

**TITLE:** Intergenerational Mobility and Urban Spatial Structure

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**INTRODUCTION:** This empirical study investigates intergenerational mobility from an economic and spatial perspective. We have formulated two specific research questions: (1) What determines the differences in intergenerational mobility observed between U.S. metropolitan areas? (2) Does spatial structure and urban mobility have an effect on intergenerational mobility? For the first question we focus on benchmark factors from economic theory. For the second research question we focus on two distinct factors: Urban sprawl and public transportation.

**METHODOLOGY:** A cross-sectional dataset was compiled by the author from publicly available sources. The dataset consists of a representative sample of the largest U.S. metropolitan statistical areas (MSAs) with numerous state and local level variables. Measures of intergenerational mobility were obtained from the Equality of Opportunity Project. The hypotheses were evaluated using an ordinary least squares regression model with robust standard errors. Graphical tests for heteroskedasticity (residual plot) and normality (Q-Q plot) are used to demonstrate the validity of the results.

**RESULTS:** Our findings suggest that the differences in intergenerational mobility between MSAs are explained by GDP growth, educational attainment, public transportation coverage, urban sprawl, public expenditures, parental income, and rapid transit infrastructure.

**CONCLUSION:** We conclude that cities with lower levels of urban sprawl and better access to public transportation have, on average, higher intergenerational mobility. Educational attainment and per capita state expenditures also show the same positive trend.