

# Supercommute Pattern between Bay Area and Central Valley

## Transportation and Travel Behavior



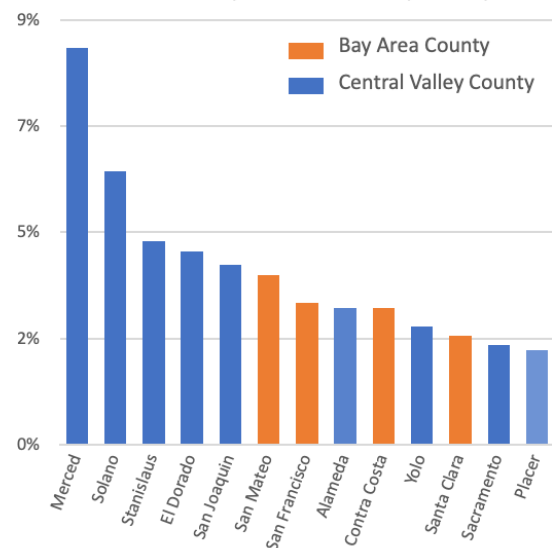
### Key Takeaways

- Central Valley has much higher supercommute shares than Bay Area
- Supercommute share in Central Valley has grown modestly (+5 p.p.) since 2002
- The higher income group has the lowest supercommuter share in Bay Area, but the highest supercommuter share in Central Valley
- Commuters under 30 years old, and those working in trade, transport, manufacturing, construction, and farming travel furthest to work

Supercommute is defined as commutes longer than 50 miles or 90 minutes one-way. The San Francisco Bay Area has some of the highest housing costs in the United States, and anecdotal evidence has long suggested that the restrictive housing supply in San Francisco Metro might force households to migrate out of the Bay Area and endure long commutes from the Central Valley.

California's Central Valley has several metropolitan areas within the top ten of the highest shares of supercommuters in the U.S. Based on American Community Survey data, San Joaquin (10.2%), Stanislaus (8.6%), and Merced (8.6%) have the most supercommuters (ACS 2015-2019 5-year estimates).

Share of super-commuters by County



According to the National Household Travel Survey (2017), 2.3% of total commutes in the region travel from Central Valley to the Bay Area, while only 0.2% of commuters travel from Bay Area to Central Valley. San Joaquin (18.1%) and Solano (23.5%) have the highest share of outbound commuters (Central Valley to Bay Area), following by Stanislaus (7.5%) and Merced (6.5%) (CTPP estimates, 2012-2016). Although the share of commuters going from Central Valley to Bay Area has remained stable since 2002, the Central Valley has a much higher share of supercommuters (1.1%) than the Bay Area (0.1%).

### What community leaders are saying

*Some Central Valley communities encourage super-commuting as a part of an economic development strategy to attract people who work in the Bay Area to live in their communities*

In Bay Area, the wealthiest group (>\$3,333/month) has the lowest share of supercommuters (~10%). In Central Valley, the wealthiest group has the highest supercommuter share (~30%). Young People (<30) has the highest share of supercommuters in both Bay Area and Central

Valley, and the share of supercommuters in the youngest group is almost three times larger in Central Valley than in Bay Area. Commuters with jobs in manufacturing, construction, maintenance, and farming are also more likely to travel further to work.

REGION	COUNTY	% OF SUPER-COMMUTERS (>=90 MIN) <i>ACS 2015-2019</i>	% OF SUPER-COMMUTERS (>=50 MILES) <i>NHTS 2017</i>	INCOME		AGE	TOTAL EMPLOYMENT
				<\$1250 / MONTH (>=50 MILES)	>\$3333 / MONTH (>=50 MILES)	AGE < 30 (>=50 MILES)	
BAY AREA	Alameda	4.90%	2.90%	12.13%	7.67%	11.60%	805,131
	Contra Costa	9.20%	2.90%	13.39%	9.78%	13.66%	515,000
	San Francisco	3.90%	3.00%	9.25%	6.32%	8.61%	473,702
	San Mateo	1.90%	3.60%	11.94%	6.70%	10.86%	385,644
	Santa Clara	3.00%	2.30%	12.92%	7.43%	12.31%	945,648
CENTRAL VALLEY	El Dorado	4.80%	4.10%	23.31%	30.86%	28.44%	76,335
	Merced	8.60%	8.40%	32.48%	34.29%	35.88%	98,140
	Placer	3.50%	2.00%	21.56%	25.19%	24.69%	160,558
	Sacramento	3.40%	2.10%	19.72%	19.57%	22.13%	662,007
	San Joaquin	10.20%	3.80%	23.38%	25.97%	26.26%	296,147
	Solano	7.40%	5.80%	16.49%	14.42%	18.08%	199,831
	Stanislaus	8.60%	4.30%	27.23%	29.68%	30.87%	217,126
	Yolo	3.00%	2.50%	18.17%	16.19%	20.30%	85,137

*This project looks at the many impacts of regional migration from the San Francisco Bay Area to the Central Valley, including demographics, the economy, transportation, housing, and fiscal health. The project also examines whether the COVID-19 pandemic has accelerated and exacerbated these impacts both in these regions and across California. This project was made possible with support from the Chan-Zuckerberg Initiative, [and any other funders, with hyperlinks]. For more information on this project, please visit <https://sites.usc.edu/ca-regional-impact/>.*



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