

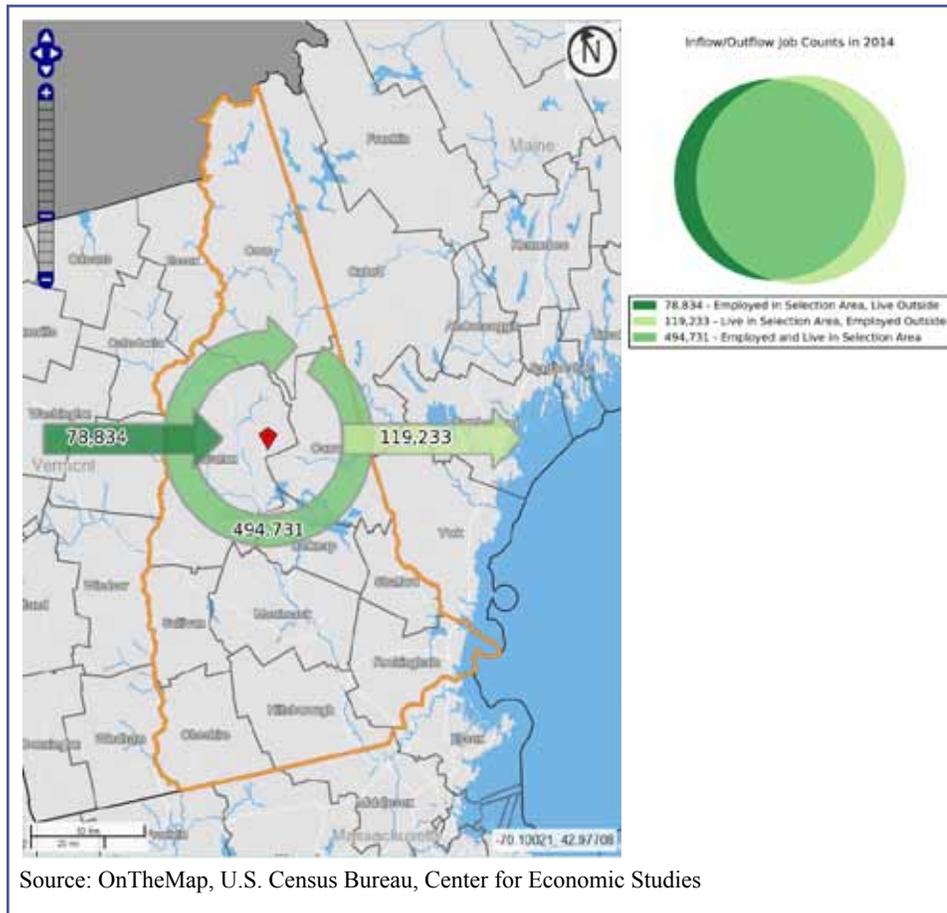
OnTheMap: New Hampshire Out-Commuters, 2014

In 2014, New Hampshire residents held 613,964 jobs in covered employment (excluding federal government jobs).¹ People who both lived and worked in New Hampshire held 494,731 such jobs, while 119,233 jobs were held by people who commuted out-of-state. In addition to workers who both lived and held a job in New Hampshire,

78,834 residents of other states commuted in to New Hampshire for work.²

New Hampshire has a large number of residents who commute out-of-state for work. OnTheMap data on persons living in a state but working outside that state show that 19.4 percent of New Hampshire residents in covered

employment commuted out-of-state for work. New Hampshire ranked second behind the District of Columbia, where 33.7 percent of job holders commuted out for work. The states with the largest percentage of job holders commuting out included Rhode Island, 19.2 percent; Maryland, 18.6 percent; and Delaware, 18.3 percent.³



Inflow/Outflow Job Counts (Primary Jobs) 2014		
	Count	Share
Employed in the Selection Area (NH)	573,595	100.0%
Employed in the Selection Area (NH) but Living Outside	78,834	13.7%
Employed and Living in the Selection Area (NH)	494,731	86.3%
Living in the Selection Area (NH)	613,964	100.0%
Living in the Selection Area (NH) but Working Outside	119,233	19.4%
Living and Employed in the Selection Area (NH)	494,731	80.6%

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¹ Job counts are based on "primary jobs," defined as the job for each worker providing the most income. Jobs in covered employment are jobs with employers subject to unemployment compensation taxes, and excludes the self-employed and several categories of exempt jobs.

² U.S. Census Bureau, Center for Economic Studies, OnTheMap data.

³ In 2014, the New Hampshire labor force, including self-employed persons, averaged 740,609. The 119,233 persons commuting out of state to jobs in covered employment represented 16.1 percent of the labor force.

About OnTheMap

The March 2016 release of Version 6.5 of the OnTheMap application from the U.S. Census Bureau included for the first time data on Massachusetts workers and where they commute, as well as workers who commute into Massachusetts.⁴ Statewide commuter results are developed using worker and firm characteristics, employment and residential area comparisons, worker flows, and commuting patterns based on 2002-2014 LEHD (Longitudinal Employer-Household Dynamics) Origin-Destination Employment Statistics (LODES).⁵ LODES data include jobs covered by unemployment insurance - covered jobs. Federal employment will be included with the release of LODES Version 7.0.⁶

Local Employment Dynamics (LED) data define a job as a link between a worker and a firm at which the worker has

been employed during the reference quarter and during the quarter prior to that reference quarter. The reference quarter is Quarter 2 (April-May-June) of a given year of interest. This definition of “job” is sometimes called a “Beginning of Quarter” job because it is assumed that the worker was employed at that firm on the first day of the reference quarter. A *primary* job is defined as the one job (covered by unemployment insurance) for each worker that provides the most earnings. Analysis of primary jobs shows “one job per worker,” whereas analysis of “All Jobs” shows all the jobs held by the workers in the selected geographic area. The “All jobs” analysis separately counts all jobs held by persons with multiple jobs. LED data do not include the self-employed.

States Where Residents Commute to Work

Just over 80 percent of New Hampshire workers commute to a job in-state. For those traveling out-of-state to work, most commute to a bordering state - Massachusetts, Maine, or Vermont. The largest number, 93,810 New Hampshire residents, or 15.3 percent, worked in Massachusetts. Vermont was the workplace for 10,534 residents, 1.7 percent, and Maine was the workplace for 7,346 residents, or 1.2 percent. The remaining 1.2 percent traveled to other locations.

Nearby borders strongly affect the commuter relationship, as is further illustrated at the county level. Table 1 lists the share of residents who commute to bordering states from each county. Rockingham and Hillsborough counties had the largest shares of residents commuting to Massachusetts, while Cheshire and Sullivan counties had the largest shares commuting to Vermont. Though the shares of commuters working in Maine are small, Strafford, Carroll, and Coös counties had the largest shares of workers headed east. The two counties that do not share borders with another state, Merrimack and Belknap counties, had the largest shares of residents working in New Hampshire.

Table 1. State in Which New Hampshire Residents Work by Home County

County	NH	MA	VT	ME
Belknap	93.0%	3.5%	0.5%	1.8%
Carroll	89.1%	5.0%	0.6%	3.8%
Cheshire	81.2%	6.4%	10.5%	0.2%
Coös	87.9%	1.7%	6.0%	3.1%
Grafton	87.0%	2.0%	7.9%	1.7%
Hillsborough	78.0%	20.2%	0.2%	0.2%
Merrimack	93.2%	4.6%	0.5%	0.5%
Rockingham	69.5%	28.1%	0.1%	1.2%
Strafford	88.2%	6.2%	0.2%	4.2%
Sullivan	83.6%	4.7%	10.1%	0.3%
Statewide Total	80.6%	15.3%	1.7%	1.2%

Source: OnTheMap, U.S. Census Bureau, Center for Economic Studies

⁴ March 3, 2016: OnTheMap Version 6.5 and 2014 LODES Data Released <http://lehd.ces.census.gov/announcements.html#030316>

⁵ US Census Bureau, Longitudinal Employer-Household Dynamics, OnTheMap Help and Documentation, What is OnTheMap? http://lehd.ces.census.gov/applications/help/onthemap.html#!what_is_onthemap

⁶ Includes civilian Federal workers, not including agencies that are redacted for security reasons. US Census Bureau, Longitudinal Employer-Household Dynamics, OnTheMap: Data Overview (LODES Version 7) <http://lehd.ces.census.gov/doc/help/onthemap/OnTheMapDataOverview.pdf>

Commuter Travel Distance

New Hampshire workers are generally mobile, and many people travel long distances from home to work. In each county, roughly two of every five workers travel less than ten miles to work. Hillsborough County has the largest share of workers traveling less than ten miles to work, and also the smallest share of workers traveling greater than 50 miles. Though Rockingham

and Hillsborough counties have the largest percentage of residents traveling to Massachusetts, the out-of-state employment did not necessarily mean a longer commute, as these two counties had the smallest shares of workers traveling greater than 50 miles to work.

Carroll County had the smallest share of workers traveling less than ten

miles to work, and the second-largest share of workers traveling greater than 50 miles. Coös County had an average share of workers traveling less than ten miles to work, but the northernmost county had the smallest share of both the 10 to 24 miles and 25 to 50 miles distances, and at the same time, had largest share of workers traveling greater than 50 miles.

	Less than 10 miles	10 to 24 miles	25 to 50 miles	Greater than 50 miles
Belknap	38.6%	27.2%	22.4%	11.7%
Carroll	34.8%	21.3%	18.1%	25.8%
Cheshire	44.9%	24.5%	15.7%	14.9%
Coös	40.2%	17.4%	11.6%	30.8%
Grafton	44.4%	23.6%	13.8%	18.3%
Hillsborough	47.1%	31.1%	16.0%	5.8%
Merrimack	41.2%	31.4%	19.3%	8.1%
Rockingham	38.1%	36.2%	19.4%	6.4%
Strafford	40.7%	29.3%	21.7%	8.3%
Sullivan	37.7%	30.5%	15.0%	16.8%
Statewide	42.2%	30.6%	17.8%	9.4%

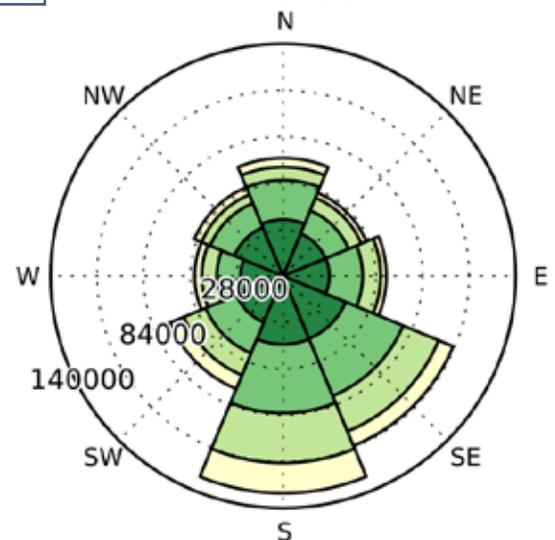
Source: OnTheMap, U.S. Census Bureau, Center for Economic Studies

Commuter Direction of Travel

The primary commute direction of workers in only three counties was not south. The majority of workers from seven counties, Belknap, Carroll, Coös, Grafton, Merrimack, Rockingham, and Stafford commuted directly south to their jobs. Strafford and Grafton counties had almost equally strong southeastern commute patterns, while southeast was the primary commuting direction for residents in Hillsborough County.

Statewide NH

Job Counts by Distance/Direction – 2014
All Workers



The commute directions of workers in Grafton and Cheshire counties were the most diverse among the counties, but the primary direction of commuters in Cheshire County was to jobs in the east. Sullivan County was the only county that commuters primarily traveled to jobs in the north.

Overall, the distance and direction of commuters is relative to the home location. In general, commuters followed major corridors to job locations. If the home location is in proximity of the southern state boundary, even a short commute distance could easily land the worker

in Massachusetts, while commuters from the north could travel significant distances to the south and remain in state.

Direction of Travel								
Home Census Block to Work Census Block								
	North	Northeast	East	Southeast	South	Southwest	West	Northwest
Belknap	12.7%	7.1%	5.1%	12.9%	28.8%	15.7%	8.9%	8.7%
Carroll	12.2%	5.8%	4.5%	9.0%	37.3%	15.1%	8.1%	8.0%
Cheshire	15.2%	13.2%	19.5%	14.2%	8.5%	8.1%	8.4%	12.9%
Coös	9.4%	6.2%	4.7%	8.2%	38.6%	18.5%	9.1%	5.2%
Grafton	10.4%	7.6%	8.2%	16.1%	18.3%	14.0%	14.0%	11.4%
Hillsborough	14.5%	10.9%	13.2%	24.6%	17.2%	6.8%	5.8%	7.0%
Merrimack	9.3%	6.9%	10.3%	20.5%	27.5%	9.6%	6.6%	9.3%
Rockingham	8.5%	8.5%	7.7%	10.7%	23.0%	17.0%	12.3%	12.3%
Strafford	6.9%	5.2%	5.3%	24.1%	23.7%	17.7%	8.5%	8.5%
Sullivan	22.3%	9.3%	14.5%	16.9%	12.3%	8.5%	6.8%	9.4%
Statewide Total	11.6%	8.8%	10.1%	18.1%	21.3%	12.0%	8.7%	9.4%

direction of travel with highest share of commuters per county