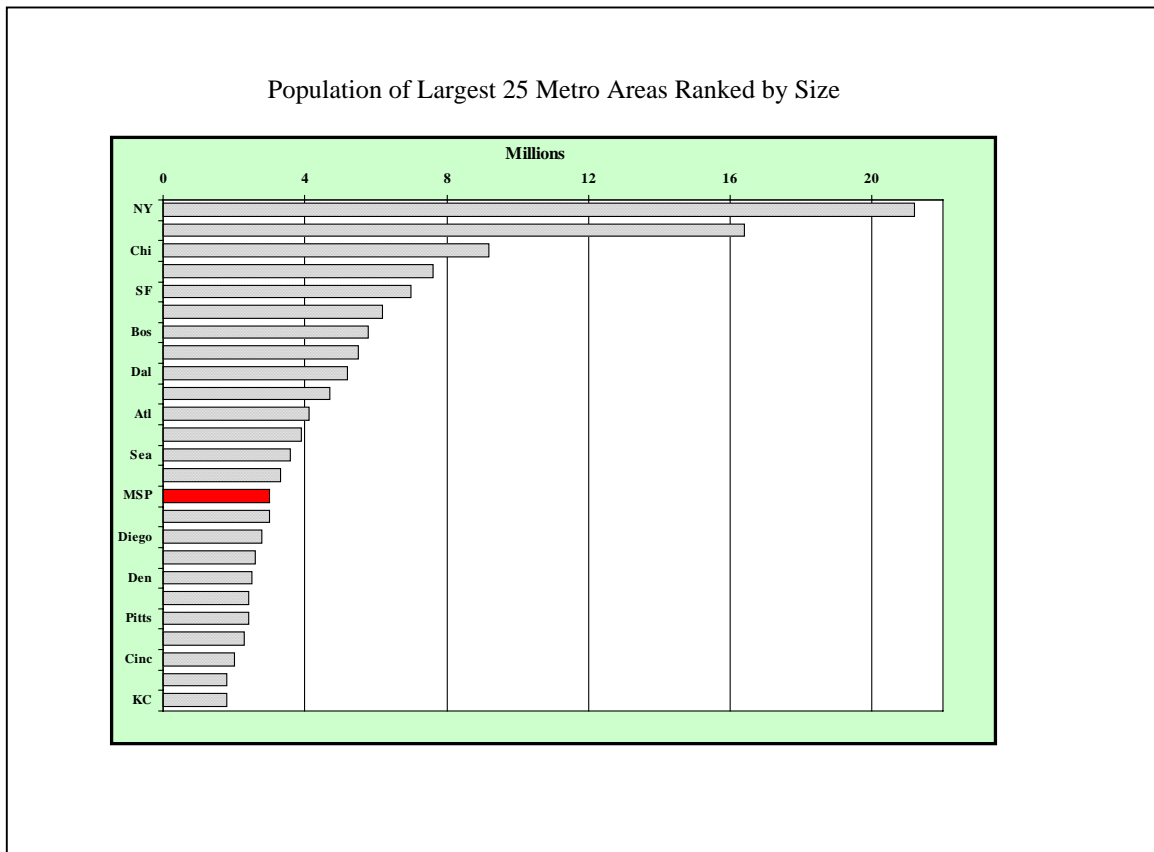


OTHER REGIONS

Cities around the nation exhibit many similarities. Yet there are certainly measurable differences among them that can be seen in illustration. Most of these differences are a result of the urban composition, such as population mix, age of the metro area, and geographical location. The larger metropolitan areas tend to utilize transit as a travel mode more readily than smaller metropolitan areas principally as a consequence of congestion and public support for transit as an option. Younger cities typically rely on automobiles (more specifically single-occupancy or drive-alone) than do the older regions constructed much earlier than the age of the motorized vehicles.

The following graphs illustrate the position of the Minneapolis-St. Paul MSA relative to other regions around the country.

Population Size

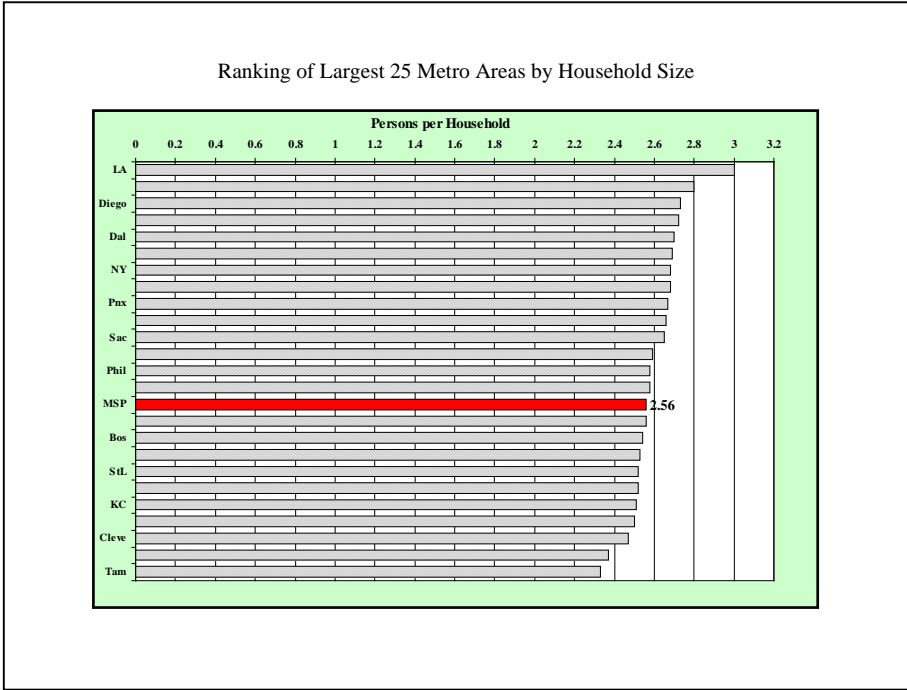


The Twin Cities MSA ranks 15th in size among the nations metropolitan areas. The first two in size (New York and Los Angeles) far outpace the rest in overall size, with over 21 and 16 million each. Third-place Chicago, with over 9 million is substantially ahead of fourth-placed Washington, DC at 7.6 million.

With just under 3 million (2,968,806), the Twin Cities ranks just under Seattle and Phoenix, with 3.55 and 3.25 million respectively, yet slightly outranks Cleveland and San Diego with 2.95 and 2.88 million respectively. It is one of seven metropolitan areas with a population between 2.5 and 3.5 million.

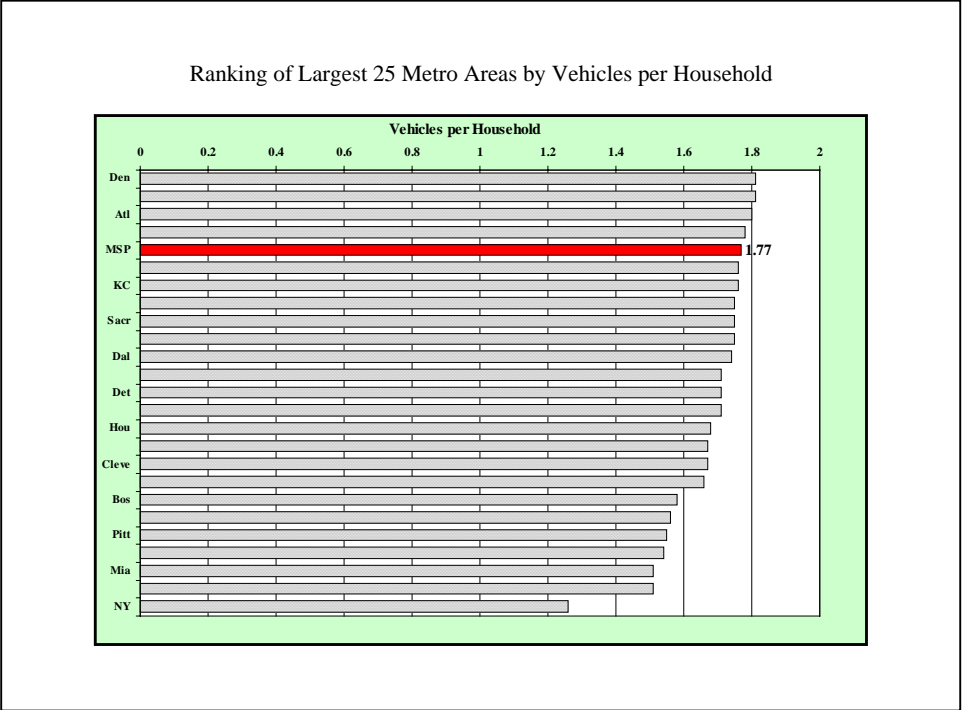
Household Size

The Twin Cities region also ranks 15th nationally in the number of persons per household. This MSA averages 2.56 persons per household. Of the 25 largest metro areas, Los Angeles has the largest household size at 3.0; Tampa ranks 25th with 2.33.



Vehicles per Household

By the measurement of vehicles per household, the Twin Cities region ranks 5th, with 1.77 vehicles for each of the region’s households on average. Of the top 25 metropolitan areas, the number of vehicles per household ranges from a high of 1.81 in Denver and Seattle, to a low of 1.26 in the New York metropolitan area. Of the top 49 metro areas, only New Orleans (1.45), Buffalo (1.48) and West Palm Beach (1.52) comes the closest to New York in this respect. The urban density of much of New York, especially in the Borough of Manhattan, precludes much vehicle ownership. Its effect on the region’s ranking in this aspect is noticeable.



Workers per Household

Of the top 25 metropolitan areas, the Twin Cities MSA ranks number 1 in terms of the number of workers per household. This is one of the reasons why the area ranks so highly in median income; there are more persons contributing to the household income than in any other region.

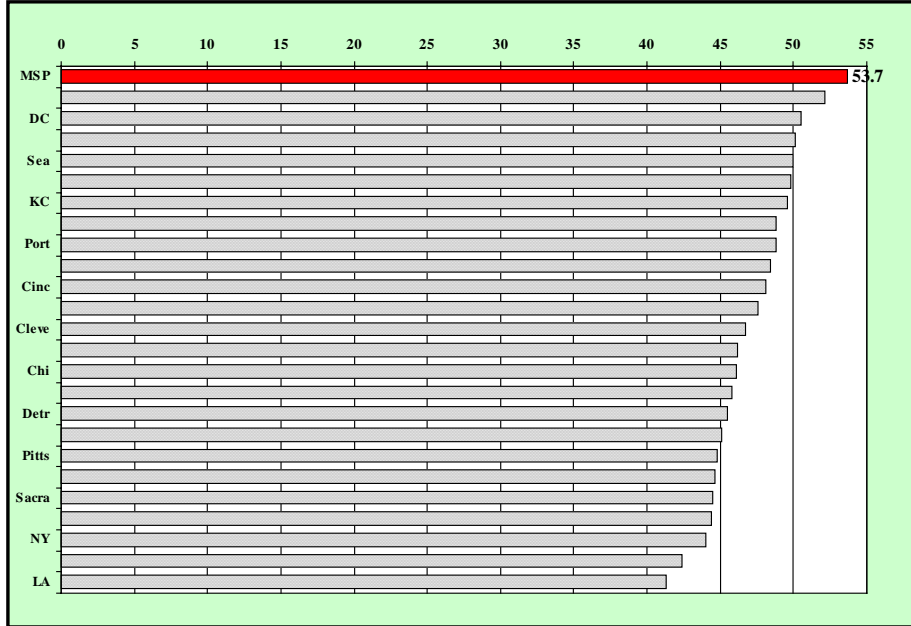
This region has 1.4 persons per household in the workforce, compared to 1.05 in last-placed Tampa. Those metropolitan areas typically considered as having a larger share of the older populations (such as St. Louis, Philadelphia, New York, Detroit, Cleveland, Miami, Pittsburgh, and Tampa) rank lower in this variable. Metro areas considered “younger” (Twin Cities, Atlanta, Denver, San Francisco, Washington, Dallas, San Diego) fall into the upper ranks.



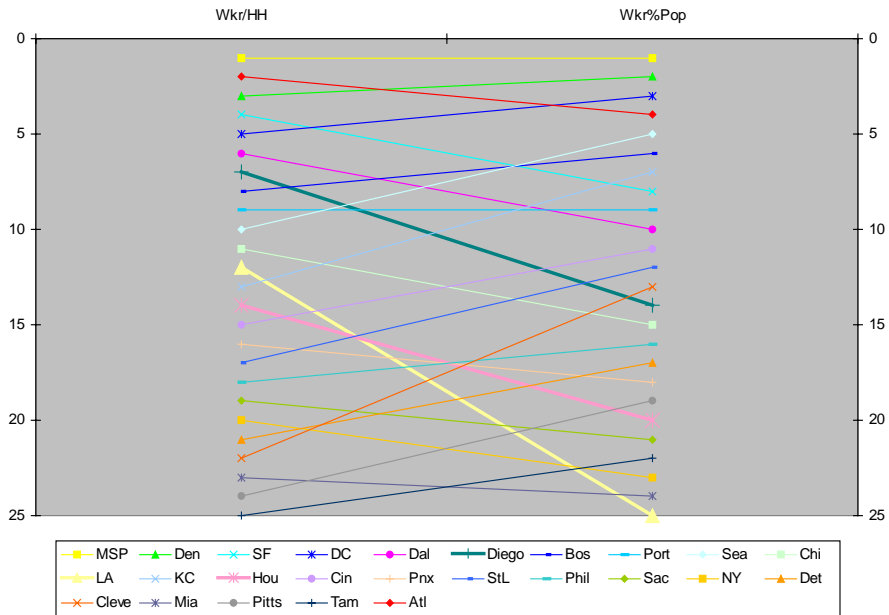
Workers as a Percent of Population

It might be thought that there would be a close correlation between “workers per household” and “workers as a percent of population”. The list of cities in this measurement do show similarities but not entirely. The top three metro areas in workers per household (MSP, Atlanta and Denver) remain within the top four places as a percentage of total population. However, 4th ranked San Francisco (in workers per household) drops to 8th position as a percentage of population. Fifth-placed Washington improves its ranking to 3rd as a percentage of population. Yet, 6th placed Dallas follows the example of San Francisco, dropping to 10th position as a percentage of population. The metropolitan areas that show the greatest change are San Diego, Los Angeles and Houston. These three regions rank 7th, 12th and 14th respectively in the number of workers per household, yet they drop to 14th, 25th, and 25th position as a percentage of population. These three metropolitan areas have the largest household size, indicating larger numbers of children who are not in the workforce.

Ranking of Largest 25 Metro Areas by Workers as a Percent of Population

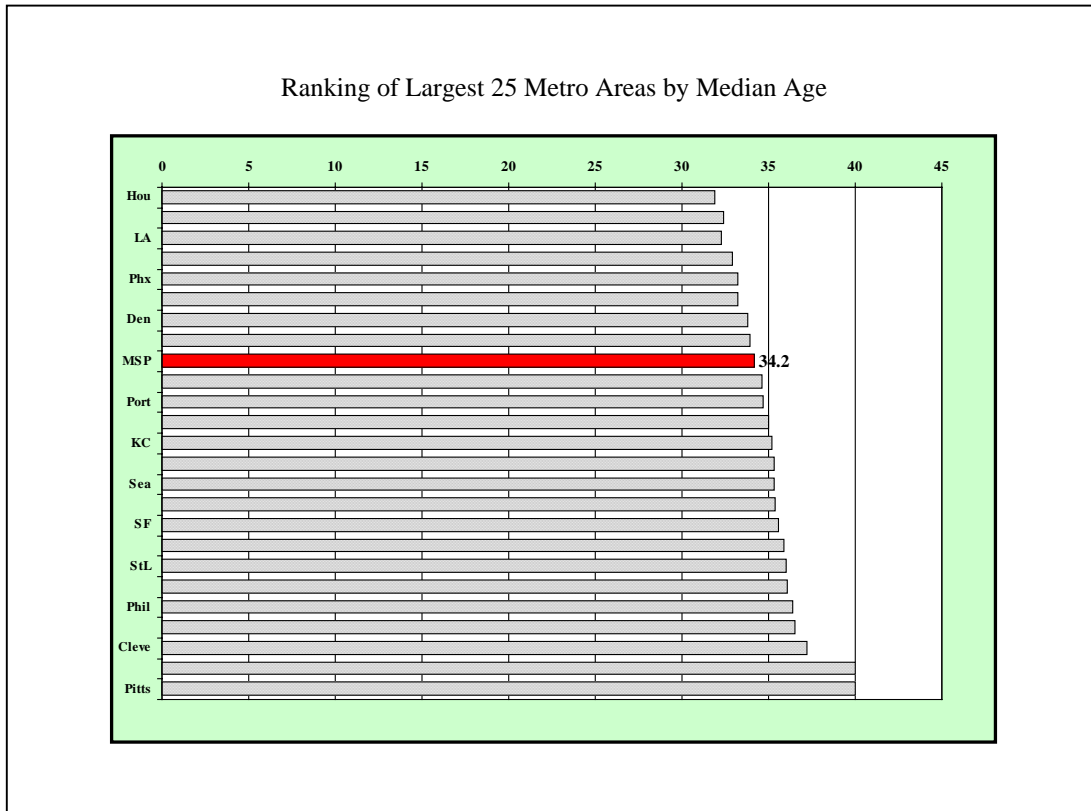


Workers per HH Compared to % Workers to Population



Median Age

Ranked from low to high, the Twin Cities region is in 9th place in the category of Median Age at 34.2 years. The three metropolitan areas with the lowest median age are Houston (31.9), Dallas (32.1) and Los Angeles (32.3) – all Western regions. Fourth-place Atlanta (32.9) is the only Eastern metropolitan area within the top 7. With the exception of four Mid-Western regions, the lowest ranking East Coast metropolitan area is Washington at number 16, with a median age of 35.4.



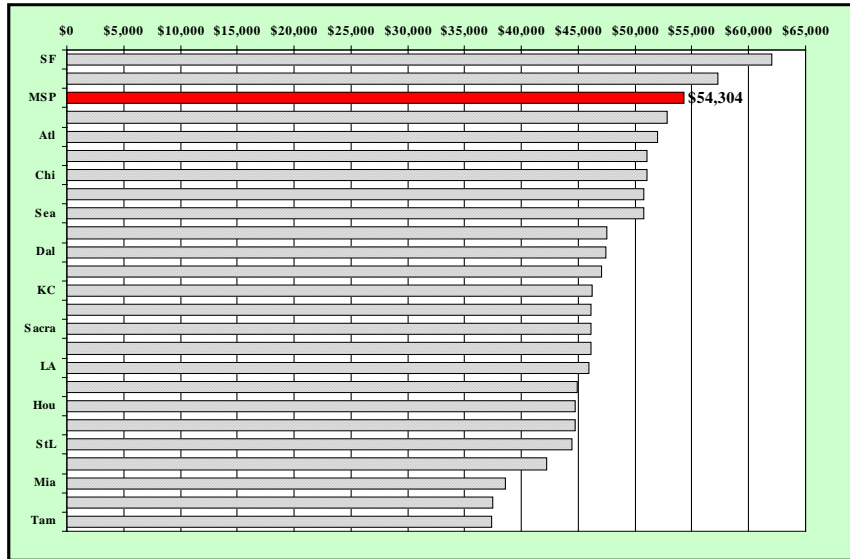
Median Income

The Twin Cities region ranks an impressive 3rd among the nation's metropolitan areas in median household income. Part of this is the result of the payscale of the region's employers; part reflects industry type; part reflects the fact that this region has a greater percentage of workers per household than any area in the nation.

First-place San Francisco stands alone with over \$62,000 in median household income. Second-place Washington, DC, at \$57,291, is about \$4,700 less than San Francisco. The Twin Cities shows a gap of nearly \$3,000 between it and second-placed Washington. The next six metropolitan areas appear to be grouped, with a median income range of \$50,733 to \$52,792. The next groups come in numbers of three, five and four metropolitan areas, with income in the \$47,000, \$46,000 and \$44,000 ranges. Cleveland, Miami, Pittsburgh and Tampa rank in the final group with \$42,215, \$38,632, \$37,467, and \$37,406 respectively.

These last four regions (out of the top 25) show a falling off rather quickly from the first 21 metropolitan areas.

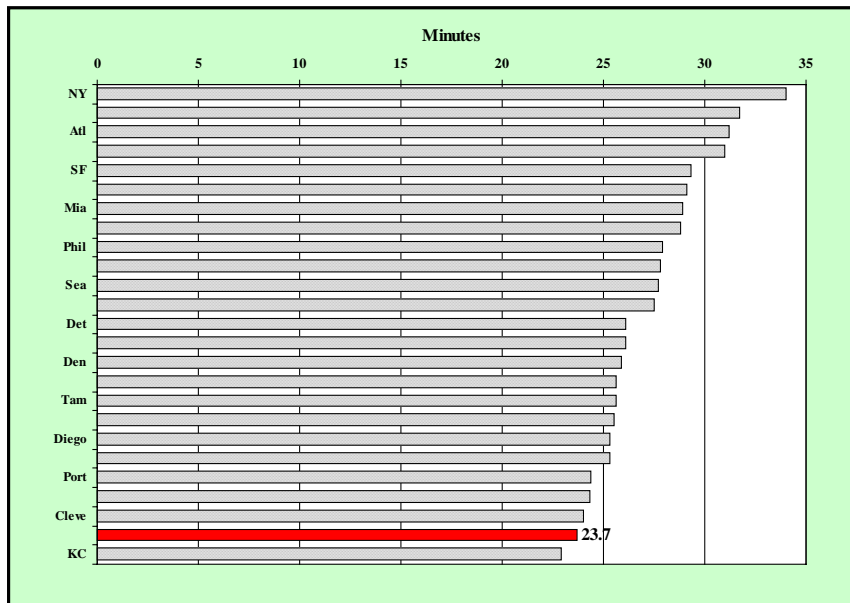
Ranking of Largest 25 Metro Areas by Median HH Income



Mean Travel Time

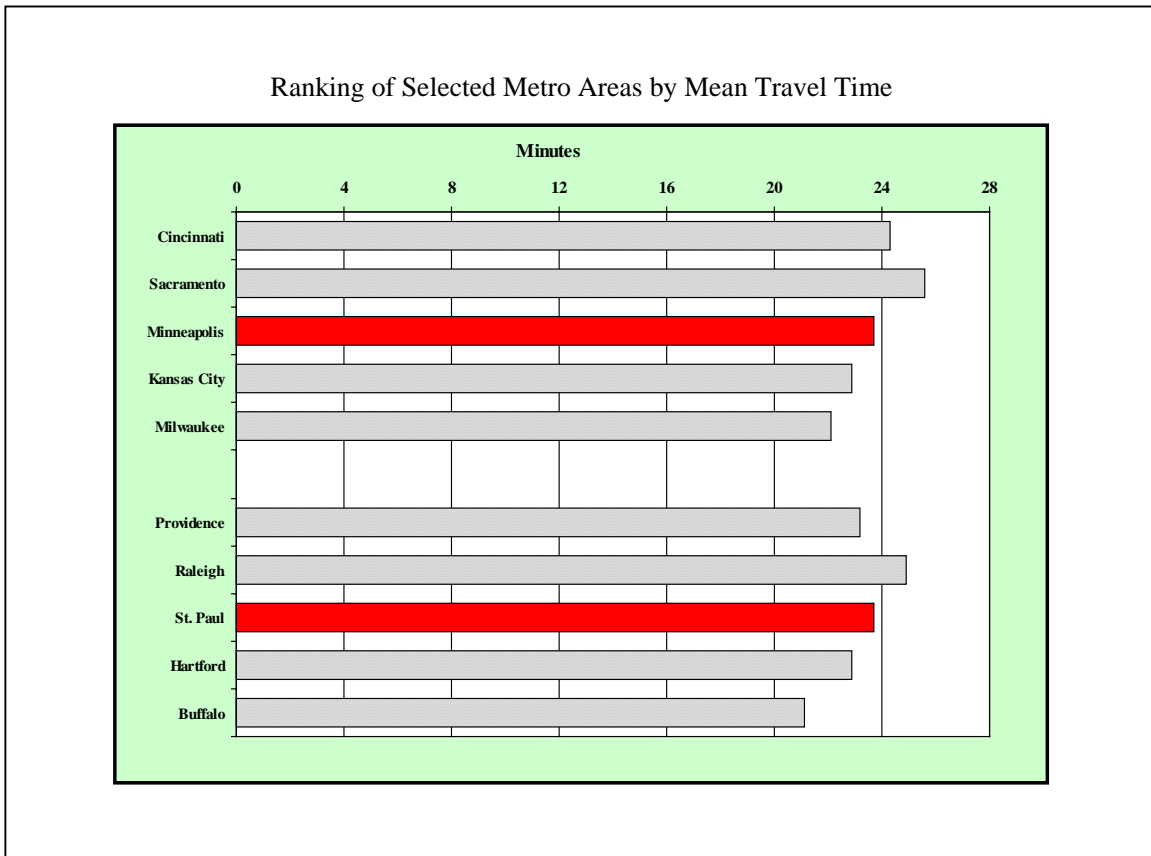
Among the top 25 metropolitan areas, the Twin Cities region has the second lowest travel time to work at 23.7 minutes. This fact does place the Twin Cities in a favorable position relative to other regions of the country, but the reasons behind this are not necessarily easy to determine. One very likely cause, or rationale, might be the fact that the Twin

Ranking of Largest 25 Metro Areas Mean Travel Time



Cites region is a “bi-city” metro area. The urban fabric is configured for two communities rather than one. Consequently the trip making characteristics more appropriately follow those of the individual components (i.e. Minneapolis and St. Paul) rather than those of the region as a whole, which they would do if this were a metropolitan area surrounding one large city. However, there are two loci around which the residents of this region circulate. Therefore it would be more appropriate to view the region’s trip length as a consequence of this and, thus, compare it to metropolitan areas of similar sizes. If the Minneapolis – St. Paul region were divided based on the impact of these two central cities, it might divide on a 60/40 split, with Minneapolis affecting 60 percent of the region and St. Paul at 40 percent. Based on this assumption, the resulting population would be 1,781,300 and 1,187,505.

Comparing these two “regions” with those of similar sizes, the results would look like the following graph that shows Minneapolis and St. Paul (with the overall regional travel time of 23.7 minutes) compared with the two metropolitan areas that are larger and smaller. In the case of Minneapolis, this would be Cincinnati, Sacramento, Kansas City and Milwaukee. For St. Paul it would be Providence, Raleigh, Hartford and Buffalo. In both groupings, the travel times appear to be more “in-line” with the selected communities.

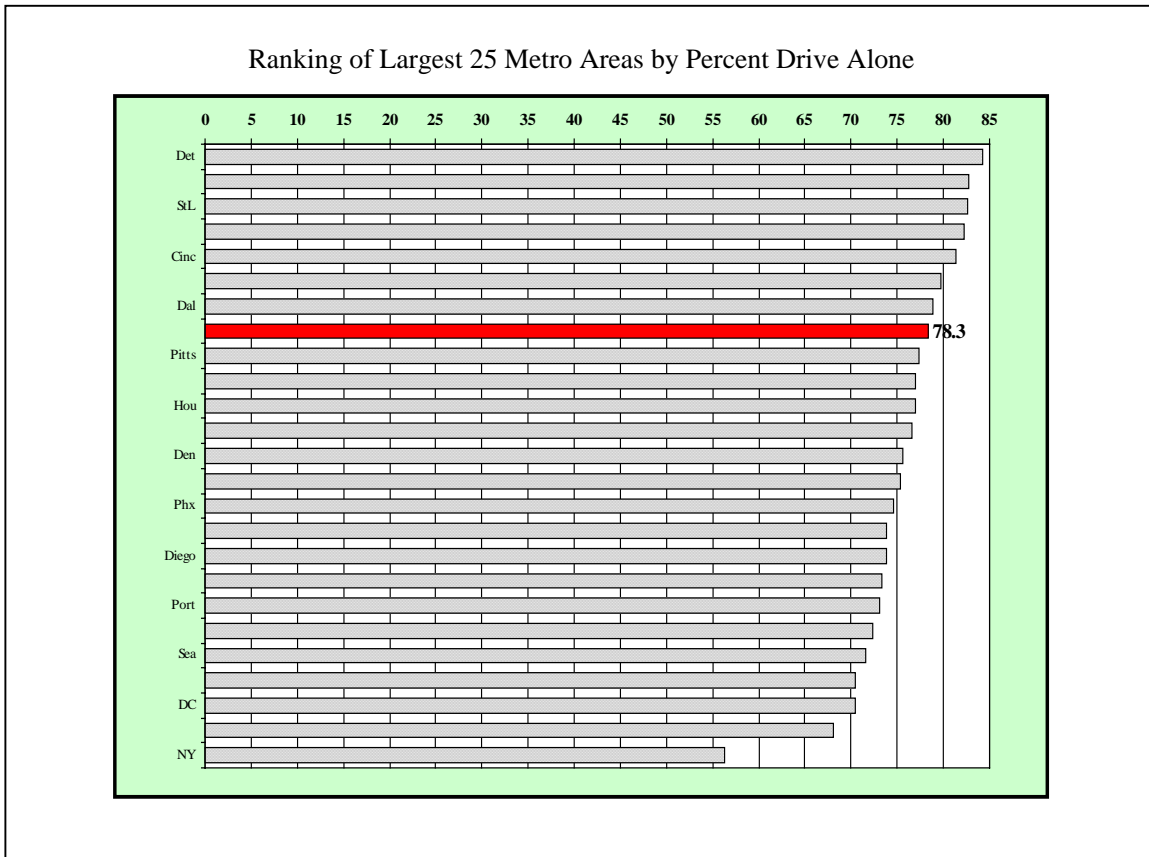


There may be other valid reasons that would account for the Twin Cities’ respectable performance in this matter of travel times, but this is most likely a dominant one. The only metropolitan area of similar note is Dallas-Ft. Worth, which has an overall mean travel time to work of 27.5 minutes; this time ranks the area as number 12. In population, however, Dallas-Ft. Worth ranks 9th overall, so it’s travel time is less than might be expected.

Mode Choice - Drive Alone

Detroit ranks first in the percentage of workers who drive alone to work, at 84.2. At the other end of the top 25 metropolitan areas is New York with 56.3 percent of workers driving alone to work. The Twin Cities region comes in 8th place with 78.3 percent drive-alone workers. It is interesting to note that the top five metropolitan areas in this grouping are the older medium-size metropolitan regions generally of the Mid-West: Detroit, Kansas City, St. Louis,

Cleveland, and Cincinnati. With the possible exception of Kansas City, they are the older industrial cities of the “blue-



collar” image where substantial usage of other modes is not typical. The bottom-six are larger regions (except for Seattle-Tacoma) that also have extensive transit systems: Los Angeles, Seattle, Chicago, Washington, San Francisco and New York.

Mode Choice – Carpool

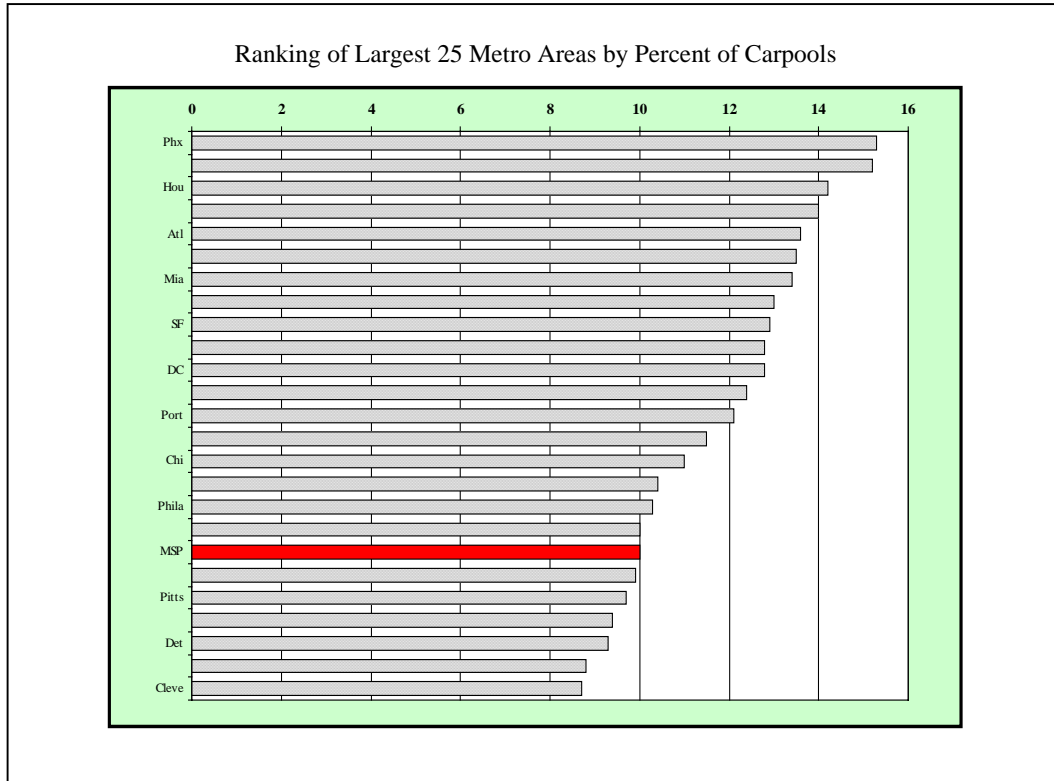
The Twin Cities region does not rank very highly in the percent of workers who carpool. Of the top 25 metropolitan areas it ranks 19th. Much of this is a reflection of the area’s placing (8th) in the “drive alone” category. With travel times being relatively short, at less than 24 minutes, there is little incentive to share a ride to work. Even first ranked Phoenix, at 15.3 percent, does not exemplify good trip-making choices in this endeavor.

It is of interest to note that the top 10 metropolitan areas in the percentage of carpools are almost exclusively western cities (Atlanta and Miami being the exceptions). The bottom 10 are Mid-Western or east coast communities.

Mode Choice - Transit

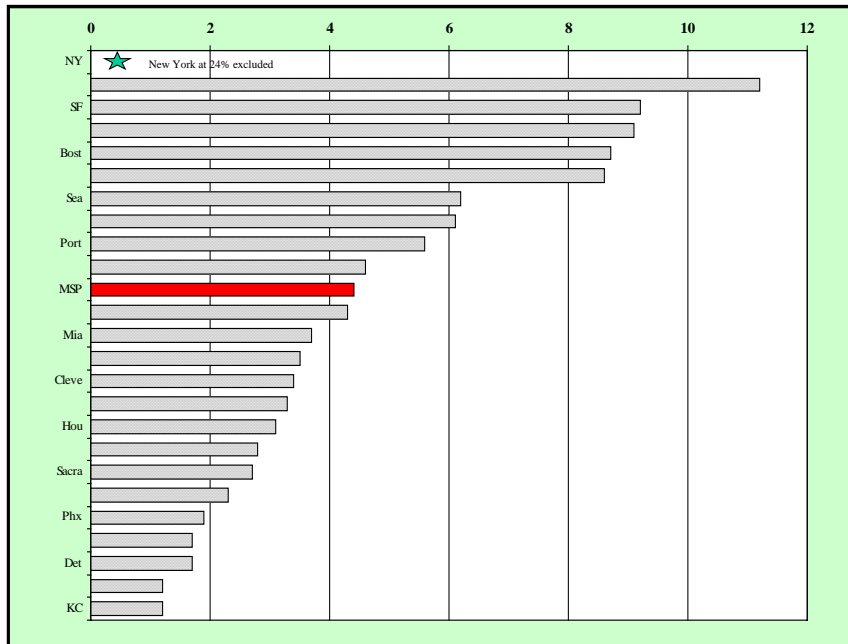
The use of public transit within the Twin Cities region fares better than that of carpooling. Ranking 15th in population, the region ranks 11th in public transit, at 4.4 percent. A graph of this piece of information reveals a pattern of groupings. New York is removed from the graph for purposes of scale, for it is in a group by itself at 23.9 percent. Chicago, likewise, stands alone at 11.2 percent. The remaining metropolitan areas show four general groupings of metropolitan regions. The first group includes San Francisco, Washington, Boston and Philadelphia; all are large urban regions with extensive rail and bus systems in place. Their transit shares range from 8.6 to 9.2 percent.

The second group is made up of Seattle, Pittsburgh, and Portland. These three regions have transit usage of 5.6 to 6.2 percent. The latter two have light-rail systems in place. Seattle is constrained by the nature of its physical location, which may be a fact in higher transit usage.



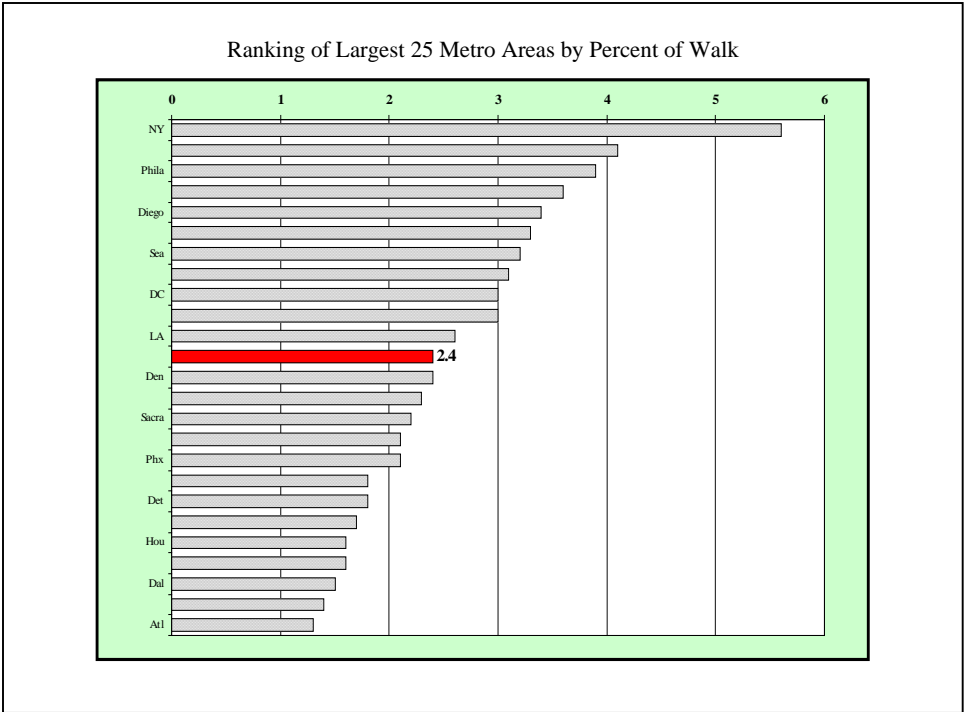
The third group includes Los Angeles, Twin Cities, and Denver, and range in transit percentage from 4.3 to 4.6. The remaining metropolitan areas have transit usage of 3.7 percent in Miami to 1.2 percent in Kansas City.

Ranking of Largest 25 Metro Areas by Percent of Public Transit



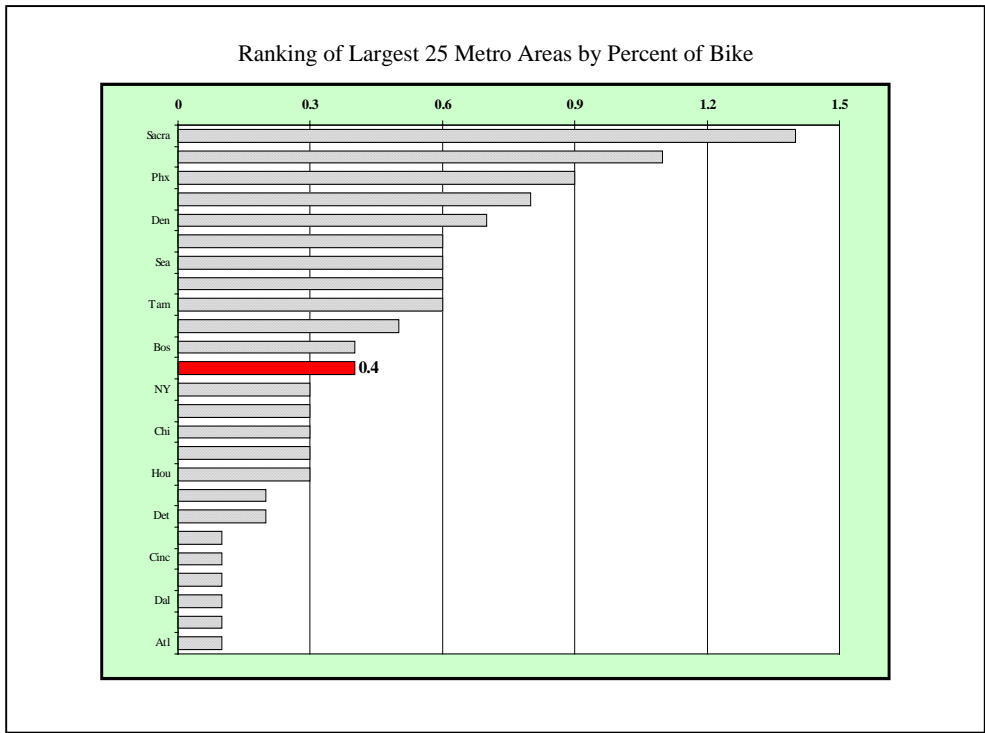
Mode Choice – Walk

In terms of workers walking to work, the Twin Cities region ranks generally in the middle of the pack at number 12. The first four are large eastern cities (New York, Boston, Philadelphia, and Pittsburgh).



Mode Choice – Bike

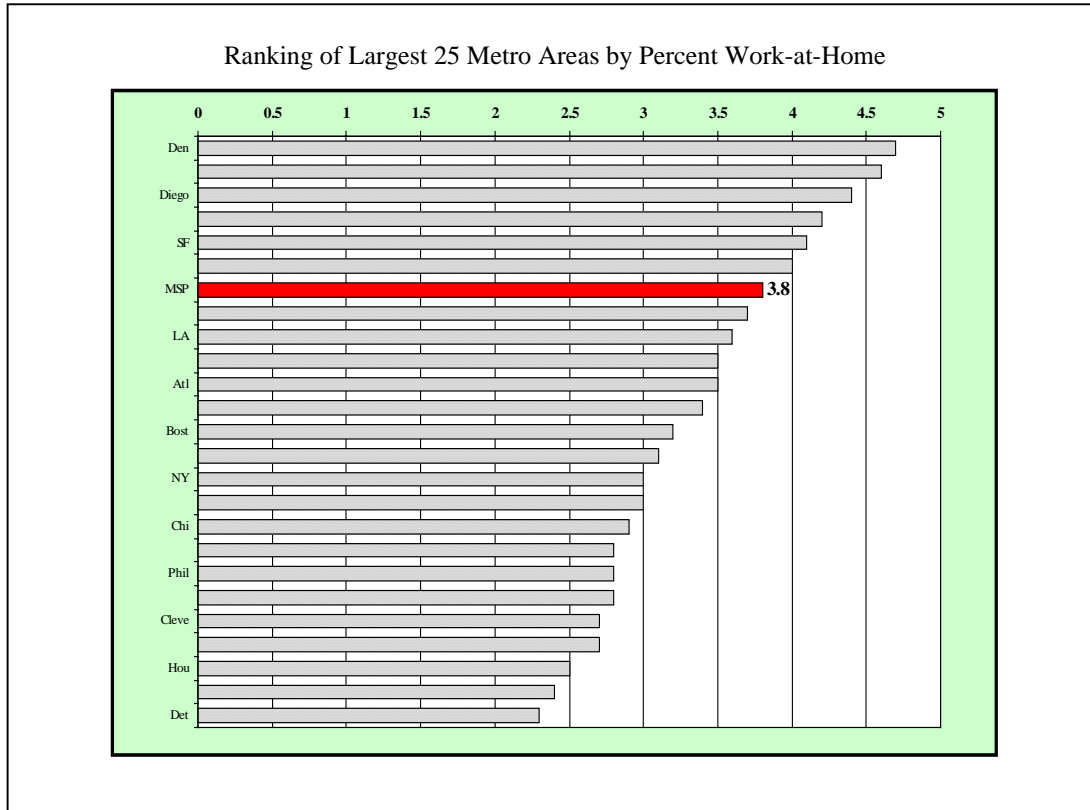
The top eight metropolitan areas are western cities; the next two are in Florida. Boston (at #11) is the first “snow-belt”



region to appear in the top ranks of bike-to-work cities. The Twin Cities follows in 12th position. The last three regions in the top 25 are Dallas, Kansas City and Atlanta.

Work at Home

There is only a gap of 2.4 percentage points between 1st place Denver and 25th place Detroit in the percent of workers who work at home. The nations metropolitan areas do not appear to fall into any series of groupings in this regard, as the following graph shows. Of the top 25, the Twin Cities ranks 7th, with 3.8 percent of workers at home.



Journey to Work Profiles for 49 Metro Areas vs MSP MSA

49 Metro Areas

Twin Cities MSA

Population (national)	281,421,906	2,968,806
% Urban	79.01	87.9
% Rural	20.99	12.1
Households (national)	105,539,122	1,136,615
Persons/HH	2.59	2.61
Median Age (national)	35.3	34.2
Median Income (national)	\$41,994	\$54,304
Total Workers (national)	128,279,228	1,595,550
% of population	45.6	53.7

HH Vehicle Availability

Total Veh	97,334,931	2,011,381
% 0	12.14	8.10
% 1	34.83	31.60
% 2	37.41	42.70
% 3+	15.62	17.60

Travel Time to Work

Mean (minutes)	27.9	23.7
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Commute Length

% less than 15 minutes	23.4	26.4
% 16-29 minutes	35.9	41.4
% 30-39 minutes	18.1	21.3
% 40-59 minutes	13.1	6.7
% 60 minutes plus	9.5	4.2

Time % Workers Leave Home

5:00am - 6:59am	26.4	26.9
7:00am - 8:20am	42.0	43.6
8:30am - 9:59am	12.1	9.6
All other departures	19.5	20.0

Mode Choice

% drive alone	73.6	78.3
% carpooled	11.8	10.0
% public transit	7.4	4.5
% walk	2.9	2.4
% bike	0.4	0.4
% other	0.8	0.5
% work at home	3.2	3.8

General Indicators

Pop / sq mi	420	490
HH / sq mi	155	187
Workers / sq mi	195	263
Workers / hhld	1.25	1.4
Vehicles / hhld	1.63	1.77
Vehicles / worker	1.3	1.4

Twin Cities MSA Compared to the Adjacent Two MSAs that are Smaller and Larger in Population

Journey to Work Profiles for 49 Metro Areas vs MSP MSA					
	<u>San Diego</u>	<u>Cleveland</u>	<u>Twin Cities</u>	<u>Phoenix</u>	<u>Seattle</u>
Population	2,813,833	2,945,831	2,968,806	3,251,876	3,554,760
% Urban	96.1	89.2	87.9	91.1	95.3
% Rural	3.9	10.8	12.1	8.9	4.7
Households	994,677	1,166,799	1,136,615	1,194,250	1,392,393
Persons/HH	2.83	2.52	2.61	2.72	2.55
Median Age	33.2	37.2	34.2	33.2	35.3
Median Income	\$47,067	\$42,215	\$54,304	\$44,752	\$50,733
Total Workers	1,299,503	1,375,774	1,595,550	1,466,434	1,776,224
% of population	46.2	46.7	53.7	45.1	50
HH Vehicle Availability					
Total Veh	1,736,680	1,950,546	2,011,381	1,992,363	2,526,187
% 0	8.0	10.0	8.1	6.9	7.7
% 1	34.8	35.4	31.6	38.8	32.7
% 2	39.4	38.4	42.7	39.9	39.2
% 3+	17.7	16.2	17.6	14.3	20.4
Travel Time to Work					
Mean (minutes)	25.3	24.0	23.7	26.1	27.7
Commute Length					
% less than 15 minutes	24.7	27.3	26.4	23.8	23.4
% 16-29 minutes	40.7	40.6	41.4	37	36.6
% 30-39 minutes	21.6	20.8	21.3	24.1	22.2
% 40-59 minutes	6.7	6.6	6.7	8.8	8.7
% 60 minutes plus	6.4	4.7	4.2	6.3	9.1
Time % Workers Leave Home					
5:00am - 6:59am	32.0	24.9	26.9	31.6	32.0
7:00am - 8:20am	37.7	42.0	43.6	38.3	37.8
8:30am - 9:59am	11.5	11.4	9.6	8.6	10.3
All other departures	18.9	21.8	20.0	21.5	19.9
Mode Choice					
% drive alone	73.9	82.3	78.3	74.6	71.6
% carpooled	13.0	8.7	10.0	15.3	12.8
% public transit	3.1	3.1	4.5	2.0	6.8
% walk	3.4	2.1	2.4	2.1	3.2
% bike	0.6	0.2	0.4	0.9	0.6
% other	1.6	0.9	0.5	1.4	0.8
% work at home	4.4	2.7	3.8	3.7	4.2
General Indicators					
Pop / sq mi	659	2904	490	334	802
HH / sq mi	233	1191	187	123	328
Workers / sq mi	304	1298	263	153	421
Workers / hhld	1.31	1.18	1.40	1.23	1.28
Vehicles / hhld	1.75	1.67	1.77	1.67	1.81
Vehicles / worker	1.34	1.42	1.40	1.36	1.42

