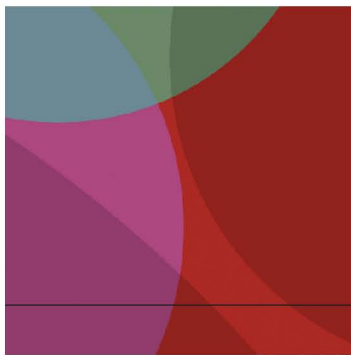




Chapter 11

Work



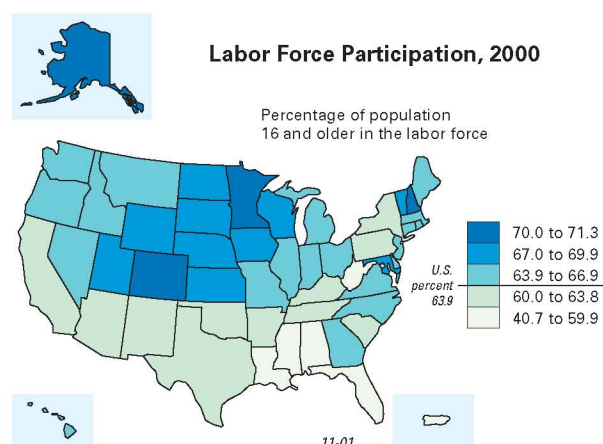
Chapter 11

Work

Work affects our lives in many ways. The need to commute from place of residence to place of work means that work often influences decisions about where to live. Salary levels, workforce safety, and the time of day (or night) employees report to work can all affect workers' experiences. This chapter focuses on the nature of work conducted by America's labor force, covering both the workplace and the workforce. Maps detail geographic patterns, both by industry (the kind of business conducted by a person's employing organization) and by occupation (the kind of work a person does on a job). The maps in this chapter reveal patterns relating to a variety of issues, from the likelihood of participating in the labor force to differences in methods and schedules of commuting.

Labor Force Participation in 2000

The population 16 years and older numbered 217.2 million people according to Census 2000, of whom 138.8 million, or 63.9 percent, were in the labor force (map 11-01). Within the labor force, 1.2 million were in the armed forces, leaving 137.7 million (63.4 percent) in the civilian labor force. Within the civilian labor force, 8.0 million were unemployed in 2000, resulting in 129.7 million people in the employed civilian labor force. The maps in this chapter utilize a variety of different universes (civilian labor force, total labor force, workers who do not work at home), depending on the specific map topic.



Labor force participation rates in 2000 were highest in Alaska and Minnesota, at 71.3 percent and 71.2 percent, respectively (map 11-01). A cluster of states in the Midwest also had high labor force participation rates in 2000. The state with the lowest rate was West Virginia, 54.5 percent, followed by Florida, at 58.6 percent. In both of these states, large shares of the populations are 65 and older. Labor force participation was also low in many other southern states.

Historical Changes in the Economy and Workforce

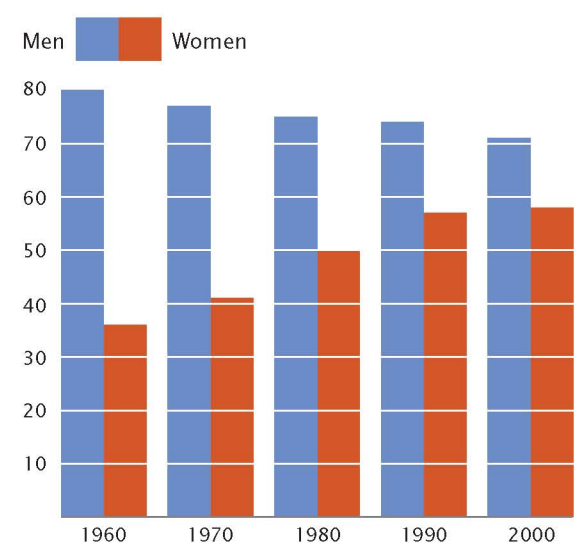
The nature of work in the United States changed dramatically in the nineteenth and twentieth centuries, as the country evolved from a nation of farmers to a global leader in the production of manufactured goods and the provision of public, personal, business, and producer services. In 1950, 11.9 percent of American workers were employed in agricultural occupations, including more than one-half of all workers in some counties. By the close of the twentieth century, less than 2 percent of the country's workforce was employed in agricultural occupations.

As the economy has shifted over time—from a natural resource basis to a production basis to a service basis—the characteristics of the workers who drive the economy have also changed. One trend in the twentieth century was the sizable increase in female labor force participation rates. In 1960, about 36 of every 100 women 16 and older participated in the labor force, a figure that reached 57 in 1990 and then increased slightly to 58 in 2000 (Figure 11-1). The labor force participation of men, on the other hand, declined from 80 percent in 1960 to 71 percent in 2000.

Industry and Occupation Patterns in 2000

Industries in the United States can be categorized in many ways. The North American Industry Classification System (NAICS) was developed as the standard for use by federal statistical agencies in classifying business establishments for the collection, analysis, and publication of statistical data related to the business economy of the United States. NAICS was

Figure 11-1.
Percent of Population 16 and Older in the Labor Force by Sex, 1960 to 2000



adopted in 1997 to replace the Standard Industrial Classification (SIC) system.

The Census 2000 industry data in this volume are classified into one of ten groupings of industry sectors. The groupings, and their shares of the employed civilian population 16 and older, are: natural resources and mining (1.9 percent); construction and manufacturing (20.9 percent); trade, transportation, and utilities (20.5 percent); information (3.1 percent); financial activities (6.9 percent); professional and business services (9.3 percent); education and health services (19.9 percent); leisure and hospitality services (7.9 percent); other services (4.9 percent); and public administration (4.8 percent).

Census 2000 occupation classifications are based on the government-wide 2000 Standard Occupation Classification (SOC) system. The SOC was overhauled in 1998 (with additional revisions in 2000) to create a classification system that more accurately reflected the occupational structure in the United States at the time of the revisions.

The census classified occupations at various levels, from the least detailed summary level—six

occupational groups—to the most detailed level—509 occupational categories. Of the six major categories of occupations in 2000, more than one-third of all civilian workers (33.6 percent) worked in management, professional, or related occupations. An additional 26.7 percent worked in sales and office occupations, while 14.9 percent worked in service occupations, which included health, protective, food, building and grounds, and personal services. Production, transportation, and material-moving occupations accounted for 14.6 percent of all workers, while construction, extraction, and maintenance occupations contained 9.4 percent of all workers. The smallest percentage of workers, 0.7 percent, worked in farming, fishing, and forestry occupations.

More non-Hispanic White workers (36.6 percent) worked in management, professional, and related occupations than in any other occupational category, while the highest percentage of Black workers (27.3 percent) worked in sales and office occupations. Sales and office occupations also accounted for the highest percentages of Pacific Islander workers (28.8 percent) and Hispanic workers (23.1 percent). The highest degree of occupational specialization was found among Asian workers, of whom 44.6 percent worked in management, professional, and related occupations.

Nearly four-fifths (79 percent) of all civilian workers aged 16 and older in 2000 were private wage and salary workers. Government workers constituted 14.6 percent of workers, while an additional 7 percent of

workers were self-employed in their own (not incorporated) business.

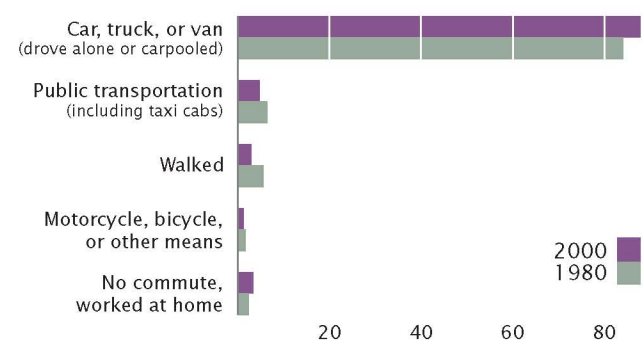
Commuting Patterns in 2000

Of the 128.3 million workers who reported in Census 2000 that they worked at some point during the week preceding the day of the census (April 1, 2000), 96.7 percent of them worked somewhere other than their homes. For the vast majority of workers (87.9 percent of all workers aged 16 and older), a car, truck, or van was the primary mode of transportation to work. Some 97.1 million workers (75.7 percent) reported that they drove to work alone. Carpooling was the mode of transportation for 12.2 percent of all workers, while public transportation was used by 4.7 percent of workers.

Use of public transportation for commuting varied by state in 2000. States with higher percentages were located in the Northeast or the West, with lower percentages seen for states in the midsection of the country and the South.

The mode of transportation used by workers shifted between 1980 and 2000. In 1980, 64.4 percent of workers drove to work alone using a car, truck, or van; in 2000 this figure had increased to 75.7 percent. Meanwhile, the percentage of workers who carpooled in a car, truck, or van declined from 19.7 percent in 1980 to 12.2 percent in 2000. The share using public transportation fell from 6.4 percent in 1980 to 4.7 percent in 2000. Walking also declined as

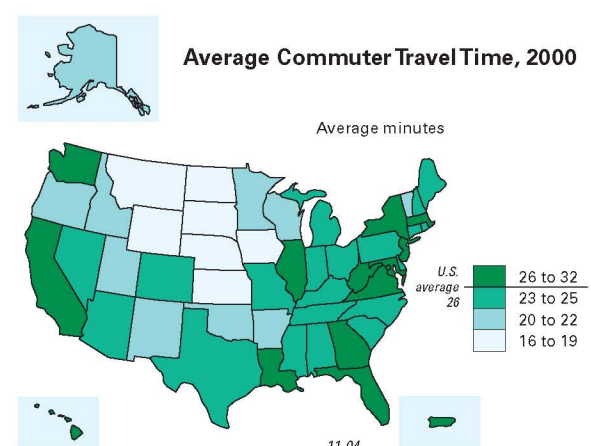
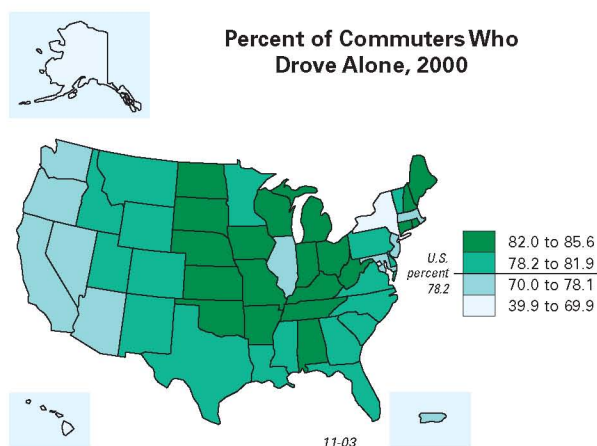
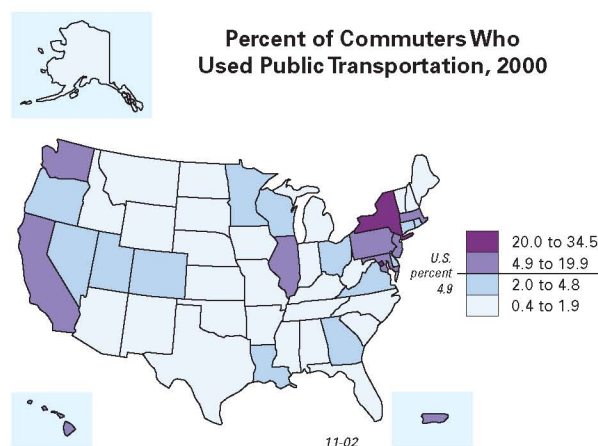
Figure 11-2.
Percent of Workers by Means of Transportation to Work, 1980 and 2000



a means of transportation to work, dropping from 5.6 percent in 1980 to 2.9 percent in 2000 (Figure 11-2).

In 2000, 26.7 percent of workers aged 16 and older (34 million people) worked outside the county in which they lived, compared with 21.2 percent in 1980 and 15.5 percent in 1960. The eastern United States—where counties are often geographically smaller than the national average—had higher percentages of workers cross county boundaries to commute between home and work than did counties in the West, where counties are often larger than the national average in area.

Travel times generally increased between 1980 and 2000. Of those workers who did not work at home, the proportion who spent 45 minutes or more



traveling to work rose from 12 percent in 1980 to 13 percent in 1990 and to 15 percent in 2000. Average travel time has followed a similar trend, increasing from 21.7 minutes in 1980, to 22.4 minutes in 1990, and to 25.5 minutes in 2000 (map 11-04).

The lowest average travel times in 2000 at the state level were in a band of states stretching westward from Iowa to Wyoming and Montana. States such as New York, California, and Illinois that contain large metropolitan areas typically had higher average travel times.

This Chapter's Maps

The maps in this chapter address many of the elements of the nature of work in 2000, including labor force participation, employment by industry and occupation, and commuting to work.

Maps 11-06 and 11-07 present the labor force participation rates for women in 1950 and 2000, revealing the large increases in the percentages of women in the labor force that occurred during the second half of the twentieth century. Labor force participation rates for women varied by the presence and age of children (maps 11-08 and 11-09). Nationally, the rate for women with children under age 6 was 63.5 percent in 2000, while that for women with school-aged children was 75.0 percent.

Both spouses were working in most married-couple families (59.5 percent) in the United States in 2000. As seen in map 11-10, counties with the highest percentages of families with both spouses working tended to be located in the northern part of the country, particularly in the Midwest and mountain states. The highest percentages of single-worker families were found in the South, as well as in the western states of Nevada, Arizona, and New Mexico (map 11-11).

The regional industrial variations in the U.S. economy are displayed in the map showing the most

common industry by county in 2000 for ten broad groupings of industries (map 11-19). For many counties in the eastern half of the country, the most common category was construction and manufacturing. Natural resources and mining was most common in a band of counties in the Great Plains and the West. Following that map is a series of maps displaying shares of the population employed in each of the ten broad groupings.

Employment in local, state, and federal government in 2000 is seen in maps 11-30 through 11-32. Areas with relatively large percentages of workers employed in state government are often state capitals or the locations of large public universities. Federal government employment in 2000 was concentrated in a handful of areas nationwide, including the Washington, DC metropolitan area.

Agriculture commands an ever-smaller share of total employment in the United States. In 1950, workers in agricultural occupations constituted 11.9 percent of the population 14 and older (map 11-35); in numerous southern and midwestern counties the figure was 50 percent or more. In 2000, 1.6 percent of workers in the United States were employed in agricultural occupations (map 11-36). Even in the agricultural Midwest, few counties were in the highest category (35 percent or more of workers employed in agricultural occupations).

Map 11-34 shows which of the summary-level occupational groups employed the most civilian workers in each county in 2000. Sales and office occupations was the prevalent occupational category for most counties nationwide, and production and transportation was common for many counties in the eastern half of the country. Management was the prevalent occupation for a band of counties in the Great Plains. The predominance of this occupation in several rural and sparsely populated counties in states such as Montana, the Dakotas, and Nebraska reflects

the 1998 overhaul of the Standard Occupation Classification (SOC) system that classified farm and ranch owners as managers. In this map, managers and professionals are shown in separate categories.

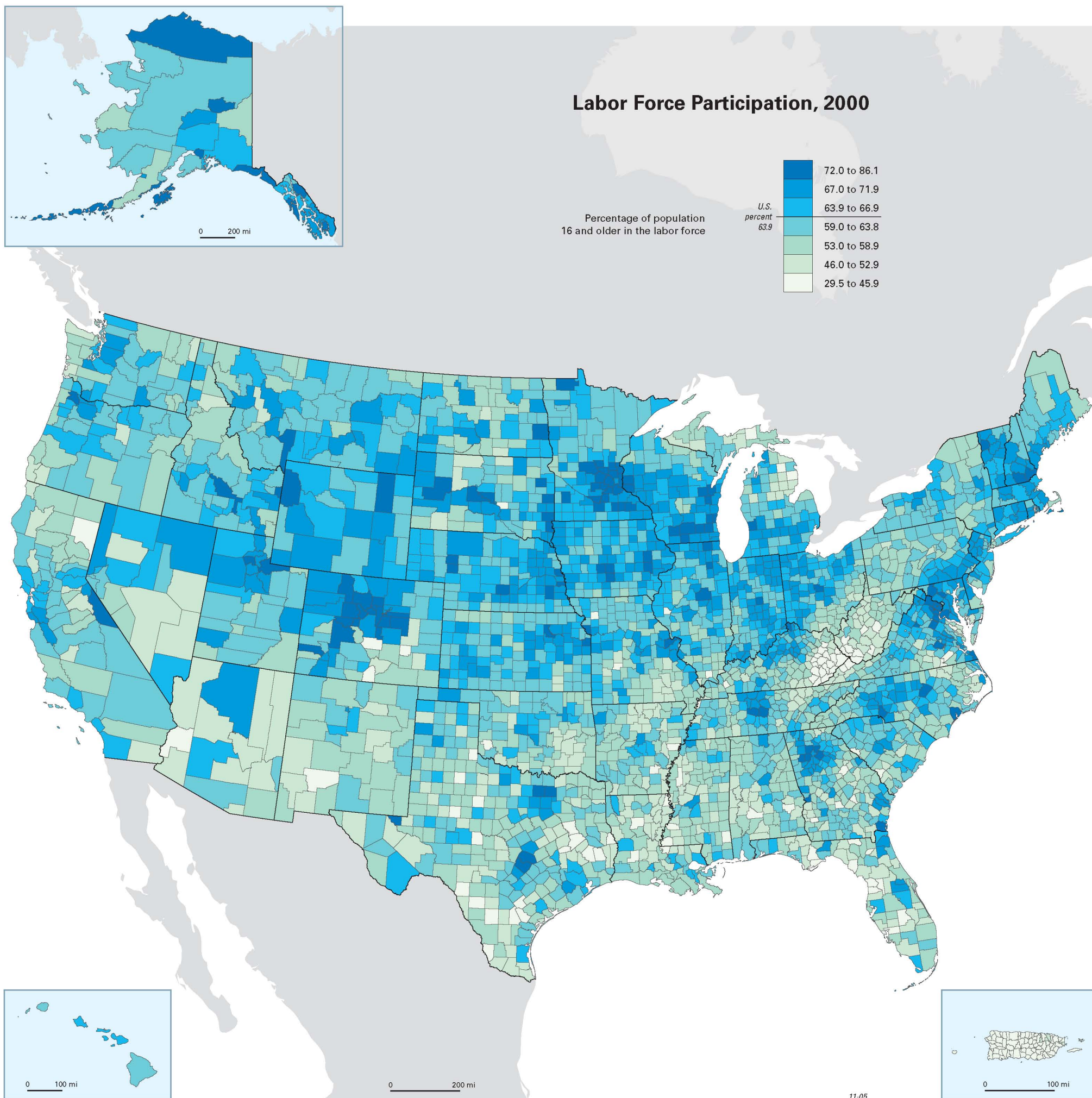
This chapter also explores travel time to work, departure time for work, intercounty commuting, and means of transportation to work for commuters (workers who did not work at home).

In 1980, the percentage of commuters whose travel time to work was 1 hour or more was 6 percent (map 11-38); in 2000 the figure was 8 percent (map 11-39). Fewer counties were contained in the lowest category (less than 3 percent) in 2000 than in 1980.

A higher share of commuters in 2000 began their journey to work before 6 a.m. than did so in 1990 (maps 11-40 and 11-41). In 1990, 8.9 percent of all commuters left home before 6 a.m.; in 2000 this figure was 11 percent. Similar geographic patterns are seen in the 1990 and 2000 maps. In both cases, many of the counties with higher shares of their commuters beginning their commutes early in the morning are located in the South, the Midwest, and the West, while counties with lower percentages of early-morning commuters are located in the Great Plains.

In 2000, 78.2 percent of commuters drove alone to work. Within the largest metropolitan areas, driving alone was more common in tracts in the outlying counties (maps 11-48 through 11-56) and was less common for many tracts in central cities.

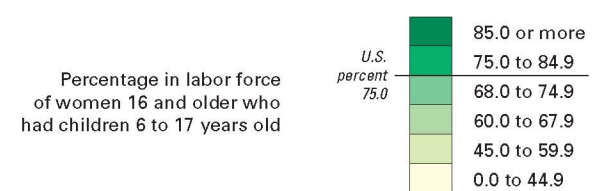
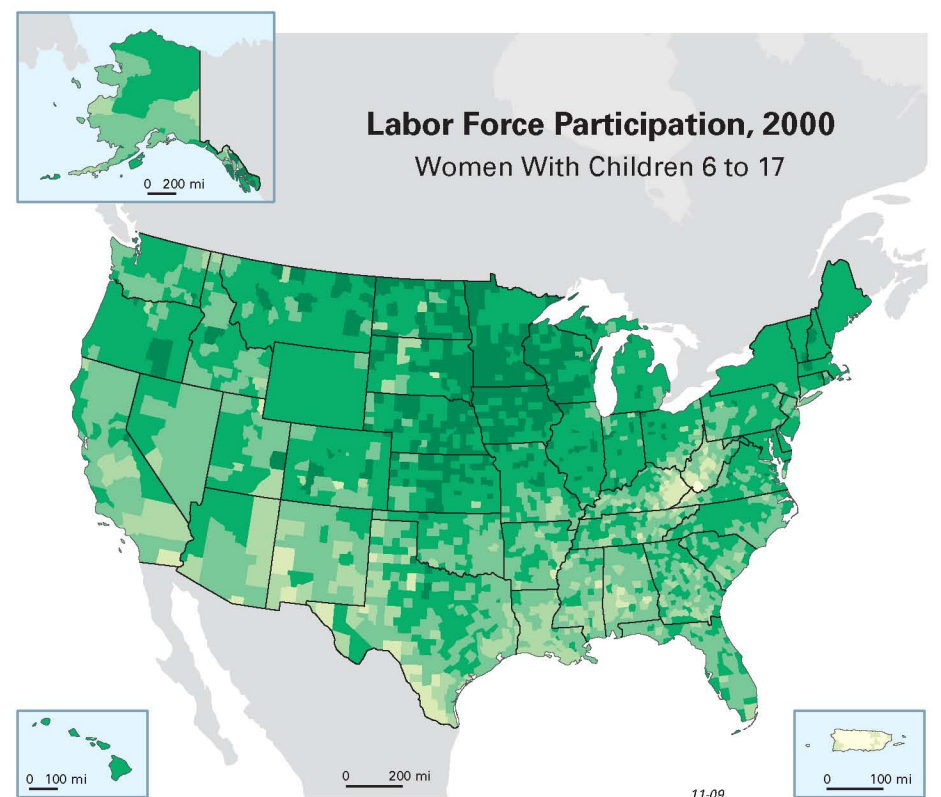
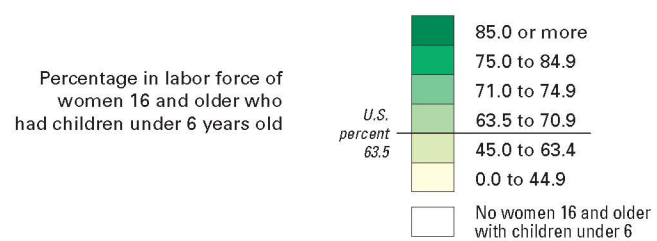
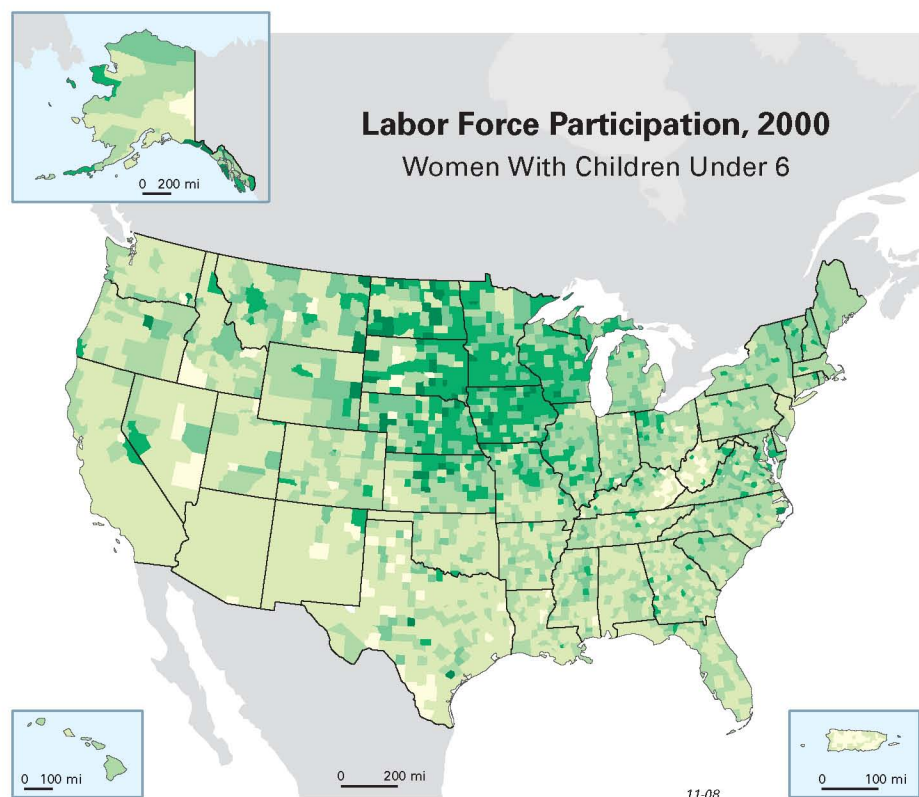
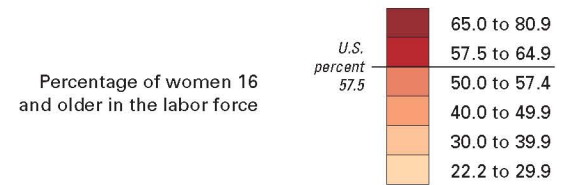
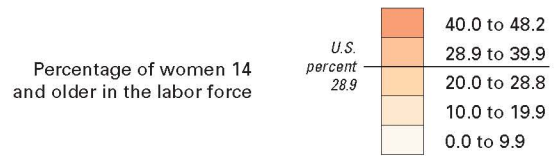
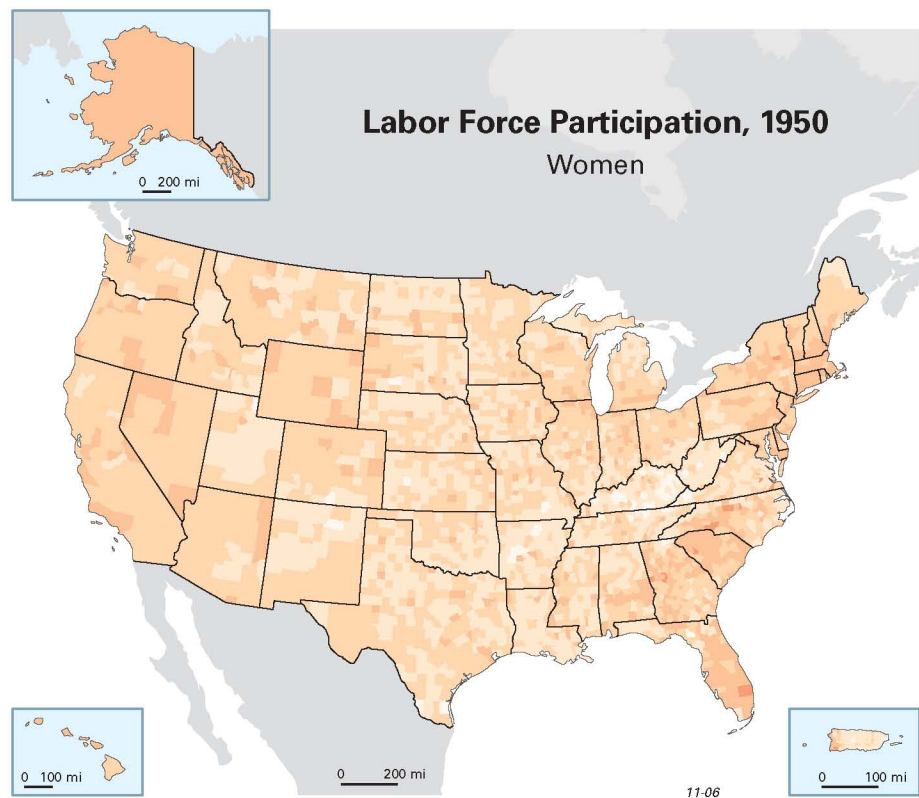
For the United States as a whole, 4.9 percent of commuters in 2000 traveled to work via public transportation (map 11-46), and many counties across the country saw less than 1 percent of commuters using public transportation to get to work. In the denser, more urbanized parts of the country, including the Boston to Washington metropolitan corridor and sections of California, Illinois, and south Florida, sizable shares of workers in 2000 used public transportation to get to work.

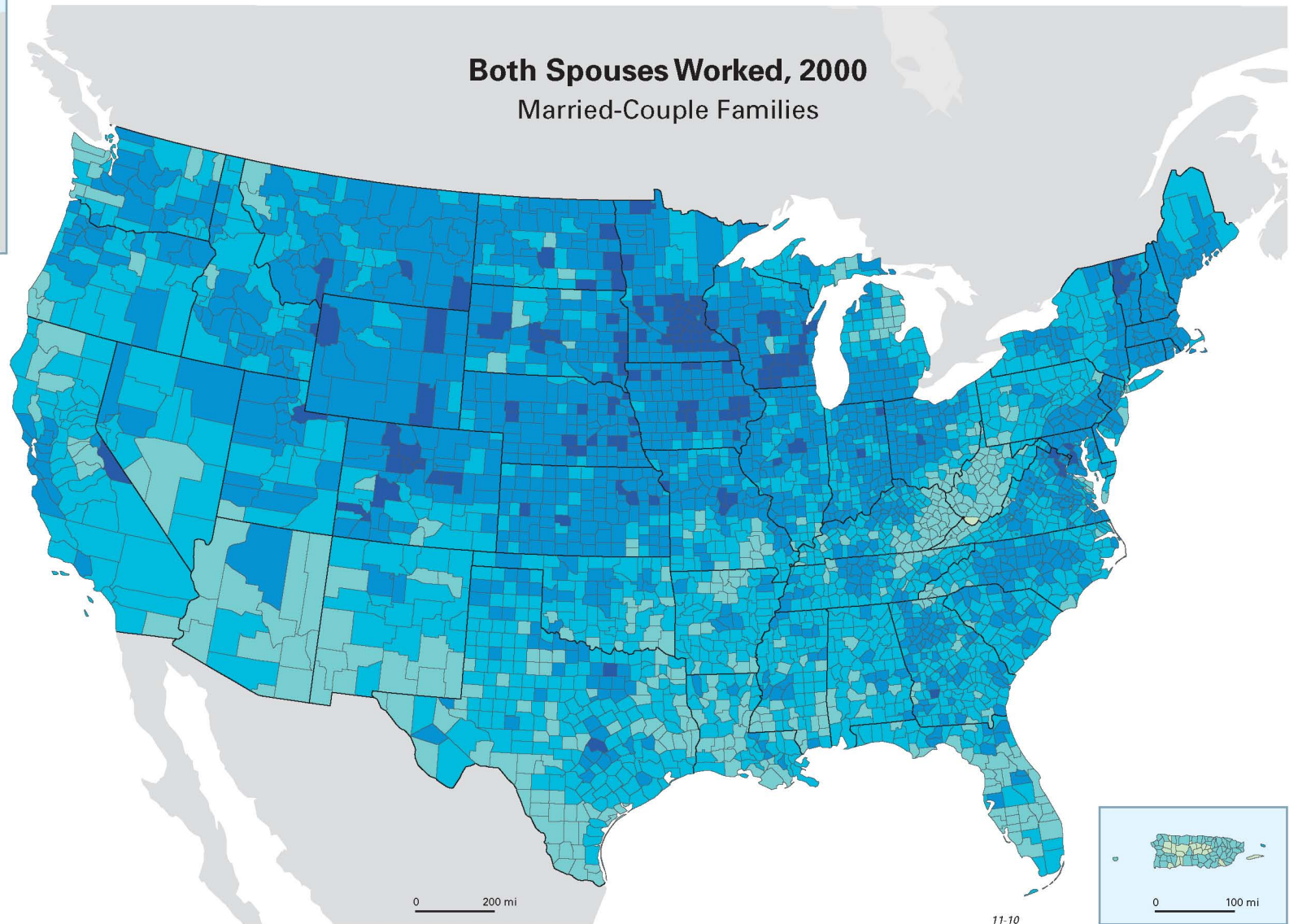
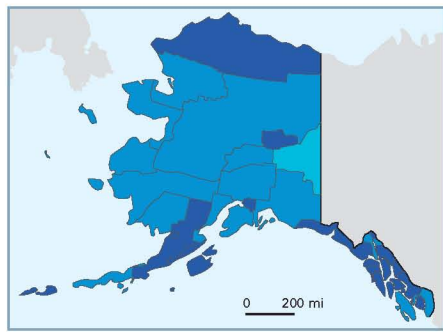


Census 2000 found that 63.9 percent of the 217.2 million people 16 and older in the United States were in the labor force. High rates of labor force participation characterized a number of counties from Chicago to Minneapolis-St. Paul and in a band of counties stretching

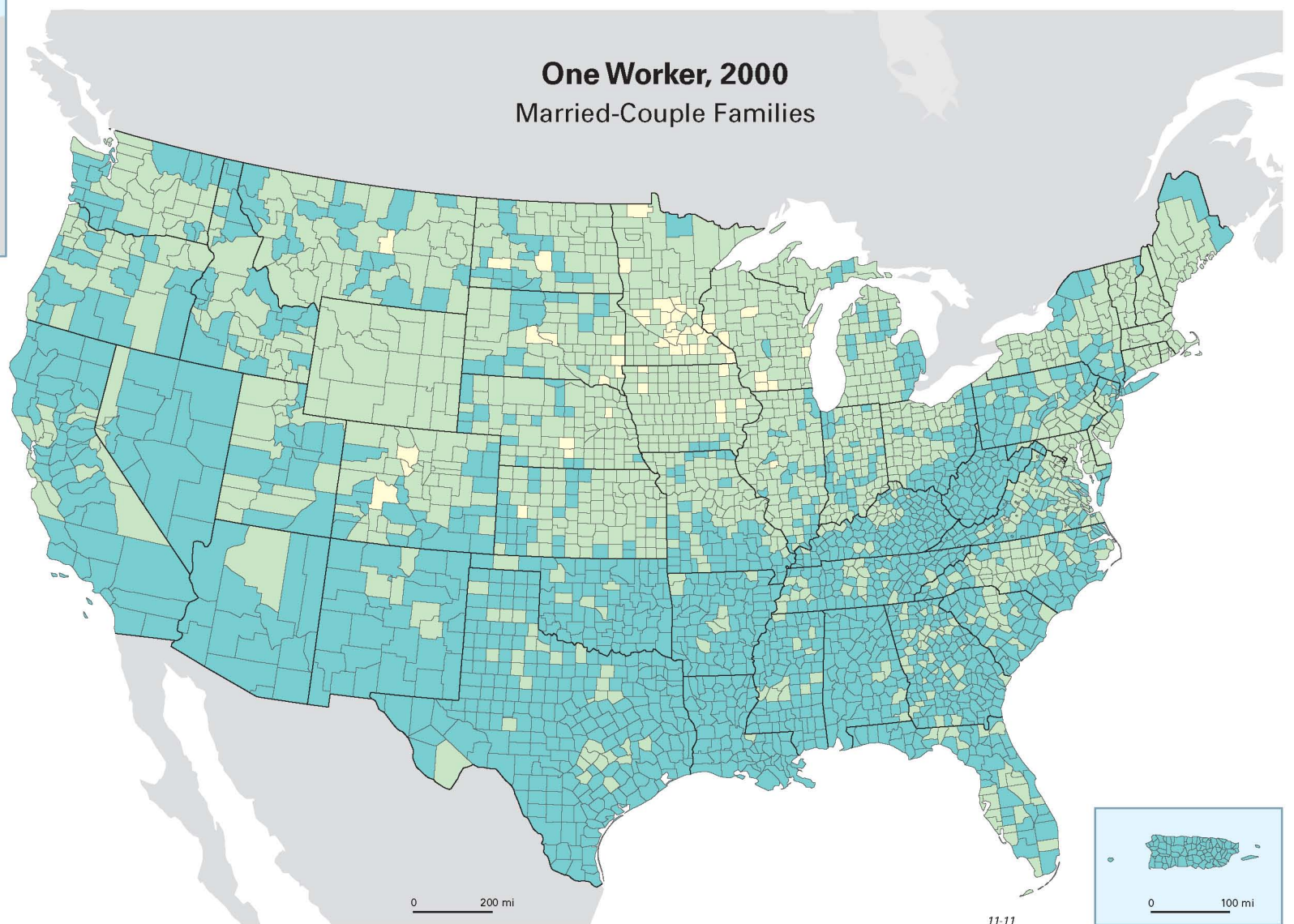
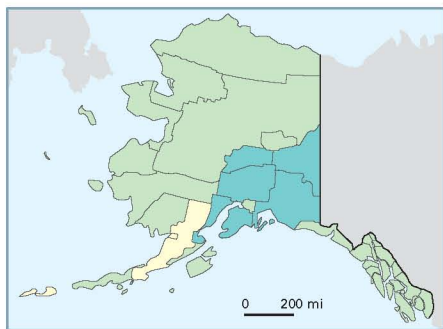
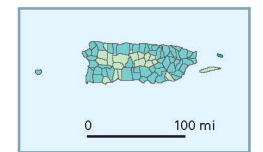
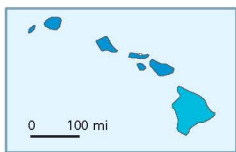
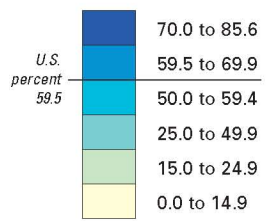
from southern Maine to northern Virginia. Labor force participation rates also were high in a number of counties in Colorado, as well as in several metropolitan areas in the South, including Atlanta, Nashville, Dallas-Fort Worth, and Austin. Low labor force participation was found in many

Appalachian counties and in scattered nonmetropolitan counties throughout the South. In some counties, low labor force participation rates reflect the presence of large retiree populations.

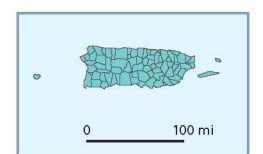
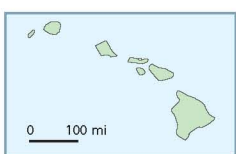
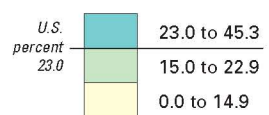


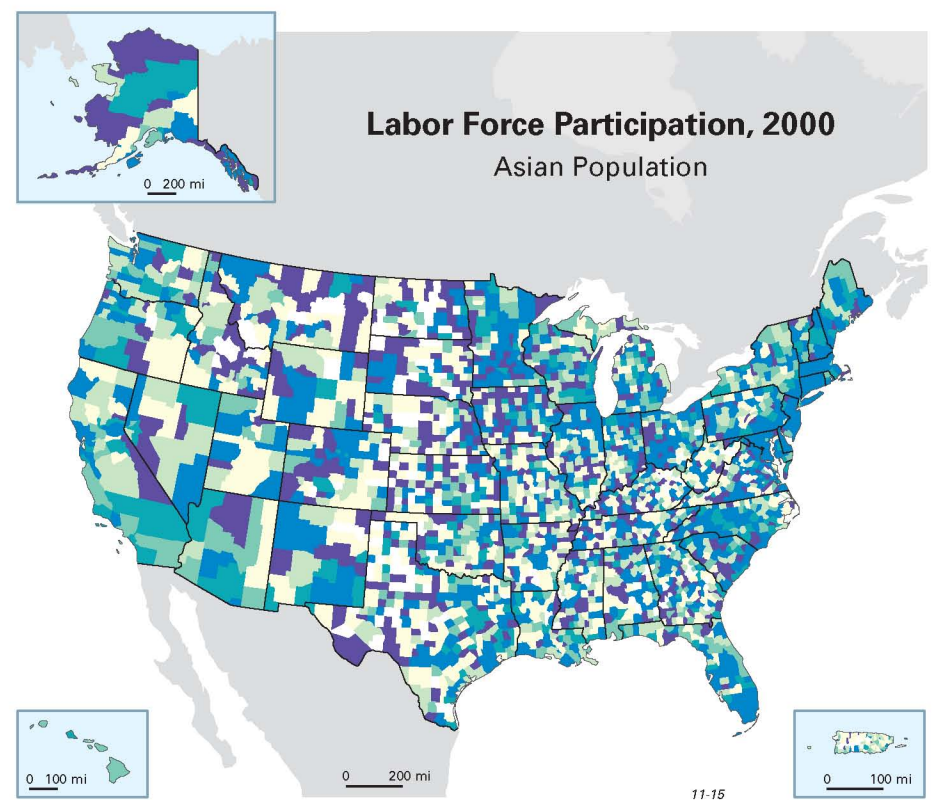
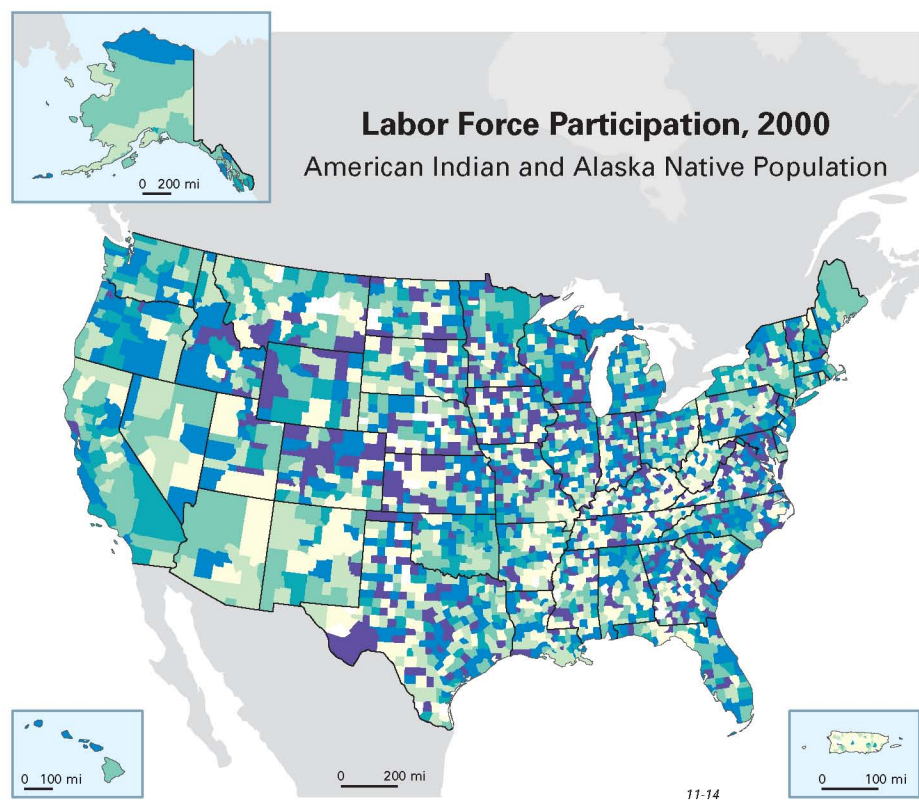
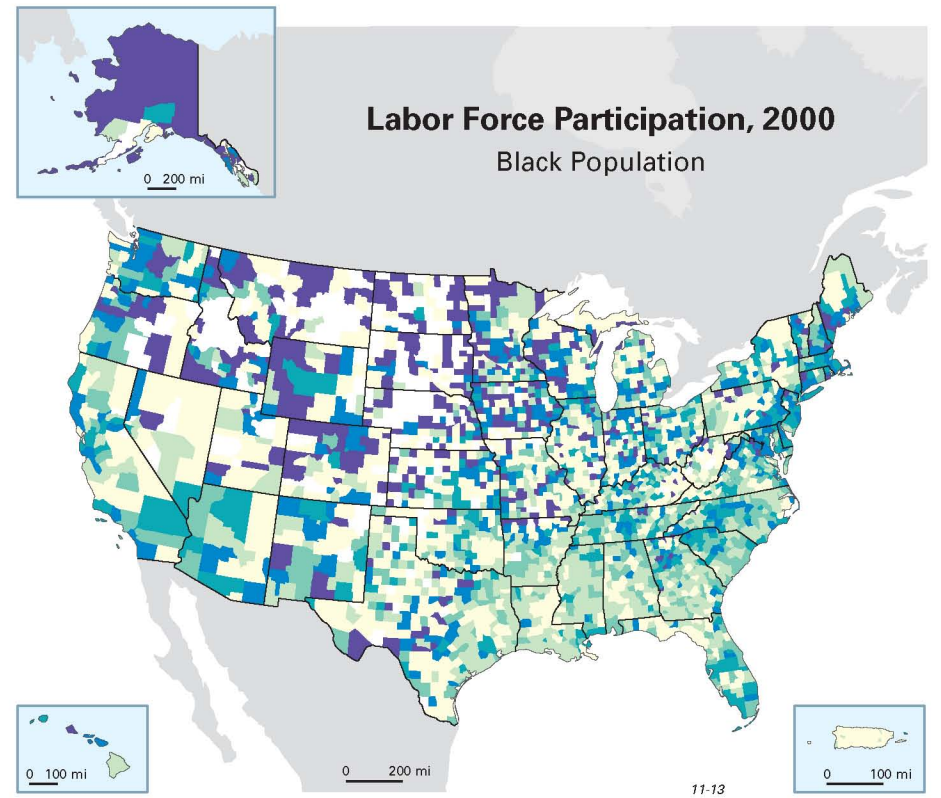
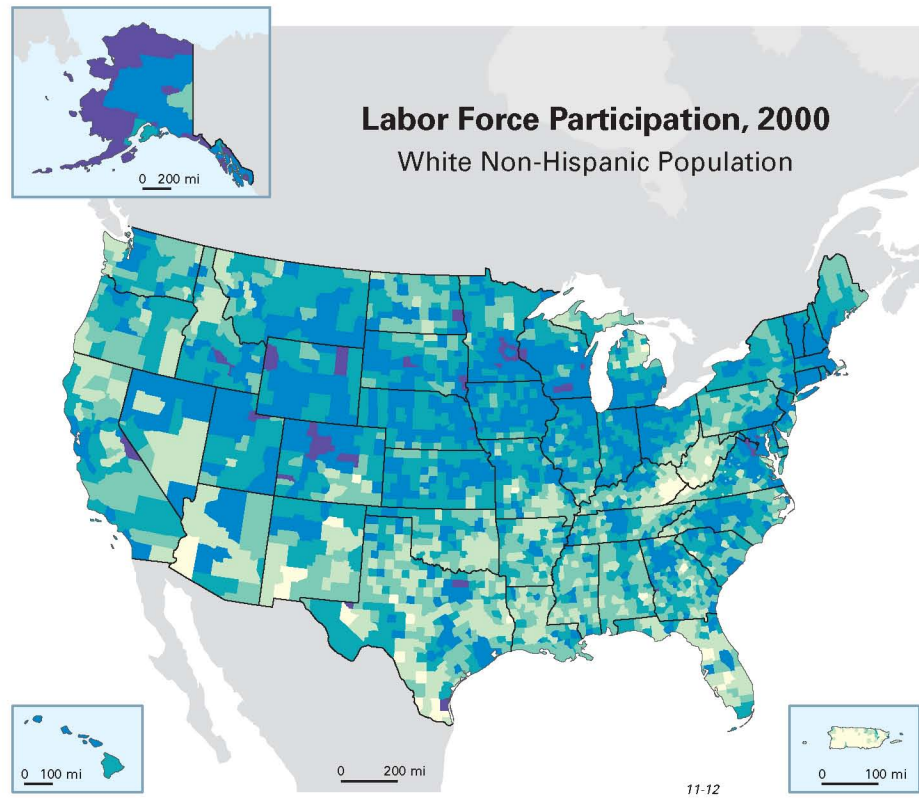


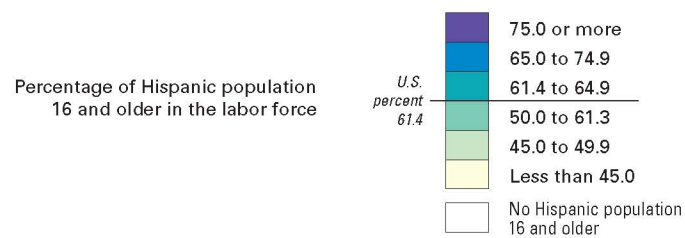
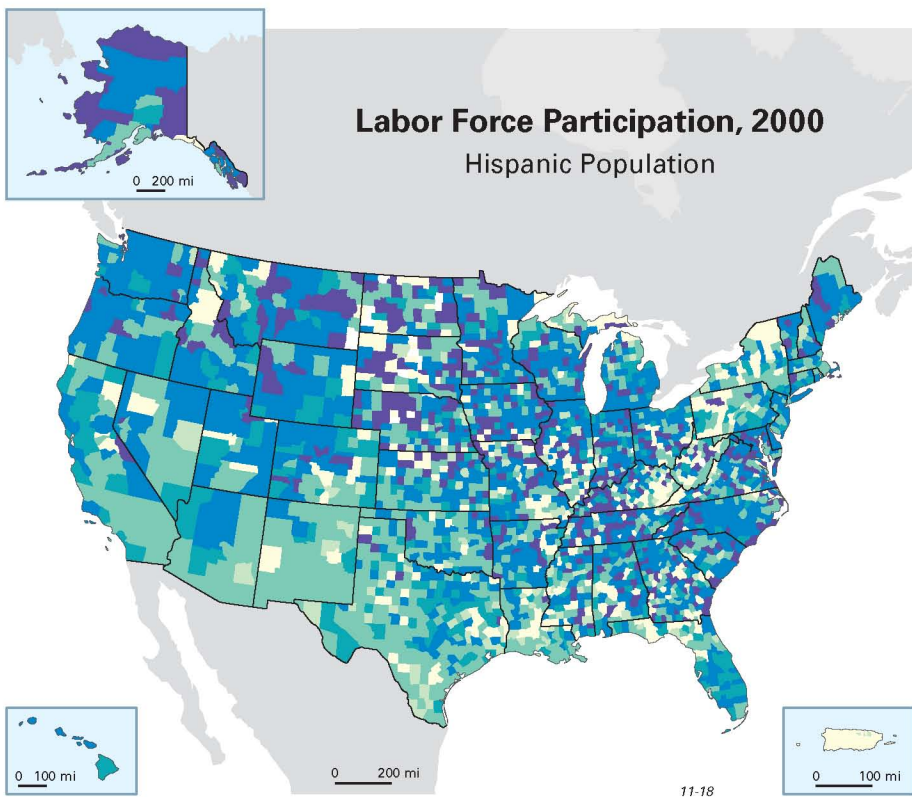
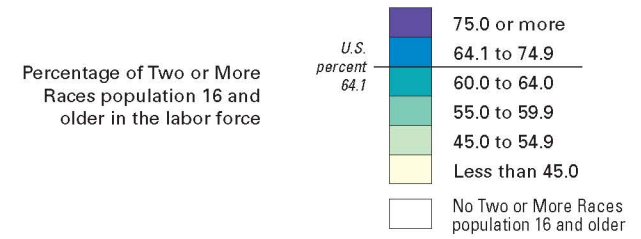
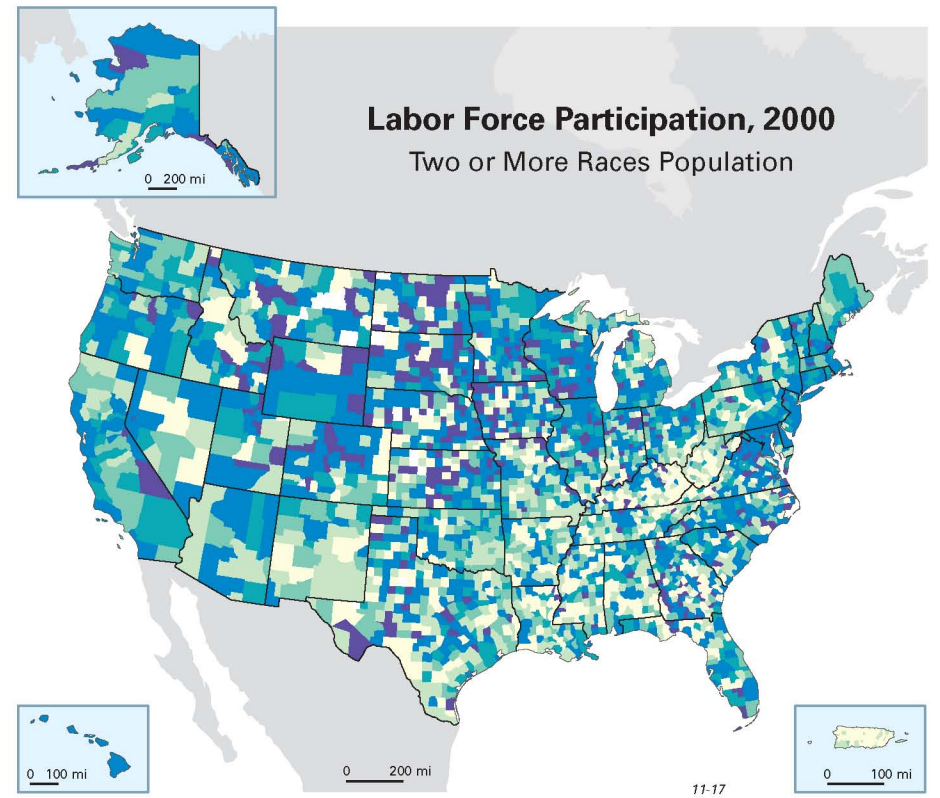
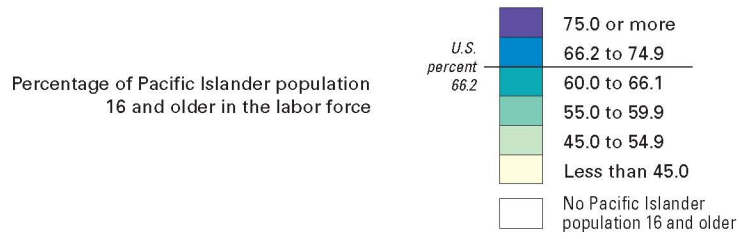
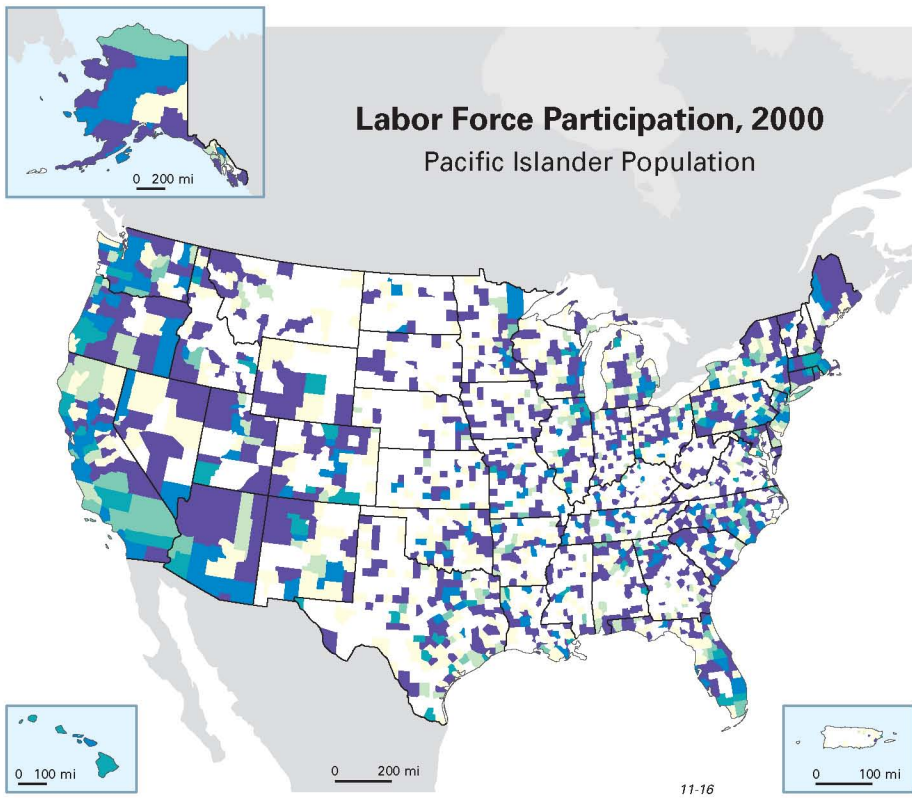
Percentage of married-couple families in which both spouses worked

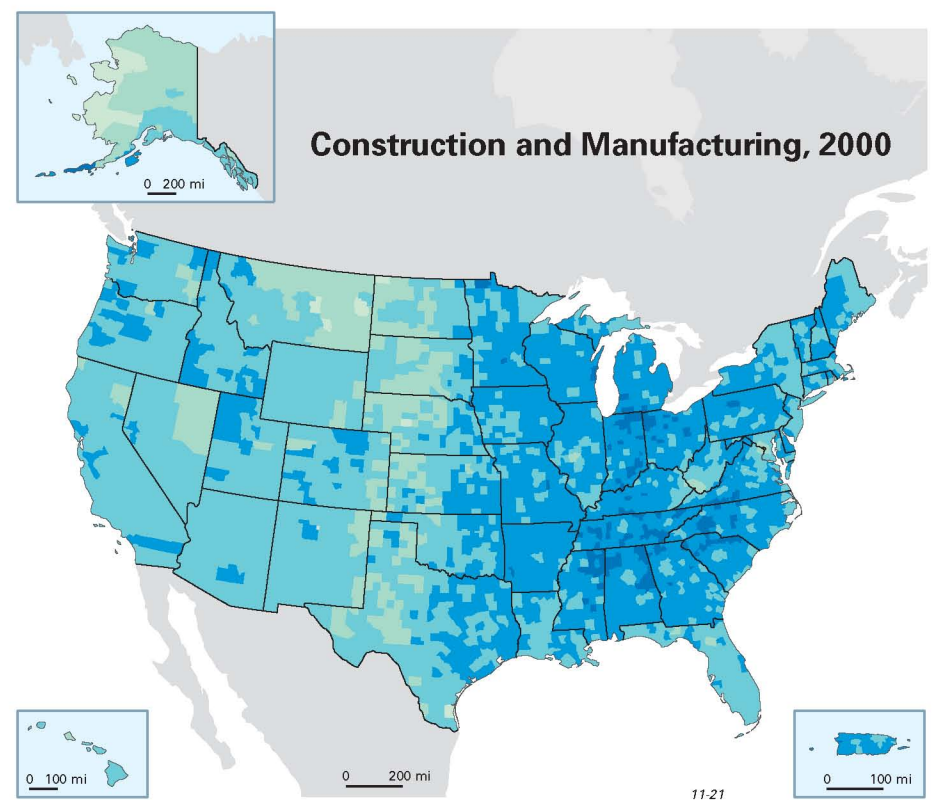
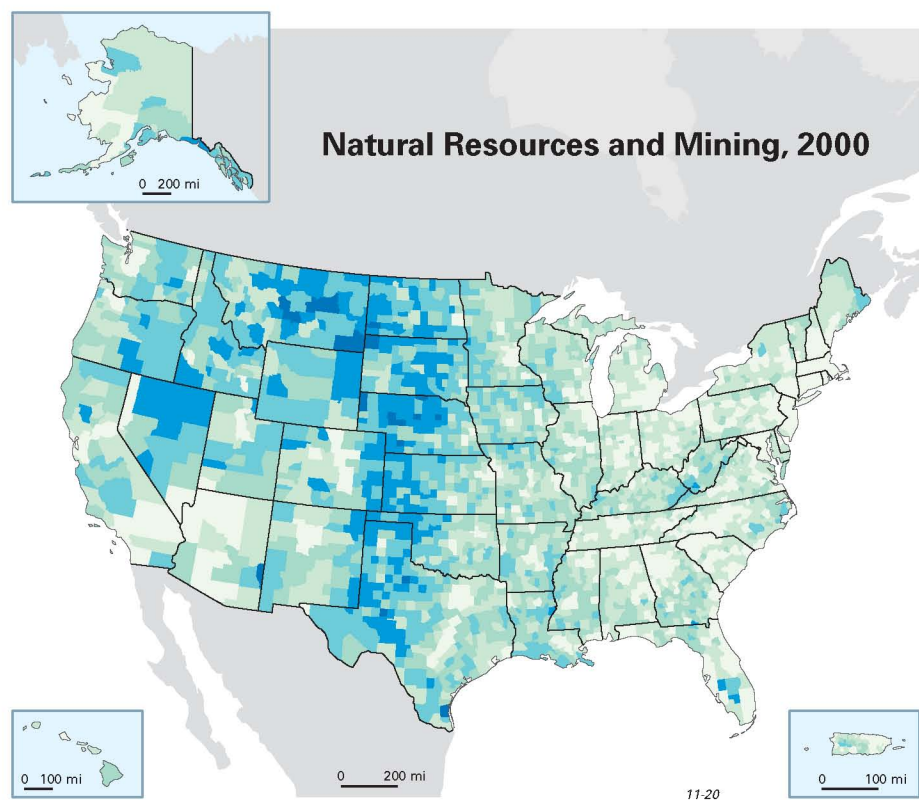
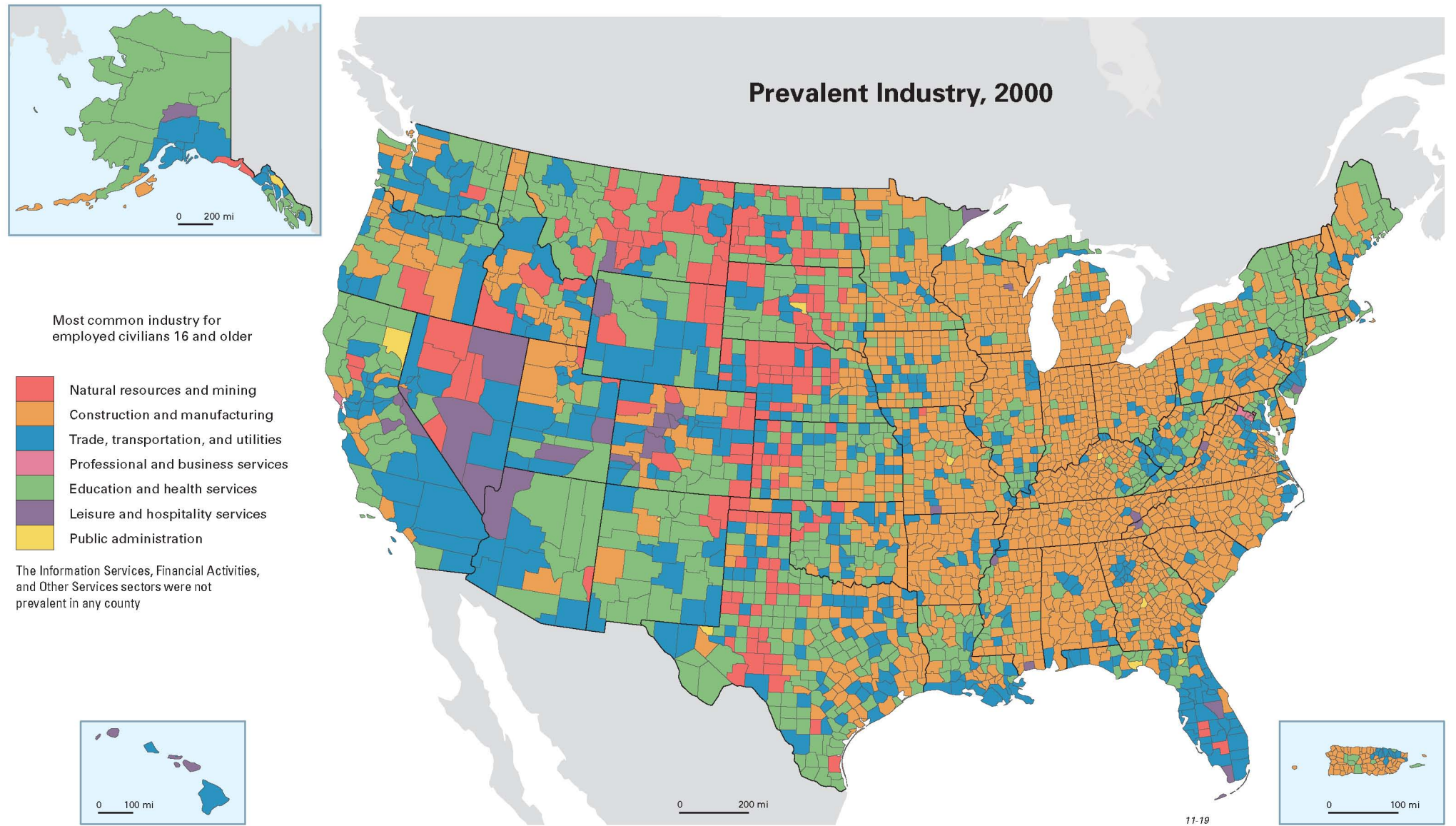


Percentage of married-couple families in which one member of the family worked

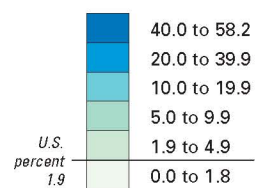




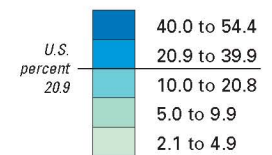


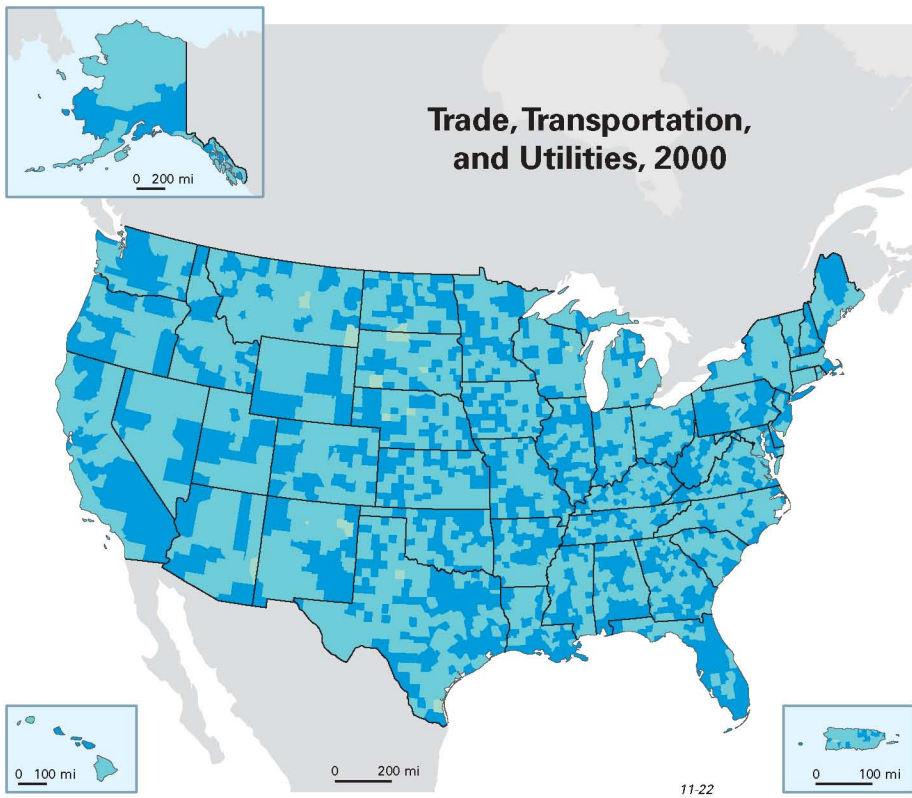


Percentage of employed civilians 16 and older in agriculture, forestry, fishing and hunting, or mining industries

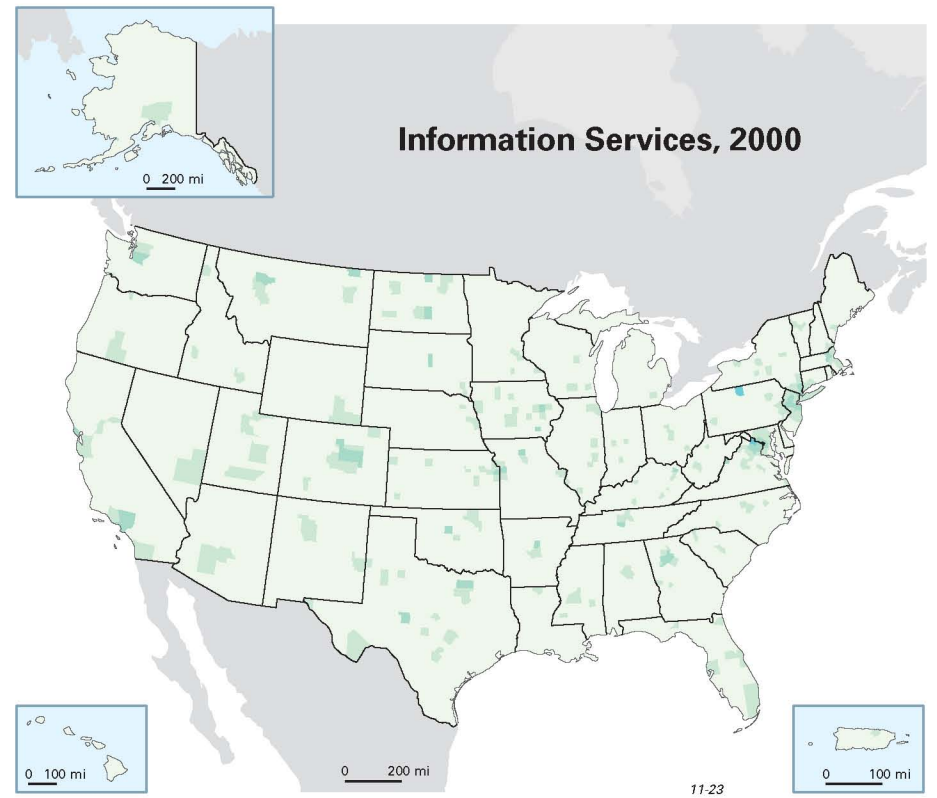


Percentage of employed civilians 16 and older in construction or manufacturing industries

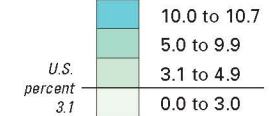




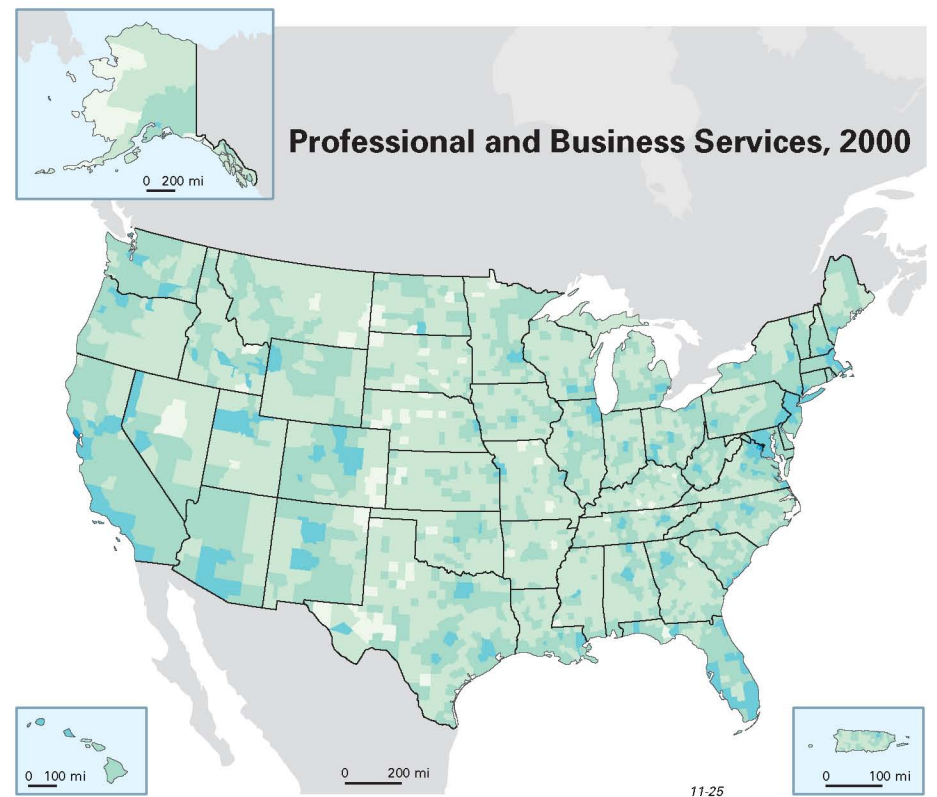
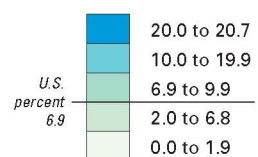
Percentage of employed civilians 16 and older in wholesale trade, retail trade, transportation and warehousing, or utilities industries



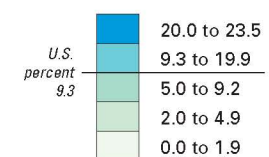
Percentage of employed civilians 16 and older in publishing, telecommunications, software and data processing, or other information services industries

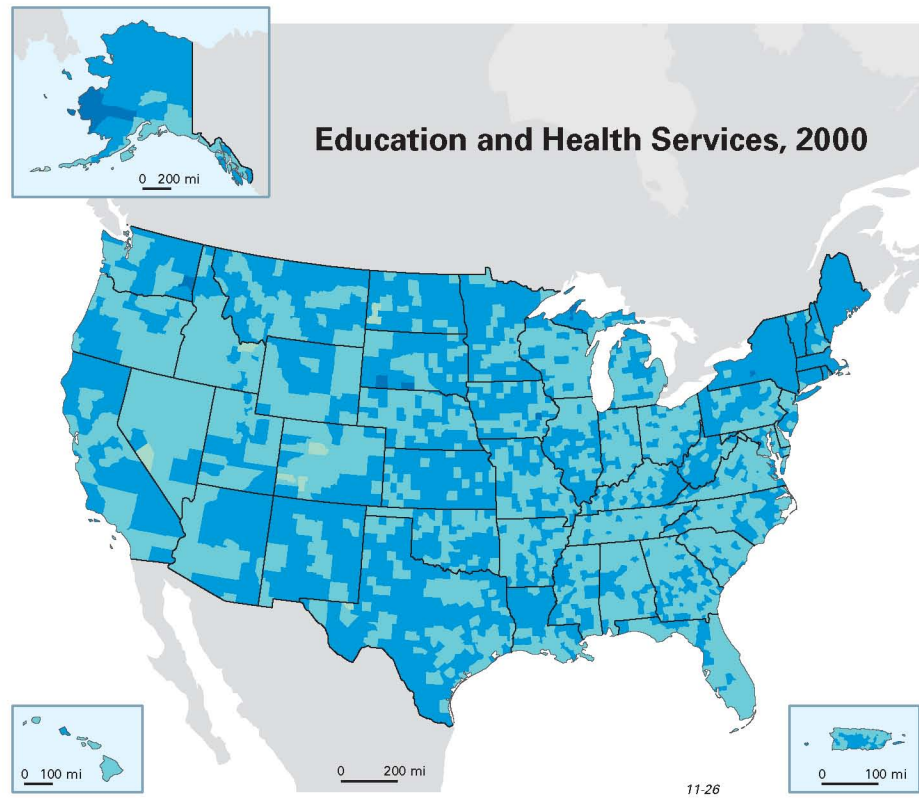


Percentage of employed civilians 16 and older in finance and insurance, real estate, or rental and leasing industries

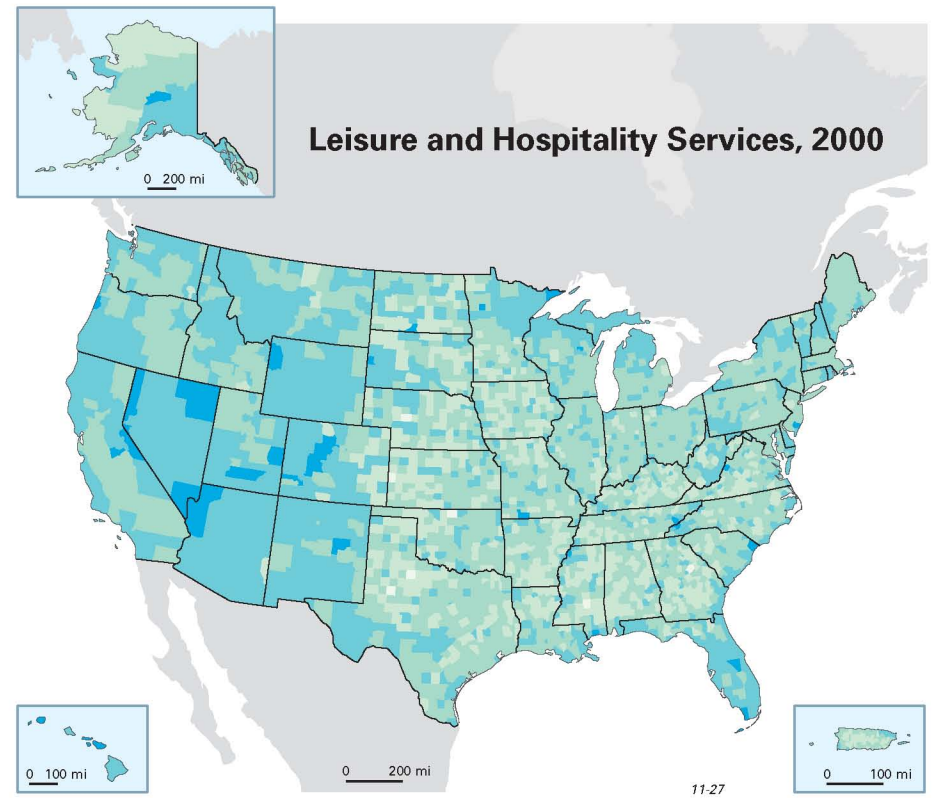
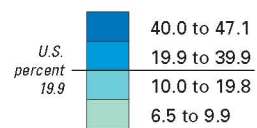


Percentage of employed civilians 16 and older in professional, scientific, and technical services; management of companies; or administrative and support services industries

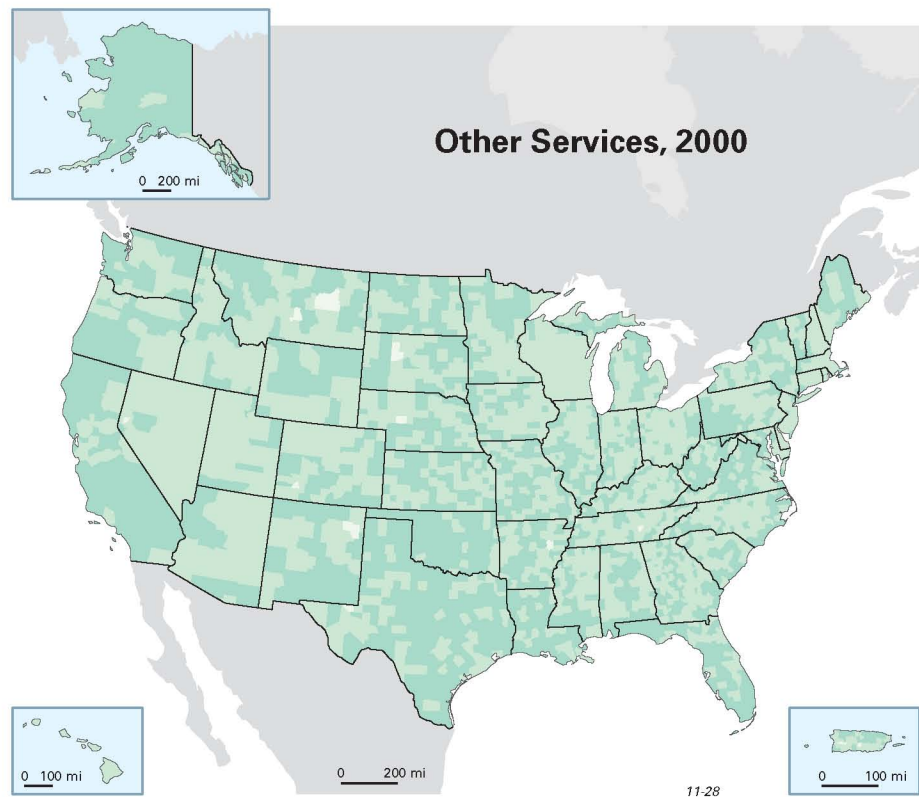
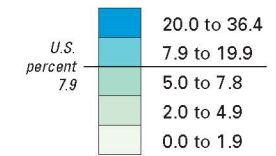




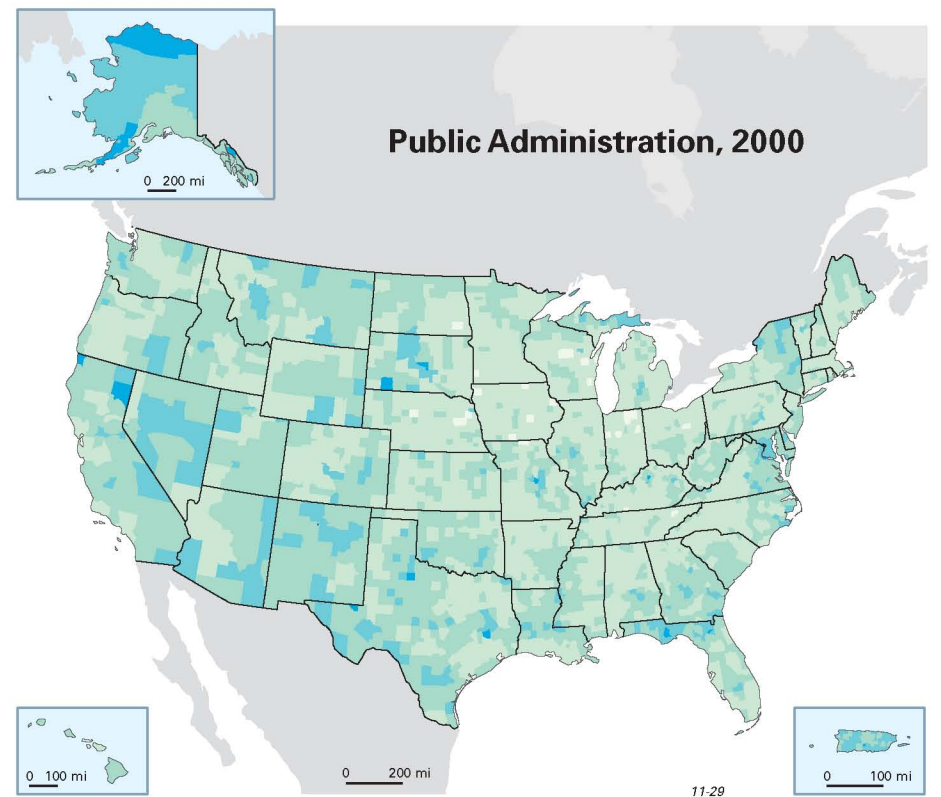
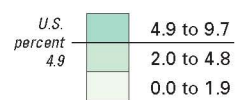
Percentage of employed civilians 16 and older in educational services, health care, or social assistance industries



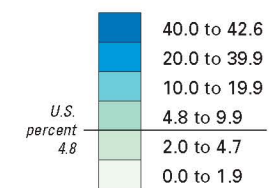
Percentage of employed civilians 16 and older in arts, entertainment, and recreation; or accommodation and food services industries

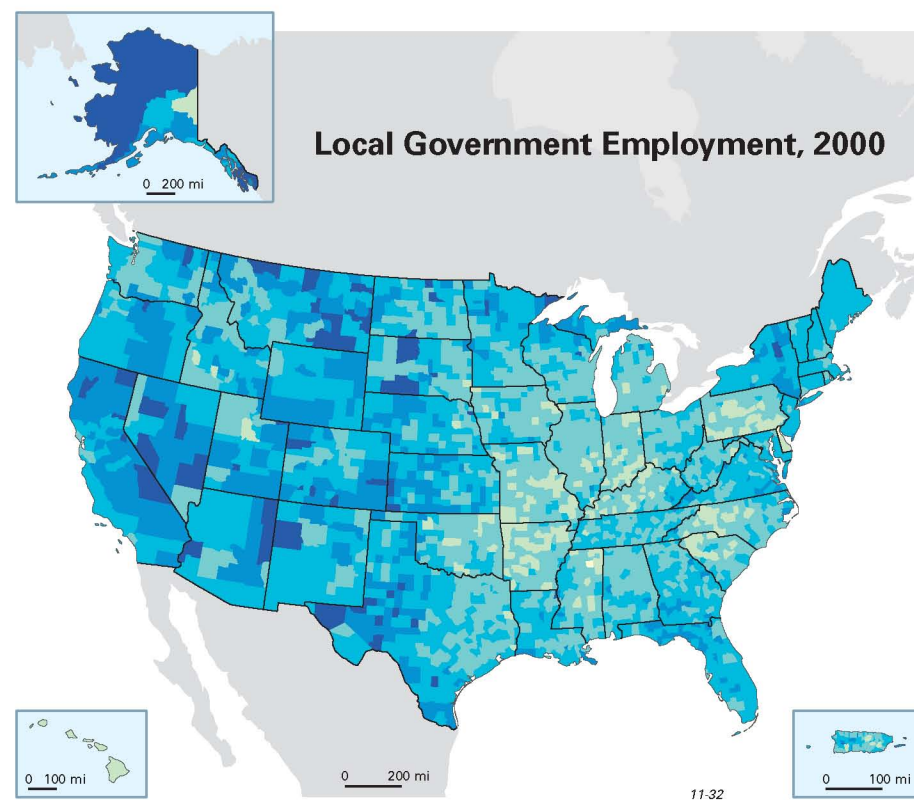
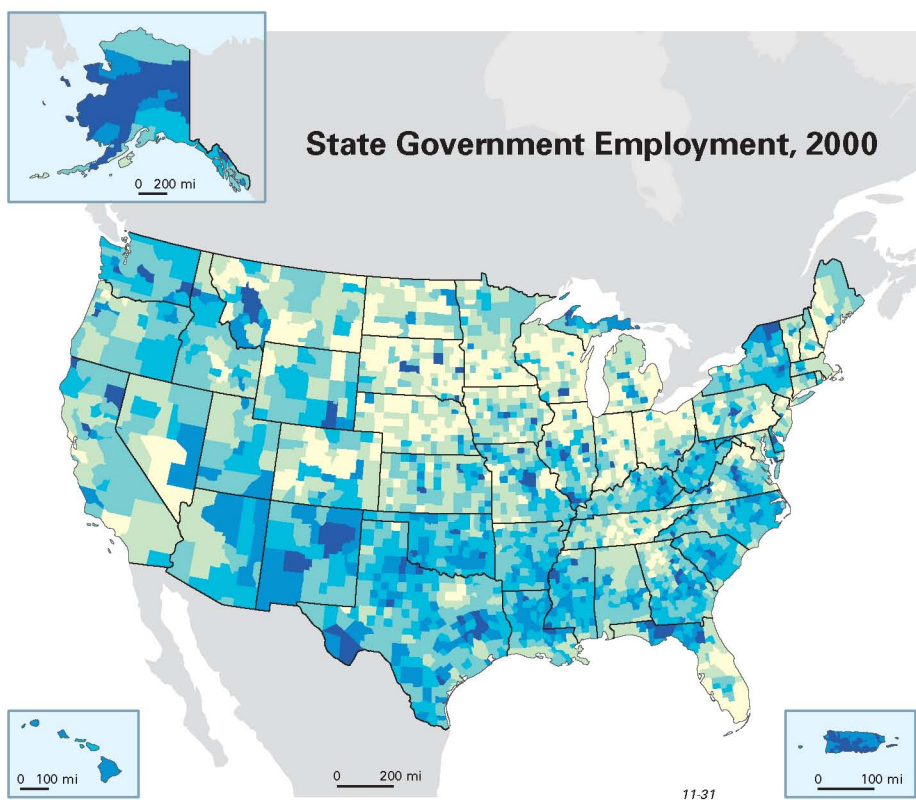
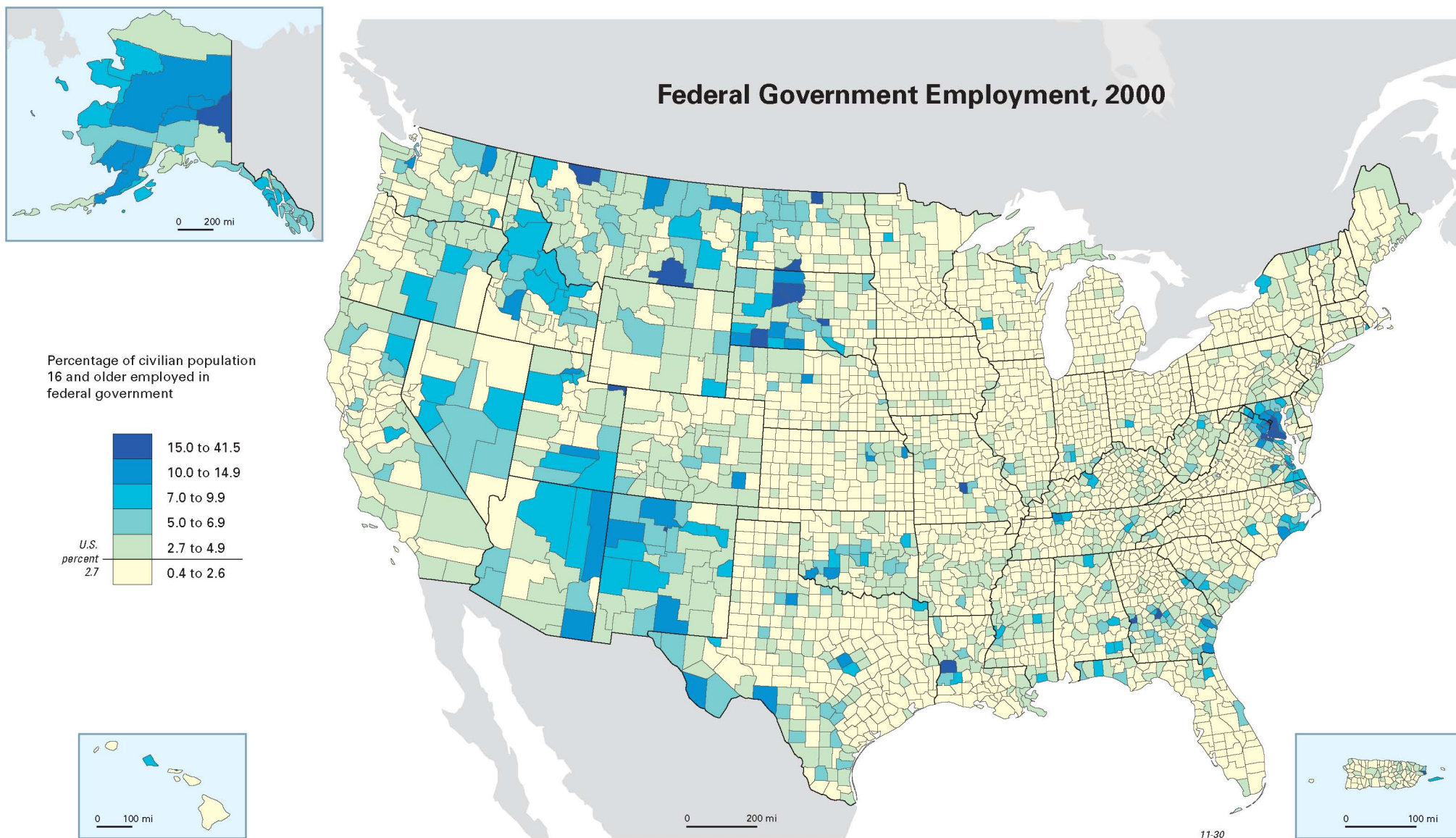


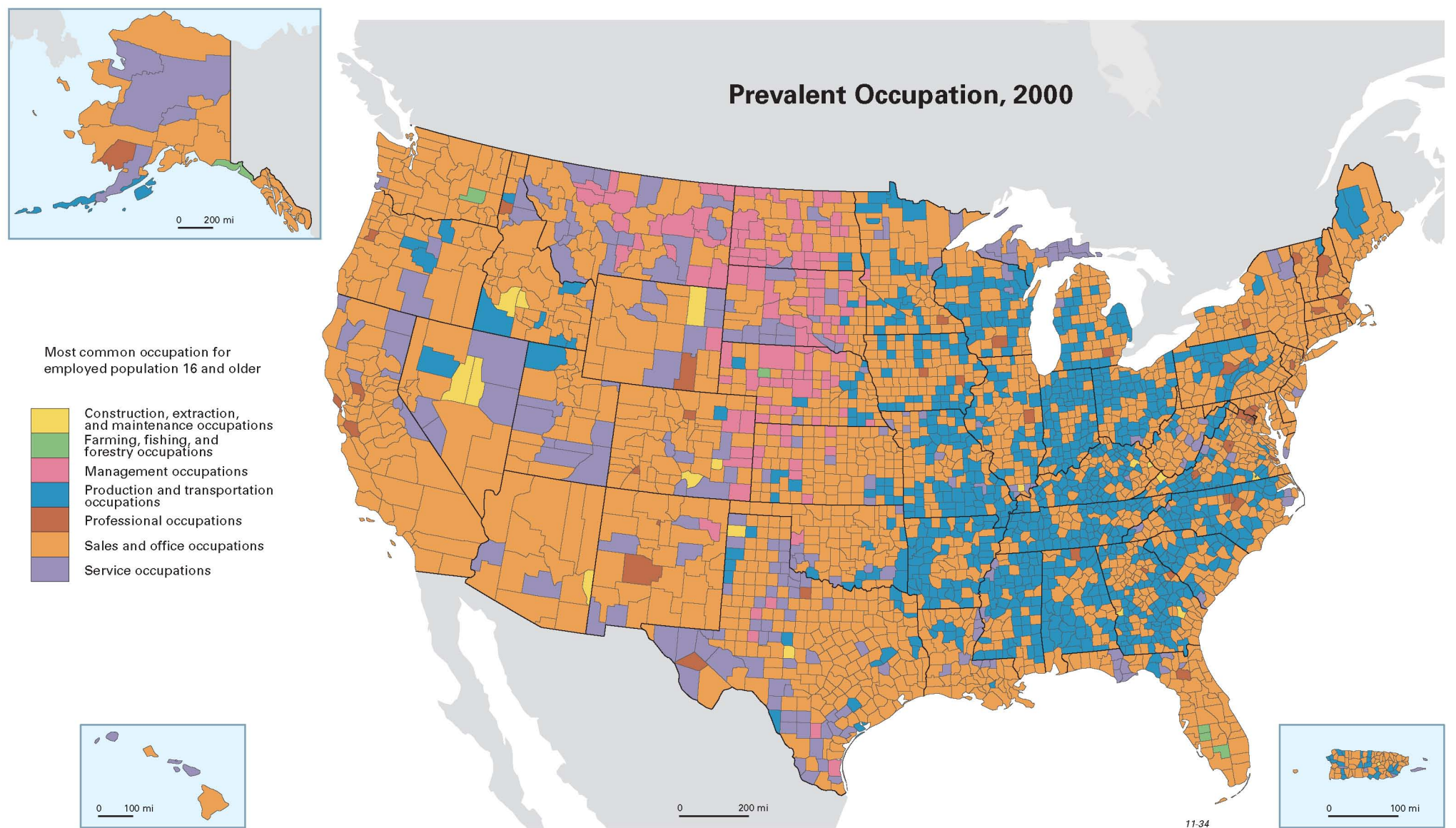
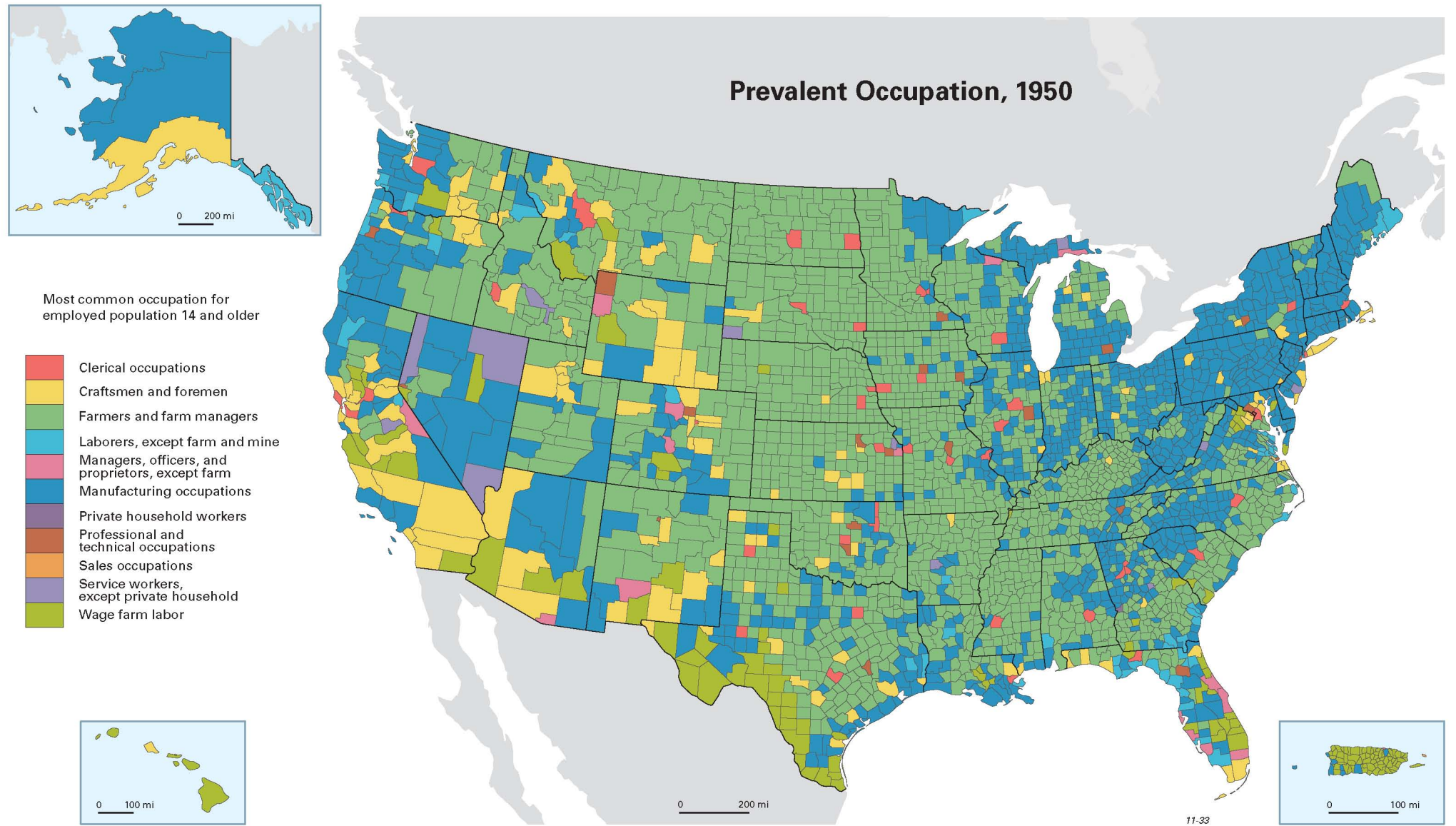
Percentage of employed civilians 16 and older in other service industries except public administration

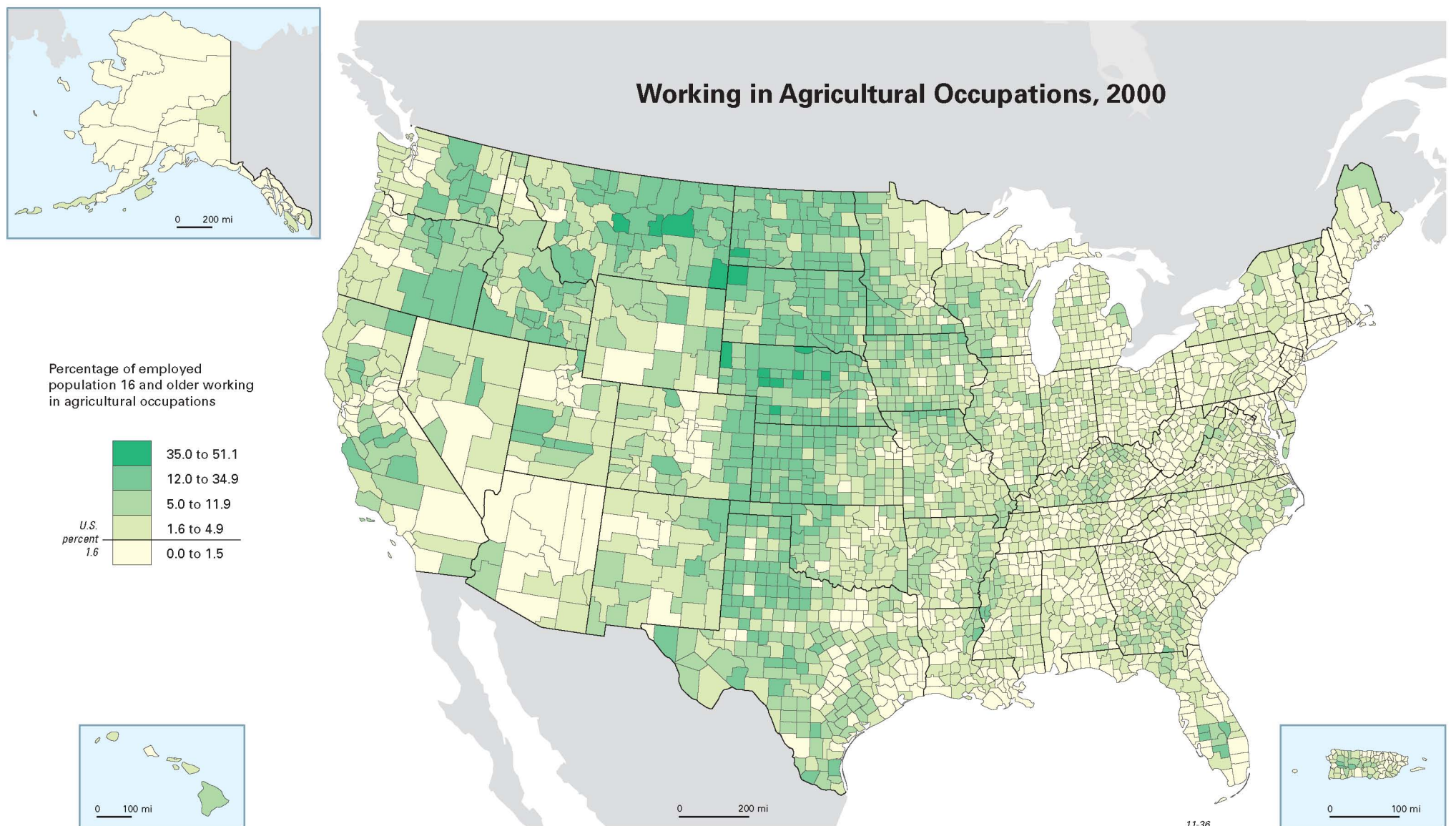
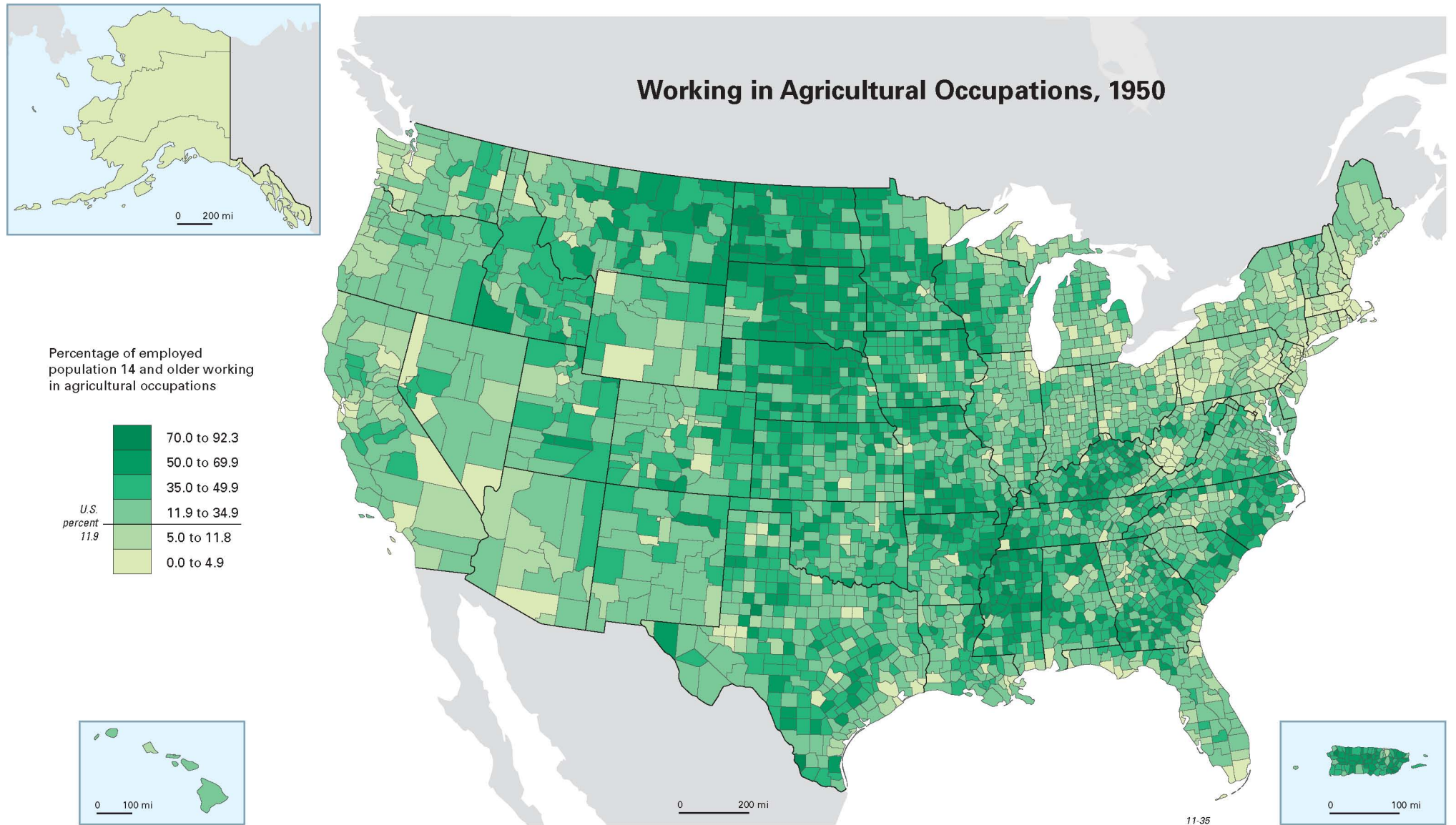


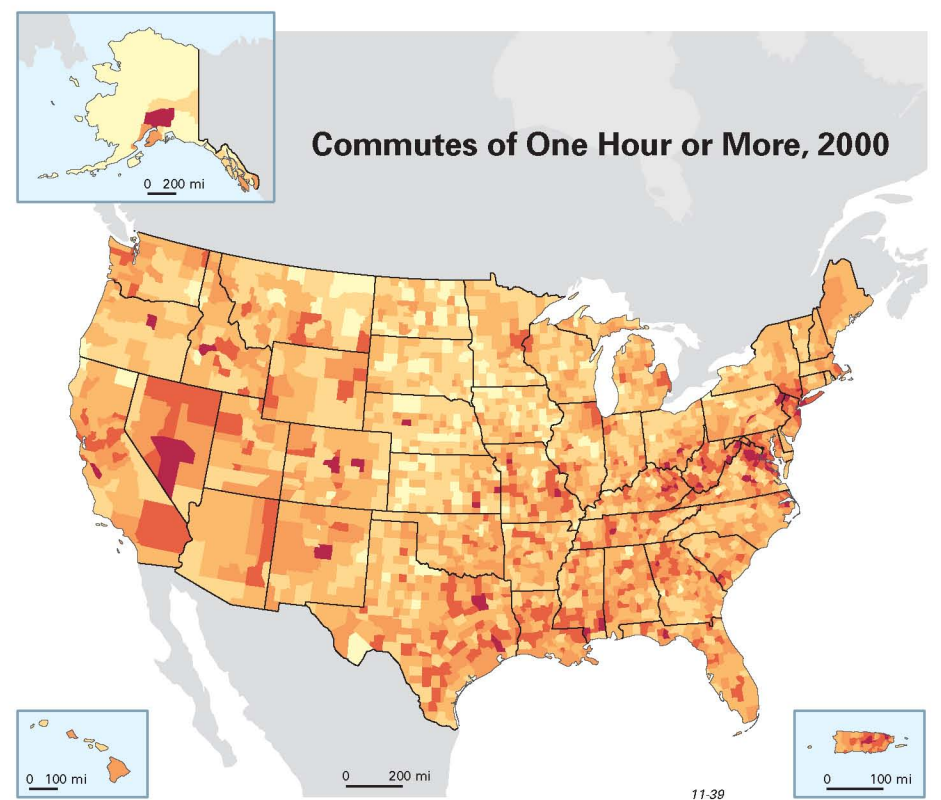
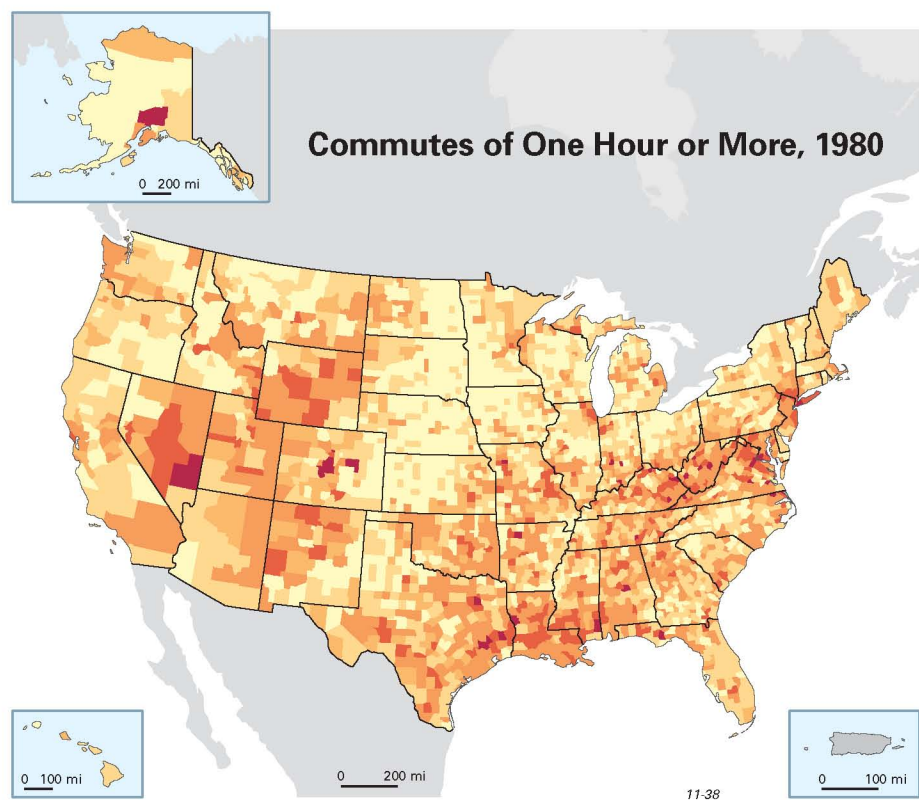
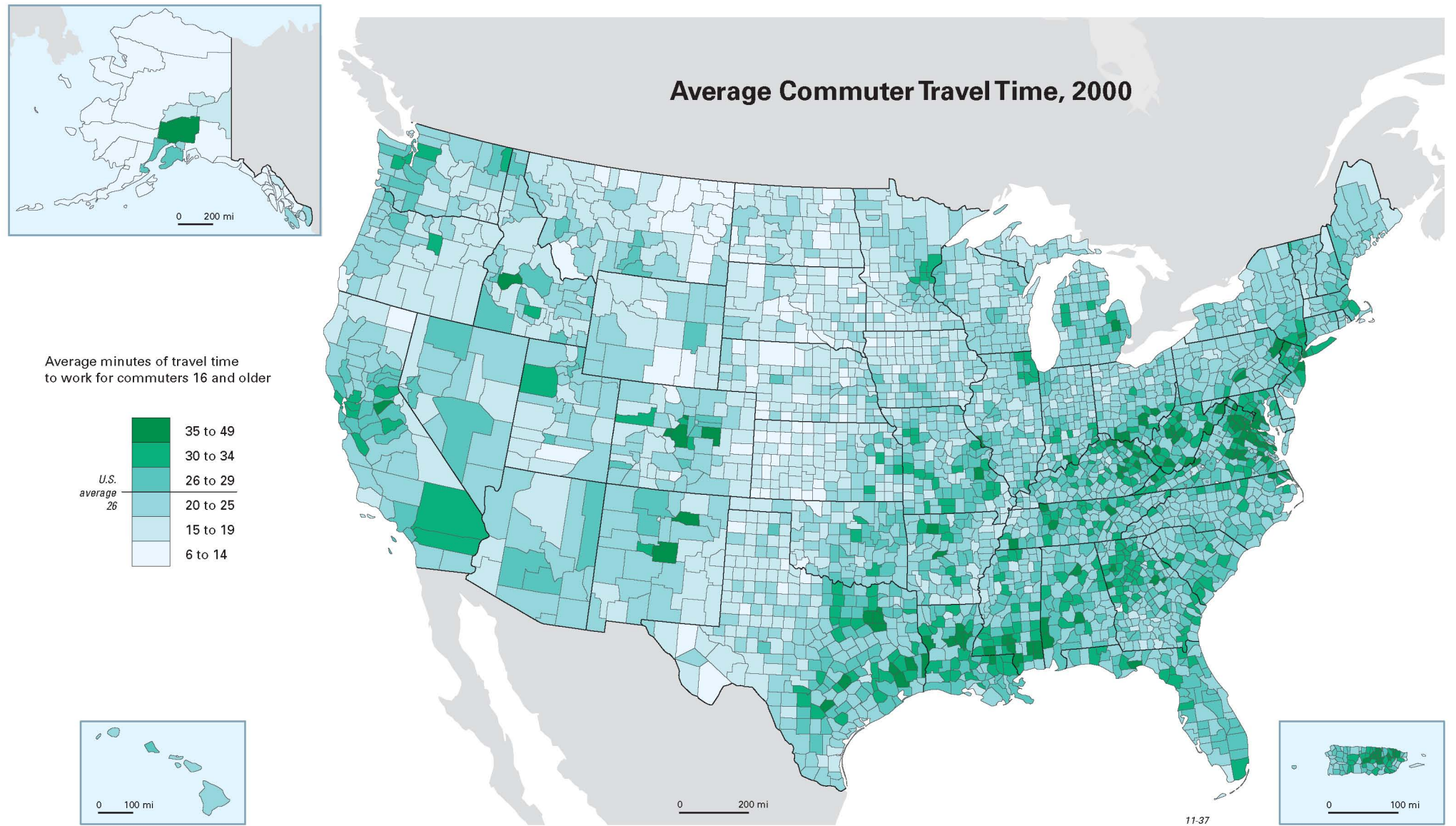
Percentage of employed civilians 16 and older in public administration

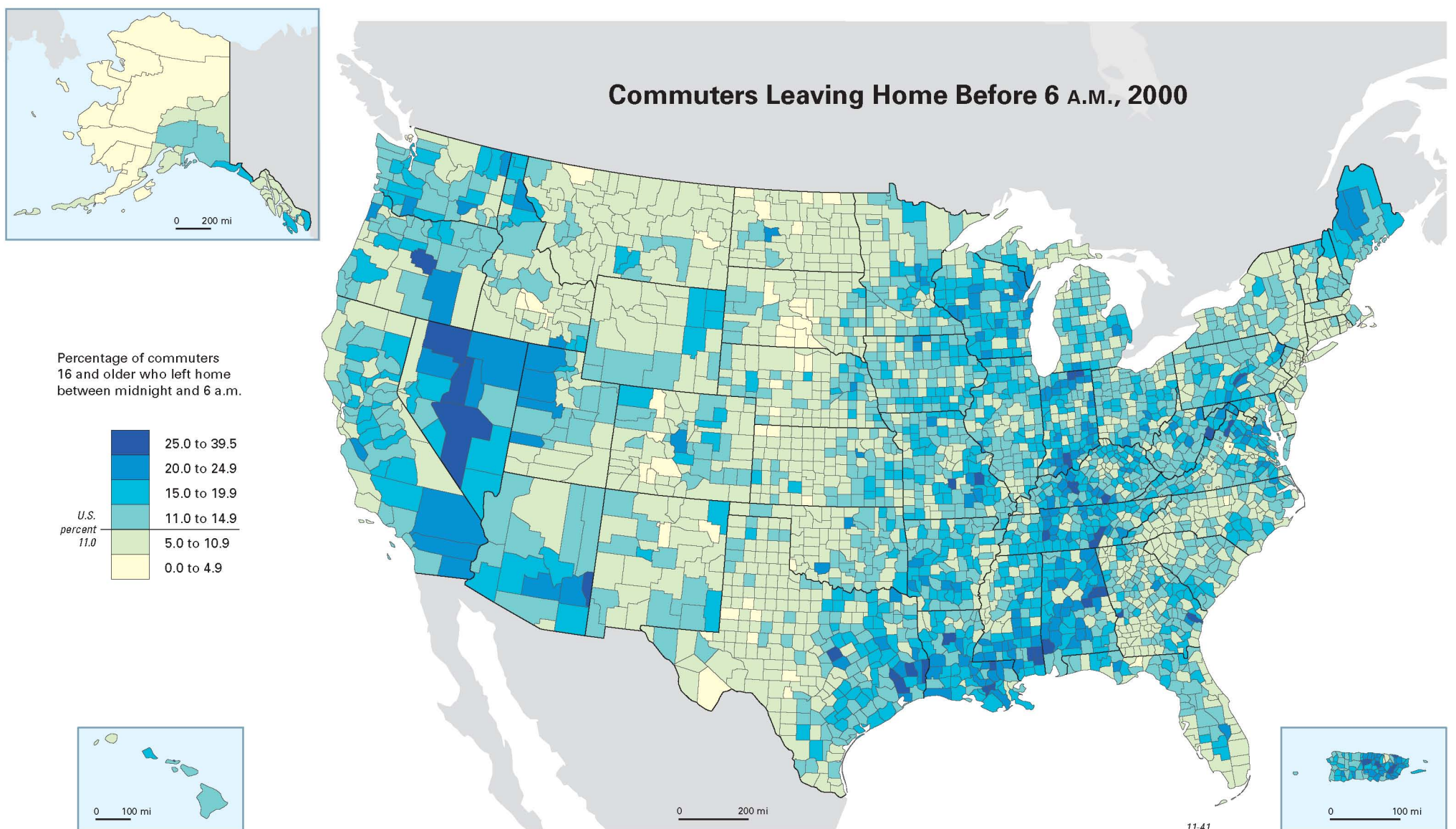
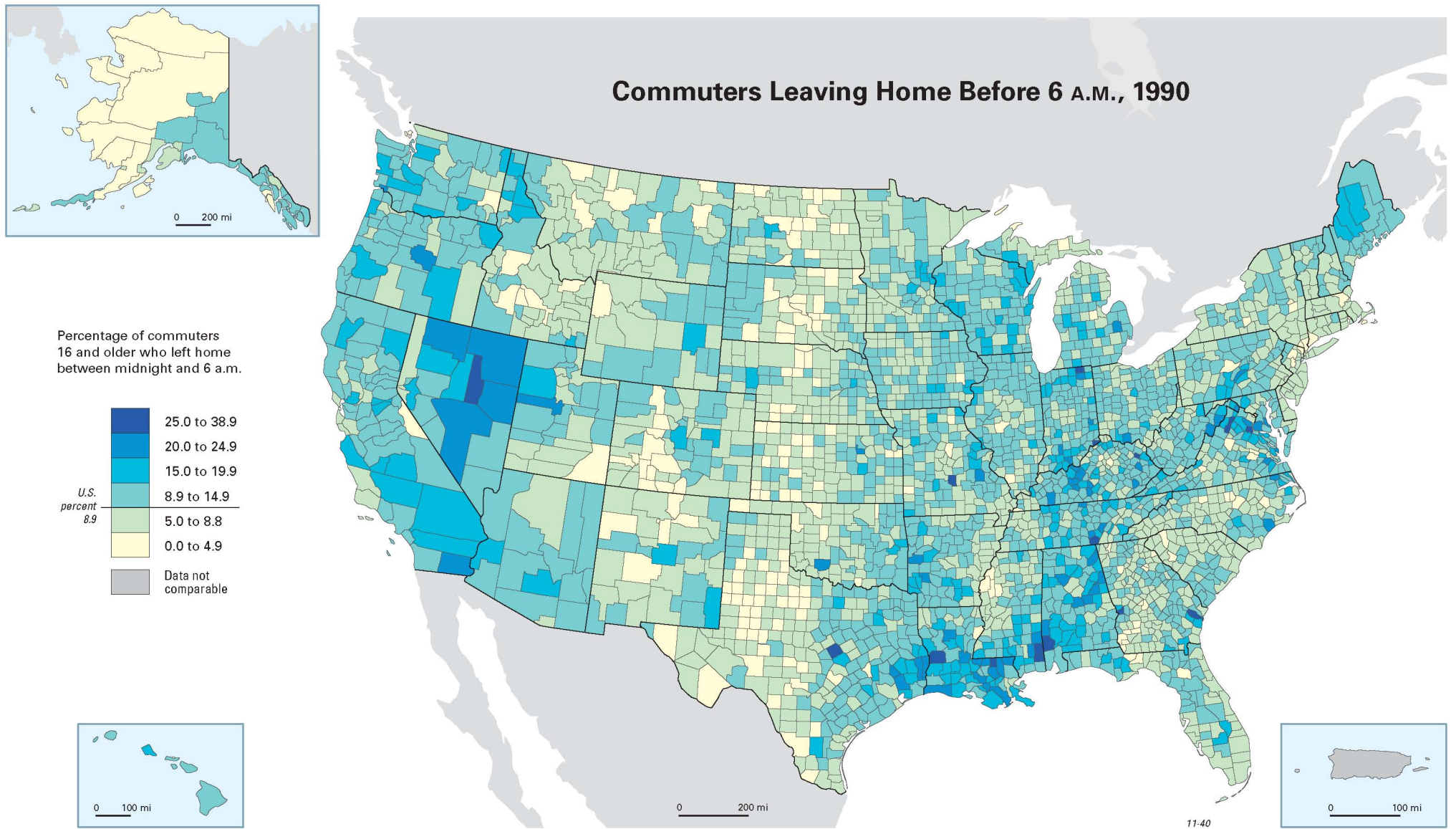


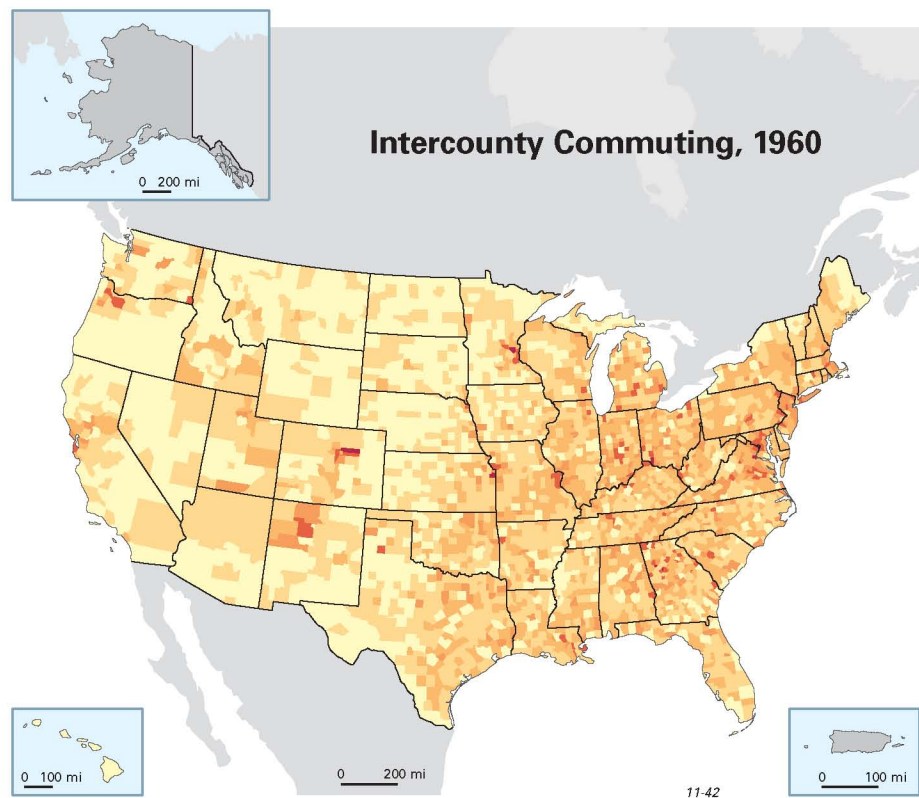




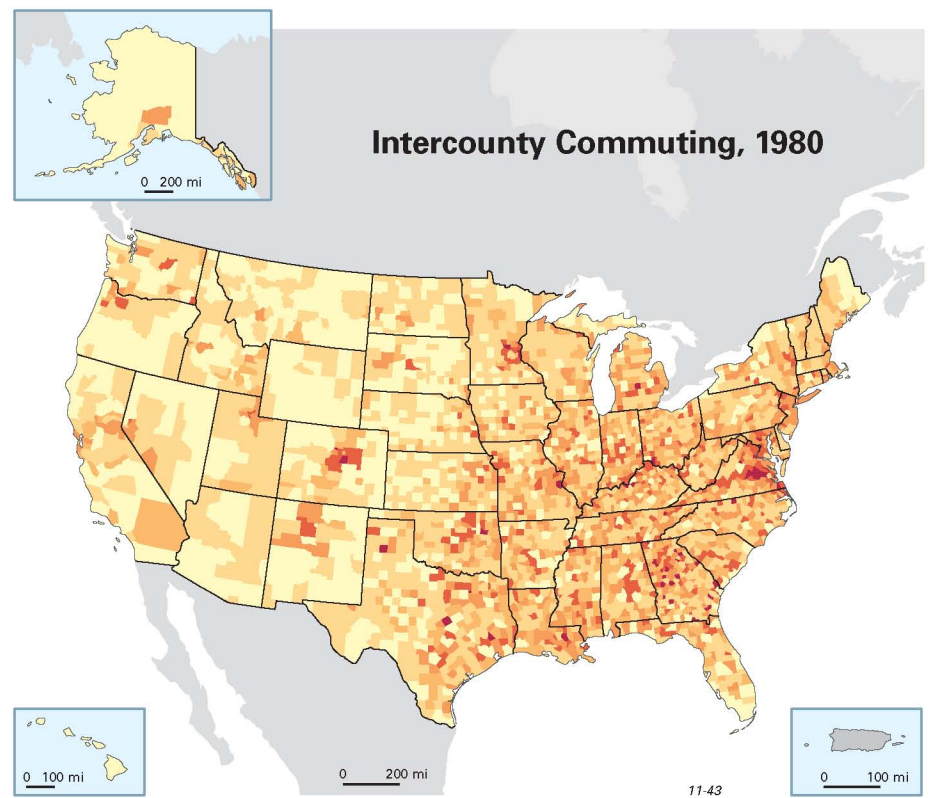
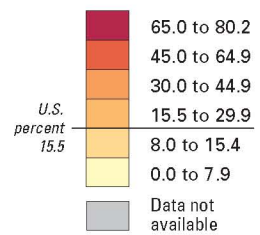




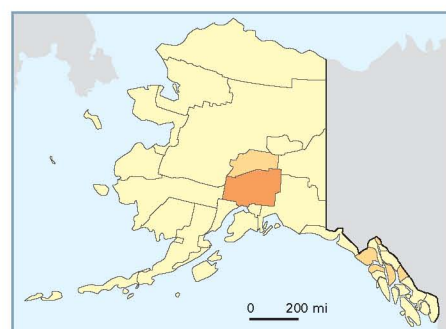
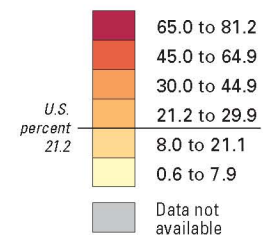




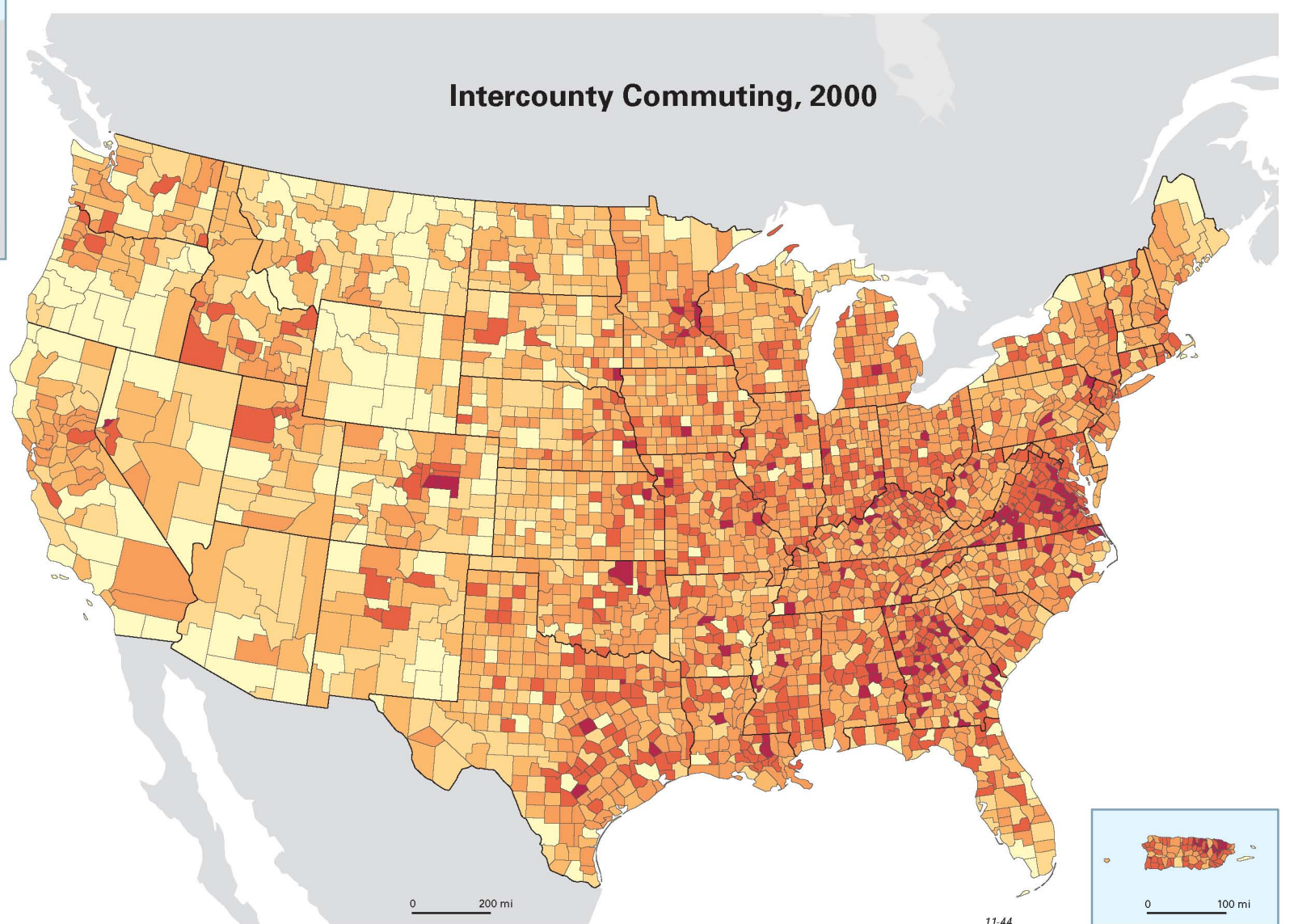
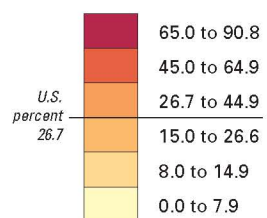
Percentage of workers 14 and older who commuted to a different county for work

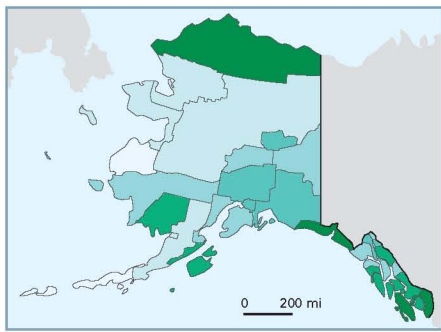


Percentage of workers 16 and older who commuted to a different county for work

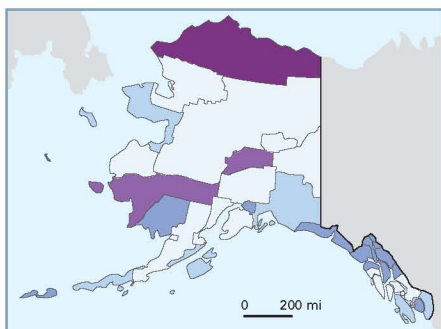
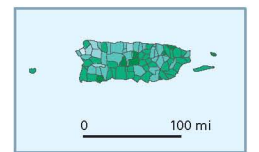
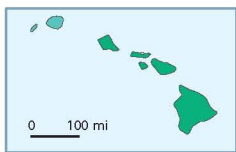
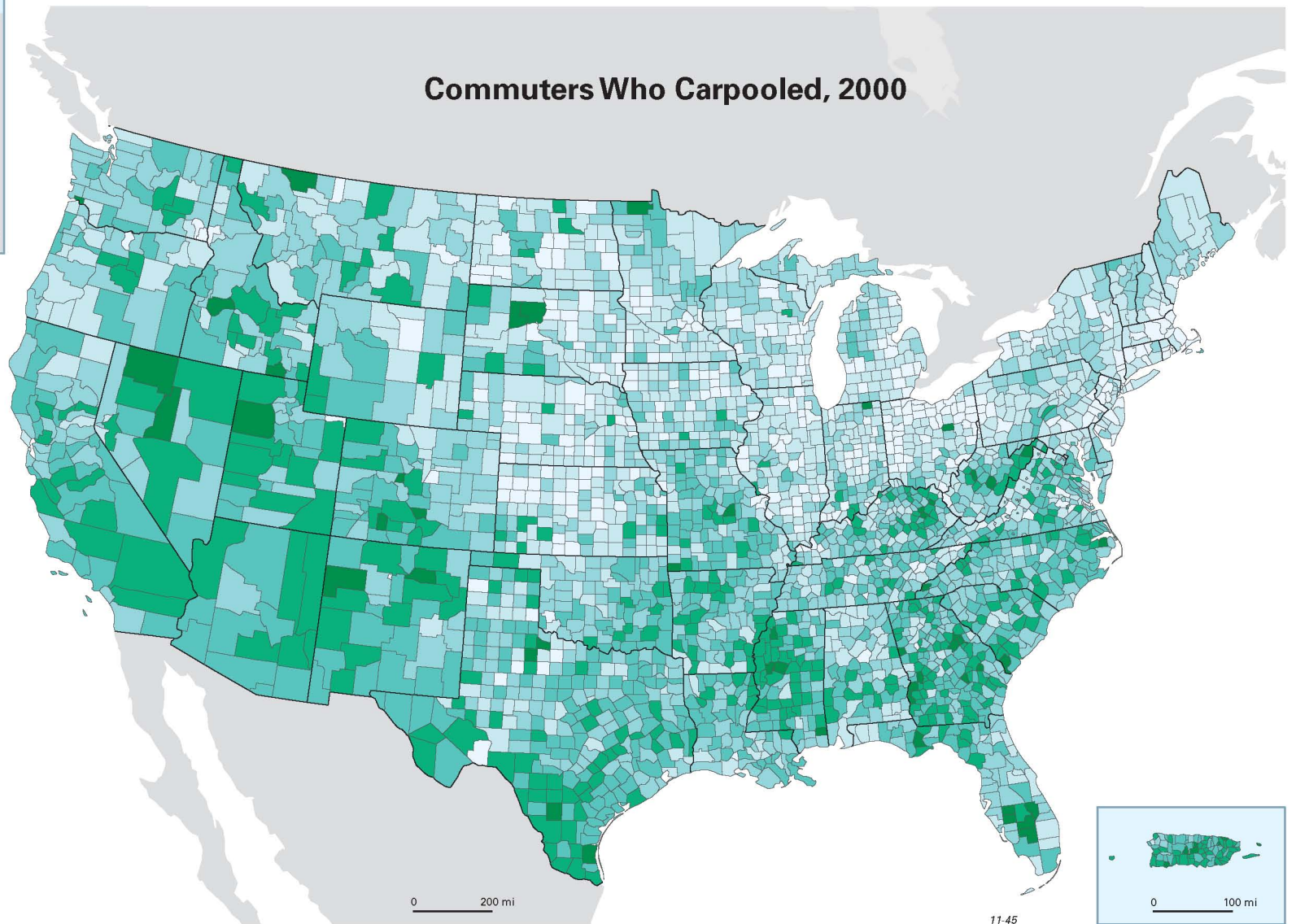
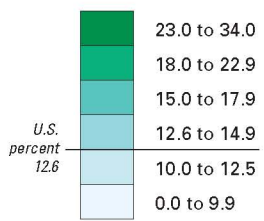


Percentage of workers 16 and older who commuted to a different county for work

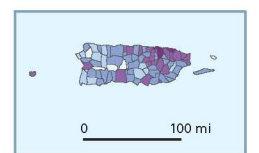
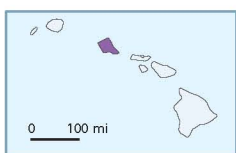
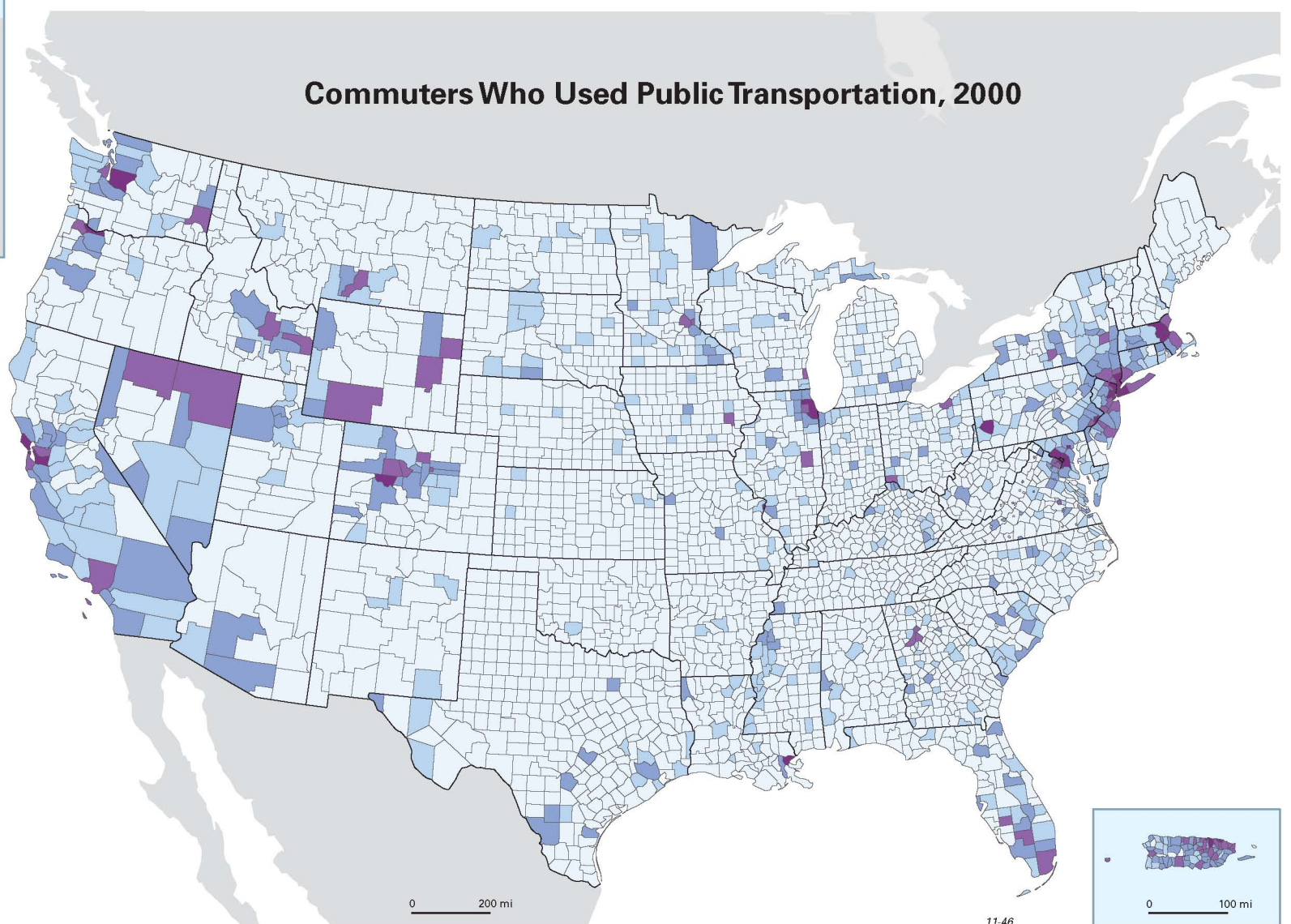
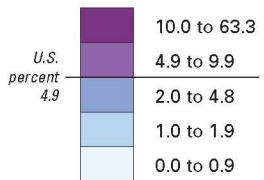


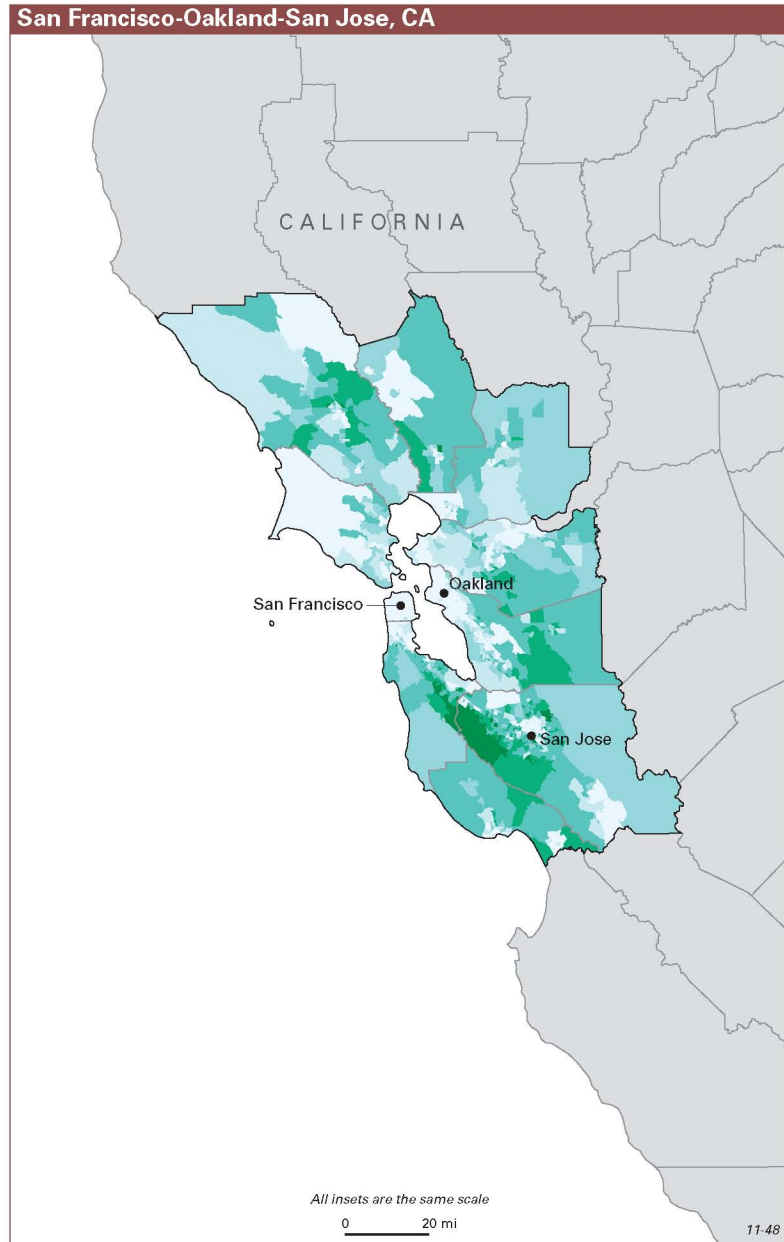


Percentage of commuters 16 and older who used a carpool to get to work



Percentage of commuters 16 and older who used public transportation to get to work





Commuters Who Drove Alone, 2000
Largest Metropolitan Areas

