definition of the Pittsburgh MSA which includes seven counties: Allegheny, Armstrong, Beaver, Butler, Fayette, Washington and Westmoreland. This accounts for a population

...Pittsburgh MSA suffers net population loss. The largest population loss from Pittsburgh is to the Tampa-St. Petersburg-Clearwater Region...

loss of 7,943 stemming from net migration during the year.

Trends in population migration can be analyzed using data provided by the IRS. The IRS tracks migration through the Social Security numbers used on tax filings. When an individual with a

given Social Security number files taxes from a different county than the year before, they and those they include as exemptions on their tax forms are considered migrants. Thus, the

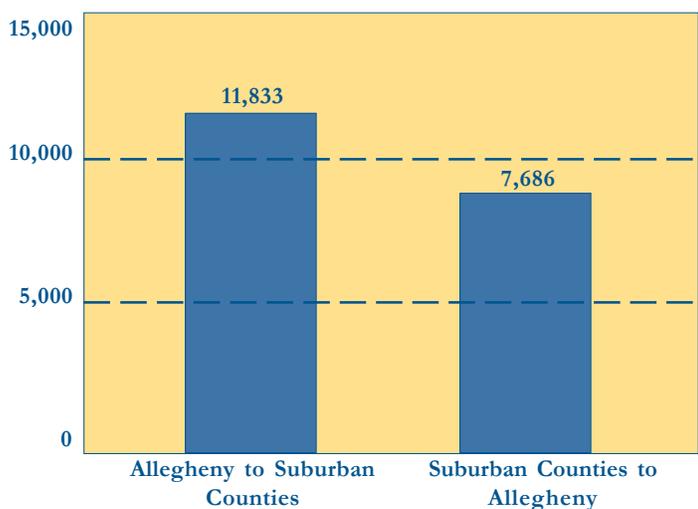
IRS data captures most migration of the working age population and their dependents, but will not account for those who do not file IRS tax returns in consecutive years. Elderly, low income, international immigrants, and students are all groups that are less

likely to be captured by IRS migration data. The IRS estimates these data capture over 80 percent of the total population in most regions. The MSA-level data presented here is compiled from the County-to-County Migration flows dataset provided by the IRS.

The top destinations of Pittsburgh-region out-migrants are large, nearby metropolitan regions, including Philadelphia, Washington, DC, and New York (see Table 1). Those same regions are also the origination of most migrants moving into the Pittsburgh region (see Table 1). The Youngstown-Warren-Boardman Region of Ohio and Mercer County, PA, is the fourth highest destination and source of migration for the Pittsburgh Region, reflecting, in part, the close proximity between the Pittsburgh and Youngstown MSAs.

The Tampa-St. Petersburg-Clearwater Region in Florida has the largest net loss of population from

Figure 1. Migration of Population Between Allegheny County and Remainder of Pittsburgh MSA - July 1, 2003 through July 1, 2004



Pittsburgh (see Table 2). Between July 1, 2003 and July 1, 2004, 545 more people moved to the Tampa MSA from Pittsburgh than moved from Tampa to the Pittsburgh MSA.

Many of the regions with the largest net loss of population from migration are in the south and west. For some of them, such as the Orlando, Phoenix, and Cape Coral (FL) MSAs, this may reflect the concentration of retiree migration to those destinations, along with the migration of working age migrants and their dependents.

There is also a continuing net migration from the core of the Pittsburgh Region - Allegheny County - to suburban counties within the region (see Figure 1). Between July 1, 2003 and July 1, 2004, 11,833 people moved from Allegheny County to one of the 6 suburban counties within the MSA, while only 7,686 moved into Allegheny County from the suburban counties. The net loss of 4,147 people from Allegheny County is a result of the continued suburbanization of residential population taking place in the Pittsburgh region, as it is in almost all regions of the nation.

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Table 1. Top Ten Destinations and Sources of Pittsburgh Migration

LEAVING PITTSBURGH		
1	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	1,338
2	Washington-Arlington-Alexandria, DC-VA-MD-WV	1,336
3	New York-Northern New Jersey-Long Island, NY-NJ-PA	1,070
4	Youngstown-Warren-Boardman, OH-PA	858
5	Tampa-St. Petersburg-Clearwater, FL	797
6	Miami-Fort Lauderdale-Miami Beach, FL	632
7	Baltimore-Towson, MD	537
8	Orlando, FL	518
9	Phoenix-Mesa-Scottsdale, AZ	514
10	Cleveland-Elyria-Mentor, OH	508
MOVING TO PITTSBURGH		
1	New York-Northern New Jersey-Long Island, NY-NJ-PA	1,015
2	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	944
3	Washington-Arlington-Alexandria, DC-VA-MD-WV	815
4	Youngstown-Warren-Boardman, OH-PA	740
5	Erie, PA	607
6	Cleveland-Elyria-Mentor, OH	521
7	Miami-Fort Lauderdale-Miami Beach, FL	469
8	Columbus, OH	434
9	Johnstown, PA	406
10	Los Angeles-Long Beach-Santa Ana, CA	372

Table 2. Largest Population Loss in Pittsburgh from Net Migration, by MSAs, July 1, 2003 through July 1,

		In-Mig	Out-Mig	Total Net Mig
1	Tampa-St. Petersburg-Clearwater, FL	252	797	-545
2	Washington-Arlington-Alexandria, DC-VA-MD-WV	815	1,336	-521
3	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	944	1,338	-394
4	Orlando, FL	136	518	-382
5	Phoenix-Mesa-Scottsdale, AZ	176	514	-338
6	Charlotte-Gastonia-Concord, NC-SC	114	400	-286
7	Baltimore-Towson, MD	296	537	-241
8	Cape Coral-Fort Myers, FL	41	227	-186
9	Atlanta-Sandy Springs-Marietta, GA	233	416	-183
10	Sarasota-Bradenton-Venice, FL	49	228	-179
11	Miami-Fort Lauderdale-Miami Beach, FL	469	632	-163
12	Raleigh-Cary, NC	74	233	-159
13	Jacksonville, FL	41	189	-148
14	Las Vegas-Paradise, NV	135	277	-142
15	Los Angeles-Long Beach-Santa Ana, CA	372	506	-134
16	Youngstown-Warren-Boardman, OH-PA	740	858	-118
17	Myrtle Beach-Conway-North Myrtle Beach, SC	20	135	-115
18	Akron, OH	170	276	-106
19	Weirton-Steubenville, WV-OH	302	406	-104
20	San Diego-Carlsbad-San Marcos, CA	177	278	-101

WHO WORKS DOWNTOWN? (CONT.)

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work as part of a car pool. One-third of workers in the CBD used mass transit to get to work.

Downtown has a higher concentration of higher paying jobs than either the City of Pittsburgh as a whole or Allegheny County. 11.7 percent of jobs located in the CBD had earnings in excess of \$75,000 per year in 1999, compared to 8.5 percent for the City of Pittsburgh and 7.7 percent for Allegheny County. Downtown also had a higher percentage of workers earning in the next highest income bracket (between \$50,000 and \$74,999) than either the City or County.

Notes on the data presented here: Data are drawn from data compiled by the Census Bureau and distributed via its Census Transportation Planning Package (CTPP). The CTPP is a special tabulation of data based on the decennial Census long form questionnaire that was answered by 1 out of every 6 households in the United States. This special tabulation differs from most decennial Census data, which reports on workers by place of residence regardless of where workers are employed. The CTPP recompiles Census data to show the characteristics of workers in a particular geographic area regardless of where they reside.

These data look at the jobs located specifically in Downtown Pittsburgh as bounded by Census tract 201 in Allegheny County and covers what is considered the Central Business District or Golden Triangle neighborhood only and does not include employment in other neighborhoods on the periphery of Downtown, including the North Shore, Bluff, or the South Side.

Note that the CTPP is expected to cover most but not all workers in a given area. The Census Bureau estimates that the CTPP covers

Downtown Workers by Industry

	Workers	Percent
Agriculture, forestry, mining	155	0.2
Construction	3,605	3.8
Manufacturing	5,660	5.9
Wholesale trade	1,330	1.4
Retail trade	6,385	6.7
Transportation, warehousing, utilities	3,685	3.9
Information	5,730	6
Finance, insurance, real estate	22,015	23
Professional, management, administrative services	22,340	23.4
Educational, health and social services	7,150	7.5
Entertainment, accommodations, food services	5,600	5.9
Other services (except public)	3,815	4
Public administration	7,840	8.2
Armed forces	235	0.2
Total	95,550	100

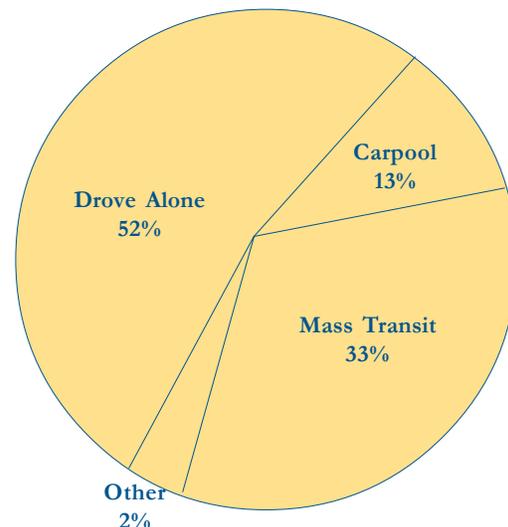
Source: Census Bureau. Census Transportation Planning Package (CTPP)

approximately 91-93 percent of the number of jobs counted by payroll data establishment inventories. One source for the workers not captured by the CTPP data is the additional jobs held by multiple jobholders. If a worker held two jobs, only data about the primary job is recorded in most Census data. People who regularly worked in

several locations during the reference week were requested to give the address at which they began work each day.

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Means of Work for Downtown Workers-2000



Profiles of employment by place of work for all city neighborhoods are available on the UCSUR web page at the following address: <http://www.ucsur.pitt.edu/CensusDataPage.htm>

The Southwestern Pennsylvania Regional Indicators Consortium

By John Craig

The Southwestern Pennsylvania Regional Indicators Consortium gathers critical information about our region to aid both the public and policymakers in key decisionmaking.

The project is designed to bring together a broad set of stakeholders from across the region along with subject matter experts in many fields. The Indicators Consortium is complementary to, and shares many of the goals of, the Key National Indicators (KNII) program under the National Academies.

The Indicators Consortium has moved from feasibility study to organization and topic investigation to the publication of indicators, an 18-month effort that has involved dozens of people. The University Center for Social and Urban Research (UCSUR) provides a central role for the Indicators Consortium, by providing office space and serving as the administrator for the foundation grants that support the effort. UCSUR also will be taking an active role in the development of indicators in the arts, demographic information, and housing.

The Consortium is directed by a five member committee: John G. Craig Jr., retired editor of the Pittsburgh Post-Gazette; Dr. Bernard Goldstein, former dean of the University of Pittsburgh's Graduate School of Public Health; Dr. Granger Morgan, professor and head of Carnegie Mellon's Department of Engineering and Public Policy; Paul O'Neill, former Secretary of the Treasury and retired chairman of Alcoa; and Dr. Lauren Resnick, head of the University of Pittsburgh's Learning Research and Development Center.

Representatives of a wide range of community organizations and educational institutions make up the eight topic committees that are responsible for identifying regional indicators and recommending them for publication. A good indicator:

- Is easily understood by large numbers of people.
- Is viewed by these people to have utility in their day-to-day lives.
- Utilizes data that are readily obtainable at a reasonable cost.
- Is "actionable" whenever possible.

An actionable indicator is key. Information has the power to effect action even if it does not guarantee action will occur. The indicator project organizers do not have a particular social agenda but are galvanized by a general conclusion that the people of this region need better information and data, along with the proper tools to make it accessible.

As part of this, the project will be operated under guidelines that can be illustrated by the National Weather Service: Data will be updated and published as often as possible. The data have to be available in a common language and there has to be a substantial record.

Each indicator will not be limited to being a static measure of current conditions in the region but will include comparable benchmark data and historical data necessary to measure progress. The minimum when it comes to context are at least 10 years of data for each indicator and at least a half dozen other places or standards against which to "measure" Pittsburgh. This last emphasis on the incremental updating of indicators and the use of the mass media for the dissemination of information does not preclude

comprehensive data analysis, the identification of trends, and annual reports, but is rooted in the conclusion that there is a relationship between timeliness and sustained public attention and perceptions of relevance.

The topic committees include: demographic information, economics, health, arts, government, environment, transportation, and housing. The topic committees operate independently of each other and determine the measures and standards for each topic.

Here is just one example of an important indicator for the region: a measure of road congestion. Travel congestion is an important policy consideration in the region, affecting both the quality of life and significant amounts of local infrastructure investment. The Texas Transportation Institute (TTI) assesses congestion for urban areas throughout the U.S. annually. Presented here is their measure of delay per traveler which is defined as the hours of extra travel time divided by the number of urban area peak period travelers. This is an annual measure indicating the sum of all the extra travel time that would occur during the year for the average traveler. Pittsburgh is estimated to have 12 hours of annual delay per peak traveler, less than a third of the 47 hours average for 85 urban areas. Nationwide, Los Angeles, San Francisco, Washington, and Atlanta commuters experience the most congestion.

This transportation indicator will be one of dozens of indicators to be published over the next 10 months, along with the project's web site and data by the topic committees.

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