Out-of-State and Long Commutes: 2011

American Community Survey Reports

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A complex set of factors influences variation in commuting patterns across the United States, and multiple indicators may be considered when assessing such patterns. Among other factors, the relationship between home and work is influenced by community development patterns, labor market shifts, and technological changes that expand workers' options for where and how to work. The American Community Survey (ACS) provides critical information about several aspects of commuting for U.S. workers. The ACS is an ongoing survey conducted annually by the U.S. Census Bureau that captures changes in the socioeconomic, housing, and demographic characteristics of communities across the United States and Puerto Rico.[1]

The ACS questions related to travel focus solely on the work trip and do not ask about leisure travel or other nonwork trips. Among other commuting questions, the ACS asks respondents in the workforce about their principal workplace location and the number of minutes it usually takes to get from home to work, one way. This report uses 2011 ACS data at the state level to explore two commuting indicators related to travel time and work location: (1) the percentage of commuters with long commutes (commutes of 60 minutes or longer) and (2) the percentage of workers who work outside of their state of residence. These topics are subsets of a much broader, more complex set of travel time and place indicators. The media occasionally discuss such commuting patterns within several contexts, including health, interstate commuter taxes, and shifts in the housing and labor markets. This report may serve as a baseline statistical reference point for such discussions. Unless otherwise noted, estimates refer to the working population who did not work at home.

[1] The ACS uses a series of monthly samples to produce annual estimates. Detailed questions that previously appeared on the decennial census long form are now included in the ACS, and the decennial census now produces a count of the nation's population and a snapshot of its most basic demographic characteristics. Five years of ACS data collection are necessary to achieve a cumulative sample large enough to ensure respondent confidentiality for smaller communities and for small geographic units such as census tracts or block groups. For larger geographies, specifically those with populations of 65,000 or greater, estimates are available annually. For selected geographies with populations of 20,000 or greater, combined 3-year estimates are available.

HIGHLIGHTS

- Among U.S. workers who did not work at home, 8.1 percent had commutes of 60 minutes or longer in 2011.
- An estimated 61.1 percent of workers with "long commutes" drove to work alone, compared with 79.9 percent for all workers who did not work at home.
- New York shows the highest rate of "long commutes" at 16.2 percent, followed by Maryland and New Jersey at 14.8 and 14.6 percent, respectively.
- The District of Columbia has the highest rate of out-of-state commuters among its resident workers at 25.2 percent, followed by Maryland at 18.3 percent.
- Among all people who work in the District of Columbia, 72.4 percent live outside the District of Columbia.

COMMUTES OF 60 MINUTES OR LONGER

As a relative concept, the definition of a long commute varies across people and communities. For simplicity, this report defines long commutes as those of 60

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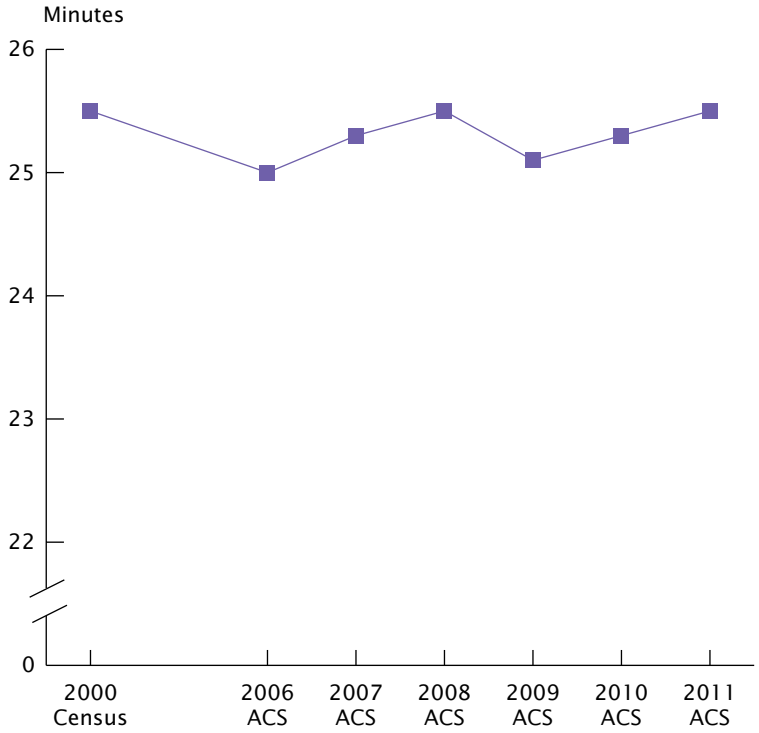
Figure 1.

Average One-Way Travel Time for U.S. Workers: 2000–2011

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)



Source: U.S. Census Bureau, Census 2000 and 2006–2011 American Community Surveys.

What Is The American Community Survey?

The American Community Survey (ACS) is a nationwide survey designed to provide communities with reliable and timely demographic, social, economic, and housing data for the nation, states, congressional districts, counties, places, and other localities every year. It had a 2011 sample size of about 3.3 million addresses across the United States and Puerto Rico and includes both housing units and group quarters (e.g., nursing facilities and prisons). The ACS is conducted in every county throughout the nation and every municipio in Puerto Rico, where it is called the Puerto Rico Community Survey. Beginning in 2006, ACS data for 2005 were released for geographic areas with populations of 65,000 and greater. For information on the ACS sample design and other topics, visit <www.census.gov/acs/www>.

minutes or longer (one way). This threshold is well above the national average travel time of 25.5 minutes in 2011. Figure 1 shows that the national average travel time fluctuated little between 2000 and 2011. The 60-minute travel time threshold is also roughly twice that of metro areas with the longest average travel times, which exceed 30 minutes. For example, in 2011, workers in the New York City metro area and the Washington, DC, metro area had the two longest average travel times among metro areas, at 34.9 minutes and 34.5 minutes, respectively.

Table 1 lists the distribution of commuting times across several intervals. The percentage of workers with commutes of 60 minutes or longer was 8.1 percent in 2011. Shorter travel time categories accounted for a relatively high percentage of commuters. For example, 15.5 percent of workers had commutes of 15 to 19 minutes, and 14.8 percent had commutes of 20 to 24 minutes. The percentage of workers with commutes of 60 minutes or longer was 8.0 percent in 2000, and this proportion has fluctuated little between 2000 and 2011, when it reached 8.1 percent (Figure 2). Commutes of 90 minutes or longer ("extreme commutes") showed similar stability across years, at 2.8 percent in 2000 and 2.5 percent in 2011. Although this report focuses on commutes of 60 minutes or longer, reference to commuting rates of 90 minutes or longer illustrates the stability of travel time patterns at the national level, even among the most extreme commutes. This trend may be contrary to popular assumptions about national travel time patterns, which are likely to be informed

by local trends that show more variation. For the remainder of the report, "long commutes" will refer to those of 60 minutes or longer.

Rates of long commutes vary across residence and workplace community types throughout metropolitan areas (Table 2).[2] Workers residing outside of a principal city (in a metropolitan area) and working in a principal city show the highest rate of long commutes, at 12.5 percent. Among workers who travel 60 minutes or longer, those living and working outside of a principal city but in a metro area, had the lowest rate of long commutes, at 6.6 percent, a rate lower than that of workers living and working in principal cities, at 7.1 percent. Among workers engaging in a "reverse commute," that is, living in a principal city and working outside of a principal city, 9.0 percent reported a long commute. Among workers living outside of a metro area, 7.1 percent had a long commute.

The distribution of transportation modes used by workers with long commutes differs from that of the general worker population (Table 3). Among workers with long commutes, only 61.1 percent drove to work alone, compared with 79.9 percent for all workers who worked outside the home. Workers with long commutes had a notably higher rate of public transportation usage at 23.0 percent, compared with 5.3 percent for the general worker population. This difference might be expected, given

[2] For more detailed information about the Office of Management and Budget's (OMB) standards for delineating metropolitan and micropolitan statistical areas, visit <www.census.gov/population/metro/>. This analysis uses 2003 OMB metro area definitions.

Table 1.
Travel Time to Work: 2011

(For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)

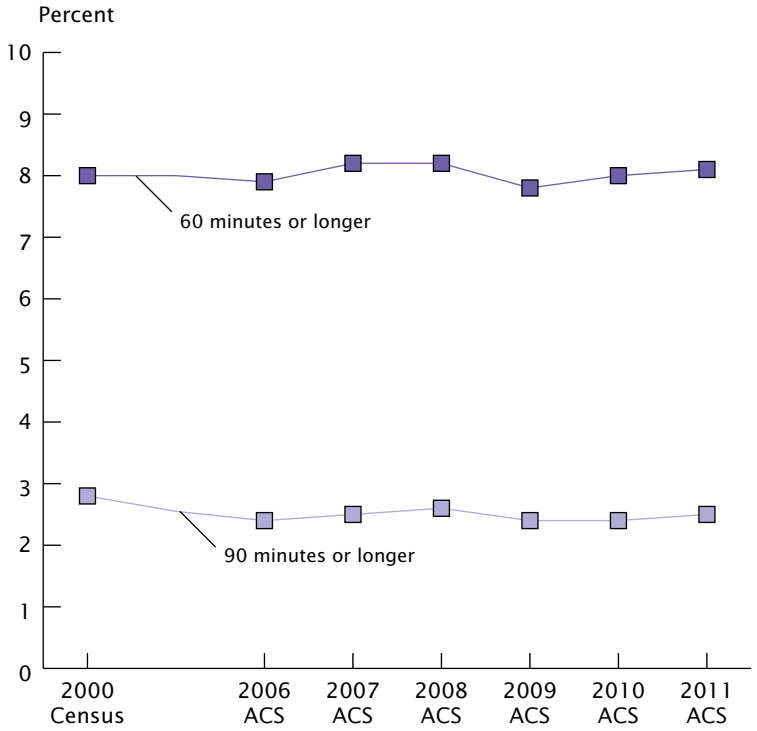
One-way travel time interval	Percentage of workers	Margin of error[1] (±)
Less than 10 minutes	13.4	0.1
10 to 14 minutes	14.3	0.1
15 to 19 minutes	15.5	0.1
20 to 24 minutes	14.8	0.1
25 to 29 minutes	6.1	0.1
30 to 34 minutes	13.7	0.1
35 to 44 minutes	6.4	0.1
45 to 59 minutes	7.5	0.1
60 or more minutes	8.1	0.1

[1] Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

Source: U.S. Census Bureau, 2011 American Community Survey.

Figure 2.
Percentage of Workers With One-Way Commutes of 60 and 90 Minutes or Longer: 2000–2011

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)



Source: U.S. Census Bureau, Census 2000 and 2006–2011 American Community Surveys.

Table 2.

Long Commutes by Residence and Workplace Community Type: 2011

(For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)

Home and workplace metropolitan area component	Total number of workers	Margin of error[1] (±)	Percentage of workers	Margin of error[1] (±)
All Workers Who Did Not Work at Home				
1 to 59 minutes	121,496,438	135,572	91.9	–
60 minutes or longer	10,779,412	67,179	8.1	–
Suburb to City (Lived in metro area outside any principal city, worked in any principal city)				
1 to 59 minutes	22,397,939	74,481	87.5	0.1
60 minutes or longer	3,211,045	33,808	12.5	0.1
Suburb to Suburb (Lived in metro area outside any principal city, worked outside any principal city)				
1 to 59 minutes	40,319,502	95,296	93.4	0.1
60 minutes or longer	2,867,944	33,432	6.6	0.1
City to City (Lived in metro area in principal city, worked in any principal city)				
1 to 59 minutes	31,195,540	82,991	92.9	0.1
60 minutes or longer	2,383,964	29,891	7.1	0.1
City to Suburb (Lived in metro area in principal city, worked outside any principal city)				
1 to 59 minutes	9,263,346	55,843	91.0	0.2
60 minutes or longer	912,353	17,896	9.0	0.2
Lived Outside of Any Metro Area				
1 to 59 minutes	18,320,111	51,938	92.9	0.1
60 minutes or longer	1,404,106	15,846	7.1	0.1

– Represents or rounds to zero.

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Source: U.S. Census Bureau, 2011 American Community Survey.

Definitions

A ***long commute*** refers to a one-way commute of 60 minutes or longer.

Workers are civilians and members of the Armed Forces, 16 years and older, who were at work the previous week. Persons on vacation or not at work the prior week are not included.

Means of transportation to work refers to the principal mode of travel that the worker usually used to get from home to work during the reference week. People who used different means of transportation on different days of the week were asked to specify the one they used most often. People who used more than one means of transportation to get to work each day were asked to report the one used for the longest distance during the work trip. Workers who worked at home are not included in information presented in this report unless otherwise stated. For more detailed definitions of these terms and other ACS terms, see the ACS subject definitions list at <www.census.gov/acs/www/data_documentation/documentation_main/>.

The largest city in each metropolitan or micropolitan statistical area is designated a ***principal city***. Additional cities qualify if specified requirements are met concerning population size and employment. The title of each metropolitan or micropolitan statistical area consists of the names of up to three of its principal cities and the name of each state into which the metropolitan or micropolitan statistical area extends.

Table 3.

Commute Mode by Long Commute Status: 2011

(For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)

Commute mode	Total number of workers	Margin of error[1] (±)	Percentage of workers	Margin of error[1] (±)
All Workers Who Did Not Work at Home				
Total	**132,275,850**	**131,412**		
Drove alone	105,639,344	118,012	79.9	0.1
Carpooled	13,387,578	69,112	10.1	0.1
Public transportation	6,955,978	46,380	5.3	–
Subway or railroad	3,165,500	37,776	2.4	–
Other public transportation	3,790,478	34,742	2.9	–
Other means	6,292,950	51,927	4.8	–
Workers With Travel Times of 1 to 59 Minutes				
Total	**121,496,438**	**135,572**		
Drove alone	99,050,582	121,894	81.5	0.1
Carpooled	11,992,482	63,735	9.9	0.1
Public transportation	4,475,271	35,094	3.7	–
Subway or railroad	1,892,376	25,018	1.6	–
Other public transportation	2,582,895	26,132	2.1	–
Other means	5,978,103	49,233	4.9	–
Workers With Travel Times of 60 Minutes or Longer				
Total	**10,779,412**	**67,179**		
Drove alone	6,588,762	47,638	61.1	0.3
Carpooled	1,395,096	25,020	12.9	0.2
Public transportation	2,480,707	29,476	23.0	0.2
Subway or railroad	1,273,124	22,299	11.8	0.2
Other public transportation	1,207,583	21,835	11.2	0.2
Other means	314,847	10,799	2.9	0.1

– Represents or rounds to zero.

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Source: U.S. Census Bureau, 2011 American Community Survey.

that the average travel time for public transportation commuters is consistently longer than that of the general working population. Rail travel accounted for 11.8 percent of workers with long commutes, and other forms of public transportation accounted for 11.2 percent. Air travel is not included as a separate category in the ACS travel mode question, so it is not possible to determine the percentage of commutes by this mode.

Table 4 shows the number and percentage of workers with long commutes for each state, organized by residence in each state and workers in each state. Figure 3 presents a map of the same information. For workers living in a given state, New York shows the highest rate of long commutes at 16.2 percent, followed by Maryland and New Jersey at 14.8 percent and 14.6 percent, respectively.[3] These states and several others with high rates of long commutes among resident workers contain or are adjacent to large metropolitan areas. Workers in large metro areas such as New York City and Washington, DC, generally have longer average travel times than those in smaller metro areas. The map illustrates spatial patterns associated with long commutes. Several states in the Northeast have a high percentage of workers with long commutes, while a distinct pocket of the Midwest, including Nebraska, Kansas, South Dakota, and Iowa, has comparatively low rates of long commutes.

Focusing on workers working in a given state rather than residing in it (Table 4), workers in the District of Columbia showed the highest rate of long commutes. More than a quarter (27.4 percent) of District of Columbia workers traveled 60 minutes or longer to get to work, notably higher than that of any other state. The District of Columbia is followed by New York, with 18.2 percent of its workers reporting long commutes. A high percentage of long commutes among a state's

[3] Values for Maryland and New Jersey are not statistically different from one another.

Table 4.

Workers With Commutes of 60 Minutes or Longer by State: 2011

(For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)

State	Workers living in specified state, commuting 60 minutes or longer				Workers working in specified state, commuting 60 minutes or longer			
	Total	Margin of error[1] (±)	Percent	Margin of error[1] (±)	Total	Margin of error[1] (±)	Percent	Margin of error[1] (±)
Alabama	112,523	5,536	5.9	0.3	111,626	5,573	6.0	0.3
Alaska	14,499	2,275	4.4	0.7	16,175	2,643	4.8	0.8
Arizona	150,478	9,174	6.0	0.4	147,200	9,284	5.9	0.4
Arkansas	58,237	4,679	5.0	0.4	57,331	4,453	4.9	0.4
California	1,530,679	24,369	10.1	0.2	1,531,308	24,531	10.1	0.2
Colorado	154,446	8,769	6.6	0.4	148,447	8,422	6.4	0.4
Connecticut	125,820	5,966	7.7	0.4	105,633	6,203	6.4	0.4
Delaware	33,311	3,253	8.3	0.8	24,802	2,292	6.3	0.5
District of Columbia	26,840	2,702	9.2	0.9	216,381	9,537	27.4	1.0
Florida	491,314	15,109	6.4	0.2	483,540	15,711	6.4	0.2
Georgia	367,181	13,478	9.3	0.3	361,865	13,130	9.1	0.3
Hawaii	50,594	4,327	8.2	0.7	50,010	4,296	8.1	0.7
Idaho	26,363	2,486	4.2	0.4	22,567	2,137	3.7	0.4
Illinois	613,124	15,004	11.0	0.3	627,895	15,829	11.3	0.3
Indiana	163,313	6,673	5.8	0.2	141,776	6,290	5.2	0.2
Iowa	52,782	3,376	3.7	0.2	53,287	3,506	3.7	0.2
Kansas	43,204	3,304	3.3	0.2	47,439	4,060	3.6	0.3
Kentucky	98,383	4,844	5.6	0.3	99,941	5,085	5.6	0.3
Louisiana	142,571	5,709	7.5	0.3	148,890	6,032	7.8	0.3
Maine	39,620	2,740	6.6	0.4	33,815	2,591	5.8	0.4
Maryland	404,601	9,963	14.8	0.4	289,984	8,704	11.8	0.3
Massachusetts	334,831	9,878	10.9	0.3	366,464	10,482	11.7	0.3
Michigan	238,502	7,534	6.0	0.2	233,459	7,185	6.0	0.2
Minnesota	135,560	5,289	5.3	0.2	140,142	5,640	5.5	0.2
Mississippi	74,559	4,749	6.6	0.4	65,249	4,905	6.0	0.4
Missouri	131,969	6,425	5.1	0.2	135,752	6,341	5.2	0.2
Montana	19,133	2,056	4.3	0.5	18,344	1,916	4.1	0.4
Nebraska	25,551	2,538	2.9	0.3	27,955	2,687	3.1	0.3
Nevada	66,218	6,070	5.7	0.5	64,629	6,061	5.5	0.5
New Hampshire	61,139	4,065	9.7	0.6	37,217	3,077	6.3	0.5
New Jersey	571,585	12,190	14.6	0.3	403,205	10,681	11.1	0.3
New Mexico	41,244	4,119	5.0	0.5	42,473	4,043	5.2	0.5
New York	1,366,877	21,358	16.2	0.2	1,589,525	23,149	18.2	0.2
North Carolina	204,833	7,532	5.1	0.2	201,843	8,011	5.1	0.2
North Dakota	15,743	1,928	4.5	0.6	21,451	2,242	5.7	0.6
Ohio	243,812	8,132	4.9	0.2	242,570	8,109	4.9	0.2
Oklahoma	74,389	3,898	4.6	0.2	73,105	4,291	4.6	0.3
Oregon	86,808	5,296	5.5	0.3	91,899	5,544	5.7	0.3
Pennsylvania	461,531	10,197	8.4	0.2	431,764	8,807	7.9	0.2
Rhode Island	28,502	2,516	5.9	0.5	22,594	2,748	4.8	0.6
South Carolina	98,823	5,139	5.2	0.3	99,397	5,913	5.4	0.3
South Dakota	13,936	1,902	3.6	0.5	14,820	1,830	3.8	0.5
Tennessee	150,119	6,911	5.7	0.3	152,272	7,238	5.7	0.3
Texas	756,492	16,873	7.0	0.2	754,458	17,435	7.0	0.2
Utah	54,742	4,156	4.6	0.3	53,477	4,050	4.5	0.3
Vermont	14,400	1,461	4.8	0.5	15,373	1,560	5.2	0.5
Virginia	372,087	10,484	10.0	0.3	339,791	10,411	9.4	0.3
Washington	225,679	7,886	7.7	0.3	217,868	7,913	7.6	0.3
West Virginia	65,874	3,981	9.3	0.6	51,391	3,169	7.4	0.4
Wisconsin	128,362	5,118	4.8	0.2	115,500	4,504	4.4	0.2
Wyoming	16,229	2,199	5.9	0.8	18,443	2,490	6.6	0.9
Puerto Rico	144,030	6,779	13.9	0.6	143,928	6,785	13.9	0.6

[1] Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

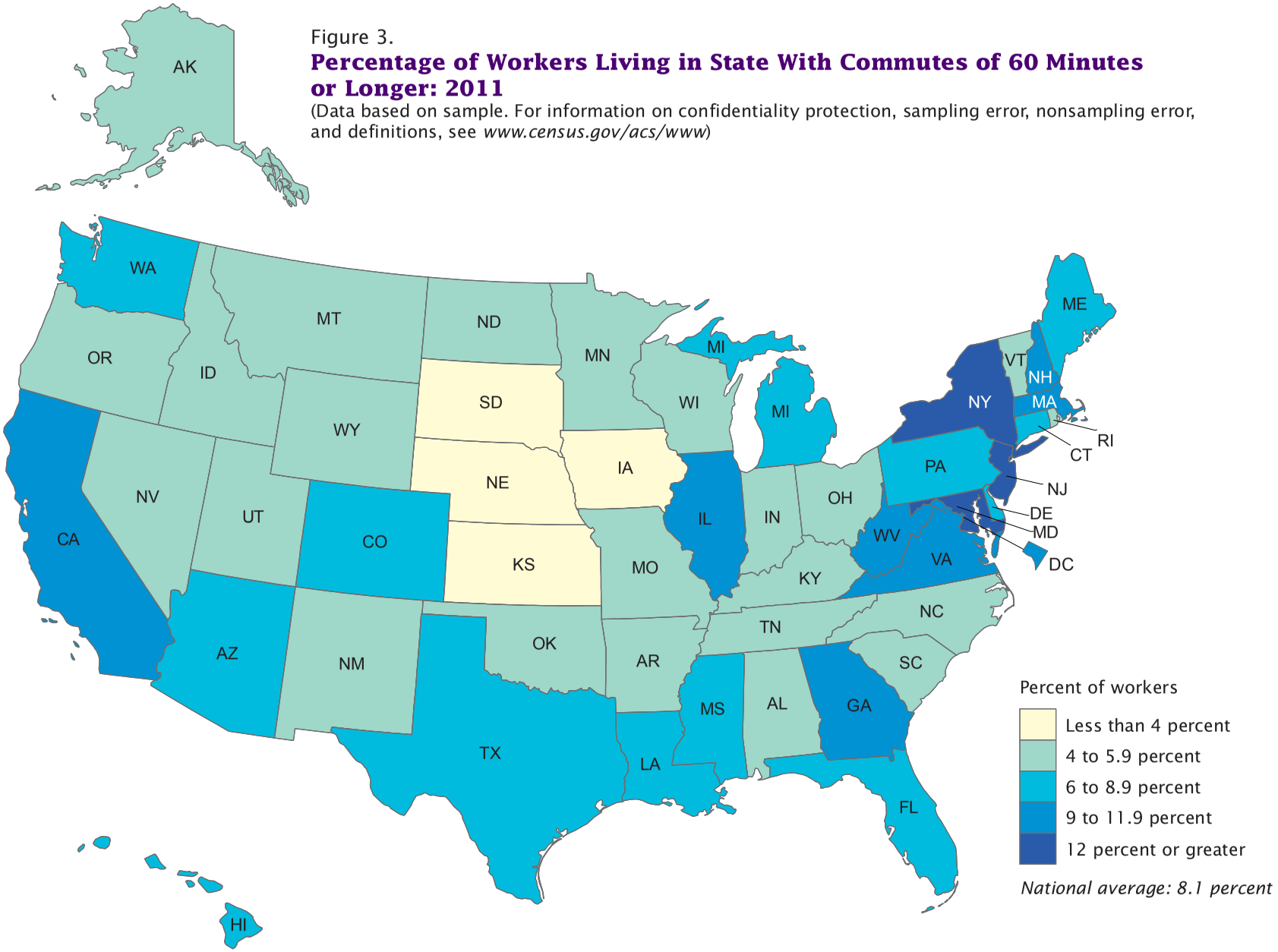
Note: Estimates do not include workers who worked at home.

Source: U.S. Census Bureau, 2011 American Community Survey.

Figure 3.

Percentage of Workers Living in State With Commutes of 60 Minutes or Longer: 2011

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www*)

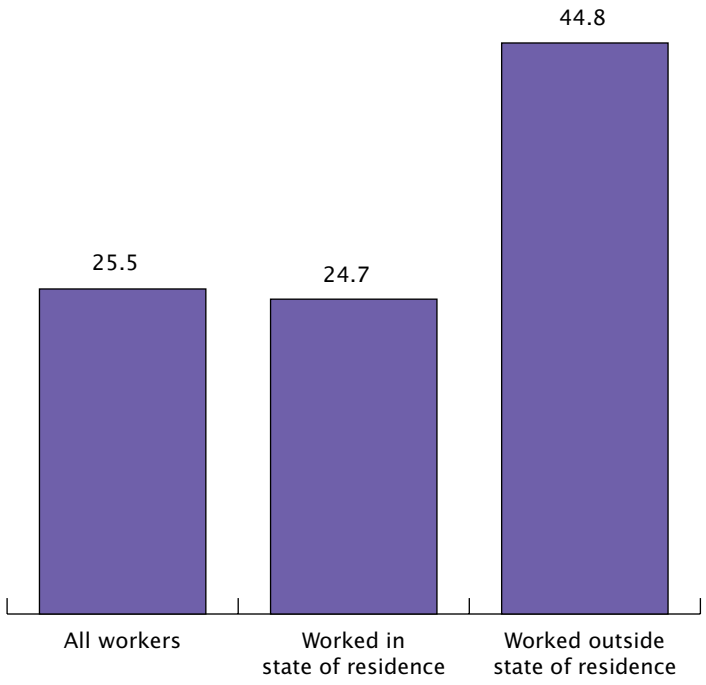


Source: U. S. Census Bureau, American Community Survey, 2011.

workers may reflect several travel characteristics, such as long travel distances, high levels of congestion, or a diverse set of commute modes.

At 3.8 percent of U.S. workers in 2011, out-of-state commutes represent a small portion of all workers, but a relatively high percentage of long commutes. Table 5 links the concept of long commutes to out-of-state commuting, showing that among workers who commute outside of their state of residence, 27.2 had long commutes, notably higher than the 7.4 percent of long commutes associated with workers who worked within their residence state. At 44.8 minutes, out-of-state workers also had a longer average travel time than in-state workers, who averaged 24.7 minutes (Figure 4). While out-of-state commutes are sometimes long, interstate commuting does not necessarily imply long distance travel. Interstate commutes may be relatively short, often reflecting incidental state boundaries that transect large expanses of urbanized space. Subsequent sections provide several

Figure 4.
Average Travel Time by Workplace Location: 2011
(In minutes. Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)



Source: U.S. Census Bureau, 2011 American Community Survey.

Table 5.
Long Commutes by Workplace Location: 2011
(For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)

Workplace location	Total number of workers	Margin of error[1] (±)	Percentage of workers	Margin of error[1] (±)
Worked in State of Residence				
1 to 59 minutes	117,650,194	134,323	92.6	–
60 minutes or longer	9,340,682	61,519	7.4	–
Worked Outside State of Residence				
1 to 59 minutes	3,846,244	28,056	72.8	0.3
60 minutes or longer	1,438,730	23,490	27.2	0.3

– Represents or rounds to zero.
[1] Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.
Source: U.S. Census Bureau, 2011 American Community Survey.

examples of metro areas that straddle two or more states.

OUT-OF-STATE COMMUTES

Table 6 provides estimates for two concepts of out-of-state commuting. The first set of estimates shows the number and percentage of workers who worked outside of their state of residence, and the second set of estimates shows the number and percentage of workers who worked in a given state and lived outside of that state.[4] Estimates in Table 6 do not include workers who worked at home. The District of Columbia showed the highest rate of out-of-state commuters among its resident workers at 25.2 percent, followed by Maryland at 18.3 percent. Maryland and the District of Columbia represent states with a high degree of reciprocal residence-to-workplace ties. About 12.0 percent of Maryland workers commute to the District of Columbia for work, and about 13.0 percent of District of Columbia workers commute to Maryland.

Table 6 also shows the percentage of people who work in a state that is different from their state of residence. The District of Columbia stood out as a work location with a particularly high rate of out-of-state workers. Among all people who work in the District of Columbia, 72.4 percent live in a different state. The District of Columbia is unique among states in that it is geographically small, the entire area is urban, and it serves as a job center for all of its adjoining counties in Maryland and Virginia. Together, persons living in Maryland and Virginia accounted for 70.4 percent of all workers who work in the District of Columbia. No other state's workforce exceeded 20.0 percent in its rate of out-of-state commuters. In addition to the District of Columbia, five states, all with relatively small populations, had rates of 10.0 percent or higher. Among these are several geographically small states in the Northeast, including Delaware, Rhode Island, and New Hampshire. At 11.6 percent, North Dakota also showed a relatively high rate of workers who live in a different state, with Minnesota accounting for the largest share of out-of-state workers, at 29,449.

Information about commuting activity between two specific geographic areas helps define commuting patterns and provides a gauge of economic interconnectedness. When combined, information about workers' residence location and workplace location form the basis of residence-to-workplace "commuting flows." For a list of state-to-state commuting flows and associated margins of error available for download, see <www.census.gov/hhes/commuting/>. This table provides the number of commuters who live in a given state and travel to a different state for work. It shows considerable variation across states in attracting workers from other states. For example, only four states draw 100 or more workers who reside in Alaska, but states such as California and Texas draw 100 or more workers from more than 40 different states. While some commuters may routinely fly to far-away states for work purposes, readers should assume that many of these cross-country trips represent infrequent work-related travel.[5]

Table 7 shows 15 of the top state-to-state commuting flows according to the number of workers commuting from one state to another. Consistent with patterns in Table 6, Table 7 shows a high degree of interconnectedness among states that make up large metropolitan areas in the Northeastern United States. It also shows a considerable degree of reciprocal exchange of workers among several state pairs, such as New Jersey and New York, and New Jersey and Pennsylvania. Contiguity and spatial proximity clearly exert influence on commuting activity between states. Commuting flow patterns for several state pairs are largely driven by commutes that occur within one large metro area that spans two or more states. For example, a great deal of commuting between Missouri and Kansas takes place within the Kansas City metro area, and Portland, Oregon's, suburbs in Washington state account for much of the commuting between those states.

While the percentage of long commutes has changed little at the national level, some communities

[4] Includes the District of Columbia and Puerto Rico.

[5] The ACS asks respondents in the workforce about their principal workplace location during the reference week, a week that may not represent their typical commute. Place-of-work data show some workers who made atypical daily work trips (e.g., workers who lived in New York and worked in California). Such cases may represent workers who worked during the reference week at a location that was different from their usual place of work, such as people away from home on business.

Table 6.

Out-of-State Workers by State: 2011

(For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)

State	Workers living in state, but working in different state				Workers working in state, but living in different state			
	Total	Margin of error[1] (±)	Percent	Margin of error[1] (±)	Total	Margin of error[1] (±)	Percent	Margin of error[1] (±)
Alabama	85,653	4,549	4.5	0.2	47,135	3,835	2.5	0.2
Alaska	1,643	688	0.5	0.2	8,791	1,637	2.6	0.5
Arizona	48,380	5,242	1.9	0.2	21,652	2,521	0.9	0.1
Arkansas	44,014	3,536	3.7	0.3	43,003	3,347	3.7	0.3
California	76,452	4,738	0.5	–	71,874	5,089	0.5	–
Colorado	33,969	3,424	1.5	0.1	18,602	2,035	0.8	0.1
Connecticut	104,332	4,883	6.4	0.3	104,197	5,883	6.4	0.3
Delaware	65,449	4,802	16.4	1.1	58,119	3,735	14.8	0.8
District of Columbia	73,476	4,056	25.2	1.3	572,256	13,897	72.4	0.8
Florida	91,586	5,628	1.2	0.1	50,954	4,245	0.7	0.1
Georgia	119,140	6,433	3.0	0.2	119,273	6,556	3.0	0.2
Hawaii	4,935	1,133	0.8	0.2	4,880	1,393	0.8	0.2
Idaho	38,600	3,598	6.1	0.6	16,677	1,842	2.7	0.3
Illinois	198,936	8,311	3.6	0.1	191,046	7,704	3.4	0.1
Indiana	162,191	6,398	5.8	0.2	113,438	6,060	4.1	0.2
Iowa	68,769	2,788	4.8	0.2	72,482	3,446	5.0	0.2
Kansas	102,230	5,150	7.7	0.4	111,158	5,028	8.4	0.4
Kentucky	115,904	5,757	6.6	0.3	138,776	6,001	7.8	0.3
Louisiana	41,724	3,452	2.2	0.2	54,238	4,827	2.8	0.2
Maine	27,855	2,576	4.7	0.4	10,562	1,614	1.8	0.3
Maryland	500,637	12,628	18.3	0.4	223,634	8,172	9.1	0.3
Massachusetts	136,843	6,138	4.5	0.2	196,931	7,640	6.3	0.2
Michigan	85,559	3,915	2.2	0.1	44,407	3,361	1.1	0.1
Minnesota	71,556	3,186	2.8	0.1	77,074	3,342	3.0	0.1
Mississippi	92,602	5,806	8.1	0.5	45,889	3,572	4.2	0.3
Missouri	156,253	6,114	6.0	0.2	193,835	7,970	7.4	0.3
Montana	6,827	1,146	1.5	0.3	5,819	1,466	1.3	0.3
Nebraska	28,034	2,634	3.2	0.3	45,923	3,026	5.1	0.3
Nevada	25,112	2,702	2.2	0.2	31,936	3,335	2.7	0.3
New Hampshire	107,062	4,674	17.0	0.7	63,195	3,070	10.8	0.5
New Jersey	548,040	12,944	14.0	0.3	282,295	8,405	7.8	0.2
New Mexico	24,582	3,304	3.0	0.4	21,704	2,656	2.7	0.3
New York	233,990	9,032	2.8	0.1	556,295	14,236	6.4	0.2
North Carolina	100,320	7,010	2.5	0.2	104,319	6,000	2.6	0.1
North Dakota	14,119	2,019	4.1	0.6	43,812	3,006	11.6	0.7
Ohio	151,760	5,776	3.1	0.1	153,054	5,447	3.1	0.1
Oklahoma	44,359	3,146	2.8	0.2	33,110	3,327	2.1	0.2
Oregon	38,275	3,213	2.4	0.2	84,219	5,110	5.2	0.3
Pennsylvania	299,970	8,713	5.4	0.2	248,693	8,757	4.6	0.2
Rhode Island	75,143	4,783	15.6	0.9	59,696	4,378	12.8	0.9
South Carolina	96,459	5,781	5.1	0.3	67,333	5,255	3.6	0.3
South Dakota	10,869	1,322	2.8	0.3	16,052	1,830	4.1	0.5
Tennessee	102,514	5,910	3.9	0.2	148,220	6,564	5.5	0.2
Texas	126,741	7,189	1.2	0.1	109,746	5,824	1.0	0.1
Utah	15,744	1,812	1.3	0.2	15,962	2,599	1.3	0.2
Vermont	21,457	1,613	7.2	0.5	20,999	2,245	7.1	0.7
Virginia	353,492	11,790	9.5	0.3	245,241	8,079	6.8	0.2
Washington	106,585	5,079	3.6	0.2	59,033	4,719	2.0	0.2
West Virginia	85,538	4,534	12.1	0.6	68,849	3,754	10.0	0.5
Wisconsin	111,719	4,246	4.2	0.2	65,318	4,410	2.5	0.2
Wyoming	7,575	1,579	2.8	0.6	14,498	1,762	5.2	0.6
Puerto Rico	1,320	538	0.1	0.1	683	339	0.1	–

– Represents or rounds to zero.

[1] Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

Note: Estimates do not include workers who worked at home.

Source: U.S. Census Bureau, 2011 American Community Survey.

Table 7.

Top Commuting Flows From Residence State to Workplace State: 2011

(For information on confidentiality protection, sampling error, nonsampling error, and definitions, see *www.census.gov/acs/www/*)

Sending (residence) state	Workplace state	Number of workers	Margin of error[1] (±)
New Jersey	New York	396,520	11,490
Maryland	District of Columbia	330,171	10,226
Virginia	District of Columbia	226,407	9,251
New York	New Jersey	128,891	6,429
New Jersey	Pennsylvania	123,650	5,307
Pennsylvania	New Jersey	121,698	5,768
Maryland	Virginia	113,150	5,702
Missouri	Kansas	95,599	4,594
Kansas	Missouri	87,257	4,744
New Hampshire	Massachusetts	85,567	4,196
Illinois	Missouri	80,630	4,795
Washington	Oregon	73,498	4,666
Virginia	Maryland	68,236	4,840
Connecticut	New York	66,652	4,027
Indiana	Illinois	63,276	4,619

[1] Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

Source: U.S. Census Bureau, 2011 American Community Survey.

have experienced notable changes in long commuting rates over time. While such community-level analysis is beyond the scope of this short report, some of the measures presented here, including out-of-state and out-of-county commuting rates and travel time indicators, are available to the public for smaller geographic summary levels such as metro areas or counties.[6] Such data may be obtained from the U.S. Census Bureau's American FactFinderII site.[7]

SOURCE AND ACCURACY

The data presented in this report are based on the ACS sample interviewed in 2011. The estimates based on this sample approximate the actual values and represent the entire U.S. resident household and group quarters population. Sampling error is the difference between an estimate based on a sample and the corresponding value that would be obtained if the estimate were based on the entire population (as from a census). Measures of the sampling errors are provided in the form of margins of error for all estimates included in this report. All comparative statements in this report have undergone statistical testing, and comparisons are significant at the 90 percent level unless otherwise noted. In addition to sampling error, nonsampling error may be introduced during any of the operations used to collect and process survey data such as editing, reviewing, or keying data from questionnaires. For more information on sampling and estimation methods, confidentiality protection, and sampling and nonsampling errors, please see the 2011 ACS Accuracy of the Data document located at <www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2011.pdf>.

For more information about the commuting patterns of U.S. workers, go to the U.S. Census Bureau's Journey to Work and Migration Statistics Branch Web site, at <www.census.gov/hhes/commuting/>, or contact the Journey to Work and Migration Statistics Branch at 301-763-2454.

[6] For information on out-of-state and out-of-county commuting rates, see ACS Table B08007; for information on travel time, see ACS Table B08012.

[7] See <www.Factfinder2.census.gov>.