Média mentions

Click on images to access news coverage.

New Orleans in the News (September 2009) - The fourth anniversary of Katrina was covered extensively in the news. Coverage about New Orleans ranged from homelessness to schools to the economy. Data and analysis from GNOCDC informed hundreds of the media stories.

ESSENTIAL DATA

<table>
<thead>
<tr>
<th>Month</th>
<th>Year</th>
<th>Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug</td>
<td>2009</td>
<td>Households actively receiving mail - by zip code for the 7-parish area</td>
</tr>
<tr>
<td>Jun</td>
<td>2009</td>
<td>Neighborhood repopulation - News release, map and data table</td>
</tr>
<tr>
<td>Jun</td>
<td>2009</td>
<td>Block-by-block repopulation of New Orleans - Interactive map of households actively receiving mail pre- and post-K, closed Road Home &quot;Stay and Rebuild&quot; applications and closed Road Home &quot;Sell to the State&quot;</td>
</tr>
</tbody>
</table>

Aug 2009: Though New Orleans has been somewhat shielded from the recession due to substantial rebuilding activity, four years after Katrina the region still faces major challenges due to blight, unaffordable housing, and vulnerable flood protection. New federal leadership must commit and sustain its partnership with state and local leaders by delivering on key milestones in innovation, infrastructure, human capital, and sustainable communities to help greater New Orleans move past "disaster recovery" and boldly build a more prosperous future. Read more...

Media Update 8/27/09 Facts for Features for the 4th anniversary of Katrina.

10-minute Briefing

Beyond Disaster Recovery: Building a Prosperous New Orleans

Your Questions

How many New Orleanians are still displaced?

How many Latino/a live in New Orleans?
Banding together: Metropolitan areas have become so interconnected that some function as one giant economy or what demographers call a "megapolitan area."

23 megapolitan areas that form 10 megapolitan clusters in the U.S.

Sources: University of Utah's Metropolitan Research Center and Brookings Mountain West
By Janet Loehrke, USA TODAY
Baton Rouge:
• Chemical Manufacturing
• Petroleum Products Manufacturing

New Orleans:
• Petroleum Products Manufacturing
• Transportation Equipment Manufacturing
• Chemical Manufacturing

Houma-Thibodaux:
• Oil & Gas Extraction
• Transportation Equipment Manufacturing
Q: Does New Orleans share important economic synergies with Baton Rouge and Houma-Thibodaux?
Does N.O. share important economic synergies with Baton Rouge and Houma-Thibodaux?

- Shared industry specializations
- Shared suppliers
- Shared investors
- Shared workforce
As in any metro, some parishes are “job centers,” and some are “bedroom communities”...

- **ORLEANS**
  - Live & work in parish: 63,618
  - Out-commuters: 42,916
  - In-commuters: 82,209

- **JEFFERSON**
  - Live & work in parish: 84,896
  - Out-commuters: 76,137
  - In-commuters: 88,049

- **ST. TAMMANY**
  - Live & work in parish: 34,612
  - Out-commuters: 41,577
  - In-commuters: 26,597
As in any metro, some parishes are “job centers,” and some are “bedroom communities”... but they are all interconnected.
The labor sheds of Jefferson and Orleans are another useful way to look at these interconnections. Interestingly, Jefferson attracts workers from a larger geography.
In our upcoming brief, we’ll provide reference tables of the number of commuters between parish-pairs.

<table>
<thead>
<tr>
<th>Home Parish</th>
<th>Jefferson</th>
<th>Orleans</th>
<th>Plaquemines</th>
<th>St. Bernard</th>
<th>St. Charles</th>
<th>St. John the Baptist</th>
<th>St. Tammany</th>
<th>Other Parishes and out of State</th>
<th>Total Workers by Residence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jefferson</td>
<td>84,896</td>
<td>41,627</td>
<td>3,473</td>
<td>1,342</td>
<td>3,583</td>
<td>1,244</td>
<td>3,777</td>
<td>21,091</td>
<td>161,033</td>
</tr>
<tr>
<td>Orleans</td>
<td>25,291</td>
<td>63,618</td>
<td>1,003</td>
<td>1,102</td>
<td>1,087</td>
<td>397</td>
<td>2,429</td>
<td>11,607</td>
<td>106,534</td>
</tr>
<tr>
<td>Plaquemines</td>
<td>1,699</td>
<td>998</td>
<td>3,066</td>
<td>149</td>
<td>141</td>
<td>56</td>
<td>224</td>
<td>1,362</td>
<td>7,695</td>
</tr>
<tr>
<td>St. Bernard</td>
<td>2,663</td>
<td>3,339</td>
<td>259</td>
<td>2,670</td>
<td>188</td>
<td>101</td>
<td>621</td>
<td>2,764</td>
<td>12,605</td>
</tr>
<tr>
<td>St. Charles</td>
<td>6,593</td>
<td>2,560</td>
<td>159</td>
<td>114</td>
<td>5,246</td>
<td>899</td>
<td>482</td>
<td>4,936</td>
<td>20,989</td>
</tr>
<tr>
<td>St. John the Baptist</td>
<td>4,367</td>
<td>1,887</td>
<td>105</td>
<td>128</td>
<td>1,788</td>
<td>4,627</td>
<td>416</td>
<td>4,906</td>
<td>18,224</td>
</tr>
<tr>
<td>St. Tammany</td>
<td>11,372</td>
<td>10,858</td>
<td>397</td>
<td>1,305</td>
<td>586</td>
<td>308</td>
<td>34,612</td>
<td>16,751</td>
<td>76,189</td>
</tr>
<tr>
<td>Other Parishes and out of State</td>
<td>36,064</td>
<td>20,940</td>
<td>2,969</td>
<td>1,606</td>
<td>7,417</td>
<td>5,093</td>
<td>18,648</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Workers by Workplace</td>
<td>172,945</td>
<td>145,827</td>
<td>11,431</td>
<td>8,416</td>
<td>20,036</td>
<td>12,725</td>
<td>61,209</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Baton Rouge, Houma-Bayou Cane-Thibodaux, and the New Orleans metro

- Baton Rouge, LA
- Houma-Bayou Cane-Thibodaux, LA
- New Orleans-Metairie-Kenner, LA

Map showing the geographic regions of Baton Rouge, Houma-Bayou Cane-Thibodaux, and the New Orleans metro area.
Fully 21% of all workers in the New Orleans metro commute from outside the metro. Post-Katrina, despite having fewer jobs, more workers commute from outside the metro.
A significant number commute from the Baton Rouge and Houma-Thibodaux metros, and vice versa.

Workers commuting between metros, 2009

- Baton Rouge metro to New Orleans metro: 23,822
- New Orleans metro to Baton Rouge metro: 25,407
- Houma-Thibodaux metro to New Orleans metro: 8,914
- New Orleans metro to Houma-Thibodaux metro: 10,140
In 2009, fully 6 percent of New Orleans metro workers commute from the Baton Rouge metro and 2 percent from the Houma-Thibodaux metro.

- **% of New Orleans workers from Baton Rouge**: 6%
  - Total Workers: 432,589
  - Total Commuters: 49,229
  - Distance: 79 miles

- **% of Baton Rouge workers from New Orleans**: 7%
  - Total Workers: 349,137

- **% of New Orleans workers from Houma**: 2%
  - Total Workers: 432,589
  - Total Commuters: 19,054
  - Distance: 74 miles

- **% of Houma workers from New Orleans**: 10%
  - Total Workers: 90,673
Comparisons to other “super regions” are difficult because of a myriad of variables, but a few standard metrics are useful.

- **% of New Orleans workers from Baton Rouge:** 6%
  - Total Workers: 432,589
  - Total Commuters: 49,229
  - Distance: 79 miles

- **% of Baton Rouge workers from New Orleans:** 7%
  - Total Workers: 349,137
  - Total Commuters: 19,054
  - Distance: 74 miles

- **% of Tampa workers from Orlando:** 4%
  - Total Workers: 1,036,277
  - Total Commuters: 91,914
  - Distance: 70 miles

- **% of Orlando workers from Tampa:** 5%
  - Total Workers: 918,815
  - Total Commuters: 46,022
  - Distance: 135 miles

- **% of New Orleans workers from Houma:** 2%
  - Total Workers: 432,589
  - Total Commuters: 19,054
  - Distance: 79 miles

- **% of Houma workers from New Orleans:** 10%
  - Total Workers: 90,673
  - Total Commuters: 490,927
  - Distance: 74 miles

- **% of Raleigh workers from Charlotte:** 5%
  - Total Workers: 490,927
  - Total Commuters: 726,991
  - Distance: 135 miles

- **% of Charlotte workers from Raleigh:** 3%
  - Total Workers: 726,991
  - Total Commuters: 46,022
  - Distance: 135 miles
Comparisons to other “super regions” are difficult because of a myriad of variables, but a few standard metrics are useful.

- **% of New Orleans workers from Baton Rouge**: 6%
  - Total Workers: 432,589
  - Total Commuters: 49,229
  - Distance: 79 miles

- **% of Baton Rouge workers from New Orleans**: 7%
  - Total Workers: 349,137
  - Total Commuters: 19,054
  - Distance: 74 miles

- **% of San Antonio workers from Austin**: 4%
  - Total Workers: 752,445
  - Total Commuters: 72,121
  - Distance: 78 miles

- **% of Austin workers from San Antonio**: 6%
  - Total Workers: 736,723
  - Total Commuters: 28,777
  - Distance: 69 miles

- **% of New Orleans workers from Houma**: 2%
  - Total Workers: 432,589
  - Total Commuters: 19,054
  - Distance: 74 miles

- **% of Houma workers from New Orleans**: 10%
  - Total Workers: 90,673
  - Total Commuters: 19,054
  - Distance: 74 miles

- **% of Lexington workers from Louisville**: 7%
  - Total Workers: 220,437
  - Total Commuters: 28,777
  - Distance: 69 miles

- **% of Louisville workers from Lexington**: 2%
  - Total Workers: 546,434
  - Total Commuters: 28,777
  - Distance: 69 miles
Comparisons to other “super regions” are difficult because of a myriad of variables, but a few standard metrics are useful.

% of New Orleans workers from Baton Rouge

- %: 6%
- Total Workers: 432,589
- Total Commuters: 49,229
- Distance: 79 miles

% of Baton Rouge workers from New Orleans

- %: 7%
- Total Workers: 349,137

% of Cleveland workers from Akron

- %: 7%
- Total Workers: 880,048
- Total Commuters: 110,309
- Distance: 47 miles

% of Akron workers from Cleveland

- %: 16%
- Total Workers: 285,120

% of New Orleans workers from Houma

- %: 2%
- Total Workers: 432,589
- Total Commuters: 19,054
- Distance: 74 miles

% of Houma workers from New Orleans

- %: 10%
- Total Workers: 90,673

% of San Francisco workers from San Jose

- %: 7%
- Total Workers: 1,773,012
- Total Commuters: 290,409
- Distance: 78 miles

% of San Jose workers from San Francisco

- %: 21%
- Total Workers: 793,338
Cross-metro commuting has existed for quite some time... but the interconnections have increased post-Katrina.

Workers commuting between metros

<table>
<thead>
<tr>
<th>Year</th>
<th>Cities</th>
<th>Baton Rouge Metro</th>
<th>New Orleans Metro</th>
<th>Houma-Thibodaux Metro</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td></td>
<td>20,015</td>
<td>25,066</td>
<td>7,145</td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td>25,407</td>
<td>23,822</td>
<td>8,914</td>
</tr>
</tbody>
</table>

Cross-metro commuting has existed for quite some time... but the interconnections have increased post-Katrina.
Inter-metro commuters are slightly more likely to work in jobs paying less than $1,250 or more than $3,333 per month than the average worker in Southeast Louisiana...

Commuters by wage, 2009

- **$1,250 per month or less**: 20%
- **$1,251 to $3,333 per month**: 40%
- **more than $3,333 per month**: 40%

**Inter-metro commuters of all 3 metros**

**Workers of all 3 metros**
And more likely to be 29 years old or younger than the average worker in Southeast Louisiana.
Commuters by age, 2009

<table>
<thead>
<tr>
<th>Age Category</th>
<th>All Commuters between New Orleans &amp; Baton Rouge</th>
<th>All Commuters between New Orleans &amp; Houma</th>
</tr>
</thead>
<tbody>
<tr>
<td>29 years or younger</td>
<td>15,073</td>
<td>5,734</td>
</tr>
<tr>
<td>30 to 54 years</td>
<td>26,890</td>
<td>10,499</td>
</tr>
<tr>
<td>55 years or older</td>
<td>7,266</td>
<td>2,821</td>
</tr>
<tr>
<td>Total</td>
<td>49,229</td>
<td>19,054</td>
</tr>
</tbody>
</table>

Commuters by wage per month, 2009

<table>
<thead>
<tr>
<th>Wage Category</th>
<th>All Commuters between New Orleans &amp; Baton Rouge</th>
<th>All Commuters between New Orleans &amp; Houma</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,250 or less</td>
<td>11,390</td>
<td>4,630</td>
</tr>
<tr>
<td>$1,251 to $3,333</td>
<td>17,642</td>
<td>6,763</td>
</tr>
<tr>
<td>More than $3,333</td>
<td>20,197</td>
<td>7,661</td>
</tr>
<tr>
<td>Total</td>
<td>49,229</td>
<td>19,054</td>
</tr>
</tbody>
</table>
We held a stakeholder meeting coordinated by a coalition of transit advocates on February 28.

• What question does it answer and how can we display it?

• It is available to the public!
The main census block of Touro Hospital provides 392 jobs.
The main census block of Touro hospital provides 392 jobs. But, we know that many hospitals take up more space than just one census block AND they support many surrounding businesses.
The area around Touro Hospital supports 1,471 jobs that employ more middle wage people, more supportive services like food services.
Workers in the area surrounding Touro Hospital come primarily from Orleans Parish.
The labor shed of Touro Hospital shows that most of the workers come from Orleans Parish.

Sources: GNOCDC analysis of Local Employment Dynamics, U.S. Census Bureau.
Workers in the area primarily live within 10 miles of Touro Hospital with some variability by wage level.
We did additional analysis to eventually narrow down the data points we used.

- Some of this analysis included:
  - Expanding the brief to the commercial or job cluster level.
  - Analyzing the average distance travelled by worker using the raw Origin-Destination file.

- We did not use this analysis because:
  - Macro-level analysis more important.
  - Could not adequately articulate the findings to better inform policymakers and nonprofit leaders.
Cross-metro Commuting Patterns in Southeast Louisiana