

FINAL REPORT

METRANS Research Project 07-17

**Impact of Immigration and Assimilation on
Public Transit Ridership and Single-Vehicle Commuting to Work**

by

Julie Park
Sung Ho Ryu
Dowell Myers, Principal Investigator

June 2007
(submitted June 2013)

Population Dynamics Research Group
School of Policy, Planning, and Development
University of Southern California

www.usc.edu/schools/sppd/research/popdynamics

PREFACE

This report consists of two sections. Section I provides an overview of immigrant residence and transportation use that was measured in the 2000 census for the United States and major metropolitan areas. Section II focuses in detail on the Los Angeles and New York metropolitan areas, two regions that are by far the largest traditional gateways for immigrants in the United States. The two regions also afford an extreme contrast in the prevailing modes of commuting, thus providing divergent case studies of immigrant settlement and transportation behavior.

This report is a delayed submission of work completed in 2007. Through an oversight the project findings were never formally submitted as a report to the sponsoring agency. We are pleased to now make that available.

SECTION I

Immigration and Commuting Behavior in Major Immigrant Receiving Areas of the United States

Immigration has been a major factor in U.S. population growth in the past few decades, with marked acceleration during the 1990s (an increase of 11.3 million immigrants from 19.8 million in 1990 to 31.1 million in 2000). By 2000, more than one in every ten Americans was foreign born. And according to the U.S. Census Bureau, immigration continues at a steady rate of approximately 800,000 new immigrants being added to the U.S. population annually, while some others estimate upwards of 1.4 million new immigrants annually in the early 2000s. The impacts of this growth are felt more acutely in high immigrant-receiving states like California, New York, Texas, Florida, and Illinois and metropolitan areas like Los Angeles, New York, Miami, and Chicago. With such rapid population growth, there are many urban policy and planning impacts to be considered with transportation topping the list.

This section of the report describes the population growth and change for various states and metropolitan areas with a particular focus on the immigrant population. Its primary purpose is two-fold: first, to prepare compositional profiles of the total population and of full-time workers who are immigrants and their length of residence in the U.S., evaluating how these numbers have changed from 1990 to 2000; and second, to discern the share of public transit commuters and the share of single-occupancy commuters that are comprised of immigrants, either recently arrived or longer settled in the U.S., analyzing how these share may have increased from 1990 to 2000.

In Section II multinomial logistic regression models are estimated that evaluate immigration effects net of income effects. These are conducted for a pooled sample of United States residents living in the 50 largest metropolitan areas. Models are then estimated separately for Los Angeles and New York, the two major immigrant receiving metropolitan areas, locales that also present very different native-born norms of commuting, which represent very different commuting patterns toward which immigrants are presumed to assimilate over time.

DATA AND METHODS

Sample Definition and Data Description

The data analyzed in this report are retrieved from the U.S. Census 1990 and 2000 Public Use Microdata Sample (PUMS) 5% file. PUMS data covers a 5% sample of all residents that can be broken out by state and metropolitan areas of 100,000 or more. This data source includes details pertinent to analysis of immigrants, such as residents' place of birth, year of arrival to U.S., and length of residence in the U.S. It also provides a sufficiently large sample size upon which reliable analysis can be conducted in many sub-national areas. However, this data is somewhat limited; it only records mode of transportation used in *commute to work*.

Sample

The top 10 immigrant-receiving states and the 50 largest metropolitan areas are selected by population size in 2000. The same states and metropolitan areas are also used in 1990 analysis. States include California, New York, Texas, Florida, New Jersey, Illinois, Massachusetts, Washington, Arizona and Georgia, listed here by size of foreign-born population. (See Appendix 1 for a list of the metropolitan areas.)

Since the 1990 and 2000 PUMS files only provide individual records of workers who commute to work, the analysis is also limited to commute-to-work trends. In addition, we have restricted the analysis to full-time workers who have positive earnings. Full-time workers are those who worked at least 48 weeks in the preceding year, and also who worked at least 35 hours in the reference week for which commuting data are collected.

The 1990 and 2000 PUMS 5% file respectively provides 3,645,086 and 4,224,825 individual records of full-time workers who commute to work in the U.S. Records of workers who commute to work in metropolitan areas in 2000 range from 2,808,759 in LA-Long Beach to 245, 227 in Hartford, CT.

New Immigrant and Settled Immigrant

For this analysis, we define a new immigrant as a foreign-born person who has arrived in the U.S. within the ten years prior to the Census data collection. For example, in our 1990 data, a new immigrant would have arrived at any time between 1980 and 1990. Therefore, a settled immigrant is one who has been living in the U.S. for more than ten years at the time of the data collection. A settled immigrant in 1990 would have been living in the U.S. prior to 1980.

Mode of Transportation

In this sample, the following types of commute to work transportation are analyzed: drive alone; carpool; public transit; walk or bike; and other (e.g., those who work at home). The distribution of cases across the alternative means of transportation and the grouping of individual means of transportation into broader groupings are displayed in Table 1. PUMS data from 1990 and 2000 is compared with data from the 2005 American Community Survey (ACS), to better understand the current trends in commute to work.

Though it is the most current, the 2005 ACS file is much smaller than either of the PUMS files; it provides approximately a quarter of the observations of 2000 PUMS. (Table 1)

Exhibits and Presentation of Findings

The descriptive analysis of Section I of the final report is voluminous, covering both the 10 largest immigrant receiving states and the largest 50 metropolitan areas. To minimize disruption to the text description, these extensive results are organized into 15 appendix exhibits, which are collected at the end of Section I.

The order of presentation is first the 10 largest states, followed by the 50 largest metropolitan areas. Within each of these geographic realms the analysis flows from population changes to number of workers, and within that universe, to mode of commuting by immigrants who are either newly arrived or longer settled.

TEN HIGHEST IMMIGRANT-RECEIVING STATES

The states used in this study are the top ten immigrant-receiving states in 2000. The 2000 population data in these states is compared to 1990 data from those states, despite their immigrant-receiving status in 1990. The states include California, New York, Texas, Florida, New Jersey, Illinois, Massachusetts, Washington, Arizona, and Georgia.

Total populations of these states are analyzed by nativity (native-born or foreign-born immigrant) and the immigrant population is further analyzed by their length of residence in the U.S. (defined into two broad categories of “new” or “settled” immigrant). A similar analysis is then conducted for the full-time worker population to gauge the dominance of immigrant workers. Next, we take a more focused look at the full-time workers who are public transit and drive alone commuters specifically. The immigrant share and share by immigrant duration of public transit users and those who drive alone to work are discussed.

Changes in Population

In 2000, the foreign-born population was approximately 11.1% of the total U.S. population. Certainly, some states have a higher share of the U.S. immigrant population than others. Table 1 lists the ten states with the highest shares of the U.S. immigrant population in 2000 (in order by immigrant population size) and examines the composition of each state’s population in 1990 and in 2000. California tops the list with immigrants making up more than 26.2% of its population. New York follows with 20% and most other states have a higher immigrant share than the national average with the exception of Washington (with a close 10.5% immigrants) and Georgia (7.1% immigrants). Every state experienced a jump in their percent of immigrants.

Among the foreign-born in these states in 2000, settled immigrants command the majority share nationally and in nine of the ten states. California and Florida both have

shares of settled immigrants above 60%, at 63% and 61%, respectively. Georgia's share of settled immigrants is the lowest among the ten states at just more than 40%.

In 1990, immigrants were only 7.9% of the total U.S. population and seven states had a higher immigrant share than the national average. Washington, Arizona, and Georgia had a lower percent immigrant than the national average while on the other hand; over one in every five Californians was an immigrant (21.7%).

The composition of the foreign-born varies little in these states in 1990; all but two states see a majority among settled immigrants. Only California and Georgia have a majority of new immigrants among the foreign-born, and in both states, the share hovers at 50% to 51%.

Change in Growth from 1990 to 2000

The share of foreign-born has increased on the national level, as it has in all ten states from 1990 to 2000. In terms of absolute numbers, foreign-born growth in population in New York and California, far outpaced that of native-born and that of almost all other states. Of the 1.056 million added in New York in this period, 1.028 million were foreign-born, accounting for 97% of the growth from 1990 to 2000. In California the situation is similar. Of the 4.1 million added, 2.44 million were foreign-born, or some 59% of the overall growth. Among these foreign-born, some 2.38 million were settled immigrants, having been here more than 10 years, while only 59,000 were . On the other end of the spectrum Although Georgia's foreign-born population grew by some 330%, increasing from 173,000 to 579,000 from 1990 to 2000, the foreign-born share of the population in that state was still lowest, growing only from 3% to 7% of the population. Foreign-born growth also only accounted for 24% of the overall population growth in Georgia, the lowest of the ten states.

The states also tended to divide themselves into new immigrant gateways or established immigrant gateways, depending on the period of arrival of the majority of its foreign-born population. New immigrant gateways, such as Arizona and Georgia, saw new immigrant shares among foreign-born population grow 173.0% and 288.2%, respectively. However, in established gateway states like California and New York, shares of settled immigrants grew tremendously. In California, the number of settled immigrants increased by almost 2.4 million, while new immigrants only increased by 54,000. In Figure1 new immigrant gateways are highlighted as those with an increase in new immigrants. (See Appendix 2.)

Findings About Immigrant Workers

Overall, foreign-born shares of full-time workers increased, and of the foreign-born full-time workers, settled immigrants comprised the larger share. These shares of settled immigrants were larger in longer-established immigrant gateways, while new immigrant shares were larger in new immigrant gateways in the South and West. Commute to work

trends also showed declines or modest increases in commute via public transit and single-occupancy vehicle. Nonetheless, as foreign-born shares of full-time workers increased, so do their shares of both modes of transportation.

Full-time workers are defined as those who worked at least 35 hours a week and at least 48 weeks in the last year of the census survey. In 1990, there were nearly 75.1 million full-time workers in US; 35.6 million, or 47.5%, of those lived in the ten highest immigrant-receiving states. Of the full-time workers in the US, 68.4 million were native-born; 30.4 million, or 44.4%, lived in the ten states. The remaining 6.6 million workers in the US were foreign-born. Of these, 5.2 million, or 79.7%, lived in the ten states.

In eight of the ten states foreign-born share of the full-time workers was 15% or less. California and New York were the exceptions, registering a 23.5% and 18.0%, respectively, share of the workers. California alone was responsible for 2.1 million, or 39.9%, of the 5.2 million foreign-born full-time workers in the ten states. It also had one of the most evenly balanced divisions of new and settled immigrants as full-time workers. Some 843,000, or 40.2%, of the foreign-born full-time workers in the California were new immigrants; nearly 1.3 million, or 59.8%, of the full-time workers in this states were settled immigrants. Georgia had the most equal split in which 27,800, or 42.1%, were new immigrants, while 38,179, or 57.9%, were settled. In Washington, on the other hand, the disparity was the greatest, with 31.1% new immigrants and 68.9% settled. In eight of the ten states, new immigrant shares of full-time workers were found in the 30% range; most states, therefore, had a majority settled immigrant full-time worker population.

Full-time workers in 2000 numbered 86.1 million in the US; 20.3 million, or 46.8% lived in the ten highest-immigrant receiving states. Of the full-time workers in the US, 75.9 million were native-born; 32.6 million, or 42.9% lived in the ten states. The remaining 10.2 million workers in the US were foreign-born. Some 7.7 million of these lived in the ten states, a population that constituted 76.0% of the total foreign-born workers.

The national share of foreign-born among full-time workers was 11.8%. Most of the ten states reflected this, fluctuating no more than 4% above or below the national average. California and New York, however, had shares of foreign-born among full-time workers at 29.4% and 22.8%, respectively. Georgia had the smallest share, at 7.8%. Among the foreign-born, the national average share of new immigrants as full-time workers was 33.3%, and again, most states reflected this. California, however, had only 26.8% new immigrants in the foreign-born workforce while Georgia had 50.1%.

Change in Full-Time Workers in 10 States from 1990 to 2000

On a national level, foreign-born full-time workers grew by 3%. Among the ten states, each increased its share of foreign-born among full-time workers; increases in shares ranged from 3.4% in Massachusetts, where foreign-born share grew from 9.9% in 1990 to 13.3% in 2000, to 6.1% in New Jersey, where that share grew from 14.4% to 20.6%.

Nationally, the foreign-born population was responsible for 32.7% of the growth among full-time workers from 1990 to 2000. While most states reflected this, three states had an

opposite experience. California, New York and New Jersey saw substantial losses among native-born full-time workers from 1990 to 2000; all growth in full-time workers in this period was attributed to an influx of foreign-born full-time workers.

Among foreign-born full-time workers, a shift of 3% was experienced on the national level between shares of new and settled immigrants, with new immigrant share decreasing. Six states echoed this shift, decreasing shares of new immigrants. Most notably, California decreased its share by 13.4%. Conversely, Georgia increased its new immigrant share among foreign-born full-time workers by 8.0%. (See Appendix 3 and Appendix 4)

Public Transit and Drive-Alone Commuters

Public Transit Commuters

In all of the ten states in 1990, a greater share of the foreign-born full-time workforce commuted via public transit than their native-born counterparts. In New York, for example, nearly 43% of the foreign-born full-time workers commute via public transit while only 22% of the native-born full-time workforce utilizes transit. Similarly, among the foreign-born in all ten states, new immigrants commute via public transit more than settled immigrants. Of the new immigrants in the full-time workforce in New York, 49% commute via public transit, while 39% of settled immigrants who are full-time workers do. In California, 10% of the new immigrants among the full-time workers and 5% of the settled immigrants commute via transit.

The composition of public transit commuters in 1990 showed another picture. While foreign-born full-time workers tended to use transit more to commute to work, native born commanded the largest share of transit commuters in all ten states. In fact, in only three states did foreign born command a 25% or more share of public transit commuters. California led these three states, with a nearly 42% share of public transit commuters belonging to foreign born. The foreign-born share in Florida was 36% and in New York, it was 30%. Georgia was the only state where foreign-born share of public transit commuters was below 10%; in that state only 4% of transit commuters were foreign born. Among the foreign born, the shares of new immigrants commuting via public transit corresponded, for the most part, to those states in which new immigrant populations were greater in 1990. For example, Arizona's new immigrant share among foreign-born public transit commuters was the highest among the states at 62%. Likewise, Georgia's share hovered around 60%. In similar fashion, in New York, a state whose foreign-born population is increasing comprised of settled immigrants, only 41% of the foreign-born transit commuters were new immigrants.

In 2000, the foreign-born full-time workforce still tended to commute more by public transit than the native-born workforce. Again, New York had the largest percent of foreign-born that commuted via public transit at nearly 36%. Of the new and settled immigrants that were full-time workers, New York, New Jersey and Massachusetts saw

the largest shares. In New York, some 40% of new immigrants and 34% of settled immigrants in the full-time workforce commuted by public transit.

The composition of transit commuters in 2000 mirrors that of 1990; native-born full-time workers commanded the largest shares of transit commuters in all ten states. In 2000, fully five states saw a foreign-born share of 25% or more. Among the foreign-born, settled immigrants comprised the largest shares of commuters in nine of the states.

Change in Public-Transit Commuting in 10 States from 1990 to 2000

Numbers of total public transit commuters were down in nine of the ten states. In most states, foreign-born full-time workers commute less via transit as well, with the exception of Arizona and Georgia, which hold steady at 2% and 3%, respectively, of the foreign-born workforce commuting by transit. Keeping with these trends, the shares of new and settled immigrants among the foreign-born full-time workforce were also down across the board.

Compositions shifted among the groups of commuters from 1990 to 2000. Greater shares of foreign-born commute via transit in all ten states, and in Arizona and Georgia, these shifts are dramatic; foreign born increase their shares from 12% to 26% in Arizona and from 4% to 14% in Georgia. The foreign-born composition also changed; shifting shares of new and settled immigrants were indicative of overall population composition changes. For example, in Georgia, a new immigrant gateway, new immigrant shares grew from 60% to 72% from 1990 to 2000. At the opposite end, California, an established immigrant gateway, saw shares of settled immigrants grow from 43% to 58%.

Drive-Alone Commuters

Drive alone commuters showed trends opposite to those of public transit commuters in 1990. More native-born full-time workers commuted via this mode than foreign-born full-time workers. Again in New York this trend is most pronounced; of the native-born 61% are drive-alone commuters while only 35% of foreign born commute in this mode. Among the foreign born, settled immigrants tend to drive-alone commute more than new immigrants. In Arizona, for example, of the new immigrants in the full-time workforce, 55% drive-alone commute while 72% of settled immigrants commute in this mode.

The compositional picture of drive alone commuters reflected these findings in 1990. In six of the ten states, the foreign-born share of drive alone commuting was 10% or less. In California, the foreign-born share was the highest among the ten states at 20%. Florida, New Jersey, and New York had foreign-born shares at 13%, 12%, and 11%, respectively. Among the foreign born, new immigrants were not as likely to commute by this mode as settled immigrants. In all ten states, settled immigrants shares were higher, ranging from 62% in Georgia to 74% in Washington and Illinois.

In these same states in 2000, drive-alone commuting was very common. With the exception of New York, the percentage of the full-time workforce commuting by the mode in the states was around 70%. Additionally, more native-born full-time workers commuted by this mode than their foreign-born counterparts. In nine of the states

percents of native born ranged from 72% to 77%, while those of foreign born ranged from 54% to 59%. Among the foreign born, new immigrants tend not to drive alone commute as much as settled immigrants. New immigrant full-time workers that drove alone ranged from 24% in New York to 55% in Florida. Settled immigrants that commuted by this mode ranged from 36% in New York to 68% in Florida, though in remaining eight states percentages ranged from 55% to 65%.

Composition of these commuters in 2000 reflected that of 1990 in that foreign-born shares of drive alone commuting were dwarfed by native-born shares. While only two states had foreign-born shares below 10%, fully nine states had shares below 20%. California's foreign-born share was the highest at 26%. Among the foreign born, settled immigrants had the majority share of drive-alone commuters in all ten states. In Georgia, settled immigrants comprised only 59% of the foreign-born drive-alone commuters, while in California, that group commanded a 78% share.

Change in Drive Alone Commuting in 10 States from 1990 to 2000

All states saw a decrease in drive-alone commuting among full-time workers from 1990 to 2000, most remarkably in California and Arizona, where number of full-time workers commuting via this mode fell by 8% and 7%, respectively. Fewer and foreign-born full-time workers commuted in this mode; this decrease is most evident in Arizona and Georgia, where numbers dropped by 12% and 18%, respectively. Decreases among the foreign born in drive-alone commuting corresponded to overall population composition changes. In Georgia, the percents of new immigrants commuting by this mode also dropped by 20%, while in California, the percent of settled immigrants dropped by 10%.

Composition of drive-alone commuting shifted from 1990 to 2000, increasing foreign born shares. California saw the largest increase among foreign born who commuted by this mode, from 20% in 1990 to 26% in 2000. Additionally, in eight states, shares of settled immigrants who drive-alone commuted increased. That share rose by 13% in California, from 65% to 78%, indicative of a change in population composition. Settled immigrant shares stagnated or decreased in this period in Arizona and Georgia, likely a result of similar population composition changes in these states.

(For *Public transit commuters by Nativity and Period of Arrival*, see Figure 3, Appendix 6.)

(For *Proportion of the Drive-Along Commuters among Total Full-Time Workers*, see Appendix 7.)

(For *Drive-alone commuters by Nativity and Period of Arrival*, see Figure 4, Appendix 8.)

FIFTY LARGEST IMMIGRANT RECEIVING METROPOLITAN AREAS

Total populations are analyzed by nativity and period of arrival. Proportions of full-time workers among the total populations are devised and full-time workers are examined on the bases of nativity and period of arrival. Next, full-time workers are broken down into public transit and drive-alone commuters. Proportion of commuters for both modes is measured and both types of commuter are broken down by nativity and period of arrival.

The proportion of foreign-born among the population and the foreign-born share of the full-time workforce both increase. The share of new immigrants in metropolitan areas that are considered new immigrant gateways increases while that of settled immigrants in established immigrant gateways increase.

As in the 10 states, the shares of full-time workers commuting to work via public transit and single-occupancy vehicle decrease. Among new immigrants, shares commuting via public transit increase, especially in new immigrant gateways like Atlanta and Charlotte. Drive-alone commuting decreases overall, though its new immigrants share decrease greatly in new immigrant gateways while settled immigrant shares increase in established immigrant gateways.

Changes in Population

The metropolitan areas used in the study are the 50 largest metropolitan areas in 2000, determined by population size. The study compares these data with data from 1990 from these same metropolitan areas, despite their size at that time. See Appendix 1 for a list of the metropolitan areas.

In 1990, of the 50 metropolitan areas, fully 32 have a foreign-born share of 10% or less, and 19 of 5% or less. Of the 105.8 million people in the 50 metropolitan areas, only 13.7 million are foreign-born, a nearly 13% share. About five cities have a significant share of foreign-born among their populations; Miami-Hialeah has the largest share among the 50 metro areas at 45%, or a population of about 874,000. In terms of absolute numbers, LA-Long Beach, with more than 2.8 million foreign-born, has the largest population, although their share is less than that of Miami at 33%. Like Miami, San Francisco has a larger share than New York, at 28% and 27%, respectively, although New York has a larger foreign-born population at 2.3 million than that of San Francisco. San Jose, similar to San Francisco, has a 23% share of foreign-born among the population, or about 348,000. As mentioned, some 19 metro areas have a share of foreign-born among the population at 5% or less. These cities tend to be in the Southeast or Midwest, particularly, Greensboro-Winston Salem, with a 1.6% share, Nashville at 1.8%, St. Louis at 2.0%, Cincinnati and Kansas City, both with 2.2% shares.

Among the foreign-born, new immigrants command little more than a 50% share in only 11 of the 50 metros. In no metro area does the share of new immigrants exceed 60%. Dallas has the highest share of new immigrants, at 58%, followed by Atlanta, at 56%. Settled immigrant populations show the converse. Shares of settled immigrants range

from a high of nearly 80% in Cleveland to 43% in Dallas. Six metro areas have settled immigrant shares above 70%, 20 at 60% and above, and 40 at 50% and above.

In 2000, of the 50 metropolitan areas, 20 have a foreign-born share of 10% or less, and 12 of 5% or less. Of the 129.9 million people in the 50 metro areas in 2000, 21.8 million are foreign-born, a nearly 17% share. Miami again has the highest share of foreign-born among its population, at 51%, or 1.1 million. LA-Long Beach and New York show shares of foreign-born at 36% and 34%, respectively. These are the largest populations in terms of absolute numbers; the foreign-born in LA-Long Beach number 3.4 million and in New York, there are 3.1 million. San Jose and San Francisco round out the top five metro areas, with shares of foreign-born at 34% and 32%, respectively. On the other end of the spectrum, there are 12 metro areas with a five percent or less share of the population. Again, those metros with the smallest portion of foreign-born are in the Southeast and Midwest. Pittsburgh at 2.6%, Cincinnati at 2.8%, St Louis at 3.1%, Indianapolis at 3.2%, and Norfolk at 4.5%.

Among the foreign-born, 17 metros have new immigrant shares above 50%, and five have shares of more than 60%. Greensboro-Winston-Salem has the highest share, at 68%. Also of note, Atlanta's share of new immigrants reaches 61% in 2000. On the other hand, settled immigrant shares top out at 69% in Nassau-Suffolk, followed by 69% in New Orleans. LA-Long Beach has a 65% share. Thirty-three metro areas have 50% or more share of settled immigrants, and of those, 13 have a 60% or more share.

Change in Growth from 1990 to 2000

Population in the 50 metro areas grew by 24.0 million from 1990 to 2000. Foreign-born share of population increased slightly overall, from 13% in 1990 to 17% in 2000; with the exception of Providence, RI, each metro area sees growth in foreign-born share. In absolute terms, New York and LA-Long Beach see the largest growth of foreign-born, adding 879,000 and 579,000, respectively. In these two metros, foreign-born share dominated growth as both added few native born; in New York, 98%, of the growth from 1990 to 2000 was attributed to foreign born, while in LA-Long Beach, foreign-born share claimed 86%. These are two of five metros where foreign-born growth commanded the largest share of change in population. Notably, San Jose and Bergen-Passaic saw shares of growth at 121% and 113%, respectively, while in Miami, foreign-born share of the was at 92%.

Among the shares of new and settled immigrants, Southern California saw a major shift. Once a new immigrant gateway, three metros combined saw a 43% shift from new immigrant to settled immigrant share. LA-Long Beach saw a 17% shift, while Riverside-San Bernardino and San Diego saw changes of 14% and 13%, respectively.

Findings about Immigrant Full-time Workers

As previously mentioned, in 1990, there were nearly 75.1 million full-time workers in US; 34.2 million, or 46%, of those lived in the fifty largest metropolitan areas. Of the 68.4 million native-born full-time workers in the US, 29.4 million, or 44%, lived in these metro areas. The remaining 6.6 million workers in the US were foreign-born. Of these, 4.8 million, or 73%, lived in the 50 metro areas.

In all but five metro areas the foreign-born share of the full-time workers was 25% or less. Miami-Hialeah, in which 53% of the full-time workers were foreign-born, was the great exception. Following Miami, LA-Long Beach and New York were the exceptions, registering a 36% and 31%, respectively, share of the workers. In terms of absolute numbers, LA-Long Beach had the most foreign-born full-time workers among the 50 metros, at 960,000, or 20%. San Francisco and San Jose each had more than a 25% share of foreign-born among its full-time workers.

Among the foreign-born in 1990, the greatest disparities between new and settled immigrants among foreign-born were greatest in Cleveland, Milwaukee, and Pittsburgh, where new immigrants made up shares of 18%, 19% and 19%, respectively, among the foreign-born full-time workers. More equal divisions of new and settled immigrants are found in Washington, DC, with a breakdown of 45% new and 54% settled immigrants, in Atlanta, with 45% new and 55% settled immigrants, and LA-Long Beach, with 42% new and 58% settled immigrants. In most metro areas, new immigrant shares of full-time workers were within 5% range of the national average share of 36%; most metros, therefore, had a majority settled immigrant full-time worker population.

Full-time workers in 2000 numbered 86.1 million in the US; 41.2 million, or 48% lived in the 50 largest metro areas. Of the full-time workers in the US, 75.9 million were native-born; 33.8 million, or 45% lived in the metro areas. The remaining 10.2 million workers in the US were foreign-born. Some 7.3 million of these lived in the 50 metro areas, a population that constituted 72% of the total foreign-born workers.

The national share of foreign-born among full-time workers was 11.8%. Most of the 50 metros reflected this, although a number showed a much greater share among foreign-born. Eight metros had foreign-born shares of 25% or more; another 5 are added if the share drops to 20%. Miami-Hialeah, LA-Long Beach, San Jose and New York have the highest shares, at 60%, 43%, 39% and 39%, respectively

Among the foreign-born full-time workers in 2000, Raleigh-Durham and Atlanta were among those metros with the largest shares of new immigrants, at 56% and 50%, respectively. Conversely, Riverside-San Bernardino and LA Long-Beach were among those metros that had the largest shares of settled immigrants, at 80% and 75%, respectively. The national averages were 33% new and 67% settled immigrants; most of the metro areas fell between these averages, with higher shares of new immigrants and lower shares of settled.

Change in Full-Time Workers in 50 Metropolitan Areas from 1990 to 2000

On a national level, foreign-born full-time workers grew by 33%. Among the metro areas, all but one saw increases of foreign-born share among full-time workers from 1990 to 2000, and 20 metro areas increased their share of foreign-born full-time workers by 5% or more. Increases in shares ranged from .01% in Providence to 14.0% in San Jose. Oakland, Bergen-Passaic and New York also saw large increases in shares, at 9%, 9%, and 8%, respectively. Only Cleveland saw a decrease in share of foreign-born among full-time workers, although it was a minimal -0.3%.

In seven metro areas, the added foreign-born full-time workers were responsible for all growth from 1990 to 2000. This was largely due to losses among native-born shares of full-time workers. In New York, for example, 181,000 native-born full-time workers left that metro area between 1990 and 2000. In that time period, an additional nine metro areas attributed 50% or more their overall growth among full-time workers to foreign-born. Riverside-San Bernardino, for example, added 101,000 full-time workers in this period. Of these, 67,000, or 66%, were foreign-born.

LA-Long Beach provides an entirely different scenario. It lost 198,000 full-time workers overall in this period, but it lost 281,000 native-born full-time workers. Its gain of 83,000 foreign-born full-time workers is meager both relative to the population size of the metro area and in comparison to other large and mid-size metro areas, where gains were typically more than 100,000.

Among foreign-born full-time workers, a gain of 3% was made by settled immigrants on a national level. However, among the metro areas the shifts were mixed; a number saw increases in new immigrant shares while others saw shares of settled immigrants rise. Twenty-seven metros see increased shares of new immigrants among foreign-born full-time workers in this period. Notably, 75% of the growth among foreign-born full-time workers in Cincinnati was attributed to new immigrants. Additionally, in absolute numbers, Atlanta adds nearly 59,000 new immigrants to the full-time workforce, some 52% of its foreign-born workforce.

Conversely, three major metros in Southern California witnessed the opposite trend. Of the growth among the foreign-born full-time workers, 106% in Riverside-San Bernardino and in San Diego was attributed to settled immigrants. In LA-Long Beach, settled immigrants were responsible for 278% of the growth among foreign-born full-time workers, as new immigrants lost 147,000 and settled immigrants added 230,000.

(For *Population by Nativity and Period of Arrival*, see Appendices 9.1, 9.2, Figure 9.)

(For *Proportion of the Full-Time Worker among Total Population* see Appendix 10.)

(For *Full-Time Workers by Nativity and Period of Arrival*, see Figure 10, Appendix 11.)

Public Transit and Drive-Along Commuters

Public Transit Commuters

Public transit was not a popular commute choice for most metropolitan areas in 1990. Only nine of the 50 had 10% or more its full-time workforce commuting via transit. In most of the metros, a greater share of the foreign-born full-time workforce commuted via transit than their native-born counterparts. Aside from New York, San Francisco saw the largest number of foreign-born full-time workers commute via transit at 22%. Similarly, among the foreign-born in the majority of metros, new immigrants commuted via public transit more than settled immigrants. Of the new immigrants in the full-time workforce in LA-Long Beach, for example, some 13% commute via public transit, while 6% of settled immigrants who are full-time workers do.

The composition of public transit commuters in 1990 showed that while foreign-born full-time workers used transit more to commute to work, native-born workers commanded the largest share of transit commuters in almost all 50 metro areas. The two exceptions, LA-Long Beach and Miami-Hialeah boasted foreign-born shares at 65% and 60%, respectively. Nine metros had foreign-born shares of 25% or more. On the other hand, 23 metros had a foreign-born share of 10% or less. Among the foreign born, the shares of new and settled immigrants commuting via public transit were split; some 20 metro areas had majority new immigrant shares, while the other 30 saw majority settled immigrant shares, corresponding with overall population composition in those areas. For example, LA-Long Beach saw a 64% share of new immigrants commuting via transit while Pittsburgh had an 83% share of settled immigrants commuting by that mode.

In 2000, the foreign-born full-time workforce still tended to commute more by public transit than the native-born workforce in most metro areas. Aside from New York, San Francisco had among the largest percents of foreign-born that commuted via public transit at 17%. In most metros, new immigrants that were full-time workers commuted via transit more than settled immigrants. LA-Long Beach highlighted this, as some 13% of new immigrants and 5% of settled immigrants in the full-time workforce commuted by public transit.

The composition of transit commuters in 2000 mirrors that of 1990; native-born full-time workers commanded the largest shares of transit commuters except in LA-Long Beach and Miami, where foreign-born shares were at 67% and 64%, respectively. In 2000, 14 metro areas states saw a foreign-born share of 25% or more. Among the foreign-born, 19 metros had majority new immigrant shares and 31 had majority settled immigrant shares.

Change in Public-Transit Commuting in 50 Metropolitan Areas from 1990 to 2000

Numbers of total public transit commuters are down in most of the metro areas. Also, most metros saw decreases in foreign-born full-time workers that commute via transit, with some exceptions: Las Vegas saw its small numbers nearly double, growing from 3% to 5%. Keeping with these trends, the shares of new and settled immigrants among the foreign-born full-time workforce were also down across the board.

Compositions shifted among the groups of commuters from 1990 to 2000. Greater shares of foreign-born commute via transit in almost all metro areas, though San Jose saw the largest increase of foreign-born transit commuters, up from 29% to 48% between 1990 and 2000. The foreign-born composition also changed; shifting shares of new and settled immigrants were indicative of overall population composition changes. For example, in Atlanta, a new immigrant gateway, new immigrant shares grew from 60% to 71% from 1990 to 2000. At the opposite end, LA-Long Beach, an established immigrant gateway, saw shares of settled immigrants grow from 36% to 54%.

Drive-Along Commuters

Drive alone commuters showed trends opposite to those of public transit commuters in 1990. More native-born full-time workers commuted via this mode than foreign-born full-time workers in almost all metro areas. This trend is most pronounced in LA-Long Beach where 80% of native-born full-time workers were drive-alone commuters while only 63% of foreign-born workers commute by this mode. Among the foreign born, settled immigrants tended to drive-alone commute more than new immigrants. In Phoenix, for example, of the new immigrants in the full-time workforce, 55% drive-alone commute while 73% of settled immigrants commute in this mode.

The compositional picture of drive alone commuters reflected these findings in 1990. In 31 of the metro areas, the foreign-born share of drive alone commuting was 10% or less. In Miami-Hialeah, the foreign-born share was the highest among the metros at 51%. LA-Long Beach, New York, and San Francisco had foreign-born shares at 31%, 26%, and 25%, respectively. Among the foreign born, new immigrants were not as likely to commute by this mode as settled immigrants. In all 50 metros, settled immigrants shares were higher, ranging from 58% in Atlanta to 87% in Pittsburgh.

In these same metros in 2000, drive-alone commuting was very common. Forty-seven of the 50 metros had percentages of its population commuting by this mode at 65% or more. New York had the fewest drive-alone commuters, at 30%, while Detroit had the most, at 81%. Additionally, more native-born full-time workers commuted by this mode than their foreign-born counterparts in all 50 metros. Among the foreign born, new immigrants tended not to drive-alone commute as much as settled immigrants. New immigrant full-time workers that drove alone ranged from 18% in New York to 71% in Detroit. Settled immigrants that commuted by this mode ranged from 21% in New York to 78% in Detroit.

Composition of these commuters in 2000 reflected that of 1990 in that foreign-born shares of drive alone commuting were dwarfed by native-born shares. Twenty-nine metros had foreign-born shares of more than 10%; eight had shares of 25% or more. Miami's foreign-born share was the highest at 59%. Among the foreign born, settled immigrants had the majority share of drive-alone commuters in all but one metro area. In Atlanta, settled immigrants comprised only 58% of the foreign-born drive-alone commuters, while in Providence, that group commanded an 81% share.

Change in Drive Alone Commuting in 50 Metropolitan Areas from 1990 to 2000

All but one metro saw a decrease in drive-alone commuting among full-time workers from 1990 to 2000, most remarkably in Miami-Hialeah, where the number of full-time workers commuting via this mode fell from 77% to 65% in this period. Fewer foreign-born full-time workers commuted in this mode; this decrease is most evident in Las Vegas, where numbers of foreign-born drive-alone commuters dropped from 73% to 52%. Decreases among the foreign born in drive-alone commuting corresponded to overall population composition changes. In Atlanta, the percent of new immigrants commuting by this mode also dropped from 70% to 45% in this period.

Composition of drive-alone commuting shifted from 1990 to 2000, increasing foreign-born shares. San Jose saw the largest increase among foreign born who commuted by this mode, from 24% in 1990 to 38% in 2000. Additionally, among the foreign born, shares of new and settled immigrants who commuted by this mode fluctuated according to population composition changes. In a new immigrant gateway like Atlanta, the share of new immigrants who drove alone decreased from 42% to 32% as the metro experienced an increase in new immigrants who tended to commute via public transit. Meanwhile in LA-Long Beach, a settled immigrant gateway, settled immigrant shares among those who drove alone increased from 64% to 80% in this period.

< TABLES >

Table 1. Observations of Full-time Workers by Mode Choice

United States							
MEANS	Code	1990*		2000*		2005*	
		Full-time Worker**		Full-time Worker**		Full-time Worker**	
		OBS	%	OBS	%	OBS	%
Auto (Car truck or van)		3,319,443	89.5%	3,808,780	90.2%	1,153,918	88.3%
	Driving alone	2,833,823	76.4%	3,328,025	78.8%	1,016,857	77.8%
	Car pool	485,620	13.1%	480,755	11.4%	137,061	10.5%
Public Transit		157,421	4.2%	164,445	3.9%	51,246	3.9%
	Bus or trolley bus	79,763	2.2%	77,029	1.8%	25,853	2.0%
	Streetcar or trolley car	2,023	0.1%	2,155	0.1%	847	0.1%
	Subway or elevated	47,772	1.3%	53,837	1.3%	16,186	1.2%
	Railroad	22,333	0.6%	25,049	0.6%	6,600	0.5%
	Ferryboat	1,350	0.0%	1,583	0.0%	416	0.0%
	Taxicab	4,180	0.1%	4,792	0.1%	1,344	0.1%
Walk & Bike		118,129	3.2%	106,041	2.5%	38,790	3.0%
	Motorcycle	7,608	0.2%	5,030	0.1%	2,647	0.2%
	Bicycle	10,195	0.3%	11,902	0.3%	4,794	0.4%
	Walked	100,326	2.7%	89,109	2.1%	31,349	2.4%
Worked at home	Worked at home	93,220	2.5%	120,825	2.9%	51,874	4.0%
Other method	Other method	20,758	0.6%	24,734	0.6%	10,372	0.8%
Total		3,708,971	100.0%	4,224,825	100.0%	1,306,200	100.0%

* Data Source: 1990 and, 2000 PUMS 5%, 2005 ACS

**Full-time Worker: Who work in Census Year and worked hour>=35, week>=48 in last year of Census Survey

Table 2. Mode Choice of Full-time Workers

United States

MEANS	Code	1990*		2000*		2005*	
		Full-time Worker**		Full-time Worker**		Full-time Worker**	
		Weighted	%	Weighted	%	Weighted	%
Auto (Car truck or van)		66,825,455	89.0%	77,388,604	89.9%	117,680,066	87.7%
	Driving alone	57,215,609	76.2%	67,774,730	78.7%	103,296,315	77.0%
	Car pool	9,609,846	12.8%	9,613,874	11.2%	14,383,751	10.7%
Public Transit		3,744,138	5.0%	3,800,960	4.4%	6,414,404	4.8%
	Bus or trolley bus	1,890,859	2.5%	1,766,504	2.1%	3,368,760	2.5%
	Streetcar or trolley car	48,522	0.1%	48,050	0.1%	101,275	0.1%
	Subway or elevated	1,203,345	1.6%	1,300,124	1.5%	2,027,598	1.5%
	Railroad	471,175	0.6%	539,034	0.6%	695,022	0.5%
	Ferryboat	28,368	0.0%	33,422	0.0%	46,324	0.0%
	Taxicab	101,869	0.1%	113,826	0.1%	175,425	0.1%
Walk & Bike		2,381,271	3.2%	2,105,852	2.4%	4,129,280	3.1%
	Motorcycle	159,700	0.2%	104,985	0.1%	252,246	0.2%
	Bicycle	215,617	0.3%	257,816	0.3%	526,678	0.4%
	Walked	2,005,954	2.7%	1,743,051	2.0%	3,350,356	2.5%
Worked at home	Worked at home	1,693,277	2.3%	2,292,485	2.7%	4,783,146	3.6%
Other method	Other method	406,072	0.5%	485,411	0.6%	1,209,656	0.9%
Total		75,050,213	100.0%	86,073,312	100.0%	134,216,552	100.0%

* Data Source: 1990 and, 2000 PUMS 5%, 2005 ACS

**Full-time Worker: Who work in Census Year and worked hour>=35, week>=48 in last year of Census Survey

California

MEANS	Code	1990*		2000*		2005*	
		Full-time Worker**		Full-time Worker**		Full-time Worker**	
		Weighted	%	Weighted	%	Weighted	%
Auto (Car truck or van)		7,938,516	89.2%	8,298,788	88.7%	13,478,723	86.5%
	Driving alone	6,679,910	75.0%	7,024,302	75.1%	11,508,754	73.9%
	Car pool	1,258,606	14.1%	1,274,486	13.6%	1,969,969	12.6%
Public Transit		369,446	4.2%	416,062	4.4%	754,367	4.8%
	Bus or trolley bus	279,435	3.1%	280,572	3.0%	564,319	3.6%
	Streetcar or trolley car	13,260	0.1%	14,327	0.2%	23,313	0.1%
	Subway or elevated	56,488	0.6%	79,515	0.9%	105,749	0.7%
	Railroad	12,745	0.1%	31,297	0.3%	46,730	0.3%
	Ferryboat	4,126	0.0%	5,073	0.1%	6,377	0.0%
	Taxicab	3,392	0.0%	5,278	0.1%	7,879	0.1%
Walk & Bike		323,396	3.6%	278,885	3.0%	531,774	3.4%
	Motorcycle	52,616	0.6%	27,135	0.3%	44,076	0.3%
	Bicycle	57,797	0.6%	62,553	0.7%	104,756	0.7%
	Walked	212,983	2.4%	189,197	2.0%	382,942	2.5%
Worked at home	Worked at home	216,281	2.4%	296,734	3.2%	659,552	4.2%
Other method	Other method	53,615	0.6%	60,322	0.6%	152,878	1.0%
Total		8,901,254	100.0%	9,350,791	100.0%	15,577,294	100.0%

New York

MEANS	Code	1990*		2000*		2005*	
		Full-time Worker**		Full-time Worker**		Full-time Worker**	
		Weighted	%	Weighted	%	Weighted	%
Auto (Car truck or van)		3,582,866	66.6%	3,673,798	67.3%	5,323,935	63.3%
	Driving alone	3,032,631	56.4%	3,201,872	58.7%	4,651,484	55.3%
	Car pool	550,235	10.2%	471,926	8.6%	672,451	8.0%
Public Transit		1,364,159	25.4%	1,339,909	24.5%	2,243,473	26.7%
	Bus or trolley bus	317,958	5.9%	284,045	5.2%	571,265	6.8%
	Streetcar or trolley car	5,818	0.1%	4,167	0.1%	14,711	0.2%
	Subway or elevated	800,892	14.9%	815,439	14.9%	1,347,173	16.0%
	Railroad	185,929	3.5%	182,626	3.3%	236,525	2.8%
	Ferryboat	12,951	0.2%	9,311	0.2%	10,794	0.1%
	Taxicab	40,611	0.8%	44,321	0.8%	63,005	0.7%
Walk & Bike		299,723	5.6%	284,214	5.2%	497,626	5.9%
	Motorcycle	3,003	0.1%	2,406	0.0%	7,047	0.1%
	Bicycle	9,828	0.2%	14,501	0.3%	28,838	0.3%
	Walked	286,892	5.3%	267,307	4.9%	461,741	5.5%
Worked at home	Worked at home	107,782	2.0%	138,312	2.5%	286,767	3.4%
Other method	Other method	21,394	0.4%	22,491	0.4%	60,842	0.7%
Total		5,375,924	100.0%	5,458,724	100.0%	8,412,643	100.0%

< FIGURES >

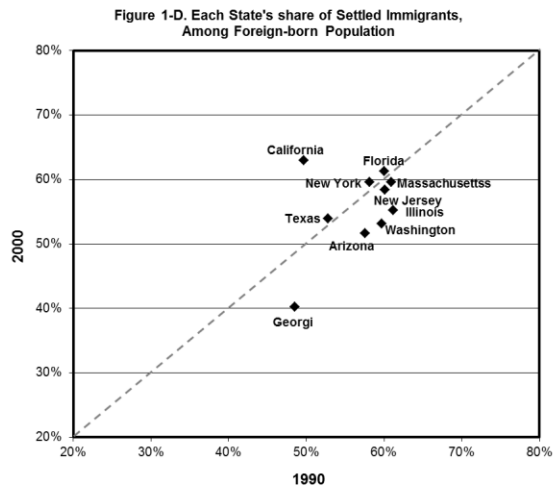
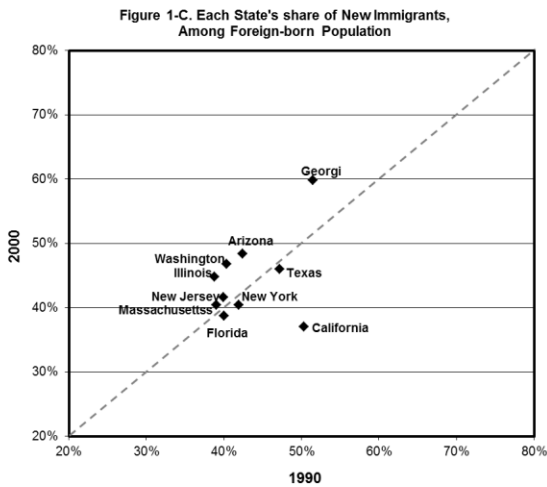
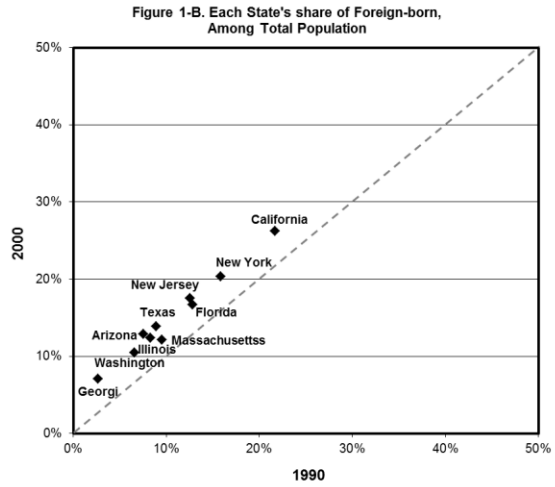
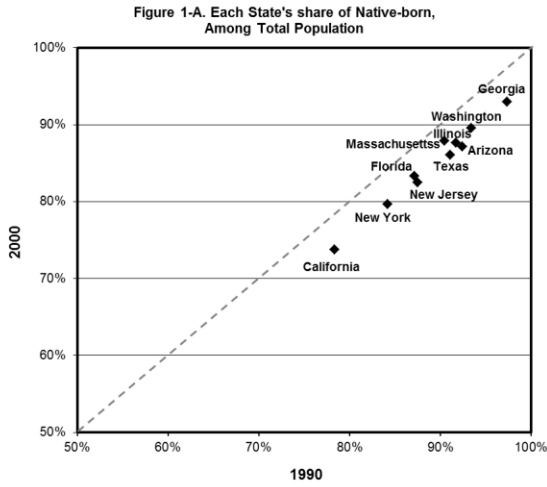


Figure 1. Compositional Profiles of the Total Population

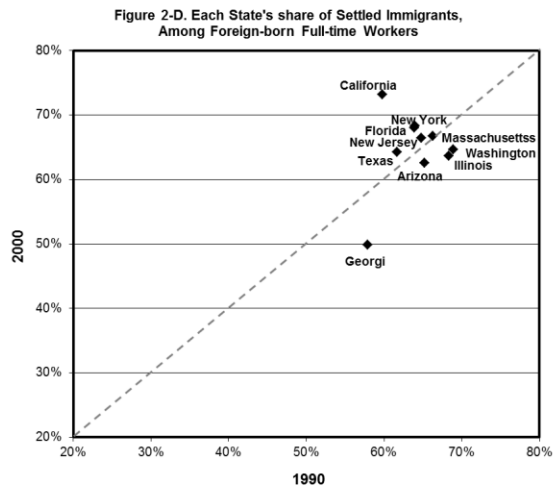
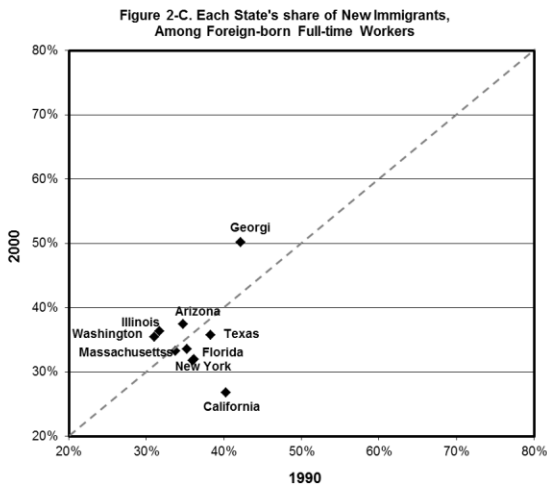
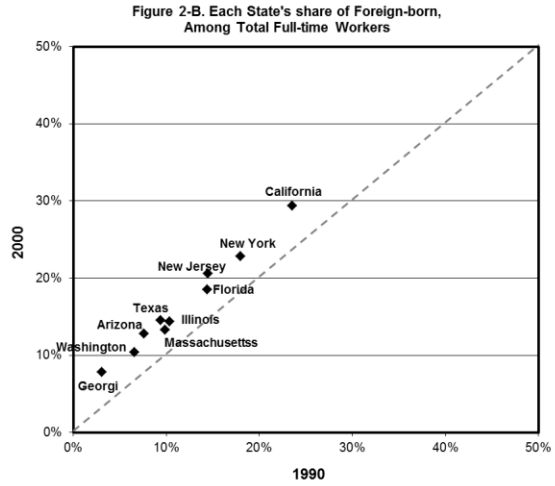
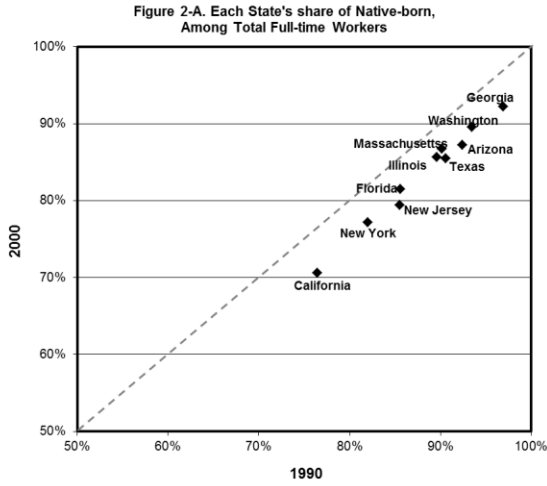


Figure 2. Compositional Profiles of the Full-Time Workers

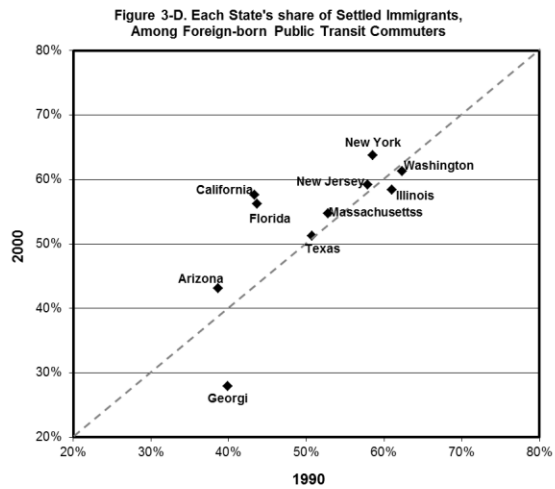
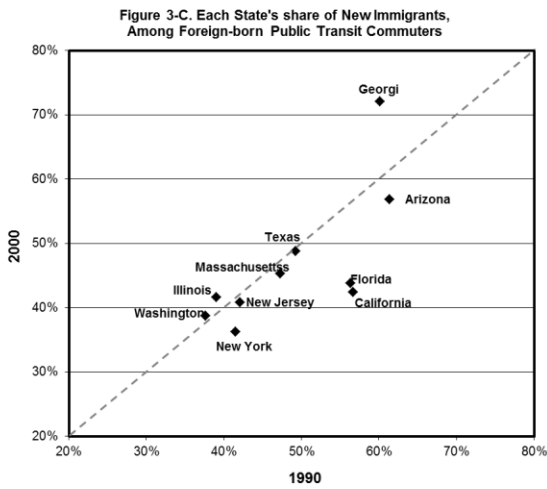
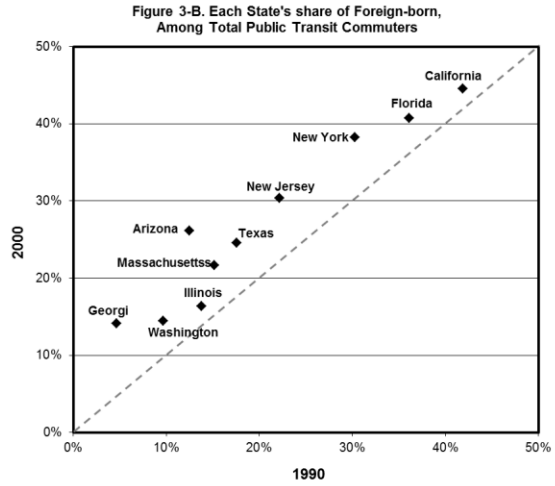
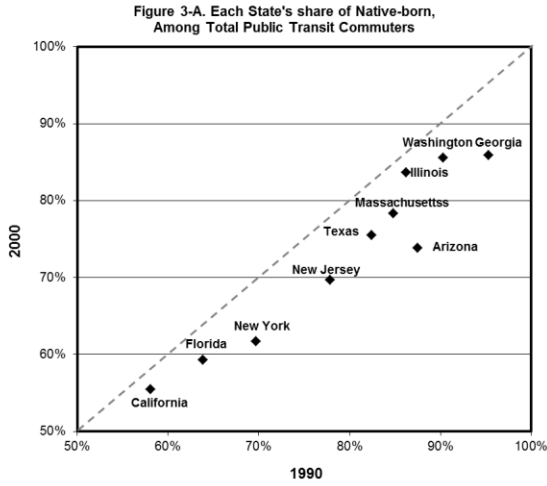


Figure 3. Compositional Profiles of the Public Transit Commuters

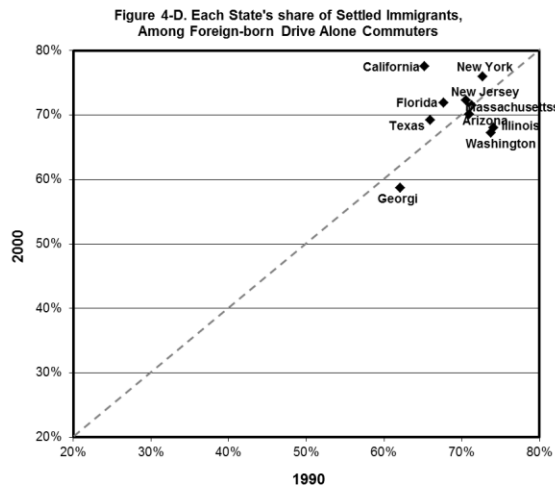
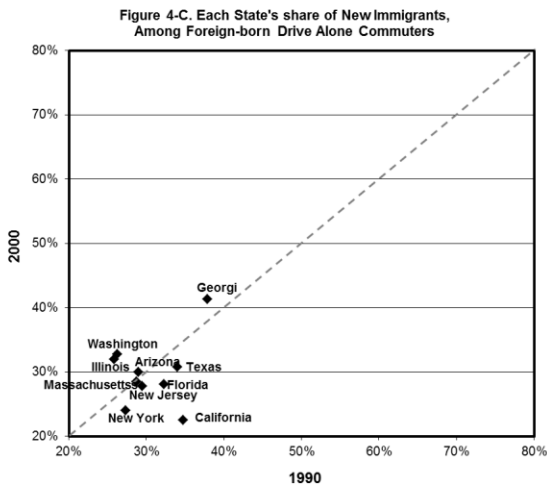
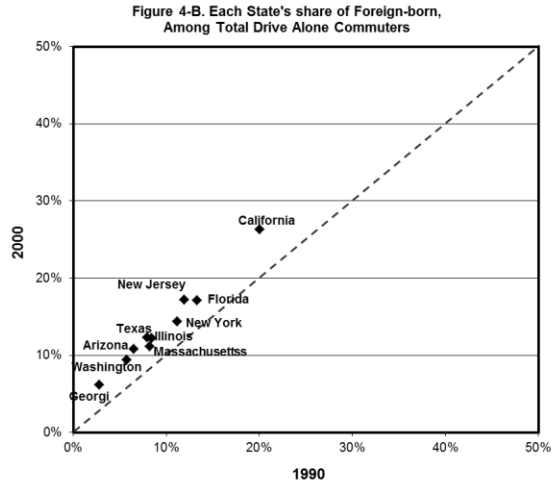
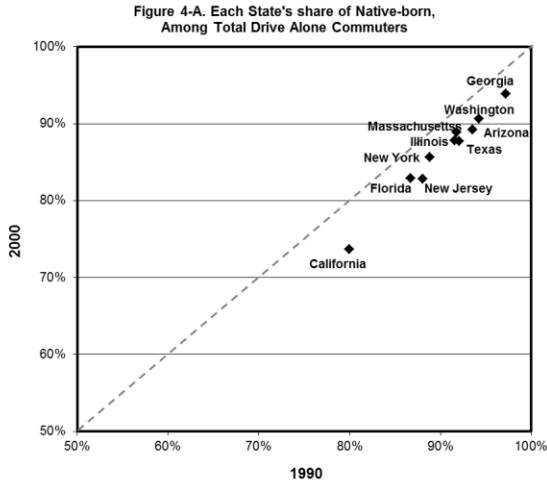


Figure 4. Compositional Profiles of the Drive Alone Commuters

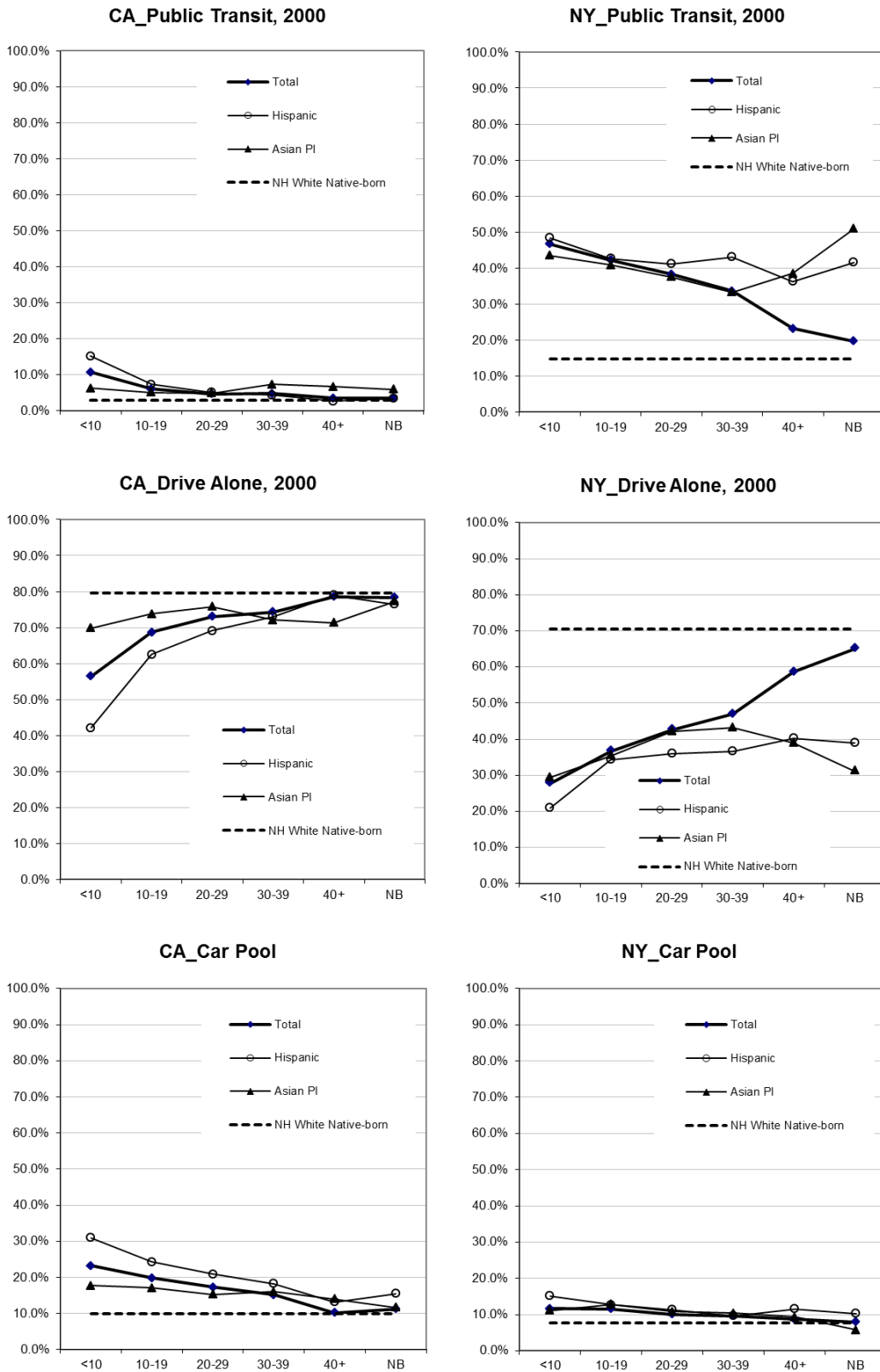


Figure 5. Mode choice of commuters by Race and Immigrants duration
Denominator: Full time worker who commute Auto, Transit, Walk and Bike only

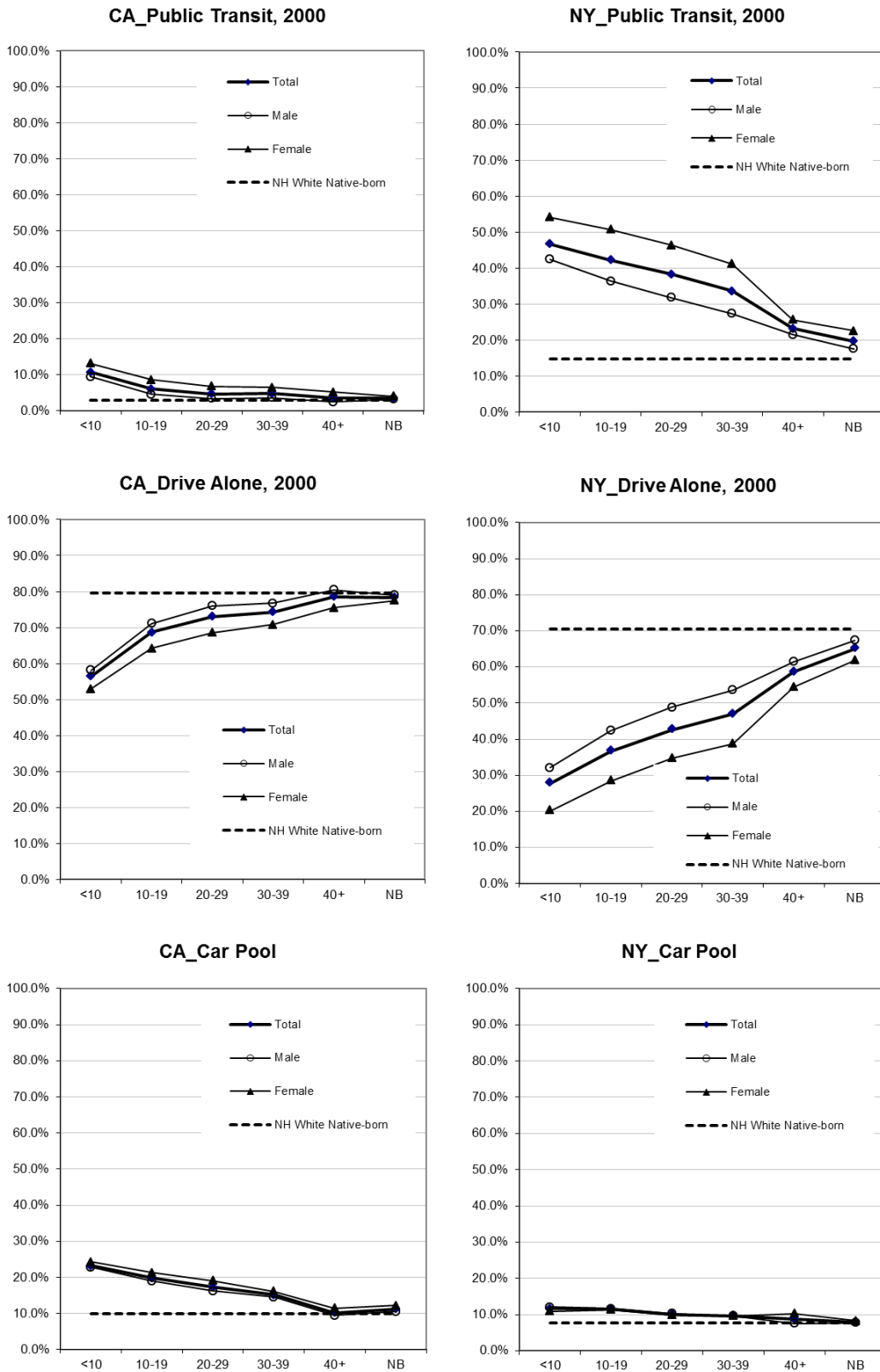


Figure 6. Mode choice of commuters by Sex and Immigrants duration
Denominator: Full time worker who commute Auto, Transit, Walk and Bike only

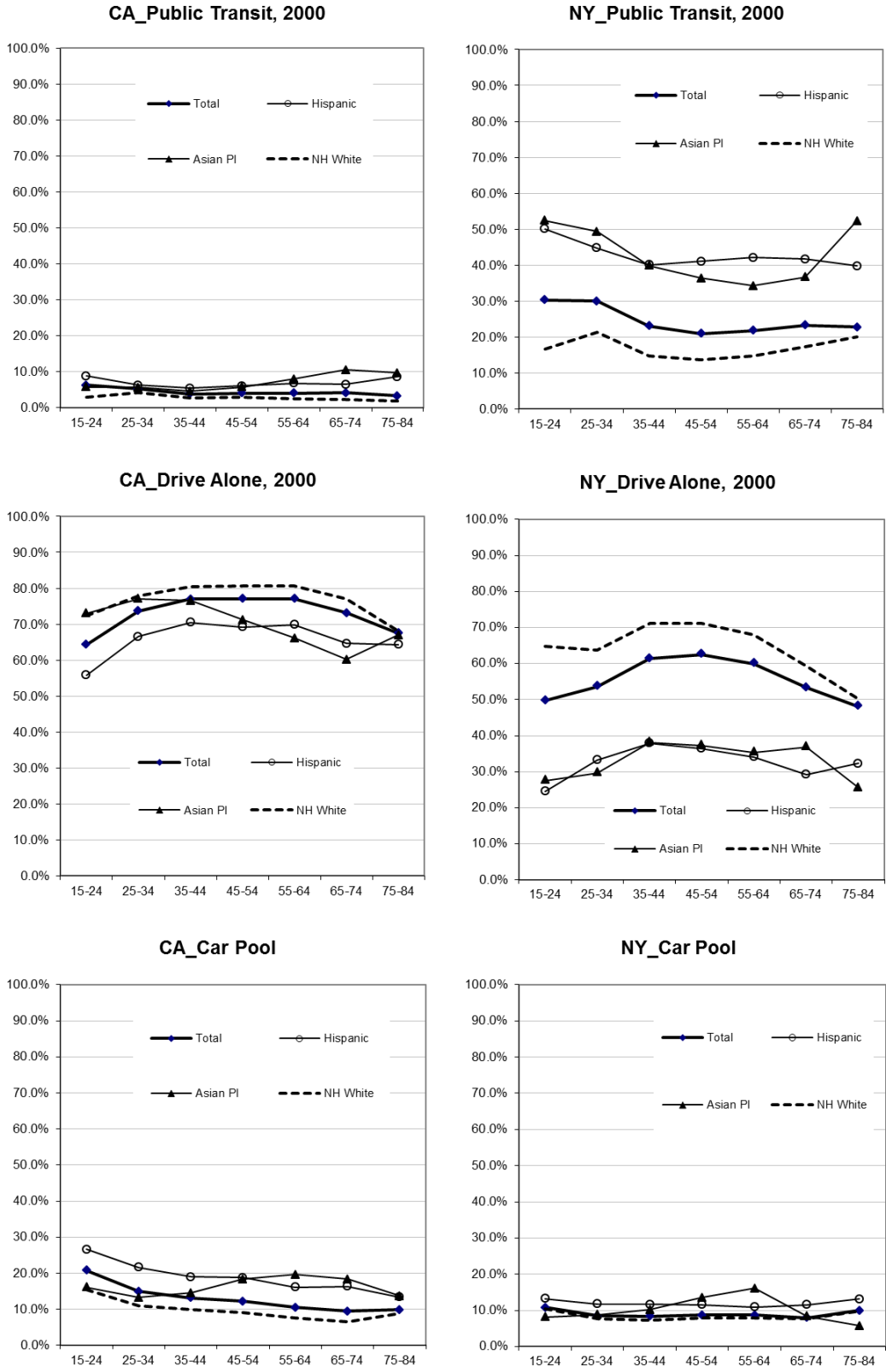


Figure 7. Mode choice of commuters by Race and Age
 Denominator: Full time worker who commute Auto, Transit, Walk and Bike only

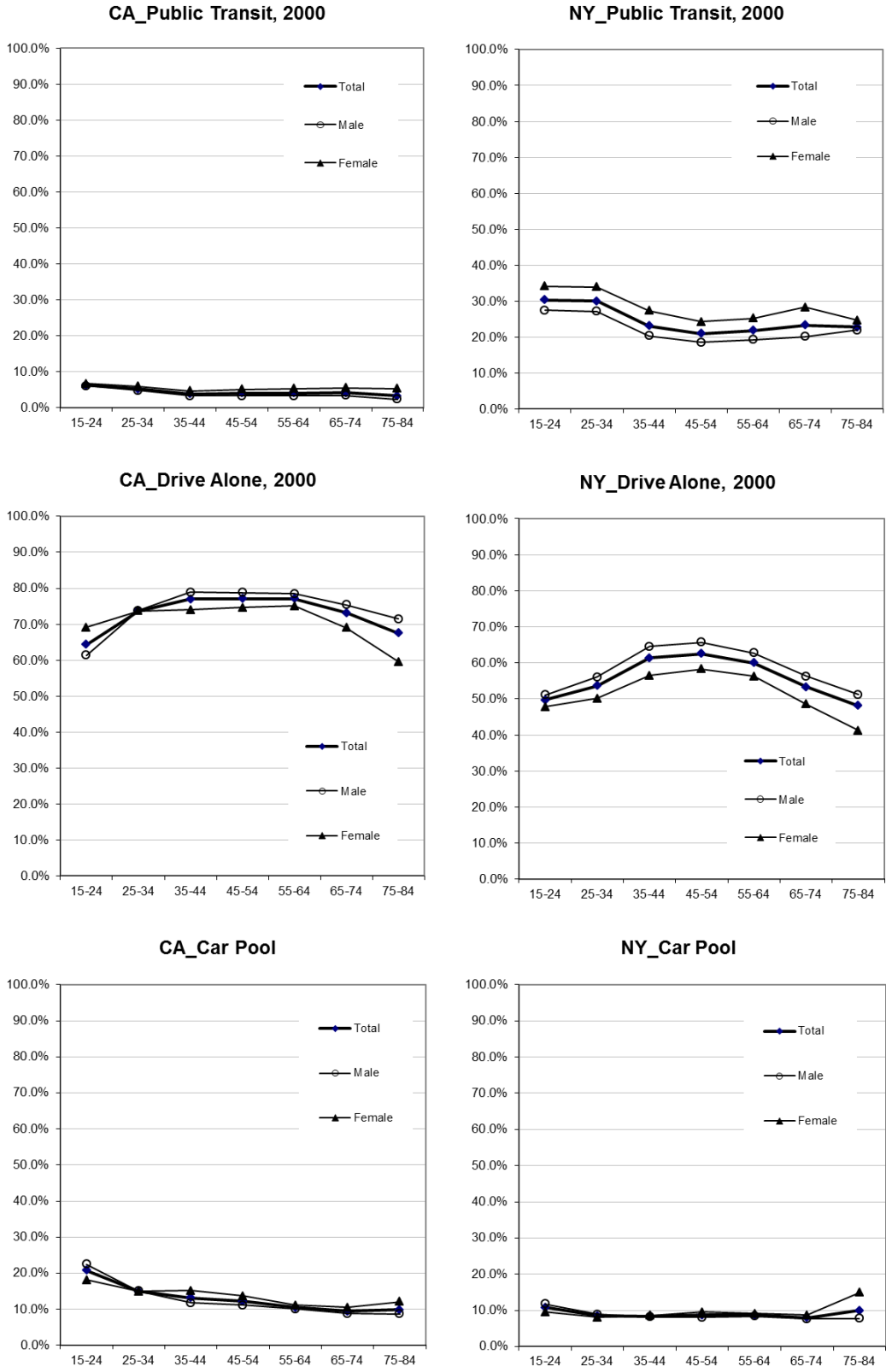


Figure 8. Mode choice of commuters by Sex and Age
Denominator: Full time worker who commute Auto, Transit, Walk and Bike only

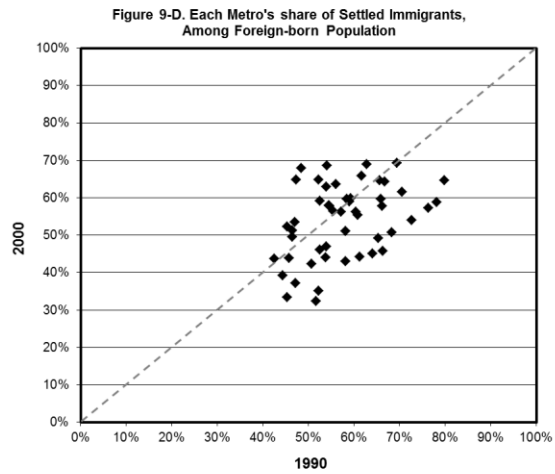
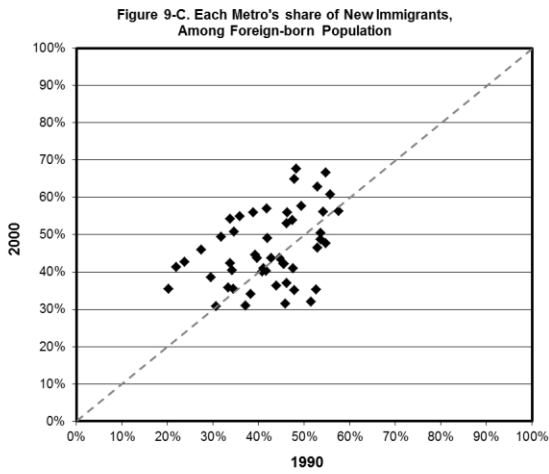
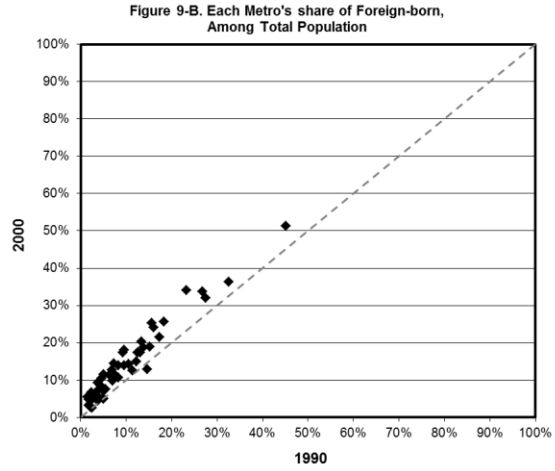
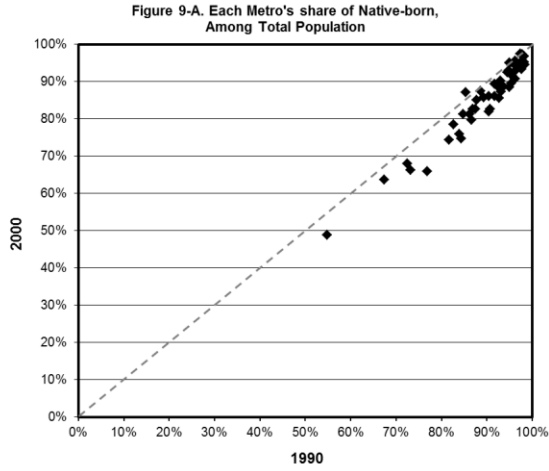


Figure 9. Compositional Profiles of the Total Population

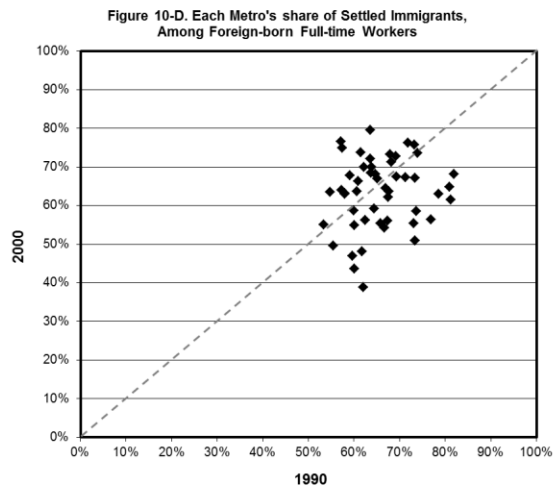
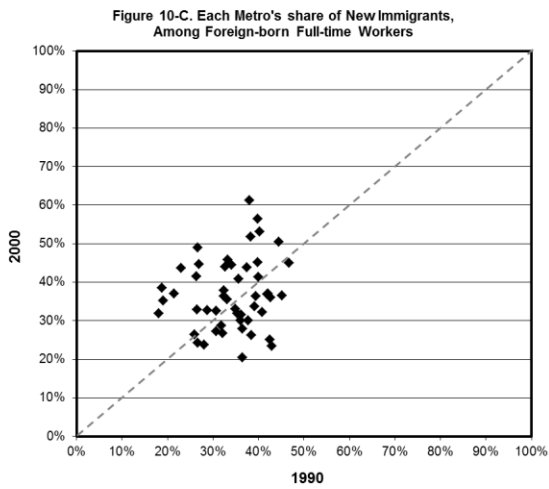
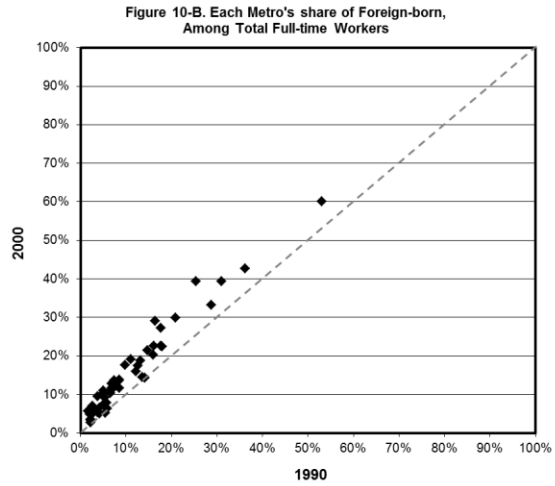
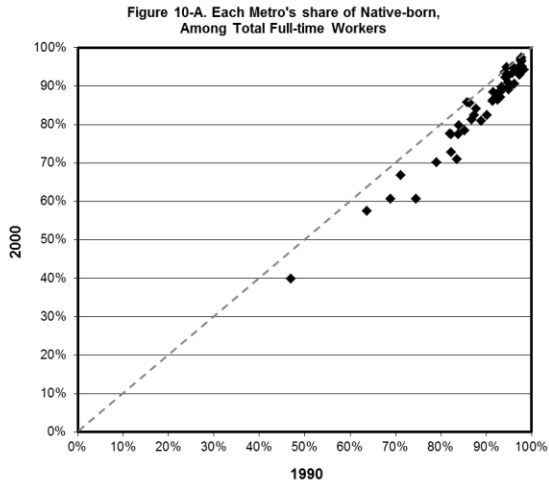


Figure 10. Compositional Profiles of the Full-Time Workers

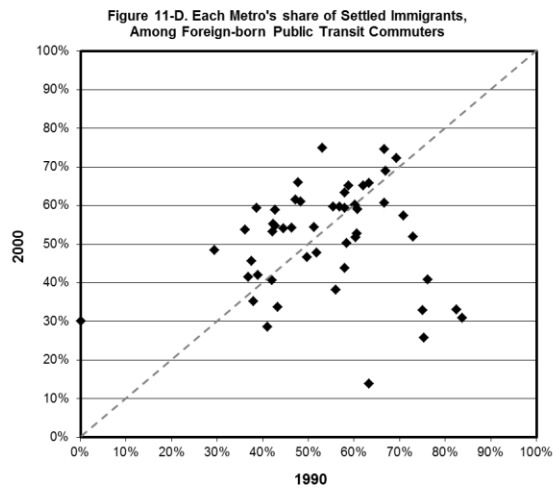
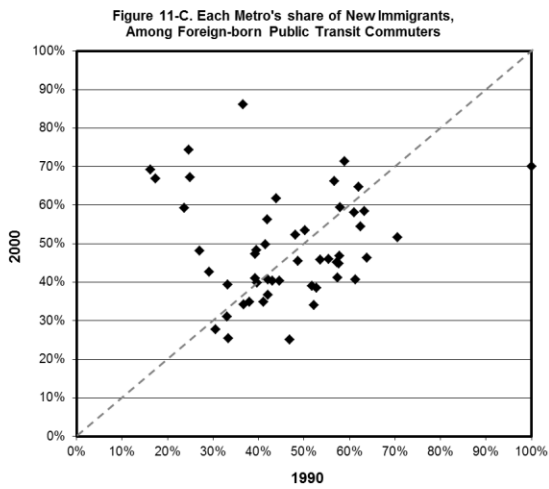
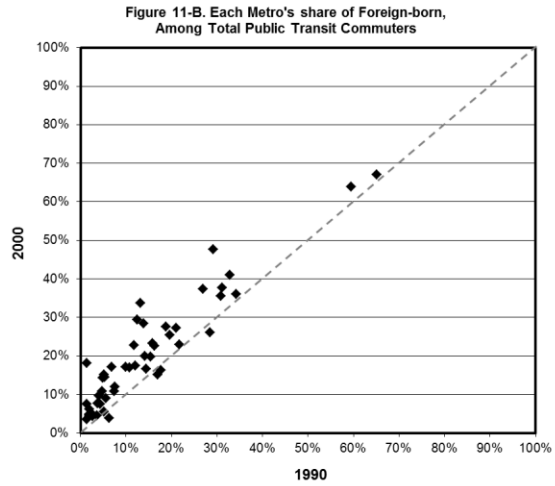
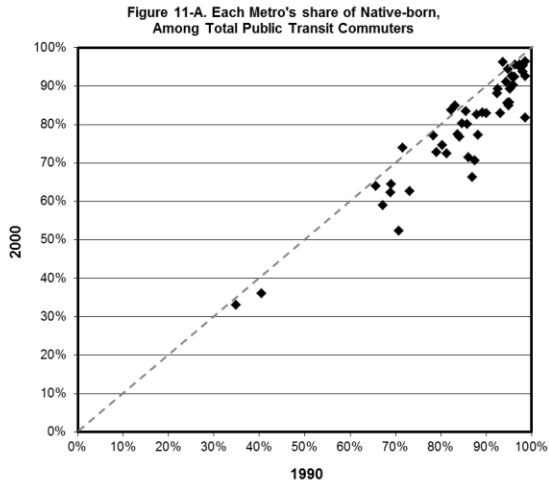


Figure 11. Compositional Profiles of the Public Transit Commuters

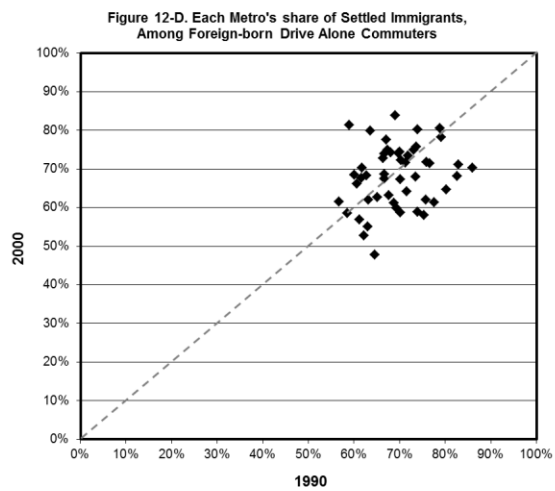
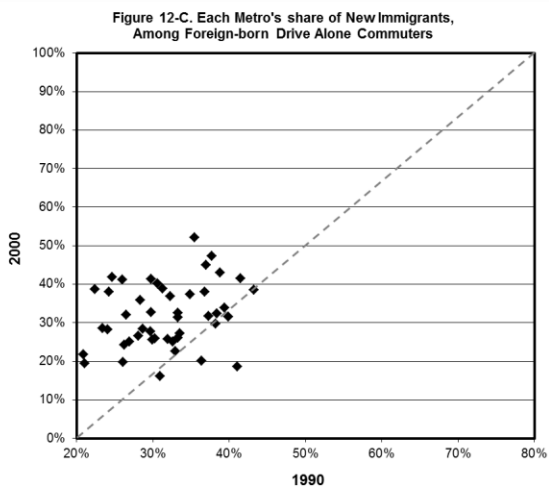
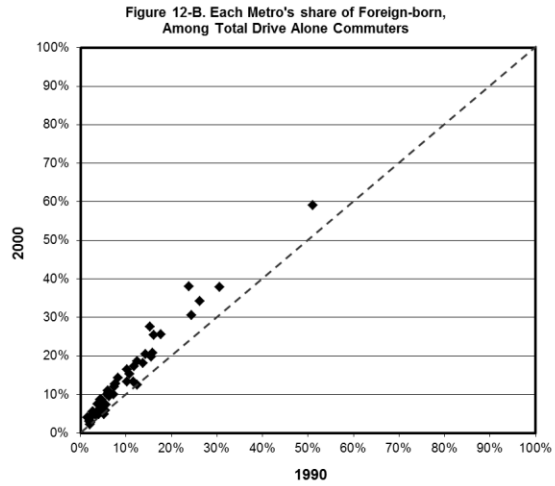
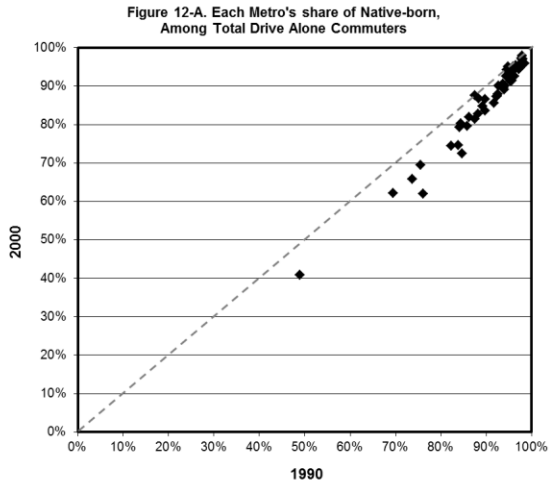


Figure 12. Compositional Profiles of the Drive Alone Commuters

< APPENDICES to Section I >

Appendix 1. Top 50 Metropolitan Area (MSA/PMSA)

Rank	MSAPMSA5	Geography	Population
1	4480	Los Angeles--Long Beach, CA PMSA; Los Angeles--Riverside--Orange County, CA CMSA	9,519,338
2	5600	New York, NY PMSA; New York--Northern New Jersey--Long Island, NY--NJ--CT--PA CMSA	9,314,235
3	1600	Chicago, IL PMSA; Chicago--Gary--Kenosha, IL--IN--WI CMSA	8,272,768
4	6160	Philadelphia, PA--NJ PMSA; Philadelphia--Wilmington--Atlantic City, PA--NJ--DE--MD CMSA	5,100,931
5	8840	Washington, DC--MD--VA--WV PMSA; Washington--Baltimore, DC--MD--VA--WV CMSA	4,923,153
6	2160	Detroit, MI PMSA; Detroit--Ann Arbor--Flint, MI CMSA	4,441,551
7	3360	Houston, TX PMSA; Houston--Galveston--Brazoria, TX CMSA	4,177,646
8	520	Atlanta, GA MSA	4,112,198
9	1920	Dallas, TX PMSA; Dallas--Fort Worth, TX CMSA	3,519,176
10	1120	Boston, MA--NH PMSA; Boston--Worcester--Lawrence, MA--NH--ME--CT CMSA	3,406,829
11	6780	Riverside--San Bernardino, CA PMSA; Los Angeles--Riverside--Orange County, CA CMSA	3,254,821
12	6200	Phoenix--Mesa, AZ MSA	3,251,876
13	5120	Minneapolis--St. Paul, MN--WI MSA	2,968,806
14	7320	San Diego, CA MSA	2,813,833
15	5380	Nassau--Suffolk, NY PMSA; New York--Northern New Jersey--Long Island, NY--NJ--CT--PA CMSA	2,753,913
16	7040	St. Louis, MO--IL MSA	2,603,607
17	720	Baltimore, MD PMSA; Washington--Baltimore, DC--MD--VA--WV CMSA	2,552,994
18	7600	Seattle--Bellevue--Everett, WA PMSA; Seattle--Tacoma--Bremerton, WA CMSA	2,414,616
19	8280	Tampa--St. Petersburg--Clearwater, FL MSA	2,395,997
20	5775	Oakland, CA PMSA; San Francisco--Oakland--San Jose, CA CMSA	2,392,557
21	6280	Pittsburgh, PA MSA	2,358,695
22	5000	Miami, FL PMSA; Miami--Fort Lauderdale, FL CMSA	2,253,362
23	1680	Cleveland--Lorain--Elyria, OH PMSA; Cleveland--Akron, OH CMSA	2,250,871
24	2080	Denver, CO PMSA; Denver--Boulder--Greeley, CO CMSA	2,109,282
25	5640	Newark, NJ PMSA; New York--Northern New Jersey--Long Island, NY--NJ--CT--PA CMSA	2,032,989
26	6440	Portland--Vancouver, OR--WA PMSA; Portland--Salem, OR--WA CMSA	1,918,009
27	3760	Kansas City, MO--KS MSA	1,776,062
28	7360	San Francisco, CA PMSA; San Francisco--Oakland--San Jose, CA CMSA	1,731,183
29	2800	Fort Worth--Arlington, TX PMSA; Dallas--Fort Worth, TX CMSA	1,702,625
30	7400	San Jose, CA PMSA; San Francisco--Oakland--San Jose, CA CMSA	1,682,585
31	1640	Cincinnati, OH--KY--IN PMSA; Cincinnati--Hamilton, OH--KY--IN CMSA	1,646,395
32	5960	Orlando, FL MSA	1,644,561
33	6920	Sacramento, CA PMSA; Sacramento--Yolo, CA CMSA	1,628,197
34	2680	Fort Lauderdale, FL PMSA; Miami--Fort Lauderdale, FL CMSA	1,623,018
35	3480	Indianapolis, IN MSA	1,607,486
36	7240	San Antonio, TX MSA	1,592,383
37	5720	Norfolk--Virginia Beach--Newport News, VA--NC MSA	1,569,541
38	4120	Las Vegas, NV--AZ MSA	1,563,282
39	1840	Columbus, OH MSA	1,540,157
40	5080	Milwaukee--Waukesha, WI PMSA; Milwaukee--Racine, WI CMSA	1,500,741
41	1520	Charlotte--Gastonia--Rock Hill, NC--SC MSA	1,499,293
42	875	Bergen--Passaic, NJ PMSA; New York--Northern New Jersey--Long Island, NY--NJ--CT--PA CMSA	1,373,167
43	5560	New Orleans, LA MSA	1,337,726
44	7160	Salt Lake City--Ogden, UT MSA	1,333,914
45	3120	Greensboro--Winston-Salem--High Point, NC MSA	1,251,509
46	640	Austin--San Marcos, TX MSA	1,249,763
47	5360	Nashville, TN MSA	1,231,311
48	6480	Providence--Fall River--Warwick, RI--MA MSA	1,188,613
49	6640	Raleigh--Durham--Chapel Hill, NC MSA	1,187,941
50	3280	Hartford, CT MSA	1,183,110

Data Source: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Appendix 2. Compositional Profiles of the Population By Nativity and Period of Arrival

Universe: 1990 Total Population

	Total	NB	FB	New Immigrants	Settled Immigrants
California	100.0%	78.3%	21.7%	50.3%	49.7%
New York	100.0%	84.2%	15.8%	41.9%	58.1%
Texas	100.0%	91.1%	8.9%	47.2%	52.8%
Florida	100.0%	87.1%	12.9%	40.0%	60.0%
New Jersey	100.0%	87.5%	12.5%	39.9%	60.1%
Illinois	100.0%	91.7%	8.3%	38.8%	61.2%
Massachusetts	100.0%	90.5%	9.5%	39.1%	60.9%
Washington	100.0%	93.4%	6.6%	40.3%	59.7%
Arizona	100.0%	92.4%	7.6%	42.4%	57.6%
Georgia	100.0%	97.3%	2.7%	51.5%	48.5%

New Immigrants: People who arrive in U.S. from 1980 to 1990

	Total	NB	FB	New Immigrants	Settled Immigrants
California	29,715,727	23,272,699	6,443,028	3,241,358	3,201,670
New York	17,919,274	15,083,639	2,835,635	1,187,369	1,648,266
Texas	16,951,382	15,436,507	1,514,875	714,440	800,435
Florida	12,922,903	11,261,687	1,661,216	664,209	997,007
New Jersey	7,698,998	6,733,438	965,560	385,336	580,224
Illinois	11,393,796	10,448,124	945,672	366,627	579,045
Massachusetts	6,015,898	5,441,635	574,263	224,302	349,961
Washington	4,841,964	4,522,869	319,095	128,688	190,407
Arizona	3,652,849	3,376,496	276,353	117,243	159,110
Georgia	6,466,023	6,292,888	173,135	89,159	83,976

Universe: 2000 Total Population

	Total	NB	FB	New Immigrants	Settled Immigrants
California	100.0%	73.8%	26.2%	37.1%	62.9%
New York	100.0%	79.6%	20.4%	40.4%	59.6%
Texas	100.0%	86.1%	13.9%	46.0%	54.0%
Florida	100.0%	83.3%	16.7%	38.7%	61.3%
New Jersey	100.0%	82.5%	17.5%	41.6%	58.4%
Illinois	100.0%	87.6%	12.4%	44.8%	55.2%
Massachusetts	100.0%	87.9%	12.1%	40.5%	59.5%
Washington	100.0%	89.5%	10.5%	46.8%	53.2%
Arizona	100.0%	87.1%	12.9%	48.3%	51.7%
Georgia	100.0%	92.9%	7.1%	59.8%	40.2%

New Immigrants: People who arrive in U.S. from 1990 to 2000

	Total	NB	FB	New Immigrants	Settled Immigrants
California	33,884,660	24,999,361	8,885,299	3,295,293	5,590,006
New York	18,976,061	15,111,834	3,864,227	1,560,430	2,303,797
Texas	20,848,171	17,947,939	2,900,232	1,335,226	1,565,006
Florida	15,986,890	13,320,880	2,666,010	1,031,612	1,634,398
New Jersey	8,416,753	6,945,187	1,471,566	612,478	859,088
Illinois	12,417,190	10,883,241	1,533,949	687,522	846,427
Massachusetts	6,353,449	5,581,822	771,627	312,252	459,375
Washington	5,894,780	5,277,940	616,840	288,884	327,956
Arizona	5,133,711	4,471,537	662,174	320,124	342,050
Georgia	8,186,187	7,607,551	578,636	346,076	232,560

Growth Change: 1990-2000

	Total	NB	FB	New Immigrants	Settled Immigrants
California	14.0%	7.4%	37.9%	1.7%	74.6%
New York	5.9%	0.2%	36.3%	31.4%	39.8%
Texas	23.0%	16.3%	91.5%	86.9%	95.5%
Florida	23.7%	18.3%	60.5%	55.3%	63.9%
New Jersey	9.3%	3.1%	52.4%	58.9%	48.1%
Illinois	9.0%	4.2%	62.2%	87.5%	46.2%
Massachusetts	5.6%	2.6%	34.4%	39.2%	31.3%
Washington	21.7%	16.7%	93.3%	124.5%	72.2%
Arizona	40.5%	32.4%	139.6%	173.0%	115.0%
Georgia	26.6%	20.9%	234.2%	288.2%	176.9%

	Total	NB	FB	New Immigrants	Settled Immigrants
California	4,168,933	1,726,662	2,442,271	53,935	2,388,336
New York	1,056,787	28,195	1,028,592	373,061	655,531
Texas	3,896,789	2,511,432	1,385,357	620,786	764,571
Florida	3,063,987	2,059,193	1,004,794	367,403	637,391
New Jersey	717,755	211,749	506,006	227,142	278,864
Illinois	1,023,394	435,117	588,277	320,895	267,382
Massachusetts	337,551	140,187	197,364	87,950	109,414
Washington	1,052,816	755,071	297,745	160,196	137,549
Arizona	1,480,862	1,095,041	385,821	202,881	182,940
Georgia	1,720,164	1,314,663	405,501	256,917	148,584

Appendix 3. Proportion of the Full-time Worker Among Total Population

1990 Proportion: 1990 Full-time Workers / 1990 Total Population

	Total	NB	FB	New Immigrants	Settled Immigrants
California	30.0%	29.2%	32.5%	26.0%	39.1%
New York	30.0%	29.2%	34.1%	29.4%	37.5%
Texas	29.5%	29.4%	31.0%	25.2%	36.2%
Florida	29.3%	28.7%	32.8%	29.6%	35.0%
New Jersey	33.4%	32.7%	38.6%	34.1%	41.6%
Illinois	31.1%	30.3%	38.9%	31.8%	43.4%
Massachusetts	31.8%	31.6%	32.8%	28.4%	35.7%
Washington	29.5%	29.5%	29.3%	22.6%	33.9%
Arizona	27.8%	27.8%	28.1%	23.0%	31.8%
Georgia	32.7%	32.6%	38.1%	31.2%	45.5%

2000 Proportion: 2000 Full-time Workers / 2000 Total Population

	Total	NB	FB	New Immigrants	Settled Immigrants
California	27.6%	26.4%	30.9%	22.3%	36.0%
New York	28.8%	27.9%	32.2%	25.5%	36.8%
Texas	30.0%	29.7%	31.3%	24.3%	37.2%
Florida	29.4%	28.8%	32.7%	26.8%	36.4%
New Jersey	31.6%	30.4%	37.3%	30.1%	42.4%
Illinois	31.2%	30.5%	36.2%	29.3%	41.7%
Massachusetts	32.5%	32.1%	35.5%	29.1%	39.8%
Washington	30.4%	30.4%	30.3%	22.9%	36.8%
Arizona	28.8%	28.8%	28.5%	22.0%	34.5%
Georgia	32.9%	32.6%	36.3%	30.4%	45.0%

Change: 1990-2000

	Total	NB	FB	New Immigrants	Settled Immigrants
California	-2.4%	-2.8%	-1.6%	-3.6%	-3.1%
New York	-1.2%	-1.3%	-1.9%	-3.9%	-0.7%
Texas	0.5%	0.4%	0.3%	-0.9%	1.0%
Florida	0.2%	0.1%	-0.1%	-2.7%	1.4%
New Jersey	-1.8%	-2.2%	-1.4%	-4.0%	0.7%
Illinois	0.1%	0.1%	-2.7%	-2.4%	-1.6%
Massachusetts	0.7%	0.4%	2.6%	0.8%	4.1%
Washington	0.9%	0.9%	0.9%	0.3%	2.9%
Arizona	0.9%	1.0%	0.4%	-1.0%	2.7%
Georgia	0.1%	0.0%	-1.8%	-0.8%	-0.5%

Appendix 4. Compositional Profiles of the Full-time Worker By Nativity and Period of Arrival

Universe: 1990 Total Full-time Workers

	Total	NB	FB	New Immigrants	Settled Immigrants
California	100.0%	76.5%	23.5%	40.2%	59.8%
New York	100.0%	82.0%	18.0%	36.1%	63.9%
Texas	100.0%	90.6%	9.4%	38.3%	61.7%
Florida	100.0%	85.6%	14.4%	36.0%	64.0%
New Jersey	100.0%	85.5%	14.5%	35.2%	64.8%
Illinois	100.0%	89.6%	10.4%	31.7%	68.3%
Massachusetts	100.0%	90.1%	9.9%	33.7%	66.3%
Washington	100.0%	93.4%	6.6%	31.1%	68.9%
Arizona	100.0%	92.4%	7.6%	34.8%	65.2%
Georgia	100.0%	96.9%	3.1%	42.1%	57.9%

*Full-time Worker: Who work in Census Year and worked hour \geq 35, week \geq 48 in last year of Census Survey

	Total	NB	FB	New Immigrants	Settled Immigrants
California	8,901,254	6,806,955	2,094,299	842,588	1,251,711
New York	5,375,924	4,408,879	967,045	349,318	617,727
Texas	5,001,559	4,532,053	469,506	179,805	289,701
Florida	3,782,059	3,236,787	545,272	196,312	348,960
New Jersey	2,571,496	2,198,481	373,015	131,378	241,637
Illinois	3,538,503	3,170,862	367,641	116,523	251,118
Massachusetts	1,910,484	1,721,892	188,592	63,617	124,975
Washington	1,428,228	1,334,613	93,615	29,073	64,542
Arizona	1,017,308	939,751	77,557	26,971	50,586
Georgia	2,117,423	2,051,444	65,979	27,800	38,179

Universe: 2000 Total Full-time Workers

	Total	NB	FB	New Immigrants	Settled Immigrants
California	100.0%	70.6%	29.4%	26.8%	73.2%
New York	100.0%	77.2%	22.8%	32.0%	68.0%
Texas	100.0%	85.5%	14.5%	35.8%	64.2%
Florida	100.0%	81.5%	18.5%	31.7%	68.3%
New Jersey	100.0%	79.4%	20.6%	33.6%	66.4%
Illinois	100.0%	85.7%	14.3%	36.4%	63.6%
Massachusetts	100.0%	86.7%	13.3%	33.2%	66.8%
Washington	100.0%	89.6%	10.4%	35.4%	64.6%
Arizona	100.0%	87.2%	12.8%	37.4%	62.6%
Georgia	100.0%	92.2%	7.8%	50.1%	49.9%

*Full-time Worker: hour \geq 35, week \geq 48

	Total	NB	FB	New Immigrants	Settled Immigrants
California	9,350,791	6,601,493	2,749,298	736,376	2,012,922
New York	5,458,724	4,213,255	1,245,469	398,396	847,073
Texas	6,246,034	5,339,147	906,887	324,224	582,663
Florida	4,708,024	3,836,123	871,901	276,605	595,296
New Jersey	2,660,271	2,112,023	548,248	184,105	364,143
Illinois	3,871,213	3,316,329	554,884	201,714	353,170
Massachusetts	2,063,180	1,789,519	273,661	90,981	182,680
Washington	1,792,211	1,605,417	186,794	66,130	120,664
Arizona	1,477,058	1,288,550	188,508	70,524	117,984
Georgia	2,690,369	2,480,490	209,879	105,233	104,646

Growth Change: 1990-2000

	Total	NB	FB	New Immigrants	Settled Immigrants
California	5.1%	-3.0%	31.3%	-12.6%	60.8%
New York	1.5%	-4.4%	28.8%	14.0%	37.1%
Texas	24.9%	17.8%	93.2%	80.3%	101.1%
Florida	24.5%	18.5%	59.9%	40.9%	70.6%
New Jersey	3.5%	-3.9%	47.0%	40.1%	50.7%
Illinois	9.4%	4.6%	50.9%	73.1%	40.6%
Massachusetts	8.0%	3.9%	45.1%	43.0%	46.2%
Washington	25.5%	20.3%	99.5%	127.5%	87.0%
Arizona	45.2%	37.1%	143.1%	161.5%	133.2%
Georgia	27.1%	20.9%	218.1%	278.5%	174.1%

	Total	NB	FB	New Immigrants	Settled Immigrants
California	449,537	-205,462	654,999	-106,212	761,211
New York	82,800	-195,624	278,424	49,078	229,346
Texas	1,244,475	807,094	437,381	144,419	292,962
Florida	925,965	599,336	326,629	80,293	246,336
New Jersey	88,775	-86,458	175,233	52,727	122,506
Illinois	332,710	145,467	187,243	85,191	102,052
Massachusetts	152,696	67,627	85,069	27,364	57,705
Washington	363,983	270,804	93,179	37,057	56,122
Arizona	459,750	348,799	110,951	43,553	67,398
Georgia	572,946	429,046	143,900	77,433	66,467

Appendix 5. Proportion of the Public Transit Commuters Among Total Full-time Workers

1990 Proportion: 1990 Public Transit Commuters / 1990 Full-time Workers

	Total	NB	FB	New Immigrants	Settled Immigrants
California	4.2%	3.2%	7.4%	10.4%	5.4%
New York	25.4%	21.6%	42.7%	49.1%	39.1%
Texas	1.8%	1.6%	3.3%	4.3%	2.7%
Florida	1.5%	1.1%	3.7%	5.8%	2.5%
New Jersey	9.4%	8.5%	14.3%	17.1%	12.8%
Illinois	10.1%	9.7%	13.4%	16.5%	12.0%
Massachusetts	8.1%	7.7%	12.5%	17.5%	10.0%
Washington	4.3%	4.1%	6.3%	7.6%	5.7%
Arizona	1.5%	1.5%	2.5%	4.5%	1.5%
Georgia	2.1%	2.0%	3.1%	4.5%	2.2%

2000 Proportion: 2000 Public Transit Commuters / 2000 Full-time Workers

	Total	NB	FB	New Immigrants	Settled Immigrants
California	4.4%	3.5%	6.7%	10.7%	5.3%
New York	24.5%	19.6%	41.2%	46.7%	38.6%
Texas	1.5%	1.3%	2.5%	3.5%	2.0%
Florida	1.3%	1.0%	2.9%	4.1%	2.4%
New Jersey	9.9%	8.7%	14.6%	17.7%	13.0%
Illinois	8.7%	8.5%	10.0%	11.4%	9.1%
Massachusetts	8.8%	8.0%	14.4%	19.6%	11.8%
Washington	4.6%	4.4%	6.4%	7.0%	6.1%
Arizona	1.4%	1.2%	2.9%	4.5%	2.0%
Georgia	1.8%	1.7%	3.3%	4.8%	1.9%

Change: 1990-2000

	Total	NB	FB	New Immigrants	Settled Immigrants
California	0.3%	0.3%	-0.6%	0.3%	0.0%
New York	-0.8%	-1.9%	-1.5%	-2.3%	-0.6%
Texas	-0.3%	-0.3%	-0.8%	-0.8%	-0.7%
Florida	-0.1%	-0.1%	-0.8%	-1.7%	-0.1%
New Jersey	0.5%	0.1%	0.2%	0.6%	0.2%
Illinois	-1.4%	-1.2%	-3.5%	-5.1%	-2.9%
Massachusetts	0.7%	0.3%	1.9%	2.1%	1.9%
Washington	0.4%	0.3%	0.1%	-0.7%	0.3%
Arizona	-0.1%	-0.2%	0.4%	0.0%	0.5%
Georgia	-0.2%	-0.3%	0.2%	0.3%	-0.3%

Appendix 6. Compositional Profiles of the Public Transit Commuters By Nativity and Period of

Universe: 1990 Total Public Transit Commuters

	Total	NB	FB	New Immigrants	Settled Immigrants
California	100.0%	58.1%	41.9%	56.7%	43.3%
New York	100.0%	69.7%	30.3%	41.5%	58.5%
Texas	100.0%	82.4%	17.6%	49.3%	50.7%
Florida	100.0%	63.9%	36.1%	56.3%	43.7%
New Jersey	100.0%	77.8%	22.2%	42.1%	57.9%
Illinois	100.0%	86.2%	13.8%	39.0%	61.0%
Massachusetts	100.0%	84.8%	15.2%	47.2%	52.8%
Washington	100.0%	90.3%	9.7%	37.6%	62.4%
Arizona	100.0%	87.5%	12.5%	61.4%	38.6%
Georgia	100.0%	95.3%	4.7%	60.1%	39.9%

	Total	NB	FB	New Immigrants	Settled Immigrants
California	369,446	214,696	154,750	87,715	67,035
New York	1,364,159	951,011	413,148	171,342	241,806
Texas	88,371	72,835	15,536	7,652	7,884
Florida	56,034	35,781	20,253	11,404	8,849
New Jersey	241,327	187,854	53,473	22,499	30,974
Illinois	357,759	308,376	49,383	19,257	30,126
Massachusetts	155,519	131,899	23,620	11,157	12,463
Washington	60,879	54,972	5,907	2,223	3,684
Arizona	15,751	13,779	1,972	1,210	762
Georgia	43,916	41,855	2,061	1,239	822

Universe: 2000 Total Public Transit Commuters

	Total	NB	FB	New Immigrants	Settled Immigrants
California	100.0%	55.4%	44.6%	42.4%	57.6%
New York	100.0%	61.7%	38.3%	36.3%	63.7%
Texas	100.0%	75.5%	24.5%	48.8%	51.2%
Florida	100.0%	59.3%	40.7%	43.8%	56.2%
New Jersey	100.0%	69.6%	30.4%	40.8%	59.2%
Illinois	100.0%	83.7%	16.3%	41.6%	58.4%
Massachusetts	100.0%	78.3%	21.7%	45.3%	54.7%
Washington	100.0%	85.6%	14.4%	38.7%	61.3%
Arizona	100.0%	73.9%	26.1%	56.9%	43.1%
Georgia	100.0%	85.9%	14.1%	72.0%	28.0%

	Total	NB	FB	New Immigrants	Settled Immigrants
California	416,062	230,614	185,448	78,616	106,832
New York	1,339,909	827,006	512,903	186,126	326,777
Texas	93,846	70,824	23,022	11,227	11,795
Florida	63,015	37,338	25,677	11,253	14,424
New Jersey	263,117	183,259	79,858	32,564	47,294
Illinois	338,311	283,023	55,288	22,988	32,300
Massachusetts	182,156	142,689	39,467	17,860	21,607
Washington	82,759	70,832	11,927	4,619	7,308
Arizona	21,254	15,700	5,554	3,159	2,395
Georgia	49,596	42,595	7,001	5,044	1,957

Growth Change: 1990-2000

	Total	NB	FB	New Immigrants	Settled Immigrants
California	12.6%	7.4%	19.8%	-10.4%	59.4%
New York	-1.8%	-13.0%	24.1%	8.6%	35.1%
Texas	6.2%	-2.8%	48.2%	46.7%	49.6%
Florida	12.5%	4.4%	26.8%	-1.3%	63.0%
New Jersey	9.0%	-2.4%	49.3%	44.7%	52.7%
Illinois	-5.4%	-8.2%	12.0%	19.4%	7.2%
Massachusetts	17.1%	8.2%	67.1%	60.1%	73.4%
Washington	35.9%	28.9%	101.9%	107.8%	98.4%
Arizona	34.9%	13.9%	181.6%	161.1%	214.3%
Georgia	12.9%	1.8%	239.7%	307.1%	138.1%

	Total	NB	FB	New Immigrants	Settled Immigrants
California	46,616	15,918	30,698	-9,099	39,797
New York	-24,250	-124,005	99,755	14,784	84,971
Texas	5,475	-2,011	7,486	3,575	3,911
Florida	6,981	1,557	5,424	-151	5,575
New Jersey	21,790	-4,595	26,385	10,065	16,320
Illinois	-19,448	-25,353	5,905	3,731	2,174
Massachusetts	26,637	10,790	15,847	6,703	9,144
Washington	21,880	15,860	6,020	2,396	3,624
Arizona	5,503	1,921	3,582	1,949	1,633
Georgia	5,680	740	4,940	3,805	1,135

Appendix 7. Proportion of the Drive Alone Commuters Among Total Full-time Workers

1990 Proportion: 1990 Drive Alone Commuters / 1990 Full-time Workers

	Total	NB	FB	New Immigrants	Settled Immigrants
California	75.0%	78.4%	64.0%	55.3%	69.9%
New York	56.4%	61.1%	35.1%	26.5%	39.9%
Texas	80.1%	81.4%	67.9%	60.3%	72.6%
Florida	80.7%	81.7%	74.4%	66.8%	78.8%
New Jersey	73.9%	76.1%	60.9%	51.0%	66.3%
Illinois	72.7%	74.3%	59.0%	48.2%	64.1%
Massachusetts	75.5%	76.8%	62.9%	53.5%	67.7%
Washington	76.9%	77.5%	67.8%	57.3%	72.5%
Arizona	77.4%	78.4%	65.9%	55.0%	71.8%
Georgia	79.9%	80.2%	72.3%	65.0%	77.7%

2000 Proportion: 2000 Drive Alone Commuters / 2000 Full-time Workers

	Total	NB	FB	New Immigrants	Settled Immigrants
California	75.1%	78.4%	67.3%	56.4%	71.2%
New York	58.7%	65.1%	37.0%	27.8%	41.3%
Texas	81.1%	83.2%	68.8%	59.2%	74.1%
Florida	82.0%	83.4%	75.6%	67.0%	79.6%
New Jersey	75.2%	78.5%	62.6%	51.8%	68.1%
Illinois	75.7%	77.6%	64.3%	56.6%	68.7%
Massachusetts	76.9%	78.7%	64.5%	55.3%	69.2%
Washington	75.7%	76.6%	68.4%	63.2%	71.2%
Arizona	77.5%	79.2%	65.4%	52.4%	73.3%
Georgia	80.9%	82.3%	63.6%	52.4%	74.9%

Change: 1990-2000

	Total	NB	FB	New Immigrants	Settled Immigrants
California	0.1%	-0.1%	3.3%	1.1%	1.4%
New York	2.2%	4.0%	1.9%	1.2%	1.4%
Texas	1.0%	1.8%	0.9%	-1.2%	1.6%
Florida	1.3%	1.7%	1.2%	0.2%	0.9%
New Jersey	1.3%	2.4%	1.7%	0.8%	1.8%
Illinois	3.0%	3.3%	5.3%	8.4%	4.6%
Massachusetts	1.4%	1.9%	1.6%	1.7%	1.5%
Washington	-1.1%	-0.9%	0.6%	6.0%	-1.3%
Arizona	0.0%	0.8%	-0.5%	-2.6%	1.5%
Georgia	0.9%	2.2%	-8.7%	-12.7%	-2.8%

Appendix 8. Compositional Profiles of the Drive Alone Commuters By Nativity and Period of A

Universe: 1990 Total Drive Alone Commuters

	Total	NB	FB	New Immigrants	Settled Immigrants
California	100.0%	79.9%	20.1%	34.8%	65.2%
New York	100.0%	88.8%	11.2%	27.3%	72.7%
Texas	100.0%	92.0%	8.0%	34.0%	66.0%
Florida	100.0%	86.7%	13.3%	32.3%	67.7%
New Jersey	100.0%	88.0%	12.0%	29.5%	70.5%
Illinois	100.0%	91.6%	8.4%	25.9%	74.1%
Massachusetts	100.0%	91.8%	8.2%	28.7%	71.3%
Washington	100.0%	94.2%	5.8%	26.2%	73.8%
Arizona	100.0%	93.5%	6.5%	29.0%	71.0%
Georgia	100.0%	97.2%	2.8%	37.9%	62.1%

	Total	NB	FB	New Immigrants	Settled Immigrants
California	6,679,910	5,339,286	1,340,624	466,267	874,357
New York	3,032,631	2,693,257	339,374	92,703	246,671
Texas	4,007,770	3,689,047	318,723	108,493	210,230
Florida	3,051,811	2,645,878	405,933	131,076	274,857
New Jersey	1,899,352	1,672,107	227,245	66,948	160,297
Illinois	2,572,827	2,355,834	216,993	56,121	160,872
Massachusetts	1,441,612	1,322,994	118,618	34,048	84,570
Washington	1,097,799	1,034,343	63,456	16,650	46,806
Arizona	787,656	736,517	51,139	14,826	36,313
Georgia	1,692,448	1,644,719	47,729	18,083	29,646

Universe: 2000 Total Drive Alone Commuters

	Total	NB	FB	New Immigrants	Settled Immigrants
California	100.0%	73.7%	26.3%	22.5%	77.5%
New York	100.0%	85.6%	14.4%	24.0%	76.0%
Texas	100.0%	87.7%	12.3%	30.7%	69.3%
Florida	100.0%	82.9%	17.1%	28.1%	71.9%
New Jersey	100.0%	82.8%	17.2%	27.7%	72.3%
Illinois	100.0%	87.8%	12.2%	32.0%	68.0%
Massachusetts	100.0%	88.9%	11.1%	28.5%	71.5%
Washington	100.0%	90.6%	9.4%	32.7%	67.3%
Arizona	100.0%	89.2%	10.8%	29.9%	70.1%
Georgia	100.0%	93.9%	6.1%	41.3%	58.7%

	Total	NB	FB	New Immigrants	Settled Immigrants
California	7,024,302	5,174,477	1,849,825	415,682	1,434,143
New York	3,201,872	2,741,328	460,544	110,596	349,948
Texas	5,064,661	4,440,880	623,781	191,806	431,975
Florida	3,859,460	3,200,195	659,265	185,294	473,971
New Jersey	2,000,648	1,657,210	343,438	95,301	248,137
Illinois	2,929,765	2,573,001	356,764	114,097	242,667
Massachusetts	1,585,625	1,409,009	176,616	50,275	126,341
Washington	1,357,070	1,229,345	127,725	41,819	85,906
Arizona	1,144,168	1,020,801	123,367	36,926	86,441
Georgia	2,175,814	2,042,317	133,497	55,129	78,368

Growth Change: 1990-2000

	Total	NB	FB	New Immigrants	Settled Immigrants
California	5.2%	-3.1%	38.0%	-10.8%	64.0%
New York	5.6%	1.8%	35.7%	19.3%	41.9%
Texas	26.4%	20.4%	95.7%	76.8%	105.5%
Florida	26.5%	21.0%	62.4%	41.4%	72.4%
New Jersey	5.3%	-0.9%	51.1%	42.4%	54.8%
Illinois	13.9%	9.2%	64.4%	103.3%	50.8%
Massachusetts	10.0%	6.5%	48.9%	47.7%	49.4%
Washington	23.6%	18.9%	101.3%	151.2%	83.5%
Arizona	45.3%	38.6%	141.2%	149.1%	138.0%
Georgia	28.6%	24.2%	179.7%	204.9%	164.3%

	Total	NB	FB	New Immigrants	Settled Immigrants
California	344,392	-164,809	509,201	-50,585	559,786
New York	169,241	48,071	121,170	17,893	103,277
Texas	1,056,891	751,833	305,058	83,313	221,745
Florida	807,649	554,317	253,332	54,218	199,114
New Jersey	101,296	-14,897	116,193	28,353	87,840
Illinois	356,938	217,167	139,771	57,976	81,795
Massachusetts	144,013	86,015	57,998	16,227	41,771
Washington	259,271	195,002	64,269	25,169	39,100
Arizona	356,512	284,284	72,228	22,100	50,128
Georgia	483,366	397,598	85,768	37,046	48,722

**Appendix 9-1. Compositional Profiles of the Population By Nativity and Period of
Universe: 1990 Total Population**

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	100.0%	67.4%	32.6%	52.6%	47.4%
New York	100.0%	73.2%	26.8%	45.4%	54.6%
Chicago	100.0%	87.0%	13.0%	39.2%	60.8%
Philadelphia	100.0%	94.9%	5.1%	34.1%	65.9%
Washington	100.0%	87.5%	12.5%	54.7%	45.3%
Detroit	100.0%	94.5%	5.5%	23.8%	76.2%
Houston	100.0%	86.7%	13.3%	53.6%	46.4%
Atlanta	100.0%	95.4%	4.6%	55.7%	44.3%
Dallas	100.0%	90.7%	9.3%	57.5%	42.5%
Boston	100.0%	87.7%	12.3%	44.5%	55.5%
Riverside-San B	100.0%	86.2%	13.8%	45.9%	54.1%
Phoenix--Mesa	100.0%	92.7%	7.3%	47.4%	52.6%
Minne-St.Paul	100.0%	96.2%	3.8%	49.4%	50.6%
San Diego	100.0%	82.7%	17.3%	47.8%	52.2%
Nassau-Suffolk	100.0%	89.4%	10.6%	30.6%	69.4%
St.Louis	100.0%	98.0%	2.0%	34.6%	65.4%
Baltimore	100.0%	96.3%	3.7%	33.8%	66.2%
Seattle	100.0%	91.7%	8.3%	41.9%	58.1%
Tampa-St.Pet-Clea	100.0%	93.0%	7.0%	29.5%	70.5%
Oakland	100.0%	83.9%	16.1%	47.5%	52.5%
Pittsburgh	100.0%	97.4%	2.6%	21.9%	78.1%
Miami-Hialeah	100.0%	54.8%	45.2%	43.9%	56.1%
Cleveland	100.0%	94.9%	5.1%	20.2%	79.8%
Denver	100.0%	94.9%	5.1%	41.8%	58.2%
Newark	100.0%	84.7%	15.3%	41.6%	58.4%
Portland	100.0%	93.6%	6.4%	46.1%	53.9%
Kansas City	100.0%	97.8%	2.2%	35.9%	64.1%
San Francisco	100.0%	72.5%	27.5%	46.1%	53.9%
FortWorth-Arlin	100.0%	93.2%	6.8%	53.6%	46.4%
San Jose	100.0%	76.8%	23.2%	52.9%	47.1%
Cincinnati	100.0%	97.8%	2.2%	31.8%	68.2%
Orlando	100.0%	92.9%	7.1%	39.7%	60.3%
Sacramento	100.0%	90.5%	9.5%	45.5%	54.5%
Fort-Holl-Pomp	100.0%	84.3%	15.7%	41.1%	58.9%
Indianapolis	100.0%	98.2%	1.8%	33.8%	66.2%
San Antonio	100.0%	91.7%	8.3%	33.3%	66.7%
Norfolk-Virg-Newp	100.0%	96.3%	3.7%	38.3%	61.7%
Las Vegas	100.0%	90.5%	9.5%	42.8%	57.2%
Columbus	100.0%	97.4%	2.6%	46.2%	53.8%
Milwaukee	100.0%	96.2%	3.8%	27.4%	72.6%
Char-Gas-Roc	100.0%	97.7%	2.3%	47.8%	52.2%
Bergen-Pass	100.0%	81.7%	18.3%	40.7%	59.3%
New Orleans	100.0%	95.1%	4.9%	37.2%	62.8%
SaltLake city-Og	100.0%	95.7%	4.3%	38.8%	61.2%
Greensb-Wi-Sa-Hi	100.0%	98.4%	1.6%	48.3%	51.7%
Austin	100.0%	93.1%	6.9%	54.2%	45.8%
Nashville	100.0%	98.2%	1.8%	52.8%	47.2%
Providence	100.0%	85.4%	14.6%	51.5%	48.5%
Raleigh-Durham	100.0%	96.3%	3.7%	54.7%	45.3%
Hartford	100.0%	88.6%	11.4%	34.5%	65.5%

New Immigrants: People who arrive in U.S. from 1980 to 1990

Universe: 2000 Total Population

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	100.0%	63.6%	36.4%	35.2%	64.8%
New York	100.0%	66.3%	33.7%	42.1%	57.9%
Chicago	100.0%	82.6%	17.4%	44.6%	55.4%
Philadelphia	100.0%	93.0%	7.0%	40.4%	59.6%
Washington	100.0%	82.6%	17.4%	47.7%	52.3%
Detroit	100.0%	92.5%	7.5%	42.7%	57.3%
Houston	100.0%	79.7%	20.3%	48.7%	51.3%
Atlanta	100.0%	89.5%	10.5%	60.8%	39.2%
Dallas	100.0%	82.7%	17.3%	56.2%	43.8%
Boston	100.0%	85.1%	14.9%	43.7%	56.3%
Riverside-San B	100.0%	81.3%	18.7%	31.4%	68.6%
Phoenix--Mesa	100.0%	85.5%	14.5%	53.8%	46.2%
Minne-St.Paul	100.0%	92.8%	7.2%	57.6%	42.4%
San Diego	100.0%	78.5%	21.5%	35.2%	64.8%
Nassau-Suffolk	100.0%	85.7%	14.3%	30.8%	69.2%
St.Louis	100.0%	96.9%	3.1%	50.8%	49.2%
Baltimore	100.0%	94.2%	5.8%	42.3%	57.7%
Seattle	100.0%	86.0%	14.0%	49.0%	51.0%
Tampa-St.Pet-Clea	100.0%	90.2%	9.8%	38.5%	61.5%
Oakland	100.0%	75.8%	24.2%	40.9%	59.1%
Pittsburgh	100.0%	97.4%	2.6%	41.2%	58.8%
Miami-Hialeah	100.0%	48.7%	51.3%	36.4%	63.6%
Cleveland	100.0%	95.0%	5.0%	35.4%	64.6%
Denver	100.0%	88.5%	11.5%	56.9%	43.1%
Newark	100.0%	81.2%	18.8%	40.3%	59.7%
Portland	100.0%	88.8%	11.2%	53.0%	47.0%
Kansas City	100.0%	95.1%	4.9%	54.9%	45.1%
San Francisco	100.0%	68.0%	32.0%	37.0%	63.0%
FortWorth-Arlin	100.0%	88.4%	11.6%	50.5%	49.5%
San Jose	100.0%	65.9%	34.1%	46.4%	53.6%
Cincinnati	100.0%	97.2%	2.8%	49.3%	50.7%
Orlando	100.0%	88.1%	11.9%	43.7%	56.3%
Sacramento	100.0%	86.1%	13.9%	42.1%	57.9%
Fort-Holl-Pomp	100.0%	74.8%	25.2%	41.0%	59.0%
Indianapolis	100.0%	96.8%	3.2%	54.2%	45.8%
San Antonio	100.0%	89.4%	10.6%	35.7%	64.3%
Norfolk-Virg-Newp	100.0%	95.5%	4.5%	34.1%	65.9%
Las Vegas	100.0%	82.0%	18.0%	43.7%	56.3%
Columbus	100.0%	95.0%	5.0%	56.0%	44.0%
Milwaukee	100.0%	94.8%	5.2%	45.9%	54.1%
Char-Gas-Roc	100.0%	93.3%	6.7%	64.9%	35.1%
Bergen-Pass	100.0%	74.4%	25.6%	40.1%	59.9%
New Orleans	100.0%	94.9%	5.1%	31.0%	69.0%
SaltLake city-Og	100.0%	91.5%	8.5%	55.9%	44.1%
Greensb-Wi-Sa-Hi	100.0%	94.5%	5.5%	67.6%	32.4%
Austin	100.0%	87.2%	12.8%	56.1%	43.9%
Nashville	100.0%	95.3%	4.7%	62.8%	37.2%
Providence	100.0%	87.1%	12.9%	32.0%	68.0%
Raleigh-Durham	100.0%	90.8%	9.2%	66.6%	33.4%
Hartford	100.0%	87.5%	12.5%	35.4%	64.6%

New Immigrants: People who arrive in U.S. from 1990 to 2000

Growth Change: 1990-2000

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	7.6%	1.6%	20.1%	-19.7%	64.3%
New York	10.7%	0.3%	39.0%	29.1%	47.2%
Chicago	35.2%	28.4%	80.6%	105.4%	64.5%
Philadelphia	5.1%	3.0%	43.7%	70.1%	30.0%
Washington	24.1%	17.1%	73.0%	50.7%	100.0%
Detroit	3.0%	0.9%	39.8%	151.3%	5.0%
Houston	29.9%	19.5%	97.7%	79.9%	118.2%
Atlanta	64.5%	54.5%	272.9%	307.3%	229.6%
Dallas	32.4%	20.7%	146.9%	141.5%	154.2%
Boston	26.9%	23.1%	54.0%	51.1%	56.4%
Riverside-San B	26.2%	19.0%	70.8%	17.0%	116.4%
Phoenix--Mesa	44.8%	33.6%	188.1%	227.0%	153.0%
Minne-St.Paul	24.8%	20.3%	139.9%	180.1%	100.6%
San Diego	12.2%	6.4%	39.8%	2.8%	73.6%
Nassau-Suffolk	5.3%	1.0%	42.2%	42.9%	41.9%
St.Louis	10.2%	8.9%	73.8%	154.8%	30.9%
Baltimore	7.2%	4.8%	69.5%	112.3%	47.7%
Seattle	18.6%	11.3%	98.9%	132.6%	74.6%
Tampa-St.Pet-Clea	15.7%	12.2%	62.5%	112.2%	41.8%
Oakland	14.9%	3.8%	72.3%	48.4%	93.9%
Pittsburgh	19.5%	19.4%	21.4%	128.6%	-8.7%
Miami-Hialeah	14.9%	2.1%	30.3%	7.9%	47.8%
Cleveland	29.1%	29.1%	28.6%	125.6%	4.1%
Denver	27.2%	18.5%	190.0%	294.8%	114.7%
Newark	20.7%	15.7%	48.7%	43.9%	52.1%
Portland	52.6%	44.6%	170.2%	210.6%	135.6%
Kansas City	14.0%	10.9%	149.6%	282.3%	75.4%
San Francisco	8.2%	1.5%	25.9%	1.1%	47.1%
FortWorth-Arlin	42.5%	35.1%	145.0%	131.0%	161.2%
San Jose	12.6%	-3.4%	65.4%	45.1%	88.2%
Cincinnati	16.0%	15.4%	47.3%	128.5%	9.4%
Orlando	53.9%	46.1%	156.2%	182.4%	139.0%
Sacramento	10.7%	5.3%	62.3%	50.0%	72.5%
Fort-Holl-Pomp	29.4%	14.8%	107.8%	107.5%	108.1%
Indianapolis	28.2%	26.3%	132.4%	273.2%	60.7%
San Antonio	31.2%	27.9%	67.4%	79.7%	61.3%
Norfolk-Virg-Newp	28.2%	27.2%	52.6%	35.8%	63.0%
Las Vegas	86.2%	68.7%	251.9%	259.5%	246.2%
Columbus	8.8%	6.2%	106.6%	150.2%	69.1%
Milwaukee	5.0%	3.5%	45.8%	144.5%	8.5%
Char-Gas-Roc	46.5%	39.8%	325.3%	476.9%	186.4%
Bergen-Pass	8.4%	-1.3%	51.6%	49.3%	53.2%
New Orleans	32.9%	32.6%	37.6%	14.8%	51.0%
SaltLake city-Og	83.1%	75.0%	263.5%	423.5%	162.1%
Greensb-Wi-Sa-Hi	47.6%	41.7%	414.8%	620.2%	222.8%
Austin	62.9%	52.6%	203.1%	213.5%	190.8%
Nashville	25.9%	22.1%	228.0%	289.5%	159.1%
Providence	289.3%	297.2%	243.1%	113.1%	381.5%
Raleigh-Durham	96.2%	85.1%	384.5%	489.6%	257.5%
Hartford	43.1%	41.3%	57.3%	61.6%	55.0%

**Appendix 9-2. Compositional Profiles of the Population By Nativity and Period of
Universe: 1990 Total Population**

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	8,849,529	5,965,843	2,883,686	1,518,107	1,365,579
New York	8,408,590	6,151,458	2,257,132	1,024,132	1,233,000
Chicago	6,045,690	5,257,335	788,355	309,174	479,181
Philadelphia	4,834,728	4,587,344	247,384	84,421	162,963
Washington	3,815,331	3,339,028	476,303	260,639	215,664
Detroit	4,299,540	4,062,118	237,422	56,414	181,008
Houston	3,213,033	2,784,479	428,554	229,517	199,037
Atlanta	2,423,588	2,311,780	111,808	62,239	49,569
Dallas	2,550,784	2,313,467	237,317	136,472	100,845
Boston	2,676,043	2,346,829	329,214	146,651	182,563
Riverside-San B	2,577,963	2,221,093	356,870	163,780	193,090
Phoenix--Mesa	2,120,204	1,966,041	154,163	73,132	81,031
Minne-St.Paul	2,288,799	2,202,795	86,004	42,446	43,558
San Diego	2,503,592	2,071,091	432,501	206,741	225,760
Nassau-Suffolk	2,612,649	2,335,077	277,572	84,998	192,574
St.Louis	2,361,887	2,314,915	46,972	16,270	30,702
Baltimore	2,344,910	2,258,549	86,361	29,174	57,187
Seattle	1,967,256	1,803,186	164,070	68,745	95,325
Tampa-St.Pet-Clea	2,063,179	1,918,838	144,341	42,537	101,804
Oakland	2,080,222	1,745,226	334,996	159,123	175,873
Pittsburgh	1,912,273	1,863,159	49,114	10,759	38,355
Miami-Hialeah	1,933,985	1,060,027	873,958	383,959	489,999
Cleveland	1,746,883	1,658,546	88,337	17,845	70,492
Denver	1,556,826	1,478,019	78,807	32,955	45,852
Newark	1,681,823	1,424,815	257,008	106,938	150,070
Portland	1,172,574	1,098,098	74,476	34,370	40,106
Kansas City	1,475,121	1,442,235	32,886	11,799	21,087
San Francisco	1,602,855	1,162,395	440,460	202,971	237,489
FortWorth-Arlin	1,169,019	1,090,019	79,000	42,319	36,681
San Jose	1,499,347	1,151,432	347,915	184,191	163,724
Cincinnati	1,269,294	1,241,766	27,528	8,749	18,779
Orlando	1,073,650	997,193	76,457	30,331	46,126
Sacramento	1,475,009	1,334,756	140,253	63,859	76,394
Fort-Holl-Pomp	1,255,555	1,058,450	197,105	80,919	116,186
Indianapolis	1,250,275	1,228,069	22,206	7,496	14,710
San Antonio	1,182,352	1,084,072	98,280	32,693	65,587
Norfolk-Virg-Newp	1,212,366	1,167,048	45,318	17,355	27,963
Las Vegas	738,699	668,334	70,365	30,128	40,237
Columbus	1,326,013	1,291,119	34,894	16,126	18,768
Milwaukee	1,427,089	1,373,555	53,534	14,661	38,873
Char-Gas-Roc	1,023,861	1,000,071	23,790	11,379	12,411
Bergen-Pass	1,267,125	1,034,984	232,141	94,542	137,599
New Orleans	938,289	892,446	45,843	17,034	28,809
SaltLake city-Og	727,273	696,027	31,246	12,118	19,128
Greensb-Wi-Sa-Hi	848,427	834,999	13,428	6,486	6,942
Austin	716,419	667,276	49,143	26,632	22,511
Nashville	980,481	962,787	17,694	9,351	8,343
Providence	263,515	224,973	38,542	19,868	18,674
Raleigh-Durham	602,760	580,266	22,494	12,309	10,185
Hartford	495,161	438,919	56,242	19,378	36,864

New Immigrants: People who arrive in U.S. from 1980 to 1990

Universe: 2000 Total Population

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	9,523,839	6,060,947	3,462,892	1,219,297	2,243,595
New York	9,306,900	6,170,287	3,136,613	1,321,940	1,814,673
Chicago	8,173,110	6,749,640	1,423,470	635,192	788,278
Philadelphia	5,082,137	4,726,766	355,371	143,598	211,773
Washington	4,733,359	3,909,243	824,116	392,730	431,386
Detroit	4,430,477	4,098,566	331,911	141,780	190,131
Houston	4,173,800	3,326,615	847,185	412,922	434,263
Atlanta	3,987,990	3,571,077	416,913	253,509	163,404
Dallas	3,377,635	2,791,752	585,883	329,512	256,371
Boston	3,395,531	2,888,412	507,119	221,517	285,602
Riverside-San B	3,253,263	2,643,800	609,463	191,647	417,816
Phoenix--Mesa	3,070,331	2,626,195	444,136	239,128	205,008
Minne-St.Paul	2,856,295	2,649,994	206,301	118,909	87,392
San Diego	2,807,873	2,203,423	604,450	212,555	391,895
Nassau-Suffolk	2,752,041	2,357,398	394,643	121,440	273,203
St.Louis	2,602,448	2,520,817	81,631	41,451	40,180
Baltimore	2,513,661	2,367,244	146,417	61,937	84,480
Seattle	2,332,682	2,006,349	326,333	159,928	166,405
Tampa-St.Pet-Clea	2,386,781	2,152,204	234,577	90,260	144,317
Oakland	2,389,139	1,811,983	577,156	236,155	341,001
Pittsburgh	2,285,064	2,225,429	59,635	24,598	35,037
Miami-Hialeah	2,221,632	1,082,764	1,138,868	414,415	724,453
Cleveland	2,255,480	2,141,881	113,599	40,251	73,348
Denver	1,980,663	1,752,085	228,578	130,113	98,465
Newark	2,030,197	1,648,085	382,112	153,904	228,208
Portland	1,789,019	1,587,755	201,264	106,755	94,509
Kansas City	1,682,053	1,599,968	82,085	45,104	36,981
San Francisco	1,734,860	1,180,200	554,660	205,233	349,427
FortWorth-Arlin	1,666,241	1,472,672	193,569	97,762	95,807
San Jose	1,688,089	1,112,655	575,434	267,232	308,202
Cincinnati	1,473,012	1,432,476	40,536	19,994	20,542
Orlando	1,652,742	1,456,869	195,873	85,649	110,224
Sacramento	1,632,863	1,405,264	227,599	95,815	131,784
Fort-Holl-Pomp	1,624,272	1,214,617	409,655	167,924	241,731
Indianapolis	1,603,021	1,551,408	51,613	27,977	23,636
San Antonio	1,551,396	1,386,864	164,532	58,755	105,777
Norfolk-Virg-Newp	1,553,838	1,484,692	69,146	23,573	45,573
Las Vegas	1,375,174	1,127,568	247,606	108,325	139,281
Columbus	1,443,293	1,371,218	72,075	40,341	31,734
Milwaukee	1,499,015	1,420,974	78,041	35,847	42,194
Char-Gas-Roc	1,499,677	1,398,496	101,181	65,642	35,539
Bergen-Pass	1,373,116	1,021,147	351,969	141,143	210,826
New Orleans	1,246,651	1,183,589	63,062	19,563	43,499
SaltLake city-Og	1,331,833	1,218,261	113,572	63,441	50,131
Greensb-Wi-Sa-Hi	1,252,554	1,183,432	69,122	46,712	22,410
Austin	1,167,216	1,018,268	148,948	83,492	65,456
Nashville	1,234,004	1,175,973	58,031	36,418	21,613
Providence	1,025,944	893,695	132,249	42,341	89,908
Raleigh-Durham	1,182,869	1,073,883	108,986	72,573	36,413
Hartford	708,743	620,270	88,473	31,324	57,149

New Immigrants: People who arrive in U.S. from 1990 to 2000

Growth Change: 1990-2000

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	674,310	95,104	579,206	-298,810	878,016
New York	898,310	18,829	879,481	297,808	581,673
Chicago	2,127,420	1,492,305	635,115	326,018	309,097
Philadelphia	247,409	139,422	107,987	59,177	48,810
Washington	918,028	570,215	347,813	132,091	215,722
Detroit	130,937	36,448	94,489	85,366	9,123
Houston	960,767	542,136	418,631	183,405	235,226
Atlanta	1,564,402	1,259,297	305,105	191,270	113,835
Dallas	826,851	478,285	348,566	193,040	155,526
Boston	719,488	541,583	177,905	74,866	103,039
Riverside-San B	675,300	422,707	252,593	27,867	224,726
Phoenix--Mesa	950,127	660,154	289,973	165,996	123,977
Minne-St.Paul	567,496	447,199	120,297	76,463	43,834
San Diego	304,281	132,332	171,949	5,814	166,135
Nassau-Suffolk	139,392	22,321	117,071	36,442	80,629
St.Louis	240,561	205,902	34,659	25,181	9,478
Baltimore	168,751	108,695	60,056	32,763	27,293
Seattle	365,426	203,163	162,263	91,183	71,080
Tampa-St.Pet-Clea	323,602	233,366	90,236	47,723	42,513
Oakland	308,917	66,757	242,160	77,032	165,128
Pittsburgh	372,791	362,270	10,521	13,839	-3,318
Miami-Hialeah	287,647	22,737	264,910	30,456	234,454
Cleveland	508,597	483,335	25,262	22,406	2,856
Denver	423,837	274,066	149,771	97,158	52,613
Newark	348,374	223,270	125,104	46,966	78,138
Portland	616,445	489,657	126,788	72,385	54,403
Kansas City	206,932	157,733	49,199	33,305	15,894
San Francisco	132,005	17,805	114,200	2,262	111,938
FortWorth-Arlin	497,222	382,653	114,569	55,443	59,126
San Jose	188,742	-38,777	227,519	83,041	144,478
Cincinnati	203,718	190,710	13,008	11,245	1,763
Orlando	579,092	459,676	119,416	55,318	64,098
Sacramento	157,854	70,508	87,346	31,956	55,390
Fort-Holl-Pomp	368,717	156,167	212,550	87,005	125,545
Indianapolis	352,746	323,339	29,407	20,481	8,926
San Antonio	369,044	302,792	66,252	26,062	40,190
Norfolk-Virg-Newp	341,472	317,644	23,828	6,218	17,610
Las Vegas	636,475	459,234	177,241	78,197	99,044
Columbus	117,280	80,099	37,181	24,215	12,966
Milwaukee	71,926	47,419	24,507	21,186	3,321
Char-Gas-Roc	475,816	398,425	77,391	54,263	23,128
Bergen-Pass	105,991	-13,837	119,828	46,601	73,227
New Orleans	308,362	291,143	17,219	2,529	14,690
SaltLake city-Og	604,560	522,234	82,326	51,323	31,003
Greensb-Wi-Sa-Hi	404,127	348,433	55,694	40,226	15,468
Austin	450,797	350,992	99,805	56,860	42,945
Nashville	253,523	213,186	40,337	27,067	13,270
Providence	762,429	668,722	93,707	22,473	71,234
Raleigh-Durham	580,109	493,617	86,492	60,264	26,228
Hartford	213,582	181,351	32,231	11,946	20,285

Appendix 10. Proportion of the Full-time Worker Among Total Population

1990 Proportion: 1990 Full-time Workers / 1990 Total Population

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	29.9%	28.3%	33.3%	26.9%	40.4%
New York	29.6%	27.8%	34.2%	29.5%	38.1%
Chicago	32.3%	31.2%	39.5%	32.6%	43.9%
Philadelphia	31.5%	31.4%	33.0%	27.8%	35.7%
Washington	40.3%	40.0%	42.7%	35.2%	51.6%
Detroit	29.2%	29.2%	30.2%	27.2%	31.1%
Houston	32.6%	32.0%	36.1%	28.8%	44.6%
Atlanta	37.2%	37.0%	40.3%	32.3%	50.4%
Dallas	35.7%	35.5%	37.9%	30.8%	47.5%
Boston	33.7%	33.7%	33.5%	29.6%	36.6%
Riverside-San B	27.2%	26.4%	31.8%	25.2%	37.3%
Phoenix--Mesa	30.8%	30.8%	31.4%	26.5%	35.8%
Minne-St.Paul	35.0%	35.3%	28.4%	21.6%	35.0%
San Diego	31.7%	31.5%	32.5%	26.2%	38.3%
Nassau-Suffolk	33.2%	32.4%	39.4%	34.3%	41.6%
St.Louis	31.3%	31.2%	34.5%	26.3%	38.8%
Baltimore	34.8%	34.6%	39.7%	31.2%	44.0%
Seattle	34.1%	34.0%	34.8%	27.0%	40.5%
Tampa-St.Pet-Clea	29.1%	29.2%	27.5%	28.7%	27.0%
Oakland	32.5%	31.9%	35.7%	27.1%	43.4%
Pittsburgh	28.1%	28.2%	24.9%	21.7%	25.8%
Miami-Hialeah	30.2%	25.8%	35.4%	29.4%	40.1%
Cleveland	30.2%	30.1%	32.4%	29.0%	33.3%
Denver	35.4%	35.5%	34.4%	27.4%	39.4%
Newark	33.6%	32.5%	39.6%	34.5%	43.3%
Portland	32.4%	32.2%	34.8%	26.8%	41.6%
Kansas City	34.0%	33.9%	38.7%	29.1%	44.1%
San Francisco	34.4%	33.8%	36.0%	29.5%	41.6%
FortWorth-Arlin	34.8%	34.7%	35.7%	28.0%	44.5%
San Jose	35.6%	34.6%	39.0%	30.9%	48.1%
Cincinnati	31.0%	30.9%	33.8%	24.5%	38.1%
Orlando	34.5%	34.2%	38.3%	32.0%	42.4%
Sacramento	29.9%	30.3%	26.7%	18.6%	33.4%
Fort-Holl-Pomp	30.8%	30.5%	32.1%	32.0%	32.2%
Indianapolis	34.5%	34.4%	42.6%	33.6%	47.2%
San Antonio	28.6%	28.5%	29.2%	22.8%	32.4%
Norfolk-Virg-Newp	35.1%	34.9%	39.0%	31.3%	43.7%
Las Vegas	33.0%	32.4%	38.6%	31.5%	44.0%
Columbus	33.2%	33.1%	34.0%	24.0%	42.6%
Milwaukee	31.8%	31.8%	32.0%	21.9%	35.7%
Char-Gas-Roc	36.7%	36.6%	42.6%	35.9%	48.7%
Bergen-Pass	34.6%	33.5%	39.5%	34.3%	43.1%
New Orleans	26.7%	26.4%	32.2%	24.4%	36.9%
SaltLake city-Og	28.5%	28.2%	34.9%	30.7%	37.5%
Greensb-Wi-Sa-Hi	36.1%	36.1%	37.0%	29.1%	44.4%
Austin	34.0%	33.9%	34.3%	25.2%	45.0%
Nashville	35.1%	35.1%	39.7%	28.7%	52.0%
Providence	26.6%	26.7%	25.9%	21.5%	30.5%
Raleigh-Durham	38.7%	38.7%	38.9%	28.3%	51.6%
Hartford	33.5%	32.6%	40.1%	37.3%	41.5%

2000 Proportion: 2000 Full-time Workers / 2000 Total Population

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	25.7%	23.2%	30.1%	21.4%	34.8%
New York	27.1%	24.8%	31.7%	25.3%	36.3%
Chicago	31.6%	30.5%	36.6%	29.8%	42.1%
Philadelphia	31.1%	30.8%	34.1%	27.7%	38.5%
Washington	37.6%	37.0%	40.7%	31.2%	49.4%
Detroit	30.6%	30.5%	31.7%	27.5%	34.9%
Houston	31.0%	30.5%	32.8%	24.3%	40.9%
Atlanta	35.7%	35.5%	37.4%	31.0%	47.3%
Dallas	34.8%	34.7%	35.3%	28.2%	44.4%
Boston	34.0%	33.6%	36.2%	30.1%	40.8%
Riverside-San B	24.6%	23.5%	29.7%	19.3%	34.4%
Phoenix--Mesa	31.6%	31.9%	29.8%	22.9%	37.9%
Minne-St.Paul	36.4%	36.7%	31.8%	24.2%	42.2%
San Diego	30.6%	30.2%	32.0%	23.9%	36.4%
Nassau-Suffolk	32.1%	30.9%	39.2%	31.0%	42.9%
St.Louis	32.7%	32.6%	35.5%	29.1%	42.2%
Baltimore	34.0%	33.8%	38.5%	29.9%	44.8%
Seattle	34.7%	34.7%	34.4%	26.6%	41.9%
Tampa-St.Pet-Clea	30.6%	30.4%	31.9%	26.9%	35.0%
Oakland	31.2%	30.0%	35.3%	25.9%	41.8%
Pittsburgh	30.0%	30.0%	30.7%	26.1%	33.8%
Miami-Hialeah	26.6%	21.8%	31.2%	24.0%	35.4%
Cleveland	31.2%	31.2%	32.1%	28.9%	33.9%
Denver	36.4%	37.0%	32.3%	26.0%	40.6%
Newark	31.6%	30.2%	37.8%	29.6%	43.3%
Portland	32.6%	32.7%	32.6%	25.1%	41.1%
Kansas City	35.4%	35.4%	35.1%	28.6%	43.1%
San Francisco	34.5%	33.9%	35.8%	29.2%	39.8%
FortWorth-Arlin	34.4%	34.4%	34.6%	25.4%	44.0%
San Jose	33.9%	31.2%	39.2%	31.1%	46.2%
Cincinnati	32.5%	32.4%	37.8%	33.5%	42.0%
Orlando	33.0%	32.5%	36.4%	29.6%	41.6%
Sacramento	29.5%	29.6%	28.7%	19.6%	35.3%
Fort-Holl-Pomp	32.1%	30.5%	37.0%	29.2%	42.5%
Indianapolis	35.1%	35.0%	38.8%	35.0%	43.2%
San Antonio	30.1%	29.8%	32.9%	24.4%	37.7%
Norfolk-Virg-Newp	33.5%	33.3%	37.7%	30.0%	41.6%
Las Vegas	32.0%	31.6%	33.9%	25.6%	40.4%
Columbus	35.5%	35.5%	36.1%	28.4%	46.0%
Milwaukee	32.8%	32.8%	34.1%	28.6%	38.7%
Char-Gas-Roc	36.2%	36.0%	37.9%	31.0%	50.6%
Bergen-Pass	32.2%	30.4%	37.5%	29.8%	42.7%
New Orleans	28.4%	28.0%	35.7%	27.4%	39.5%
SaltLake city-Og	31.1%	30.9%	33.3%	26.5%	41.8%
Greensb-Wi-Sa-Hi	34.6%	34.5%	35.8%	32.4%	42.9%
Austin	35.7%	35.7%	36.1%	29.1%	45.0%
Nashville	35.5%	35.4%	36.9%	30.5%	47.8%
Providence	29.7%	29.2%	33.0%	24.2%	37.2%
Raleigh-Durham	36.7%	36.6%	37.7%	31.9%	49.2%
Hartford	31.9%	31.2%	36.9%	27.9%	41.9%

Change: 1990-2000

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	-4.2%	-5.1%	-3.2%	-5.5%	-5.6%
New York	-2.4%	-3.0%	-2.6%	-4.2%	-1.8%
Chicago	-0.7%	-0.7%	-2.9%	-2.8%	-1.8%
Philadelphia	-0.4%	-0.6%	1.1%	-0.1%	2.8%
Washington	-2.7%	-3.0%	-1.9%	-4.1%	-2.2%
Detroit	1.3%	1.3%	1.5%	0.2%	3.8%
Houston	-1.6%	-1.5%	-3.3%	-4.5%	-3.7%
Atlanta	-1.5%	-1.5%	-2.9%	-1.2%	-3.1%
Dallas	-0.9%	-0.8%	-2.6%	-2.5%	-3.1%
Boston	0.2%	-0.2%	2.7%	0.6%	4.2%
Riverside-San B	-2.5%	-2.9%	-2.1%	-5.9%	-2.9%
Phoenix--Mesa	0.8%	1.2%	-1.6%	-3.7%	2.1%
Minne-St.Paul	1.4%	1.4%	3.4%	2.6%	7.2%
San Diego	-1.1%	-1.4%	-0.5%	-2.3%	-1.9%
Nassau-Suffolk	-1.0%	-1.5%	-0.1%	-3.4%	1.3%
St.Louis	1.4%	1.3%	1.1%	2.8%	3.4%
Baltimore	-0.8%	-0.8%	-1.2%	-1.3%	0.8%
Seattle	0.6%	0.7%	-0.4%	-0.4%	1.4%
Tampa-St.Pet-Clea	1.5%	1.3%	4.4%	-1.8%	8.0%
Oakland	-1.2%	-1.9%	-0.4%	-1.2%	-1.7%
Pittsburgh	1.9%	1.8%	5.7%	4.4%	8.0%
Miami-Hialeah	-3.5%	-4.0%	-4.1%	-5.4%	-4.7%
Cleveland	1.1%	1.1%	-0.3%	-0.1%	0.6%
Denver	1.0%	1.5%	-2.1%	-1.4%	1.3%
Newark	-2.0%	-2.4%	-1.9%	-4.9%	0.0%
Portland	0.3%	0.5%	-2.2%	-1.8%	-0.5%
Kansas City	1.4%	1.5%	-3.6%	-0.5%	-0.9%
San Francisco	0.1%	0.1%	-0.2%	-0.4%	-1.8%
FortWorth-Arlin	-0.3%	-0.3%	-1.1%	-2.6%	-0.5%
San Jose	-1.7%	-3.4%	0.2%	0.1%	-1.9%
Cincinnati	1.5%	1.4%	4.0%	9.0%	3.9%
Orlando	-1.5%	-1.7%	-1.9%	-2.4%	-0.8%
Sacramento	-0.4%	-0.6%	2.0%	0.9%	1.9%
Fort-Holl-Pomp	1.3%	-0.1%	4.9%	-2.8%	10.2%
Indianapolis	0.6%	0.6%	-3.8%	1.4%	-4.0%
San Antonio	1.5%	1.3%	3.7%	1.5%	5.3%
Norfolk-Virg-Newp	-1.5%	-1.6%	-1.3%	-1.3%	-2.1%
Las Vegas	-1.0%	-0.8%	-4.7%	-5.9%	-3.6%
Columbus	2.4%	2.4%	2.1%	4.3%	3.4%
Milwaukee	1.1%	1.0%	2.1%	6.6%	3.0%
Char-Gas-Roc	-0.6%	-0.5%	-4.7%	-4.9%	1.9%
Bergen-Pass	-2.4%	-3.1%	-2.0%	-4.5%	-0.4%
New Orleans	1.7%	1.5%	3.5%	3.0%	2.6%
SaltLake city-Og	2.6%	2.7%	-1.6%	-4.2%	4.3%
Greensb-Wi-Sa-Hi	-1.5%	-1.6%	-1.2%	3.3%	-1.5%
Austin	1.8%	1.7%	1.8%	3.9%	0.1%
Nashville	0.3%	0.4%	-2.8%	1.8%	-4.2%
Providence	3.1%	2.5%	7.2%	2.6%	6.7%
Raleigh-Durham	-2.1%	-2.1%	-1.2%	3.6%	-2.4%
Hartford	-1.6%	-1.5%	-3.1%	-9.4%	0.4%

Appendix 11-1. Compositional Profiles of the Full-time Worker By Nativity and P

Universe: 1990 Total Full-time Workers

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	100.0%	63.7%	36.3%	42.5%	57.5%
New York	100.0%	68.9%	31.1%	39.1%	60.9%
Chicago	100.0%	84.0%	16.0%	32.4%	67.6%
Philadelphia	100.0%	94.6%	5.4%	28.7%	71.3%
Washington	100.0%	86.8%	13.2%	45.2%	54.8%
Detroit	100.0%	94.3%	5.7%	21.4%	78.6%
Houston	100.0%	85.2%	14.8%	42.7%	57.3%
Atlanta	100.0%	95.0%	5.0%	44.5%	55.5%
Dallas	100.0%	90.1%	9.9%	46.7%	53.3%
Boston	100.0%	87.8%	12.2%	39.4%	60.6%
Riverside-San B	100.0%	83.8%	16.2%	36.4%	63.6%
Phoenix--Mesa	100.0%	92.6%	7.4%	40.1%	59.9%
Minne-St.Paul	100.0%	97.0%	3.0%	37.5%	62.5%
San Diego	100.0%	82.3%	17.7%	38.5%	61.5%
Nassau-Suffolk	100.0%	87.4%	12.6%	26.7%	73.3%
St.Louis	100.0%	97.8%	2.2%	26.4%	73.6%
Baltimore	100.0%	95.8%	4.2%	26.6%	73.4%
Seattle	100.0%	91.5%	8.5%	32.4%	67.6%
Tampa-St.Pet-Clea	100.0%	93.4%	6.6%	30.7%	69.3%
Oakland	100.0%	82.3%	17.7%	36.1%	63.9%
Pittsburgh	100.0%	97.7%	2.3%	19.1%	80.9%
Miami-Hialeah	100.0%	47.0%	53.0%	36.4%	63.6%
Cleveland	100.0%	94.6%	5.4%	18.1%	81.9%
Denver	100.0%	95.1%	4.9%	33.3%	66.7%
Newark	100.0%	82.0%	18.0%	36.2%	63.8%
Portland	100.0%	93.2%	6.8%	35.6%	64.4%
Kansas City	100.0%	97.5%	2.5%	27.0%	73.0%
San Francisco	100.0%	71.2%	28.8%	37.8%	62.2%
FortWorth-Arlin	100.0%	93.1%	6.9%	42.1%	57.9%
San Jose	100.0%	74.6%	25.4%	42.0%	58.0%
Cincinnati	100.0%	97.6%	2.4%	23.1%	76.9%
Orlando	100.0%	92.1%	7.9%	33.1%	66.9%
Sacramento	100.0%	91.5%	8.5%	31.8%	68.2%
Fort-Holl-Pomp	100.0%	83.6%	16.4%	40.9%	59.1%
Indianapolis	100.0%	97.8%	2.2%	26.7%	73.3%
San Antonio	100.0%	91.5%	8.5%	26.0%	74.0%
Norfolk-Virg-Newp	100.0%	95.8%	4.2%	30.8%	69.2%
Las Vegas	100.0%	88.9%	11.1%	34.9%	65.1%
Columbus	100.0%	97.3%	2.7%	32.6%	67.4%
Milwaukee	100.0%	96.2%	3.8%	18.8%	81.2%
Char-Gas-Roc	100.0%	97.3%	2.7%	40.3%	59.7%
Bergen-Pass	100.0%	79.1%	20.9%	35.4%	64.6%
New Orleans	100.0%	94.1%	5.9%	28.1%	71.9%
SaltLake city-Og	100.0%	94.7%	5.3%	34.2%	65.8%
Greensb-Wi-Sa-Hi	100.0%	98.4%	1.6%	38.0%	62.0%
Austin	100.0%	93.1%	6.9%	39.9%	60.1%
Nashville	100.0%	98.0%	2.0%	38.3%	61.7%
Providence	100.0%	85.8%	14.2%	42.9%	57.1%
Raleigh-Durham	100.0%	96.3%	3.7%	39.9%	60.1%
Hartford	100.0%	86.4%	13.6%	32.1%	67.9%

*Full-time Worker: Who work in Census Year and worked hour>=35, week>=48 in last year of Census

Universe: 2000 Total Full-time Workers

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	100.0%	57.4%	42.6%	25.0%	75.0%
New York	100.0%	60.7%	39.3%	33.7%	66.3%
Chicago	100.0%	79.8%	20.2%	36.3%	63.7%
Philadelphia	100.0%	92.3%	7.7%	32.7%	67.3%
Washington	100.0%	81.2%	18.8%	36.5%	63.5%
Detroit	100.0%	92.2%	7.8%	37.0%	63.0%
Houston	100.0%	78.5%	21.5%	36.1%	63.9%
Atlanta	100.0%	89.0%	11.0%	50.4%	49.6%
Dallas	100.0%	82.4%	17.6%	45.0%	55.0%
Boston	100.0%	84.1%	15.9%	36.4%	63.6%
Riverside-San B	100.0%	77.4%	22.6%	20.5%	79.5%
Phoenix--Mesa	100.0%	86.4%	13.6%	41.3%	58.7%
Minne-St.Paul	100.0%	93.7%	6.3%	43.8%	56.2%
San Diego	100.0%	77.5%	22.5%	26.2%	73.8%
Nassau-Suffolk	100.0%	82.5%	17.5%	24.3%	75.7%
St.Louis	100.0%	96.6%	3.4%	41.5%	58.5%
Baltimore	100.0%	93.4%	6.6%	32.9%	67.1%
Seattle	100.0%	86.1%	13.9%	37.9%	62.1%
Tampa-St.Pet-Clea	100.0%	89.7%	10.3%	32.5%	67.5%
Oakland	100.0%	72.7%	27.3%	30.1%	69.9%
Pittsburgh	100.0%	97.3%	2.7%	35.1%	64.9%
Miami-Hialeah	100.0%	39.9%	60.1%	27.9%	72.1%
Cleveland	100.0%	94.8%	5.2%	31.9%	68.1%
Denver	100.0%	89.8%	10.2%	45.8%	54.2%
Newark	100.0%	77.5%	22.5%	31.5%	68.5%
Portland	100.0%	88.8%	11.2%	40.8%	59.2%
Kansas City	100.0%	95.2%	4.8%	44.7%	55.3%
San Francisco	100.0%	66.8%	33.2%	30.1%	69.9%
FortWorth-Arlin	100.0%	88.3%	11.7%	37.1%	62.9%
San Jose	100.0%	60.6%	39.4%	36.8%	63.2%
Cincinnati	100.0%	96.8%	3.2%	43.7%	56.3%
Orlando	100.0%	86.9%	13.1%	35.6%	64.4%
Sacramento	100.0%	86.4%	13.6%	28.7%	71.3%
Fort-Holl-Pomp	100.0%	70.9%	29.1%	32.3%	67.7%
Indianapolis	100.0%	96.4%	3.6%	49.0%	51.0%
San Antonio	100.0%	88.4%	11.6%	26.4%	73.6%
Norfolk-Virg-Newp	100.0%	95.0%	5.0%	27.2%	72.8%
Las Vegas	100.0%	80.9%	19.1%	33.0%	67.0%
Columbus	100.0%	94.9%	5.1%	43.9%	56.1%
Milwaukee	100.0%	94.6%	5.4%	38.5%	61.5%
Char-Gas-Roc	100.0%	92.9%	7.1%	53.1%	46.9%
Bergen-Pass	100.0%	70.1%	29.9%	31.9%	68.1%
New Orleans	100.0%	93.6%	6.4%	23.8%	76.2%
SaltLake city-Og	100.0%	90.9%	9.1%	44.6%	55.4%
Greensb-Wi-Sa-Hi	100.0%	94.3%	5.7%	61.2%	38.8%
Austin	100.0%	87.1%	12.9%	45.2%	54.8%
Nashville	100.0%	95.1%	4.9%	51.8%	48.2%
Providence	100.0%	85.7%	14.3%	23.4%	76.6%
Raleigh-Durham	100.0%	90.5%	9.5%	56.4%	43.6%
Hartford	100.0%	85.6%	14.4%	26.7%	73.3%

*Full-time Worker: Who work in Census Year and worked hour>=35, week>=48 in last year of Census

Growth Change: 1990-2000

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	-7.5%	-16.7%	8.6%	-36.1%	41.7%
New York	1.6%	-10.6%	28.6%	10.7%	40.1%
Chicago	32.3%	25.6%	67.5%	87.9%	57.7%
Philadelphia	3.6%	1.1%	48.4%	69.2%	40.0%
Washington	15.7%	8.2%	65.1%	33.4%	91.3%
Detroit	7.7%	5.4%	46.9%	153.5%	17.8%
Houston	23.5%	13.8%	79.5%	51.8%	100.1%
Atlanta	58.0%	48.1%	246.0%	291.8%	209.3%
Dallas	28.9%	17.8%	130.1%	121.5%	137.6%
Boston	27.8%	22.5%	66.4%	53.9%	74.6%
Riverside-San B	14.5%	5.8%	59.5%	-10.4%	99.6%
Phoenix--Mesa	48.6%	38.6%	173.6%	181.9%	168.0%
Minne-St.Paul	29.6%	25.2%	168.8%	213.9%	141.7%
San Diego	8.2%	1.8%	37.7%	-6.2%	65.1%
Nassau-Suffolk	2.1%	-3.6%	41.7%	28.9%	46.3%
St.Louis	15.0%	13.5%	79.2%	181.9%	42.4%
Baltimore	4.9%	2.3%	64.5%	103.7%	50.3%
Seattle	20.5%	13.5%	96.3%	129.3%	80.5%
Tampa-St.Pet-Clea	21.7%	17.0%	88.6%	99.2%	83.9%
Oakland	10.5%	-2.3%	70.3%	41.7%	86.5%
Pittsburgh	27.4%	26.9%	49.4%	175.1%	19.8%
Miami-Hialeah	1.5%	-13.9%	15.0%	-11.8%	30.4%
Cleveland	33.6%	34.0%	27.4%	125.1%	5.9%
Denver	30.8%	23.5%	172.6%	274.6%	121.6%
Newark	13.5%	7.3%	41.7%	23.4%	52.1%
Portland	53.9%	46.7%	153.3%	190.2%	132.9%
Kansas City	18.7%	15.9%	126.6%	275.5%	71.6%
San Francisco	8.6%	1.8%	25.3%	-0.1%	40.8%
FortWorth-Arlin	41.2%	34.0%	137.7%	109.4%	158.2%
San Jose	7.3%	-12.8%	66.2%	45.8%	80.9%
Cincinnati	21.8%	20.7%	64.7%	212.1%	20.5%
Orlando	47.1%	38.9%	143.4%	161.5%	134.5%
Sacramento	9.1%	3.1%	74.5%	57.4%	82.5%
Fort-Holl-Pomp	35.0%	14.5%	139.5%	89.2%	174.2%
Indianapolis	30.4%	28.6%	111.5%	288.8%	47.0%
San Antonio	38.3%	33.6%	88.7%	91.6%	87.6%
Norfolk-Virg-Newp	22.5%	21.4%	47.5%	30.1%	55.2%
Las Vegas	80.7%	64.5%	209.1%	192.4%	218.1%
Columbus	16.7%	13.8%	119.2%	195.1%	82.4%
Milwaukee	8.6%	6.7%	55.4%	218.5%	17.6%
Char-Gas-Roc	44.3%	37.8%	278.3%	397.8%	197.4%
Bergen-Pass	0.9%	-10.5%	44.0%	29.8%	51.8%
New Orleans	41.1%	40.4%	52.6%	29.2%	61.8%
SaltLake city-Og	99.9%	91.7%	246.7%	352.0%	192.0%
Greensb-Wi-Sa-Hi	41.3%	35.4%	398.1%	701.7%	212.0%
Austin	71.4%	60.4%	219.2%	261.3%	191.2%
Nashville	27.1%	23.4%	205.1%	313.5%	138.0%
Providence	335.0%	334.5%	338.4%	139.3%	488.0%
Raleigh-Durham	85.8%	74.8%	370.0%	564.1%	241.1%
Hartford	36.3%	35.0%	45.0%	20.7%	56.4%

Appendix 11-2. Compositional Profiles of the Full-time Worker By Nativity and P

Universe: 1990 Total Full-time Workers

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	2,646,541	1,686,683	959,858	408,179	551,679
New York	2,484,974	1,712,795	772,179	302,020	470,159
Chicago	1,951,134	1,639,659	311,475	100,878	210,597
Philadelphia	1,522,668	1,440,962	81,706	23,462	58,244
Washington	1,539,209	1,336,058	203,151	91,872	111,279
Detroit	1,256,945	1,185,299	71,646	15,360	56,286
Houston	1,046,454	891,618	154,836	66,087	88,749
Atlanta	900,493	855,430	45,063	20,075	24,988
Dallas	911,325	821,425	89,900	41,987	47,913
Boston	901,950	791,766	110,184	43,386	66,798
Riverside-San B	699,974	586,572	113,402	41,335	72,067
Phoenix--Mesa	653,793	605,380	48,413	19,390	29,023
Minne-St.Paul	801,798	777,369	24,429	9,163	15,266
San Diego	793,148	652,666	140,482	54,079	86,403
Nassau-Suffolk	866,171	756,859	109,312	29,175	80,137
St.Louis	739,106	722,915	16,191	4,273	11,918
Baltimore	815,592	781,327	34,265	9,101	25,164
Seattle	670,830	613,653	57,177	18,549	38,628
Tampa-St.Pet-Clea	599,356	559,685	39,671	12,195	27,476
Oakland	675,422	555,896	119,526	43,168	76,358
Pittsburgh	538,240	526,003	12,237	2,336	9,901
Miami-Hialeah	583,131	273,895	309,236	112,694	196,542
Cleveland	527,095	498,458	28,637	5,171	23,466
Denver	551,721	524,637	27,084	9,027	18,057
Newark	565,316	463,512	101,804	36,874	64,930
Portland	379,399	353,499	25,900	9,222	16,678
Kansas City	501,721	489,000	12,721	3,430	9,291
San Francisco	551,315	392,722	158,593	59,898	98,695
FortWorth-Arlin	406,256	378,071	28,185	11,854	16,331
San Jose	533,924	398,200	135,724	56,958	78,766
Cincinnati	393,334	384,038	9,296	2,143	7,153
Orlando	370,689	341,423	29,266	9,693	19,573
Sacramento	441,523	404,102	37,421	11,905	25,516
Fort-Holl-Pomp	386,617	323,277	63,340	25,877	37,463
Indianapolis	431,721	422,262	9,459	2,522	6,937
San Antonio	337,779	309,076	28,703	7,467	21,236
Norfolk-Virg-Newp	425,046	407,388	17,658	5,439	12,219
Las Vegas	243,876	216,700	27,176	9,480	17,696
Columbus	439,660	427,779	11,881	3,877	8,004
Milwaukee	453,353	436,240	17,113	3,218	13,895
Char-Gas-Roc	375,819	365,691	10,128	4,086	6,042
Bergen-Pass	438,831	347,074	91,757	32,441	59,316
New Orleans	250,668	235,896	14,772	4,152	10,620
SaltLake city-Og	207,059	196,157	10,902	3,725	7,177
Greensb-Wi-Sa-Hi	306,591	301,617	4,974	1,890	3,084
Austin	243,335	226,492	16,843	6,724	10,119
Nashville	344,577	337,551	7,026	2,688	4,338
Providence	70,119	60,152	9,967	4,277	5,690
Raleigh-Durham	233,463	224,721	8,742	3,489	5,253
Hartford	165,783	143,254	22,529	7,231	15,298

*Full-time Worker: hour>=35, week>=48

Universe: 2000 Total Full-time Workers

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	2,448,438	1,405,815	1,042,623	260,974	781,649
New York	2,524,602	1,531,668	992,934	334,347	658,587
Chicago	2,580,566	2,058,949	521,617	189,591	332,026
Philadelphia	1,578,184	1,456,935	121,249	39,707	81,542
Washington	1,780,799	1,445,370	335,429	122,523	212,906
Detroit	1,354,101	1,248,869	105,232	38,939	66,293
Houston	1,292,497	1,014,617	277,880	100,304	177,576
Atlanta	1,422,611	1,266,682	155,929	78,644	77,285
Dallas	1,174,861	968,024	206,837	93,019	113,818
Boston	1,152,921	969,535	183,386	66,759	116,627
Riverside-San B	801,464	620,580	180,884	37,039	143,845
Phoenix--Mesa	971,367	838,931	132,436	54,656	77,780
Minne-St.Paul	1,039,268	973,607	65,661	28,760	36,901
San Diego	857,916	664,513	193,403	50,748	142,655
Nassau-Suffolk	884,406	729,529	154,877	37,597	117,280
St.Louis	849,727	820,708	29,019	12,044	16,975
Baltimore	855,326	798,959	56,367	18,538	37,829
Seattle	808,461	696,194	112,267	42,532	69,735
Tampa-St.Pet-Clea	729,691	654,877	74,814	24,295	50,519
Oakland	746,570	542,980	203,590	61,182	142,408
Pittsburgh	685,649	667,362	18,287	6,427	11,860
Miami-Hialeah	591,681	235,935	355,746	99,417	256,329
Cleveland	704,362	667,870	36,492	11,639	24,853
Denver	721,876	648,035	73,841	33,819	40,022
Newark	641,613	497,361	144,252	45,507	98,745
Portland	584,061	518,454	65,607	26,759	38,848
Kansas City	595,685	566,856	28,829	12,881	15,948
San Francisco	598,579	399,801	198,778	59,845	138,933
FortWorth-Arlin	573,721	506,730	66,991	24,825	42,166
San Jose	572,635	347,097	225,538	83,035	142,503
Cincinnati	479,007	463,700	15,307	6,688	8,619
Orlando	545,377	474,134	71,243	25,344	45,899
Sacramento	481,884	416,572	65,312	18,743	46,569
Fort-Holl-Pomp	521,973	370,282	151,691	48,970	102,721
Indianapolis	562,978	542,973	20,005	9,805	10,200
San Antonio	467,108	412,957	54,151	14,308	39,843
Norfolk-Virg-Newp	520,757	494,720	26,037	7,078	18,959
Las Vegas	440,569	356,557	84,012	27,716	56,296
Columbus	512,894	486,849	26,045	11,442	14,603
Milwaukee	492,115	465,528	26,587	10,248	16,339
Char-Gas-Roc	542,211	503,901	38,310	20,341	17,969
Bergen-Pass	442,658	310,507	132,151	42,108	90,043
New Orleans	353,684	331,142	22,542	5,363	17,179
SaltLake city-Og	413,919	376,126	37,793	16,838	20,955
Greensb-Wi-Sa-Hi	433,219	408,445	24,774	15,152	9,622
Austin	417,033	363,272	53,761	24,295	29,466
Nashville	437,919	416,480	21,439	11,115	10,324
Providence	305,033	261,341	43,692	10,236	33,456
Raleigh-Durham	433,885	392,799	41,086	23,170	17,916
Hartford	226,038	193,379	32,659	8,729	23,930

*Full-time Worker: hour>=35, week>=48

Growth Change: 1990-2000

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	-198,103	-280,868	82,765	-147,205	229,970
New York	39,628	-181,127	220,755	32,327	188,428
Chicago	629,432	419,290	210,142	88,713	121,429
Philadelphia	55,516	15,973	39,543	16,245	23,298
Washington	241,590	109,312	132,278	30,651	101,627
Detroit	97,156	63,570	33,586	23,579	10,007
Houston	246,043	122,999	123,044	34,217	88,827
Atlanta	522,118	411,252	110,866	58,569	52,297
Dallas	263,536	146,599	116,937	51,032	65,905
Boston	250,971	177,769	73,202	23,373	49,829
Riverside-San B	101,490	34,008	67,482	-4,296	71,778
Phoenix--Mesa	317,574	233,551	84,023	35,266	48,757
Minne-St.Paul	237,470	196,238	41,232	19,597	21,635
San Diego	64,768	11,847	52,921	-3,331	56,252
Nassau-Suffolk	18,235	-27,330	45,565	8,422	37,143
St.Louis	110,621	97,793	12,828	7,771	5,057
Baltimore	39,734	17,632	22,102	9,437	12,665
Seattle	137,631	82,541	55,090	23,983	31,107
Tampa-St.Pet-Clea	130,335	95,192	35,143	12,100	23,043
Oakland	71,148	-12,916	84,064	18,014	66,050
Pittsburgh	147,409	141,359	6,050	4,091	1,959
Miami-Hialeah	8,550	-37,960	46,510	-13,277	59,787
Cleveland	177,267	169,412	7,855	6,468	1,387
Denver	170,155	123,398	46,757	24,792	21,965
Newark	76,297	33,849	42,448	8,633	33,815
Portland	204,662	164,955	39,707	17,537	22,170
Kansas City	93,964	77,856	16,108	9,451	6,657
San Francisco	47,264	7,079	40,185	-53	40,238
FortWorth-Arlin	167,465	128,659	38,806	12,971	25,835
San Jose	38,711	-51,103	89,814	26,077	63,737
Cincinnati	85,673	79,662	6,011	4,545	1,466
Orlando	174,688	132,711	41,977	15,651	26,326
Sacramento	40,361	12,470	27,891	6,838	21,053
Fort-Holl-Pomp	135,356	47,005	88,351	23,093	65,258
Indianapolis	131,257	120,711	10,546	7,283	3,263
San Antonio	129,329	103,881	25,448	6,841	18,607
Norfolk-Virg-Newp	95,711	87,332	8,379	1,639	6,740
Las Vegas	196,693	139,857	56,836	18,236	38,600
Columbus	73,234	59,070	14,164	7,565	6,599
Milwaukee	38,762	29,288	9,474	7,030	2,444
Char-Gas-Roc	166,392	138,210	28,182	16,255	11,927
Bergen-Pass	3,827	-36,567	40,394	9,667	30,727
New Orleans	103,016	95,246	7,770	1,211	6,559
SaltLake city-Og	206,860	179,969	26,891	13,113	13,778
Greensb-Wi-Sa-Hi	126,628	106,828	19,800	13,262	6,538
Austin	173,698	136,780	36,918	17,571	19,347
Nashville	93,342	78,929	14,413	8,427	5,986
Providence	234,914	201,189	33,725	5,959	27,766
Raleigh-Durham	200,422	168,078	32,344	19,681	12,663
Hartford	60,255	50,125	10,130	1,498	8,632

Appendix 12. Proportion of the Public Transit Commuters Among Total Full-time W

1990 Proportion: 1990 Public Transit Commuters / 1990 Full-time Workers

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	4.9%	2.7%	8.8%	13.2%	5.5%
New York	48.2%	47.0%	50.9%	54.8%	48.5%
Chicago	17.0%	17.3%	15.4%	18.7%	13.8%
Philadelphia	11.2%	11.1%	11.8%	13.7%	11.1%
Washington	13.4%	13.0%	15.6%	19.1%	12.7%
Detroit	1.7%	1.8%	1.1%	1.9%	0.8%
Houston	3.6%	3.3%	5.1%	6.9%	3.7%
Atlanta	4.1%	4.1%	4.2%	5.6%	3.1%
Dallas	2.8%	2.7%	3.3%	3.6%	3.1%
Boston	14.9%	14.2%	19.8%	24.5%	16.8%
Riverside-San B	0.6%	0.5%	1.1%	1.4%	0.9%
Phoenix--Mesa	1.7%	1.6%	3.3%	5.2%	2.0%
Minne-St.Paul	5.5%	5.5%	7.5%	11.3%	5.2%
San Diego	2.5%	2.1%	4.4%	7.0%	2.7%
Nassau-Suffolk	13.1%	12.9%	14.7%	16.9%	14.0%
St.Louis	2.3%	2.4%	1.5%	1.4%	1.5%
Baltimore	6.9%	6.9%	6.3%	9.8%	5.0%
Seattle	7.0%	6.8%	8.9%	10.9%	7.9%
Tampa-St.Pet-Clea	1.2%	1.2%	1.2%	2.3%	0.8%
Oakland	9.0%	8.9%	9.6%	9.7%	9.5%
Pittsburgh	8.8%	8.8%	10.6%	9.7%	10.8%
Miami-Hialeah	4.6%	3.9%	5.1%	8.0%	3.4%
Cleveland	5.9%	5.9%	5.6%	8.5%	5.0%
Denver	4.1%	4.1%	4.2%	5.3%	3.6%
Newark	11.0%	10.8%	12.1%	14.4%	10.8%
Portland	5.4%	5.4%	5.9%	8.0%	4.8%
Kansas City	1.9%	1.9%	1.9%	2.8%	1.6%
San Francisco	18.5%	17.0%	22.0%	23.9%	20.8%
FortWorth-Arlin	0.5%	0.5%	0.9%	1.3%	0.6%
San Jose	2.4%	2.3%	2.8%	3.9%	2.0%
Cincinnati	3.6%	3.7%	3.0%	2.1%	3.2%
Orlando	1.0%	0.9%	2.0%	3.5%	1.3%
Sacramento	2.3%	2.3%	2.8%	4.6%	1.9%
Fort-Holl-Pomp	1.5%	1.2%	2.9%	3.8%	2.2%
Indianapolis	1.5%	1.5%	0.9%	0.9%	1.0%
San Antonio	2.8%	2.5%	5.8%	6.5%	5.6%
Norfolk-Virg-Newp	1.8%	1.9%	0.9%	0.9%	0.8%
Las Vegas	2.1%	2.0%	2.4%	2.8%	2.2%
Columbus	2.5%	2.5%	4.1%	6.5%	2.9%
Milwaukee	3.9%	3.9%	4.9%	6.2%	4.6%
Char-Gas-Roc	1.5%	1.6%	0.8%	1.9%	0.0%
Bergen-Pass	10.5%	9.7%	13.5%	17.0%	11.6%
New Orleans	7.6%	7.6%	8.2%	9.6%	7.6%
SaltLake city-Og	3.0%	2.9%	4.2%	5.4%	3.6%
Greensb-Wi-Sa-Hi	0.8%	0.8%	1.0%	1.9%	0.5%
Austin	2.1%	2.0%	3.9%	6.0%	2.4%
Nashville	1.4%	1.4%	1.3%	1.2%	1.3%
Providence	5.1%	4.9%	6.1%	5.9%	6.2%
Raleigh-Durham	1.3%	1.3%	1.9%	2.8%	1.2%
Hartford	6.0%	5.5%	9.6%	15.8%	6.7%

2000 Proportion: 2000 Public Transit Commuters / 2000 Full-time Workers

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	5.3%	3.0%	8.3%	15.4%	6.0%
New York	47.0%	45.7%	49.1%	53.5%	46.8%
Chicago	12.8%	13.3%	10.5%	11.8%	9.7%
Philadelphia	9.4%	9.2%	11.0%	13.2%	9.9%
Washington	11.2%	11.1%	11.7%	14.8%	10.0%
Detroit	1.3%	1.4%	0.8%	0.7%	0.8%
Houston	3.1%	2.9%	3.9%	5.1%	3.3%
Atlanta	3.1%	2.9%	4.2%	6.0%	2.4%
Dallas	2.1%	2.0%	2.7%	3.2%	2.3%
Boston	14.1%	13.0%	20.0%	25.1%	17.2%
Riverside-San B	1.3%	1.3%	1.5%	1.9%	1.4%
Phoenix--Mesa	1.7%	1.4%	3.5%	4.9%	2.5%
Minne-St.Paul	4.1%	4.0%	6.3%	9.6%	3.8%
San Diego	2.6%	2.2%	4.2%	6.4%	3.3%
Nassau-Suffolk	12.6%	12.3%	14.4%	16.4%	13.7%
St.Louis	1.9%	1.9%	2.0%	3.2%	1.1%
Baltimore	5.6%	5.5%	6.4%	9.7%	4.8%
Seattle	7.6%	7.4%	9.4%	9.8%	9.1%
Tampa-St.Pet-Clea	1.1%	1.0%	1.9%	2.6%	1.5%
Oakland	9.9%	9.9%	10.0%	11.4%	9.4%
Pittsburgh	6.3%	6.1%	11.2%	21.3%	5.7%
Miami-Hialeah	4.1%	3.7%	4.4%	6.4%	3.6%
Cleveland	3.5%	3.5%	3.8%	5.7%	2.9%
Denver	4.2%	4.0%	5.9%	7.2%	4.8%
Newark	10.3%	9.9%	11.6%	14.9%	10.1%
Portland	5.8%	5.7%	6.2%	7.9%	5.0%
Kansas City	1.0%	1.0%	1.0%	1.0%	0.9%
San Francisco	18.3%	17.5%	19.9%	23.1%	18.5%
FortWorth-Arlin	0.4%	0.4%	0.6%	0.9%	0.4%
San Jose	2.9%	2.5%	3.5%	5.7%	2.3%
Cincinnati	3.2%	3.2%	4.7%	7.4%	2.6%
Orlando	1.2%	1.1%	2.2%	2.7%	1.8%
Sacramento	2.4%	2.3%	3.0%	3.6%	2.8%
Fort-Holl-Pomp	1.5%	1.4%	2.0%	2.8%	1.6%
Indianapolis	1.0%	1.0%	2.1%	3.2%	1.1%
San Antonio	2.3%	2.1%	3.2%	5.1%	2.5%
Norfolk-Virg-Newp	1.4%	1.4%	1.7%	1.6%	1.8%
Las Vegas	3.4%	2.8%	6.1%	8.9%	4.7%
Columbus	1.9%	1.8%	2.7%	2.4%	3.0%
Milwaukee	3.5%	3.3%	6.9%	10.6%	4.6%
Char-Gas-Roc	1.1%	1.0%	3.0%	3.9%	1.9%
Bergen-Pass	10.3%	9.2%	12.9%	16.4%	11.4%
New Orleans	4.6%	4.7%	2.8%	3.6%	2.5%
SaltLake city-Og	2.6%	2.6%	3.1%	4.3%	2.1%
Greensb-Wi-Sa-Hi	0.6%	0.7%	0.5%	0.4%	0.6%
Austin	1.8%	1.4%	4.0%	5.8%	2.6%
Nashville	0.8%	0.8%	0.8%	1.3%	0.2%
Providence	2.3%	2.3%	2.4%	4.2%	1.9%
Raleigh-Durham	1.1%	1.0%	1.6%	1.7%	1.5%
Hartford	3.2%	2.9%	5.0%	7.3%	4.2%

Change: 1990-2000

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	0.4%	0.4%	-0.5%	2.2%	0.4%
New York	-1.2%	-1.2%	-1.9%	-1.3%	-1.6%
Chicago	-4.2%	-4.0%	-5.0%	-6.9%	-4.2%
Philadelphia	-1.8%	-1.9%	-0.8%	-0.5%	-1.1%
Washington	-2.2%	-1.9%	-3.9%	-4.3%	-2.7%
Detroit	-0.4%	-0.4%	-0.3%	-1.2%	-0.1%
Houston	-0.5%	-0.4%	-1.1%	-1.8%	-0.5%
Atlanta	-1.1%	-1.2%	0.0%	0.4%	-0.7%
Dallas	-0.7%	-0.8%	-0.6%	-0.4%	-0.8%
Boston	-0.7%	-1.2%	0.2%	0.5%	0.4%
Riverside-San B	0.7%	0.7%	0.4%	0.4%	0.5%
Phoenix--Mesa	-0.1%	-0.2%	0.2%	-0.2%	0.5%
Minne-St.Paul	-1.4%	-1.5%	-1.1%	-1.7%	-1.4%
San Diego	0.1%	0.1%	-0.2%	-0.5%	0.6%
Nassau-Suffolk	-0.5%	-0.6%	-0.4%	-0.5%	-0.2%
St.Louis	-0.5%	-0.5%	0.5%	1.8%	-0.4%
Baltimore	-1.3%	-1.4%	0.2%	-0.1%	-0.2%
Seattle	0.6%	0.5%	0.5%	-1.1%	1.1%
Tampa-St.Pet-Clea	-0.1%	-0.2%	0.6%	0.3%	0.7%
Oakland	0.9%	1.0%	0.4%	1.6%	-0.1%
Pittsburgh	-2.6%	-2.7%	0.6%	11.6%	-5.1%
Miami-Hialeah	-0.5%	-0.2%	-0.7%	-1.6%	0.1%
Cleveland	-2.4%	-2.5%	-1.9%	-2.8%	-2.1%
Denver	0.1%	-0.1%	1.7%	2.0%	1.1%
Newark	-0.7%	-0.9%	-0.4%	0.5%	-0.6%
Portland	0.4%	0.4%	0.2%	-0.1%	0.2%
Kansas City	-0.8%	-0.8%	-1.0%	-1.8%	-0.7%
San Francisco	-0.2%	0.5%	-2.1%	-0.9%	-2.3%
FortWorth-Arlin	-0.1%	-0.1%	-0.3%	-0.4%	-0.1%
San Jose	0.5%	0.2%	0.7%	1.8%	0.2%
Cincinnati	-0.4%	-0.5%	1.7%	5.3%	-0.7%
Orlando	0.2%	0.2%	0.1%	-0.8%	0.6%
Sacramento	0.0%	0.0%	0.2%	-1.0%	0.8%
Fort-Holl-Pomp	0.0%	0.1%	-0.9%	-0.9%	-0.6%
Indianapolis	-0.5%	-0.5%	1.2%	2.3%	0.1%
San Antonio	-0.5%	-0.4%	-2.6%	-1.4%	-3.1%
Norfolk-Virg-Newp	-0.4%	-0.5%	0.9%	0.7%	1.0%
Las Vegas	1.4%	0.8%	3.7%	6.2%	2.4%
Columbus	-0.6%	-0.6%	-1.3%	-4.0%	0.1%
Milwaukee	-0.5%	-0.7%	2.0%	4.4%	0.0%
Char-Gas-Roc	-0.4%	-0.6%	2.2%	2.0%	1.9%
Bergen-Pass	-0.1%	-0.4%	-0.5%	-0.6%	-0.2%
New Orleans	-3.1%	-2.9%	-5.4%	-6.0%	-5.1%
SaltLake city-Og	-0.4%	-0.3%	-1.1%	-1.1%	-1.4%
Greensb-Wi-Sa-Hi	-0.2%	-0.2%	-0.5%	-1.5%	0.1%
Austin	-0.4%	-0.6%	0.2%	-0.2%	0.2%
Nashville	-0.6%	-0.6%	-0.5%	0.0%	-1.1%
Providence	-2.8%	-2.6%	-3.6%	-1.7%	-4.3%
Raleigh-Durham	-0.2%	-0.3%	-0.2%	-1.2%	0.3%
Hartford	-2.8%	-2.6%	-4.6%	-8.5%	-2.4%

Appendix 13-1. Compositional Profiles of the Public Transit Commuters By Nativity

Universe: 1990 Total Public Transit Commuters

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	100.0%	34.8%	65.2%	63.8%	36.2%
New York	100.0%	67.2%	32.8%	42.1%	57.9%
Chicago	100.0%	85.5%	14.5%	39.3%	60.7%
Philadelphia	100.0%	94.3%	5.7%	33.3%	66.7%
Washington	100.0%	84.6%	15.4%	55.5%	44.5%
Detroit	100.0%	96.4%	3.6%	38.0%	62.0%
Houston	100.0%	79.0%	21.0%	57.8%	42.2%
Atlanta	100.0%	94.9%	5.1%	59.0%	41.0%
Dallas	100.0%	88.2%	11.8%	50.3%	49.7%
Boston	100.0%	83.7%	16.3%	48.7%	51.3%
Riverside-San B	100.0%	71.5%	28.5%	46.9%	53.1%
Phoenix--Mesa	100.0%	86.1%	13.9%	63.2%	36.8%
Minne-St.Paul	100.0%	95.9%	4.1%	56.7%	43.3%
San Diego	100.0%	69.1%	30.9%	61.3%	38.7%
Nassau-Suffolk	100.0%	85.8%	14.2%	30.6%	69.4%
St.Louis	100.0%	98.6%	1.4%	25.0%	75.0%
Baltimore	100.0%	96.2%	3.8%	41.6%	58.4%
Seattle	100.0%	89.2%	10.8%	39.7%	60.3%
Tampa-St.Pet-Clea	100.0%	93.1%	6.9%	57.3%	42.7%
Oakland	100.0%	81.2%	18.8%	36.8%	63.2%
Pittsburgh	100.0%	97.3%	2.7%	17.5%	82.5%
Miami-Hialeah	100.0%	40.6%	59.4%	57.4%	42.6%
Cleveland	100.0%	94.8%	5.2%	27.0%	73.0%
Denver	100.0%	95.0%	5.0%	42.0%	58.0%
Newark	100.0%	80.3%	19.7%	43.1%	56.9%
Portland	100.0%	92.5%	7.5%	48.2%	51.8%
Kansas City	100.0%	97.4%	2.6%	39.3%	60.7%
San Francisco	100.0%	65.8%	34.2%	41.1%	58.9%
FortWorth-Arlin	100.0%	87.9%	12.1%	62.5%	37.5%
San Jose	100.0%	70.7%	29.3%	57.9%	42.1%
Cincinnati	100.0%	98.1%	1.9%	16.2%	83.8%
Orlando	100.0%	84.1%	15.9%	57.7%	42.3%
Sacramento	100.0%	90.0%	10.0%	52.3%	47.7%
Fort-Holl-Pomp	100.0%	68.9%	31.1%	53.6%	46.4%
Indianapolis	100.0%	98.6%	1.4%	24.7%	75.3%
San Antonio	100.0%	82.3%	17.7%	29.1%	70.9%
Norfolk-Virg-Newp	100.0%	98.0%	2.0%	33.3%	66.7%
Las Vegas	100.0%	86.9%	13.1%	39.6%	60.4%
Columbus	100.0%	95.6%	4.4%	51.8%	48.2%
Milwaukee	100.0%	95.3%	4.7%	23.8%	76.2%
Char-Gas-Roc	100.0%	98.7%	1.3%	100.0%	0.1%
Bergen-Pass	100.0%	73.1%	26.9%	44.6%	55.4%
New Orleans	100.0%	93.7%	6.3%	33.1%	66.9%
SaltLake city-Og	100.0%	92.6%	7.4%	44.0%	56.0%
Greensb-Wi-Sa-Hi	100.0%	98.0%	2.0%	70.6%	29.4%
Austin	100.0%	87.5%	12.5%	62.0%	38.0%
Nashville	100.0%	98.1%	1.9%	36.7%	63.3%
Providence	100.0%	83.1%	16.9%	42.1%	57.9%
Raleigh-Durham	100.0%	94.6%	5.4%	61.1%	38.9%
Hartford	100.0%	78.3%	21.7%	52.8%	47.2%

Universe: 2000 Total Public Transit Commuters

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	100.0%	33.0%	67.0%	46.2%	53.8%
New York	100.0%	59.0%	41.0%	36.7%	63.3%
Chicago	100.0%	83.4%	16.6%	41.0%	59.0%
Philadelphia	100.0%	91.0%	9.0%	39.4%	60.6%
Washington	100.0%	80.3%	19.7%	46.0%	54.0%
Detroit	100.0%	95.5%	4.5%	34.9%	65.1%
Houston	100.0%	72.7%	27.3%	46.8%	53.2%
Atlanta	100.0%	84.8%	15.2%	71.3%	28.7%
Dallas	100.0%	77.3%	22.7%	53.4%	46.6%
Boston	100.0%	77.4%	22.6%	45.5%	54.5%
Riverside-San B	100.0%	74.0%	26.0%	25.2%	74.8%
Phoenix--Mesa	100.0%	71.5%	28.5%	58.5%	41.5%
Minne-St.Paul	100.0%	90.3%	9.7%	66.2%	33.8%
San Diego	100.0%	64.4%	35.6%	40.7%	59.3%
Nassau-Suffolk	100.0%	80.1%	19.9%	27.7%	72.3%
St.Louis	100.0%	96.4%	3.6%	67.2%	32.8%
Baltimore	100.0%	92.4%	7.6%	49.7%	50.3%
Seattle	100.0%	83.0%	17.0%	39.8%	60.2%
Tampa-St.Pet-Clea	100.0%	82.9%	17.1%	45.2%	54.8%
Oakland	100.0%	72.5%	27.5%	34.2%	65.8%
Pittsburgh	100.0%	95.2%	4.8%	66.9%	33.1%
Miami-Hialeah	100.0%	36.1%	63.9%	41.2%	58.8%
Cleveland	100.0%	94.4%	5.6%	48.1%	51.9%
Denver	100.0%	85.7%	14.3%	56.2%	43.8%
Newark	100.0%	74.6%	25.4%	40.4%	59.6%
Portland	100.0%	88.0%	12.0%	52.2%	47.8%
Kansas City	100.0%	95.6%	4.4%	47.3%	52.7%
San Francisco	100.0%	63.9%	36.1%	34.9%	65.1%
FortWorth-Arlin	100.0%	82.6%	17.4%	54.4%	45.6%
San Jose	100.0%	52.3%	47.7%	59.3%	40.7%
Cincinnati	100.0%	95.3%	4.7%	69.2%	30.8%
Orlando	100.0%	76.8%	23.2%	44.7%	55.3%
Sacramento	100.0%	82.9%	17.1%	34.0%	66.0%
Fort-Holl-Pomp	100.0%	62.4%	37.6%	45.8%	54.2%
Indianapolis	100.0%	92.5%	7.5%	74.3%	25.7%
San Antonio	100.0%	83.8%	16.2%	42.7%	57.3%
Norfolk-Virg-Newp	100.0%	93.7%	6.3%	25.5%	74.5%
Las Vegas	100.0%	66.3%	33.7%	48.3%	51.7%
Columbus	100.0%	92.5%	7.5%	39.0%	61.0%
Milwaukee	100.0%	89.2%	10.8%	59.2%	40.8%
Char-Gas-Roc	100.0%	81.8%	18.2%	70.0%	30.0%
Bergen-Pass	100.0%	62.6%	37.4%	40.3%	59.7%
New Orleans	100.0%	96.2%	3.8%	31.1%	68.9%
SaltLake city-Og	100.0%	89.2%	10.8%	61.7%	38.3%
Greensb-Wi-Sa-Hi	100.0%	95.6%	4.4%	51.6%	48.4%
Austin	100.0%	70.5%	29.5%	64.8%	35.2%
Nashville	100.0%	95.2%	4.8%	86.1%	13.9%
Providence	100.0%	84.9%	15.1%	40.7%	59.3%
Raleigh-Durham	100.0%	85.6%	14.4%	58.1%	41.9%
Hartford	100.0%	77.0%	23.0%	38.5%	61.5%

Growth Change: 1990-2000

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	0.2%	-4.9%	3.0%	-25.4%	53.2%
New York	-0.9%	-12.9%	23.9%	8.1%	35.3%
Chicago	-0.7%	-3.1%	13.6%	18.6%	10.3%
Philadelphia	-13.1%	-16.2%	38.1%	63.4%	25.5%
Washington	-3.0%	-7.9%	24.3%	3.1%	50.7%
Detroit	-17.8%	-18.6%	3.2%	-5.1%	8.4%
Houston	7.1%	-1.4%	39.0%	12.7%	75.1%
Atlanta	16.4%	4.1%	244.5%	316.9%	140.6%
Dallas	-2.6%	-14.7%	87.0%	98.6%	75.3%
Boston	21.4%	12.3%	68.1%	57.2%	78.4%
Riverside-San B	138.3%	146.4%	117.7%	16.8%	206.9%
Phoenix--Mesa	42.2%	18.1%	191.2%	169.2%	228.9%
Minne-St.Paul	-3.1%	-8.8%	127.6%	165.7%	77.7%
San Diego	13.9%	6.2%	30.9%	-13.1%	100.7%
Nassau-Suffolk	-1.4%	-8.0%	38.1%	25.0%	43.9%
St.Louis	-7.5%	-9.6%	137.3%	537.7%	3.8%
Baltimore	-15.3%	-18.7%	68.6%	101.5%	45.1%
Seattle	31.6%	22.5%	106.6%	106.9%	106.5%
Tampa-St.Pet-Clea	14.3%	1.8%	183.0%	123.3%	263.0%
Oakland	21.4%	8.4%	77.9%	65.3%	85.2%
Pittsburgh	-9.8%	-11.7%	57.5%	503.5%	-36.8%
Miami-Hialeah	-8.7%	-18.7%	-1.8%	-29.5%	35.4%
Cleveland	-21.1%	-21.4%	-14.7%	51.7%	-39.4%
Denver	34.0%	20.9%	285.2%	415.2%	191.0%
Newark	5.9%	-1.6%	36.5%	28.0%	43.0%
Portland	65.2%	57.2%	163.2%	185.3%	142.7%
Kansas City	-33.3%	-34.6%	12.7%	35.4%	-2.0%
San Francisco	7.6%	4.6%	13.4%	-3.7%	25.4%
FortWorth-Arlin	13.9%	7.0%	64.5%	43.2%	100.0%
San Jose	28.2%	-5.2%	108.8%	113.9%	101.8%
Cincinnati	6.9%	3.9%	159.9%	1006.7%	-4.3%
Orlando	77.4%	61.9%	159.4%	101.2%	238.8%
Sacramento	10.9%	2.1%	89.5%	23.2%	162.0%
Fort-Holl-Pomp	38.8%	25.7%	67.7%	43.1%	96.1%
Indianapolis	-12.0%	-17.5%	371.9%	1318.2%	61.2%
San Antonio	11.9%	13.8%	2.7%	50.3%	-16.9%
Norfolk-Virg-Newp	-7.2%	-11.3%	197.4%	127.5%	232.4%
Las Vegas	202.7%	131.1%	676.5%	847.1%	564.6%
Columbus	-13.1%	-15.9%	47.6%	11.2%	86.8%
Milwaukee	-4.9%	-11.0%	118.0%	442.3%	16.8%
Char-Gas-Roc	7.1%	-11.2%	1352.6%	916.7%	339900.0%
Bergen-Pass	-0.4%	-14.7%	38.3%	25.0%	49.0%
New Orleans	-15.6%	-13.4%	-48.6%	-51.6%	-47.1%
SaltLake city-Og	75.8%	69.4%	156.2%	259.7%	75.0%
Greensb-Wi-Sa-Hi	7.5%	4.8%	139.2%	75.0%	293.3%
Austin	41.3%	13.9%	233.8%	248.9%	209.3%
Nashville	-28.0%	-30.2%	83.3%	330.3%	-59.6%
Providence	98.3%	102.6%	77.2%	71.3%	81.4%
Raleigh-Durham	51.3%	36.8%	308.0%	287.9%	339.7%
Hartford	-28.2%	-29.3%	-24.0%	-44.5%	-1.0%

Appendix 13-2. Compositional Profiles of the Public Transit Commuters By Native

Universe: 1990 Total Public Transit Commuters

	Total	NB	FB	New Immig:	Settled Immig:
LA Long Beach	129,388	45,071	84,317	53,836	30,481
New York	1,197,516	804,310	393,206	165,361	227,845
Chicago	331,521	283,521	48,000	18,846	29,154
Philadelphia	170,173	160,524	9,649	3,213	6,436
Washington	205,821	174,160	31,661	17,560	14,101
Detroit	21,522	20,751	771	293	478
Houston	37,357	29,506	7,851	4,537	3,314
Atlanta	37,268	35,358	1,910	1,126	784
Dallas	25,384	22,382	3,002	1,510	1,492
Boston	134,095	112,235	21,860	10,642	11,218
Riverside-San B	4,426	3,166	1,260	591	669
Phoenix--Mesa	11,379	9,796	1,583	1,001	582
Minne-St.Paul	44,293	42,465	1,828	1,037	791
San Diego	19,819	13,687	6,132	3,761	2,371
Nassau-Suffolk	113,444	97,332	16,112	4,932	11,180
St.Louis	17,340	17,096	244	61	183
Baltimore	56,226	54,075	2,151	895	1,256
Seattle	46,941	41,859	5,082	2,019	3,063
Tampa-St.Pet-Clea	7,156	6,662	494	283	211
Oakland	60,899	49,471	11,428	4,201	7,227
Pittsburgh	47,509	46,209	1,300	227	1,073
Miami-Hialeah	26,565	10,775	15,790	9,056	6,734
Cleveland	31,239	29,623	1,616	437	1,179
Denver	22,683	21,555	1,128	474	654
Newark	62,464	50,173	12,291	5,296	6,995
Portland	20,488	18,948	1,540	742	798
Kansas City	9,317	9,073	244	96	148
San Francisco	101,743	66,900	34,843	14,335	20,508
FortWorth-Arlin	2,053	1,805	248	155	93
San Jose	12,953	9,164	3,789	2,195	1,594
Cincinnati	14,337	14,060	277	45	232
Orlando	3,725	3,134	591	341	250
Sacramento	10,357	9,320	1,037	542	495
Fort-Holl-Pomp	5,819	4,007	1,812	972	840
Indianapolis	6,351	6,262	89	22	67
San Antonio	9,411	7,747	1,664	485	1,179
Norfolk-Virg-Newp	7,821	7,668	153	51	102
Las Vegas	5,018	4,359	659	261	398
Columbus	10,992	10,507	485	251	234
Milwaukee	17,887	17,042	845	201	644
Char-Gas-Roc	5,820	5,742	78	78	0
Bergen-Pass	45,985	33,610	12,375	5,516	6,859
New Orleans	19,173	17,967	1,206	399	807
SaltLake city-Og	6,184	5,727	457	201	256
Greensb-Wi-Sa-Hi	2,586	2,535	51	36	15
Austin	5,213	4,563	650	403	247
Nashville	4,743	4,653	90	33	57
Providence	3,567	2,963	604	254	350
Raleigh-Durham	3,024	2,862	162	99	63
Hartford	9,975	7,811	2,164	1,143	1,021

Universe: 2000 Total Public Transit Commuters

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	129,710	42,853	86,857	40,169	46,688
New York	1,187,216	700,159	487,057	178,723	308,334
Chicago	329,190	274,672	54,518	22,359	32,159
Philadelphia	147,886	134,561	13,325	5,251	8,074
Washington	199,674	160,325	39,349	18,103	21,246
Detroit	17,696	16,900	796	278	518
Houston	40,016	29,100	10,916	5,112	5,804
Atlanta	43,391	36,811	6,580	4,694	1,886
Dallas	24,714	19,100	5,614	2,999	2,615
Boston	162,804	126,067	36,737	16,727	20,010
Riverside-San B	10,545	7,802	2,743	690	2,053
Phoenix--Mesa	16,181	11,572	4,609	2,695	1,914
Minne-St.Paul	42,906	38,745	4,161	2,755	1,406
San Diego	22,565	14,537	8,028	3,270	4,758
Nassau-Suffolk	111,803	89,553	22,250	6,166	16,084
St.Louis	16,039	15,460	579	389	190
Baltimore	47,603	43,977	3,626	1,803	1,823
Seattle	61,769	51,268	10,501	4,177	6,324
Tampa-St.Pet-Clea	8,179	6,781	1,398	632	766
Oakland	73,944	53,612	20,332	6,946	13,386
Pittsburgh	42,862	40,814	2,048	1,370	678
Miami-Hialeah	24,266	8,759	15,507	6,386	9,121
Cleveland	24,657	23,279	1,378	663	715
Denver	30,402	26,057	4,345	2,442	1,903
Newark	66,146	49,365	16,781	6,778	10,003
Portland	33,849	29,795	4,054	2,117	1,937
Kansas City	6,211	5,936	275	130	145
San Francisco	109,519	69,994	39,525	13,801	25,724
FortWorth-Arlin	2,339	1,931	408	222	186
San Jose	16,604	8,691	7,913	4,696	3,217
Cincinnati	15,329	14,609	720	498	222
Orlando	6,608	5,075	1,533	686	847
Sacramento	11,484	9,519	1,965	668	1,297
Fort-Holl-Pomp	8,075	5,037	3,038	1,391	1,647
Indianapolis	5,586	5,166	420	312	108
San Antonio	10,528	8,819	1,709	729	980
Norfolk-Virg-Newp	7,258	6,803	455	116	339
Las Vegas	15,190	10,073	5,117	2,472	2,645
Columbus	9,552	8,836	716	279	437
Milwaukee	17,002	15,160	1,842	1,090	752
Char-Gas-Roc	6,231	5,098	1,133	793	340
Bergen-Pass	45,793	28,680	17,113	6,893	10,220
New Orleans	16,178	15,558	620	193	427
SaltLake city-Og	10,872	9,701	1,171	723	448
Greensb-Wi-Sa-Hi	2,779	2,657	122	63	59
Austin	7,367	5,197	2,170	1,406	764
Nashville	3,414	3,249	165	142	23
Providence	7,073	6,003	1,070	435	635
Raleigh-Durham	4,576	3,915	661	384	277
Hartford	7,166	5,521	1,645	634	1,011

Growth Change: 1990-2000

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	322	-2,218	2,540	-13,667	16,207
New York	-10,300	-104,151	93,851	13,362	80,489
Chicago	-2,331	-8,849	6,518	3,513	3,005
Philadelphia	-22,287	-25,963	3,676	2,038	1,638
Washington	-6,147	-13,835	7,688	543	7,145
Detroit	-3,826	-3,851	25	-15	40
Houston	2,659	-406	3,065	575	2,490
Atlanta	6,123	1,453	4,670	3,568	1,102
Dallas	-670	-3,282	2,612	1,489	1,123
Boston	28,709	13,832	14,877	6,085	8,792
Riverside-San B	6,119	4,636	1,483	99	1,384
Phoenix--Mesa	4,802	1,776	3,026	1,694	1,332
Minne-St.Paul	-1,387	-3,720	2,333	1,718	615
San Diego	2,746	850	1,896	-491	2,387
Nassau-Suffolk	-1,641	-7,779	6,138	1,234	4,904
St.Louis	-1,301	-1,636	335	328	7
Baltimore	-8,623	-10,098	1,475	908	567
Seattle	14,828	9,409	5,419	2,158	3,261
Tampa-St.Pet-Clea	1,023	119	904	349	555
Oakland	13,045	4,141	8,904	2,745	6,159
Pittsburgh	-4,647	-5,395	748	1,143	-395
Miami-Hialeah	-2,299	-2,016	-283	-2,670	2,387
Cleveland	-6,582	-6,344	-238	226	-464
Denver	7,719	4,502	3,217	1,968	1,249
Newark	3,682	-808	4,490	1,482	3,008
Portland	13,361	10,847	2,514	1,375	1,139
Kansas City	-3,106	-3,137	31	34	-3
San Francisco	7,776	3,094	4,682	-534	5,216
FortWorth-Arlin	286	126	160	67	93
San Jose	3,651	-473	4,124	2,501	1,623
Cincinnati	992	549	443	453	-10
Orlando	2,883	1,941	942	345	597
Sacramento	1,127	199	928	126	802
Fort-Holl-Pomp	2,256	1,030	1,226	419	807
Indianapolis	-765	-1,096	331	290	41
San Antonio	1,117	1,072	45	244	-199
Norfolk-Virg-Newp	-563	-865	302	65	237
Las Vegas	10,172	5,714	4,458	2,211	2,247
Columbus	-1,440	-1,671	231	28	203
Milwaukee	-885	-1,882	997	889	108
Char-Gas-Roc	411	-644	1,055	715	340
Bergen-Pass	-192	-4,930	4,738	1,377	3,361
New Orleans	-2,995	-2,409	-586	-206	-380
SaltLake city-Og	4,688	3,974	714	522	192
Greensb-Wi-Sa-Hi	193	122	71	27	44
Austin	2,154	634	1,520	1,003	517
Nashville	-1,329	-1,404	75	109	-34
Providence	3,506	3,040	466	181	285
Raleigh-Durham	1,552	1,053	499	285	214
Hartford	-2,809	-2,290	-519	-509	-10

Appendix 14. Proportion of the Drive Alone Commuters Among Total Full-time Wo

1990 Proportion: 1990 Drive Alone Commuters / 1990 Full-time Workers

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	74.1%	80.7%	62.4%	53.4%	69.0%
New York	31.8%	34.0%	26.9%	22.0%	30.1%
Chicago	66.5%	68.2%	57.3%	46.9%	62.3%
Philadelphia	71.2%	71.6%	63.9%	53.6%	68.0%
Washington	64.9%	66.0%	58.0%	51.1%	63.6%
Detroit	86.7%	86.8%	86.1%	79.4%	87.9%
Houston	79.5%	81.6%	67.2%	58.7%	73.5%
Atlanta	81.3%	81.6%	75.0%	69.8%	79.1%
Dallas	80.6%	82.0%	68.1%	63.1%	72.5%
Boston	68.2%	69.8%	57.0%	48.3%	62.7%
Riverside-San B	77.3%	79.1%	68.0%	57.7%	73.9%
Phoenix--Mesa	78.8%	79.9%	64.6%	53.7%	71.8%
Minne-St.Paul	78.5%	78.7%	70.6%	65.7%	73.5%
San Diego	74.1%	75.8%	66.2%	56.7%	72.2%
Nassau-Suffolk	74.0%	75.6%	63.1%	49.9%	67.9%
St.Louis	82.7%	82.7%	80.9%	74.3%	83.2%
Baltimore	73.9%	74.1%	71.1%	62.7%	74.1%
Seattle	75.7%	76.4%	68.4%	59.8%	72.5%
Tampa-St.Pet-Clea	82.0%	82.3%	77.6%	72.5%	79.9%
Oakland	71.0%	72.3%	65.0%	60.5%	67.6%
Pittsburgh	73.2%	73.3%	66.0%	48.3%	70.2%
Miami-Hialeah	76.5%	79.7%	73.7%	66.0%	78.2%
Cleveland	80.8%	81.0%	77.4%	73.4%	78.3%
Denver	78.0%	78.5%	68.8%	61.4%	72.4%
Newark	72.6%	74.7%	62.9%	52.0%	69.1%
Portland	76.6%	77.1%	69.7%	63.3%	73.3%
Kansas City	82.8%	83.0%	76.3%	73.8%	77.2%
San Francisco	59.1%	62.7%	50.3%	44.4%	53.8%
FortWorth-Arlin	84.5%	85.4%	72.5%	66.3%	77.0%
San Jose	81.0%	82.7%	76.1%	71.5%	79.5%
Cincinnati	81.9%	82.0%	77.5%	75.5%	78.1%
Orlando	82.5%	83.0%	77.3%	69.6%	81.1%
Sacramento	77.5%	78.2%	70.0%	61.8%	73.8%
Fort-Holl-Pomp	82.9%	84.0%	77.2%	72.3%	80.6%
Indianapolis	82.6%	82.7%	74.1%	68.5%	76.1%
San Antonio	79.5%	80.5%	68.9%	55.3%	73.7%
Norfolk-Virg-Newp	75.3%	75.4%	74.7%	65.3%	78.8%
Las Vegas	78.4%	79.2%	71.9%	61.1%	77.6%
Columbus	82.8%	82.9%	78.9%	74.1%	81.2%
Milwaukee	80.4%	80.6%	74.8%	69.3%	76.1%
Char-Gas-Roc	82.2%	82.2%	81.4%	78.4%	83.5%
Bergen-Pass	73.1%	76.1%	61.9%	53.0%	66.8%
New Orleans	73.4%	73.7%	68.4%	63.6%	70.3%
SaltLake city-Og	78.5%	79.0%	68.4%	62.6%	71.4%
Greensb-Wi-Sa-Hi	82.0%	82.1%	78.2%	73.0%	81.3%
Austin	80.0%	80.6%	71.6%	66.0%	75.3%
Nashville	82.5%	82.7%	74.0%	71.5%	75.6%
Providence	76.8%	78.3%	67.2%	64.4%	69.4%
Raleigh-Durham	83.5%	83.5%	84.2%	79.7%	87.3%
Hartford	78.2%	79.9%	67.2%	55.0%	72.9%

2000 Proportion: 2000 Drive Alone Commuters / 2000 Full-time Workers

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	74.1%	80.2%	65.9%	53.0%	70.2%
New York	33.3%	36.1%	29.0%	22.2%	32.4%
Chicago	71.4%	73.4%	63.8%	56.3%	68.0%
Philadelphia	75.4%	76.1%	66.8%	57.6%	71.3%
Washington	69.6%	71.0%	63.8%	55.1%	68.9%
Detroit	87.9%	88.3%	83.7%	79.9%	86.0%
Houston	79.7%	82.7%	68.8%	60.3%	73.6%
Atlanta	80.3%	82.3%	64.1%	52.8%	75.6%
Dallas	81.0%	84.1%	66.1%	56.6%	73.8%
Boston	71.1%	73.3%	59.8%	51.5%	64.5%
Riverside-San B	76.1%	78.3%	68.9%	54.5%	72.6%
Phoenix--Mesa	77.9%	80.3%	63.0%	49.6%	72.4%
Minne-St.Paul	81.3%	82.0%	71.8%	61.3%	79.9%
San Diego	77.0%	78.8%	71.0%	61.0%	74.6%
Nassau-Suffolk	74.5%	76.6%	64.8%	51.9%	69.0%
St.Louis	85.4%	85.6%	78.9%	72.4%	83.5%
Baltimore	78.6%	79.0%	72.7%	63.3%	77.3%
Seattle	72.8%	73.7%	66.9%	63.3%	69.2%
Tampa-St.Pet-Clea	82.6%	83.4%	76.3%	66.9%	80.8%
Oakland	69.9%	71.7%	64.9%	58.8%	67.6%
Pittsburgh	79.9%	80.3%	66.0%	55.8%	71.6%
Miami-Hialeah	77.9%	79.9%	76.6%	68.6%	79.7%
Cleveland	84.4%	84.7%	79.7%	72.1%	83.2%
Denver	79.0%	80.5%	66.4%	59.8%	71.9%
Newark	74.8%	77.4%	65.9%	53.4%	71.6%
Portland	76.5%	77.4%	69.2%	62.5%	73.8%
Kansas City	85.3%	85.9%	72.8%	67.0%	77.5%
San Francisco	59.0%	61.4%	54.2%	47.0%	57.3%
FortWorth-Arlin	84.6%	86.3%	72.4%	63.1%	77.8%
San Jose	80.4%	82.3%	77.5%	71.4%	81.1%
Cincinnati	83.6%	83.9%	72.7%	64.4%	79.2%
Orlando	83.8%	84.7%	77.4%	71.3%	80.8%
Sacramento	78.9%	79.7%	73.7%	68.1%	75.9%
Fort-Holl-Pomp	83.5%	85.2%	79.4%	73.3%	82.4%
Indianapolis	85.5%	86.0%	73.3%	62.6%	83.5%
San Antonio	80.3%	81.8%	69.0%	57.0%	73.3%
Norfolk-Virg-Newp	82.4%	82.5%	80.7%	74.3%	83.0%
Las Vegas	77.7%	80.2%	66.8%	56.1%	72.1%
Columbus	85.0%	85.5%	75.2%	68.9%	80.2%
Milwaukee	83.6%	84.3%	70.7%	58.5%	78.4%
Char-Gas-Roc	83.6%	85.1%	64.8%	52.6%	78.7%
Bergen-Pass	74.0%	78.6%	63.2%	51.3%	68.8%
New Orleans	76.3%	76.7%	69.3%	57.5%	73.0%
SaltLake city-Og	80.7%	81.9%	68.7%	59.9%	75.7%
Greensb-Wi-Sa-Hi	84.3%	85.7%	60.5%	51.6%	74.5%
Austin	80.6%	82.8%	65.7%	55.3%	74.4%
Nashville	83.5%	84.4%	66.5%	57.7%	76.1%
Providence	83.6%	85.5%	72.7%	58.0%	77.2%
Raleigh-Durham	82.3%	84.1%	65.5%	55.0%	79.1%
Hartford	84.2%	85.3%	77.6%	70.7%	80.2%

Change: 1990-2000

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	0.0%	-0.5%	3.5%	-0.4%	1.2%
New York	1.5%	2.1%	2.1%	0.2%	2.4%
Chicago	5.0%	5.2%	6.5%	9.4%	5.7%
Philadelphia	4.2%	4.5%	2.9%	4.0%	3.3%
Washington	4.7%	5.0%	5.9%	4.0%	5.3%
Detroit	1.2%	1.5%	-2.4%	0.5%	-2.0%
Houston	0.2%	1.1%	1.6%	1.6%	0.1%
Atlanta	-1.0%	0.7%	-10.9%	-17.0%	-3.5%
Dallas	0.4%	2.2%	-2.1%	-6.5%	1.3%
Boston	2.9%	3.5%	2.8%	3.3%	1.8%
Riverside-San B	-1.2%	-0.8%	0.9%	-3.2%	-1.3%
Phoenix--Mesa	-0.9%	0.3%	-1.6%	-4.2%	0.6%
Minne-St.Paul	2.9%	3.3%	1.2%	-4.4%	6.4%
San Diego	2.9%	2.9%	4.8%	4.4%	2.4%
Nassau-Suffolk	0.5%	1.0%	1.8%	2.0%	1.1%
St.Louis	2.7%	2.9%	-2.0%	-1.9%	0.3%
Baltimore	4.7%	5.0%	1.6%	0.6%	3.1%
Seattle	-3.0%	-2.7%	-1.4%	3.5%	-3.3%
Tampa-St.Pet-Clea	0.7%	1.1%	-1.3%	-5.6%	0.9%
Oakland	-1.2%	-0.6%	-0.1%	-1.7%	0.0%
Pittsburgh	6.7%	6.9%	0.0%	7.6%	1.4%
Miami-Hialeah	1.4%	0.2%	2.9%	2.6%	1.5%
Cleveland	3.6%	3.7%	2.2%	-1.3%	4.9%
Denver	1.0%	2.0%	-2.4%	-1.6%	-0.5%
Newark	2.3%	2.7%	3.0%	1.5%	2.5%
Portland	-0.1%	0.3%	-0.6%	-0.8%	0.5%
Kansas City	2.5%	3.0%	-3.5%	-6.8%	0.3%
San Francisco	-0.1%	-1.2%	4.0%	2.6%	3.5%
FortWorth-Arlin	0.2%	0.9%	-0.1%	-3.2%	0.8%
San Jose	-0.6%	-0.4%	1.4%	-0.2%	1.6%
Cincinnati	1.7%	1.9%	-4.8%	-11.2%	1.1%
Orlando	1.2%	1.8%	0.1%	1.7%	-0.4%
Sacramento	1.3%	1.5%	3.7%	6.3%	2.1%
Fort-Holl-Pomp	0.6%	1.2%	2.2%	0.9%	1.8%
Indianapolis	3.0%	3.2%	-0.8%	-5.9%	7.4%
San Antonio	0.8%	1.3%	0.1%	1.7%	-0.3%
Norfolk-Virg-Newp	7.0%	7.1%	6.0%	9.0%	4.2%
Las Vegas	-0.7%	1.0%	-5.0%	-5.1%	-5.5%
Columbus	2.2%	2.6%	-3.6%	-5.1%	-1.0%
Milwaukee	3.2%	3.7%	-4.1%	-10.8%	2.4%
Char-Gas-Roc	1.4%	2.8%	-16.6%	-25.8%	-4.8%
Bergen-Pass	0.9%	2.5%	1.3%	-1.6%	2.0%
New Orleans	2.9%	3.0%	0.9%	-6.1%	2.7%
SaltLake city-Og	2.2%	2.9%	0.3%	-2.6%	4.4%
Greensb-Wi-Sa-Hi	2.3%	3.6%	-17.7%	-21.4%	-6.8%
Austin	0.6%	2.2%	-5.8%	-10.7%	-0.9%
Nashville	1.0%	1.7%	-7.5%	-13.9%	0.5%
Providence	6.9%	7.1%	5.5%	-6.4%	7.9%
Raleigh-Durham	-1.2%	0.6%	-18.8%	-24.7%	-8.2%
Hartford	6.0%	5.3%	10.5%	15.7%	7.2%

Appendix 15-1. Compositional Profiles of the Drive Alone Commuters By Nativity

Universe: 1990 Total Drive Alone Commuters

	Total	NB	FB	New Immig	Settled Immig
LA Long Beach	100.0%	69.5%	30.5%	36.4%	63.6%
New York	100.0%	73.7%	26.3%	32.0%	68.0%
Chicago	100.0%	86.2%	13.8%	26.5%	73.5%
Philadelphia	100.0%	95.2%	4.8%	24.1%	75.9%
Washington	100.0%	88.2%	11.8%	39.9%	60.1%
Detroit	100.0%	94.3%	5.7%	19.8%	80.2%
Houston	100.0%	87.5%	12.5%	37.3%	62.7%
Atlanta	100.0%	95.4%	4.6%	41.5%	58.5%
Dallas	100.0%	91.7%	8.3%	43.3%	56.7%
Boston	100.0%	89.8%	10.2%	33.3%	66.7%
Riverside-San B	100.0%	85.7%	14.3%	30.9%	69.1%
Phoenix--Mesa	100.0%	93.9%	6.1%	33.3%	66.7%
Minne-St.Paul	100.0%	97.3%	2.7%	34.9%	65.1%
San Diego	100.0%	84.2%	15.8%	32.9%	67.1%
Nassau-Suffolk	100.0%	89.2%	10.8%	21.1%	78.9%
St.Louis	100.0%	97.9%	2.1%	24.3%	75.7%
Baltimore	100.0%	96.0%	4.0%	23.4%	76.6%
Seattle	100.0%	92.3%	7.7%	28.4%	71.6%
Tampa-St.Pet-Clea	100.0%	93.7%	6.3%	28.7%	71.3%
Oakland	100.0%	83.8%	16.2%	33.6%	66.4%
Pittsburgh	100.0%	97.9%	2.1%	14.0%	86.0%
Miami-Hialeah	100.0%	48.9%	51.1%	32.6%	67.4%
Cleveland	100.0%	94.8%	5.2%	17.1%	82.9%
Denver	100.0%	95.7%	4.3%	29.8%	70.2%
Newark	100.0%	84.4%	15.6%	29.9%	70.1%
Portland	100.0%	93.8%	6.2%	32.3%	67.7%
Kansas City	100.0%	97.7%	2.3%	26.1%	73.9%
San Francisco	100.0%	75.5%	24.5%	33.3%	66.7%
FortWorth-Arlin	100.0%	94.0%	6.0%	38.4%	61.6%
San Jose	100.0%	76.1%	23.9%	39.4%	60.6%
Cincinnati	100.0%	97.8%	2.2%	22.5%	77.5%
Orlando	100.0%	92.6%	7.4%	29.8%	70.2%
Sacramento	100.0%	92.4%	7.6%	28.1%	71.9%
Fort-Holl-Pomp	100.0%	84.7%	15.3%	38.3%	61.7%
Indianapolis	100.0%	98.0%	2.0%	24.7%	75.3%
San Antonio	100.0%	92.6%	7.4%	20.9%	79.1%
Norfolk-Virg-Newp	100.0%	95.9%	4.1%	26.9%	73.1%
Las Vegas	100.0%	89.8%	10.2%	29.7%	70.3%
Columbus	100.0%	97.4%	2.6%	30.6%	69.4%
Milwaukee	100.0%	96.5%	3.5%	17.4%	82.6%
Char-Gas-Roc	100.0%	97.3%	2.7%	38.9%	61.1%
Bergen-Pass	100.0%	82.3%	17.7%	30.3%	69.7%
New Orleans	100.0%	94.5%	5.5%	26.1%	73.9%
SaltLake city-Og	100.0%	95.4%	4.6%	31.3%	68.7%
Greensb-Wi-Sa-Hi	100.0%	98.5%	1.5%	35.5%	64.5%
Austin	100.0%	93.8%	6.2%	36.8%	63.2%
Nashville	100.0%	98.2%	1.8%	37.0%	63.0%
Providence	100.0%	87.6%	12.4%	41.1%	58.9%
Raleigh-Durham	100.0%	96.2%	3.8%	37.8%	62.2%
Hartford	100.0%	88.3%	11.7%	26.3%	73.7%

Universe: 2000 Total Drive Alone Commuters

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	100.0%	62.2%	37.8%	20.1%	79.9%
New York	100.0%	65.8%	34.2%	25.8%	74.2%
Chicago	100.0%	82.0%	18.0%	32.1%	67.9%
Philadelphia	100.0%	93.2%	6.8%	28.2%	71.8%
Washington	100.0%	82.7%	17.3%	31.5%	68.5%
Detroit	100.0%	92.6%	7.4%	35.3%	64.7%
Houston	100.0%	81.5%	18.5%	31.7%	68.3%
Atlanta	100.0%	91.3%	8.7%	41.6%	58.4%
Dallas	100.0%	85.6%	14.4%	38.5%	61.5%
Boston	100.0%	86.6%	13.4%	31.4%	68.6%
Riverside-San B	100.0%	79.6%	20.4%	16.2%	83.8%
Phoenix--Mesa	100.0%	89.0%	11.0%	32.5%	67.5%
Minne-St.Paul	100.0%	94.4%	5.6%	37.4%	62.6%
San Diego	100.0%	79.2%	20.8%	22.5%	77.5%
Nassau-Suffolk	100.0%	84.8%	15.2%	19.4%	80.6%
St.Louis	100.0%	96.8%	3.2%	38.1%	61.9%
Baltimore	100.0%	93.9%	6.1%	28.7%	71.3%
Seattle	100.0%	87.2%	12.8%	35.8%	64.2%
Tampa-St.Pet-Clea	100.0%	90.5%	9.5%	28.5%	71.5%
Oakland	100.0%	74.7%	25.3%	27.2%	72.8%
Pittsburgh	100.0%	97.8%	2.2%	29.7%	70.3%
Miami-Hialeah	100.0%	40.9%	59.1%	25.0%	75.0%
Cleveland	100.0%	95.1%	4.9%	28.9%	71.1%
Denver	100.0%	91.4%	8.6%	41.3%	58.7%
Newark	100.0%	80.2%	19.8%	25.6%	74.4%
Portland	100.0%	89.8%	10.2%	36.8%	63.2%
Kansas City	100.0%	95.9%	4.1%	41.1%	58.9%
San Francisco	100.0%	69.5%	30.5%	26.1%	73.9%
FortWorth-Arlin	100.0%	90.0%	10.0%	32.3%	67.7%
San Jose	100.0%	62.0%	38.0%	33.9%	66.1%
Cincinnati	100.0%	97.2%	2.8%	38.7%	61.3%
Orlando	100.0%	87.9%	12.1%	32.8%	67.2%
Sacramento	100.0%	87.3%	12.7%	26.5%	73.5%
Fort-Holl-Pomp	100.0%	72.4%	27.6%	29.8%	70.2%
Indianapolis	100.0%	97.0%	3.0%	41.9%	58.1%
San Antonio	100.0%	90.0%	10.0%	21.8%	78.2%
Norfolk-Virg-Newp	100.0%	95.1%	4.9%	25.0%	75.0%
Las Vegas	100.0%	83.6%	16.4%	27.7%	72.3%
Columbus	100.0%	95.5%	4.5%	40.2%	59.8%
Milwaukee	100.0%	95.4%	4.6%	31.9%	68.1%
Char-Gas-Roc	100.0%	94.5%	5.5%	43.1%	56.9%
Bergen-Pass	100.0%	74.5%	25.5%	25.9%	74.1%
New Orleans	100.0%	94.2%	5.8%	19.7%	80.3%
SaltLake city-Og	100.0%	92.2%	7.8%	38.9%	61.1%
Greensb-Wi-Sa-Hi	100.0%	95.9%	4.1%	52.2%	47.8%
Austin	100.0%	89.5%	10.5%	38.0%	62.0%
Nashville	100.0%	96.1%	3.9%	44.9%	55.1%
Providence	100.0%	87.5%	12.5%	18.7%	81.3%
Raleigh-Durham	100.0%	92.5%	7.5%	47.3%	52.7%
Hartford	100.0%	86.7%	13.3%	24.3%	75.7%

Growth Change: 1990-2000

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	-7.4%	-17.2%	14.7%	-36.6%	44.1%
New York	6.4%	-5.1%	38.5%	11.7%	51.2%
Chicago	42.1%	35.1%	86.3%	125.7%	72.1%
Philadelphia	9.8%	7.5%	55.2%	81.8%	46.7%
Washington	24.1%	16.4%	81.9%	43.8%	107.2%
Detroit	9.2%	7.2%	42.8%	155.1%	15.2%
Houston	23.9%	15.3%	83.8%	55.8%	100.4%
Atlanta	56.1%	49.3%	195.9%	196.5%	195.5%
Dallas	29.5%	21.0%	123.1%	98.8%	141.7%
Boston	33.3%	28.6%	74.5%	64.2%	79.6%
Riverside-San B	12.8%	4.7%	61.6%	-15.4%	96.1%
Phoenix--Mesa	46.9%	39.1%	166.9%	160.0%	170.3%
Minne-St.Paul	34.3%	30.4%	173.2%	192.6%	162.8%
San Diego	12.4%	5.8%	47.7%	1.1%	70.6%
Nassau-Suffolk	2.9%	-2.3%	45.6%	34.1%	48.7%
St.Louis	18.8%	17.5%	74.9%	174.6%	43.0%
Baltimore	11.5%	9.1%	68.2%	105.6%	56.7%
Seattle	15.8%	9.4%	92.2%	142.7%	72.2%
Tampa-St.Pet-Clea	22.8%	18.6%	85.3%	83.8%	85.9%
Oakland	8.7%	-3.1%	70.1%	37.7%	86.4%
Pittsburgh	39.1%	38.9%	49.5%	218.2%	22.2%
Miami-Hialeah	3.3%	-13.6%	19.5%	-8.3%	33.0%
Cleveland	39.6%	40.1%	31.1%	121.2%	12.5%
Denver	32.6%	26.7%	163.2%	264.9%	120.1%
Newark	17.0%	11.2%	48.4%	26.9%	57.6%
Portland	53.7%	47.3%	151.2%	186.4%	134.4%
Kansas City	22.3%	20.1%	116.2%	241.1%	72.2%
San Francisco	8.5%	-0.2%	35.2%	5.8%	49.9%
FortWorth-Arlin	41.5%	35.4%	137.2%	99.4%	160.8%
San Jose	6.4%	-13.3%	69.2%	45.4%	84.6%
Cincinnati	24.3%	23.6%	54.4%	165.8%	22.1%
Orlando	49.3%	41.8%	143.7%	167.8%	133.5%
Sacramento	11.0%	5.0%	83.8%	73.6%	87.7%
Fort-Holl-Pomp	36.0%	16.1%	146.4%	91.7%	180.3%
Indianapolis	35.1%	33.6%	109.2%	255.4%	61.3%
San Antonio	39.6%	35.7%	89.0%	97.4%	86.8%
Norfolk-Virg-Newp	34.0%	32.9%	59.3%	48.1%	63.5%
Las Vegas	79.0%	66.7%	187.5%	168.2%	195.6%
Columbus	19.8%	17.4%	109.1%	174.6%	80.2%
Milwaukee	12.8%	11.6%	46.9%	168.8%	21.2%
Char-Gas-Roc	46.8%	42.5%	201.1%	233.7%	180.3%
Bergen-Pass	2.1%	-7.6%	47.1%	25.8%	56.3%
New Orleans	46.6%	46.1%	54.6%	16.8%	67.9%
SaltLake city-Og	105.6%	98.8%	248.3%	332.9%	209.8%
Greensb-Wi-Sa-Hi	45.2%	41.4%	285.6%	466.8%	185.9%
Austin	72.7%	64.7%	193.1%	202.7%	187.6%
Nashville	28.6%	25.9%	174.2%	233.3%	139.5%
Providence	374.1%	374.0%	374.3%	115.6%	554.7%
Raleigh-Durham	83.3%	76.1%	265.3%	358.0%	209.0%
Hartford	46.7%	44.0%	67.6%	55.2%	72.0%

Appendix 15-2. Compositional Profiles of the Drive Alone Commuters By Nativity

Universe: 1990 Total Drive Alone Commuters

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	1,960,298	1,361,711	598,587	217,972	380,615
New York	789,679	581,989	207,690	66,403	141,287
Chicago	1,297,143	1,118,601	178,542	47,304	131,238
Philadelphia	1,084,545	1,032,359	52,186	12,570	39,616
Washington	999,050	881,318	117,732	46,979	70,753
Detroit	1,090,240	1,028,542	61,698	12,203	49,495
Houston	831,794	727,786	104,008	38,820	65,188
Atlanta	732,236	698,453	33,783	14,011	19,772
Dallas	734,596	673,341	61,255	26,496	34,759
Boston	615,407	552,572	62,835	20,935	41,900
Riverside-San B	541,103	463,984	77,119	23,864	53,255
Phoenix--Mesa	515,117	483,866	31,251	10,420	20,831
Minne-St.Paul	629,096	611,848	17,248	6,024	11,224
San Diego	587,996	494,971	93,025	30,636	62,389
Nassau-Suffolk	640,932	571,980	68,952	14,549	54,403
St.Louis	611,019	597,927	13,092	3,176	9,916
Baltimore	603,004	578,644	24,360	5,709	18,651
Seattle	508,053	468,957	39,096	11,094	28,002
Tampa-St.Pet-Clea	491,230	460,431	30,799	8,842	21,957
Oakland	479,705	401,983	77,722	26,098	51,624
Pittsburgh	393,766	385,690	8,076	1,128	6,948
Miami-Hialeah	446,345	218,345	228,000	74,372	153,628
Cleveland	425,827	403,654	22,173	3,794	18,379
Denver	430,257	411,636	18,621	5,544	13,077
Newark	410,377	346,321	64,056	19,162	44,894
Portland	290,562	272,499	18,063	5,838	12,225
Kansas City	415,387	405,680	9,707	2,530	7,177
San Francisco	325,844	246,114	79,730	26,583	53,147
FortWorth-Arlin	343,223	322,783	20,440	7,857	12,583
San Jose	432,696	329,366	103,330	40,739	62,591
Cincinnati	322,102	314,895	7,207	1,619	5,588
Orlando	305,944	283,316	22,628	6,746	15,882
Sacramento	342,302	316,120	26,182	7,354	18,828
Fort-Holl-Pomp	320,588	271,678	48,910	18,720	30,190
Indianapolis	356,386	349,380	7,006	1,728	5,278
San Antonio	268,638	248,863	19,775	4,132	15,643
Norfolk-Virg-Newp	320,172	306,990	13,182	3,552	9,630
Las Vegas	191,116	171,588	19,528	5,796	13,732
Columbus	364,110	354,739	9,371	2,871	6,500
Milwaukee	364,547	351,748	12,799	2,229	10,570
Char-Gas-Roc	308,997	300,750	8,247	3,204	5,043
Bergen-Pass	320,837	264,043	56,794	17,181	39,613
New Orleans	183,993	173,883	10,110	2,640	7,470
SaltLake city-Og	162,458	155,004	7,454	2,331	5,123
Greensb-Wi-Sa-Hi	251,526	247,638	3,888	1,380	2,508
Austin	194,575	182,517	12,058	4,435	7,623
Nashville	284,289	279,087	5,202	1,923	3,279
Providence	53,820	47,120	6,700	2,753	3,947
Raleigh-Durham	194,937	187,572	7,365	2,781	4,584
Hartford	129,628	114,493	15,135	3,976	11,159

Universe: 2000 Total Drive Alone Commuters

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	1,814,764	1,127,972	686,792	138,246	548,546
New York	840,218	552,478	287,740	74,145	213,595
Chicago	1,843,534	1,510,872	332,662	106,746	225,916
Philadelphia	1,190,392	1,109,417	80,975	22,858	58,117
Washington	1,239,743	1,025,599	214,144	67,552	146,592
Detroit	1,190,533	1,102,412	88,121	31,125	56,996
Houston	1,030,499	839,373	191,126	60,495	130,631
Atlanta	1,142,689	1,042,718	99,971	41,540	58,431
Dallas	951,224	814,550	136,674	52,673	84,001
Boston	820,086	710,452	109,634	34,384	75,250
Riverside-San B	610,224	485,628	124,596	20,186	104,410
Phoenix--Mesa	756,659	673,256	83,403	27,090	56,313
Minne-St.Paul	845,126	798,004	47,122	17,629	29,493
San Diego	660,874	523,479	137,395	30,961	106,434
Nassau-Suffolk	659,241	558,824	100,417	19,510	80,907
St.Louis	725,683	702,785	22,898	8,721	14,177
Baltimore	672,495	631,530	40,965	11,737	29,228
Seattle	588,385	513,229	75,156	26,924	48,232
Tampa-St.Pet-Clea	603,019	545,937	57,082	16,253	40,829
Oakland	521,502	389,325	132,177	35,949	96,228
Pittsburgh	547,749	535,673	12,076	3,589	8,487
Miami-Hialeah	461,049	188,554	272,495	68,219	204,276
Cleveland	594,644	565,574	29,070	8,393	20,677
Denver	570,393	521,377	49,016	20,232	28,784
Newark	480,215	385,170	95,045	24,312	70,733
Portland	446,687	401,309	45,378	16,718	28,660
Kansas City	508,121	487,132	20,989	8,629	12,360
San Francisco	353,436	245,651	107,785	28,117	79,668
FortWorth-Arlin	485,609	437,127	48,482	15,669	32,813
San Jose	460,495	285,694	174,801	59,253	115,548
Cincinnati	400,296	389,167	11,129	4,304	6,825
Orlando	456,916	401,765	55,151	18,069	37,082
Sacramento	380,033	331,917	48,116	12,767	35,349
Fort-Holl-Pomp	436,058	315,547	120,511	35,886	84,625
Indianapolis	481,538	466,883	14,655	6,142	8,513
San Antonio	375,134	337,757	37,377	8,156	29,221
Norfolk-Virg-Newp	428,960	407,955	21,005	5,260	15,745
Las Vegas	342,166	286,032	56,134	15,545	40,589
Columbus	436,031	416,434	19,597	7,885	11,712
Milwaukee	411,376	392,569	18,807	5,992	12,815
Char-Gas-Roc	453,484	428,653	24,831	10,693	14,138
Bergen-Pass	327,552	244,008	83,544	21,616	61,928
New Orleans	269,733	254,105	15,628	3,084	12,544
SaltLake city-Og	334,042	308,078	25,964	10,091	15,873
Greensb-Wi-Sa-Hi	365,178	350,186	14,992	7,822	7,170
Austin	335,967	300,620	35,347	13,426	21,921
Nashville	365,607	351,344	14,263	6,409	7,854
Providence	255,146	223,369	31,777	5,935	25,842
Raleigh-Durham	357,281	330,378	26,903	12,738	14,165
Hartford	190,226	164,867	25,359	6,170	19,189

Growth Change: 1990-2000

	Total	NB	FB	New Immig:	Settled Immig
LA Long Beach	-145,534	-233,739	88,205	-79,726	167,931
New York	50,539	-29,511	80,050	7,742	72,308
Chicago	546,391	392,271	154,120	59,442	94,678
Philadelphia	105,847	77,058	28,789	10,288	18,501
Washington	240,693	144,281	96,412	20,573	75,839
Detroit	100,293	73,870	26,423	18,922	7,501
Houston	198,705	111,587	87,118	21,675	65,443
Atlanta	410,453	344,265	66,188	27,529	38,659
Dallas	216,628	141,209	75,419	26,177	49,242
Boston	204,679	157,880	46,799	13,449	33,350
Riverside-San B	69,121	21,644	47,477	-3,678	51,155
Phoenix--Mesa	241,542	189,390	52,152	16,670	35,482
Minne-St.Paul	216,030	186,156	29,874	11,605	18,269
San Diego	72,878	28,508	44,370	325	44,045
Nassau-Suffolk	18,309	-13,156	31,465	4,961	26,504
St.Louis	114,664	104,858	9,806	5,545	4,261
Baltimore	69,491	52,886	16,605	6,028	10,577
Seattle	80,332	44,272	36,060	15,830	20,230
Tampa-St.Pet-Clea	111,789	85,506	26,283	7,411	18,872
Oakland	41,797	-12,658	54,455	9,851	44,604
Pittsburgh	153,983	149,983	4,000	2,461	1,539
Miami-Hialeah	14,704	-29,791	44,495	-6,153	50,648
Cleveland	168,817	161,920	6,897	4,599	2,298
Denver	140,136	109,741	30,395	14,688	15,707
Newark	69,838	38,849	30,989	5,150	25,839
Portland	156,125	128,810	27,315	10,880	16,435
Kansas City	92,734	81,452	11,282	6,099	5,183
San Francisco	27,592	-463	28,055	1,534	26,521
FortWorth-Arlin	142,386	114,344	28,042	7,812	20,230
San Jose	27,799	-43,672	71,471	18,514	52,957
Cincinnati	78,194	74,272	3,922	2,685	1,237
Orlando	150,972	118,449	32,523	11,323	21,200
Sacramento	37,731	15,797	21,934	5,413	16,521
Fort-Holl-Pomp	115,470	43,869	71,601	17,166	54,435
Indianapolis	125,152	117,503	7,649	4,414	3,235
San Antonio	106,496	88,894	17,602	4,024	13,578
Norfolk-Virg-Newp	108,788	100,965	7,823	1,708	6,115
Las Vegas	151,050	114,444	36,606	9,749	26,857
Columbus	71,921	61,695	10,226	5,014	5,212
Milwaukee	46,829	40,821	6,008	3,763	2,245
Char-Gas-Roc	144,487	127,903	16,584	7,489	9,095
Bergen-Pass	6,715	-20,035	26,750	4,435	22,315
New Orleans	85,740	80,222	5,518	444	5,074
SaltLake city-Og	171,584	153,074	18,510	7,760	10,750
Greensb-Wi-Sa-Hi	113,652	102,548	11,104	6,442	4,662
Austin	141,392	118,103	23,289	8,991	14,298
Nashville	81,318	72,257	9,061	4,486	4,575
Providence	201,326	176,249	25,077	3,182	21,895
Raleigh-Durham	162,344	142,806	19,538	9,957	9,581
Hartford	60,598	50,374	10,224	2,194	8,030

SECTION II

A Comparison of the Effects of Immigration and Assimilation in Los Angeles and New York

Immigration has been a major factor in U.S. population growth in the past few decades, with marked acceleration during the 1990s (an increase of foreign-born residents from 19.8 million in 1990 to 37.5 million in 2006). By 2006, more than one in every eight Americans was foreign born. The impacts of this growth are felt more acutely in high immigrant-receiving states like California, New York, Texas, Florida, and Illinois. With such rapid population growth, there are many urban policy and planning impacts to be considered with transportation topping the list.

Los Angeles and New York¹ are the two largest U.S. metropolitan regions with each having over nine million residents (9.52 and 9.31 million, respectively, in 2000) and also with the two largest immigrant populations (3.46 and 3.14 million respectively). This means that more than one-third of the total population in both regions consists of immigrants. In fact, immigrants make up an even higher proportion of the regions' full-time workforce (42.6% of Los Angeles and 39.3% of New York). Despite their similarity in size and immigrant share of the total population, the two regions are vastly different in their patterns of mode choice for commuting to work: public transit ridership is much lower in Los Angeles (5.3%) than in New York (47.0%).

What are the impacts of immigration on transportation in these two different contexts? How much do the commuting preferences of immigrants differ from native-born residents? How are the age effects different in the two contexts. i.e., do New Yorkers shift away from public transit at an older age than Los Angelenos? Of particular interest is how much these immigrant differences might subside the longer that they live in the U.S. How much of the observed patterns are explained by income, or do immigrants retain their differences over time despite changes in income?

It is assumed that income is the dominant indicator of public transit use. Is this equally true for all people? Is this pattern consistent across all places? More specifically, is income more powerful than the effect of being an immigrant? Second, does car ownership depend on duration in the U.S. for immigrants regardless of where they live? How does this relationship change once you control for income? Third, will immigrants abandon public transit use at the same rate as the native-born commuters in the same place?

¹ The Los Angeles metropolitan region includes Los Angeles County and the New York region includes Bronx, Kings, New York, Putnam, Queens, Richmond, Rockland, and Westchester counties.

LITERATURE REVIEW

Relatively little attention has been given to demographic factors in the literature on transportation choice behavior, especially as it concerns the behavior of immigrants who are such a prominent part of large metropolitan areas. Both public and private travel has experienced a significant increase over the past decades throughout the United States. However these travel patterns are not uniform for all. There is a changing mix in the population base eligible to commute to work, especially including the large influx of immigrants, increasing rate of female labor force participation (Pisarski, 1992), and an aging baby boom generation, all resulting in great diversity. The travel behavior of many of the growing groups is different from the average behavior of the past.

A more recent article by Pucher and Reene (2003), “Socioeconomics of Urban Travel: Evidence from the 2001 NHTS”, examines the 2001 National Household Travel Survey (NHTS) to study the socioeconomic factors such as income group, racial/ethnic groups, sex, and age that affect transportation behavior. These are all important factors but the research does not include immigrant factors that are increasingly important in the U.S. Even a review of studies released by the U.S. Department of Transportation and the Federal Highway Administration (2002)², “Travel Patterns of People of Color”, covers the travel patterns of Americans of all ethnic backgrounds without mentioning immigrant dimensions.

A study by McGuckin et al (2000), “Work, Automobility, and Commuting: Differences by Race and Ethnic Background”, mentions new and settled immigrants. The authors report that travel patterns vary between recently arrived and longer settled immigrants, and that longer settled immigrants assimilate toward the travel behaviors of the native born. Another study that includes immigration factors was conducted by Rosenbloom (1998), “Transportation Markets of Future: The Challenge of Change”. It examines three major user-reported data sources: the 1990 U.S. census Public Use Microdata Samples (PUMS) files, the 1991 American Housing Survey (AHS), and the 1990 Nationwide Personal Transportation Study (NPTS). The approach of this report identifies different environments based on population and density and studies the effect of age, sex, race/ethnicity, income, education, and immigration status on travel patterns in these service environments. Rosenbloom identifies the following groups that are more likely to use transit as their principal mode for commuting to work than the national average, irrespective of their income, size and density of metropolitan area in which they live: workers with income below \$20,000, households with no cars, workers with less than high school education, Blacks, Hispanics, Asians, Women, Immigrants (under 10 years of stay in US), workers age 17-29, workers aged 60 and over and workers with mobility or work limitations.

Rosenbloom also reports that immigrants who have stayed in the US for more than 30 years are more dependent on transit as compared to immigrants with a stay of 10-

² The majority of the collected studies used the Nationwide Personal Transportation Survey (NPTS) and the U.S. decennial census.

30 years. It further explains that this could be because of the aging effect, implying that longer resident immigrants are now older and older people are more transit dependent. The affect of age could be important because the future population is forecasted to consist of a rising share of elderly people.

One of the earliest studies to focus in depth on the transportation behavior of immigrants is that of Myers (1997), “Changes over Time in Transportation Mode for Journey to Work: Effects of Aging and Immigration”. The work focuses on journey to work and begins with comparing mode shares between men and women and different race-ethnic groups. The primary contribution of the study is to address, within categories of race and gender, the mode share of immigrants who are newly arrived and longer settled. Unlike the Rosenbloom (1998) study, this work simultaneously separates the age effect from the effects of growing duration of residence in the U.S. The Myers report finds that recent immigrants make up 45 percent of the total transit commuters in the study region (Southern California) and that these new arrivals are much less likely to drive alone to work. The report further discloses that this travel behavior is not a permanent characteristic of individual immigrants. Over time, recent arrivals adapt themselves to the society and improve their economic status. They begin to drive like Californians, but fresh waves of newcomers replenish the ranks of transit commuters.

Myers’ more recent research for the Los Angeles County Metropolitan Transportation Authority (2003-04), “Demographic Foundations of Future Transportation and Land Use Scenarios”, includes immigrant status and duration in the U.S. as one of many demographic factors to consider in modeling transportation preferences. Although that study was limited to a single county (Los Angeles), it tested important new methods that deserve to be applied to a wider range of locations. The addition of immigrant variables makes a significant and substantial contribution net of all other demographic, household, and income factors.³ In fact, the use of race and ethnicity variables without immigration has potential to be misleading. Given that so many Latinos and Asians are recently arrived immigrants, without specific identification of immigrant status, the coefficients on the race/ethnic categories have absorbed the effects of immigration, biasing upward the ethnic effect on transit use and downward the effect on single occupancy commutes. If the immigrant mix within each ethnic group changed in the future, as it is anticipated, then the current coefficients would prove misleading for projecting future mode choice.

More recent explorations of the immigrant effect in transportation mode choice for commuting, by Blumenberg and Shiki (2006) and Blumenberg and Evans (2006), also derives from the experience of Los Angeles. That city has among the largest immigrant populations and the observed differences between immigrants and native-born workers are especially dramatic.

³ Myers (2001) also examined the propensity to use public transit amongst immigrant Latinos and found that controlling for income does not completely erase the higher use of public transit among those who recently arrived to the U.S.

Given the large and growing importance of immigration as a factor in the resident populations of our urban areas, it is clearly desirable to focus more research on how immigration relates to urban mobility patterns. The results of previous studies suggest that a growing immigrant population could increase transit ridership but that over time the more settled immigrants might turn more to single vehicle occupancy, thus adding to future road congestion. How this factor varies between cities and over time is important to ascertain.

DATA AND METHODS

The data source is the Public Use Microdata Sample (5% file) from the 1990 and 2000 census. Although this data source only records mode of transportation used in the journey to work, it includes details about residents' nativity and length of residence in the U.S. The combination of the 1990 and 2000 data permits a cohort longitudinal research design with repeated cross sections. That will enable much more informed analysis of assimilation behavior as immigrant cohorts (e.g. arrivals in the 1980s) extend their length of U.S. residence.

Our chosen 1990 and 2000 PUMS file provides individual records of workers who lived in the defined metropolitan area and who commute to work. The analysis will be restricted to full-time workers who have positive earnings, who worked at least 48 weeks in the preceding year, and also who worked at least 35 hours in the reference week for which commuting data are collected. The means of transportation for journey to work is grouped by those who drive alone, carpool, use public transportation, walk or bike, and other (e.g. those who work at home). For the interests and scope of this project, the two alternative foci will be those who drive alone and those who use public transportation.

Multinomial logistic regression is used to better understand the relationship of various demographic and income variables to mode choice. For this purpose, we will employ the "double cohort method" pioneered by the PI and which has been successfully applied to a variety of immigrant behaviors (Myers and Lee 1996, 1998; Myers and Cranford 1998). The double cohort method estimates changes in mean group behavior after adjusting for relevant social and economic factors. As tested in our prior studies, the changes in the odds of public transit ridership for a group of immigrants who arrived say in the 1980s can be estimated with the double cohort model. For a particular outcome, we will fit double cohort longitudinal models that test the effect of growing duration. Modeling procedures follow those described in Myers and Cranford (1998). The models estimated for this paper can be described as:

$$(O) = \text{Year} + \text{BC} + (\text{Year} * \text{BC}) + \text{MC} + (\text{Year} * \text{MC}) \\ + (\text{BC} * \text{MC}) + \mathbf{X}$$

where:

- (O) = outcome variable of interest,
- Year = census year (1990 = 0 and 2000 = 1),
- BC = age, or birth cohort, coded in 1990 as 15-24, 25-34, 35-44, 45-54, 55-64, or 65-74, and with each cohort 10 years older in 2000 (reference group = 25-34 in 1990, 35-44 in 2000),
- MC = immigration duration or year of arrival, coded as 1970s arrivals (reference group = native-born),
- (Year * BC) = aging effect as each birth cohort grows 10 years older,
- (Year * MC) = duration effect as each arrival cohort resides 10 years longer,
- (BC * MC) = differences in age effects between the immigrant arrival cohorts and the native-born reference group, and
- X** = a vector of covariates (income, education, English, or other).

Table 0 provides a detailed description of variables used in the models.

Description of Variables Used in Commuting Travel Behavior Model

Variable			Explanation		United States			
DEPENDENT	Driving alone	Ref.			MEANS	Code	2000*	
	Car pool		Result 3 (Carpool vs. Drive alone)				Full-time Worker**	
	Public		Result 2 (Public vs. Drive alone)				OBS	%
	Walk & Bike		Result 1 (Walk & Bike vs. Drive alone)					
AGE	ac1		15-24		Auto (Car truck or van)		3,808,780	90.2%
	ac2		25-34		Driving alone		3,328,025	78.8%
	ac3		35-44		Car pool		480,755	11.4%
	ac4	Ref.	45-54		Public Transit		164,445	3.9%
	ac5		55-64		Bus or trolley bus		77,029	1.8%
	ac6		65-74		Streetcar or trolley car		2,155	0.1%
	ac7		75+		Subway or elevated		53,837	1.3%
GENDER	men	men			Railroad		25,049	0.6%
	women	Ref. women			Ferryboat		1,583	0.0%
RACE	race1	Ref.	White-NH		Taxicab		4,792	0.1%
	race2		Black-NH		Walk & Bike		106,041	2.5%
	race3		Hispanic		Motorcycle		5,030	0.1%
	race4		Asian & PI		Bicycle		11,902	0.3%
	race5		Others		Walked		89,109	2.1%
	nativity		FB, (Ref NB)		Worked Worked at home		120,825	2.9%
IMMIGRATION	mc1	Ref.	US-born		Other m Other method		24,734	0.6%
	mc2		1990s		Total		4,224,825	100.0%
	mc3		1980s		* Data Source: 1990 and, 2000 PUMS 5%, 2005 ACS			
	mc4		1970s		**Full-time Worker: hour>=35, week>=48			
	mc5		pre 1970					
INCOME	income		Wages & Salary income in 1999 (\$1,000)					
	inc_sq		income*income					

DESCRIPTIVE RESULTS

Overall, public transit ridership is generally much lower in Los Angeles (5.3%) than in New York (47.0%). Newly arrived immigrants in Los Angeles are much more likely to take public transit than native-born workers. For those immigrants who have been in the U.S. for 10 to 20 years, the mode share sharply decreases by more than half. With longer duration in the U.S., immigrants are less likely to take public transit. Eventually, immigrants who are long settled in the U.S. (those who have been here for more than thirty years) are not statistically different from native-born workers.

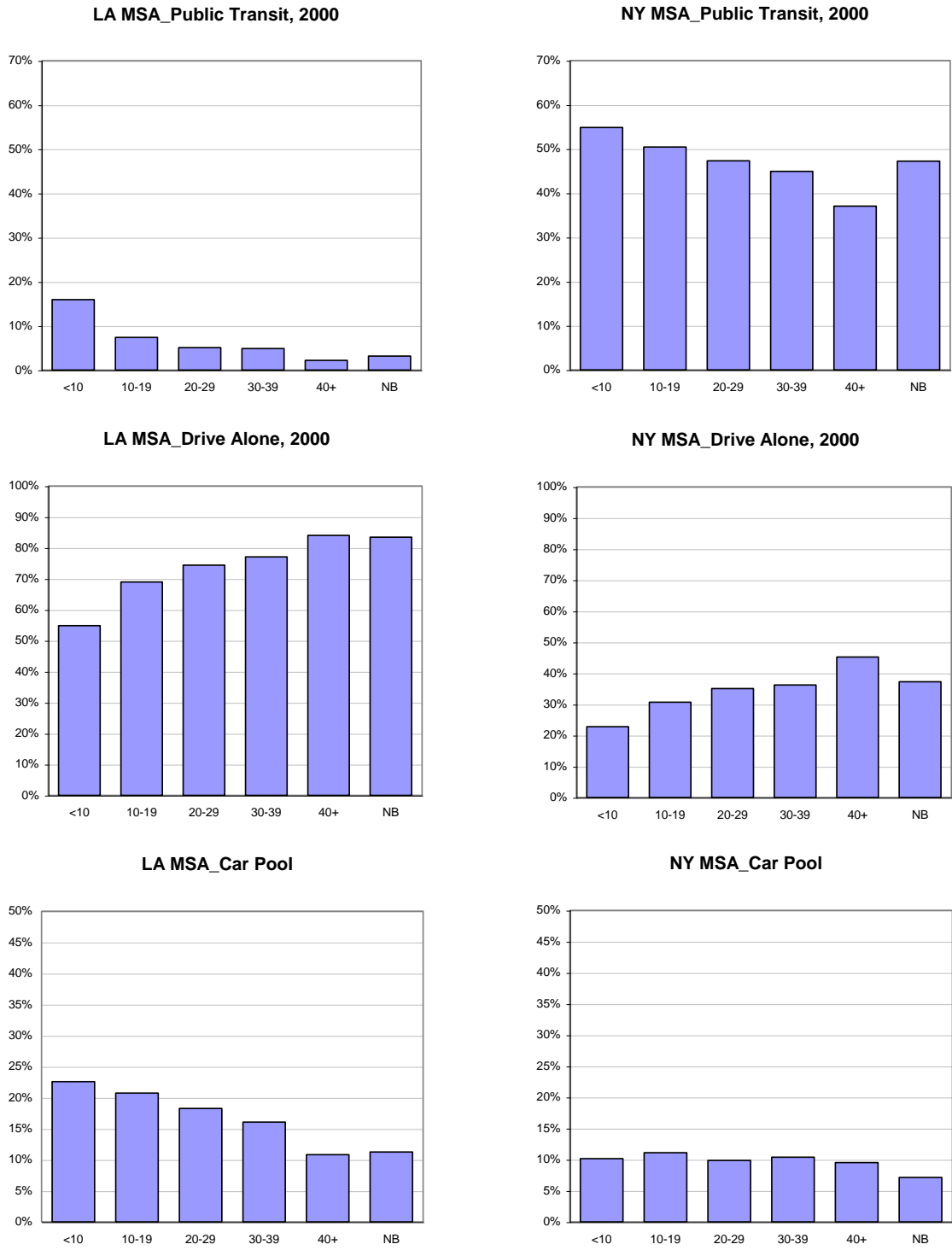
A similar pattern of public transit use is observed for New York with some key differences. First, as in LA, the newest immigrant arrivals are more likely than native borns to ride public transit. However, the commuting behavior of the newest immigrants in New York is not as different from the native borns as those in LA. Second, we find a pattern of convergence with native-born workers with increasing immigrant duration but in New York immigrants become like the native born with shorter duration of U.S. residence (e.g. those who have been here 20 to 30 years are no longer significantly different from the native-born).

MODEL RESULTS

United States as a Whole

Table 1 and 2 provides the alternative models that were tested for all of the U.S. The BIC statistic shows that Model 4, the full model, (the most complete model with demographic, immigrant duration, and economic independent variables) was the best-fitting model (with the most negative term).

Figure 1. Mode choice of commuters for Native-Borns and Immigrants by duration



Denominator: Full time worker who commute Auto, Transit, Walk and Bike only

Figure 2. Mode choice of commuters by Race and Immigrant duration



Denominator: Full time worker who commute Auto, Transit, Walk and Bike only

Table 1. Multinomial Logistic Model Summary of Commuting Travel Behavior

	Alternative sets of determinants	Variables
Model 1	Demographic Model	age + gender + race
Model 2	Demographic + Income	age + gender + race + Income
Model 3	Demographic + Nativity	age + gender + race + nativity
Model 4	Demographic + Immigration	age + gender + race + Immigration(MC)
Model 5	Demographic + Immigration + Income	age + gender + race + Immigration(MC) + Income

Table 2. Comparison of Model fit Using the BIC Statistics for Commuting Travel Behavior

		United State				
Intercept Only		Model 1	Model 2	Model 3	Model 4	Model 5
-2 Log Likelihood	10,439,074	4,670,946	4,628,620	4,648,989	4,641,039	4,599,687
N	3,765,100	3,765,100	3,765,100	3,765,100	3,765,100	3,765,100
d.f.	0	10	12	11	14	16
BIC		-5,767,977	-5,810,272	-5,789,918	-5,797,824	-5,839,145
		Los Angeles MSA				
Intercept Only		Model 1	Model 2	Model 3	Model 4	Model 5
-2 Log Likelihood	314,104	162,147	159,565	160,300	158,452	156,866
N	113,289	113,289	113,289	113,289	113,289	113,289
d.f.	0	10	12	11	14	16
BIC		-151,841	-154,399	-153,676	-155,488	-157,052
		New York MSA				
Intercept Only		Model 1	Model 2	Model 3	Model 4	Model 5
-2 Log Likelihood	277,456	223,073	222,331	222,783	222,243	221,576
N	100,071	100,071	100,071	100,071	100,071	100,071
d.f.	0	10	12	11	14	16
BIC		-54,268	-54,986	-54,546	-55,051	-55,695
		50 MSAs				
Intercept Only		Model 1	Model 2	Model 3	Model 4	Model 5
-2 Log Likelihood	4,766,155	2,448,469	2,434,028	2,436,747	2,431,323	2,418,113
N	1,719,027	1,719,027	1,719,027	1,719,027	1,719,027	1,719,027
d.f.	0	10	12	11	14	16
BIC		-2,317,542	-2,331,955	-2,329,250	-2,334,631	-2,347,812
		48 MSAs				
Intercept Only		Model 1	Model 2	Model 3	Model 4	Model 5
-2 Log Likelihood	4,174,595	1,927,005	1,914,627	1,922,648	1,918,852	1,907,465
N	1,505,667	1,505,667	1,505,667	1,505,667	1,505,667	1,505,667
d.f.	0	10	12	11	14	16
BIC		-2,247,448	-2,259,798	-2,251,791	-2,255,544	-2,266,903

Table 3 shows the logistic regression coefficients for public transit, carpool, and walk/bike all relative to drive alone reference group. Model 1 is the demographic model and we see that blacks, Asians, and Hispanics are much more likely to be public transit riders than whites. On the other hand, whites are more likely to carpool or walk/bike to work than the other race groups.

When nativity is added in Model 2, the coefficient for Asians using public transit drops from 1.37 to .54 and the coefficient for Hispanics drops from 1.26 to .71. This means that the differences observed between Asians and Hispanics from whites are largely due to the heavy concentration of immigrants in those groups. Foreign-born workers are more likely than native-born workers to use all three of the alternatives to driving alone.

Model 3 provides a more detailed look at immigrants by further distinguishing immigrants by their period of arrival to the U.S. (period of arrival serves as a proxy for duration of U.S. residence with the 1990s arrivals having the shortest duration). The newest immigrant arrivals (defined as immigrants who arrived in the 1990s and were observed in 2000) are the most likely to be transit users with a coefficient of 1.39 and the coefficients are successively smaller with increasing duration (the coefficients for race do not change from Model 2 to Model 3). Similar patterns also exist for the other two mode choice alternatives.

Once income is controlled in Model 4, the effects of immigrant duration are slightly lessened but remain statistically significant. Meanwhile, the differences by race persist.

Since Table 3 was for all of the U.S. and helped to figure out the best-fitting model (Model 4), we can now replicate the model specifications for Los Angeles and New York to see how the relationship between demographic/economic variables and mode choice might differ for different regional contexts.

Table 3-1. United States: Public Transit Results Relative to Drive Alone in 2000

Variables	Public Transit vs Drive Alone					
	Model 1	Model 2	Model 3	Model 4	Model 5	
Intercept	-3.3269 ***	-3.7002 ***	-3.3661 ***	-3.3392 ***	-3.7415 ***	
Demographic ac1	15-24	0.2690 ***	0.4559 ***	0.3141 ***	0.2463 ***	0.4318 ***
ac2	25-34	0.2255 ***	0.3083 ***	0.2370 ***	0.1882 ***	0.2653 ***
ac3	35-44 (Ref. age 45-54)	-0.0063	0.0137	-0.0095	-0.0288 ***	-0.0136
ac5	55-64	0.0552 ***	0.0702 ***	0.0417 ***	0.0553 ***	0.0753 ***
ac6	65-74	0.2295 ***	0.2789 ***	0.2042 ***	0.2208 ***	0.2784 ***
male		-0.2922 ***	-0.3907 ***	-0.3217 ***	-0.3302 ***	-0.4378 ***
race2	Black-NH (Ref. White-NH)	1.4457 ***	1.5160 ***	1.3738 ***	1.3747 ***	1.4503 ***
race3	Asian & PI	1.3693 ***	1.3450 ***	0.5405 ***	0.5247 ***	0.5009 ***
race4	Other	0.8996 ***	0.9532 ***	0.6528 ***	0.6458 ***	0.7042 ***
race5	Hispanic	1.2613 ***	1.3560 ***	0.7092 ***	0.7049 ***	0.8268 ***
nativity	Foreign-born (Ref. Native-born)			1.0261 ***		
Immigration mc1	1990s (Ref. Native-born)				1.3920 ***	1.4187 ***
mc2	1980s				0.9712 ***	0.9906 ***
mc3	1970s				0.7462 ***	0.7250 ***
mc4	pre70				0.7117 ***	0.6446 ***
Income	income					0.0106 ***
	inc_sq					0.0000 ***
Observation (N)		3,765,100	3,765,100	3,765,100	3,765,100	3,765,100
-2 Log Likelihood (Chi-Square)		4,670,946	4,628,620	4,648,989	4,641,039	4,599,687

*** p<0.001 ** p<0.01 *p<0.05

Table 3-3. United State: Walk & Bike Results Relative to Drive Alone in 2000

Variables	Walk & Bike vs Drive Alone				
	Model 1	Model 2	Model 3	Model 4	Model 5
Intercept	-3.8455 ***	-3.1487 ***	-3.8656 ***	-3.8322 ***	-3.1546 ***
Demographic ac1	0.4694 ***	0.1769 ***	0.4897 ***	0.4037 ***	0.1270 ***
ac2	0.1210 ***	0.0356 ***	0.1256 ***	0.0688 ***	-0.0082
ac3	-0.0368 ***	-0.0514 ***	-0.0375 ***	-0.0565 ***	-0.0670 ***
ac5	0.1730 ***	0.1266 ***	0.1661 ***	0.1810 ***	0.1336 ***
ac6	0.6585 ***	0.4620 ***	0.6448 ***	0.6661 ***	0.4724 ***
male	0.2329 ***	0.3588 ***	0.2206 ***	0.2104 ***	0.3368 ***
race2	0.0990 ***	0.0216	0.0634 ***	0.0656 ***	-0.0089
race3	0.4856 ***	0.5002 ***	0.0066	-0.0117	0.0345
race4	0.6300 ***	0.5566 ***	0.5021 ***	0.4934 ***	0.4278 ***
race5	0.6484 ***	0.5061 ***	0.0000 ***	0.3288 ***	0.1992 ***
nativity	Foreign-born (Ref. Native-born)		0.6039 ***		
Immigration mc1	1990s (Ref. Native-born)			1.1593 ***	1.0895 ***
mc2	1980s			0.4300 ***	0.3649 ***
mc3	1970s			0.1762 ***	0.1614 ***
mc4	pre70			0.0778 **	0.1317 ***
Income	income	Wages & Salary			
	inc_sq		-0.0245 ***		-0.0239 ***
			0.0001 ***		0.0001 ***
Observation (N)			3,765,100	3,765,100	3,765,100
-2 Log Likelihood (Chi-Square)			4,670,946	4,628,620	4,641,039
			3,765,100	4,648,989	4,599,687

*** p<0.001 ** p<0.01 *p<0.05

Comparison of Los Angeles to New York

Table 4 takes the best-fitting model for the nation (Model 4) and replicates it for Los Angeles and New York. The intercept for public transit use in Los Angeles is large and negative (-2.57) because public transit use is dwarfed compared to driving alone (reference category). The opposite is true for New York, although the intercept is very small (0.06) because there is more transit ridership than driving alone.

Newly arrived immigrants in Los Angeles are much more likely to take public transit (1.73) than native-born workers. For those immigrants who have been in the U.S. for 10 to 20 years, the coefficient sharply decreases by more than half (0.76). With longer duration in the U.S., immigrants are less likely to take public transit. Eventually, immigrants who are long settled in the U.S. (those who have been here for more than thirty years) are not statistically different from native-born workers.

A similar pattern of public transit use is observed for New York with some key differences. First, the newest immigrant arrivals in New York are also more likely than native borns to ride public transit. However, the newest immigrants in New York are not as different from the native borns as those in Los Angeles. Second, there is a pattern of convergence with native-born workers with increasing immigrant duration in the U.S. but immigrants become like the native born with shorter duration in the U.S. (e.g. those who have been here 20 to 30 years are no longer significantly different from the native-born).

Table 4-1. Model 4 MSAs: Public Transit Results Relative to Drive Alone in 200

Variables	50 MSAs	
	Los Angeles MSA	New York MSA
Intercept	-2.5740 ***	0.0656 ***
<hr/>		
Demographic		
ac1	0.0069	0.6557 ***
ac2	-0.3921 ***	0.4093 ***
ac3	-0.3257 ***	0.0603 ***
ac5	0.1165 **	0.0324
ac6	0.1736	0.1243 **
male	-0.4544 ***	-0.5774 ***
race2	1.2794 ***	0.5368 ***
race3	-0.2074 ***	0.4603 ***
race4	0.2550 ***	0.4174 ***
race5	1.0809 ***	0.6335 ***
nativity	Foreign-born (Ref. Native-born)	
mc1	1.7322 ***	0.5329 ***
mc2	0.7681 ***	0.1357 ***
mc3	0.2844 ***	-0.0187
mc4	-0.0018	-0.0514
income	Wages & Salary	
inc_sq	-0.0282 ***	-0.0008 *
	0.0001 ***	0.0000 ***
Observation (N)	113,289	100,071
-2 Log Likelihood (Chi-Square)	156,866	221,576
		1,719,027
		2,418,113

*** p<0.01 ** p<0.05 *p<0.1

Table 4-2. Model 4 MSAs: Carpool Results Relative to Drive Alone in 2000

Variables		50 MSAs	
		Los Angeles	New York
Intercept		-1.6799 ***	-1.4378 ***
Demographic			
ac1	15-24	0.1664 ***	0.2432 ***
ac2	25-34	-0.0844 ***	-0.0042
ac3	35-44 (Ref. age 45-54)	-0.0501 **	-0.1080 ***
ac5	55-64	-0.0325	0.0909 **
ac6	65-74	-0.1533 *	0.1305
male		-0.2367 ***	-0.2937 ***
race2	Black-NH (Ref. White-NH)	0.4107 ***	0.3330 ***
race3	Asian & PI	0.2565 ***	0.5209 ***
race4	Other	0.2331 ***	0.3641 ***
race5	Hispanic	0.6450 ***	0.6408 ***
nativity		Foreign-born (Ref. Native-born)	
mc1	1990s (Ref. Native-born)	0.7815 ***	0.6266 ***
mc2	1980s	0.4903 ***	0.3751 ***
mc3	1970s	0.3338 ***	0.1663 ***
mc4	pre70	0.1526 ***	0.2009 ***
Income		Wages & Salary	
income		-0.0118 ***	-0.0063 ***
inc_sq		0.0000 ***	0.0000 ***
Observation (N)		113,289	100,071
-2 Log Likelihood (Chi-Square)		156,866	221,576
			1,719,027
			2,418,113

*** p<0.01 ** p<0.05 *p<0.1

Table 4-3. Model 4 MSAs: Walk & Bike Results Relative to Drive Alone in 2000

Variables	50 MSAs	
	Los Angeles	New York
Intercept	-2.9191 ***	-1.1506 ***
Demographic		
ac1 15-24	0.1379 *	0.3738 ***
ac2 25-34	-0.1513 ***	0.2351 ***
ac3 35-44 (Ref. age 45-54)	-0.1269 **	-0.0701 **
ac5 55-64	0.0686	0.1488 ***
ac6 65-74	0.0460	0.3832 ***
male	0.1512 ***	-0.4663 ***
race2 Black-NH (Ref. White-NH)	-0.4976 ***	-0.4842 ***
race3 Asian & PI	-0.8425 ***	0.3922 ***
race4 Other	-0.1351	0.0411
race5 Hispanic	0.0850 *	0.3899 ***
nativity Foreign-born (Ref. Native-born)		
immigration		
mc1 1990s (Ref. Native-born)	1.3729 ***	0.7521 ***
mc2 1980s	0.4044 ***	0.0523
mc3 1970s	0.0581	-0.0574
mc4 pre70	-0.0479	-0.0461
Income		
income	-0.0227 ***	-0.0088 ***
inc_sq	0.0001 ***	0.0000 ***
Observation (N)	113,289	100,071
-2 Log Likelihood (Chi-Square)	156,866	221,576

*** p<0.01 ** p<0.05 *p<0.1

Blacks and Latinos are more likely than whites to take public transit in Los Angeles (1.28 and 1.08 respectively) while Asians and other races are less likely. The same can be said of blacks and Latinos in New York, but the coefficients across race groups are much more similar.

The coefficients for income in both regions show that with increasing income, workers are less likely to take public transportation. The effect of income is stronger in Los Angeles (-0.0282) than in New York (-0.0008). This is consistent with our interpretation that public transit is more likely to be considered an inferior good in Los Angeles, so that with increases in income commuters are more quick to escape it. What may be more significant an observation is that, even controlling for income, immigrants

are more likely to be public transit users—in both Los Angeles and New York--than native borns, regardless of duration in the U.S.

Immigrants are also more likely to use other alternative commuting modes (e.g. carpooling, walking, and biking) than native-borns in both Los Angeles and New York. The newest immigrants are most likely to use these alternatives and this partiality toward non-driving alone choices declines with increasing length of U.S. residence.

The coefficients for personal income's effect on mode choice in both regions show that with increasing income workers are less likely to take public transportation. The effect of income is stronger in Los Angeles than in New York. However, it is important to note that even controlling for income; the newest immigrants are more likely to use public transit than the native born regardless of U.S. duration.

DISCUSSION AND CONCLUSION

In both Los Angeles and New York, the most recently arrived immigrants are the most likely to use public transit in commuting to work. Although this is especially true in Los Angeles where overall transit ridership is low, it also holds true for a metropolitan area like New York where transit ridership is high. Even when the effects of income are controlled, the persistent effect of immigrant duration in the U.S. on mode choice is a particularly striking finding.

As immigrants reside in the U.S. longer, they are less likely to behave like the newcomers and eventually become like the native-born population. It takes immigrants in Los Angeles longer to have similar transit ridership as that of the native-born than it does in New York. Conversely, immigrants in Los Angeles are much more rapid to drive alone, converging on the very high mode share demonstrated by native-born residents.

The persistent effect of immigrant duration in the U.S. on mode choice is a particularly striking finding. As immigrants reside in the U.S. longer, they are less likely to behave like newcomers and eventually become like the native-born population. It takes immigrants in Los Angeles longer to have similar transit ridership as that of the native-born than it does in New York. Los Angeles and New York are established immigrant gateways with long resident immigrants. Lessons learned, especially in poor transit service Los Angeles, could provide insights useful for understanding the prospective transit careers of immigrants in newer gateways such as Atlanta or Charlotte.

REFERENCES

- Battelle. 2000 (June). *Travel Patterns of People of Color*. PL-00-024. Ohio: United States Department Of Transportation, Federal Highway Administration.
- Blumenberg, Evelyn and Alexandra Elizabeth Evans. 2006. "Growing the Immigrant Transit Market: Public Transit Use and California Immigrants. Transportation Research Board Working Paper.
- Blumenberg, Evelyn and Kimiko Shiki. 2006. "Transportation Assimilation: Immigrants, Race and Ethnicity, and Mode Choice." Transportation Research Board Working Paper.
- Kemper, Robert V., Julie Adkins, Marco Flores, and Jose Leonard Santos. 2007. "From Undocumented Camionetas (Mini-Vans) To Federally Regulated Motor Carriers: Hispanic Transportation in Dallas, Texas, and Beyond." *Urban Anthropology* 36(4): 381-423.
- McGuckin, Nancy, Elaine Murakami, and Mary Ann Keyes. 2000 (October). "Work, Automobility, and Commuting: Differences by Race and Ethnic Background," in *Travel Patterns of People of Color*. PL-00-024. Ohio: United States Department Of Transportation, Federal Highway Administration.
- Myers, Dowell. Changes over Time in Transportation Mode for Journey to Work: Effects of Aging and Immigration. *Decennial Census Data for Transportation Planning: Case Studies and Strategies for 2000*, Volume 2: Case Studies. Transportation Research Board, Washington D.C., 1996.
- Myers, Dowell. 2001. "Demographic Futures as a Guide to Planning: California Latinos and the Compact City." *Journal of the American Planning Association* 67(Autumn): 383-97.
- Myers, Dowell and Cynthia Cranford, "Temporal Differentiation in the Occupational Mobility of Immigrant and Native-Born Latino Workers," *American Sociological Review* 63 (February 1998): 68-93.
- Myers, Dowell and Seong Woo Lee, Immigrant Trajectories into Homeownership: A Temporal Analysis of Residential Assimilation? *International Migration Review* 32 (Fall 1998): 593-625.
- Myers, Dowell and Seong Woo Lee, "Immigration Cohorts and Residential Overcrowding in Southern California," *Demography* 33 (February 1996): 51-65.
- Myers, Dowell, Tina Garg, Julie Park, Sung Ho Ryu, and Lanlan Wang. 2003. A *Multinomial Logistic Analysis of Mode Share Choice, With Special Attention to*

the Contribution of Demographic Factors, Report No. 1 to the Los Angeles County Metropolitan Transportation Authority.

Pisarski, Alan. 1992 (July). *Travel Behavior Issues in the 90's: Based on Data from the 1990 Nationwide Personal Transportation Survey (NPTS) and the 1985 and 1989 American Housing Surveys (AHS)*. Virginia: Office of Highway Information Management.

Pucher, John, L. Reese, John. 2003 (March). *Socioeconomics of Urban Travel: Evidence from the 2001 NHTS*, *Transportation Quarterly*, Vol. 57, No. 3.

Rosenbloom, Sandra. 1998. *Transit Markets of Future: The Challenge of Change*, Transit Cooperative Research Program, Report 28, sponsored by Federal Transit Administration. Arizona: Transportation Research Board Arizona University.

Valenzuela, Abel, Lisa Schweitzer, and Adriele Robles. 2005. "Camionetas: Informal Travel among Immigrants." *Transportation Research Part A* 39: 895-911.