

THE REGION

There are many ways to cut a regional pie and many definitions of what is meant by “region”. In this report the region is defined as the 7-county planning area over which the Metropolitan Council has jurisdiction. This includes the Minnesota counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington. On a larger scale, there is the 8-county area, which the Minnesota Department of Transportation (MnDOT) defines for its “Metro Division”; this is basically the Council’s 7-county area plus Chisago County. The Census Bureau considers a 13-county area to represent the Minneapolis-St. Paul Metropolitan Statistical Area (MSA), by which comparisons to the nation’s other metro areas are made. Further still, as part of the 2000 CTPP effort, the Council developed transportation analysis zones (TAZs) for a 20-county area in an effort to better analyze commute patterns to and from the region and the contiguous ring of counties surrounding the 7-county core area

This report provides some census data for all of these definitions, but the details of the 2000 journey-to-work focus predominantly on the 7-county Metropolitan Council planning area.

REGIONAL DEFINITIONS

Table : Counties Within the Regional Definitions

7-County Metro	8-County Mn/DOT	13-County MSA	20-County TAZ
Anoka	Anoka	Anoka	Anoka
Carver	Carver	Carver	Carver
	Chisago	Chisago	Chisago
Dakota	Dakota	Dakota	Dakota
			Goodhue
Hennepin	Hennepin	Hennepin	Hennepin
		Isanti	Isanti
			LeSueur
			Mc Leod
			Mille Lacs
		Pierce (WI)	Pierce (WI)
			Polk (WI)
Ramsey	Ramsey	Ramsey	Ramsey
			Rice
Scott	Scott	Scott	Scott
		Sherburne	Sherburne
			Sibley
		St. Croix (WI)	St. Croix (WI)
Washington	Washington	Washington	Washington
		Wright	Wright

The 7-County Regional Planning Area

As a regional planning body, the Metropolitan Council was established to oversee the coordination and orderly development of the Minneapolis-St. Paul metropolitan area. The area defined by the State Legislature encompasses seven Minnesota counties: Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington. The focus of this report is primarily on this defined area.

The 8-County “Metro District” Area

The Minnesota Department of Transportation (Mn/DOT) is divided into eight regional areas – seven Greater Minnesota district offices and the Minneapolis - St. Paul Metropolitan Area. Most of its day-to-day operations are managed at the district level, including highway construction projects, maintenance and highway right of way issues. The Minneapolis-St. Paul District is comprised of Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott and Washington counties.

Some detailed information on the Census “Journey-to-Work” tabulations will be provided for this 8-county area primarily in the chapter on Counties.

The 13-County Census Defined Region

US Office of Management & Budget (OMB) definitions of the nation’s metropolitan areas continue to change over time. As regions grow and expand outward into adjacent counties, additional areas become added to the census-defined metropolitan areas. As of 2000, the Census Bureau delineated the Minneapolis-St. Paul Metropolitan Statistical Area (MSA) to be comprised of the Minnesota counties of Anoka, Carver, Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Washington and Wright, and the Wisconsin Counties of Pierce and St. Croix. All counties within this area are covered by the TAZ system.

Whenever the Census Bureau reports MSA tabulations for the Twin Cities, this is the area encompassed by that MSA definition.

The 20-County TAZ-Defined Region

In the later half of 1999 (as part of the pre-census preparation efforts), the Council participated in a process to determine transportation analysis zones (TAZs) for those counties in which it wanted to receive Census 2000 “journey-to-work” tabulations. TAZs have been defined for the 7-county planning area for some time, but minor modifications were made as a part of this effort. As part of the 1990 census, the Council created TAZs for Chisago, Isanti, Wright counties in Minnesota and St. Croix county in Wisconsin, but virtually no use was made of the data that resulted from this effort.

In an effort to better understand the increasing interaction between the 7-county core and the surrounding counties, it was felt that a more detailed analysis of this larger region was called for. Since the Census Bureau as a part of the Census 2000 was allowing metro planning organizations (MPOs) such as the Council and departments of transportation (DOTs) to design a TAZ system for their area of interest, staff took the opportunity to design such a system for the surrounding “collar” counties.

The TAZ system designed for Chisago, Isanti, Wright and St. Croix counties in 1990 was completely replaced in this latest effort. TAZs were created for these four counties and 9 additional ones using the 1998 TIGER line files provided by the Census Bureau. Since an alpha-numeric numbering scheme was allowed, each county was developed separately using the first two letters of the county name followed by a two-digit number beginning with “01” and continuing numerically through “02”, “03”, “04” etc. until the county was fully defined. In the case of Chisago County, for example, the TAZs began with CH01 and ended with CH28; Isanti County began with IS01 and ended with IS18. Ultimately, 365 TAZs were

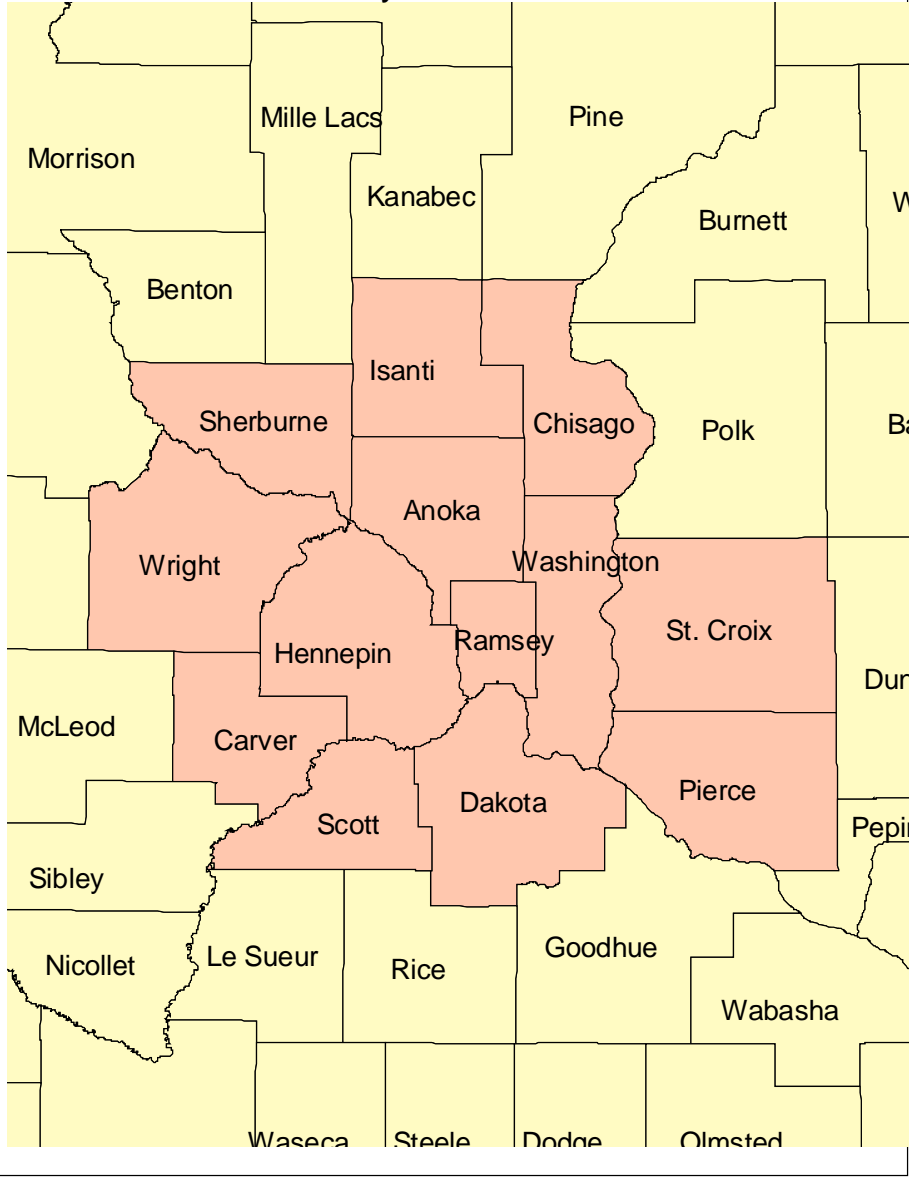
defined for the 13 “collar” counties. Combined with the 1200 “internal” TAZs that comprise the 7-county area brings the total number of TAZs in the 20-county area to 1565.



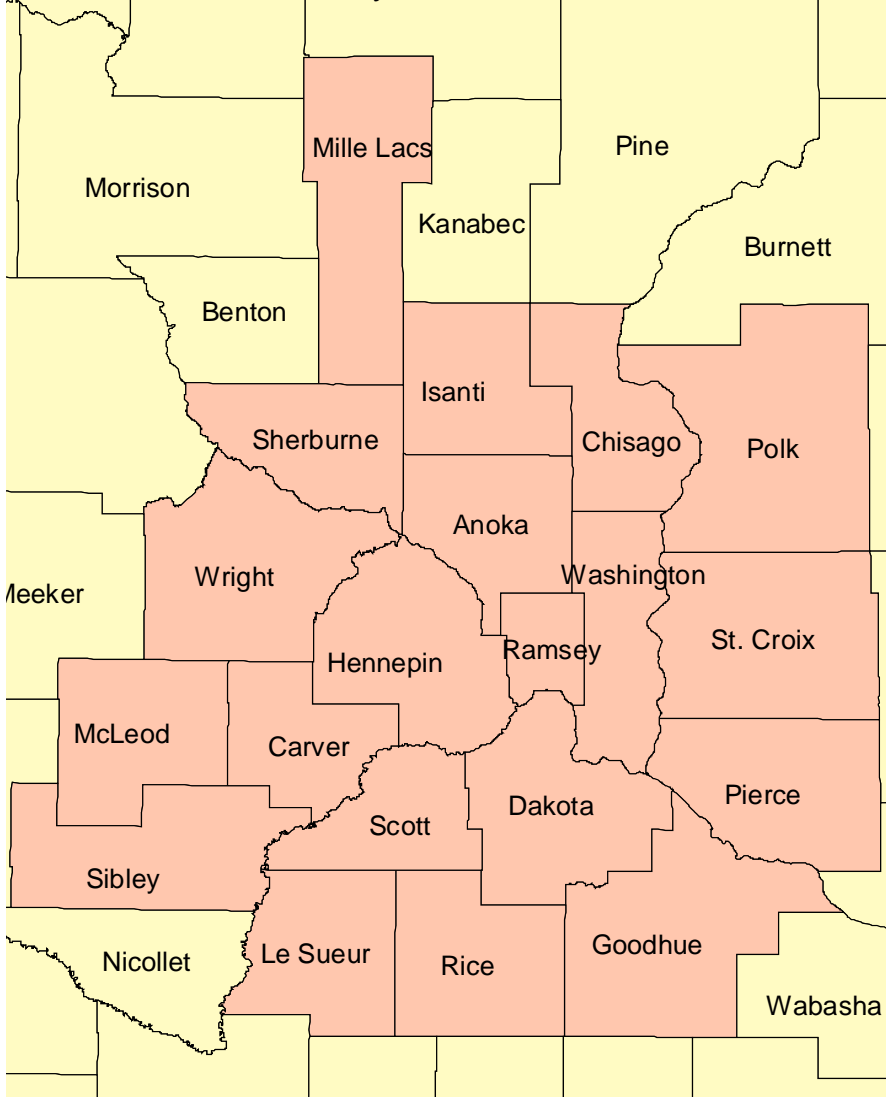
8-County MnDOT Metro District



13-County Census Defined MSA



20-County TAZ Defined Area



A Profile of the Region

Population and Households

A look at the various regional definitions provides us with the following set of information for the year 2000 and some changes since 1990.

POPULATION

Region	1990	2000	Numerical Change	Percent Change
7-Co Planning Area	2,288,721	2,642,060	353,339	15.4
8-Co Metro Division	2,319,242	2,683,160	363,918	15.7
13-Co MSA	2,538,834	2,968,805	429,971	16.9
20-Co TAZ Area	2,751,785	3,208,925	457,140	16.6

As can be seen in the above table, the population growth within the 7-county planning area increased by a substantial 15 percent between 1990 and 2000, amounting to more than 350,000 people. For the MSA as a whole (13-county area), population growth was nearly 17 percent or 430,000. This is remarkable growth for a metropolitan area lying outside the “sun-belt”.

HOUSEHOLDS

Region	1990	2000	Numerical Change	Percent Change
7-Co Planning Area	875,833	1,022,025	146,192	16.7
8-Co Metro Division	886,359	1,036,540	150,181	16.9
13-Co MSA	960,504	1,137,315	176,811	18.4
20-Co TAZ Area	1,037,628	1,227,090	189,462	18.3

Household changes are similar in size to the population statistics, ranging from just under 17 percent for the 7-county planning area to nearly 18 ½ percent for the 13-county region, or a numerical figure of 177,000 new households.

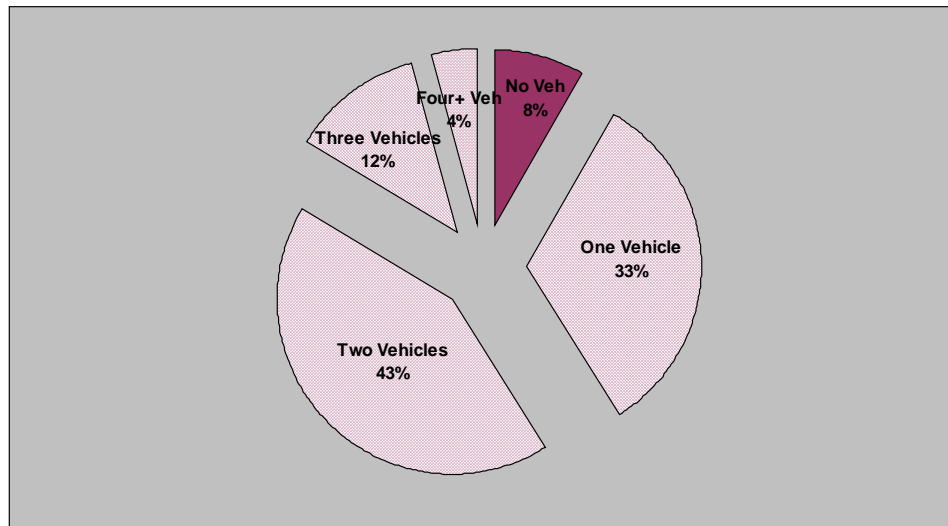
Access to Vehicles

One measure of a region’s mobility is the number of vehicles available to people in the household. Generally, the more vehicles available, the greater the number of trips per household, simply because the means to travel is there. Households identified with NO vehicles available comprise 8 percent of the 7-county total and 8 percent in the broader region. Outside of the 7-county core region, there is slightly greater vehicle availability. This is masked in the table below by the dominant weight of the 7-county core region, where over 80 percent of households reside.

Vehicles per HH	7-County		8-County		13-County		20-County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	85,690	8	86,280	8	90,140	8	95,470	8
One	333,725	33	336,875	33	358,785	32	383,365	31
Two	435,400	43	441,855	43	487,870	42	525,685	43
Three	123,370	12	126,320	12	146,225	13	161,750	13
Four +	43,825	4	45,195	4	54,290	5	60,820	5
Total	1,022,010		1,036,525		1,137,310		1,227,090	

Illustrated in another way, the relationship of households by vehicles available for this metropolitan area looks like the following:

Households by Vehicles Available in the 7-county Planning Area

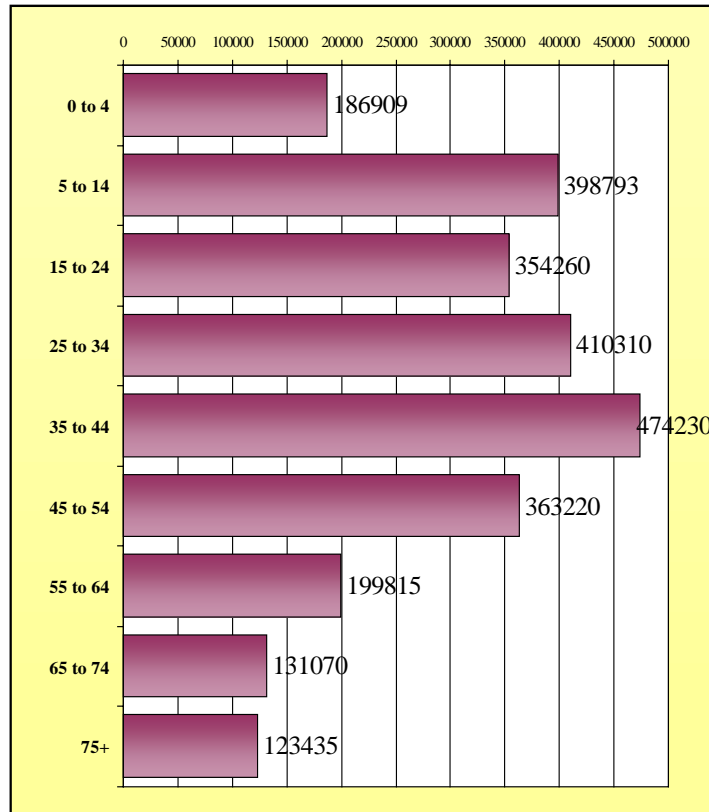


From this illustration, it is more apparent just how much multi-vehicle households dominate the region's auto availability picture, amounting to between 74 and 76 percent of all households. The "No-vehicle" households require further analysis in order to determine their impact on the region's travel. If they are found typically in homes of older residents, then their impact on work travel is negligible. If they are found typically in low-income households, then another issue comes to the fore. This element needs to be reviewed at the TAZ-level of detail.

Age Profile

The CTPP datafiles combine various age groups, typically in 10-year cohorts. The tabulations indicate that region's largest segment are those ages 35 to 44. This group makes up the greatest proportion of the post-war "babyboom generation", the remainder of which are found in the older "age 45 to 54" segment. The second largest segment is shown in age group 25 to 34, which is typically referred to as "Generation X".

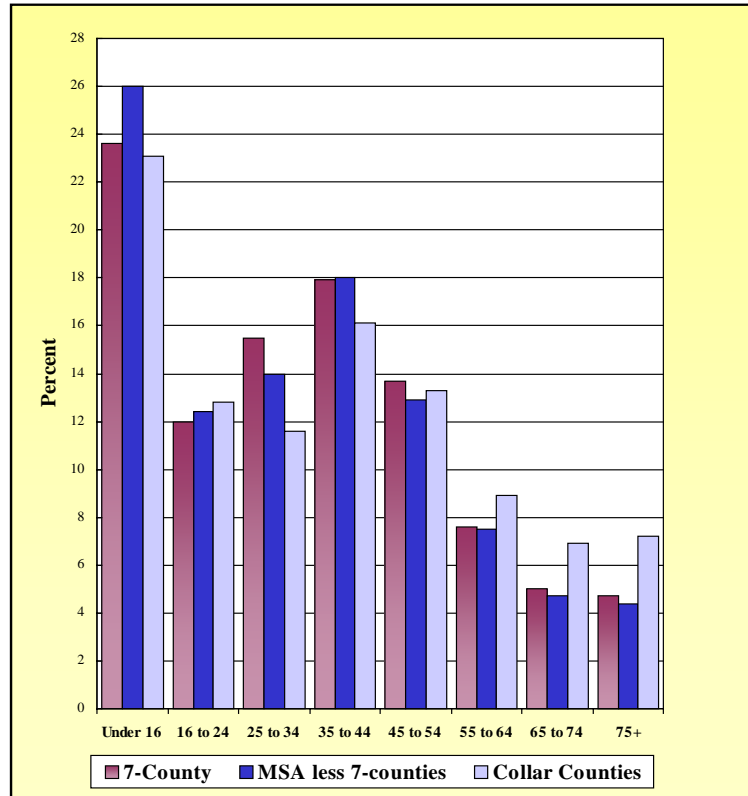
Population Age Profile ctpp2000 7-County Region



Looking beyond the 7-county region, the age profiles show some interesting features. Expanding this picture to the 13-county Metropolitan Statistical Area (MSA) defined by the U.S. Census, it is notable from the following graph that the additional counties contain a larger share of children (under age 16) than is found in the 7-counties. On the other hand there is a noticeable drop in the percentage of the population age 25 to 34. Otherwise these additional counties fairly closely resemble that of the 7-county population.

Adding the remaining “collar counties” into the picture, the graph shows a substantially smaller segment of the age 25 to 34 population but increasingly larger shares in all of the older-age population segments.

Population Age Profile CTPP2000 Regional Comparison

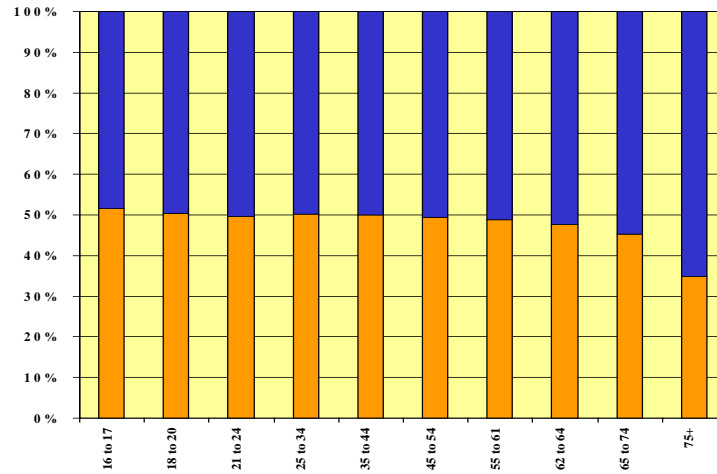


As the Twin Cities region continues to develop into these “collar” counties, the face of the population age profile will continue to modify. An interesting facet to monitor is whether or not the proportion of the “older” population segments in these outlying areas will continue to be greater than that found in the more urbanized areas, or whether the numerically large “babyboom” segments will remain within the core (or move away) and, therefore, have a reverse effect on the age-profiles of the “collar” county area.

Age Profile and Gender

Generally there is very little difference in the percentages of females and males found in the various age groups. The change becomes more visible from age 62 and older, as can be seen in the following graph. The difference is markedly pronounced in the “age 75-and-older” segment of the population.

Population by Age Profile by Gender & Percent
7-County Region
(Ages 16 and over)



The preponderance of females in the older age groups is a relatively well documented aspect of the population. Its appearance in this region is not surprising. Not shown in this graph are the differences in the absolute numbers in each age group.

Income and Earnings

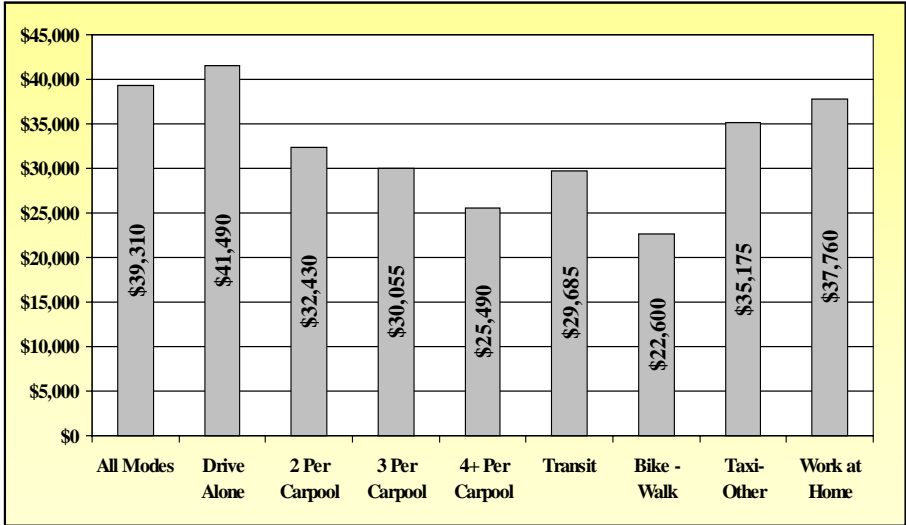
According to the CTPP, the workers who earn the highest mean earnings typically drive alone. Following this group is the “work-at-home” set and the group that take taxis to work. The larger the carpool size, the smaller the mean earnings. Those who earn the least bike or walk to work. Transit riders appear to have earnings similar to those who are in 2-person carpools.

It seems most likely that persons commuting to work by carpool do so in an effort to reduce their overall travel expense. Those who earn less are more likely to share the cost of carpooling with those of similar situations. Although the stereotype depicts transit riders as too poor to own a vehicle, overall this does not seem to be the case. It is true that the transit dependent are more likely poorer than those who drive their own vehicles to work, but many transit commuters are middle-income persons who prefer riding the bus to the hassle of the traffic commute. Since a growing number of employment opportunities are found in areas where transit is a poor or no option, carpooling is the only way low-wage earners are able to reasonably access these jobs. That is possibly one reason why so many low-wage earners are found to be in the 3-person or more carpools.

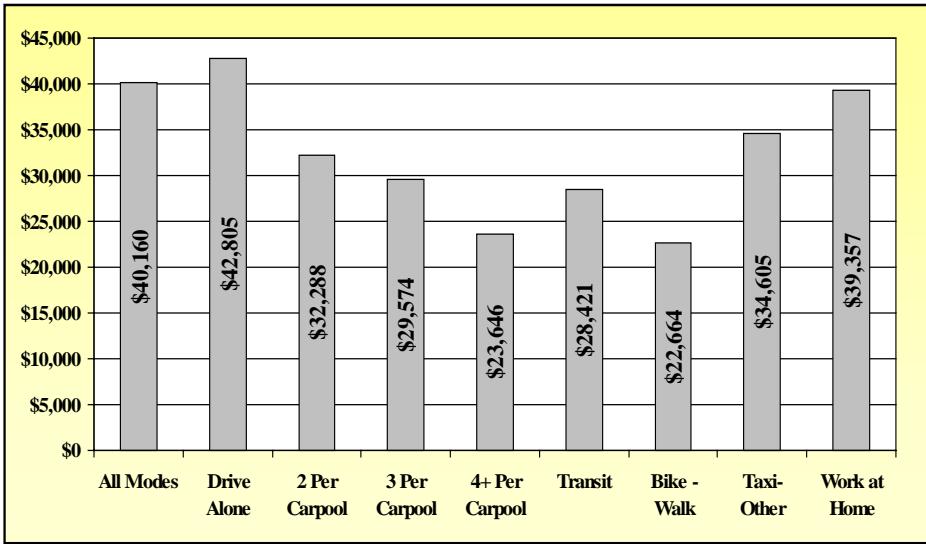
Notes: Earnings

Earnings are defined as the sum of wage or salary income and net income from self-employment. "Earnings" represent the amount of income received regularly for people 16 years old and over before deductions for personal income taxes, Social Security, bond purchases, union dues, Medicare, and other payroll deductions, etc.

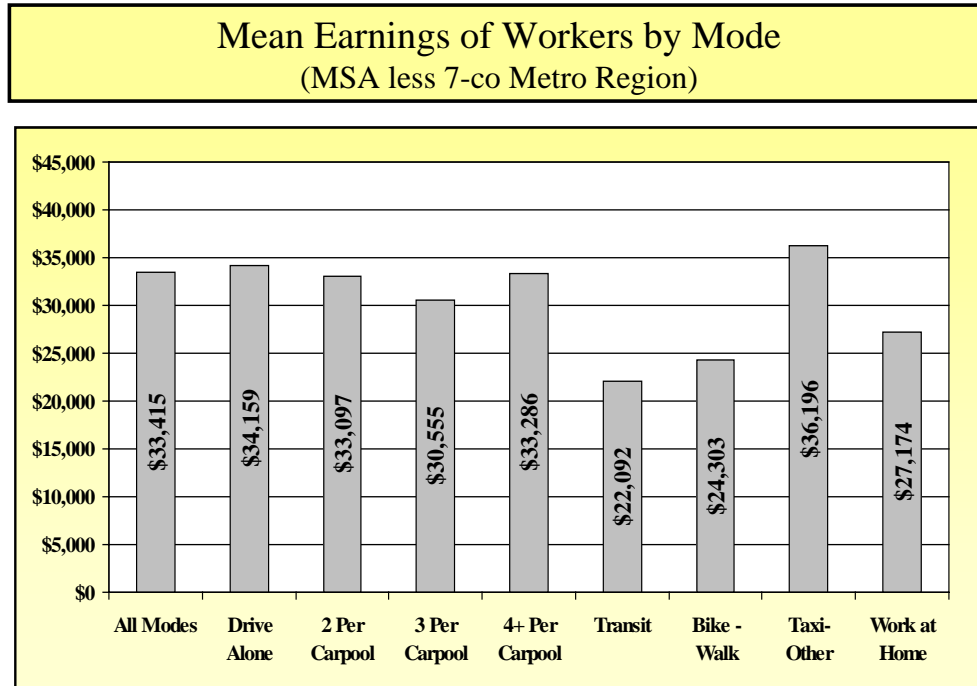
Mean Earnings of Workers by Mode
(13-co MSA)



Mean Earnings of Workers by Mode
(7-co Metro Region)



If worker earnings for ONLY the additional six counties are considered, there are obvious differences. Earnings amongst the carpooling groups rise to nearly that of the drive-alone set. Pierce and St. Croix counties in Wisconsin show earnings for the “4-or-more persons per carpool” to be nearly twice that of the Minnesota counties. This suggests that carpooling may become more desirable at longer distances (with higher commute expense).



Median and mean incomes for the 7-county, 13-county and 20-county region are shown in Table

Region	Median Income	Mean Income
7-County Metro Council	\$ 54,263	\$ 68,439
13-County MSA	\$ 54,197	\$ 67,669
20-County MPO	\$ 53,501	\$ 66,522

Notes: Income of households

This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Although the household income statistics cover calendar year 1999, the characteristics of individuals and the composition of households refer to the time of enumeration (April 1, 2000). Thus, the income of the household does not include amounts received by individuals who were members of the household during all or part of calendar year 1999 if these individuals no longer resided in the household at the time of enumeration. Similarly, income amounts reported by individuals who did not reside in the household during 1999 but who were members of the household at the time of enumeration are included.

Workers

There are several ways to view “workers” in the region. One observation is to count area residents who are employed; another is to view jobs within the region and determine who holds them. The following two tables give us numbers from both perspectives.

According to the specifics of the CTPP, “workers” is defined as anyone among the population who is age 16 or older. Additional subsets of that number are shown to determine the status of that specific population, whether it is employed, unemployed, or simply not currently in the active labor force.

Employment Status	7-County Region	13-County Region	20-County Region
Total Workforce (age 16+)	2,018,245	2,259,895	2,444,445
Total Employed	1,444,915	1,621,045	1,744,530
Persons in Armed Forces	1,455	1,575	1,615
Civilians at work	1,420,620	1,593,990	1,715,720
Civilians NOT at work	22,840	25,480	27,195
Total Unemployed	52,955	58,790	64,410
Not in the Labor Force	520,360	580,060	635,475

The second perspective, viewing the regions as work destinations, gives us this picture.

	7-County Region	13-County Region	20-County Region
Total Workers	1,519,645	1,628,475	1,735,070
Commute to Work	1,467,110	1,567,865	1,667,475

By this definition approximately 1,467,000 people commute to work in the 7-county Metro Council region on any given day. This is not a complete picture since trips originating within the 7-counties but destined for outside the 7-county are excluded from the numbers. For a more complete picture, county-to-county trip movements (discussed later in this report) would have to be examined.

As a work destination, the 7-County region sends 1,390,054 workers to itself. Of these, 52,535 work at home, resulting in a 7-county to 7-county commute force of 1,337,519. This represents 91.2 percent of total commute. The surrounding 13 “collar” counties send 100,392 workers to the 7-county core area, or 6.8 percent of total 7-county commute. Workers from beyond this 20 county area add another 29,199, (2 percent of total commute) resulting in a 7-county total commuter workforce of 1,467,110.

Worker Occupations

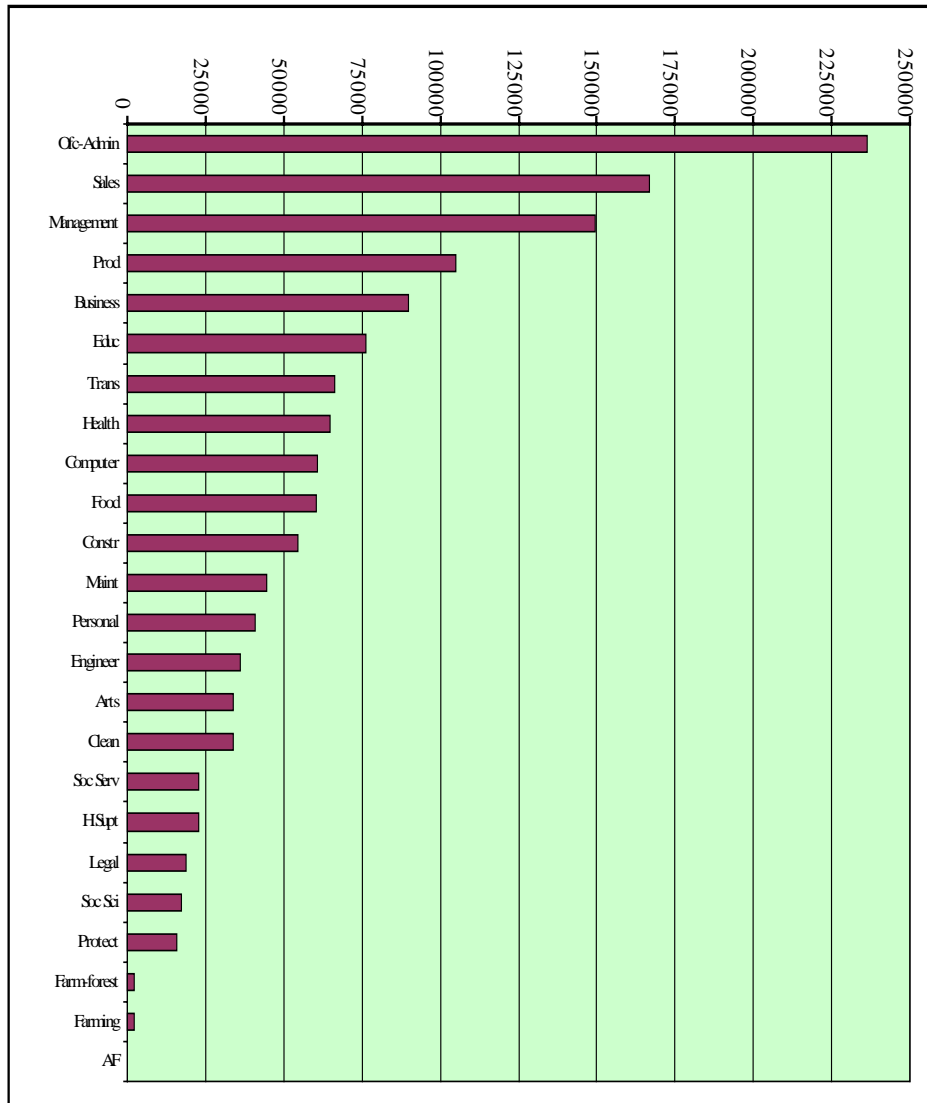
Of the 1,422,075 residents of the 7-counties at work, the greatest number of them are engaged in office-administrative work. The second largest group is in “Sales”, followed by “Management”. The full spectrum of work occupations of the 7-county residents is shown in the following graph.

Arranging these occupations for the 13 and 20 county regions show nearly the same relationship. The eight largest groups are the same worker occupations for all three regional definitions. For the 20-county region, Food Services and Construction (10th & 11th largest group in the 7-county setting) outnumber 9th ranked Computer and Mathematics workers. Cleaning & Maintenance moves up 2 ranks; Health Support moves

up one rank as does Farming.

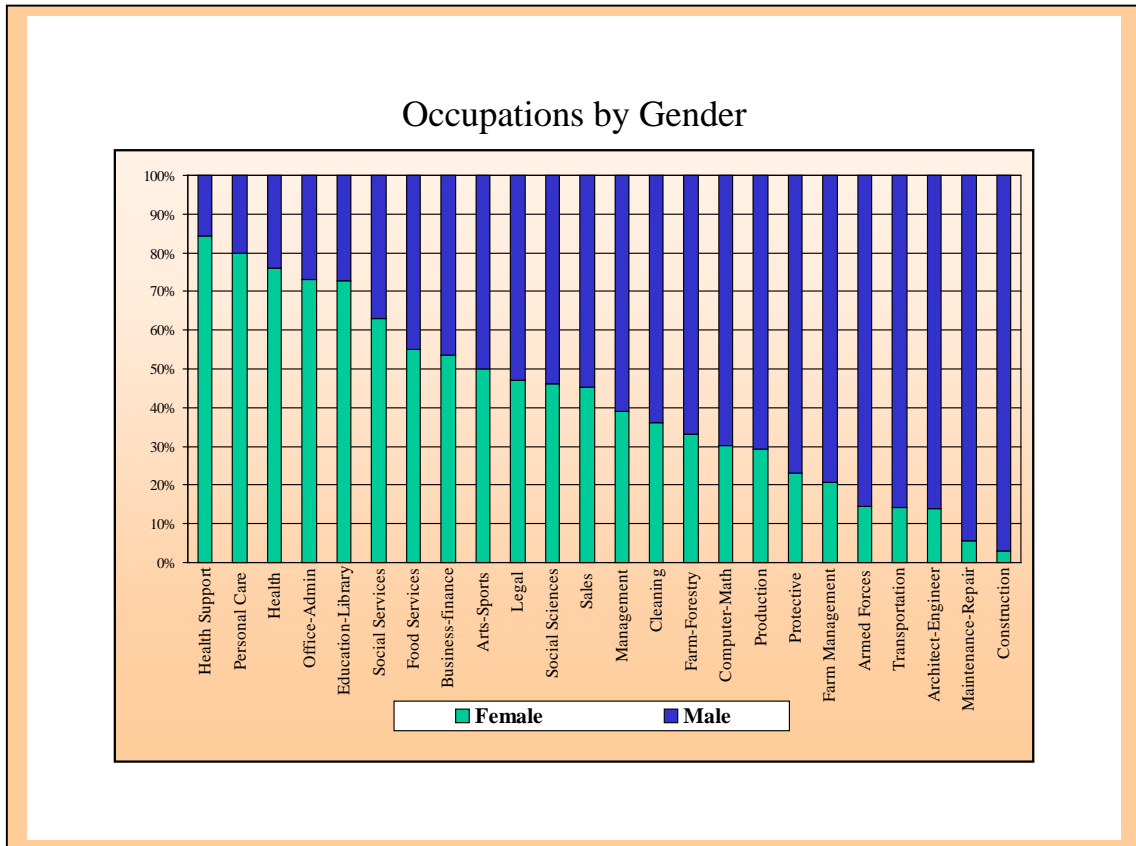
Worker Occupation in the 7-County Region

CTPP2000 - sorted by totals



Occupations by Gender

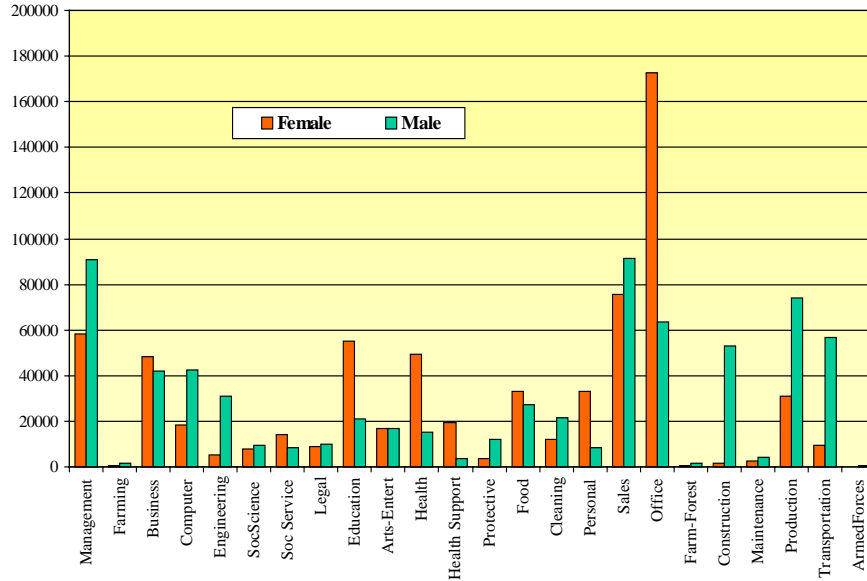
Females dominate eight occupation groups, Health Support, Personal Care, Health & Technical, Office-Administration, Education-Library, Social Services, Food Services and Business-Finance. They share equally the Arts-Sports-Entertainment occupation. In all the other groups, males dominate the scene. Overwhelmingly, there are a preponderance of males in the Construction, Maintenance, Engineering, Transportation, Armed Forces, Farm Management and Protective Services; in these occupations males make up more than 75 percent of total workers.



This is an interesting view of occupations in the 7-county area, but, as a percentage representation, it must be balanced by looking at absolute numbers. As an example, males represent nearly 86 percent of workers in the Armed Forces within the 7-county, yet actual numbers of Armed Forces personnel is shown to be only 380. Compare this to the 86 percent of males in Transportation, where the total numbers are over 66,000.

The following chart shows the relationship between the genders and the various occupations. The group that strikingly stands out is Office-Administration. Those occupations where males or females dominate is clearly shown. Management, Production and Transportation is a male domain; Education, Health and Office-Administration is more a province of females.

Worker Occupation by Gender CTPP2000 - 7-County Region

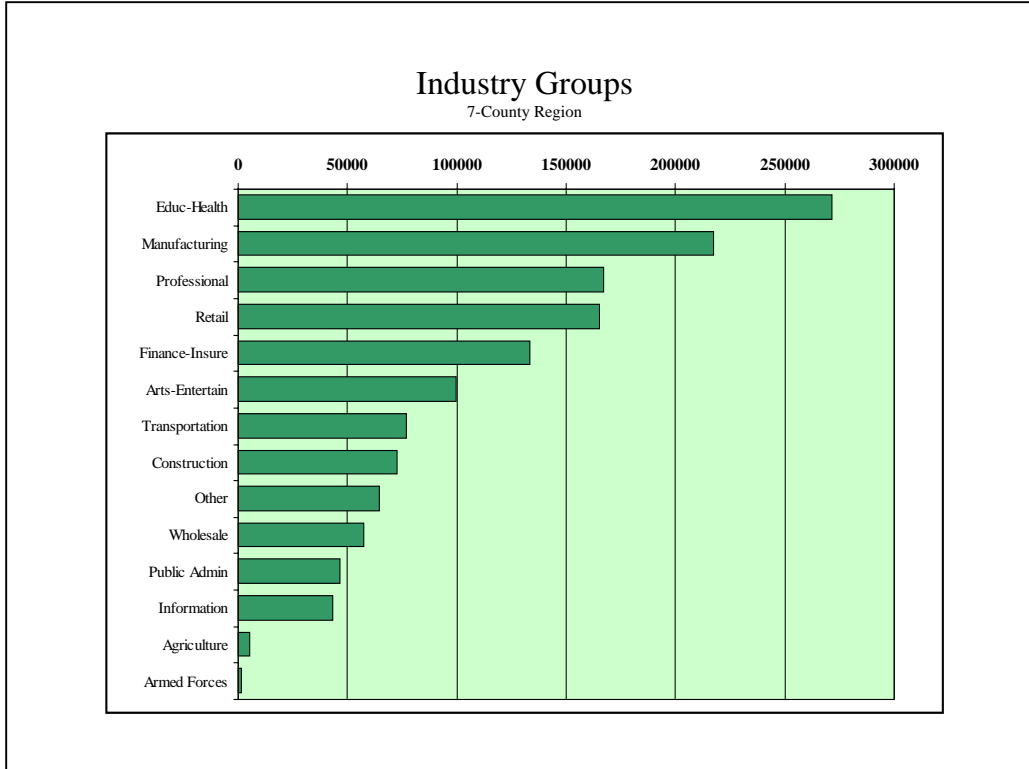


Occupation -- 7-Co Region	Total	Female	Male
Office Admin	236,470	172,965	63,515
Sales	166,770	75,520	91,240
Management	149,510	58,445	91,055
Production	104,795	30,810	73,995
Business-Financial	89,930	48,170	41,760
Education-Library	76,105	55,285	20,810
Transportation-Moving	66,345	9,420	56,930
Health-Technician	64,750	49,285	15,470
Computer-Math	60,635	18,255	42,385
Food Services	60,405	33,240	27,165
Construction-Excavation	54,410	1,555	52,850
Maintenance & Repair	44,455	2,455	42,000
Personal Care	41,005	32,820	8,185
Architect-Engineer	36,255	5,040	31,215
Arts-Sports-Entertain	34,010	16,980	17,035
Cleaning-Maintenance	33,935	12,280	21,660
Social Services	22,845	14,355	8,485
Health Support	22,810	19,260	3,560
Legal	18,655	8,750	9,915
Physical-Social Sciences	17,450	8,060	9,395
Protective Services	15,945	3,705	12,250
Farm – Forest	2,110	700	1,415
Farming	2,075	430	1,650
Armed Forces	380	54	320

TOTAL	1,422,075	677,835	744,250
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Workers by Industry Groups

“Education-Health-Social Services” is the industry with the most workers in the region. It represents about 19 percent of all workers in the 7-county region with 271,635 employees. It is followed closely by those in the Manufacturing industry with 217,520 or over 15 percent of the total.



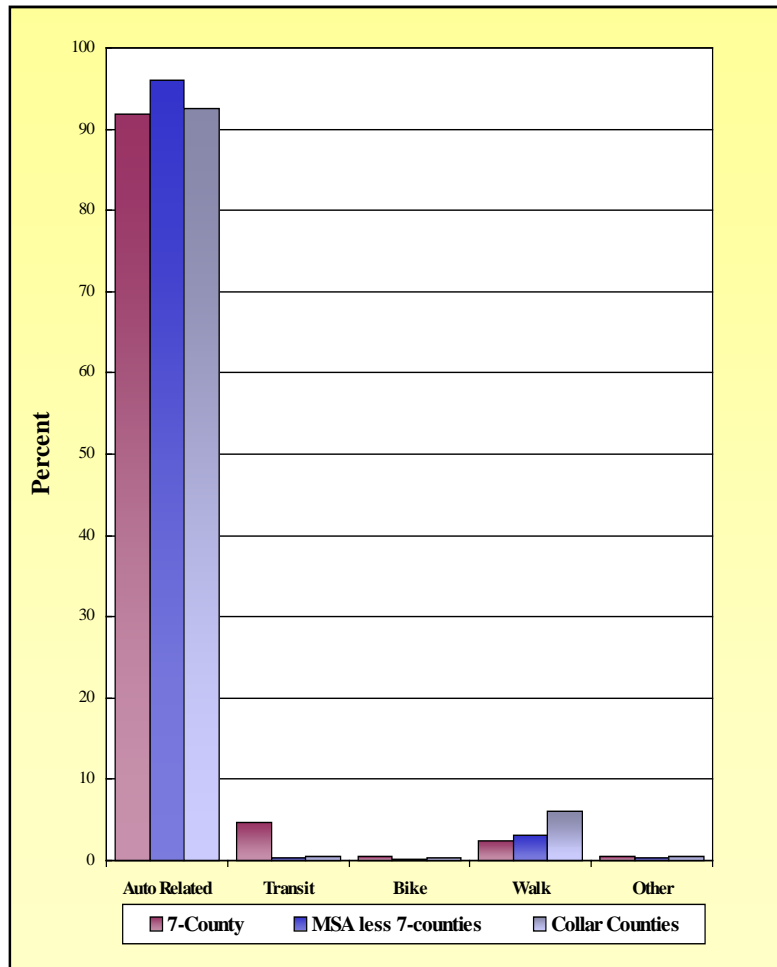
Mode Choice

One’s choice of travel mode is an item of major importance in the CTPP. The profusion of motor vehicles in the nation’s cities is no surprise to anyone, but seeing it as the overwhelming mode of choice relative to other modes can be startling. Understanding the choices available and seeing the importance placed on motor vehicles as a mode of travel to work enables us to comprehend why congestion has become so intolerable.

	Number of Workers by Mode Choice (Excludes Work-at-Home)						
	Total	Drive Alone	Carpool	Transit	Bike	Walk	Other
7-County	1,369,528	1,111,210	138,670	68,965	6,675	35,175	8,833
13-County	1,457,323	1,184,325	149,805	69,180	6,850	37,815	9,348
20-County	1,649,706	1,342,325	174,468	70,015	7,385	45,070	10,443

	Percent of Workers Who Commute						
	Total	Drive Alone	Carpool	Transit	Bike	Walk	Other
7-County	100.0	81.1	10.1	5.0	0.5	2.6	0.7
13-County	100.0	81.3	10.3	4.7	0.5	2.6	0.6
20-County	100.0	81.4	10.6	4.2	0.5	2.7	0.6

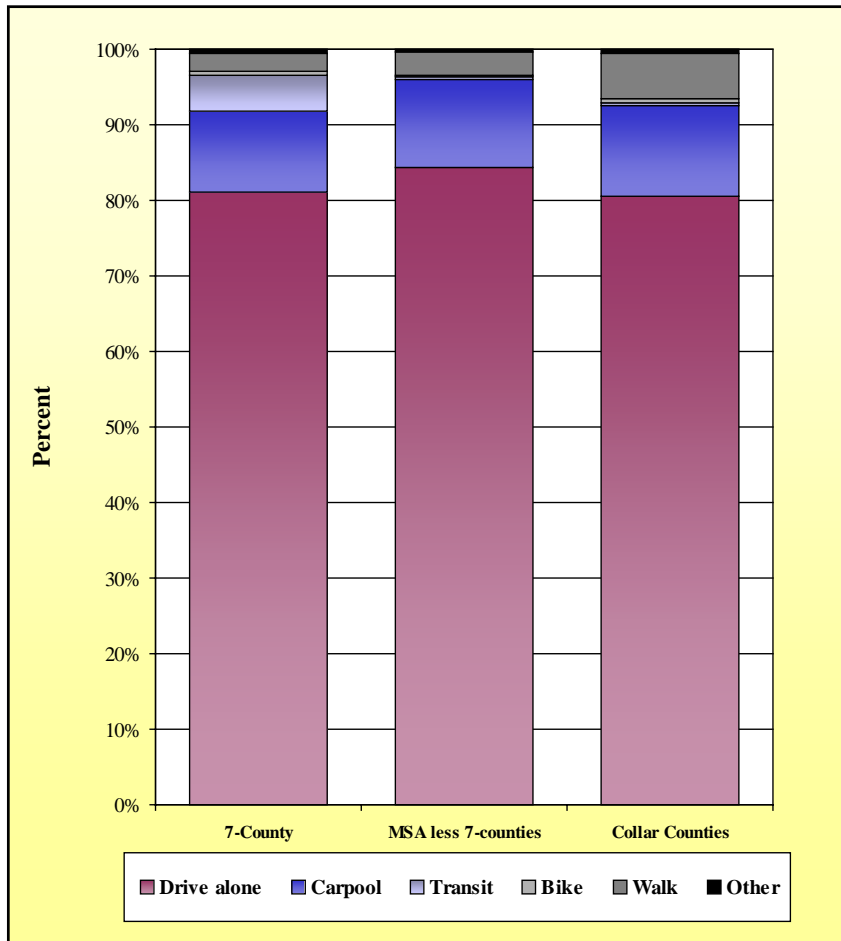
PERCENT MODE CHOICE CTPP2000 Regional Comparisons



Auto related trips to work represent about 92 percent of all trips in the 7-county region. Workers in the additional four counties that make up the 13-county MSA select auto-related travel by about 96 percent. The term “auto-related” refers to workers driving alone, carpooling, operating motorcycles or taking taxis to work. In contrast, only 4.7 percent of workers take Transit within the 7-county region. The only percentage greater than that is “walking to work” in the remaining 7 collar counties, which is 6 percent.

Viewed in a slightly different dimension, the virtual absence of Transit and increased importance of Walk in the counties outside the 7-county region becomes more apparent.

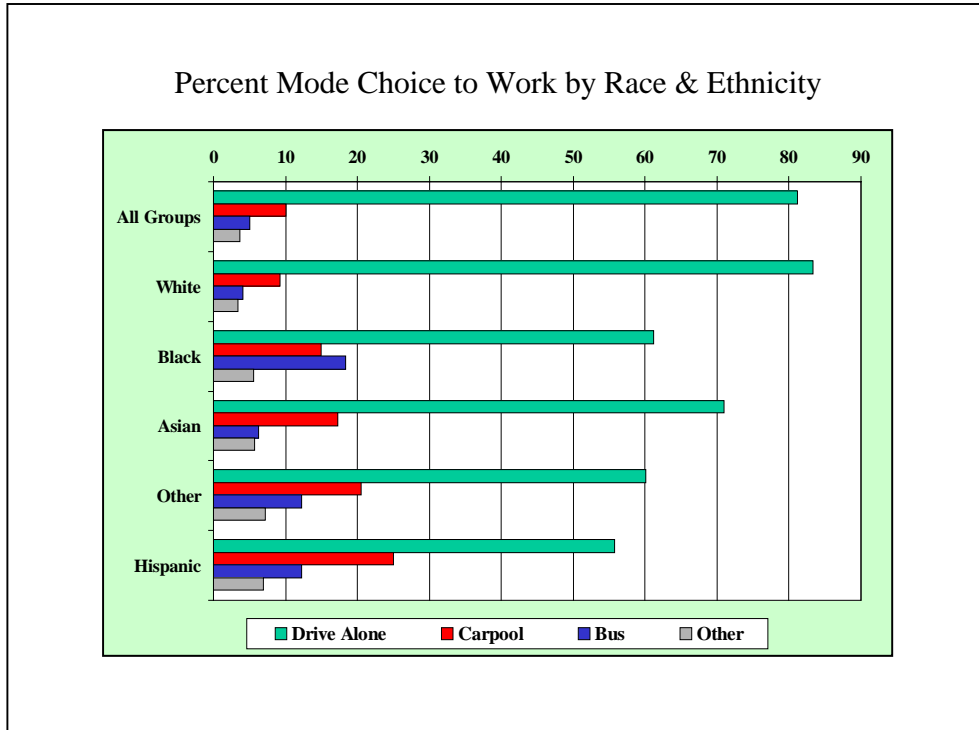
MODE CHOICE CTPP2000 Regional Comparisons



The increased importance of the Walk mode in the outlying counties is a direct result of the abundance of smaller, individual communities. Workers in small towns can easily walk to work, more so than their counterparts in larger urbanized areas. In the “collar counties”, biking to work also plays a greater role than it does in the four counties more closely tied to the internal 7-county region.

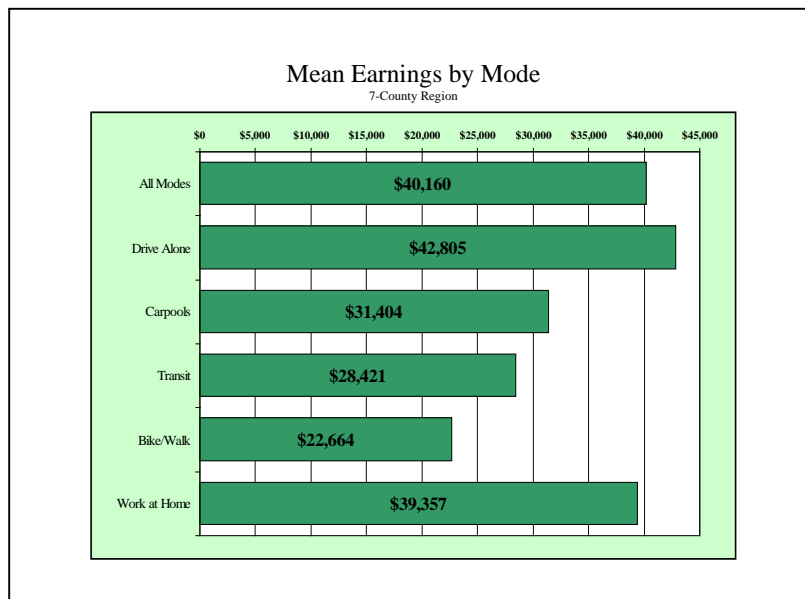
The following graph takes a closer look at mode selection by race and Hispanic worker. As identified in the 1990 Census “Journey-to-Work” report, drive alone, carpooling and transit usage differs among the races. As a percentage of all their work travel, persons identified as “Black Alone” chose Transit in a higher number than those of the other races, 18 percent vs. 5 percent overall. Asians, and to a greater extent, Hispanics chose to travel to work by Carpool than did either Whites or Blacks. The reason for this

could be either cultural, the nature of work involved or the fact that the work location might not be accessible by transit. In any event, 25 percent of Hispanic workers chose Carpooling as a mode to work compared to about 10 percent for all groups combined.



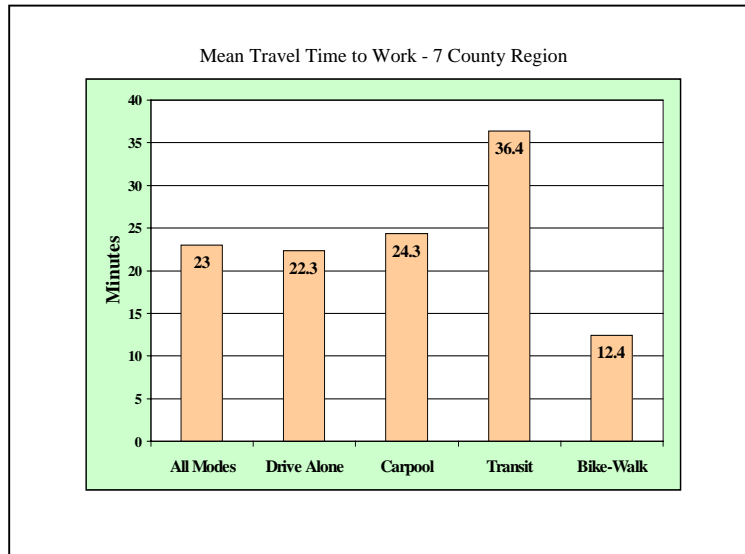
Earnings by Mode

The mean earnings of all workers in the 7-county region by mode of choice is shown in the following graph. The highest mean is found with those who drive alone to work; the lowest in the bike-walk category.



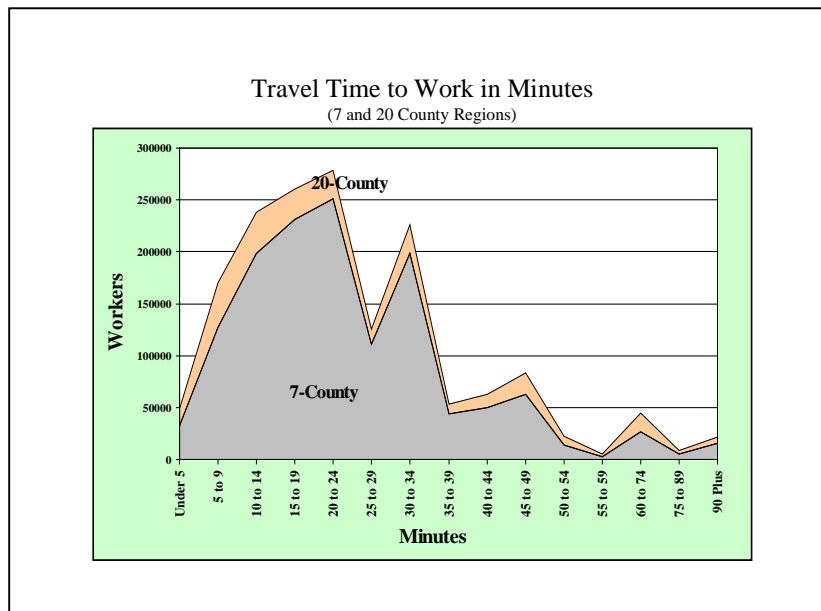
Travel Time by Mode

Taking into account all the various modes of travel to work, the mean travel time for the 7-county region is 23.0 minutes. For those who drive alone to work, the average comes to 22.3 minutes. As might be



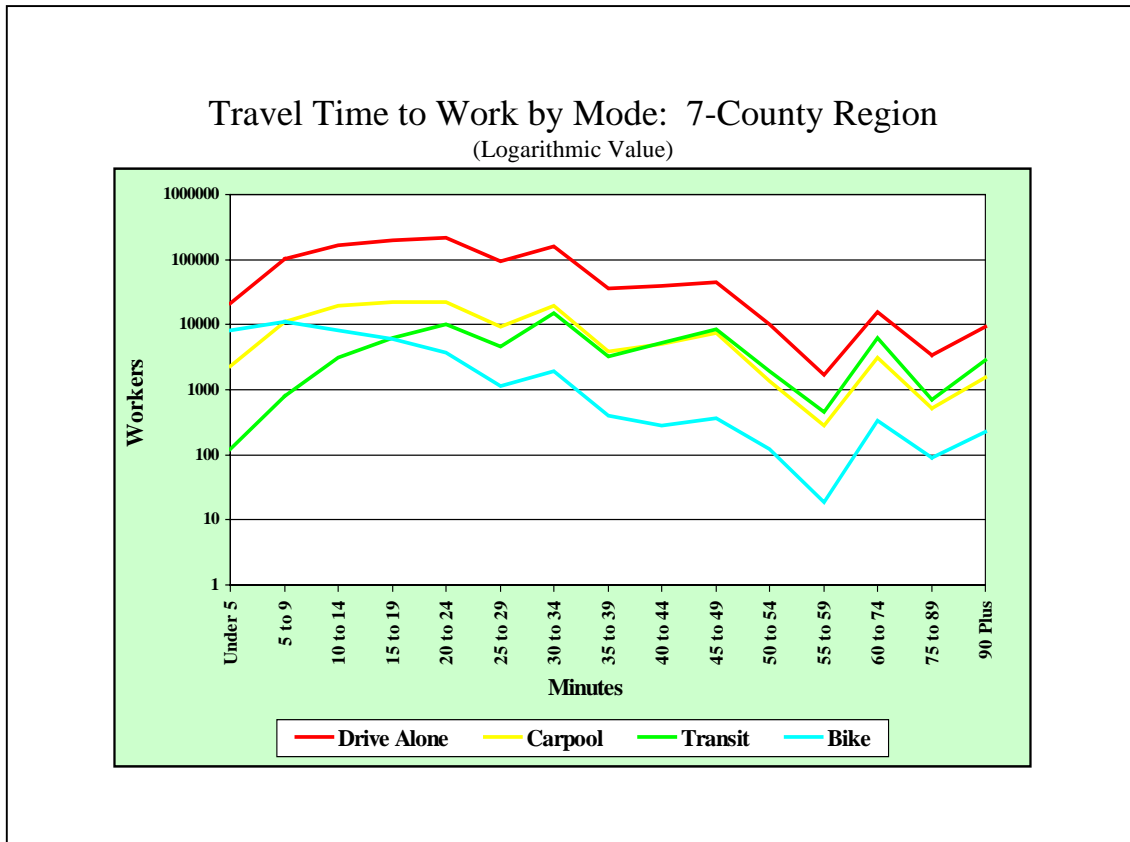
expected, the transit times are the longest of the modes, averaging 36.4 minutes. Workers in carpools average 24.3 minutes, although the time changes depending upon the carpool size. Two-person carpools travel an average of 23.6 minutes, while those in three-person carpools take 25.3. Travel times for workers in carpools of four or more average 31.4 minutes, but these workers account for less than 7 percent of all carpools. Bike and walk mode is the shortest at 12.4 minutes; they are more prevalent mode choices in the “collar counties” overall than is found in the 7-county core.

Viewing trip time another way, it can be shown that the majority of workers travel less than 30 minutes to work. Comparing the 7-county region to the larger 20-county area, two patterns appear. A larger number



of workers arise in the travel times of 24 minutes or less as well as in the much longer trips... those taking 40 minutes or more. What appears to be taking place reflects the nature of the largely rural, small town character of the outlying counties. A short travel time to work is common around the smaller communities in the area, while the longer trip times reflect those workers who travel into the metropolitan core for work. This pattern also appeared in the 1990 "journey-to-work", albeit in smaller numbers.

Observing the numerically larger modes on a logarithmic scale, it becomes apparent that shorter trip times by Transit are few in number; greater numbers are shown as the travel times increase. The opposite is true by Bike; their greatest numbers appear in the shorter travel times.

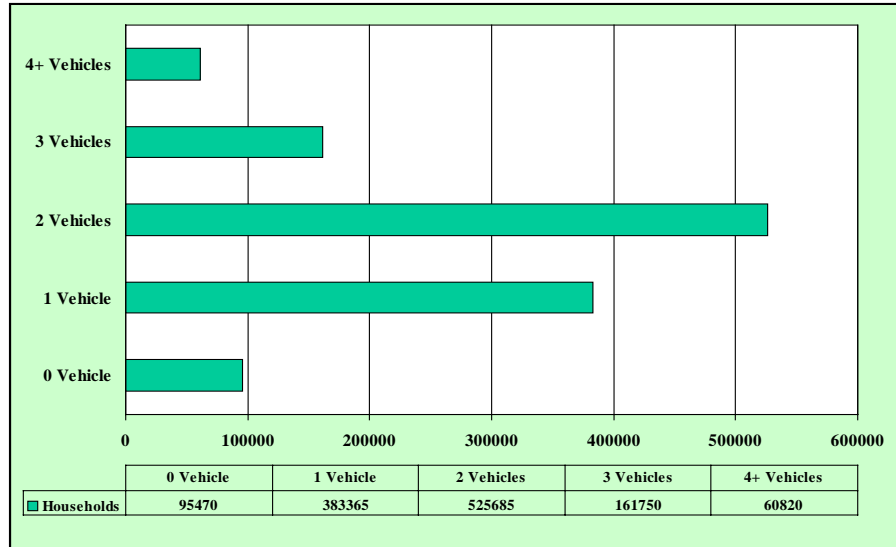


Vehicle Availability

As of 2000, approximately 92 percent of all households in the 20-county region have at least one motor vehicle available for use. Within the 7-county core area, 91 ½ percent of households have at least one motor vehicle; 8 ½ percent are without.

Region	Total	None	One	Two	Three	Four Plus
7-County	1,022,025	85,690	333,725	435,400	123,370	43,825
13-County	1,137,315	90,140	358,785	487,870	146,225	54,290
20-County	1,227,090	95,470	383,365	525,685	161,750	60,820

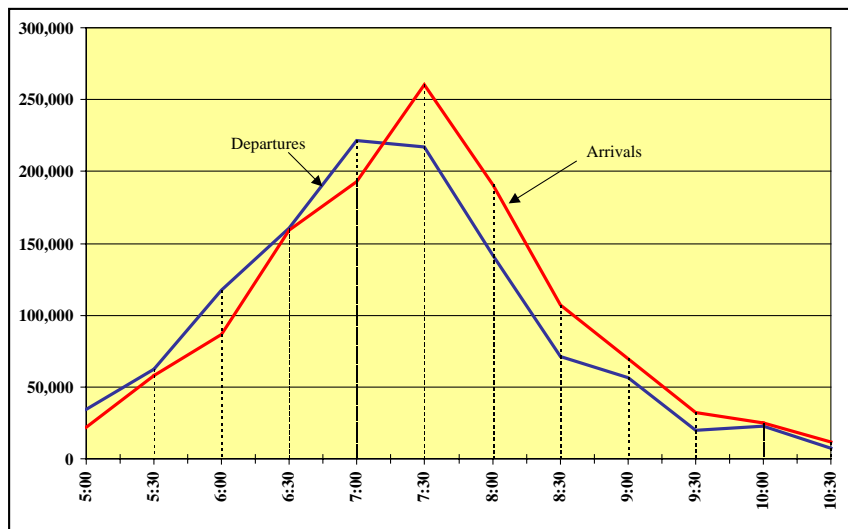
Vehicles Available in the 20-County Region



Departure & Arrival Times

Looking at worker departure times for work and arrival times at work, the 7-county region shows a peak departure of 221,430 workers between 7:00am and 7:30am. This number represents about 16 percent of all

Departure and Arrival Times of Workers
(7-County Region)



daily departures. An additional 216,840 workers depart between 7:30 and 8:00; another 16 percent. Together these two time periods account for about 32 percent of departures for the entire day. They represent a much greater proportion of the morning commute. Combined they account for about 43 percent of the 1,026,135 departures that occur between 5:00am and 9:00am.

Arrivals peak between 7:30 and 8:00am. Some 260,210 workers arrived at work during this period, accounting for 18 percent of **daily** arrivals and 23 percent of arrivals that occurred between 5:30 and 9:30am.

Vehicle Occupancy

The number of workers per vehicle remains fairly constant around the region, as does carpool occupancies. For the region, the numbers are as follows:

Region	Workers per Vehicle	Workers per Carpool
7-County	1.07	2.19
13-County MSA	1.06	2.16
20-County MPO	1.07	2.17

Mode of Travel by Gender

For the 20-county region, males and females drive alone, ride in carpools, and walk in virtually equal shares. Females are a larger proportion of transit riders and have a slightly greater share in working at home. Men bike and take other modes of travel in greater proportion than do women.

