

**“The Emergence of the Super-Commuter”**  
Update with 2010 Data

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This update to the “Emergence of the Super-Commuter” report released in February 2012 uses recently released 2010 home-to-work flows data from the U.S. Census Bureau’s Longitudinal Employer Household Dynamics OnTheMap tool to examine whether the super-commuting trend has continued to grow between 2009 and 2010, by analyzing 1-year and 8-year growth rates in where workers live. The report finds that while super-commuting growth rates have slowed between 2009 and 2010, the slowdown was primarily due to job market conditions, and super-commuting trends continue to outpace job growth trends in 9 out of the 10 counties profiled in this study. The report also distinguishes between two types of super-commuters: those who live along the combined metropolitan area’s periphery and those who travel less frequently and longer distances to each urban core county. It finds that for most cities, both types of super-commuters have been growing rapidly over the last decade, but these trends vary across cities.

**DEFINITIONS**

***Super-commuter*** – Anyone who works in the core county of a combined metropolitan area, but lives beyond the boundaries of that area.

***Peripheral super-commuter*** – Anyone who works in the core county of a combined metropolitan area, and lives in counties that border the boundaries of that combined metropolitan area (except Los Angeles, due to unique county geographies)

***Long-distance super-commuter*** – Anyone who works in the core county of a combined metropolitan area, and lives beyond both the boundaries of that area and counties that border that area.

All data is obtained from the U.S. Census Bureau’s Longitudinal Employer-Household Dynamics OnTheMap tool.

**SUMMARY OF FINDINGS**

- Super-commuting increased between 2009 and 2010 in 8 out of 10 cities. However, the 2 that experienced declines (Phoenix and Seattle) were not the same as the 2 that experienced declines between 2002 and 2009 (Atlanta and Minneapolis)
- Overall, the rate of super-commuting has slowed in absolute terms. However, some of this is a function of job losses across many U.S. cities. In the ten counties profiled in the study, only 3 experienced a growth in primary jobs: Manhattan, L.A. County, and Harris County (Houston). In every county except Maricopa (Phoenix), super-commuting has

either been growing at a faster rate or declining at a slower rate than primary job growth/losses.

- Atlanta and Minneapolis, which experienced super-commuter declines from 2002 to 2009, experienced a sharp uptick in super-commuting between 2009 and 2010.
- Long-distance super-commuting has outpaced peripheral super-commuting in most cities since 2002. However, there are exceptions. For Manhattan and Seattle, growth rates in peripheral and long-distance super-commuters have been roughly equal. Peripheral super-commuting to Minneapolis was also slightly greater than long-distance commuting since 2002.
- Over the past year, long-distance super-commuting has outpaced peripheral super-commuting in all but three counties. In Dallas and Minneapolis, the growth rates from 2009-10 have been roughly equal between peripheral and long-distance super-commuting. In Houston, where super-commuting continues to be predominantly long-distance trips from other major Texas metro areas, the trends indicate a shift in the origin of super-commuters, as a growing number of them are now living just beyond the combined metropolitan area's boundaries.
- Texas remains the epicenter for super-commuting, with 13% of the workforce of Dallas and Harris Counties living outside the combined metropolitan area. But between 2009 and 2010, New York City had the fastest growth rate in super-commuting, due to both job growth in Manhattan and sustained growth in workers living in Boston, Washington D.C., and Eastern Pennsylvania.
- Boston to New York ranked as the fastest growing super-commuting corridor between 2009 and 2010, and the third fastest growing corridor since 2002. New York to Philadelphia super-commutes were also among the fastest growing worker flows between 2009 and 2010.
- The Houston to Dallas route has overtaken the Arizona "Sun Corridor" route from Tucson to Phoenix as the top corridor for potential super-commuters, due to a sharp 5% 1-year decline in Maricopa County workers living in the Tucson metropolitan area.
- Fastest **super-commuter** growth by county (1-Year Change)
  1. Manhattan +6.7%
  2. Fulton (Atlanta) +5.4%
  3. Hennepin (Minneapolis) +3.7%
- Fastest **super-commuter** growth by county (8-Year Change)
  1. Harris (Houston) +101.5%
  2. Los Angeles +79.9%
  3. Manhattan +70.3%
- Fastest **peripheral super-commuter** growth by county (1-Year Change)
  1. Manhattan +5.7%
  2. Harris (Houston) +4.5%
  3. Hennepin (Minneapolis) +3.7%
- Fastest **peripheral super-commuter** growth by county (8-Year Change)
  1. Manhattan +68.3%
  2. King (Seattle) +57%
  3. Los Angeles +47.8%
- Fastest **long-distance super-commuter** growth by county (1-Year Change)
  1. Manhattan +6.7%

- 2. Fulton (Atlanta) +6.6%
- 3. Philadelphia +4.4%
- **Fastest long-distance super-commuter growth by county (8-Year Change)**
  - 1. Los Angeles +126%
  - 2. Harris (Houston) +116%
  - 3. Manhattan +70.9%
- **Top peripheral super-commuter work destinations, 2010**
  - 1. Maricopa (Phoenix), 5.9% of workforce
  - 2. Philadelphia, 3.24%
  - 3. Los Angeles, 3.2%
- **Top long-distance super-commuter work destinations, 2010**
  - 1. Dallas, 12.3% of workforce
  - 2. Harris (Houston), 11.4%
  - 3. Fulton (Atlanta), 6.2%

\*NOTE: The following tables showing super-commuter corridor trends reflect MSA to urban core county flows, and the highest ranked super-commuter corridors are among the Top 5 super-commuter origin metropolitan statistical areas for each core county.

<b>Top 5 Super-commuter Corridors by 1-Year Growth Rates, 2009-10*</b>	
<b><i>Super-Commuting Corridor</i></b>	<b><i>1-Year Change</i></b>
Boston-Cambridge-Quincy, MA-NH to Manhattan, NY	14.7%
Willmar, MN to Hennepin Co., MN	13.1%
Allentown-Bethlehem-Easton, PA-NJ to Manhattan, NY	13.0%
New York-Northern N.J.-Long Island, NY-NJ-PA to Philadelphia, PA	10.7%
Brainerd, MN to Hennepin Co., MN	8.9%

**Top 5 Super-commuter Corridors by 8-Year Growth Rates, 2002-10**

<b><i>Super-commuting Corridor</i></b>	<b><i>8-Year Change</i></b>
Dallas-Ft. Worth-Arlington to Harris Co., TX	214%
Sacramento-Arden Arcade-Roseville to Los Angeles Co., CA	190%
Boston-Cambridge-Quincy, MA-NH to Manhattan, NY	162%
San Jose-Sunnyvale-Santa Clara to Los Angeles Co., CA	155%
Yakima to King Co., WA	133%

**Top 5 Super-commuter Corridors, 2010**

<b><i>Super-commuting Corridor</i></b>	<b><i>Percent of 2010 county workforce</i></b>
Houston-Sugar Land-Baytown to Dallas Co., TX	3.5% of workforce
Tucson to Maricopa Co. (Phoenix), AZ	3.4%
Dallas-Fort Worth-Arlington to Harris Co. (Houston), TX	2.7%
Austin-Round Rock-San Marcos to Dallas Co., TX	2.5%
San Diego-Carlsbad-San Marcos to Los Angeles Co., CA	2.1%

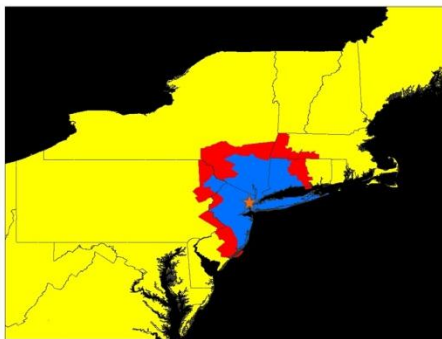
## FINDINGS BY CITY

### Commuting Zone Definitions and Maps

**Blue: Typical Commuters.** Anyone who works in the core county of a combined metropolitan area and lives within that metropolitan area.

**Red: Peripheral Super-Commuters.** Anyone who works in the core county of a combined metropolitan area, and lives in counties that border the boundaries of that combined metropolitan area (except Los Angeles, due to unique county geographies). These individuals are more likely to travel frequently to work, and are more likely to be Census-defined “extreme commuters,” individuals who travel 90+ minutes each way on a regular basis to work.

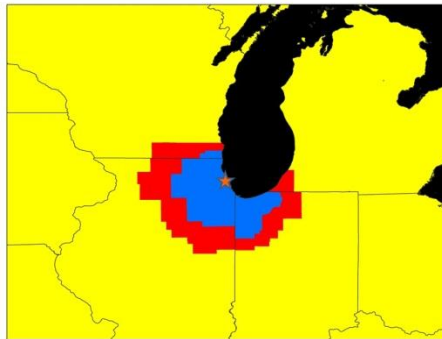
**Yellow: Long-Distance Super-Commuters.** Anyone who works in the core county of a combined metropolitan area, and lives beyond both the boundaries of that area and counties that border that area. These individuals have more flexible scheduling and are less likely to travel frequently to work, if they do travel at all.



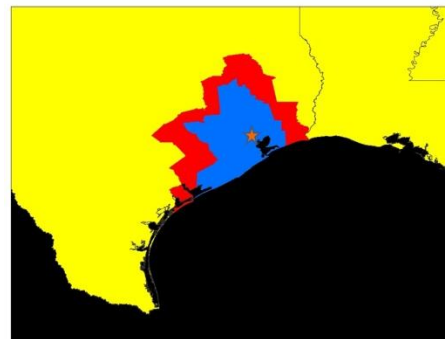
Manhattan



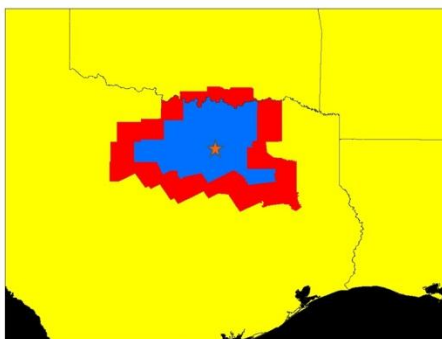
Los Angeles Co.



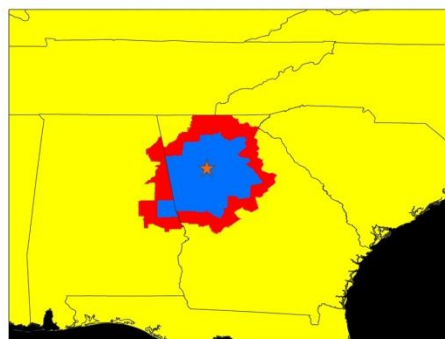
Cook Co. (Chicago)



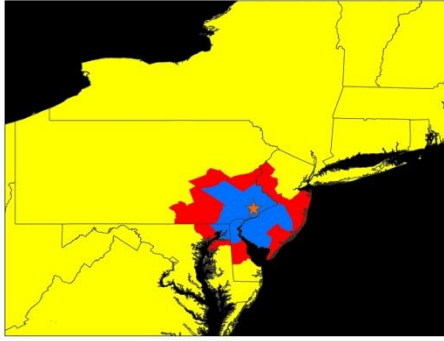
Harris Co. (Houston)



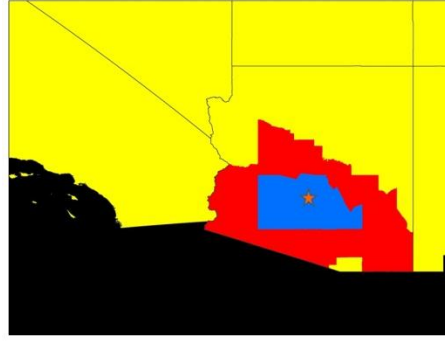
Dallas Co.



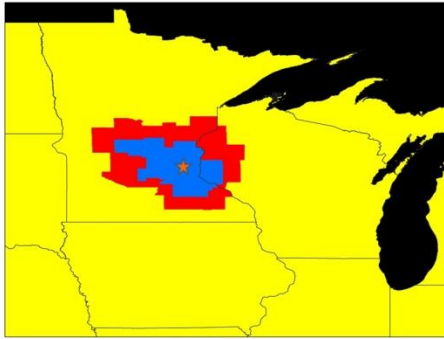
Fulton Co. (Atlanta)



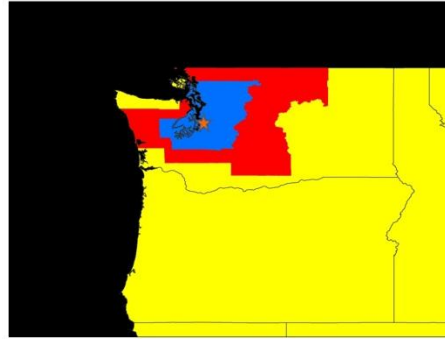
**Philadelphia**



**Maricopa Co. (Phoenix)**



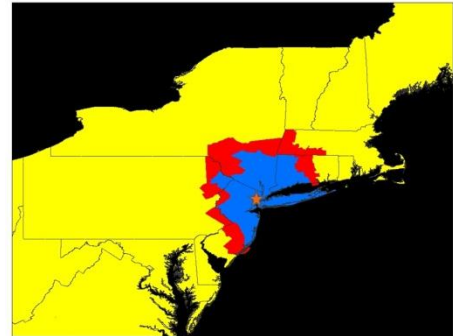
**Hennepin Co. (Minneapolis)**



**King Co. (Seattle)**

## Manhattan (New York)

Super-commuting to Manhattan continues to grow at a rapid pace, but recent census data suggests that unlike most other cities, the 1-year and 8-year growth rates among peripheral super-commuters and long-distance super-commuters are roughly the same. This is revealing considering that a prior Rudin Center study ([“Commuting to Manhattan”](#)) found that Manhattan had the most “extreme commuting” workers of any county in the nation (that is, individuals who travel 90+ minutes to work on a regular basis).



The growth rate among peripheral super-commuters is primarily due to a doubling of Manhattan workers who live in Eastern Pennsylvania since 2002. These individuals often take commuter buses run by private operators such as Martz Trailways and Trans-Bridge (that offer frequent services to Manhattan from as far west as Wilkes-Barre and Allentown, respectively) that travel along Interstates 80 and 78 across New Jersey to the Port Authority Bus Terminal.

The 1-year and 8-year growth rate among long-distance super-commuters falls between major increases in Manhattan workers living in the Boston and Washington, D.C. metropolitan areas, and lower growth rates in workers living in parts of Upstate New York and Philadelphia.

Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
<b>Manhattan Super-commuters</b>	<b>63,000</b>	<b>3.2%</b>	<b>6.7%</b>	<b>70.3%</b>
<b>Typical Commuters</b>	1,919,000	96.8%	1.2%	8.2%
<b>Peripheral</b>	11,800	0.6%	5.7%	68.3%
<b>Long-Distance</b>	51,100	2.6%	6.7%	70.9%

MANHATTAN SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010		
Metropolitan Statistical Area of Residence	1-Year Change	8-Year Change
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	3.8%	46.2%
Albany-Schenectady-Troy, NY	1.5%	49.6%
Boston-Cambridge-Quincy, MA-NH	14.7%	161.9%
Syracuse, NY	-0.3%	50.7%
Allentown-Bethlehem-Easton, PA-NJ	13.0%	100.2%
Buffalo-Niagara Falls, NY	-8.7%	-15.2%
Binghamton, NY	-9.6%	58.6%
Rochester, NY	-7.8%	69.4%
Washington-Arlington-Alexandria, DC-VA-MD-WV	42.3%	166.9%
Hartford-West Hartford-East Hartford, CT	1.5%	64.6%
East Stroudsburg, PA	7.4%	146.1%

## Los Angeles County

The super-commuting trend in Los Angeles appears to have slowed significantly between 2009 and 2010, growing at 1.8% rate, compared to an average annual increase of nearly 10% since 2002. The slowdown of this trend occurs despite the fact that Los Angeles was one of only three of ten counties that experienced job growth between 2009 and 2010 (the other two being Manhattan and Harris).



Due to the unique county geographies of Southern California, several counties that border the Los Angeles Combined Statistical Area, such as Inyo County, CA, Clark County, NV, and La Paz County, AZ, were not included in the Peripheral Super-Commuting Zone. Commuters from Kern, San Diego, Imperial, and Santa Barbara counties were included as “peripheral super-commuters.” Los Angeles as a particularly high volume of workers who live in these peripheral counties, such as San Diego and Kern (Bakersfield), as these workers account for nearly half of the Los Angeles County’s super-commuting workforce. However, long-distance super-commutes have more than doubled since 2002, driven by workers who live in Northern California and the Central Valley. Meanwhile, the 1-year growth rate in peripheral super-commuters indicates that it has been outpaced by even typical commutes, mostly due to fewer worker flows from San Diego to Los Angeles. Long-distance worker flows from the Bay Area and Fresno have also declined since 2009 despite more than doubling over an 8-year period.

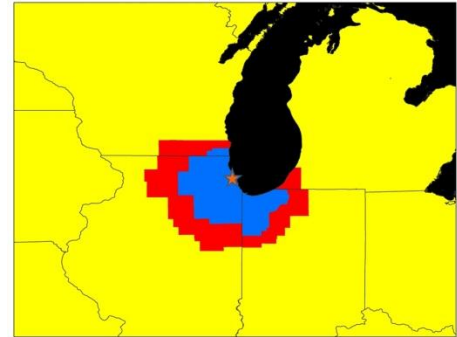
Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
L.A. County Super-commuters	238,000	6.5%	1.8%	79.9%
Typical Commuters	3,422,000	93.5%	1.1%	1.85%
Peripheral	117,000	3.2%	0.8%	47.8%
Long-Distance	120,000	3.3%	2.9%	125.8%

LOS ANGELES SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010		
Metropolitan Statistical Area of Residence	1-Year Change	8-Year Change
San Diego-Carlsbad-San Marcos, CA	-0.9%	46.1%
San Francisco-Oakland-Fremont, CA	-1.5%	110.1%
Bakersfield-Delano, CA	3.6%	64.9%
San Jose-Sunnyvale-Santa Clara, CA	0.6%	154.7%
Sacramento--Arden-Arcade--Roseville, CA	7.3%	190.1%
Santa Barbara-Santa Maria-Goleta, CA	5.7%	33.8%
Fresno, CA	-5.9%	115.2%
San Luis Obispo-Paso Robles, CA	6.0%	51.1%
Visalia-Porterville, CA	2.4%	138.1%
El Centro, CA	2.7%	78.1%
San Diego-Carlsbad-San Marcos, CA	-0.9%	46.1%



## Cook County (Chicago)

Long-distance super-commuters have been the driving force behind both the 1-year and 8-year increases in Chicago's super-commuting workforce. Since 2002, there has been very little change in the number of commuters from peripheral areas such as Rockford, Illinois, the top area of residence for super-commuters to Cook County. Instead, most of the increase in super-commuting was occurring among other major Midwest cities such as St. Louis, Indianapolis, and Detroit, part of a "Midwest Quadrant."



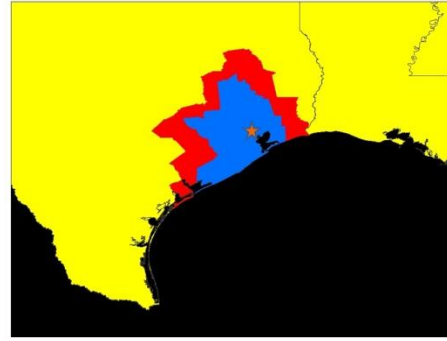
Since 2009, St. Louis to Chicago super-commuting has continued to grow despite job losses in Cook County, and Milwaukee to Chicago super-commuting also experienced a slight uptick with a 5% growth rate. Even though super-commuting from the other "Midwest Quadrant" metro areas slowed dramatically, long-distance super-commuters had a 1-year growth rate of 3.2%, while the number of peripheral super-commuters declined by 2.1%, primarily due to fewer workers living in the Rockford area.

Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
Cook County Super-commuters	106,000	4.8%	1.8%	42.1%
Typical Commuters	2,110,000	95.2%	-0.5%	-4.8%
Peripheral	27,000	1.2%	-2.1%	4.9%
Long-Distance	78,800	3.6%	3.2%	61.9%

COOK COUNTY SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010		
Metropolitan Statistical Area of Residence	1-Year Change	8-Year Change
Rockford, IL	-3.3%	1.3%
Peoria, IL	4.1%	73.4%
St. Louis, MO-IL	8.4%	111.2%
Champaign-Urbana, IL	0.8%	65.5%
Bloomington-Normal, IL	1.8%	70.5%
Milwaukee-Waukesha-West Allis, WI	5.2%	10.6%
Springfield, IL	-7.1%	51.8%
Davenport-Moline-Rock Island, IA-IL	-1.3%	55.5%
Detroit-Warren-Livonia, MI	2.4%	136.4%
Indianapolis-Carmel, IN	1.4%	88.4%

## Harris County (Houston)

Houston remains the epicenter of super-commuting, not just due to a staggering 101% 8-year growth rate, but also because super-commuters represented up to an even more staggering 13% of Harris County's workforce in 2010. This is primarily driven by an unusually high rate of long-distance super-commuting, particularly from other major Texas cities such as Dallas, Austin, and San Antonio that make up the emerging "Texas Triangle" mega-region.



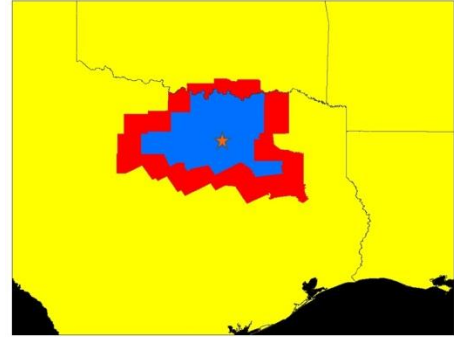
However, the 1-year super-commuting trend indicates that this pattern of commuting may have been tempered slightly by the effects of the recession, despite a slight increase in Harris primary jobs. The growth trend in super-commuting to Houston from other Texas Triangle cities appear to have stalled, at least temporarily, while super-commutes from the peripheral counties grew at more than four times the rate of long-distance super-commutes. Harris County was the only core county profiled in the study other than Dallas with a faster 1-year growth rate in peripheral commuting than long-distance commuting.

Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
Harris County Super-commuters	255,000	13.3%	1.6%	101.5%
Typical Commuters	1,661,371	86.7%	0.3%	2.6%
Peripheral	36,900	1.9%	4.5%	44.3%
Long-Distance	218,000	11.4%	1.16%	116%

HARRIS COUNTY SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010		
Metropolitan Statistical Area of Residence	1-Year Change	8-Year Change
Dallas-Fort Worth-Arlington, TX	-1.2%	214.2%
Austin-Round Rock-San Marcos, TX	0.9%	117.3%
San Antonio-New Braunfels, TX	-0.5%	115.3%
Beaumont-Port Arthur, TX	1.1%	20.9%
Corpus Christi, TX	6.4%	53.9%
College Station-Bryan, TX	1.7%	70.6%
El Campo, TX	-4.8%	36.3%
Victoria, TX	5.1%	75.1%
Killeen-Temple-Fort Hood, TX	7.4%	127.4%
McAllen-Edinburg-Mission, TX	6.8%	55.7%

## Dallas County

Like Houston, Dallas has a labor market where 13% of the workforce does not live within the combined metropolitan area. An even more staggering fact is that 12.3% of Dallas workers are long-distance super-commuters, and Dallas the highest concentration of these individuals of any core county profiled in this study as of 2010.



The 8-year super-commuting growth trends in Dallas have not quite been as high as those of Houston's workforce, but the 1-year growth has slightly outpaced that of Houston. Most of the growth in Dallas' super-commuting workforce, like that of Houston, can be attributed to those living in the other major cities of the Texas Triangle. Since 2009, these trends do not seem to be abating, despite a contraction in primary jobs in Dallas County. San Antonio leads all Texas Triangle metro areas in Dallas super-commuting for both 1-year and 8-year growth rates. However, the 1-year growth rate in peripheral and long-distance super-commuting was roughly equal, even though long-distance super-commutes grew at five times the rate of peripheral super-commutes since 2002. Even though Dallas has an incredibly high rate of long-distance, cross-state super-commuting, it appears to be abating relative to the rate of peripheral super-commuting.

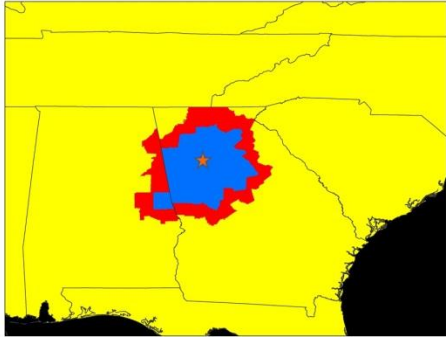
Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
Dallas County Super-commuters	180,000	13.6%	2.3%	41.4%
Typical Commuters	1,144,000	86.4%	-1.3%	-3.5%
Peripheral	18,000	1.4%	2.3%	9.4%
Long-Distance	162,000	12.3%	2.3%	46.8%

DALLAS COUNTY SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010		
Metropolitan Statistical Area of Residence	1-Year Change	8-Year Change
Houston-Sugar Land-Baytown, TX	3.4%	57.2%
Austin-Round Rock-San Marcos, TX	1.2%	53.3%
San Antonio-New Braunfels, TX	7.3%	69.1%
Waco, TX	-7.6%	-7.5%
Killeen-Temple-Fort Hood, TX	5.4%	39.3%
Tyler, TX	-3.1%	-6.5%
Longview, TX	-3.1%	-2.9%
Corsicana, TX	6.2%	42.3%
Abilene, TX	-6.0%	41.3%
McAllen-Edinburg-Mission, TX	-3.3%	208.7%

## Other Cities

(Full data and comparison tables of all counties profiled can be found in the Appendix)

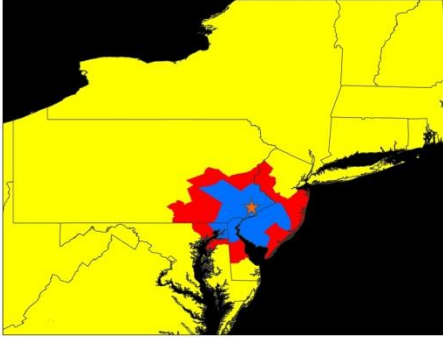
### *Fulton Co. (Atlanta)*



Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
Fulton Co. Super-commuters	50,900	8.1%	5.4%	-15%
Typical Commuters	581,000	92.0%	-1.8%	-3.6%
Peripheral	11,600	1.8%	1.5%	-5%
Long-Distance	39,300	6.2%	6.6%	-17.6%

FULTON COUNTY SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010		
Metropolitan Statistical Area of Residence	1-Year Change	8-Year Change
Augusta-Richmond County, GA-SC	8.5%	-16.0%
Macon, GA	-2.5%	-25.4%
Columbus, GA-AL	0.8%	-21.0%
Athens-Clarke County, GA	-7.7%	-16.7%
Rome, GA	5.1%	10.1%
Savannah, GA	12.7%	-27.6%
Warner Robins, GA	1.5%	-13.8%
Dalton, GA	-10.7%	-22.8%
Chattanooga, TN-GA	-3.3%	-20.2%
Milledgeville, GA	30.4%	-16.8%

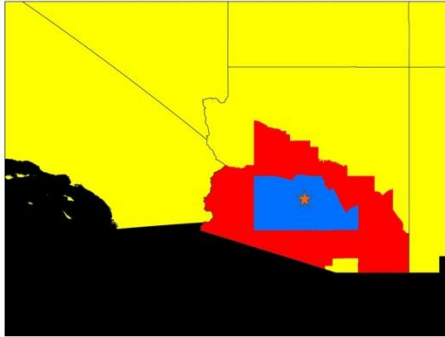
*Philadelphia County*



Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
Philadelphia Super-commuters	44,000	7.71%	3.44%	54.68%
Typical Commuters	526,000	92.29%	-2.00%	-3.03%
Peripheral	18,500	3.24%	2.09%	43.33%
Long-Distance	25,500	4.47%	4.43%	64.09%

<b>PHILADELPHIA SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010</b>		
<b>Metropolitan Statistical Area of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>
Allentown-Bethlehem-Easton, PA-NJ	3.1%	45.6%
New York-Northern New Jersey-Long Island, NY-NJ-PA	10.7%	58.1%
Pittsburgh, PA	1.4%	98.0%
Lancaster, PA	-0.4%	41.5%
Harrisburg-Carlisle, PA	-2.5%	26.8%
Scranton--Wilkes-Barre, PA	5.9%	3.1%
Reading, PA	-4.0%	19.3%
York-Hanover, PA	4.8%	140.0%
Trenton-Ewing, NJ	1.6%	54.5%
Atlantic City-Hammonton, NJ	-2.9%	15.8%

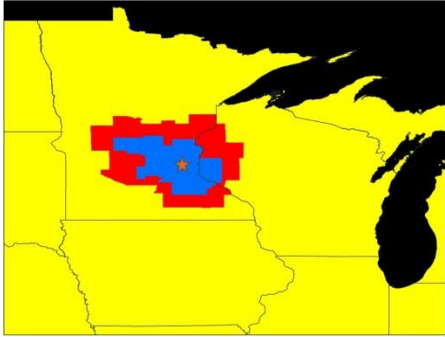
**Maricopa County (Phoenix), AZ**



Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
Maricopa Co. Super-commuters	126,000	8.4%	-4.2%	No Data
Typical Commuters	1,372,757	91.6%	-1.1%	No Data
Peripheral	88,800	5.9%	-5.4%	No Data
Long-Distance	36,900	2.5%	-1.4%	No Data

<b>MARICOPA COUNTY SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010</b>		
<b>Metropolitan Statistical Area of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>
Tucson, AZ	-5.8%	No Data
Prescott, AZ	-5.8%	No Data
Lake Havasu City-Kingman, AZ	3.1%	No Data
Yuma, AZ	-7.9%	No Data
Flagstaff, AZ	-0.5%	No Data
Payson, AZ	1.5%	No Data
Sierra Vista-Douglas, AZ	-1.8%	No Data
Show Low, AZ	-8.4%	No Data
Los Angeles-Long Beach-Santa Ana, CA	-13.7%	No Data
Riverside-San Bernardino-Ontario, CA	-1.1%	No Data

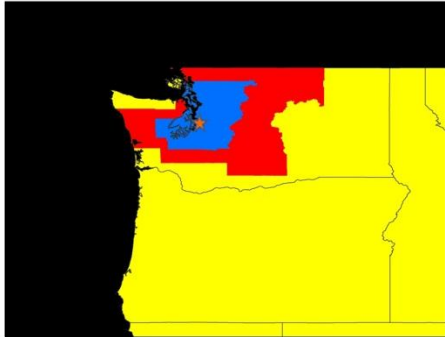
*Hennepin County (Minneapolis), MN*



Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
Hennepin Co. Super-commuters	41,500	5.4%	3.7%	1.1%
Typical Commuters	722,000	94.6%	-1.6%	-2%
Peripheral	16,500	2.2%	3.7%	3.4%
Long-Distance	25,100	3.3%	3.8%	-0.4%

<b>HENNEPIN COUNTY SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010</b>		
<b>Metropolitan Statistical Area of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>
Duluth, MN-WI	-1.4%	-14.7%
Rochester, MN	-1.8%	-13.8%
Mankato-North Mankato, MN	4.3%	0.7%
Brainerd, MN	8.8%	-8.6%
Willmar, MN	13.1%	24.7%
Austin, MN	2.2%	-7.4%
Owatonna, MN	-4.0%	2.9%
Fergus Falls, MN	3.5%	26.8%
Albert Lea, MN	-7.7%	-7.6%
Alexandria, MN	-9.8%	-20.7%

*King Co. (Seattle), WA*



Type of Commuter	<u>2010 Total</u>	<u>Percent of Total</u>	<u>1-Year Percent Change</u>	<u>8-Year Percent Change</u>
King County Super-commuters	69,500	6.8%	-1.6%	56.9%
Typical Commuters	947,000	93.2%	-2.2%	2.4%
Peripheral	26,300	2.6%	-3.6%	57%
Long-Distance	43,200	4.3%	-0.4%	56.9%

<b>KING COUNTY SUPER-COMMUTING TRENDS BY PLACE OF RESIDENCE, 2010</b>		
<b>Metropolitan Statistical Area of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>
Portland-Vancouver-Hillsboro, OR-WA	-4.6%	64.8%
Spokane, WA	-0.4%	6.8%
Bellingham, WA	-6.2%	12.9%
Yakima, WA	0.9%	132.6%
Kennewick-Pasco-Richland, WA	1.2%	114.3%
Wenatchee-East Wenatchee, WA	-2.5%	54.7%
Centralia, WA	-6.3%	69.2%
Port Angeles, WA	0.1%	54.8%
Aberdeen, WA	-3.1%	55.8%
Longview, WA	1.5%	47.8%



## CONCLUSION

Despite the economic recession, super-commuting continues to sustain its remarkable upward trend in many major U.S. cities. An apparent slowdown in super-commuting in many major cities was primarily due to job losses in all but three of the urban core counties profiled in the study, and super-commuter growth continued to outpace job growth in each city except for Phoenix.

It is also important to distinguish between the two types of super-commuters: peripheral and long-distance. Super-commuters who live along the periphery of the metropolitan area such as exurbs are more likely to travel frequently to the workplace, and thus are also likely to be classified by the Census Bureau as “extreme commuters,” individuals who travel more than 90 minutes each way to work on a regular basis. This group of super-commuters is becoming increasingly common in the Northeast Corridor (particularly in Manhattan, the county with the highest percentage of “extreme commuters” in the workforce), and in the Pacific Northwest.

Super-commuters who live even farther away and were classified as long-distance super-commuters tend to have more flexible schedules, and are not likely to travel frequently to work, or may never even travel to work at all. This group of super-commuters is most likely to be left out of the U.S. Census Bureau’s other worker flow dataset based on the American Community Survey (discussed in data methodology), but they represent one of the fastest growing segments of the workforce, particularly in cities such as Los Angeles, Chicago, and the Texas Triangle. These individuals, if they do travel to work, may leave early in the work week and return home later in the week. In any case, the increased ability for people to work remotely, or work “on the go,” in addition to socioeconomic conditions such as an imbalanced geography of job opportunities, “stuck” homeowners who are unwilling or unable to sell their homes, and the recent growth in multiple earner households may also be contributing factors to this remarkable growth in long-distance super-commuting. Further study will be needed to determine which of these factors is most related to these recent super-commuting trends.

Nevertheless, the data included in this current study does not reveal enough information about the super-commuter’s travel patterns. Research is currently being conducted at the Rudin Center to examine this growing trend in super-commuting in more detail for each of all ten urban core counties profiled in this study and two additional cities (Washington, DC and Denver), with a focus on travel methods and other occupational and socioeconomic characteristics.

## DATA CHARACTERISTICS AND METHODOLOGY

This is a brief summary of the data characteristics and methodology of the Census Bureau’s OnTheMap home-to-work flow dataset, to address any issues of data discrepancies:

Currently, there are two Census datasets available to measure commuter and labor sheds of a city’s workforce: The Longitudinal Employer-Household Dynamics OnTheMap (OTM) data and the Census Transportation Planning Package’s (CTPP) county-to-county flow data based on the

2006-08 American Community Survey. The former dataset was used to identify the recent trends in super-commuting, and also provided valuable information on the demographic and occupational characteristics of these individuals. Its greatest limitation was that it could not identify the mode of travel that these individuals used to get to work, or whether these individuals were in fact “telecommuters” and did not commute at all. The latter dataset does answer this question, though it uses a different methodology to classify workplace location as the OTM data, resulting in figures that could potentially be vastly different.

The greatest limitation of the CTPP data is that it is both imprecise and unrepresentative: it captures only a small sample of the workforce and excludes counties with less than 20,000 people, and extrapolates based on that sample. According to a report prepared for the American Association of State Highway and Transportation Officials (AASHTO), OTM should be used primarily for studying all potential super-commuters since it captures nearly all workers in a given area, while CTPP is more representative of commutes that are made more frequently<sup>1</sup> (the Census asks the respondent to list the location where he/she worked the most *last week* to establish work location). More importantly, CTPP is based on a sample of less than 10% of the population (2006-08 American Community Survey), whereas OnTheMap captures nearly all primary jobs (the highest earning job of a given worker, so no single worker is counted twice) in a given area, since it is based on employer-reported records obtained from state unemployment and wage insurance agencies. As a result, many of the long-distance super-commuters are left out of the CTPP data, and the volume of peripheral super-commuters may be exaggerated. The discrepancies in the data are summarized below in Table 4.

**Table 4**

<b>COUNTY LABOR MARKET</b>	<b>CTPP as Percent of OTM</b>	<b>CTPP Super-commuters (2006-08)</b>	<b>OTM Super-commuters (2009)</b>
Manhattan	76.2%	45,000	59,000
Philadelphia Co.	47.3%	19,900	42,100
Atlanta (Fulton Co.)	47.2%	22,500	47,700
Chicago (Cook Co.)	40.3%	40,000	99,000
Minneapolis (Hennepin Co.)	40.0%	16,000	40,000
Seattle (King Co.)	22.9%	16,300	71,000
Los Angeles Co.	21.1%	49,200	233,000
Houston (Harris Co.)	17.9%	45,000	251,200

<sup>1</sup> Spear, Bruce. “Improving Employment Data for Transportation Planning.” Cambridge Systematics, Inc. September 2011. <http://www.fsutmsonline.net/images/uploads/NCHRP08-36%2898%29.pdf>

Phoenix (Maricopa Co.)	16.5%	21,600	131,100
Dallas Co.	15.6%	27,400	175,700

Due to significant discrepancies in both the methods of data collection and what the data actually reflects, we use CTPP as a complementary tool to examine super-commuting travel methods and other characteristics, and rely on OTM to provide a better representation of the actual number of workers who could potentially be super-commuters based on where they live.

## APPENDIX

Table 5

<b><u>PLACE OF WORK &amp; TYPE OF COMMUTER</u></b>	<b><u>2010 Total (Rounded)</u></b>	<b><u>Percent of Total Workers</u></b>	<b><u>1-Year Percent Change</u></b>	<b><u>8-Year Percent Change</u></b>
<b>Manhattan</b>	<b>63,000</b>	<b>3.24%</b>	<b>6.66%</b>	<b>70.27%</b>
Typical Commuters	1,919,000	96.82%	1.20%	8.20%
Peripheral	11,800	0.59%	5.71%	68.33%
Long-Distance	51,100	2.58%	6.72%	70.87%
<b>Los Angeles Co.</b>	<b>238,000</b>	<b>6.49%</b>	<b>1.82%</b>	<b>79.94%</b>
Typical Commuters	3,422,000	93.51%	1.11%	1.85%
Peripheral	117,000	3.20%	0.78%	47.80%
Long-Distance	120,000	3.28%	2.86%	125.83%
<b>Cook Co. (Chicago)</b>	<b>106,000</b>	<b>4.78%</b>	<b>1.77%</b>	<b>42.14%</b>
Typical Commuters	2,110,000	95.22%	-0.53%	-4.76%
Peripheral	27,000	1.22%	-2.11%	4.87%
Long-Distance	78,800	3.56%	3.18%	61.89%
<b>Harris Co. (Houston)</b>	<b>255,000</b>	<b>13.32%</b>	<b>1.63%</b>	<b>101.52%</b>
Typical Commuters	1,661,000	86.68%	0.28%	2.59%
Peripheral	36,900	1.93%	4.49%	44.32%
Long-Distance	218,000	11.39%	1.16%	116.00%
<b>Dallas Co.</b>	<b>180,000</b>	<b>13.59%</b>	<b>2.27%</b>	<b>41.42%</b>
Typical Commuters	1,144,000	86.41%	-1.33%	-3.54%
Peripheral	18,000	1.36%	2.33%	9.38%
Long-Distance	162,000	12.28%	2.26%	46.18%
<b>Fulton Co. (Atlanta)</b>	<b>50,900</b>	<b>8.05%</b>	<b>5.40%</b>	<b>-15.00%</b>
Typical Commuters	581,000	91.95%	-1.81%	-3.60%
Peripheral	11,600	1.84%	1.49%	-4.97%
Long-Distance	39,300	6.21%	6.61%	-17.56%
<b>Philadelphia Co.</b>	<b>44,000</b>	<b>7.71%</b>	<b>3.44%</b>	<b>54.68%</b>
Typical Commuters	526,000	92.29%	-2.00%	-3.03%
Peripheral	18,500	3.24%	2.09%	43.33%
Long-Distance	25,500	4.47%	4.43%	64.09%
<b>Maricopa Co. (Phoenix)</b>	<b>126,000</b>	<b>8.38%</b>	<b>-4.21%</b>	<b>No Data</b>
Typical Commuters	1,373,000	91.62%	-1.13%	No Data
Peripheral	88,800	5.92%	-5.36%	No Data
Long-Distance	36,900	2.46%	-1.35%	No Data
<b>Hennepin Co. (Minneapolis)</b>	<b>41,500</b>	<b>5.43%</b>	<b>3.74%</b>	<b>1.11%</b>
Typical Commuters	722,000	94.56%	-1.59%	-1.97%
Peripheral	16,500	2.15%	3.73%	3.41%
Long-Distance	25,100	3.28%	3.75%	-0.35%
<b>King Co. (Seattle)</b>	<b>69,500</b>	<b>6.84%</b>	<b>-1.62%</b>	<b>56.90%</b>
Typical Commuters	947,000	93.16%	-2.21%	2.36%
Peripheral	26,300	2.58%	-3.56%	56.98%
Long-Distance	43,200	4.25%	-0.41%	56.86%

Table 6

<b>Manhattan Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	3.8%	46.2%	8,904	0.4%
Albany-Schenectady-Troy, NY	1.5%	49.6%	7,855	0.4%
Boston-Cambridge-Quincy, MA-NH	14.7%	161.9%	3,525	0.2%
Syracuse, NY	-0.3%	50.7%	3,396	0.2%
Allentown-Bethlehem-Easton, PA-NJ	13.0%	100.2%	2,586	0.1%
Buffalo-Niagara Falls, NY	-8.7%	-15.2%	2,474	0.1%
Binghamton, NY	-9.6%	58.6%	2,116	0.1%
Rochester, NY	-7.8%	69.4%	1,970	0.1%
Washington-Arlington-Alexandria, DC-VA-MD-WV	42.3%	166.9%	1,855	0.1%
Hartford-West Hartford-East Hartford, CT	1.5%	64.6%	1,844	0.1%
East Stroudsburg, PA	7.4%	146.1%	1,703	0.1%
<b>Los Angeles Co. Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
San Diego-Carlsbad-San Marcos, CA	-0.9%	46.1%	77,652	2.1%
San Francisco-Oakland-Fremont, CA	-1.5%	110.1%	35,123	1.0%
Bakersfield-Delano, CA	3.6%	64.9%	28,612	0.8%
San Jose-Sunnyvale-Santa Clara, CA	0.6%	154.7%	12,567	0.3%
Sacramento--Arden-Arcade--Roseville, CA	7.3%	190.1%	11,180	0.3%
Santa Barbara-Santa Maria-Goleta, CA	5.7%	33.8%	11,111	0.3%
Fresno, CA	-5.9%	115.2%	7,290	0.2%
San Luis Obispo-Paso Robles, CA	6.0%	51.1%	6,109	0.2%
Visalia-Porterville, CA	2.4%	138.1%	5,355	0.1%
El Centro, CA	2.7%	78.1%	4,468	0.1%
<b>Cook County Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
Rockford, IL	-3.3%	1.3%	13,229	0.6%
Peoria, IL	4.1%	73.4%	8,053	0.4%
St. Louis, MO-IL	8.4%	111.2%	5,066	0.2%
Champaign-Urbana, IL	0.8%	65.5%	4,694	0.2%
Bloomington-Normal, IL	1.8%	70.5%	3,349	0.2%
Milwaukee-Waukesha-West Allis, WI	5.2%	10.6%	3,258	0.1%
Springfield, IL	-7.1%	51.8%	3,107	0.1%
Davenport-Moline-Rock Island, IA-IL	-1.3%	55.5%	2,991	0.1%
Detroit-Warren-Livonia, MI	2.4%	136.4%	2,310	0.1%

Indianapolis-Carmel, IN	1.4%	88.4%	2,168	0.1%
<b>Harris Co. Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
Dallas-Fort Worth-Arlington, TX	-1.2%	214.2%	51,308	2.7%
Austin-Round Rock-San Marcos, TX	0.9%	117.3%	35,670	1.9%
San Antonio-New Braunfels, TX	-0.5%	115.3%	30,949	1.6%
Beaumont-Port Arthur, TX	1.1%	20.9%	22,321	1.2%
Corpus Christi, TX	6.4%	53.9%	8,377	0.4%
College Station-Bryan, TX	1.7%	70.6%	8,314	0.4%
El Campo, TX	-4.8%	36.3%	4,603	0.2%
Victoria, TX	5.1%	75.1%	4,332	0.2%
Killeen-Temple-Fort Hood, TX	7.4%	127.4%	4,093	0.2%
McAllen-Edinburg-Mission, TX	6.8%	55.7%	3,956	0.2%
<b>Dallas Co. Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
Houston-Sugar Land-Baytown, TX	3.4%	57.2%	45,829	3.5%
Austin-Round Rock-San Marcos, TX	1.2%	53.3%	32,780	2.5%
San Antonio-New Braunfels, TX	7.3%	69.1%	14,855	1.1%
Waco, TX	-7.6%	-7.5%	5,150	0.4%
Killeen-Temple-Fort Hood, TX	5.4%	39.3%	4,299	0.3%
Tyler, TX	-3.1%	-6.5%	4,242	0.3%
Longview, TX	-3.1%	-2.9%	3,900	0.3%
Corsicana, TX	6.2%	42.3%	2,902	0.2%
Abilene, TX	-6.0%	41.3%	2,497	0.2%
McAllen-Edinburg-Mission, TX	-3.3%	208.7%	2,436	0.2%
<b>Fulton Co. Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
Augusta-Richmond County, GA-SC	8.5%	-16.0%	4,509	0.7%
Macon, GA	-2.5%	-25.4%	3,660	0.6%
Columbus, GA-AL	0.8%	-21.0%	3,500	0.6%
Athens-Clarke County, GA	-7.7%	-16.7%	2,637	0.4%
Rome, GA	5.1%	10.1%	2,137	0.3%
Savannah, GA	12.7%	-27.6%	1,904	0.3%
Warner Robins, GA	1.5%	-13.8%	1,531	0.2%
Dalton, GA	-10.7%	-22.8%	1,206	0.2%
Chattanooga, TN-GA	-3.3%	-20.2%	1,176	0.2%
Milledgeville, GA	30.4%	-16.8%	1,042	0.2%

<b>Philadelphia Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
Allentown-Bethlehem-Easton, PA-NJ	3.1%	45.6%	6,445	1.1%
New York-Northern N.J.-Long Island, NY-NJ-PA	10.7%	58.1%	6,401	1.1%
Pittsburgh, PA	1.4%	98.0%	4,271	0.7%
Lancaster, PA	-0.4%	41.5%	3,149	0.6%
Harrisburg-Carlisle, PA	-2.5%	26.8%	3,131	0.5%
Scranton--Wilkes-Barre, PA	5.9%	3.1%	3,046	0.5%
Reading, PA	-4.0%	19.3%	2,699	0.5%
York-Hanover, PA	4.8%	140.0%	1,716	0.3%
Trenton-Ewing, NJ	1.6%	54.5%	1,457	0.3%
Atlantic City-Hammonton, NJ	-2.9%	15.8%	1,009	0.2%
<b>Maricopa Co. Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
Tucson, AZ	-5.8%	No Data	51,213	3.4%
Prescott, AZ	-5.8%	No Data	17,461	1.2%
Lake Havasu City-Kingman, AZ	3.1%	No Data	8,337	0.6%
Yuma, AZ	-7.9%	No Data	7,982	0.5%
Flagstaff, AZ	-0.5%	No Data	7,956	0.5%
Payson, AZ	1.5%	No Data	5,684	0.4%
Sierra Vista-Douglas, AZ	-1.8%	No Data	4,456	0.3%
Show Low, AZ	-8.4%	No Data	3,556	0.2%
Los Angeles-Long Beach-Santa Ana, CA	-13.7%	No Data	2,923	0.2%
Riverside-San Bernardino-Ontario, CA	-1.1%	No Data	1,530	0.1%
<b>Hennepin Co. Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
Duluth, MN-WI	-1.4%	-14.7%	5,233	0.7%
Rochester, MN	-1.8%	-13.8%	4,012	0.5%
Mankato-North Mankato, MN	4.3%	0.7%	2,251	0.3%
Brainerd, MN	8.8%	-8.6%	1,821	0.2%
Willmar, MN	13.1%	24.7%	1,191	0.2%
Austin, MN	2.2%	-7.4%	827	0.1%
Owatonna, MN	-4.0%	2.9%	717	0.1%
Fergus Falls, MN	3.5%	26.8%	682	0.1%
Albert Lea, MN	-7.7%	-7.6%	668	0.1%
Alexandria, MN	-9.8%	-20.7%	600	0.1%

<b>King County Super-Commuter Place of Residence</b>	<b>1-Year Change</b>	<b>8-Year Change</b>	<b>Total Super-Commuters</b>	<b>Percent of Total Workers</b>
Portland-Vancouver-Hillsboro, OR-WA	-4.6%	64.8%	12,282	1.2%
Spokane, WA	-0.4%	6.8%	7,699	0.8%
Bellingham, WA	-6.2%	12.9%	6,313	0.6%
Yakima, WA	0.9%	132.6%	5,315	0.5%
Kennewick-Pasco-Richland, WA	1.2%	114.3%	4,873	0.5%
Wenatchee-East Wenatchee, WA	-2.5%	54.7%	4,281	0.4%
Centralia, WA	-6.3%	69.2%	4,194	0.4%
Port Angeles, WA	0.1%	54.8%	3,363	0.3%
Aberdeen, WA	-3.1%	55.8%	3,048	0.3%
Longview, WA	1.5%	47.8%	2,982	0.3%