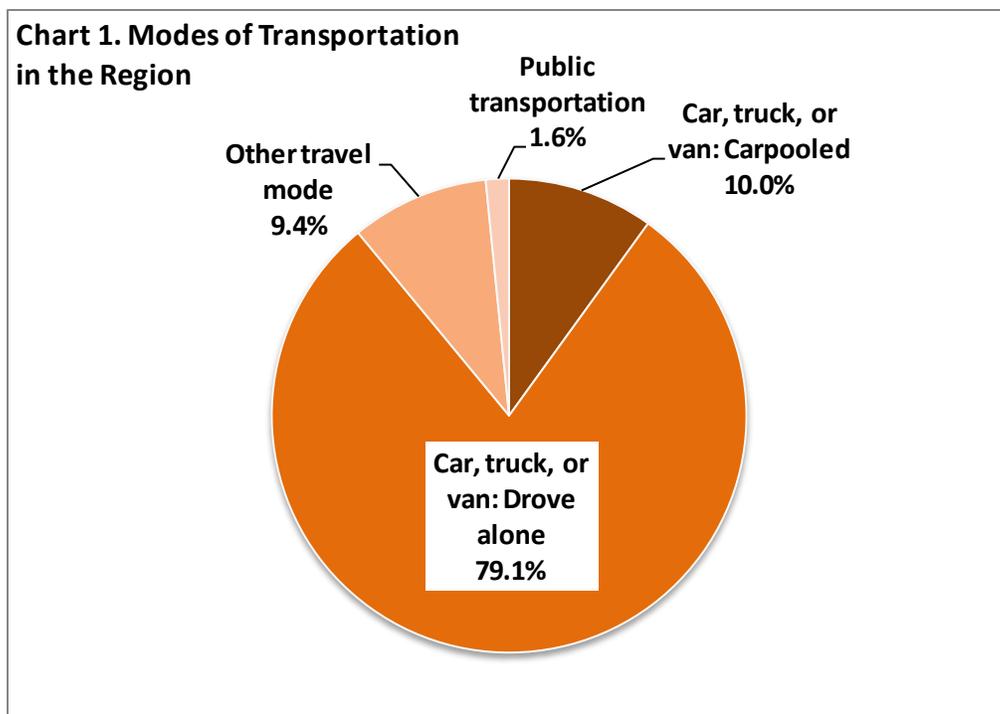


## Residence County to Workplace County Commuting Flows in the Central New Mexico Region

As part of the 2009-2013 American Community Survey (ACS) 5-Year estimates program, the US Census Bureau offers a set of special commuting (journey to work) tabulations, which include commuting characteristics, such as place of residence, place of work, and home to work flows. As the most current survey of transportation data available for the region, the commuting tabulations are a valuable tool to transportation planners at the Mid-Region Council of Governments (MRCOG).

The 2009-2013 ACS 5-Year estimates data were used to analyze commuting flows for counties in central New Mexico. The region includes Bernalillo, Sandoval, Santa Fe, Torrance, and Valencia counties. For the purposes of this analysis, Santa Fe County is included as part of the Central New Mexico Region because a significant number of workers commute between the county and other counties in the region and the New Mexico Rail Runner Express Commuter train serves three stations in the county. Southern Santa Fe County is represented in the MRCOG region. Data are also available by mode for workers who drove alone in a car, truck, or van; carpooled in a car, truck, or van; rode public transportation; or used another mode to travel to work. The percentage of workers who traveled by each mode are shown in Chart 1. The majority (79.1 percent) of workers drove alone to work in a vehicle, while 10.0 percent carpooled in a vehicle, and 1.6 percent rode public transportation. Many others (9.4 percent) traveled to work by another mode, such as biking, walking, or telecommuting.



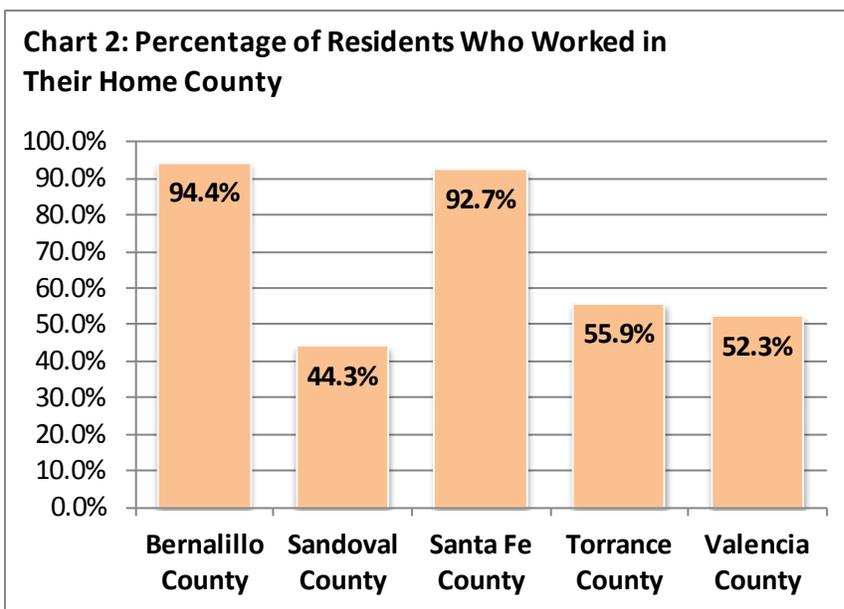
Total commuting flows on all modes between a residence county and a workplace county are shown in Table 1 and Map 1 (Appendix A). For the purposes of this analysis, interior commuting flows are defined as those that do not cross county lines. The largest interior commuting flows were in Bernalillo County (285,714) and Santa Fe County (56,766), which made up 94.4 percent and 92.7 percent of the total number of workers, respectively, who resided in each county and were employed in the central region of New Mexico (Chart 2). This indicates that the two counties had abundant interior job density to allow residents to work in their home county. While the majority of

**Table 1. Residence County to Workplace County Commuting Flows**

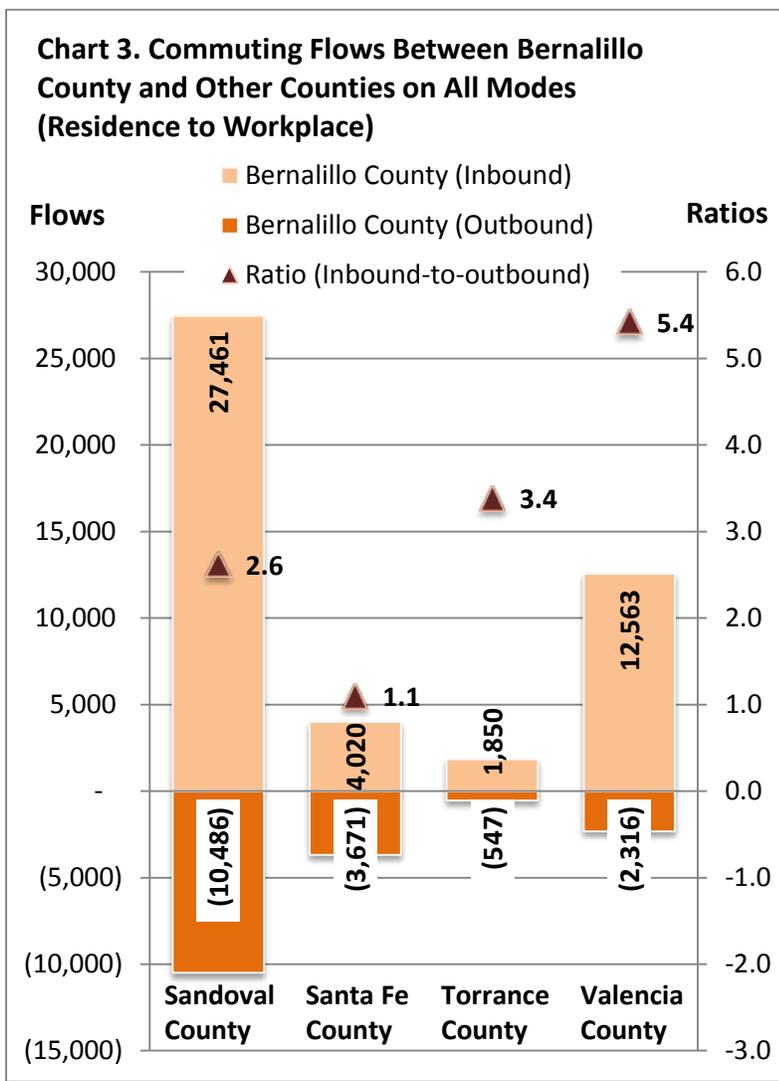
		Workplace County					
		Bernalillo County	Sandoval County	Santa Fe County	Torrance County	Valencia County	Total
Residence County	Bernalillo County	285,714	10,486	3,671	547	2,316	302,734
	Sandoval County	27,461	24,150	2,672	-	199	54,482
	Santa Fe County	4,020	118	56,766	349	-	61,253
	Torrance County	1,850	-	348	2,824	34	5,056
	Valencia County	12,563	122	180	65	14,184	27,114
	Total	331,608	34,876	63,637	3,785	16,733	450,639
Interior commuting flows within a county							
- No data							

commuting flows in the region did not cross county lines, some significant flows occurred between counties. Only 44.3 percent of Sandoval County’s employed residents worked in the county, while over half (50.4 percent) commuted to Bernalillo County (Chart 2). Sandoval County is situated to the north of Bernalillo County, and the majority of its population is in the City of Rio Rancho, with smaller populations in towns, such as Bernalillo, villages, such as Corrales, and Cuba, and pueblos, such as Santa Ana and Santo Domingo. Rio Rancho has grown at a faster rate than Albuquerque and New Mexico during each of the last 14 years. In 2014, 93,820 people lived in Rio Rancho, according to the U.S. Census Bureau’s Population Estimates Program.

Chart 3 shows commuting flows between Bernalillo County and the other four counties in the region. Inbound workers are defined as those who work in Bernalillo County, but live outside, and outbound workers are defined as those who live in Bernalillo County, but work outside. The largest number of cross-county commuting flows in the region occurred between Sandoval County and Bernalillo County. There were 27,461



inbound workers who lived in Sandoval County, but were employed in Bernalillo County, which was 2.6 times the number of outbound workers (10,486) who commuted to Sandoval County (Chart 3). This net commuting flow imbalance is explained by the fact that Bernalillo County has the highest population density and the most jobs in the state. The sheer number of commuters traveling south from Sandoval County to Bernalillo County, combined with the availability of ABQ RIDE fixed route bus service and Rio Metro commuter rail service, resulted in the largest cross-county commuting flow on public transportation in the region. The daily average number of public transportation commuters was 496, which was 1.8 percent of trips on all transportation modes in that direction (Chart 4).

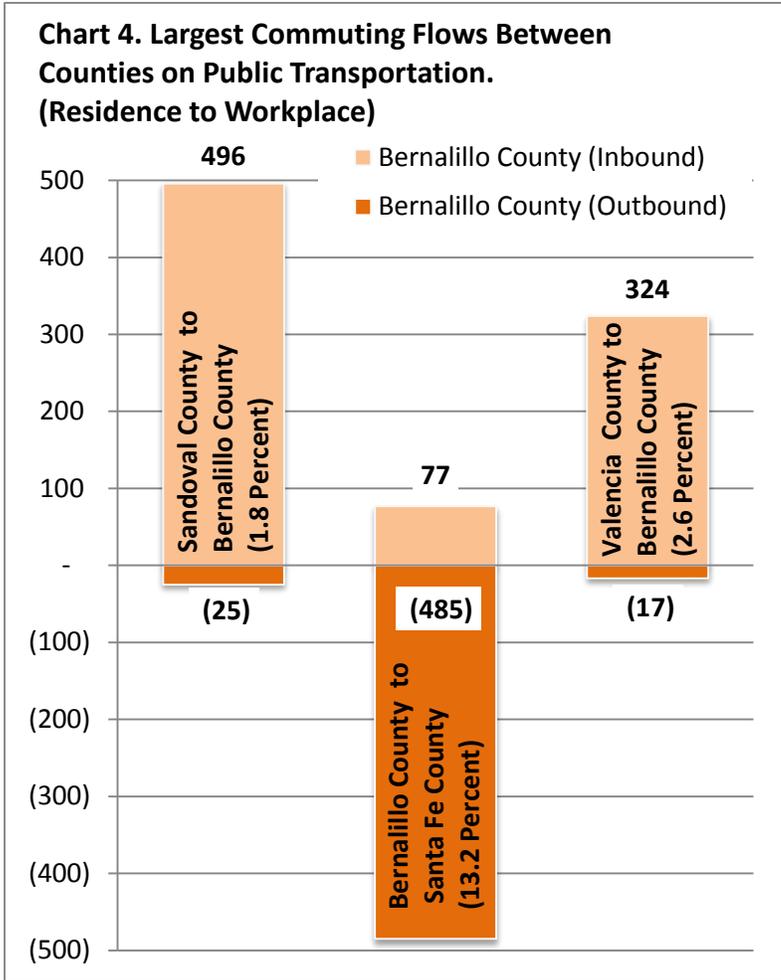


Commuting flows between Bernalillo and Santa Fe Counties were relatively balanced with 4,020 inbound workers to Bernalillo County and 3,671 outbound workers to Santa Fe County (Chart 3). Approximately 13.2 percent of all northbound commuters from Bernalillo County to Santa Fe County rode public transportation, which, by total number, was the second largest commuting flow (485 workers) on that mode in the region (Chart 4). This was much higher than the public transportation usage rate of 1.9 percent among commuters traveling in the opposite direction, which amounted to 77 workers. The Rail Runner station at South Capitol is located within walking distance of the State Capitol and government office complex in Santa Fe, which is an area of high job density. It is also a connecting point to two Santa Fe Trails fixed bus routes that provide service throughout the city. The commuter rail’s northbound terminus at Santa Fe Depot is located near many commercial, government, and retail jobs in central Santa Fe.

There were 1,850 Torrance County residents who commuted to Bernalillo County, which was 3.4 times the number of workers who commuted in the opposite direction. Torrance County had the second largest residence to workplace commuter imbalance with Bernalillo County in the region (Chart 3). The largest city in Torrance County is Moriarty, which is situated along Interstate 40 east of Bernalillo County. Much of the county is rural and more than half (55.9 percent) of its residents worked in the county (Chart 2).



The overall magnitude of cross-county commuting flows between Valencia County and Bernalillo County was the second highest, and the commuter imbalance was the greatest in the region. There were 12,563 inbound workers commuting to Bernalillo County, or about 5.4 times the number (2,316) of outbound workers to Valencia County (Chart 3). Over half (52.3 percent) of Valencia County’s residents worked within their home county, and 46.3 percent commuted north to Bernalillo County. Of the workers making the northbound commute, 324 used public transportation, which was the third largest county-to-county commuting flow on that mode in the region, and made up 2.6 percent of all commuting flows in that direction (Chart 4).



**Conclusion**

The ACS commuting (journey to work) tabulations show that many workers commute between counties in central New Mexico on its interconnected regional transportation system. Bernalillo County is a regional hub for employment and has abundant interior job density, which allows the majority of its residents to work in their home county. It is also a major destination for workers from neighboring counties and significant inbound commuting flows occurred from Sandoval, and Valencia counties. The presence of public transportation options in the region has allowed for sizeable commuting flows on that mode, which has the effect of reducing traffic congestion on roads and highways, and decreasing travel times.

**Appendix A. Map 1: County-to-County Home to Work Flows in Central New Mexico**



# County-to-County Home to Work Flows in Central New Mexico\*

American Community Survey  
2013 5-Year Estimates  
US Census Bureau

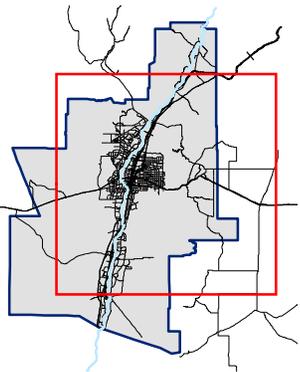
\* County-to-county flows under 1,000 workers not shown

## Legend

-  AMPA Boundary
-  County Boundary
-  Rio Grande
-  Rail Runner Tracks
-  Major Road Network

**Interior Flows**

**County-to-County Flows**



 Albuquerque Metropolitan Planning Area

