

## Highlights of State and County-to-County Commutation Data for Maryland

In 2010 just over 468,000 Maryland residents worked out of state while just over 270,000 out of state residents commuted into Maryland, leaving Maryland with a net outflow of nearly 200,000 commuters (see [Table 1](#)). This information comes from the 2010 Longitudinal Employer-Household Dynamics OnTheMap (LEHD-OTM)<sup>1</sup>.

### Washington, D.C. Main Destination

Washington, D.C. is the work place destination for the majority of Maryland residents who work out of state. In 2010, more than 264,000 Maryland residents worked in Washington, D.C, 56.4 percent of all Maryland residents who work out of state. Virginia was the second most attractive destination, where over 132,000 Maryland residents worked, or 28.2 of all out of state commuters. In total, 84.6% of Maryland residents who work out of state work in these two localities.

The majority of workers commuting into Maryland come from Virginia (83,757), Pennsylvania (68,456) and Washington, D.C. (51,009). Combined, these three areas comprise just over three quarters (75.2%) of all in commuters into Maryland.

The net out-commutation (the number of in-commuters minus the number of out-commuters) is highest to Washington, D.C. (-213,125) followed by Virginia (-48,315). The majority (76.5%) of the net outflow to Washington, D.C. and Virginia is from Prince George's and Montgomery counties, with Anne Arundel and Charles counties accounting for an additional 12.8 percent.

In contrast to the net out-commutation to Washington, D.C. and Virginia, Maryland is a net importer of labor from both Pennsylvania (48,118) and West Virginia (16,219). The net in-commutation from Pennsylvania is distributed to many of Maryland's counties, with Baltimore County (15,275), Washington County (11,000), Baltimore City (6,480) and Montgomery County (5,568) being the top destinations for residents of Pennsylvania. The net in-commutation from West Virginia is strongest to Washington (5,851), Allegany (4,083), Montgomery (4,031) and Frederick (3,447) counties (see [County-to-County Commutation Tables](#)).

### Net in commuting occurs in a handful of jurisdictions

The diverse economic geography found among Maryland's jurisdictions is reflected by the 2010 LEHD commutation data. [Table 2A](#) summarizes the 2010 inter-jurisdictional in and out flows and net (in – out) flows, the percent of residents working within their own jurisdiction, and the percent of jobs held by jurisdiction residents and non-residents. Net commutation in 2010 was positive (meaning more commuters coming into a jurisdiction than residents commuting out to

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<sup>1</sup> Released in June of 2012, data now includes federal employment. Previous releases did not include federal employment and thus are not directly comparable with 2010 data.

work to another jurisdiction) for seven jurisdictions and negative (i.e. more out commuters than in commuters) for the remaining 17 jurisdictions. The range for these net commutation totals went from a positive (net in) of 76,546 for Baltimore City to a negative (net out) of 98,121 for Prince George's County (see [Chart 1](#)). Besides Baltimore City, the jurisdictions with positive net in-commuting are Montgomery County in the Washington Region, Howard County in the Baltimore Region, Washington and Allegany Counties in Western Maryland and Talbot and Wicomico Counties on the Eastern Shore. All the suburban jurisdictions around Baltimore City and Washington, D.C. have large net out-commuting totals besides Montgomery and Howard Counties.

### **Residents Working Within Their Own Jurisdiction**

The percent of workers whose jobs are within their jurisdiction of residence shows a great variation across Maryland, from a high of 63.8 percent in Allegany County to a low of 22.1 percent for those who live and work in Caroline County (See [Chart 2](#)). Most of the jurisdictions have less than half of their residents working within their jurisdictions. In the Baltimore and Washington Regions less than 40 percent work in the jurisdiction of their residence. For Southern Maryland and the Upper Eastern Shore a little over 30 percent work in the jurisdiction where they live. Western Maryland is the only region where more than half (53.4%) work in the jurisdiction where they live and for the Lower Eastern Shore region it is 48.2 percent.

### **Jurisdiction Jobs Held by Jurisdiction Residents**

The percent of a jurisdiction's jobs held by its own residents also shows great variation, ranging from Garrett County's 63.1 percent to Howard County's 25.9 percent (See [Chart 3](#)). Garrett County's high proportion of jobs held by its residents is mainly due to its remoteness from bigger cities and urbanized areas. In contrast, Howard County's low proportion is primarily the result of its prime location midway between Baltimore City and Washington, D.C., which is ideal for its residents to commute to jobs in either metropolitan area. Also, Howard County has a significant job base that attracts a lot of workers from other jurisdictions.

Baltimore City's second lowest share in Maryland of jobs held by its own residents (34.6%) is a result of large net in-commuting by suburban residents. The fact that suburban commuters hold nearly two-thirds of the total jobs in the City emphasizes the extreme importance of Baltimore City to the economic vitality of the State as a whole, and more importantly to the Baltimore Region.

### **Comparing LEHD-OTM to other County-to-County Commutation Data**

There are two other sources of County-to-County commutation data: Census Transportation Planning Products (CTPP) from the 2000 Census and from the 2006-2008 American Community Survey (ACS). Comparisons of commuting patterns and changes over time can be made with caution among the two CTPP data sets. However, due to differences in data collection and

coverage it is not possible to draw any solid conclusions when comparing the CTPP data sets with the LEHD-OTM data.

One of the biggest differences between LEHD-OTM and CTPP is that the CTPP shows higher intra-county work trips (i.e. live and work within the same county) while the LEHD-OTM data yields higher numbers of out-of-state and inter-state origin-destination pairs. This results in the LEHD-OTM data set showing larger numbers of longer distance origin-destination commutes than CTPP data.

[Table 3](#) shows the in, out and net commutation from the 2006-2008 ACS. This CTPP data set shows that Statewide 53.6 percent residents work in their own jurisdiction, a much larger share than the 39.3 percent indicated in the LEHD-OTM data set in [Table 2A](#). These types of differences are also seen in the percent of jobs held by jurisdiction residents, with a much higher share seen from the ACS data (59.2%) than from the LEHD-OTM data (42.5%), since the ACS shows higher number of intra-county work trips.

These sorts of differences are evident for most jurisdictions in Maryland and for many there is even a stark difference in the direction of the net commuting flow. For instance, LEHD-OTM data for Washington County shows net in-flow of nearly 4,600 workers while the ACS CTPP data set indicates that there is a net out-flow of 3,700 workers. The reasons for this difference can be seen in the examination of the county-to-county origins and destinations (see [County-to-County Commutation Tables](#)). LEHD-OTM data shows commutations from Washington County to all counties in the Upper and Lower Eastern Shore Regions, whereas, 2006-2008 ACS data (see [ACS County-to-County Commutation Tables](#)) does not identify any trips to Washington County from either of the Eastern Shore Regions and only 20 trips to Worcester County from Washington County. For Baltimore Region, the LEHD-OTM data identifies that nearly 9,500 workers came from Washington County and almost 7,500 from Baltimore Region went to Washington County to work, whereas the ACS CTPP data shows only 410 workers came from Washington County to Baltimore Region, while 1,350 went to Washington County from the Baltimore Region for work. It shows a similar trend for out of state commutations, for example ACS CTPP data shows very few trips between Washington County and Virginia (125), while, LEHD-OTM data identifies more than 1,000 people coming in from Virginia and around 1,950 leaving Washington County to work in Virginia.

Similarly for Montgomery County, the LEHD-OTM data indicates a net in-flow of nearly 20,800 commuters while the ACS CTPP data set shows a net out-flow of 30,000 commuters. For Baltimore Region, there is a net in-flow of more than 31,000 workers from Montgomery County according to the LEHD-OTM data, but the ACS CTPP data shows only a net in-flow of around 13,000. For the Eastern Shore, the LEHD-OTM data set identifies a net in-flow of more than 4,000 trips, whereas the ACS CTPP data shows a net in-flow of around 450 worker trips.

The disparity in the LEHD-OTM (see [Table 2A](#)) and ACS CTPP (see [Table 3](#)) data is not just limited to Washington and Montgomery Counties, but all the jurisdictions show similar trends (i.e. more inter-jurisdictional travel for LEHD-OTM data and more intra-jurisdictional travel for ACS CTPP data). The LEHD-OTM data used in the analysis was for all jobs in the jurisdiction, just to make sure the data was not skewed due to some people having part-time jobs or secondary jobs in far off places, LEHD-OTM data for only primary jobs (see [Table 2B](#)) was analyzed to see any change in travel patterns. The journey-to-work data for primary jobs showed a similar pattern as the data for all jobs.

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