Brief 3. Population and Worker Trends

SEPTEMBER 2013
About the AASHTO Census Transportation Planning Products Program

Established by the American Association of State Highway and Transportation Officials (AASHTO) and the U.S. Department of Transportation (U.S. DOT), the AASHTO Census Transportation Planning Products Program (CTPP) compiles census data on demographic characteristics, home and work locations, and journey-to-work travel flows to assist with a variety of state, regional, and local transportation policy and planning efforts. CTPP also supports corridor and project studies, environmental analyses, and emergency operations management.

In 1990, 2000, and again in 2006, AASHTO partnered with all of the states on pooled-fund projects to support the development of special census products and data tabulations for transportation. These census transportation data packages have proved invaluable in understanding characteristics about where people live and work, their journey-to-work commuting patterns, and the modes they use for getting to work. In 2012, the CTPP was established as an ongoing technical service program of AASHTO.

CTPP provides a number of primary services:

- **Special Data Tabulation from the U.S. Census Bureau**—CTPP oversees the specification, purchase, and delivery of this special tabulation designed by and for transportation planners.
- **Outreach and Training**—The CTPP team provides training on data and data issues in many formats, from live briefings and presentations to hands-on, full-day courses. The team has also created a number of electronic sources of training, from e-learning to recorded webinars to downloadable presentations.
- **Technical Support**—CTPP provides limited direct technical support for solving data issues; the program also maintains a robust listserv where many issues are discussed, dissected, and resolved by the CTPP community.
- **Research**—CTPP staff and board members routinely generate problem statements to solicit research on data issues; additionally, CTPP has funded its own research efforts. Total research generated or funded by the current CTPP since 2006 is in excess of $1 million.

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Brief 3. Population and Worker Trends

This brief is the third in a series describing commuting in America. This body of work, sponsored by American Association of State Highway and Transportation Officials (AASHTO) and carried out in conjunction with a National Cooperative Highway Research Program (NCHRP) project that provided supporting data, builds on three prior Commuting in America documents that were issued over the past three decades. Unlike the prior reports that were single volumes, this effort consists of a series of briefs, each of which addresses a critical aspect of commuting in America. These briefs, taken together, comprise a comprehensive summary of American commuting. The briefs are disseminated through the AASHTO website (transportation.org). Accompanying data tables and an Executive Summary complete the body of information known as Commuting in America 2013 (CIA 2013).

Changes in Population and Workforce

This brief assesses where we have been and where we are going regarding the nation’s population and its associated potential workforce. This workforce provides the commuters. In general, demographic change moves at a slow and predictable pace. Earlier editions of Commuting in America found that, starting in about 1950, the nation added roughly 25 million persons per decade; the census projections of that period indicated that it would be a relatively safe estimate for the future going out another 50 years. Figure 3-1 shows that, today, such an assumption is under challenge. The data show far more volatility in the actual census counts in the past two decades. The 1990s exhibited an unexpected surge in population beyond Census Bureau projections due to a boom in immigrants and high immigrant fertility. The 2000s saw a sharp reversal in those same patterns, with a population increase similar to that of the 1950–1960 decade. More recently, changes in both immigration and fertility rates have led demographers to moderate future forecasts to below the approximate 1 percent per year or 30 million new residents per decade growth seen in the recent past.

While natural growth trends—the difference between births and deaths—tend to move slowly, it is not as easy to predict immigration patterns and trends. Immigration is the only demographic factor that can be changed overnight by legislative actions. It also is sensitive to economic conditions, both domestically and internationally. Immigration policies can affect transportation and commuting patterns nearly immediately, given that most immigrant arrivals are at the early stages of their working lives and enter the workforce as soon as possible. Alternatively, additions to the population by birth may add commuters 18 or 20 years later. As a result, estimates of change in total population do not fully respond to what we need to know about the prospective workforce. What is most important is knowledge of the age distribution of the population.
Equally relevant to our understanding of workforce size is the expected arrival of the first large wave of retirees. In 2010, the first of the baby boomers reached age 65. However, this expectation has moderated, given the difficult economic times and lifestyle choices, which appear to be producing a greater tendency for workers to remain in the workforce after age 65. In addition, rapid growth in disability rates and evidence that chronic long-term unemployment may be removing some adults from the workforce are adding more uncertainty. Consequently, separating the cyclical from the structural trends in workforce size will be among the great challenges in understanding future workforce trends. The relatively stable past may not be as effective a guide to the future as it has been. These factors are assessed in the following sections of this brief and will be assessed in subsequent briefs.

The previous discussion treated decades as data points; Figure 3-1 shows the span of 100 years. But annual changes in the past decade, seen in Figure 3-2, showed similar volatility, swinging between 2.5 and 3 million persons per year, with net additions declining each year since 2007. As a result, the population of the United States, according to the decennial census, reached 308.7 million in 2010, a relatively small increase of 27.3 million over the count of 281.4 million in the year 2000. This growth is in contrast to the much larger gain of 32.7 million from 1990 to 2000. The difference has been attributed largely to changes in immigration and to postponed births. Post-2010 estimates place population growth at approximately 0.7 percent per year, or in the range of 2.2 million per year.

Figure 3-1. Historical and Expected Population Change Trend by Decade
Source: Bureau of the Census, Decennial Population Counts and 2012 Projections.

1 The 2010 American Community Survey, used often herein for the additional annual detail it provides, uses a count of 309.3 million, a difference of $2/10$ of 1 percent from the 2010 census count. If each value were rounded to millions, they would be equal at 309 million.
The long-term trend in worker growth has followed a somewhat more predictable path, with a surge of workers entering the workforce as boomers reached working age, coming to a peak in growth, and then declining, exacerbated by sharp economic contractions in the past decade. Table 3-1 confirms this pattern, with the increase in the number of workers in the decade rising from 7 million in 1960 to 18.4 million by 1990 and then declining sharply to about 8.6 million in 2010.

Table 3-1. Population and Worker Trends

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Workers (millions)</td>
<td>58.9</td>
<td>65.8</td>
<td>78.6</td>
<td>96.7</td>
<td>115.1</td>
<td>128.3</td>
<td>136.9</td>
</tr>
<tr>
<td>Worker increase in decade (millions)</td>
<td>–</td>
<td>6.9</td>
<td>12.8</td>
<td>18.1</td>
<td>18.4</td>
<td>13.2</td>
<td>8.6</td>
</tr>
<tr>
<td>Percent worker increase in decade</td>
<td>–</td>
<td>11.7%</td>
<td>19.5%</td>
<td>23%</td>
<td>19.2%</td>
<td>11.5%</td>
<td>6.7%</td>
</tr>
<tr>
<td>Percent population increase in decade</td>
<td>–</td>
<td>18.5%</td>
<td>13.3%</td>
<td>11.4%</td>
<td>9.7%</td>
<td>13.2%</td>
<td>9.7%</td>
</tr>
</tbody>
</table>

Source: Bureau of the Census.

Even with this slowing in the recent period, the economy added 78 million workers from 1950 to 2010. The workforce has more than doubled in the 50 years since 1960. In the period from 1960 to 1990, the surge in baby boomers reaching working age showed higher increases in percentage terms than the population increase. From 1990 onward, population growth, in percentage terms, has exceeded worker growth.
The Concept of Worker

In commuting statistics, the definition of a worker as established in Census Bureau procedure typically means a person, who was employed and at work last week. Most of the statistical treatments of commuting provided by the Census Bureau are based on those employed and at work in the week previous to being surveyed, which enables a response to questions about travel times, time left home, and mode of transportation used in the journey-to-work. Seeking the “correct” count of people who are employed will yield varying estimates from the different authorities responsible for preparing such estimates, each depending on slightly different definitions and procedures for estimation. Later briefs will explore those linkages.

The estimates to which the American Community Survey (ACS) numbers can be usefully compared typically are estimates of workers, as defined by the Census Bureau. The table below shows the hierarchy of concepts that leads to the estimate of 138.3 million workers in 2011. Importantly, the estimate of workers is 98.5 percent of the value for those who are defined as employed.

Table 3-2. Worker Concepts

<table>
<thead>
<tr>
<th>Population age 16 and over</th>
<th>246,194,111</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not in labor force</td>
<td>88,717,824</td>
</tr>
<tr>
<td>In labor force</td>
<td>157,476,287</td>
</tr>
<tr>
<td>Armed forces</td>
<td>1,016,115</td>
</tr>
<tr>
<td>Civilian labor force</td>
<td>156,460,172</td>
</tr>
<tr>
<td>Unemployed</td>
<td>16,060,624</td>
</tr>
<tr>
<td>Employed</td>
<td>140,399,548</td>
</tr>
<tr>
<td>Workers</td>
<td>138,269,979</td>
</tr>
</tbody>
</table>

Source: ACS 2011.

Table 3-3. Gender Distribution of Population and Labor Force

<table>
<thead>
<tr>
<th></th>
<th>All</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population age 16 and over</td>
<td>246,194,111</td>
<td>119,833,558</td>
<td>126,360,553</td>
</tr>
<tr>
<td>In labor force</td>
<td>157,476,287</td>
<td>83,065,221</td>
<td>74,411,066</td>
</tr>
<tr>
<td>Civilian labor force</td>
<td>156,460,172</td>
<td>82,186,179</td>
<td>74,273,993</td>
</tr>
<tr>
<td>Employed</td>
<td>140,399,548</td>
<td>73,428,136</td>
<td>66,971,412</td>
</tr>
<tr>
<td>Workers</td>
<td>138,269,979</td>
<td>72,969,374</td>
<td>65,300,605</td>
</tr>
</tbody>
</table>

Source: ACS 2011.
The explosive growth in travel demand, both to accommodate the workforce and as a result of the economic growth supported by this workforce boom, defined the transportation demand challenges of the past half-century. The substantial decline in worker increases during the recent decade and anticipated in the near future suggest that worker-driven travel demand growth will not be as substantial as we have experienced in the recent past.

Tracing the long-term trend of the potential workforce—those in the age group 16–64—and then the actual workforce yields important observations for understanding commuting trends. Figure 3-3 documents that we have come through an extraordinary period in our history, with an explosion in workers for which the economy was able to generate jobs. The *Commuting in America* series, in one sense, has documented the baby boom surge into the labor force, its commuting implications, and now its decline.

![Figure 3-3. Worker Increase Trends by Decade](image)

*Source: Bureau of the Census.*

Figure 3-4 documents this conclusively, showing when the growth rates of the working age population exceeded those of the overall population. At the same time, the actual civilian labor force grew even faster, as baby boomers joined the labor force and, at least as significantly, women joined the labor force in extraordinary numbers. By 1990, that surge had declined—first with the working age group reaching levels of increase no greater than the general population, and then with the actual labor force group declining in growth to levels lower than population growth. It is clear, at least in this period, that the exceptional surge of women into the labor force, which solely accounted for the different growth rates in the civilian labor force from that of the general population, has now reached

The exceptional surge of women into the labor force was largely responsible for the labor force growth rate outpacing overall population growth in prior decades.
a stable level, no longer particularly different from the general population’s growth, but still greater than male population growth rates.

**Figure 3-4.** Population, Working Age Cohorts, and Civilian Labor Force Percent Change Trends by Decade  
*Source: Bureau of the Census.*

Another way of viewing these patterns is shown in Figure 3-5, which presents the absolute increases in millions of the change from decade to decade. The level of increase in population the past decade was about the same as in the decade of the 1950s (at the top and bottom of the figure), when the base population in 1950 was less than half of what it was in 2000. The patterns in the two decades are also similar, in that the absolute increase in the labor force is less than the population of working age, which is less than the population increase, yet working age population and civilian labor force growth were both meaningfully higher in 2000–2010. Note the the growth in labor force in the 1970s slightly exceeded the growth in total population.
Changes in Workforce Composition

Perhaps the most critical concern in national demographic development will be the size of the labor force, both in absolute terms and in its ratio to the overall population. Recent Census projections, if borne out, will add only about 10 million to the labor force age group over the next 20 years. This is in sharp contrast to the more than 21 million added in each of the two previous decades. This significantly constrains the potential pace of growth in commuting to well below what has traditionally been the case.

One of the key issues going forward demographically, for society in general and for transportation in particular, is the size of the working-age population with respect to the total population. The concept called the “dependency ratio” provides a sense of that challenge. Simply put, as Table 3-4 shows, the 203 million working age persons who are ages 16–64 have to support, in addition to themselves, the 65 million who are below age 16 and the 40 million who are age 65 and above. Expressed as a ratio of 0.52, this means that every 100 persons of working age have to support another 52 persons in addition to themselves. The table indicates that the ratio has been declining a bit over recent decades (fewer people to support), but the downward trend in the ratio is expected to shift as the boomers pass age 65. Census projections\(^2\) indicate that the present population of 40 million over age 65 will reach 48 million by 2015 and 65 million by 2025. Among the critical factors will be how the workforce might change in response to these conditions and how the economic consequences will spill over to affect commuting and other transportation demand.

\(^2\) Projections of the population, Bureau of the Census, December 2012.
Table 3-4. Population Dependency

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Under age 16 years</td>
<td>43.9</td>
<td>53.1</td>
<td>62.1</td>
<td>55.4</td>
<td>57.1</td>
<td>64.3</td>
<td>64.9</td>
</tr>
<tr>
<td>Age 16–64 (millions)</td>
<td>95.2</td>
<td>110.1</td>
<td>121.7</td>
<td>146.2</td>
<td>160.4</td>
<td>182.2</td>
<td>203.4</td>
</tr>
<tr>
<td>Age 65 and over (millions)</td>
<td>12.2</td>
<td>16.1</td>
<td>20.1</td>
<td>25.5</td>
<td>31.2</td>
<td>35.0</td>
<td>40.4</td>
</tr>
<tr>
<td>Total population</td>
<td>151.3</td>
<td>179.3</td>
<td>203.3</td>
<td>227.1</td>
<td>248.7</td>
<td>281.4</td>
<td>308.7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dependency Ratio</th>
<th>Overall</th>
<th>0.59</th>
<th>0.63</th>
<th>0.68</th>
<th>0.55</th>
<th>0.55</th>
<th>0.55</th>
<th>0.52</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under age 16 only</td>
<td>0.46</td>
<td>0.48</td>
<td>0.51</td>
<td>0.38</td>
<td>0.36</td>
<td>0.35</td>
<td>0.32</td>
<td></td>
</tr>
<tr>
<td>Age 65 and over only</td>
<td>0.13</td>
<td>0.15</td>
<td>0.17</td>
<td>0.17</td>
<td>0.19</td>
<td>0.19</td>
<td>0.20</td>
<td></td>
</tr>
</tbody>
</table>

Source: Bureau of the Census.

Beyond these concerns, the age factor, in general, will figure prominently in future considerations of workers and their commuting. Figure 3-6 shows the remarkable shift in the age distribution of the population, with the peak at ages 35–44 in 2000 shifting 10 years closer to retirement in 2010 at ages 45–54. In 2013, the first of the baby boomers passed age 65, and a major segment is at the late stages of traditional working life. This is more explicitly delineated in Table 3-5, which shows the 2011 U.S. population stratified by age. The population of 22.5 million currently in the age cohort of 65–74 is followed by 38 million in the age cohort of 55–64 and by more than 44 million in the 45–54 age cohort. The best depiction of scale is that, of all the people in America over the age of 55, almost half are in the age group of 55–64.

Figure 3-6. Population Age Profile Changes from 2000 to 2010
Source: Bureau of the Census.
Table 3-5. Non-Worker, Worker, and Population by Age Group (2011)

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Non-Workers</th>
<th>Workers</th>
<th>Total Population</th>
<th>Percent Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;16</td>
<td>65,353,976</td>
<td>0</td>
<td>65,353,976</td>
<td>0.0%</td>
</tr>
<tr>
<td>16–24</td>
<td>21,945,066</td>
<td>17,760,142</td>
<td>39,705,208</td>
<td>12.8%</td>
</tr>
<tr>
<td>25–34</td>
<td>11,698,963</td>
<td>29,771,382</td>
<td>41,470,345</td>
<td>21.5%</td>
</tr>
<tr>
<td>35–44</td>
<td>10,538,943</td>
<td>30,437,659</td>
<td>40,976,602</td>
<td>22.0%</td>
</tr>
<tr>
<td>45–54</td>
<td>12,277,132</td>
<td>32,370,589</td>
<td>44,647,721</td>
<td>23.4%</td>
</tr>
<tr>
<td>55–64</td>
<td>16,057,989</td>
<td>21,992,122</td>
<td>38,050,111</td>
<td>15.9%</td>
</tr>
<tr>
<td>65–74</td>
<td>17,505,488</td>
<td>5,005,874</td>
<td>22,511,362</td>
<td>3.6%</td>
</tr>
<tr>
<td>≥75</td>
<td>17,899,986</td>
<td>976,608</td>
<td>18,876,594</td>
<td>0.7%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>173,277,543</strong></td>
<td><strong>138,314,376</strong></td>
<td><strong>311,591,919</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: 2011 ACS PUMS.

Note that the age cohort from 65–74 has only 5 million workers, representing 3.6 percent of the workforce, but the cohort behind it has 22 million, or almost 16 percent of all workers. Whether those workers continue to work or retire will be a key factor in commuting characteristics. Present indications are that increasing numbers of those reaching age 65 will continue in the workforce. The plausible reasons for continuing to work include the weak economy, failure to prepare sufficiently for retirement, finding work satisfying and having mental and physical health that enables continued contributions, or policy changes to entitlement programs such as Social Security.

Figure 3-7 puts the changes in the decade in sharp contrast. The dramatic “pig in a python” increases after age 45 are clear, but perhaps more significant are the sharp declines in the number of persons of working age in the earlier age groups, specifically ages 30–44, where substantial losses occurred during the decade. These are the age groups that will have to succeed the boomers with the necessary management and production skills.

Aging of the baby boom generation over the past decade has resulted in nearly 20 million more persons in the 45–65 age cohorts.
Figure 3-7. Population Change from 2000 to 2010 by Age Cohort

Source: Bureau of the Census.

Figure 3-8 details how workers and population are distributed across age groups. In the 25–54 age group, about 70 percent of the population are workers. This drops off to about 58 percent in the 55–64 age group. About 22 percent of the population in the 65–74 age group are workers, and only about 5 percent of those over age 75 are workers. Looking at the overall work relationships of those over age 65, it is clear that the trend is toward more active workers. Table 3-6 illustrates this more fully.

As shown in Table 3-6, the total population over age 65 grew by 9.2 million from 1990 to 2010 or about 30 percent. More significantly, those over age 65 who were workers increased by more than 70 percent. As a result, the share of the over-65 population at work increased from 11.2 percent to just below 15 percent over a 20-year period. Applying this 15 percent share to the latest census population projections indicates that the 6 million workers over age 65 in 2010 would grow to 8.4 million in 2020 and to almost 11 million by 2030. But if the increase in share observed from 1990 to 2010 were to continue over the next two decades, a range of 18–20 percent would be more likely, yielding a working group of older adults of about 11 million in 2020 and nearly 15 million in 2030. This change would increase the current workforce, currently 138 million, by 4 million. This, of course, presumes these older workers are not displacing younger workforce members. To the extent that older workers continue to remain active and in the workforce and ranks of commuters, it will increase the growth in commuting.
Table 3-6. Older Adult Population and Workers

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
<th>2010</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over age 65 population (millions)</td>
<td>31.2</td>
<td>35.0</td>
<td>40.4</td>
<td>55.9&lt;sup&gt;a&lt;/sup&gt;</td>
<td>72.8&lt;sup&gt;a&lt;/sup&gt;</td>
</tr>
<tr>
<td>Over age 65 workers (millions)</td>
<td>3.5</td>
<td>4.25</td>
<td>5.99</td>
<td>8.4&lt;sup&gt;b&lt;/sup&gt;</td>
<td>10.9&lt;sup&gt;b&lt;/sup&gt;</td>
</tr>
<tr>
<td>Share at work</td>
<td>11.2%</td>
<td>12.1%</td>
<td>14.8%</td>
<td>15.0%&lt;sup&gt;b&lt;/sup&gt;</td>
<td>15.0%&lt;sup&gt;b&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

<sup>a</sup>  Census Population Projections 2012.
<sup>b</sup>  Authors’ estimate.

Households and Workers

A key factor in worker behavior regarding transportation is the distribution of workers by household. It is one of the central determinants of many aspects of travel behavior, including mode choice and time of departure for work, as well as type and location of housing. First, it should be noted that the nation added only 11.2 million households in the 2000–2010 decade, roughly the same as in the 1980s but substantially less than in the 1990s. Analysts speculate that this may have been a product of the economy and delayed household formation by young adults. The average household size remained roughly the same, at 2.58 persons.

Figure 3-9 delineates the dramatic declines in household size from 1960 through 1990, as the baby-boomer generation came of working age, after which some degree of stability at 2.6 persons per household seems to have developed.

As baby boomers age, by 2030, a doubling of the workforce over age 65 is likely and a tripling or more is possible.
Figure 3-9. Household Growth and Average Household Size Trends
Source: Census

Figure 3-10 establishes the relationships between household size and population. Much of the focus in our present society has been on the one-person household, which grew, as a share of all households, from 26 percent in 2000 to almost 28 percent in 2010. Its share of population rose only slightly, from 10 percent in 2000 to 11 percent in 2010. Note that while six-person or larger households account for only about four percent of households in 2010, the same as in 2000, their share of population is about equal to the one-person households.

Figure 3-10. Household and Population Shares by Persons per Household
Source: 2010 Census.
Figure 3-11 lays out the basics of the household and worker story. Of the 115 million households in America today, 28 percent have no workers. These are households whose residential location and travel decisions are not necessarily influenced by access to work or commuting patterns. Roughly 46 million households (39 percent) have only one worker. About 16 million of those workers are in single-person households, and another 30 million are in households of greater size. Therefore, 93 million—just above two-thirds of all workers—live in households with other workers. This affects their schedules, car ownership, propensity to carpool, and ability to locate near their workplace without further inconveniencing the other workers in the household.

![Worker Distribution by Household](image)

**Today, of the 115 million households in America, 28 percent have no workers.**

**Figure 3-11. Worker Distribution by Household**  
*Source: 2011 ACS.*

When household workers are matched with household size, it can be seen that there are significant variations in the location of workers by household size.

As shown in Figure 3-12, it is most notable that only about half of one-person households have a worker in them and that those households constitute just about half of all households without workers. Two-person households have roughly the same numbers of one-worker and two-worker households.
Workers in Group Quarters

The focus of these briefs is on the work travel of households. However, there is a small group, numbering slightly over one million, who are in group quarters and who may have significant influence in their particular area as they travel to work. There are almost exactly 8 million persons living in group quarters in the United States; about half are institutionalized in prisons or psychiatric facilities, and the other half are in non-institutionalized settings such as colleges, older adult homes, and military bases.

Among the non-institutionalized group, almost three-quarters are in the 18–24 age group and likely to be in colleges or in military facilities. The 2011 ACS data show that in this decade they appear to have less of an effect on travel to work than in past analyses. High rates of unemployment within the group and a lesser share of the population in group quarters explains their lower impact. The total group quarters population has increased slightly, by about 200,000 from the 2000 decennial count, but has declined from about 3 percent to 2.6 percent as a share of the U.S. population.

Of the 4 million in non-institutionalized settings, only about 1.7 million consider themselves to be in the labor force, roughly 43 percent, with 330,000 in the armed forces and about 1.36 million in the civilian labor force. Of these, 1.1 million were employed, but their employment appears limited, in that their incomes, averaging about $7,000 per year (although they may be receiving housing benefits), indicate very low levels of activity. Much of the work travel of these groups is undertaken near or actually within the facilities in which they reside, and their modal choice patterns reflect that, as they frequently indicate walking, biking, campus transit use, or working at home as their commute mode.
In Brief 7, the linkage between workers per household and vehicles per household is addressed. Here, it is only necessary to point out that the great majority of households without vehicles are households without workers. There are 10.7 million households in America without vehicles, and 6.3 million of them are non-worker households. This is partially explained by the fact that 11 million of the one-person households—about one-third—are over age 65.

If family rather than household arrangements are considered, in more than half of the 76 million family households, both spouses are workers. Recognizing the retirement trend, it is shown in Figure 3-13 that in 17 percent of the family households, neither spouse is a worker. Multi-worker households may be more challenged in attempting to optimize residential location decisions with respect to work commuting.

Figure 3-12. Workers per Household by Household Size, 2011
Source: 2011 ACS.

Figure 3-13. Family Work Arrangements
Source: 2011 ACS.
Subsequent briefs will address the geographic distribution of population and workers and their occupation and industry trends. Treatment of the work arrangements of workers in terms of hours worked and work schedules, part-time and the like, will also be considered separately.

Summary
While the dramatic significance of the baby boom generation as a distinctive population segment has been somewhat muted by natural mortality and immigration of younger population to increase the size of younger age cohorts, the baby boom generation’s influence continues to be very evident in population and particularly in workforce trends. The unprecedented dual impact of a huge age cohort and the cultural shifts that led to dramatic increases in female workforce participation have dominated workforce trends for the past several decades. As this population segment moves toward retirement, its effects may well be significant. Not only has this segment been a significant share of the population and workforce, but the behaviors of baby boomers have had a dramatic influence on commuting over the decades. This generation’s size and labor force participation, as well as auto ownership and residential location preferences, have dramatically influenced commuting trends over the past several decades. How this generation phases out of the workforce, and the extent to which future generations mimic the commuting behaviors of the baby boom era, will significantly affect future commuting and personal travel trends.
Commuting in America 2013 Briefs Series

The CIA 2013 series will include the briefs listed below as well as a CIA 2013 Executive Summary and supporting data files, all available at the CIA 2013 website traveltrends.transportation.org. The website also includes a glossary of terms, documentation of data sources, and additional resources. The series of briefs included in CIA 2013 are:

1. **Overview**—establishes institutional context, objectives, importance, data sources, and products to be produced.

2. **The Role of Commuting in Overall Travel**—presents national trend data on the relative role of commuting in overall person travel; explores commuting as a share of trips, miles of travel, and travel time at the national level.

3. **Population and Worker Trends**—provides very basic and key national demographic data.

4. **Population and Worker Dynamic**—focuses on the dynamics of the population and workforce, including data on migration, immigration, and differential rates of growth.

5. **The Nature and Pattern of Jobs**—defines employment and describes it in terms of its temporal, geographic, and other features.

6. **Job Dynamics**—looks at trends as they relate to jobs, including work at home, full-time versus part-time, job mobility, and changes in the nature and distribution of job types.

7. **Vehicle and Transit Availability**—reports on vehicle ownership and licensure levels and the availability of transit services. It also references factors influencing the availability of bike, walk, and carpool commute options.

8. **Consumer Spending on Transportation**—reports on various trends related to household spending on transportation.

9. **How Commuting Influences Travel**—explores how commuting travel influences overall travel trends temporally and geographically.

10. **Commuting Mode Choice**—provides a summary of mode choice for commuting (including work at home).

11. **Commuting Departure Time and Trip Time**—reports descriptive information on travel time and time left home, including national and selected additional data for metro area sizes.

12. **Auto Commuting**—addresses trends in privately-owned vehicle (POV) and shared-ride commuting.

13. **Transit Commuting**—addresses transit commuting.

14. **Bicycling and Walking Commuting**—addresses bicycling and walking as commuting modes.

15. **Commuting Flow Patterns**—addresses commuting flow patterns for metro area geographic classifications.

16. **The Evolving Role of Commuting**—synthesizes and interprets materials developed in the prior briefs to paint a picture of the current role of commuting in overall travel and evolving trends to watch going forward.

ES. CIA 2013 Executive Summary