



Board of Directors Regular Meeting

Meeting Date: 8/16/2018

Agenda Item No.: 2018-August-19.

SACOG Board of Directors

Subject: Report on Inter-regional Travel in the Sacramento Region (Est. time: 0 minutes)

Receive and File

Prepared by: Bruce Griesenbeck

Approved by: James Corless

Attachments: Yes

1. Issue:

At the May Land Use and Natural Resources Committee meeting, a request was made to bring forth information related to inter-regional travel in the Sacramento region.

2. Recommendation:

None, this is for information only.

3. Background/Analysis:

In the course of presenting information related to travel forecasting for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update, questions came up on inter-regional travel in the Sacramento region. A request by several of the directors was made to bring back information on this topic.

4. Discussion/Analysis:

The attached report provides time series data and trends related to inter-regional travel for the Sacramento region. Inter-regional travel is defined as trips with one end in the Sacramento region, and the other end outside the region. The vast majority of inter-regional trips are made to and from neighboring regions, like the San Francisco Bay Area, San Joaquin County, etc. As the recession has ended and economic activity in the Sacramento region, as well as surrounding areas, is increasing, the volumes of inter-regional trips are increasing. Also, re-location of people to the Sacramento region from other surrounding areas, especially the San Francisco Bay Area, is driving some of these changes.

As part of the MTP/SCS, SACOG coordinates with its neighboring jurisdictions on assumptions for future levels of inter-regional travel. The attached data is developed as part of that coordination. Information about expectations on future growth of inter-regional travel will be brought forward this fall as part of the analysis of the MTP/SCS Discussion Draft Scenario.

5. Fiscal Impact/Grant Information:

This item has no fiscal impact to the agency's operating budget, other than already budgeted staff time.

6. This staff report aligns with the following SACOG Work Plan Goals:

9. Better Connect and Communicate with Members and Regional Electeds

ATTACHMENTS:

Description

Attachment - Inter-regional Travel

Summary

Inter-regional travel includes trips that have one end in the Sacramento region, and the other end outside the Sacramento region.

Our ability to fully understand how inter-regional travel is changing over time is limited by the available data. Four sources are presented here:

- Traffic counts on roadways at the edge of the Sacramento region.
- Worker flow data, showing where workers report living and working.
- Capital Corridor passenger flows, showing the trips being made on this service specifically between the Bay Area (BA) and Sacramento.
- Migration data, showing where people are re-locating their residences.

Traffic counts (see Table 1 and Figure 1)—traffic counts show average daily vehicle volumes at the boundaries of the Sacramento region. Because these are volumes of vehicles traveling between regions, they are a good indicator of the overall level of inter-regional travel over time.

- Based on available traffic counts for the years 2000, 2005, 2008, 2012 and 2016, traffic volumes at boundary locations for the Sacramento region were tallied.
- Overall volumes of traffic at the region’s boundaries dropped by about 1 percent from 2008 to 2012, indicative of the economic recession.
- As the recession ended, traffic volumes at the region’s boundaries increased by about 11 percent from 2012 to 2016.
 - The largest increase (13 percent) was at the Yolo / Solano County line, indicating higher growth in inter-regional travel between the Sacramento region and the Bay Area counties.
- Vehicle volumes between the Sacramento and San Francisco Bay Area are the largest of all of our neighboring regions, accounting for about 42 to 44 percent of all the inter-regional vehicles entering or leaving the Sacramento region¹.
- Vehicle volumes between the Sacramento and San Joaquin Valley are the next largest of our neighboring regions, accounting for 25 to 27 percent of the total.
- Vehicle volumes to all other neighboring regions are all less than 10 percent of the total.

Worker flows (see Table 2 and Figure 2 through 5)—worker flows show one important slice of all travel: commuting (i.e. travel from home to work).

- Based on the reported place of residence and place of work, inter-regional worker flows were tallied.
- The most recent data available are for year 2013. Data for 2018 will be released later this summer.
- Based on the available data, between 2000 and 2008, the volume of out-commuters from the Sacramento region increased more (+34%) than the volume of in-commuters (+14%).
- From 2008 to 2013, the volumes of out- and in- commuters was relatively flat.
 - As mentioned above, 2018 worker flow data is expected to be released this summer or fall. It is expected that the 2018 data will show a substantial increase in overall commuting in and out of the Sacramento region, but that the out-commute will increase the most.

¹ Note—these vehicle volumes also include “through” travel to the Sacramento region.

- Over the years from 2000 to 2013, the percentage of resident workers out-commuting has stayed relatively stable, ranging from 5.8 to 7.4 percent.
- The percentage of jobs within the Sacramento region held by workers residing outside the region (in-commuters) also remained relatively stable, ranging from 5.1 to 6.7 percent.
- Over the same years, the “ratio” of out-commuters to in-commuters has ranged from 1.1 to 1.2—so out-commuters outnumber in-commuters by 10 to 20 percent. However, the “ratio” varies strongly by neighboring region:
 - Out-commuters from Sacramento to the San Francisco Bay Area outnumber in-commuters 2-to-1.
 - Out- and in-commuters to the San Joaquin Valley are nearly balanced, with about 10 percent more out-commuters than in-commuters.
 - For the remaining neighboring regions (Butte, Nevada, and Amador counties), in-commuters outnumber out-commuters by up to 2-to-1.

Capital Corridor passengers (see Figure 4) are an indicator of an important slice of inter-regional travel, using intercity rail.

- Based on station-to-station ticket purchases, the shares of passengers traveling purely within the Sacramento region, those traveling purely within the San Francisco Bay Area (SF Bay Area), and those traveling inter-regionally were split out.
- The majority of Capital Corridor passenger are inter-regional travelers, with the start of their trip in one region, and the end of the same trip in the other--about 70 percent of all passengers.
- Over a longer timeframe, from 2002 to 2016, overall growth in passenger volumes has been much higher than growth in vehicle volumes at the Yolo/Solano county line: rail volumes have increased by about 74 percent, compared to a 23 percent increase in vehicle volumes.
- Growth in Capital Corridor passengers has been more comparable to growth in vehicle traffic since 2012: rail passenger growth has been about 10 percent from 2012 to 2016, compared to about 13 percent growth in vehicle traffic for the same years.
 - The largest increases in passenger volumes occurred in the earlier years of the service, when the number of scheduled trains increased from 18 in 2002 to 32 by 2006. Annual average growth in passengers during this time period was about 7 percent.
 - The number of schedules has been 30 since 2012, and ridership increases have about 2 percent per year over that period.

Migration data (Tables 4, 5 and 6) show the annual number of persons moving to the Sacramento region from other places, as well as the annual number of persons moving to other places from the Sacramento region. Migration from nearby regions like the SF Bay Area and the San Joaquin Valley relate to inter-regional travel, because some unknown portion of those relocated persons are likely to maintain some activities in their prior home—e.g. a worker relocating residence from the SF Bay Area to the Sacramento region, but maintaining their employment in the SF Bay Area.

- Changes in resident location (i.e. migration) are tracked by the Census American Community Survey (ACS). The Census Bureau periodically releases county to county and metro area to metro area data on these re-locations. The most recent release was for the 5-year period from 2011 through 2015. The figures shown estimate the annual number of movers between metro areas over that five-year period.

- Domestic migration only is included in this report. Data are available on in-migration only from countries outside the United States. The focus of this report is on recent migration from nearby regions, that might affect inter-regional travel.
- In total, the Sacramento-Roseville-Arden Arcade metropolitan statistical area (Sacramento MSA, including Sacramento, Yolo, Placer and El Dorado Counties) experienced a net in-migration of about 2,900 from within the United States. This was a combination of 87,500 migrating to the MSA, and 84,600 migrating from the MSA (see Table 4).
- In total, the Yuba City metropolitan statistical area (Yuba City MSA, including Sutter and Yuba Counties), experienced a net out-migration of about 1,000 to other parts of the United States. This was a combination of about 9,800 migrating from the MSA, and 8,800 migrating to the MSA (see Table 4).
- For the Sacramento MSA and the Yuba City MSA, a few large net in- or out- migrations to other metro areas stood out—those are listed in Tables 5 and 6. The data show an incredibly complicated array of other smaller net in- or out- migrations to other metro areas—those smaller migrations areas are not shown.
- For the Sacramento MSA, the largest net in-migrations were from:
 - SF Bay Area (San Francisco, San Jose and Vallejo MSAs combined), with net in-migration of 6,500.
 - This net in-migration includes about 14,900 moving from the Sacramento MSA to the SF Bay Area, and about 21,300 moving from the SF Bay Area to the Sacramento MSA.
 - Southern California (Los Angeles, San Diego, and Oxnard MSAs combined), with net in-migration of 3,200.
 - This net in-migration includes about 7,600 moving from the Sacramento MSA to Southern California, and 10,800 moving from Southern California to the Sacramento MSA.
- For the Yuba City MSA, the largest net out-migrations were to:
 - San Joaquin Valley, with net out-migration of about 950 (1,220 migrating out, 270 migrating in).
 - United States outside California, with net out-migration of about 950 (2,700 migrating out, 1,740 migrating in).
 - The largest net in-migrations to the Yuba City MSA were from neighboring MSAs: Sacramento (+330) and Chico (+250).

Background

This memorandum summarizes available data and trends on *inter-regional travel* in the Sacramento region. A few definitions:

- the “Sacramento region” for purposes of this is the 6-county area (El Dorado, Placer, Sacramento, Sutter and Yuba counties).
- For migration data, metropolitan statistical areas, also known as Metro Areas or MSAs were used. The Sacramento-Roseville-Arden Arcade MSA is the four-county area including Sacramento, Yolo, Placer and El Dorado counties.
- The Yuba City MSA includes Yuba and Sutter counties.
- “inter-regional travel” is: travel that starts in the Sacramento region, and goes to one of the other surrounding regions, and vice versa (i.e. beginning outside the Sacramento region and ending within it).

Very few data sources exist that allow us to understand the complexities of inter-regional travel.

The available sources summarized in this memorandum are:

- **Worker Flows.** The Census American Community Survey (ACS), is conducted annually across the nation, and gathers information on place of residence and place of work for all surveyed workers. However, while ACS data are collected annually, reports showing specific work locations are released approximately every five-years.
- **Traffic Counts.** Caltrans and other public agencies periodically count vehicles on roadways all around our region. Traffic counts at the boundary areas of the Sacramento region (think I-80 between Yolo and Solano County) tell us something about the number of vehicles crossing between the Sacramento region and the San Francisco Bay Area.
- **Capital Corridor Service Station-to-Station Flows.** The Capital Corridor Joint Powers Authority tracks the numbers of passengers traveling between stations based on ticket purchases. The tallies of these data provide another piece of the puzzle to understand inter-regional travel.
- **Migration data.** The ACS includes data on migration or relocation of households by county and metropolitan statistical areas (or “metro areas”). The relocation of households from nearby MSAs, like the San Francisco-Oakland-Hayward metro area, or the San Jose-Sunnyvale-Santa Clara metro area, give hints of what may be driving some of the changes in inter-regional travel. Because the ACS surveys residents of the United States, and the migration questions are about where and when they may have relocated from, migrants out of the United States are not surveyed.

Big data (cell phone, smartphone & GPS device traces, plus passively collected location data from smartphone apps) could be very useful in getting a better understanding of inter-regional travel. SACOG is partnering with Caltrans and ARB in the “Big Data for Transportation Planning Pilot”, but the access to data and services through that pilot is several months off.

Table 1. Average Daily Traffic on Gateway Roadways

MPO / Neighbor	Average Daily Traffic					Changes	
	2000	2005	2008	2012	2016	'08 to '12	'12 to '16
MTC / SF Bay Area	199,100	234,600	227,800	218,075	245,875	-4%	+13%
SJCOG / Stockton	117,652	143,443	135,500	136,500	152,680	+1%	+12%
Nevada CTC / Grass Valley	42,784	46,550	43,700	43,350	47,900	-1%	+10%
Colusa CTC / N. Sac.Valley	34,000	40,470	39,300	39,450	42,130	+0%	+7%
TRPA / Tahoe	38,000	39,700	36,600	36,600	39,900	--	+9%
BCAG / Chico	27,000	27,951	26,400	27,800	31,200	+5%	+12%
Amador CTC / Jackson	13,900	13,150	11,100	15,000	14,350	+35%	-4%
Total	472,436	545,864	520,400	516,775	574,035	-1%	+11%

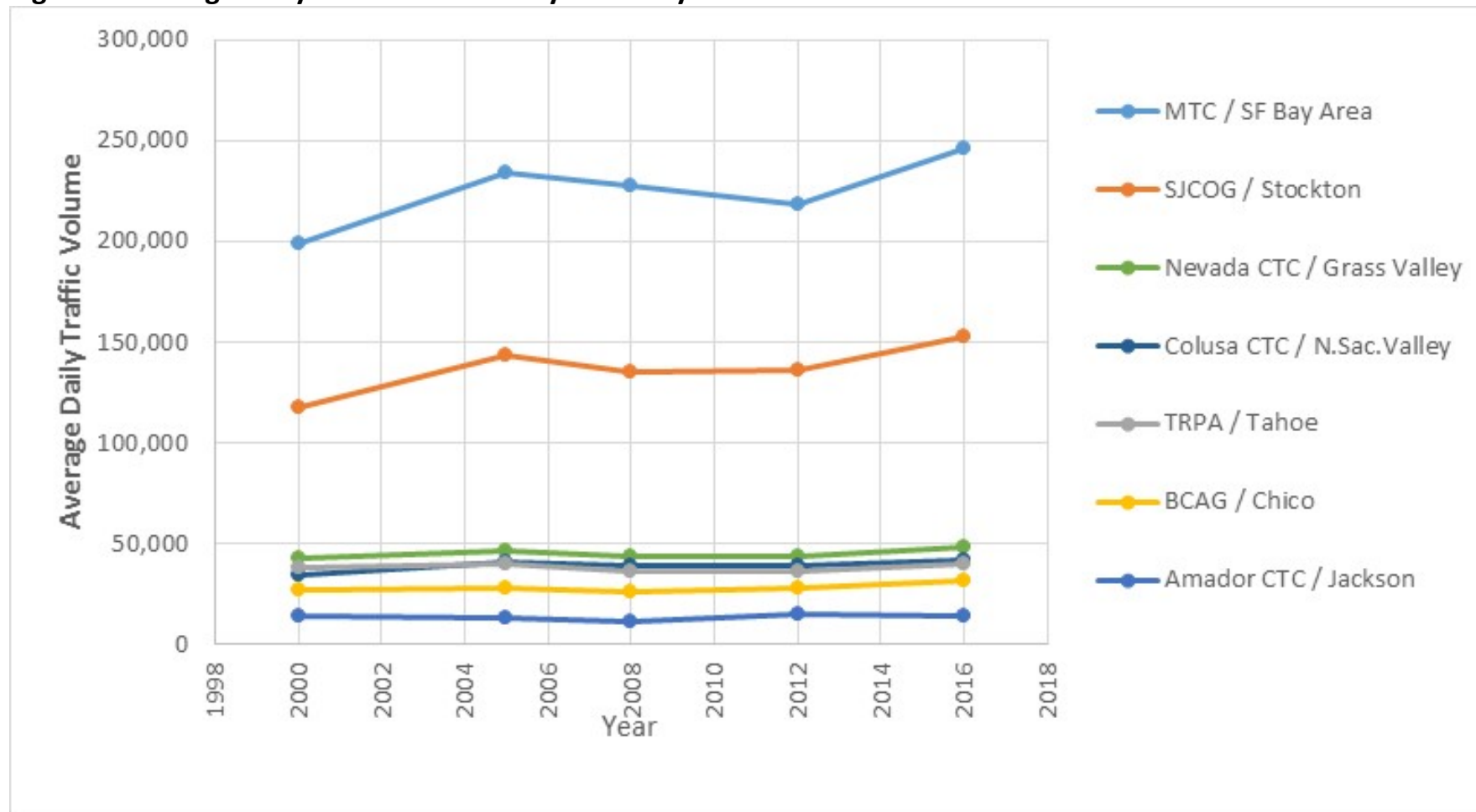
Source: SACOG, July 2018.

Notes:

-This table adds up traffic volumes on all roadways at SACOG’s boundaries with other regions.

-See Appendix A for details on individual roadways in each boundary area.

Figure 1. Average Daily Traffic on Gateway Roadways



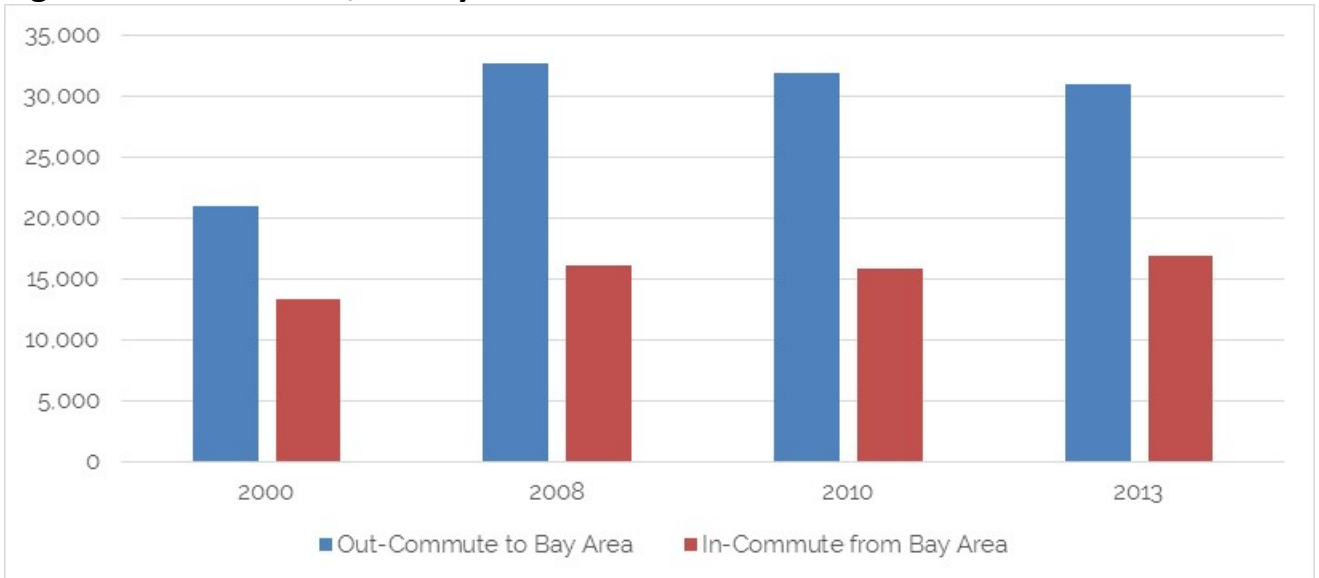
Source: SACOG, July 2018. See notes for Table 1.

Table 2. Region-to-Region Worker Flows, 2000 to 2013

Living in...	Working in...	2000	2008	2010	2013	'00 to 08	08 to '13
Sacramento Region	Bay Area	20,978	32,710	31,809	30,898	+56%	-6%
Bay Area	Sacramento Region	13,393	16,150	15,781	16,887	+21%	+5%
Sacramento Region	S.Joaquin/Stanislaus County	8,319	9,570	9,349	11,581	+15%	+21%
S.Joaquin/Stanislaus County	Sacramento Region	7,602	8,470	8,818	10,125	+11%	+20%
Sacramento Region	Nevada County	3,113	4,225	3,912	3,714	+36%	-12%
Nevada County	Sacramento Region	8,609	9,540	8,915	8,263	+11%	-13%
Sacramento Region	Butte County	1,625	2,575	2,542	2,621	+58%	+2%
Butte County	Sacramento Region	3,254	4,325	3,733	3,191	+33%	-26%
Sacramento Region	Amador/Alpine County	1,204	1,820	1,863	1,833	+51%	+1%
Amador/Alpine County	Sacramento Region	1,883	1,870	2,204	2,086	-1%	+12%
Sacramento Region	All Other Surrounding Regions	14,271	15,666	25,107	16,189	+10%	+3%
All Other Surrounding Regions	Sacramento Region	9,987	10,562	25,257	13,559	+6%	+28%
Sacramento Region	Everywhere Else	49,510	66,566	74,582	66,836	+34%	+0%
Everywhere Else	Sacramento Region	44,728	50,917	64,708	54,111	+14%	+6%
All Workers in Sacramento Region		852,362	1,020,465	1,005,414	976,209	+20%	-4%
All Workplaces in Sacramento Region		847,767	1,005,285	995,918	964,425	+19%	-4%
% of All Sacramento Workers Working Elsewhere		5.8%	6.3%	6.5%	7.4%		
% of All Sacramento Workplaces Held by Workers from Elsewhere		5.3%	5.7%	5.1%	6.5%		

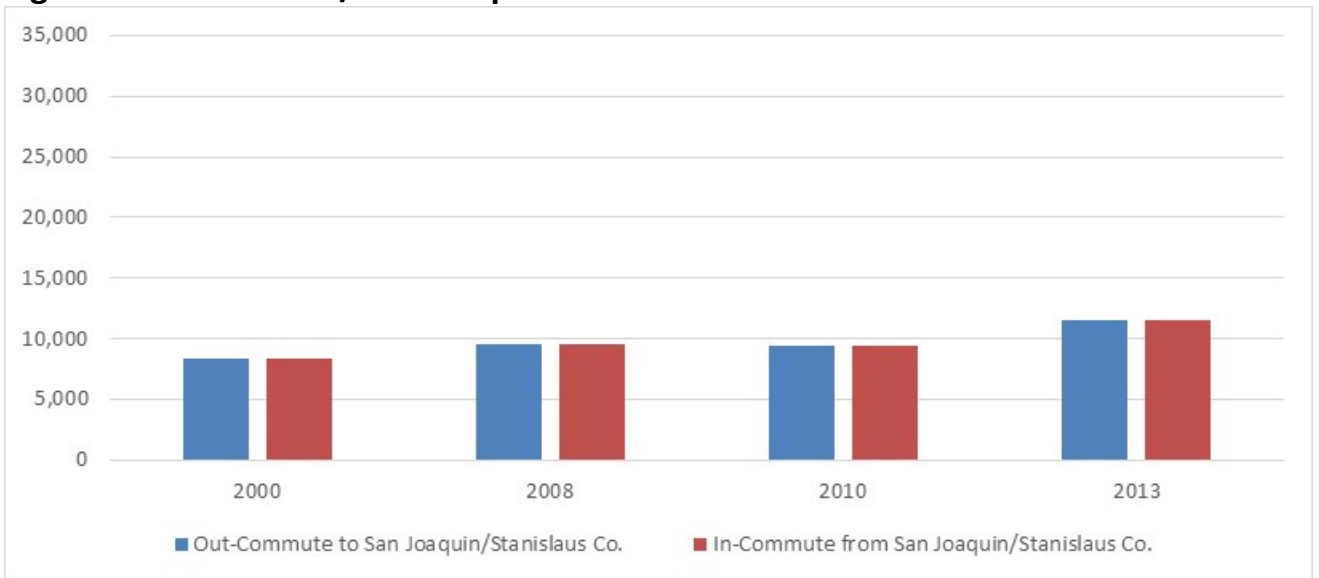
Source: SACOG, July 2018. Based on data from Census (2000) and American Community Survey 5-year sample data (2008, 2010, 2013).

Figure 2. Sacramento / SF Bay Area Worker Flows



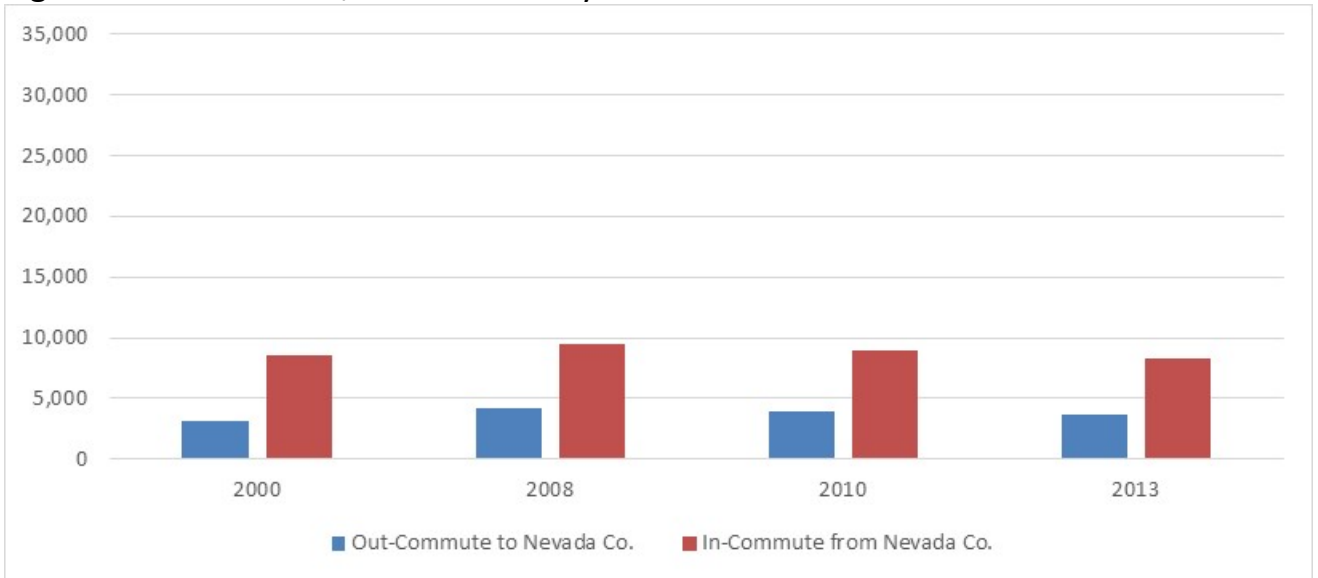
Source: SACOG, July 2018. Based on Census and ACS data.

Figure 3. Sacramento / San Joaquin & Stanislaus Worker Flows



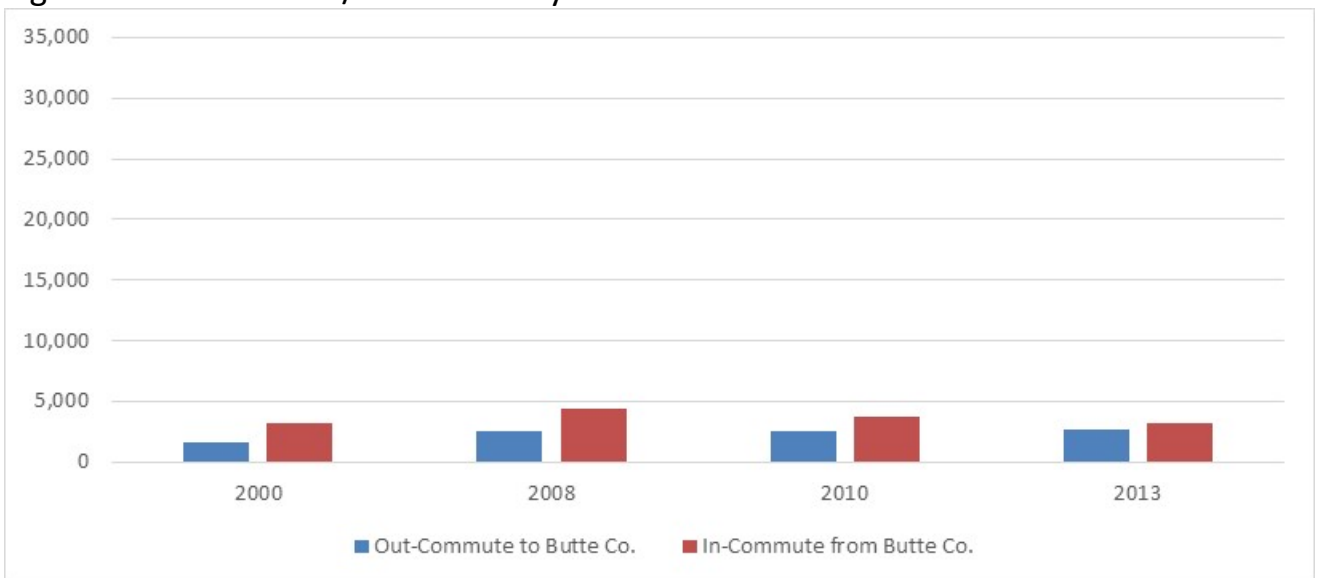
Source: SACOG, July 2018. Based on Census and ACS data.

Figure 4. Sacramento / Nevada County Worker Flows



Source: SACOG, July 2018. Based on Census and ACS data.

Figure 5. Sacramento / Butte County Worker Flows



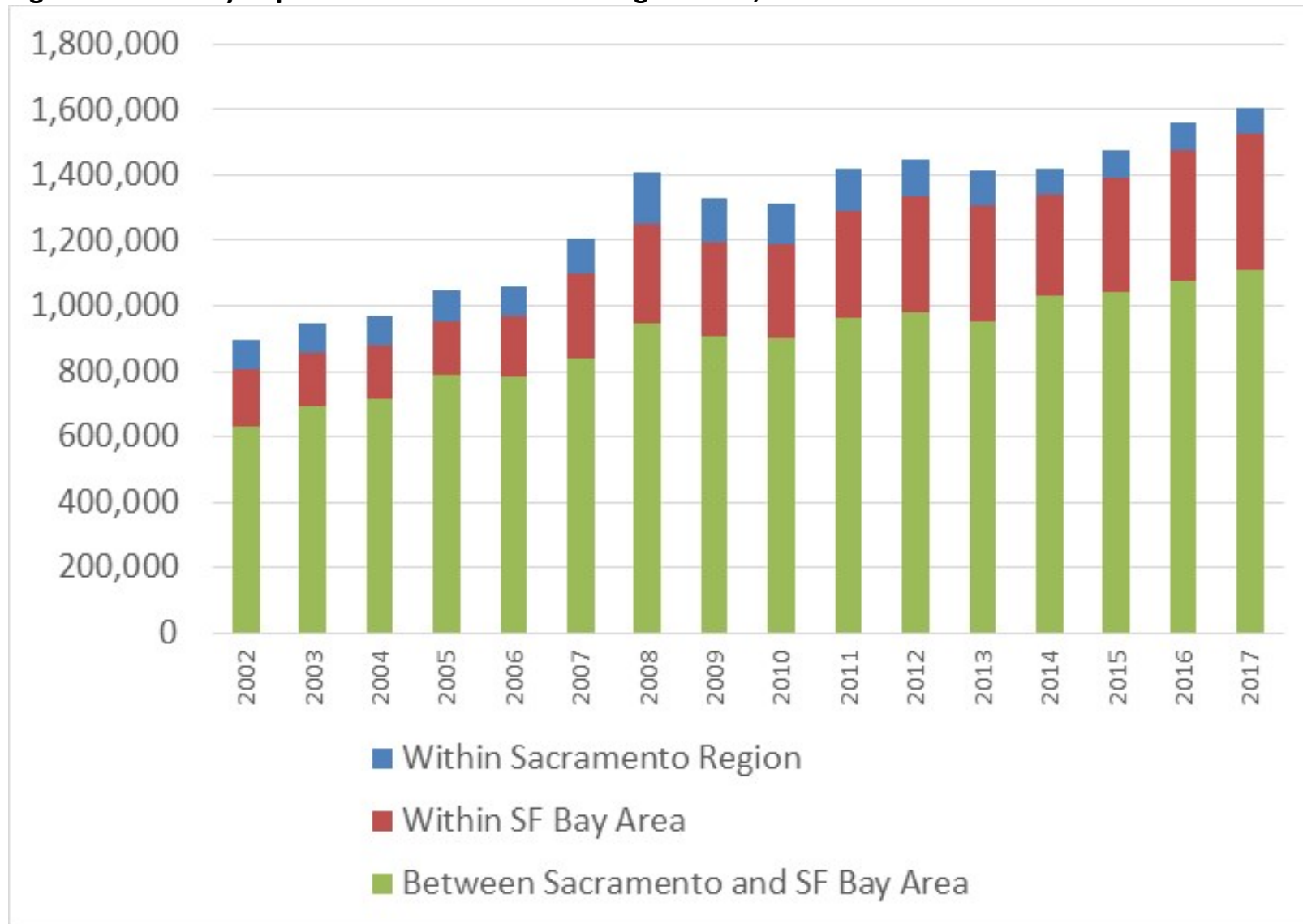
Source: SACOG, July 2018. Based on Census and ACS data.

Table 3. 2013 County-to-County Worker Flows

Residence	Workplace						6-County	To Outside Region	Total	% Working Outside Region	% Working Outside County
	El Dor.	Placer	Sac.	Sutter	Yolo	Yuba					
El Dorado	43,253	3,852	22,379	76	859	120	70,539	8,007	78,546	10.2%	44.9%
Placer	1,460	96,938	41,928	431	3,190	1,303	145,250	10,322	155,572	6.6%	37.7%
Sacramento	7,386	34,975	488,069	798	28,778	785	560,791	32,904	593,695	5.5%	17.8%
Sutter	44	1,337	3,203	20,361	1,881	5,645	32,471	3,877	36,348	10.7%	44.0%
Yolo	270	802	21,792	290	55,349	51	78,554	8,832	87,386	10.1%	36.7%
Yuba	85	2,323	2,986	4,763	538	12,014	22,709	1,953	24,662	7.9%	51.3%
6-County	52,498	140,227	580,357	26,719	90,595	19,918	910,314	65,895	976,209	6.8%	26.7%
Fr. Outside Region	3,123	9,094	28,620	1,956	8,924	2,394	54,111				
Total	55,621	149,321	608,977	28,675	99,519	22,312	964,425				
% fr. Outside Region	5.6%	6.1%	4.7%	6.8%	9.0%	10.7%	5.6%				
% fr. Outside County	22.2%	35.1%	19.9%	29.0%	44.4%	46.2%	25.8%				

Source: SACOG, July 2018. Based on 2013 American Community Survey 5-year sample.

Figure 6. Monthly Capital Corridor Service Passenger Flows, 2013 - 2017



Source: SACOG, July 2018. Based on data provided by the Capital Corridor Joint Powers Authority.

Notes: Flows are March monthly station-to-station passenger volumes.

Table 4. 2015 Domestic Migration to and from Sacramento Region

Metro Area	Total Migrating Into MSA	Total Migrating Out of MSA	Net Migration
Sacramento-Roseville-Arden Arcade MSA	87,539	84,609	+2,930
Yuba City MSA	8,792	9,801	-1,009

Source: SACOG, July 2018. Based on Census 2011-2015 ACS County to County Migration Patterns Data.

Table 5. 2015 Net Migrations to/from Sacramento MSA

Between Sacramento MSA and...		Migrating to Sacramento MSA	Migrating from Sacramento MSA	Net Migration to Sacramento MSA
<i>Top 10 Areas in Net Migration to Sacramento MSA /1/</i>				
1	San Francisco-Oakland-Hayward, CA MSA	12,836	9,639	+3,197
2	San Jose-Sunnyvale-Santa Clara, CA MSA	4,925	2,709	+2,216
3	Los Angeles-Long Beach-Anaheim, CA MSA	7,423	5,422	+2,001
4	Vallejo-Fairfield, CA MSA	3,577	2,523	+1,054
5	San Diego-Carlsbad, CA MSA	2,555	1,892	+663
6	Fresno, CA MSA	1,517	933	+584
7	Modesto, CA MSA	1,434	919	+515
8	Oxnard-Thousand Oaks-Ventura, CA MSA	811	314	+497
9	Las Vegas-Henderson-Paradise, NV MSA	1,383	919	+464
10	Olympia-Tumwater, WA MSA	413	47	+366

Top 10 Areas in Net Migration from Sacramento MSA /1/

276	Columbia, SC MSA	52	400	-348
277	Denver-Aurora-Lakewood, CO MSA	162	510	-348
278	Washington-Arlington-Alexandria, DC-VA-MD-WV MSA	424	819	-395
279	Charlotte-Concord-Gastonia, NC-SC MSA	41	450	-409
280	San Luis Obispo-Paso Robles-Arroyo Grande, CA MSA	568	1,130	-562
281	Riverside-San Bernardino-Ontario, CA MSA	3,014	3,613	-599
282	Santa Maria-Santa Barbara, CA MSA	374	978	-604
283	Santa Cruz-Watsonville, CA MSA	417	1,221	-804
284	Outside MSA within U.S. or Puerto Rico	9,404	10,365	-961
285	Reno, NV MSA	894	2,033	-1,139

Selected Subtotals:

San Francisco Bay Area	21,338	14,871	+6,467
Southern California	10,789	7,628	+3,161
Other California	7,324	8,794	-1,470

/1/Between the top and bottom 10 on net migration are 265 areas with smaller net migrations.

Source: SACOG, July 2018. Based on Census 2011-2015 ACS County to County Migration Patterns Data. Sac Metro Area = Sacramento, Placer, El Dorado, and Yolo Counties.

Table 6. 2015 Net Migrations to/from Yuba City MSA

Between Yuba City MSA and...	Migrating to Yuba City MSA	Migrating from Yuba City MSA	Net Migration to Yuba MSA
<i>Top 10 Areas in Net Migration to Yuba City MSA /1/</i>			
1 Sacramento-Roseville-Arden-Arcade, CA MSA	2,415	2,086	+329
2 Chico, CA MSA	1,313	1,060	+253
3 Modesto, CA MSA	185	0	+185
4 San Diego-Carlsbad, CA MSA	194	59	+135
5 San Luis Obispo-Paso Robles-Arroyo Grande, CA MSA	159	30	+129
6 Louisville/Jefferson County, KY-IN MSA	128	0	+128
7 San Angelo, TX MSA	124	4	+120
8 San Jose-Sunnyvale-Santa Clara, CA MSA	197	90	+107
9 Gulfport-Biloxi-Pascagoula, MS MSA	99	0	+99
10 New York-Newark-Jersey City, NY-NJ-PA MSA	101	12	+89

<i>Top 10 Areas in Net Migration from Yuba City MSA /1/</i>			
119 Bakersfield, CA MSA	15	82	-67
120 Santa Rosa, CA MSA	45	118	-73
121 Washington-Arlington-Alexandria, DC-VA-MD-WV MSA	64	137	-73
122 Tucson, AZ MSA	0	77	-77
123 San Francisco-Oakland-Hayward, CA MSA	248	357	-109
124 Provo-Orem, UT MSA	6	239	-233
125 Stockton-Lodi, CA MSA	55	296	-241
126 Riverside-San Bernardino-Ontario, CA MSA	116	359	-243
127 Outside MSA within U.S. or Puerto Rico	1,102	1,860	-758
128 Visalia-Porterville, CA MSA	15	840	-825

Selected Subtotals:

Yuba City MSA Neighbors	3,728	3,146	+582
San Francisco Bay Area	490	565	-75
San Joaquin Valley	270	1,218	-948
Outside California/within US	1,740	2,688	-948

/1/Between the top and bottom 10 on net migration are 108 areas with smaller net migrations.

Source: SACOG, July 2018. Based on Census 2011-2015 ACS County to County Migration Patterns data. Yuba City Metro Area = Yuba & Sutter Counties.

Appendix A

Average Daily Traffic at Gateway Locations to the SACOG Region, 2000 to 2016

Gate No.	Description	Location	MPO / Neighbor	Average Daily Traffic					Changes	
				2000	2005	2008	2012	2016	'08 to '12	'12 to '16
1	SR-99 N	Sutter-Butte CL	BCAG / Chico	15,500	16,400	14,900	14,600	17,300	-2%	+18%
2	SR-70 N	Yuba-Butte CL	BCAG / Chico	11,500	11,551	11,500	13,200	13,900	+15%	+5%
3	E20/Marysville Rd NE	W. of SR 49/Yuba-Nevada CL	Nevada CTC / Grass Valley	1,000	1,000	1,000	550	800	-45%	+45%
4	SR-20 NE	Yuba-Nevada CL	Nevada CTC / Grass Valley	6,600	8,300	7,800	8,200	8,000	+5%	-2%
5	SR-49 NE	Placer-Nevada CL	Nevada CTC / Grass Valley	27,384	29,500	27,000	27,000	30,700	--	+14%
6	I-80 NE	E. of Yuba Gap	TRPA / Tahoe	26,000	26,500	23,500	23,500	28,700	--	+22%
7	SR 174 NE	Placer-Nevada CL	Nevada CTC / Grass Valley	4,800	5,000	5,300	5,000	5,200	-6%	+4%
8	SR 20 NE	Placer-Nevada CL	Nevada CTC / Grass Valley	3,000	2,750	2,600	2,600	3,200	--	+23%
9	SR-88 S	S of Omo Ranch Rd	Amador CTC / Jackson	3,200	3,400	2,600	2,300	2,100	-12%	-9%
10	US-50 E	Btwn. Ice House Rd & Echo Lake	TRPA / Tahoe	12,000	13,200	13,100	13,100	11,200	--	-15%
13	SR 16, 49 East, 49 S	Sacramento-Amador CL, El Dorado-Amador CL	Amador CTC / Jackson	10,700	9,750	8,500	12,700	12,250	+49%	-4%
15	SR-99 S	Sacramento-San Joaquin CL	SJCOG / Stockton	54,752	64,143	60,000	60,000	73,100	--	+22%
16	S Lincoln Way	Sacramento-San Joaquin CL	SJCOG / Stockton	4,000	4,000	4,000	4,000	5,480	--	+37%
17	Franklin Road S	Sacramento-San Joaquin CL	SJCOG / Stockton	1,000	1,000	1,000	1,000	1,000	--	--
18	I-5 S	Sacramento-San Joaquin CL	SJCOG / Stockton	44,000	57,000	53,000	54,000	55,700	+2%	+3%
19	SR-160 S	S. of SR-12	MTC / SF Bay Area	10,800	15,000	15,000	12,200	14,100	-19%	+16%
20	CR-95A	Yolo-Solano CL	MTC / SF Bay Area	500	500	500	500	500	--	--
21	CR-104/Mace Blvd. SW	S. of CR-32D/Montgomery	MTC / SF Bay Area	2,000	2,000	2,000	1,475	1,475	-26%	--
22a	I-80 W	Yolo-Solano CL	MTC / SF Bay Area	116,000	130,000	125,000	119,000	136,700	-5%	+15%
22b	SR-113	Yolo-Solano CL	MTC / SF Bay Area	35,500	39,000	39,000	40,000	42,500	+3%	+6%
22c	I-505	Yolo-Solano CL	MTC / SF Bay Area	16,300	23,600	22,500	21,300	24,300	-5%	+14%
23	SR-128 W	Yolo-Solano CL	MTC / SF Bay Area	2,300	2,600	2,600	2,400	2,400	-8%	--
24	Putah Creek Rd. W	W. of Winters Rd. Bridge	MTC / SF Bay Area	200	200	200	200	200	--	--
25	SR-12 SE	E. of SR-160	SJCOG / Stockton	13,900	17,300	17,500	17,500	17,400	--	-1%
26	SR-12 SW	W. of SR-160	MTC / SF Bay Area	15,500	21,700	21,000	21,000	23,700	--	+13%
27	SR 16	Yolo-Colusa CL	Colusa CTC / N.Sac.Valley	800	1,050	700	570	630	-19%	+11%
28	I-5 N	Yolo-Colusa CL	Colusa CTC / N.Sac.Valley	27,000	31,000	30,000	30,500	33,200	+2%	+9%
29	SR 45	Sutter-Colusa CL	Colusa CTC / N.Sac.Valley	400	620	1,000	880	900	-12%	+2%
30	SR-20 NW	Sutter-Colusa CL	Colusa CTC / N.Sac.Valley	5,800	7,800	7,600	7,500	7,400	-1%	-1%
Total				474,436	547,869	522,408	518,787	576,051	-1%	+11%

Source: SACOG, July 2018, based on counts from Caltrans and local public agencies.

Appendix B
2013 County-to-County Worker Flow—Sacramento and Surrounding Regions.

Residence	Workplace----->							SACOG	Sol.	Napa	C.Csta.	Alam.	SF	Marin	S.Clara	S.Mateo	Son.	MTC Tot.	S.Joaq.	Stanis.	Butte	Nev.	Amad.	Alpine	All	Else
	El Dor.	Placer	Sac.	Sutter	Yolo	Yuba																				
El Dorado	43,253	3,852	22,379	76	859	120	70,539	378	51	287	410	288	45	469	226	63	2,217	250	23	-	236	495	204	78,546	4,605	
Placer	1,460	96,938	41,928	431	3,190	1,303	145,250	967	95	389	669	365	95	787	445	247	4,059	489	70	165	2,421	125	-	155,572	3,063	
Sacramento	7,386	34,975	488,069	798	28,778	785	560,791	6,113	432	1,945	2,314	1,924	485	1,598	974	529	16,314	9,206	783	285	299	952	5	593,695	5,843	
Sutter	44	1,337	3,203	20,361	1,881	5,645	32,471	379	18	17	160	67	-	5	26	-	672	232	-	1,525	339	11	-	36,348	1,098	
Yolo	270	802	21,792	290	55,349	51	78,554	4,626	281	601	624	525	107	311	134	99	7,308	333	47	58	-	41	-	87,386	1,092	
Yuba	85	2,323	2,986	4,763	538	12,014	22,709	117	-	28	35	53	-	45	34	16	328	130	18	588	419	-	-	24,662	488	
6-County	52,498	140,227	580,357	26,719	90,595	19,918	910,314	12,580	877	3,267	4,212	3,222	732	3,215	1,839	954	30,898	10,640	941	2,621	3,714	1,624	209	976,209	16,189	
Solano	9	360	5,412	37	4,599	56	10,473																			
Napa	-	20	348	-	268	-	636																			
C.Costa	59	57	1,567	10	661	-	2,354																			
Alam.	-	119	1,004	16	312	7	1,458																			
SF	-	76	386	23	202	-	687																			
Marin	-	10	82	18	32	-	142																			
S.Clara	19	27	235	-	74	-	355																			
S.Mateo	-	-	262	-	40	12	314																			
Sonom.	28	19	280	-	141	-	468																			
MTC	115	688	9,576	104	6,329	75	16,887																			
S.Joaquin	156	317	7,717	75	524	77	8,866																			
Stanislaus	18	98	1,057	-	86	-	1,259																			
Butte	65	330	571	1,031	112	1,082	3,191																			
Nevada	100	5,617	1,494	184	57	811	8,263																			
Amador	312	101	1,558	-	46	-	2,017																			
Alpine	69	-	-	-	-	-	69																			
All	55,621	149,321	608,977	28,675	99,519	22,312	964,425																			
Else	2,288	1,943	6,647	562	1,770	349	13,559																			

Source: SACOG, July 2018. Based on American Community Survey, 2013 5-year sample.