

Data-Driven Analysis for Regional Planning Units

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Introduction

The purpose of this methodology is to link counties together into Regional Planning Units (RPU) based on the analysis of economic data. This data-driven methodology analyzes each county in California and assigns it to an RPU based on that county's commute patterns. When a commute pattern analysis is insufficient, this methodology examines additional economic data to decide the placement of a county into an RPU. Once the analysis is complete, these purely data-driven placement decisions are finalized unless they fail to align with the established boundaries of a Local Workforce Development Area (Local Area). Since a single Local Area cannot be split across two planning regions as per Title 20 CFR Preamble Section 679.210 of the *Workforce Innovation and Opportunity Act (WIOA)* Final Rule and the boundaries of each Local Area cannot change outside the circumstances outlined in Section 106 (b) of the WIOA, the data-driven placement of a county into an RPU may be overruled and changed to align itself with existing Local Area boundaries. This final step is required to make the RPU boundaries compatible with the established operational and political jurisdictions of the California workforce system.

Summary of Methodology

The RPU boundaries review process consists of four parts.

Part One – Divide California into Economic Markets and Submarkets

The first step is to divide California into “economic markets and submarkets” based on the Employment Development Department (EDD) Labor Market Information Division’s (LMID) economic market framework (Fig. 1 and Appendix B) created in 2014. The purpose of this initial step is to divide California into units of analysis.

Figure 1 – LMID Economic Markets and Submarkets



Note – Within each economic market, economic submarkets are designated by letters A, B, C, or D.

The LMID originally divided California into economic markets and submarkets based on the Office of Management and Budget's framework of Metropolitan Statistical Areas and an analysis of geography and transportation infrastructure. The LMID then collected input from its economists, labor market consultants, and other subject matter experts to improve the boundaries of the framework. The LMID also consulted with California Workforce Development Board (CWDB), Board of Directors member and economist Stephen Levy of the Center for Continuing Study of the California Economy. The LMID then reviewed commute patterns, industry makeup, geographic location, and size of labor force to assess and finalize the placement of each county into an economic market and submarket. The LMID created this economic market framework to support regional planning efforts under the WIOA. The intent of selecting economic markets and submarkets as our starting units of analysis is to begin with a foundation that is data-driven and independent of the need to account for the operational and political jurisdictions of the California workforce system.

Part Two – Group Counties into Preliminary RPUs Based on Commute Pattern Analysis

The second part is to analyze the commute patterns of each county in an economic submarket and place them into one of the following categories based on the nature of their commute patterns:

1. **BASE** – These counties **hold and import** more commuters than any of the other counties in a selected economic submarket.
2. **MORE CONNECTED** – The top **export** destination for these counties is **inside** the same selected economic market. This is established when the number of commuters to a selected county's top export destination measures more than 10 percent of the total number of commuters living and working in the selected county.
3. **LESS CONNECTED** – These counties are less connected to either a **BASE** or **MORE CONNECTED** county in the same selected economic market and are independent (e.g. self-sustaining) in nature. This is established when the number of commuters to a selected county's top export destination measures less than 10 percent of the total number of commuters living and working in the selected county.
4. **UNDECIDED** – The top **export** destination for these counties is **outside** the same selected economic market. This creates a complex scenario that requires additional analysis to decide whether these counties should be moved from their current economic market and into another.

As an example, we can begin with the selection of an economic market (Fig. 2) and apply the criteria above to each county in its economic submarkets to categorize them (Fig. 3).

Figure 2 – Example of Northern Economic Market

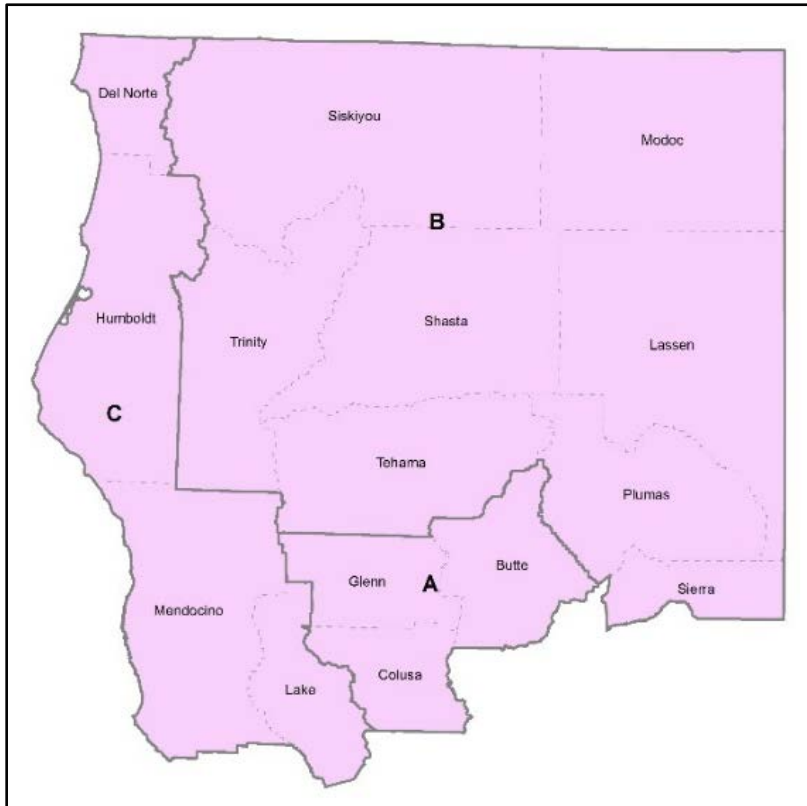
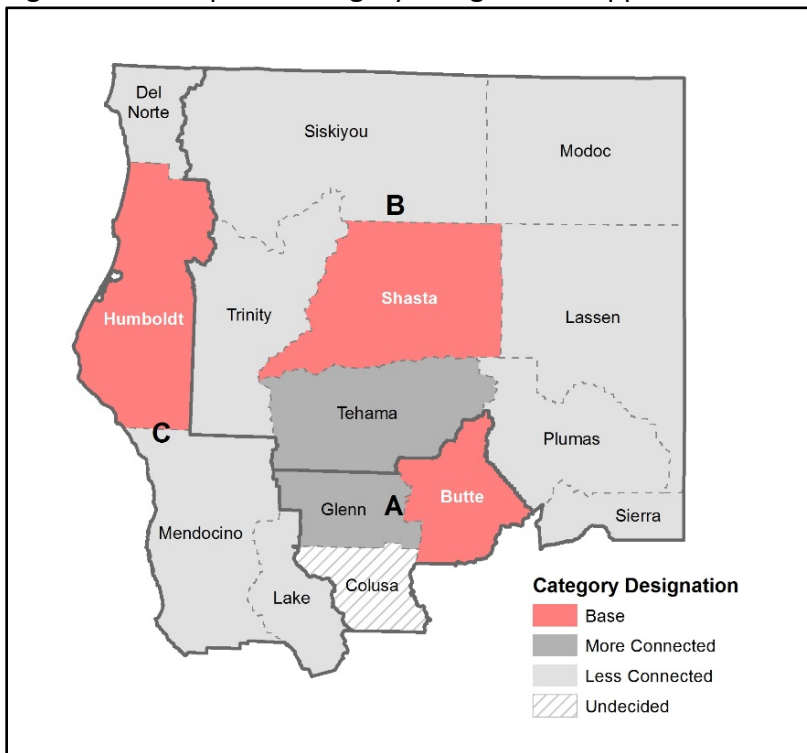


Figure 3 – Example of Category Designations Applied to the Northern Economic Market



The primary purpose of this part is to identify the counties in each economic submarket that possess and attract the largest number of commuters from surrounding areas. These counties later serve as “Base” counties for RPUs. The secondary purpose of this part is to determine whether we can link surrounding counties to them (or to an interconnected network of counties around them) based on commute patterns. At the end of this part, economic markets and submarkets are translated into preliminary RPUs and all Base, More Connected, and Less Connected counties are grouped together into them based on their commute patterns (or in the case of Less Connected counties, their geographic location). However, the Undecided counties require the analysis of additional economic data to finalize their placement into a preliminary RPU.

Part Three – Complete Additional Analysis to Finalize Placement of Remaining Undecided Counties

The third part is to complete additional analysis for each county marked as “Undecided” to finalize their placement into a preliminary RPU. We complete analysis on the following factors to help place each Undecided County into a preliminary RPU:

1. **COMMUTE PATTERNS** – We examine the top 10 export commute patterns of the Undecided County to identify which counties it exports the most commuters to.
2. **INDUSTRY COMPOSITION** – We compare the major industry employment levels of the Undecided County to other counties and examine the similarities and differences.
3. **GEOGRAPHIC LOCATION** – We review the geographic location of the Undecided County and its proximity to nearby BASE or MORE CONNECTED counties.
4. **SIZE OF LABOR FORCE** – We compare the size of the Undecided County’s labor force to the size of other counties in a preliminary RPU and examine the similarities and differences.

We then place the Undecided County into a preliminary RPU based on the factors above. At the end of this part, every California County will have been assigned to a preliminary RPU based on the analysis of economic data.

Part Four – Cross Reference Data-Driven Results with Local Area Jurisdictions

The fourth part is to cross-reference and align the boundaries of every preliminary RPU with present-day Local Area boundaries. Title 20 CFR Preamble Section 679.210 of the WIOA Final Rule and Section 106 (a) of the WIOA require the placement of each Local Area into a single RPU and prohibits the placement of a Local Area across multiple RPUs. The purpose of this part is to satisfy those requirements and determine whether any practical adjustments are required to align the boundaries of the preliminary RPU framework with the operational and political jurisdictions of the Local Areas. For example, we may cross-reference Local Areas with RPUs and discover that one multi-county Local Area crosses the boundary of an RPU and extends into another, which constitutes a violation. Per Title 20 CFR Preamble Section 679.210 of the WIOA Final Rule and Section 106 (a), a Local Area cannot be split-up or required to participate in two

RPUs to resolve the violation. Under such circumstances, our lone option is to adjust the RPU boundaries to work around the boundaries of an existing Local Area. This means a data-driven conclusion about the placement of a county into an RPU would be overruled by a decision made to preserve the boundaries of a Local Area. The final placement of a Local Area into an RPU is determined by the commute patterns and geographic location of most of its counties in relation to nearby RPUs. Once all these issues are identified and resolved, the RPU framework is finalized.

Data Notes

We used the US Census Bureau's 2011-2015, 5-Year American Community Survey Commuting Flows to complete the commute pattern analysis. This is the most recent commute pattern data available. We also used the LMID's Current Employment Statistics, 2018 Annual Averages for the industry composition and labor force analysis. This is the most recent annual average data available.

Summary of Analysis Results

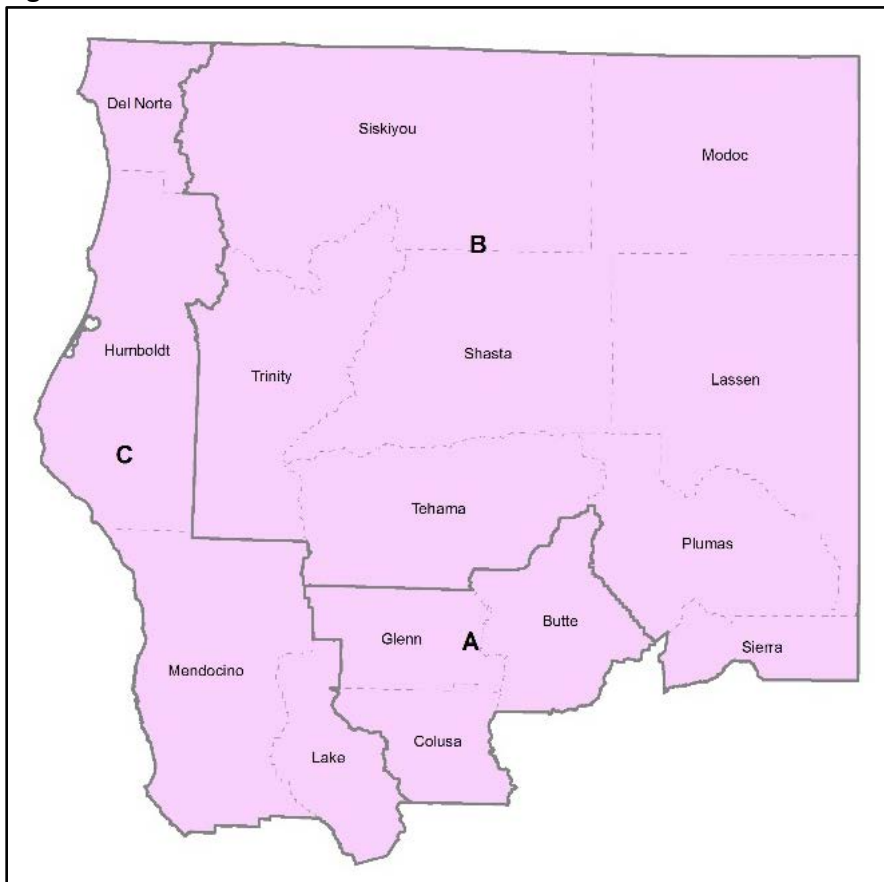
Northern Economic Market

Part One – Divide California into Economic Markets and Submarkets

The Northern Economic Market is comprised of 15 counties and divided into three economic submarkets (Fig. 4):

- Submarket A: Butte, Colusa, and Glenn.
- Submarket B: Lassen, Modoc, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity.
- Submarket C: Del Norte, Humboldt, Lake, and Mendocino.

Figure 4 – Northern Economic Market and Submarkets



Note – These economic markets and submarkets are from the original LMID economic market framework (Appendix B) and do not consider existing Local Area jurisdictions.

Part Two – Group Counties into Preliminary RPUs Based on Commute Pattern Analysis

Base County Analysis

For the counties of each economic submarket, the tables below show the sum of (1) the number of commuters that live and work inside the listed county (“hold”) and (2) the number of commuters that live outside of the listed county but work inside it (“import”):

Table 1 – Base County Analysis for Submarket A

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Butte County, CA	86,826	X
Colusa County, CA	8,958	
Glenn County, CA	8,934	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Table 2 – Base County Analysis for Submarket B

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Lassen County, CA	8,843	
Modoc County, CA	2,851	
Plumas County, CA	7,039	
Shasta County, CA	68,653	X
Sierra County, CA	799	
Siskiyou County, CA	15,501	
Tehama County, CA	19,162	
Trinity County, CA	4,962	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

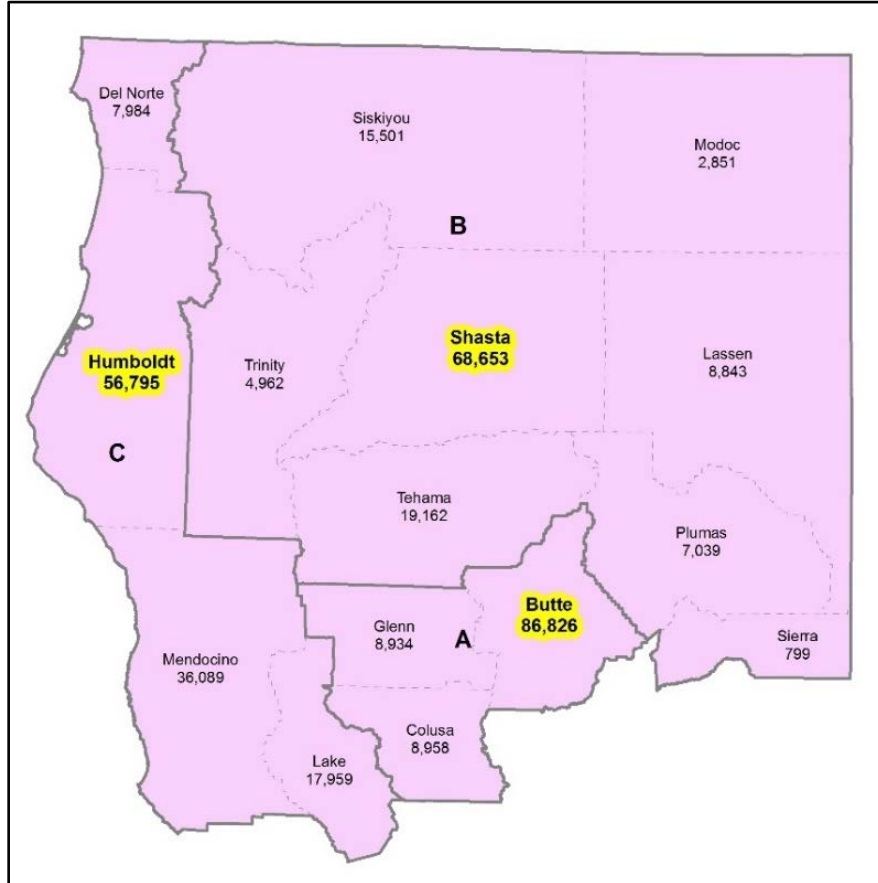
Table 3 – Base County Analysis for Submarket C

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Del Norte County, CA	7,984	
Humboldt County, CA	56,795	X
Lake County, CA	17,959	
Mendocino County, CA	36,089	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

There are three designated Base Counties in the Northern Economic Market. These counties each hold and import more commuters than any other county in each of their respective economic submarkets. These counties are Butte County, Shasta County, and Humboldt County (Fig. 5).

Figure 5 – Number of Commuters Living and Working in Each County



Export County Analysis

The tables below (Tables 4-6) analyze the remaining counties of each economic submarket. These are counties that were not designated as Base Counties in the previous exercise (i.e. the Base County Analysis). These tables show the following:

- The top export destination for each county. This is where a county exports most of its own outward-bound commuters for work.
- The number of commuters who travel to the top export destination for work.

These tables also designate each county as More Connected, Less Connected, or Undecided based on their commute patterns (see the *Summary of Methodology – Part Two* section for a detailed explanation of selection criteria).

Table 4 – Export County Analysis for Submarket A

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Colusa County, CA	Yolo County (787 commuters)	Undecided
Glenn County, CA	Butte County (1,862 commuters)	More Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Colusa County’s top export destination is outside of its economic market and is designated as Undecided. Glenn County is more connected to Butte County as the submarket’s Base County.

Table 5 – Export County Analysis for Submarket B

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Lassen County, CA	Plumas County (285 commuters)	Less Connected
Modoc County, CA	Siskiyou County (223 commuters)	Less Connected
Plumas County, CA	Lassen County (302 commuters)	Less Connected
Sierra County, CA	Nevada County (153 commuters)	Less Connected
Siskiyou County, CA	Shasta County (254 commuters)	Less Connected
Tehama County, CA	Shasta County (3,868 commuters)	More Connected
Trinity County, CA	Humboldt County (317 commuters)	Less Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Tehama County is more connected to Shasta County as the submarket’s Base County. All other counties have relatively minor commute connections (see Appendix E) and are classified as Less Connected.

Table 6 – Export County Analysis for Submarket C

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Del Norte County, CA	Humboldt County (58 commuters)	Less Connected
Lake County, CA	Napa County (1,686 commuters)	Less Connected
Mendocino County, CA	Sonoma County (848 commuters)	Less Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Del Norte and Mendocino County have minor commute connections (see Appendix E) and are classified as Less Connected. Lake County has a slightly larger commute connection to Napa County, but this connection is less than 10 percent of the total number of commuters living and working in Napa County (see Appendix E) and consequently is classified as Less Connected (instead of Undecided).

Based on this commute pattern analysis, we can group counties into preliminary RPUs in the following way:

- Preliminary RPU A (Submarket A): Butte and Glenn.
- Preliminary RPU B (Submarket B): Lassen, Modoc, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity.
- Preliminary RPU C (Submarket C): Del Norte, Humboldt, Lake, and Mendocino.

Since Colusa County is categorized as an Undecided County, additional analysis of economic data is required to place it into a preliminary RPU.

Part Three – Complete Additional Analysis to Finalize Placement of Remaining Undecided Counties

Undecided County Analysis: Colusa County

For this part, we examine four factors to help place Colusa County into a preliminary RPU. Those factors are commute patterns, industry composition, geographic location, and size of labor force (see the *Summary of Methodology – Part Three* section for a detailed explanation of this analysis criteria). We then assess all of these factors to place the county into an RPU.

The following table is a summary of analysis findings for Colusa County:

Table 7 – Undecided County Analysis for Colusa County

FACTORS TO CONSIDER	COMMENTS
Commute Patterns	The top export destination for Colusa County is Yolo County (787). All other commute connections are minor in comparison (Appendix D, Colusa County).
Industry Composition	Colusa County’s major industry employment levels (as a percentage of total employment) are closer to Yolo County than Butte County (Appendix D, Colusa County).
Geographic Location	Colusa County shares a border with Butte County at the bottom of Preliminary RPU A, but shares a border with both Sutter and Yuba County in the Sacramento Economic Market.

FACTORS TO CONSIDER	COMMENTS
Size of Labor Force	Colusa County shares an almost equal differential with Butte County and Yolo County. See Appendix F for a complete list of data.

Based on this analysis, we can move Colusa County out of the Northern Economic Market and into the Sacramento Economic Market for consideration in the preliminary RPU there. Colusa County’s commute patterns and industry composition favor entry into the Sacramento Economic Market while its geographic location and size of labor force are neutral factors.

Part Four – Cross Reference Data-Driven Results with Local Area Jurisdictions

Based on our completed analysis of economic data, the counties of the Northern Economic Market are currently grouped as follows:

- Preliminary RPU A: Butte and Glenn
- Preliminary RPU B: Lassen, Modoc, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity
- Preliminary RPU C: Del Norte, Humboldt, Lake, and Mendocino

However, we must compare the boundaries of these preliminary RPUs to the boundaries of established Local Areas and ensure their alignment (see the *Summary of Methodology – Part Four* section for more details).

The following Local Areas fit into this preliminary RPU framework without issue:

- Preliminary RPU C
 - Humboldt County Workforce Development Board
 - Humboldt County

The following Local Areas do **not** fit into this preliminary RPU framework and create issues:

- Preliminary RPU A
 - North Central Counties Consortium
 - Colusa, Glenn, Sutter, and Yuba Counties
- Preliminary RPUs A and B
 - Northern Rural Training and Employment Consortium
 - Butte, Del Norte, Lassen, Modoc, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity Counties
- Preliminary RPU C
 - Workforce Alliance of the North Bay
 - Napa, Lake, Marin and Mendocino Counties

While the North Central Counties Consortium consists of Glenn County from the Preliminary RPU A, the Undecided County analysis for Colusa County places them into the Sacramento Economic Market where Sutter and Yuba County are placed for review. The Northern Rural Training and Employment Consortium has Butte County in Preliminary RPU A while most of its counties are in preliminary RPU B and Del Norte County is in Preliminary RPU C. The Workforce Alliance of the North Bay has Lake and Mendocino Counties in Preliminary RPU C, while it has Napa and Marin Counties in the San Francisco Bay Area Economic Market for review. These all represent a series of misalignments that must be resolved.

Due to Title 20 CFR Preamble Section 679.210 of the WIOA Final Rule and WIOA Section 106 (a), the integrity of Local Areas takes precedence over the completed analysis of economic data. Specifically, this requires us to overrule data-driven conclusions about the placement of counties into RPUs based on economic data analysis and adjust RPU boundaries to work around the boundaries of Local Areas. These adjustments are needed to satisfy WIOA requirements and ensure that each Local Area is placed into a single RPU.

Based on this, we reorganize the RPUs in the following way to resolve these issues and assign new titles to each RPU:

- North Coast
 - Humboldt
- North State
 - Butte, Del Norte, Lassen, Modoc, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity Counties

We eliminated the Preliminary RPU A with Butte and Glenn. We moved Butte and Del Norte (from Preliminary RPU C) into Preliminary RPU B. We then renamed Preliminary RPU B to North State. We moved Glenn with Colusa to the Sacramento Economic Market for review since it shares the North Central Counties Consortium with Sutter and Yuba. Since the commute patterns of Lake and Mendocino do not support the placement of the entire Workforce Alliance of the North Bay (Napa, Lake, Marin and Mendocino Counties) into the North Coast RPU or North State RPU, and we cannot split-up any Local Area, we moved each of these counties out of Preliminary RPU C and into the San Francisco Bay Area Economic Market for review. With all of the changes above, only Humboldt County remained in Preliminary RPU C, which we kept and renamed to “North Coast.”

Conclusion – Final RPU Framework

Here is the final version of RPUs based on the analysis of economic data and required adjustments:

Figure 6 – North Coast and North State RPU



North Coast

- Humboldt

North State

- Butte
- Del Norte
- Lassen
- Modoc
- Nevada
- Plumas
- Shasta
- Sierra
- Siskiyou
- Tehama
- Trinity

Sacramento Economic Market

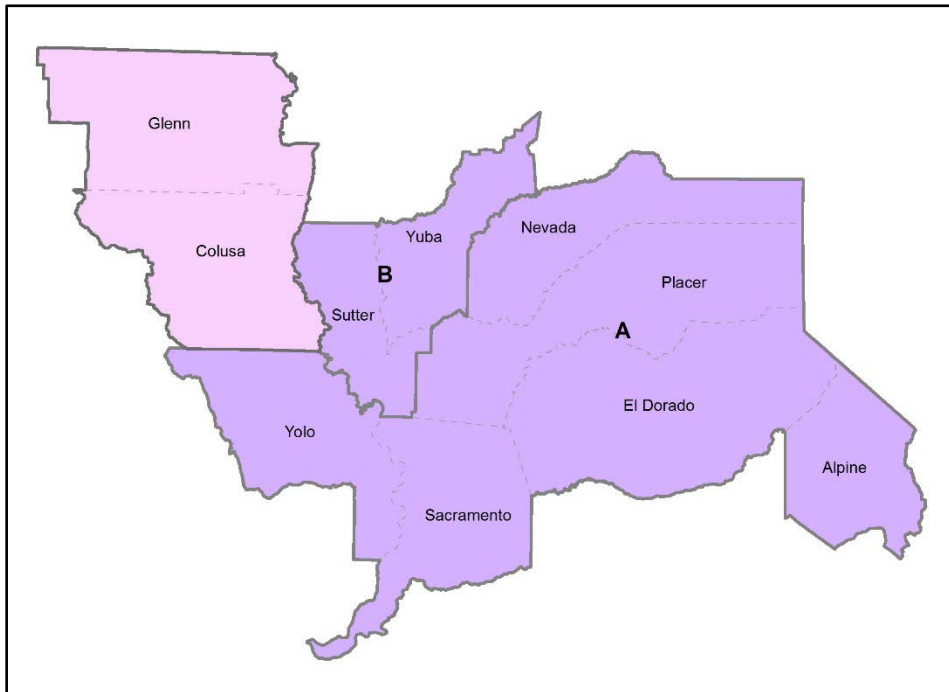
Part One – Divide California into Economic Markets and Submarkets

The Sacramento Economic Market is comprised of eight counties plus two additional counties and divided into two economic submarkets (Fig. 7):

- Submarket A: Alpine, El Dorado, Nevada, Placer, Sacramento, and Yolo
- Submarket B: Colusa, Glenn, Sutter, and Yuba

Colusa County and Glenn County are included in the review of the Sacramento Economic Market as additional counties based on the results of the Northern Economic Market analysis. They are placed into Sub Economic Market B based on their shared presence in the North Central Counties Consortium.

Figure 7 – Sacramento Economic Market and Submarkets



Note – Except for Glenn and Colusa, these economic markets and submarkets are from the original LMID economic market framework (Appendix B) and do not consider existing Local Area jurisdictions.

Part Two – Group Counties into Preliminary RPUs Based on Commute Pattern Analysis

Base County Analysis

For the counties of each economic submarket, the tables below show the sum of (1) the number of commuters that live and work inside the listed county (“hold”) and (2) the number of commuters that live outside of the listed county but work inside it (“import”):

Table 8 – Base County Analysis for Submarket A

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Alpine County, CA	547	
El Dorado County, CA	54,146	
Nevada County, CA	34,849	
Placer County, CA	154,666	
Sacramento County, CA	619,634	X
Yolo County, CA	103,855	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

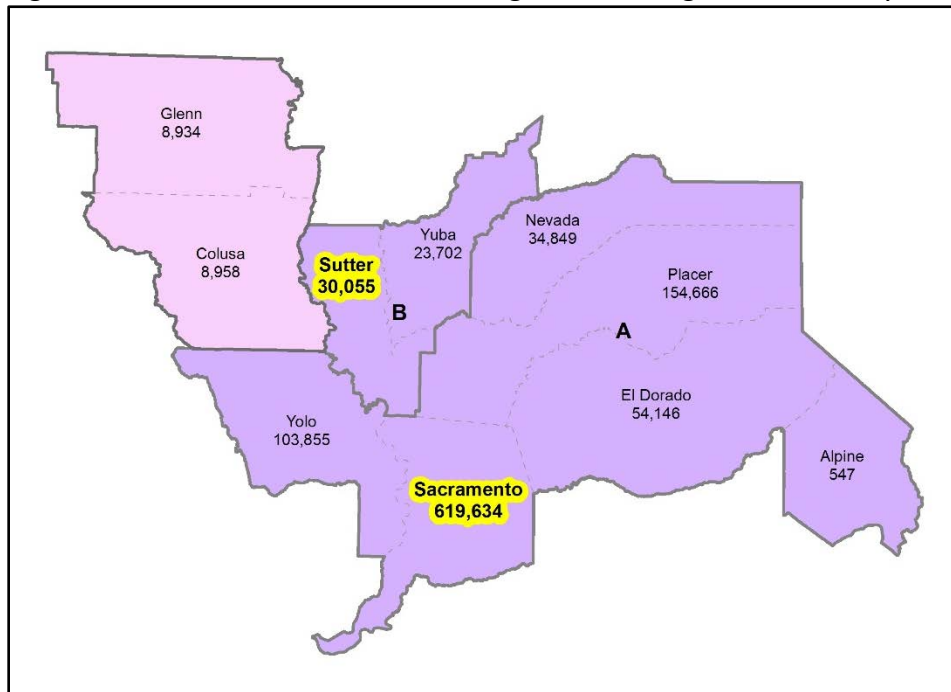
Table 9 – Base County Analysis for Submarket B

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Colusa County, CA	8,958	
Glenn County, CA	8,934	
Sutter County, CA	30,055	X
Yuba County, CA	23,702	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

There are two designated Base Counties in the Sacramento Economic Market. These counties each hold and import more commuters than any other county in each of their respective economic submarkets. These counties are Sacramento County and Sutter County (Fig. 8).

Figure 8 – Number of Commuters Living and Working in Each County



Export County Analysis

Tables 10 and 11 below, analyze the remaining counties of each economic submarket. These are counties that were not designated as Base Counties in the previous exercise (i.e. the Base County Analysis). These tables show the following:

- The top export destination for each county. This is where a county exports most of its own outward-bound commuters for work.
- The number of commuters who travel to the top export destination for work.

These tables also designate each county as More Connected, Less Connected, or Undecided based on their commute patterns (see the *Summary of Methodology – Part Two* section for a detailed explanation of selection criteria).

Table 10 – Export County Analysis for Submarket A

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Alpine County, CA	El Dorado County (79 commuters)	Less Connected
El Dorado County, CA	Sacramento County (21,424 commuters)	More Connected
Nevada County, CA	Placer County (5,139 commuters)	More Connected
Placer County, CA	Sacramento County (42,718 commuters)	More Connected

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Yolo County, CA	Sacramento County (21,574 commuters)	More Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Most counties have commute connections to either Sacramento County or other counties with commute connections to Sacramento County as the Base County. Alpine County has a relatively minor commute connection (see Appendix E) and is classified as Less Connected.

Table 11 – Export County Analysis for Submarket B

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Colusa County, CA	Yolo County (787 commuters)	More Connected
Glenn County, CA	Butte County (1,862 commuters)	N/A
Yuba County, CA	Sutter County (4,803 commuters)	More Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Yuba County has a commute connection to Sutter County as the submarket’s Base County. Glenn County is connected to Butte County (1,862 commuters), but this connection is outweighed by the commute connection between Sutter County and Sacramento County (3,083 commuters) and also between Yuba County and Sacramento County (2,800 commuters). Since the North Central Counties Consortium cannot be divided, Glenn must remain in the Sacramento Economic Market with the Colusa, Sutter, and Yuba counties despite its commute connection to Butte County.

Based on this commute pattern analysis, we can group counties into preliminary RPUs in the following way:

- Preliminary RPU A (Submarket A): Alpine, El Dorado, Nevada, Placer, Sacramento, and Yolo
- Preliminary RPU B (Submarket B): Colusa, Glenn, Sutter, and Yuba

Part Three – Complete Additional Analysis to Finalize Placement of Remaining Undecided Counties

There are no counties classified as Undecided in the Sacramento Economic Market.

Part Four – Cross Reference Data-Driven Results with Local Area Jurisdictions

Based on our completed analysis of economic data, the counties of the Sacramento Economic Market are currently grouped as follows:

- Preliminary RPU A: Alpine, El Dorado, Nevada, Placer, Sacramento, and Yolo
- Preliminary RPU B: Colusa, Glenn, Sutter, and Yuba

However, we must compare the boundaries of these preliminary RPUs to the boundaries of established Local Areas and ensure their alignment (see the *Summary of Methodology – Part Four* section for more details).

The following Local Areas fit into this preliminary RPU framework without issue:

- Preliminary RPU A
 - Golden Sierra Workforce Development Board
 - El Dorado, Placer, and Alpine Counties
 - Sacramento Employment and Training Agency
 - City and County of Sacramento
 - Yolo County Workforce Development Board
 - Yolo County
- Preliminary RPU B
 - North Central Counties Consortium
 - Colusa, Glenn, Sutter, and Yuba Counties

The following Local Areas create fit issues:

- Preliminary RPU A
 - Northern Rural Training and Employment Consortium
 - Butte, Del Norte, Lassen, Modoc, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity Counties.

The Northern Rural Training and Employment Consortium includes Nevada County, which has a commute connection to Placer County. This represents a misalignment issue that must be resolved.

Due to Title 20 CFR Preamble Section 679.210 of the WIOA Final Rule and WIOA Section 106 (a), the integrity of Local Areas takes precedence over the completed analysis of economic data. Specifically, this requires us to overrule data-driven conclusions about the placement of counties into RPUs based on economic data analysis and adjust RPU boundaries to work around the boundaries of Local Areas. These adjustments are needed to satisfy WIOA requirements and ensure that each Local Area is placed into a single RPU.

Based on this, we reorganize the RPUs in the following way to resolve these issues and assign a new title to the RPU:

- **Capital**
 - Alpine
 - Colusa

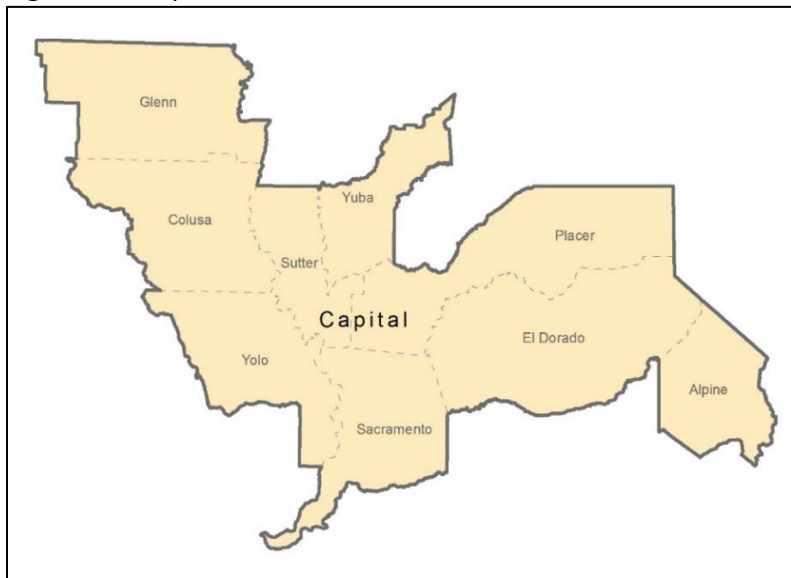
- El Dorado
- Glenn
- Placer
- Sacramento
- Sutter
- Yolo
- Yuba

In the interest of continuity and the preservation of existing planning relationships, we combined Preliminary RPUs A and B into a single RPU and renamed it to “Capital.” This decision also accounted for how the commute patterns of Colusa County do not support the placement of the entire North Central Counties Consortium (Colusa, Glenn, Sutter, and Yuba Counties) into the North State RPU. However, the state also recognizes how the existing boundaries of the North Central Counties Consortium aligns with preliminary RPU B and seeks input from the field on whether the Capital RPU should be split into two smaller RPUs for the purpose of better alignment with labor market boundaries. Finally, we removed Nevada from the Capital RPU due to its earlier inclusion in the North State RPU as part of the Northern Rural Training and Employment Consortium.

Conclusion – Final RPU Framework

Here is the final version of RPUs based on the analysis of economic data and required adjustments:

Figure 9 – Capital RPU



Capital

- Alpine
- Colusa
- El Dorado
- Glenn
- Placer
- Sacramento
- Sutter
- Yolo
- Yuba

San Francisco Bay Area Economic Market

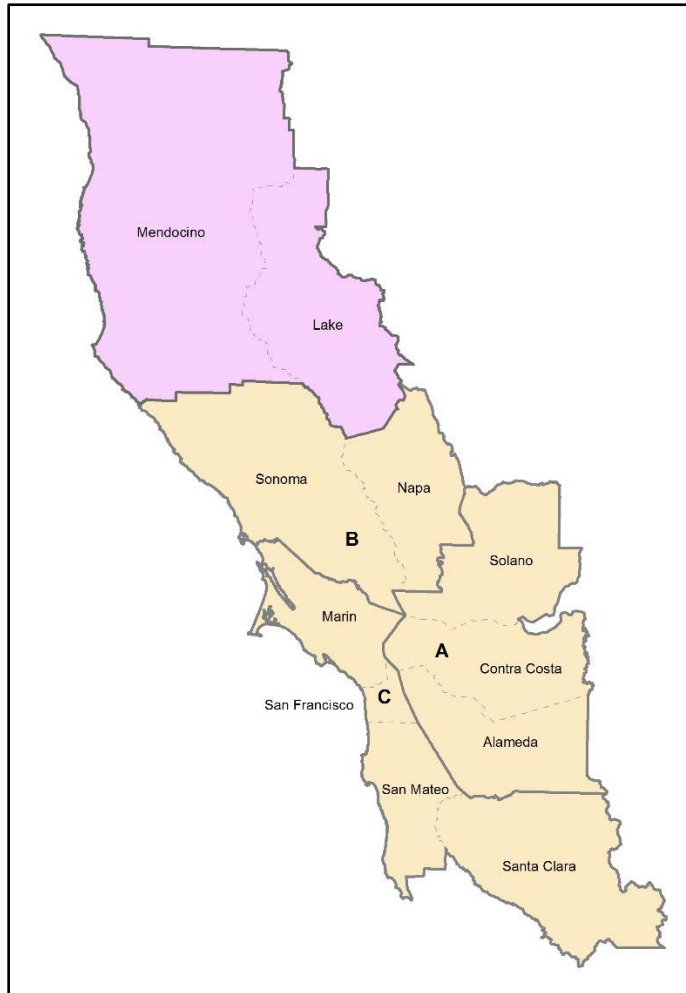
Part One – Divide California into Economic Markets and Submarkets

The San Francisco Bay Area Economic Market is comprised of nine counties plus two additional counties and divided into three economic submarkets (Fig. 10):

- Submarket A: Alameda, Contra Costa, and Solano
- Submarket B: Lake, Mendocino, Napa, and Sonoma
- Submarket C: Marin, San Francisco, San Mateo, and Santa Clara

Lake County and Mendocino County are included in the review of the San Francisco Bay Area Economic Market as additional counties based on the results of the Northern Economic Market analysis. They are placed into Submarket B based on their shared presence in the Workforce Alliance of the North Bay.

Figure 10 – San Francisco Bay Area Economic Market and Submarkets



Note – Except for Mendocino and Lake, these economic markets and submarkets are from the original LMID economic market framework (Appendix B) and do not consider existing Local Area jurisdictions.

Part Two – Group Counties into Preliminary RPUs Based on Commute Pattern Analysis

Base County Analysis

For the counties of each economic submarket, the tables below show the sum of (1) the number of commuters that live and work inside the listed county (“hold”) and (2) the number of commuters that live outside of the listed county but work inside it (“import”):

Table 12 – Base County Analysis for Submarket A

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Alameda County, CA	696,550	X
Contra Costa County, CA	371,399	
Solano County, CA	140,225	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Table 13 – Base County Analysis for Submarket B

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Lake County, CA	17,959	
Mendocino County, CA	36,089	
Napa County, CA	74,250	
Sonoma County, CA	215,040	X

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

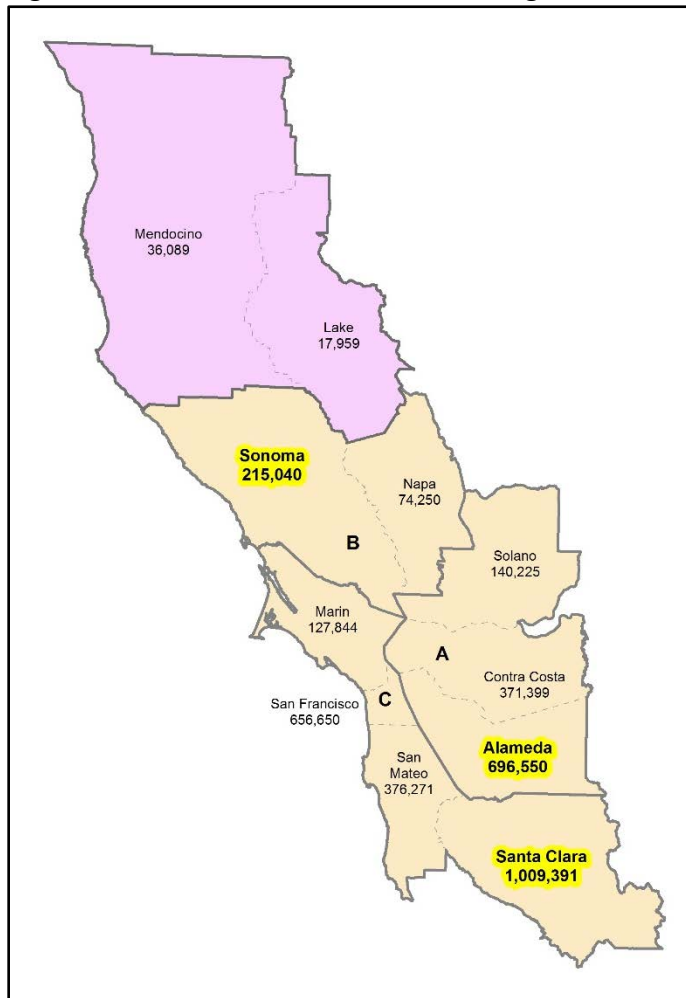
Table 14 – Base County Analysis for Submarket C

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Marin County, CA	127,844	
San Francisco County, CA	656,650	
San Mateo County, CA	376,271	
Santa Clara County, CA	1,009,391	X

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

There are three designated Base Counties in the San Francisco Bay Area Economic Market. These counties each hold and import more commuters than any other county in each of their respective economic submarkets. These counties are Alameda County, Sonoma County, and Santa Clara County (Fig. 11).

Figure 11 – Number of Commuters Living and Working in Each County



Export County Analysis

The tables below (Tables 15-17) analyze the remaining counties of each economic submarket. These are counties that were not designated as Base Counties in the previous exercise (i.e. the Base County Analysis). These tables show the following:

- The top export destination for each county. This is where a county exports most of its own outward-bound commuters for work.
- The number of commuters who travel to the top export destination for work.

These tables also designate each county as More Connected, Less Connected, or Undecided based on their commute patterns (see the *Summary of Methodology – Part Two* section for a detailed explanation of selection criteria).

Table 15 – Export County Analysis for Submarket A

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Contra Costa County, CA	Alameda County (100,160 commuters)	More Connected
Solano County, CA	Contra Costa County (19,504 commuters)	More Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Contra Costa County is More Connected to Alameda County as the submarket’s Base County. Solano County is More Connected to Contra Costa County.

Table 16 – Export County Analysis for Submarket B

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Lake County, CA	Napa County (1,686 commuters)	Less Connected
Mendocino County, CA	Sonoma County (848 commuters)	Less Connected
Napa County, CA	Solano County (4,422 commuters)	Less Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Lake and Mendocino County have minor commute connections (see Appendix E) and are classified as Less Connected. Napa County has a larger commute connection to Solano County, but this connection is less than 10 percent of the total number of commuters living and working in Napa County (see Appendix E) and consequently is classified as Less Connected (instead of Undecided).

Table 17 – Export County Analysis for Submarket C

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Marin County, CA	San Francisco County (27,614 commuters)	More Connected
San Francisco County, CA	San Mateo County (48,768 commuters)	More Connected
San Mateo County, CA	San Francisco County (81,943 commuters)	More Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Marin County is more connected to San Francisco County while San Francisco County is More Connected to San Mateo County, which itself is More Connected to San Francisco County. The commute patterns of these counties are intertwined with one another.

Based on this commute pattern analysis, we can group counties into preliminary RPUs in the following way:

- Preliminary RPU A (Submarket A): Alameda, Contra Costa, and Solano
- Preliminary RPU B (Submarket B): Lake, Mendocino, Napa, and Sonoma
- Preliminary RPU C (Submarket C): Marin, San Francisco, San Mateo, and Santa Clara

Part Three – Complete Additional Analysis to Finalize Placement of Remaining Undecided Counties

There are no counties classified as Undecided in the San Francisco Bay Area Economic Market.

Part Four – Cross Reference Data-Driven Results with Local Area Jurisdictions

Based on our completed analysis of economic data, the counties of the San Francisco Bay Area Economic Market are currently grouped as follows:

- Preliminary RPU A: Alameda, Contra Costa, and Solano
- Preliminary RPU B: Lake, Mendocino, Napa, and Sonoma
- Preliminary RPU C: Marin, San Francisco, San Mateo, and Santa Clara

However, we must compare the boundaries of these preliminary RPUs to the boundaries of established Local Areas in the area and ensure their alignment (see the *Summary of Methodology – Part Four* section for more details).

The following Local Areas fit into this RPU framework without issue:

- Preliminary RPU A
 - Alameda County Workforce Development Board
 - Alameda County and the cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City plus the unincorporated communities of Ashland, Castro Valley, Cherryland, Fairview, San Lorenzo, and Sunol
 - Contra Costa County Workforce Development Board
 - Contra Costa County and 19 cities and multiple unincorporated communities.
 - Oakland Workforce Development Board
 - City of Oakland
 - Richmond Workforce Development Board
 - City of Richmond

- Solano County Workforce Development Board
 - Solano County
- Preliminary RPU B
 - Sonoma County Workforce Development Board
 - Sonoma County
- Preliminary RPU C
 - North Valley Job Training Consortium (NoVa)
 - Cities of Cupertino, Los Altos, Milpitas, Mountain View, Palo Alto, Santa Clara, Sunnyvale and County of San Mateo.
 - San Francisco Workforce Development Board
 - City and County of San Francisco
 - San Jose/Silicon Valley WIN – Work 2 Future
 - Cities of Campbell, Gilroy, Los Altos Hills, Los Gatos, Monte Sereno, Morgan Hill, San José, Saratoga, and Unincorporated Communities in Santa Clara County

The following Local Areas create fit issues:

- Preliminary RPUs B and C
 - Workforce Alliance of the North Bay
 - Counties of Napa, Lake, Marin and Mendocino

The Workforce Alliance of the North Bay includes Napa County and Marin County, which are in Preliminary RPU B and C respectively.

Due to Title 20 CFR Preamble Section 679.210 of the WIOA Final Rule and Section 106 (a) of the WIOA, the integrity of Local Areas takes precedence over the completed analysis of economic data. Specifically, this requires us to overrule data-driven conclusions about the placement of counties into RPUs based on economic data analysis and adjust RPU boundaries to work around the boundaries of Local Areas. These adjustments are needed to satisfy WIOA requirements and ensure that each Local Area is placed into a single RPU.

Based on this, we reorganize the RPUs in the following way to resolve these issues and assign a new title to each RPU:

- **East Bay**
 - Alameda
 - Contra Costa
 - Solano
- **North Bay**
 - Lake
 - Marin
 - Mendocino

- Napa
- Sonoma
- **Bay-Peninsula**
 - San Francisco
 - San Mateo
 - Santa Clara

We renamed Preliminary RPU A to “East Bay.” Since we cannot split-up any Local Area, we moved Marin County from Preliminary RPU C to Preliminary RPU B and renamed Preliminary RPU B to “North Bay.” The counties of San Francisco, San Mateo, and Santa Clara remained in Preliminary RPU C, which we renamed to “Bay-Peninsula.”

Conclusion – Final RPU Framework

Here is the final version of RPUs based on the analysis of economic data and required adjustments:

Figure 12 – Bay-Peninsula, North Bay, and East Bay RPUs



Bay-Peninsula

- San Francisco
- San Mateo
- Santa Clara

East Bay

- Alameda
- Contra Costa
- Solano

North Bay

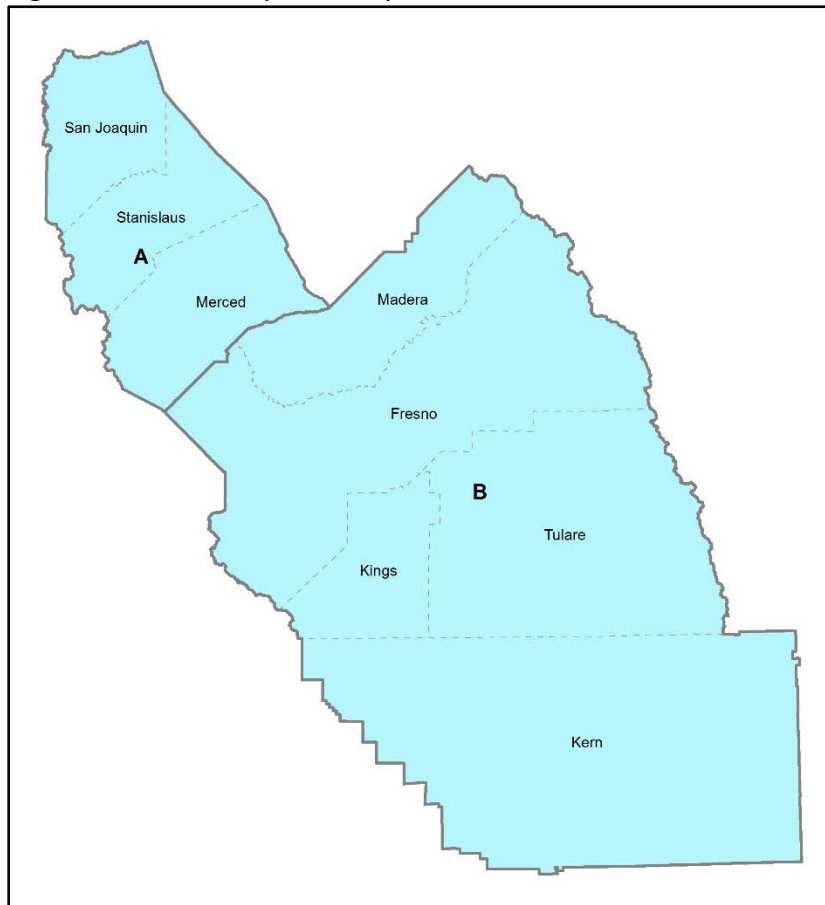
- Lake
- Marin
- Mendocino
- Napa
- Sonoma

San Joaquin Valley Economic Market**Part One – Divide California into Economic Markets and Submarkets**

The San Joaquin Valley Economic Market is comprised of eight counties and divided into two economic submarkets (Fig. 13):

- Submarket A: Merced, San Joaquin, and Stanislaus
- Submarket B: Fresno, Kern, Kings, Madera, and Tulare

Figure 13 – San Joaquin Valley Economic Market and Submarkets



Note – These economic markets and submarkets are from the original LMID economic market framework (Appendix B) and do not consider existing Local Area jurisdictions.

Part Two – Group Counties into Preliminary RPUs Based on Commute Pattern Analysis

Base County Analysis

For the counties of each economic submarket, the tables below show the sum of (1) the number of commuters that live and work inside the listed county (“hold”) and (2) the number of commuters that live outside of the listed county but work inside it (“import”):

Table 18 – Base County Analysis for Submarket A

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Merced County, CA	79,159	
San Joaquin County, CA	241,694	X
Stanislaus County, CA	184,091	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

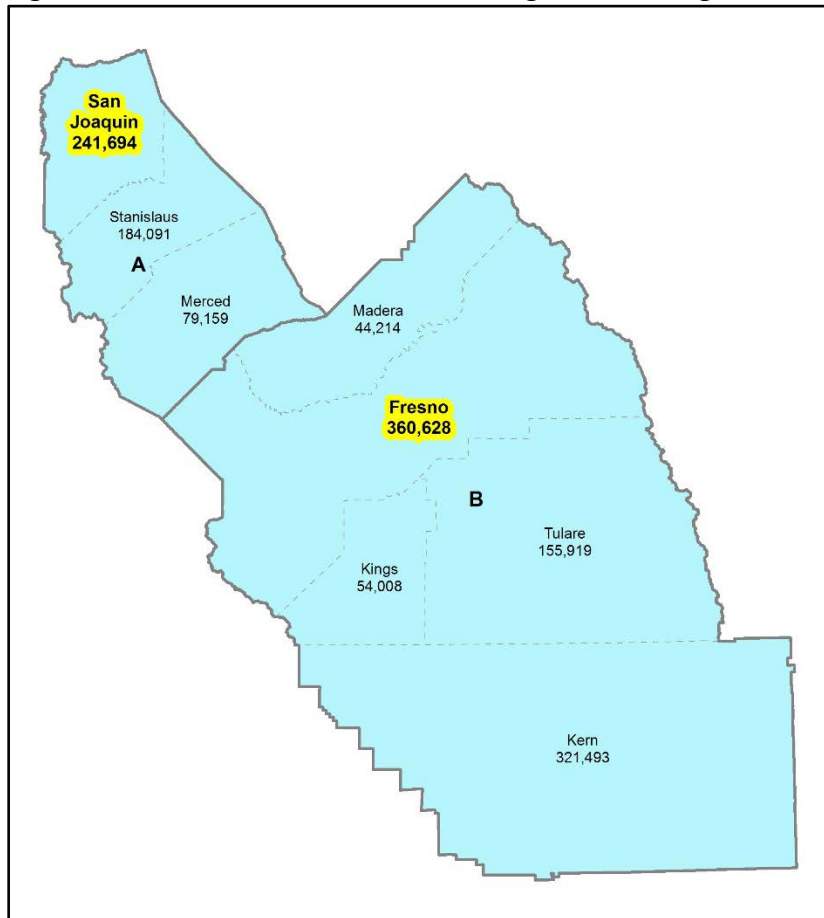
Table 19 – Base County Analysis for Submarket B

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Fresno County, CA	360,628	X
Kern County, CA	321,493	
Kings County, CA	54,008	
Madera County, CA	44,214	
Tulare County, CA	155,919	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

There are two designated Base Counties in the San Joaquin Valley Economic Market. These counties each hold and import more commuters than any other county in each of their respective economic submarkets. These counties are San Joaquin County and Fresno County (Fig. 14).

Figure 14 – Number of Commuters Living and Working in Each County



Export County Analysis

The tables below (Tables 20-21) analyze the remaining counties of each economic submarket. These are counties that were not designated as Base Counties in the previous exercise (i.e. the Base County Analysis). These tables show the following:

- The top export destination for each county. This is where a county exports most of its own outward-bound commuters for work.
- The number of commuters who travel to the top export destination for work.

These tables also designate each county as More Connected, Less Connected, or Undecided based on their commute patterns (see the *Summary of Methodology – Part Two* section for a detailed explanation of selection criteria).

Table 20 – Export County Analysis for Submarket A

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Merced County, CA	Stanislaus County (11,195 commuters)	More Connected
Stanislaus County, CA	San Joaquin County (20,138 commuters)	More Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Merced County is more connected to Stanislaus County, which is more connected to San Joaquin County as the submarket’s Base County.

Table 21 – Export County Analysis for Submarket B

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Kern County, CA	Los Angeles County (8,922 commuters)	Undecided
Kings County, CA	Fresno County (5,695 commuters)	More Connected
Madera County, CA	Fresno County (9,859 commuters)	More Connected
Tulare County, CA	Fresno County (9,696 commuters)	More Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Kern County’s top export destination is outside of its economic submarket and is designated as Undecided. The Kings, Madera, and Tulare counties are more connected to Fresno County as the submarket’s Base County.

Based on this commute pattern analysis, we can group counties into preliminary RPU’s in the following way:

- Preliminary RPU A (Submarket A): Merced, San Joaquin, and Stanislaus
- Preliminary RPU B (Submarket B): Fresno, Kings, Madera, and Tulare

Since Kern County is categorized as an Undecided County, additional analysis of economic data is required to place it into a preliminary RPU.

Part Three – Complete Additional Analysis to Finalize Placement of Remaining Undecided Counties

Undecided County Analysis: Kern County

For this part, we examine four factors to help place Kern County into a preliminary RPU. Those factors are commute patterns, industry composition, geographic location, and size of labor force (see the *Summary of Methodology – Part Three* section for a detailed explanation of this analysis criteria). We then assess all of these factors to place the county into an RPU.

The following table is a summary of analysis findings for Kern County:

Table 22 – Undecided County Analysis for Kern County

FACTORS TO CONSIDER	COMMENTS
Commute Patterns	The top export destination for Kern County is Los Angeles County (8,922). However, this connection is a small fraction (3 percent of the number of commuters who live and work in Kern County (301,472). See Appendix D, Kern County and Appendix E for more information.
Industry Composition	Kern County’s major industry employment levels (as a percentage of total employment) are closer to Tulare County than Los Angeles County (Appendix D, Kern County).
Geographic Location	Kern County is at the bottom of Preliminary RPU B and shares a border with Los Angeles County.
Size of Labor Force	Kern County (approximately 387k) is closer in size to Tulare County (approximately 205k) than Los Angeles County

FACTORS TO CONSIDER	COMMENTS
	(approximately 5.1 million). See Appendix F for a complete list of data.

Based on this analysis, we can place Kern County into Preliminary RPU B. Kern County’s commute connection to Los Angeles County is a small fraction of the number of commuters who live and work in Kern County. Kern County’s industry composition and size of labor force also favor its placement in Preliminary RPU B with the Fresno, Kings, Madera, and Tulare counties.

Part Four – Cross Reference Data-Driven Results with Local Area Jurisdictions

Based on our completed analysis of economic data, the counties of the Northern Economic Market are currently grouped as follows:

- Preliminary RPU A: Merced, San Joaquin, and Stanislaus
- Preliminary RPU B: Fresno, Kern, Kings, Madera, and Tulare

However, we must compare the boundaries of these preliminary RPUs to the boundaries of established Local Areas and ensure their alignment (see the *Summary of Methodology – Part Four* section for more details).

The following Local Areas fit into this preliminary RPU framework without issue:

- Preliminary RPU A
 - Merced County Workforce Development Board
 - Merced County
 - San Joaquin County Workforce Development Board
 - San Joaquin County
 - Stanislaus River Valley Alliance
 - Stanislaus County
- Preliminary RPU B
 - Fresno County Workforce Development Board – Workforce Connection
 - Fresno County
 - Kings County Workforce Development Board
 - Kings County
 - Madera County Workforce Assistance Center
 - Madera County
 - The Workforce Development Board of Tulare County
 - Tulare County

The following Local Areas create fit issues:

- Preliminary RPU B
 - Kern, Inyo, and Mono County Workforce Development Board
 - Kern, Inyo, and Mono Counties

The Inyo and Mono counties are not represented in either Preliminary RPU but join Kern County to form the Kern, Inyo, and Mono County Workforce Development Board. This represents a misalignment issue that must be resolved.

Due to Title 20 CFR Preamble Section 679.210 of the WIOA Final Rule and WIOA Section 106 (a), the integrity of Local Areas takes precedence over the completed analysis of economic data. Specifically, this requires us to overrule data-driven conclusions about the placement of counties into RPUs based on economic data analysis and adjust RPU boundaries to work around the boundaries of Local Areas. These adjustments are needed to satisfy WIOA requirements and ensure that each Local Area is placed into a single RPU.

Based on this, we reorganize the RPUs in the following way to resolve these issues and assign a new title to the RPU:

- San Joaquin Valley and Associated Counties
 - Fresno
 - Inyo
 - Kern
 - Kings
 - Madera
 - Merced
 - Mono
 - San Joaquin
 - Stanislaus
 - Tulare

In the interest of continuity and the preservation of existing planning relationships, we combined Preliminary RPUs A and B into a single RPU and renamed it to “San Joaquin Valley and Associated Counties.” Additionally, the presence of Inyo County and Mono County as part of the Kern, Inyo, and Mono County Workforce Development Board requires its placement in the San Joaquin Valley and Associated Counties RPU. However, the state also recognizes how the analysis supports the division of the existing RPU into the two preliminary RPUs listed above as an alternative and seeks input from the field on this matter.

Conclusion – Final RPU Framework

Here is the final version of RPU's based on the analysis of economic data and required adjustments:

Figure 15 – San Joaquin Valley and Associated Counties RPU



San Joaquin Valley and Associated Counties

- Fresno
- Inyo
- Kern
- Kings
- Madera
- Merced
- Mono
- San Joaquin
- Stanislaus
- Tulare

Eastern Sierra Economic Market

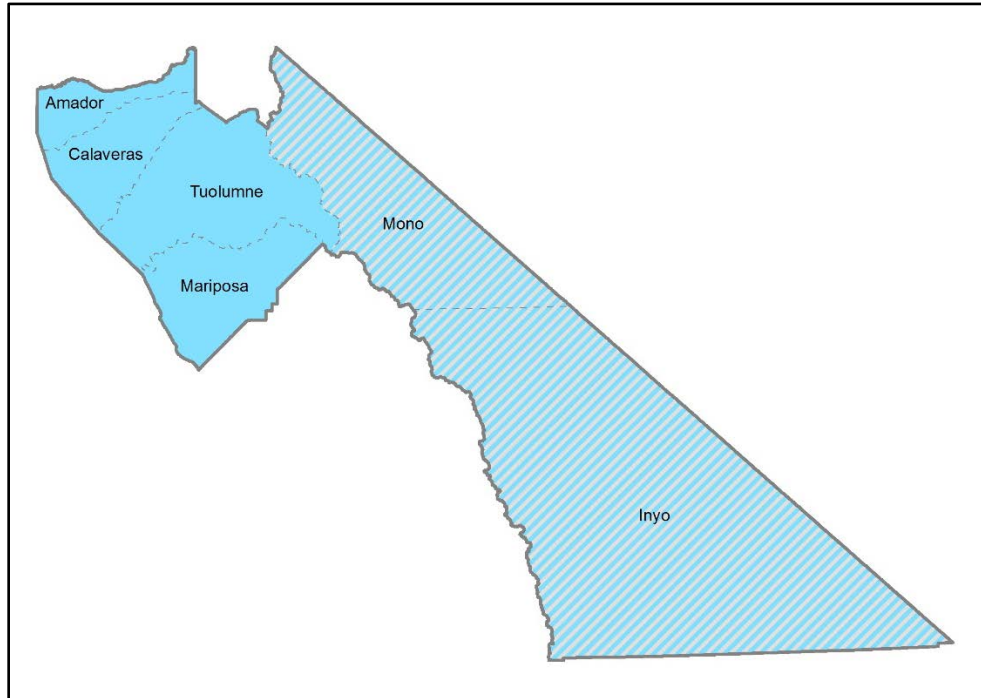
Part One – Divide California into Economic Markets and Submarkets

The Eastern Sierra Economic Market is comprised of six counties and one economic submarket (Fig. 16):

- Submarket A: Amador, Calaveras, Mariposa, and Tuolumne

Inyo County and Mono County are removed from review of the Eastern Sierra Market based on the results of the San Joaquin Valley Economic Market (Fig. 16). The presence of Inyo County and Mono County as part of the Kern, Inyo, and Mono County Workforce Development Board requires its placement in the San Joaquin Valley and Associated Counties RPU.

Figure 16 – Eastern Sierra Economic Market and Submarkets



Note – These economic markets and submarkets are from the original LMID economic market framework (Appendix B) and do not consider existing Local Area jurisdictions.

Part Two – Group Counties into Preliminary RPUs Based on Commute Pattern Analysis

Base County Analysis

For the counties of each economic submarket, the tables below show the sum of (1) the number of commuters that live and work inside the listed county (“hold”) and (2) the number of commuters that live outside of the listed county but work inside it (“import”).

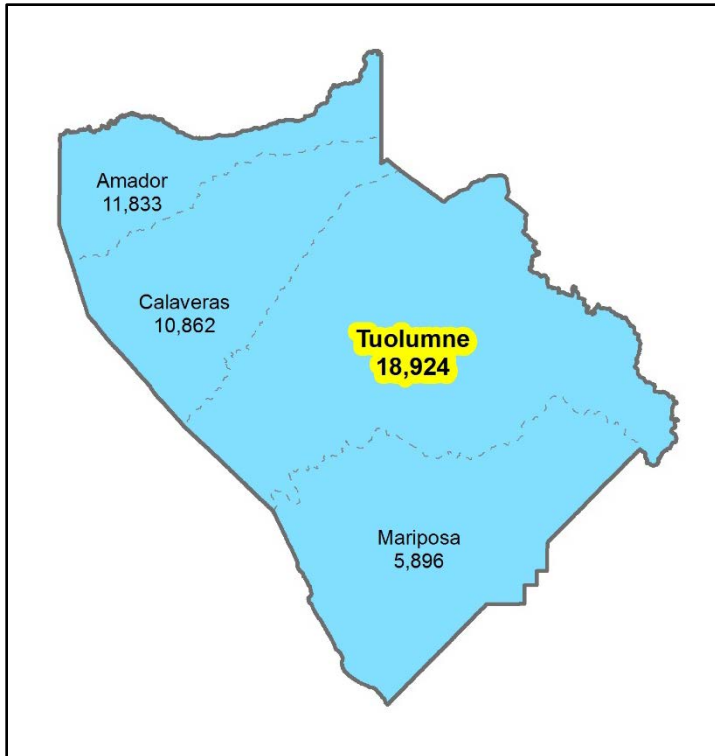
Table 23 – Base County Analysis for Submarket A

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Amador County, CA	11,833	
Calaveras County, CA	10,862	
Mariposa County, CA	5,896	
Tuolumne County, CA	18,924	X

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

There is only one designated Base County in the Eastern Sierra Economic Market. Tuolumne county holds and imports more commuters than any other county in the economic submarket. (Fig. 17).

Figure 17 – Number of Commuters Living and Working in Each County



Export County Analysis

The table below (Table 24) analyzes the remaining counties within the economic submarket. These are counties that were not designated as a Base County in the previous exercise (i.e. the Base County Analysis). These tables show the following:

- The top export destination for each county. This is where a county exports most of its own outward-bound commuters for work.
- The number of commuters who travel to the top export destination for work.

These tables also designate each county as More Connected, Less Connected, or Undecided based on their commute patterns (see the *Summary of Methodology – Part Two* section for a detailed explanation of selection criteria).

Table 24 – Export County Analysis for Submarket A

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Amador County, CA	Sacramento County (1,538 commuters)	Undecided
Calaveras County, CA	San Joaquin County (2,268 commuters)	Undecided
Mariposa County, CA	Tuolumne County (408 commuters)	Less Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Both Amador County and Calaveras County are more connected to counties outside of the Eastern Sierra Economic Market and designated as Undecided. Mariposa County has a relatively minor commute connection (see Appendix E) and is classified as Less Connected.

Based on this commute pattern analysis, we can group counties into a preliminary RPU in the following way:

- Preliminary RPU A (Submarket A): Mariposa and Tuolumne

Since Amador and Calaveras Counties are each categorized as an Undecided County, additional analysis of economic data is required to place each of them into a preliminary RPU.

Part Three – Complete Additional Analysis to Finalize Placement of Remaining Undecided Counties

Undecided County Analysis: Amador County

For this part, we examine four factors to help place Amador County into a preliminary RPU. Those factors are commute patterns, industry composition, geographic location, and size of labor force (see the *Summary of Methodology – Part Three* section for a detailed explanation of this analysis criteria). We then assess all of these factors to place the county into an RPU.

The following table is a summary of analysis findings for Amador County:

Table 25 – Undecided County Analysis for Amador County

FACTORS TO CONSIDER	COMMENTS
Commute Patterns	The top export destination for Amador County is Sacramento County (1,538). See Appendix D, Amador County for more information.
Industry Composition	Amador County’s major industry employment levels as a percentage of total employment, are closer to Calaveras County than Sacramento County See Appendix D, Amador County for more information.
Geographic Location	Amador County is at the top of Preliminary RPU A and shares a border with counties in the Capital RPU.
Size of Labor Force	Amador County is closer in size to Calaveras than Sacramento County. See Appendix F for a complete list of data.

Based on its industry composition and size of labor force, Amador County can be placed into Preliminary RPU A.

Undecided County Analysis: Calaveras County

For this part, we examine four factors to help place Calaveras County into a preliminary RPU. Those factors are commute patterns, industry composition, geographic location, and size of labor force (see the *Summary of Methodology – Part Three* section for a detailed explanation of this analysis criteria). We then assess all of these factors to place the county into an RPU.

The following table is a summary of analysis findings for Calaveras County:

Table 26 – Undecided County Analysis for Calaveras County

FACTORS TO CONSIDER	VOTE / COMMENTS
Export County Analysis	The top export destination for Calaveras County is San Joaquin County. See Appendix D, Calaveras County for more information.
Industry Composition	Calaveras County’s major industry employment levels (as a percentage of total employment) are closer to Amador County than San Joaquin County See Appendix D, Calaveras County for more information).
Geographic Location	Calaveras County is between Amador County and Tuolumne County as two counties in the Preliminary RPU A.

FACTORS TO CONSIDER	VOTE / COMMENTS
Size of Labor Force	Calaveras County is closer in size to Amador County than San Joaquin County. See Appendix F for a complete list of data.

Based on this analysis, we can place Calaveras County into Preliminary RPU A. Calaveras County’s industry composition, geographic location, and size of labor force favor its placement into Preliminary RPU A.

Part Four – Cross Reference Data-Driven Results with Local Area Jurisdictions

Based on our completed analysis of economic data, the counties of the Eastern Sierra Economic Market are currently grouped as follows:

- Preliminary RPU A: Amador, Calaveras, Mariposa, and Tuolumne.

However, we must compare the boundaries of these preliminary RPUs to the boundaries of established Local Areas and ensure their alignment (see the *Summary of Methodology – Part Four* section for more details).

The following Local Areas fit into this preliminary RPU framework without issue:

- Preliminary RPU A
 - Mother Lode Job Connection
 - Amador, Calaveras, Mariposa and Tuolumne.

Based on this, we can finalize and assign a new title to the RPU in the following way:

- **Middle Sierra**
 - Amador
 - Calaveras
 - Mariposa
 - Tuolumne

Conclusion – Final RPU Framework

Here is the final version of RPUs based on the analysis of economic data and required adjustments:

Figure 18 – Middle Sierra RPU



Middle Sierra

- Amador
- Calaveras
- Mariposa
- Tuolumne

Coastal Economic Market

Part One – Divide California into Economic Markets and Submarkets

The Coastal Economic Market is comprised of five counties and divided into two economic submarkets (Fig. 19):

- Submarket A: Monterey, San Benito, and Santa Cruz
- Submarket B: San Luis Obispo and Santa Barbara

Figure 19 – Coastal Economic Market and Submarkets



Note – These economic markets and submarkets are from the original LMID economic market framework (Appendix B) and do not consider existing Local Area jurisdictions.

Part Two – Group Counties into Preliminary RPUs Based on Commute Pattern Analysis

Base County Analysis

For the counties of each economic submarket, the tables below show the sum of (1) the number of commuters that live and work inside the listed county (“hold”) and (2) the number of commuters that live outside of the listed county but work inside it (“import”).

Table 27 – Base County Analysis for Submarket A

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Monterey County, CA	176,288	X
San Benito County, CA	17,442	
Santa Cruz County, CA	116,875	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

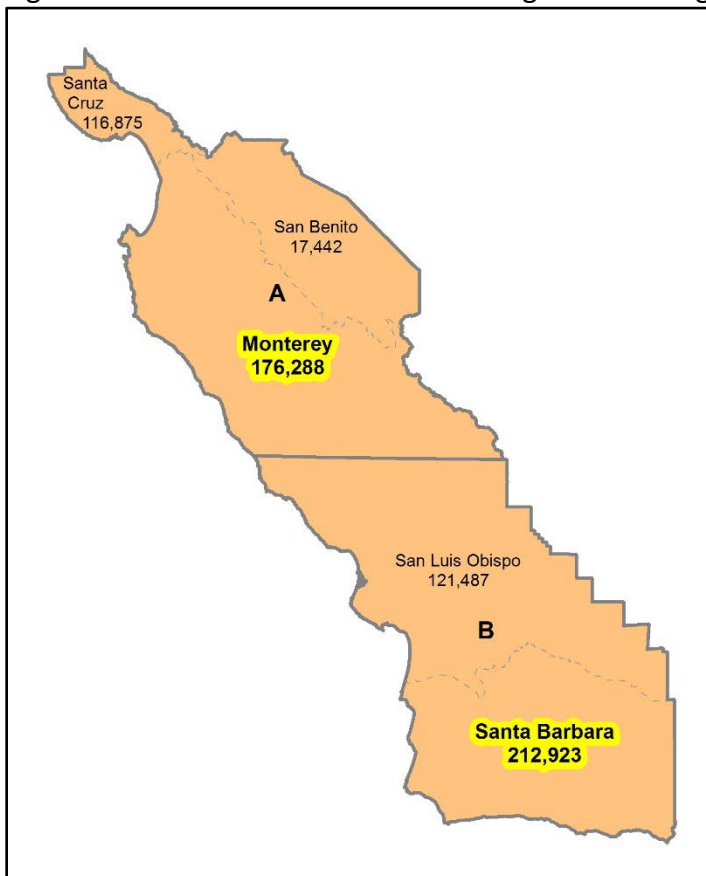
Table 28 – Base County Analysis for Submarket B

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
San Luis Obispo County, CA	121,487	
Santa Barbara County, CA	212,923	X

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

There are two designated Base Counties in the Coastal Economic Market. These counties each hold and import more commuters than any other county in each of their respective economic submarkets. These counties are Monterey County and Santa Barbara County (Fig. 20).

Figure 20 – Number of Commuters Living and Working in Each County



Export County Analysis

The tables below (Tables 29-30) analyze the remaining counties of each economic submarket. These are counties that were not designated as Base Counties in the previous exercise (i.e. the Base County Analysis). These tables show the following:

- The top export destination for each county. This is where a county exports most of its own outward-bound commuters for work.
- The number of commuters who travel to the top export destination for work.

These tables also designate each county as More Connected, Less Connected, or Undecided based on their commute patterns (see the *Summary of Methodology – Part Two* section for a detailed explanation of selection criteria).

Table 29 – Export County Analysis for Submarket A

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
San Benito County	Santa Clara County (9,030 commuters)	Undecided
Santa Cruz County	Santa Clara County (17,458 commuters)	Undecided

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Both San Benito County and Santa Cruz County are more connected to counties outside of the Coastal Economic Market and designated as Undecided.

Table 30 – Export County Analysis for Submarket B

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
San Luis Obispo County	Santa Barbara County (8,437 commuters)	More Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

San Luis Obispo County is more connected to Santa Barbara County.

Based on this commute pattern analysis, we can group counties into preliminary RPUs in the following way:

- Preliminary RPU A (Submarket A): Monterey
- Preliminary RPU B (Submarket B): San Luis Obispo and Santa Barbara

Since San Benito County and Santa Cruz County are each categorized as an Undecided County, additional analysis of economic data is required to place each of them into a preliminary RPU.

Part Three – Complete Additional Analysis to Finalize Placement of Remaining Undecided Counties

Undecided County Analysis: San Benito County

For this part, we examine four factors to help place San Benito County into a preliminary RPU. Those factors are commute patterns, industry composition, geographic location, and size of labor force (see the *Summary of Methodology – Part Three* section for a detailed explanation of this analysis criteria). We then assess all of these factors to place the county into an RPU.

The following table is a summary of analysis findings for San Benito County:

Table 31 – Undecided County Analysis for San Benito County

FACTORS TO CONSIDER	COMMENTS
Commute Patterns	The top export destination for San Benito County is Santa Clara County. See Appendix D, San Benito County for more information.
Industry Composition	San Benito County’s major industry employment levels (as a percentage of total employment) are closer to Monterey County than Santa Clara County See Appendix D, San Benito County for more information.
Geographic Location	San Benito County is in the northeastern part of Preliminary RPU A and shares a border with counties of the Bay-Peninsula and San Joaquin Valley and Associated Counties RPUs.
Size of Labor Force	San Benito County is closer in size to Monterey County than Santa Clara County. See Appendix F for a complete list of data.

Based on this analysis, we can place San Benito County into Preliminary RPU A. San Benito County’s industry composition and size of labor force favor its placement into Preliminary RPU A despite its commute connection to Santa Clara County.

Undecided County Analysis: Santa Cruz County

For this part, we examine four factors to help place Santa Cruz County into a preliminary RPU. Those factors are commute patterns, industry composition, geographic location, and size of labor force (see the *Summary of Methodology – Part Three* section for a detailed explanation of this analysis criteria). We then assess all of these factors to place the county into an RPU.

The following table is a summary of analysis findings for Santa Cruz County:

Table 32 – Undecided County Analysis for Santa Cruz County

FACTORS TO CONSIDER	VOTE / COMMENTS
Export County Analysis	The top export destination for Santa Cruz County is Santa Clara County. See Appendix D, Santa Cruz County for more information.
Industry Composition	Santa Cruz County's major industry employment levels (as a percentage of total employment) are closer to Monterey County than Santa Clara County (Appendix D, Santa Cruz County).
Geographic Location	Santa Cruz County is in the northern part of Preliminary RPU A and shares a border with counties of the Bay-Peninsula RPU.
Size of Labor Force	Santa Cruz County is closer in size to Monterey County than Santa Clara County. See Appendix F for a complete list of data.

Based on this analysis, we can place Santa Cruz County into Preliminary RPU A. Santa Cruz County's industry composition and size of labor force favor its placement into Preliminary RPU A despite its commute connection to Santa Clara County.

Part Four: Cross Reference Data-Driven Results with Local Area Jurisdictions

Based on our completed analysis of economic data, the counties of the Coastal Economic Market are currently grouped as follows:

- Preliminary RPU A: Monterey, San Benito, and Santa Cruz
- Preliminary RPU B: San Luis Obispo and Santa Barbara

However, we must compare the boundaries of these preliminary RPUs to the boundaries of established Local Areas and ensure their alignment (see the *Summary of Methodology – Part Four* section for more details).

The following Local Areas fit into this preliminary RPU framework without issue:

- Preliminary RPU A
 - Monterey County Workforce Development Board
 - Monterey County
 - San Benito County Workforce Development Board
 - San Benito County
 - Santa Cruz Workforce Development Board
 - Santa Cruz County
- Preliminary RPU B
 - San Luis Obispo County Workforce Development Board
 - San Luis Obispo County
 - Santa Barbara County Workforce Development Board
 - Santa Barbara County

Based on this, we reorganize the RPUs in the following way to resolve these issues and assign a new title to the RPU:

- Coastal Region
 - Monterey
 - San Benito
 - San Luis Obispo
 - Santa Barbara
 - Santa Cruz

In the interest of continuity and the preservation of existing planning relationships, we combined Preliminary RPUs A and B into a single RPU and renamed it to “Coastal Region.” However, the state also recognizes how the analysis supports the division of the existing RPU into the two preliminary RPUs listed above as an alternative and seeks input from the field on this matter.

Conclusion – Final RPU Framework

Here is the final version of RPUs based on the analysis of economic data and required adjustments:

Figure 21 – Coastal RPU



Coastal Region

- Monterey
- San Benito
- San Luis Obispo
- Santa Barbara
- Santa Cruz

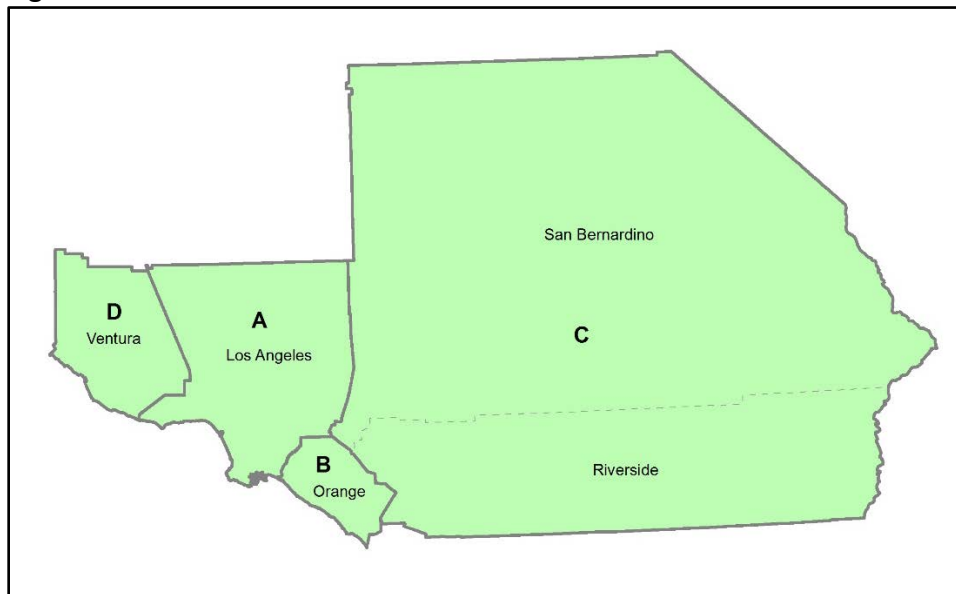
Southern Economic Market

Part One – Divide California into Economic Markets and Submarkets

The Southern Economic Market is comprised of five counties and divided into four economic submarkets (Fig. 22):

- Submarket A: Los Angeles
- Submarket B: Orange
- Submarket C: San Bernardino and Riverside
- Submarket D: Ventura

Figure 22 – Southern Economic Market and Submarkets



Note – These economic markets and submarkets are from the original LMID economic market framework (Appendix B) and do not consider existing Local Area jurisdictions.

Part Two – Group Counties into Preliminary RPUs Based on Commute Pattern Analysis

Base County Analysis

For the counties of each economic submarket, the tables below show the sum of (1) the number of commuters that live and work inside the listed county (“hold”) and (2) the number of commuters that live outside of the listed county but work inside it (“import”).

Table 33 – Base County Analysis for Submarket A

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Los Angeles County, CA	4,648,919	X

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Table 34 – Base County Analysis for Submarket B

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Orange County, CA	1,554,955	X

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Table 35 – Base County Analysis for Submarket C

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
San Bernardino County, CA	739,935	X
Riverside County, CA	725,238	

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

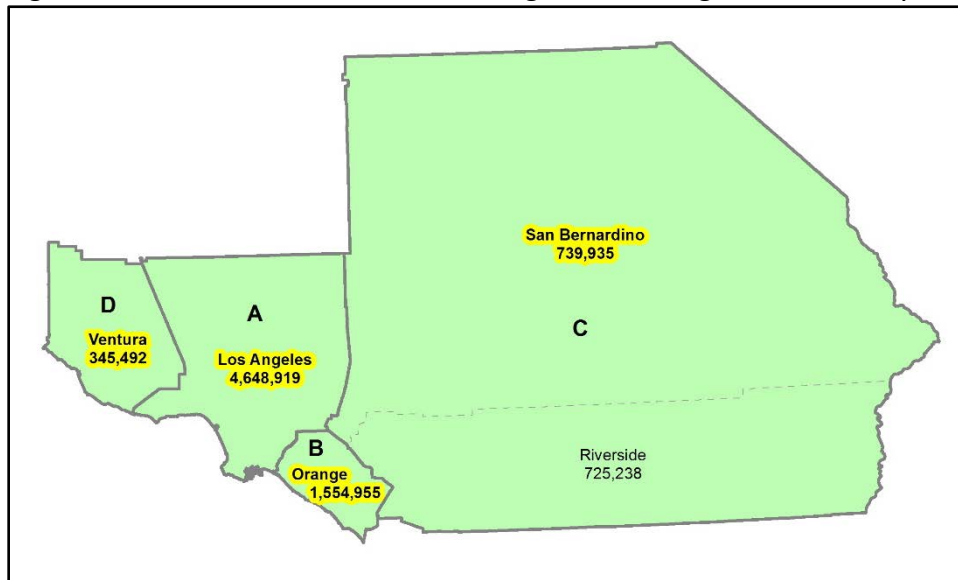
Table 36 – Base County Analysis for Submarket D

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Ventura County, CA	345,492	X

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

There are four designated Base Counties in the Southern Economic Market. These counties each hold and import more commuters than any other county in each of their respective economic submarkets. These counties are Los Angeles County, Orange County, San Bernardino County, and Ventura County (Fig. 23).

Figure 23 – Number of Commuters Living and Working in Each County



Export County Analysis

The table below (Table 37) analyzes the remaining county in its economic submarket. This county was not designated as a Base County in the previous exercise (i.e. the Base County Analysis). This table shows the following:

- The top export destination for the county. This is where a county exports most of its own outward-bound commuters for work.
- The number of commuters who travel to the top export destination for work.

This table also designates the county as More Connected, Less Connected, or Undecided based on their commute patterns (see the *Summary of Methodology – Part Two* section for a detailed explanation of selection criteria).

Table 37 – Export County Analysis for Submarket C

COUNTY	TOP EXPORT DESTINATION	CATEGORY DESIGNATION
Riverside County, CA	San Bernardino County (97,000 commuters)	More Connected

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

Riverside County is more connected to San Bernardino County.

Based on this commute pattern analysis, we can group counties into preliminary RPUs in the following way:

- Preliminary RPU A (Submarket A): Los Angeles
- Preliminary RPU B (Submarket B): Orange
- Preliminary RPU C (Submarket C): San Bernardino and Riverside
- Preliminary RPU D (Submarket D): Ventura

Part Three – Complete Additional Analysis to Finalize Placement of Remaining Undecided Counties

There are no counties classified as Undecided in the Southern Economic Market.

Part Four – Cross Reference Data-Driven Results with Local Area Jurisdictions

Based on our completed analysis of economic data, the counties of the Southern Economic Market are currently grouped as follows:

- Preliminary RPU A: Los Angeles
- Preliminary RPU B: Orange
- Preliminary RPU C: San Bernardino and Riverside
- Preliminary RPU D: Ventura

However, we must compare the boundaries of these preliminary RPUs to the boundaries of established Local Areas and ensure their alignment (see the *Summary of Methodology – Part Four* section for more details).

The following Local Areas fit into this preliminary RPU framework without issue:

- Preliminary RPU A
 - Foothill Workforce Development Board
 - Cities of Arcadia, Duarte, Monrovia, Pasadena, Sierra Madre, and South Pasadena
 - Los Angeles City Workforce Development Board
 - City of Los Angeles
 - Los Angeles County Workforce Development Board
 - County of Los Angeles
 - Pacific Gateway Workforce Development Network
 - Cities of Long Beach and Signal Hill and community of Los Angeles Harbor
 - South Bay Workforce Development Board
 - Cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Manhattan Beach, Redondo Beach, Torrance and Lomita
 - Southeast Los Angeles County Workforce Development Board (SELACO)
 - Cities of Artesia, Bellflower, Cerritos, Downey, Hawaiian Gardens, Lakewood, and Norwalk

- Verdugo Workforce Development Board
 - Cities of Glendale, Burbank, and La Cañada-Flintridge
- Preliminary RPU B
 - Anaheim Workforce Development Board
 - City of Anaheim
 - Orange County Workforce Development Board
 - Orange County
 - Santa Ana Workforce Development Board
 - City of Santa Ana
- Preliminary RPU C
 - Riverside County Workforce Development Board
 - Riverside County
 - San Bernardino County Workforce Development Board
 - San Bernardino County
- Preliminary RPU D
 - Ventura County Workforce Development Board
 - Ventura County

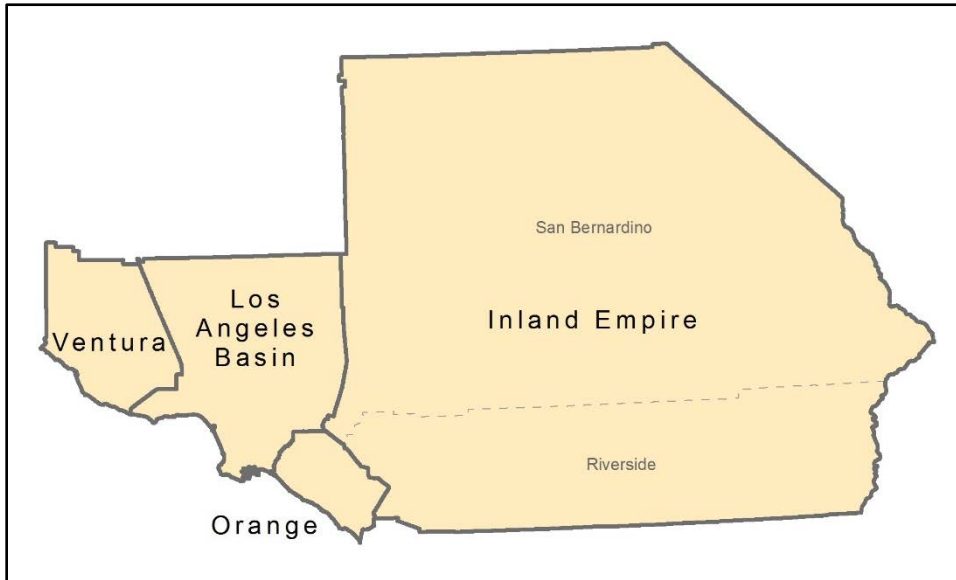
Based on this, we reorganize the RPUs in the following way:

- **Inland Empire**
 - Riverside
 - San Bernardino
- **Los Angeles Basin**
 - Los Angeles
- **Orange**
 - Orange
- **Ventura**
 - Ventura

Conclusion – Final RPU Framework

Figure 24 illustrates the final version of RPUs based on the analysis of economic data and required adjustments:

Figure 24 – Inland Empire, Los Angeles Basin, Orange, and Ventura RPUs



Inland Empire

- Riverside
- San Bernardino

Los Angeles Basin

- Los Angeles

Orange

- Orange

Ventura

- Ventura

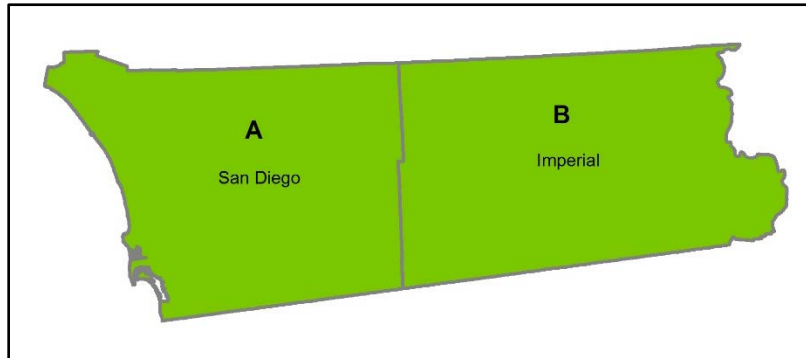
Southern Border Economic Market

Part One – Divide California into Economic Markets and Submarkets

The Southern Border Economic Market is comprised of two counties and divided into two economic submarkets (Fig. 25):

- Sub Economic Market A: San Diego
- Sub Economic Market B: Imperial

Figure 25 – Southern Border Economic Market and Submarkets



Note – These economic markets and submarkets are from the original LMID economic market framework (Appendix B) and do not consider existing Local Area jurisdictions.

Part Two – Group Counties into Preliminary RPU's Based on Commute Pattern Analysis

Base County Analysis

For the counties of each economic submarket, the tables below show the sum of (1) the number of commuters that live and work inside the listed county (“hold”) and (2) the number of commuters that live outside of the listed county but work inside it (“import”).

Table 38 – Base County Analysis for Submarket A

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
San Diego County, CA	1,527,574	X

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

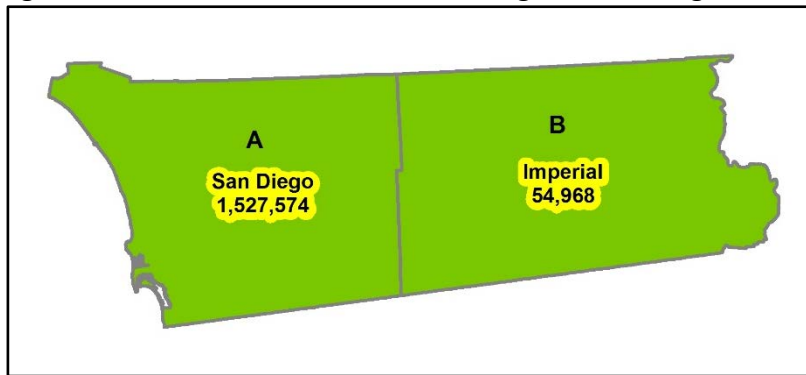
Table 39 – Base County Analysis for Submarket B

COUNTY	HOLD/IMPORT	BASE COUNTY DESIGNATION
Imperial County, CA	54,968	X

Source: US Census Bureau’s 2011-2015, 5-Year American Community Survey Commuting Flows

There are two designated Base Counties in the Southern Border Economic Market. These counties each hold and import more commuters than any other county in each of their respective economic submarkets. These counties are San Diego and Imperial County (Fig. 26).

Figure 26 – Number of Commuters Living and Working in Each County



Export County Analysis

There are no non-pull counties to analyze for this economic market.

Part Three – Complete Additional Analysis to Finalize Placement of Remaining Undecided Counties

There are no counties classified as Undecided in the Southern Border Economic Market.

Part Four – Cross Reference Data-Driven Results with Local Area Jurisdictions

Based on our completed analysis of economic data, the counties of the Southern Border Economic Market are currently grouped as follows:

- Preliminary RPU A: San Diego
- Preliminary RPU B: Imperial

However, we must compare the boundaries of these preliminary RPUs to the boundaries of established Local Areas and ensure their alignment (see the *Summary of Methodology – Part Four* section for more details).

The following Local Areas fit into this preliminary RPU framework without issue:

- Preliminary RPU A: San Diego
 - San Diego Workforce Partnership, Inc.
 - San Diego County
- Preliminary RPU B: Imperial
 - Imperial County Workforce Development Board
 - Imperial County

Based on this, we reorganize the RPUs in the following way to resolve these issues and assign a new title to the RPU:

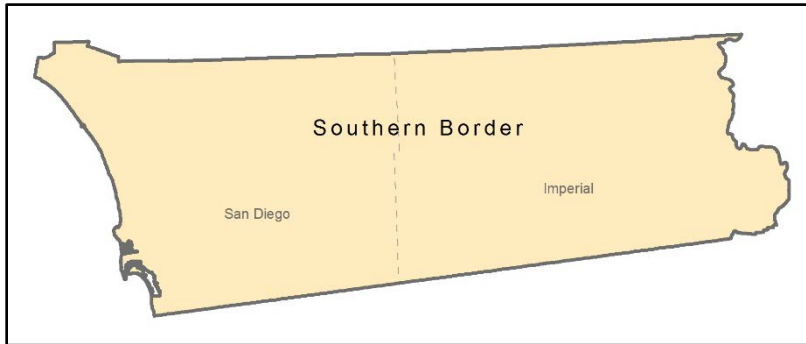
- **Southern Border**
 - San Diego
 - Imperial

In the interest of continuity and the preservation of existing planning relationships, we combined the preliminary RPU areas and renamed it to “Southern Border.” However, the state also recognizes how the analysis supports the division of the existing RPU into the two preliminary RPUs listed above as an alternative and seeks input from the field on this matter.

Conclusion – Final RPU Framework

Here is the final version of RPUs based on the analysis of economic data and required adjustments:

Figure 27 – Southern Border RPU



Southern Border

- San Diego
- Imperial

Appendix A: Final RPU Framework
October 31, 2019



Bay-Peninsula

- San Francisco
- San Mateo
- Santa Clara

Capital RPU

- Alpine
- Colusa
- El Dorado
- Glenn
- Placer
- Sacramento
- Sutter
- Yolo
- Yuba

Coastal Region

- Monterey
- San Benito
- San Luis Obispo
- Santa Barbara
- Santa Cruz

East Bay

- Alameda
- Contra Costa
- Solano

Inland Empire

- Riverside
- San Bernardino

Los Angeles Basin

- Los Angeles

Middle Sierra

- Amador
- Calaveras
- Mariposa
- Tuolumne

North Bay

- Lake
- Marin
- Mendocino
- Napa
- Sonoma

North Coast

- Humboldt

North State

- Butte
- Del Norte
- Lassen
- Modoc
- Nevada
- Plumas
- Shasta
- Sierra
- Siskiyou
- Tehama
- Trinity

Orange

- Orange

San Joaquin Valley and Associated Counties

- Fresno
- Inyo
- Kern
- Kings
- Madera
- Merced
- Mono
- San Joaquin
- Stanislaus
- Tulare

Southern Border

- San Diego
- Imperial

Ventura

- Ventura

Appendix B: LMID Economic Markets

The LMID originally divided California into economic markets and submarkets based on the Office of Management and Budget's framework of Metropolitan Statistical Areas and an analysis of geography and transportation infrastructure. The LMID then collected input from its economists, labor market consultants, and other subject matter experts to improve the boundaries of the framework. The LMID also consulted with CWDB, Board of Directors member and economist Stephen Levy of the Center for Continuing Study of the California Economy. The LMID then reviewed commute patterns, industry makeup, geographic location, and size of labor force to assess and finalize the placement of each county into an economic market and submarket. The LMID created this economic market framework to support regional planning efforts under WIOA.

NORTHERN ECONOMIC MARKET

- Submarket A: Butte, Colusa, and Glenn
- Submarket B: Lassen, Modoc, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity
- Submarket C: Del Norte, Humboldt, Lake, and Mendocino

SACRAMENTO ECONOMIC MARKET

- Submarket A: Alpine, El Dorado, Nevada, Placer, Sacramento, and Yolo
- Submarket B: Sutter and Yuba

SAN FRANCISCO BAY AREA ECONOMIC MARKET

- Submarket A: Alameda, Contra Costa, and Solano
- Submarket B: Napa and Sonoma
- Submarket C: Marin, San Francisco, San Mateo, and Santa Clara

SAN JOAQUIN VALLEY ECONOMIC MARKET

- Submarket A: Merced, San Joaquin, and Stanislaus
- Submarket B: Fresno, Kern, Kings, Madera, and Tulare

EASTERN SIERRA ECONOMIC MARKET

- Submarket A: Amador, Calaveras, Inyo, Mono, Mariposa, and Tuolumne.

COASTAL ECONOMIC MARKET

- Submarket A: Monterey, San Benito, and Santa Cruz
- Submarket B: San Luis Obispo and Santa Barbara

SOUTHERN ECONOMIC MARKET

- Submarket A: Los Angeles
- Submarket B: Orange
- Submarket C: San Bernardino and Riverside
- Submarket D: Ventura

SOUTHERN BORDER ECONOMIC MARKET

- Submarket A: San Diego
- Submarket B: Imperial

Appendix C: List of Local Workforce Development Boards

Local Workforce Development Board	Counties and Cities
Alameda County Workforce Development Board	Alameda County; Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; plus unincorporated communities of Ashland, Castro Valley, Cherryland, Fairview, San Lorenzo, and Sunol.
Anaheim Workforce Development Board	City of Anaheim
Contra Costa County Workforce Development Board	Contra Costa County; 19 cities and multiple unincorporated communities.
Foothill Workforce Development Board	Cities of Arcadia, Duarte, Monrovia, Pasadena, Sierra Madre, and South Pasadena
Fresno County Workforce Development Board – Workforce Connection	Fresno County
Golden Sierra Workforce Development Board	El Dorado, Placer, and Alpine Counties
Humboldt County Workforce Development Board	Humboldt County
Imperial County Workforce Development Board	Imperial County
Kern, Inyo, and Mono County Workforce Development Board	Kern, Inyo, and Mono Counties
Kings County Workforce Development Board	Kings County
Los Angeles City Workforce Development Board	City of Los Angeles
Los Angeles County Workforce Development Board	County of Los Angeles
Madera County Workforce Assistance Center	Madera County
Merced County Workforce Development Board	Merced County
Monterey County Workforce Development Board	Monterey County
Mother Lode Job Connection	Amador, Calaveras, Mariposa and Tuolumne Counties
North Central Counties Consortium	Colusa, Glenn, Sutter, and Yuba Counties
North Valley Job Training Consortium (NoVa)	County of San Mateo; Cities of Cupertino, Los Altos, Milpitas, Mountain View, Palo Alto, Santa Clara, Sunnyvale
Northern Rural Training and Employment Consortium (NoRTEC)	Butte, Del Norte, Lassen, Modoc, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tehama and Trinity Counties

Local Workforce Development Board	Counties and Cities
Oakland Workforce Development Board	City of Oakland
Orange County Workforce Development Board	Orange County
Pacific Gateway Workforce Development Network [Long Beach]	Cities of Long Beach and Signal Hill and community of Los Angeles Harbor
Richmond Workforce Development Board	City of Richmond
Riverside County Workforce Development Board	Riverside County
Sacramento Employment and Training Agency	City and County of Sacramento
San Benito County Workforce Development Board	San Benito County
San Bernardino County Workforce Development Board	San Bernardino County
San Diego Workforce Partnership, Inc.	San Diego County
San Francisco Workforce Development Board	City and County of San Francisco
San Joaquin County Workforce Development Board	San Joaquin County
San Luis Obispo County Workforce Development Board	San Luis Obispo County
Santa Ana Workforce Development Board	City of Santa Ana
Santa Barbara County Workforce Development Board	Santa Barbara County
Santa Cruz Workforce Development Board	County of Santa Cruz
San Jose/Silicon Valley WIN – Work 2 Future	Cities of Campbell, Gilroy, Los Altos Hills, Los Gatos, Monte Sereno, Morgan Hill, San José, Saratoga, and Unincorporated Communities in Santa Clara County
Solano County Workforce Development Board	Solano County
Sonoma County Workforce Development Board	Sonoma County
South Bay Workforce Development Board	Cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Manhattan Beach, Redondo Beach, Torrance, and Lomita
Southeast Los Angeles County Workforce Development Board (SELACO)	Cities of Artesia, Bellflower, Cerritos, Downey, Hawaiian Gardens, Lakewood, and Norwalk
Stanislaus River Valley Alliance	Stanislaus County
The Workforce Development Board of Tulare County	Tulare County

Local Workforce Development Board	Counties and Cities
Ventura County Workforce Development Board	Ventura County
Verdugo Workforce Development Board	Cities of Glendale, Burbank, and La Cañada-Flintridge
Workforce Alliance of the North Bay	Napa, Lake, Marin and Mendocino Counties
Yolo County Workforce Development Board	Yolo County

Source: CWDB website – [Local Workforce Development Boards](#)

Appendix D: Undecided County Analysis Data

Amador County

Push (Export) Commute Analysis

Top Export Areas	Export
Sacramento County	1,538
San Joaquin County	467
Calaveras County	396
El Dorado County	378
Placer County	187
San Mateo County	89
Santa Clara County	85
Alameda County	80
Contra Costa County	80
Tuolumne County	66

Source: US Census Bureau, 2011-2015, 5-Year American Community Survey Commuting Flows

Industry Composition Analysis

Major Industry	Amador County	Sacramento County	Calaveras County	Difference Between Amador County and Sacramento County	Difference Between Amador County and Calaveras County	Vote
Construction	3.60%	5.67%	N/A	-2.07%	N/A	N/A

Major Industry	Amador County	Sacramento County	Calaveras County	Difference Between Amador County and Sacramento County	Difference Between Amador County and Calaveras County	Vote
Educational and Health Services	13.44%	16.72%	11.99%	-3.28%	1.45%	Calaveras
Financial Activities	2.16%	5.07%	2.25%	-2.91%	-0.09%	Calaveras
Government	38.56%	24.71%	27.77%	13.85%	10.79%	Calaveras
Information	1.20%	1.26%	1.02%	-0.06%	0.18%	Sacramento
Leisure and Hospitality	10.24%	9.73%	14.75%	0.51%	-4.51%	Sacramento
Manufacturing	6.72%	3.23%	3.59%	3.49%	3.13%	Calaveras
Mining and Logging	1.12%	0.03%	N/A	1.09%	N/A	N/A
Other Services	2.24%	3.48%	3.79%	-1.24%	-1.55%	Sacramento
Professional and Business Services	3.92%	14.82%	5.43%	-10.90%	-1.51%	Calaveras
Total Farm	2.56%	0.39%	3.28%	2.17%	-0.72%	Calaveras
Trade, Transportation and Utilities	14.32%	14.92%	16.70%	-0.60%	-2.38%	Sacramento

Source: Employment Development Department, Labor Market Information Division, Current Employment Statistics, 2018 Annual Averages, Not Seasonally Adjusted

Note – Data not available is marked with an “N/A.”

Calaveras County

Push (Export) Commute Analysis

Top Export Areas	Export
San Joaquin County	2,268
Amador County	1,080
Tuolumne County	1,023
Sacramento County	608
Stanislaus County	524

Top Export Areas	Export
Alameda County	341
Santa Clara County	155
Contra Costa County	102
San Mateo County	94
Yolo County	81

Source: US Census Bureau 2011-2015, 5-Year American Community Survey Commuting Flows

Industry Composition Analysis

Major Industry	Calaveras County	San Joaquin County	Amador County	Difference Between Calaveras County and San Joaquin County	Difference Between Calaveras County and Amador County	Vote
Construction	N/A	4.94%	3.60%	N/A	N/A	N/A
Educational and Health Services	11.99%	14.96%	13.44%	-2.98%	-1.45%	Amador
Financial Activities	2.25%	3.15%	2.16%	-0.89%	0.09%	Amador
Government	27.77%	16.91%	38.56%	10.86%	-10.79%	Amador
Information	1.02%	0.70%	1.20%	0.33%	-0.18%	Amador
Leisure and Hospitality	14.75%	8.55%	10.24%	6.20%	4.51%	Amador
Manufacturing	3.59%	7.66%	6.72%	-4.07%	-3.13%	Amador
Mining and Logging	N/A	0.04%	1.12%	N/A	N/A	N/A
Other Services	3.79%	2.95%	2.24%	0.84%	1.55%	San Joaquin
Professional and Business Services	5.43%	7.62%	3.92%	-2.19%	1.51%	Amador
Total Farm	3.28%	6.26%	2.56%	-2.98%	0.72%	Amador
Trade, Transportation and Utilities	16.70%	26.27%	14.32%	-9.57%	2.38%	Amador

Source: Employment Development Department, Labor Market Information Division, Current Employment Statistics, 2018 Annual Averages, Not Seasonally Adjusted

Note – Data not available is marked with an “N/A.”

Colusa County

Push (Export) Commute Analysis

Top Export Areas	Export
Yolo County	787
Glenn County	280
Sutter County	240
Sacramento County	175
Solano County	155
Yuba County	120
Butte County	71
Sonoma County	32
Placer County	23
Monterey County	17

Source: US Census Bureau 2011-2015, 5-Year American Community Survey Commuting Flows

Industry Composition Analysis

Major Industry	Colusa County	Yolo County	Butte County	Difference Between Colusa County and Yolo County	Difference Between Colusa County and Butte County	Vote
Construction	N/A	3.41%	N/A	N/A	N/A	N/A
Educational and Health Services	5.79%	9.33%	23.40%	-3.54%	-17.61%	Yolo
Financial Activities	1.47%	2.24%	3.84%	-0.77%	-2.37%	Yolo
Government	23.58%	36.68%	19.21%	-13.10%	4.37%	Butte
Information	N/A	0.81%	1.05%	N/A	N/A	N/A
Leisure and Hospitality	6.32%	7.26%	10.71%	-0.95%	-4.39%	Yolo
Manufacturing	12.32%	5.83%	4.89%	6.49%	7.43%	Yolo
Mining and Logging	N/A	0.09%	N/A	N/A	N/A	N/A
Other Services	N/A	2.06%	4.54%	N/A	N/A	N/A
Professional and Business Services	N/A	8.16%	6.52%	N/A	N/A	N/A
Total Farm	31.16%	5.29%	3.49%	25.87%	27.67%	Yolo

Major Industry	Colusa County	Yolo County	Butte County	Difference Between Colusa County and Yolo County	Difference Between Colusa County and Butte County	Vote
Trade, Transportation and Utilities	14.95%	18.83%	17.23%	-3.89%	-2.28%	Butte

Source: Employment Development Department, Labor Market Information Division, Current Employment Statistics, 2018 Annual Averages, Not Seasonally Adjusted

Note – Data not available is marked with an “N/A.”

Kern County

Push (Export) Commute Analysis

Top Export Areas	Export
Los Angeles County	8,922
Tulare County	2,998
San Bernardino County	851
Ventura County	539
Kings County	481
Fresno County	432
Santa Barbara County	421
Orange County	382
Inyo County	302
San Diego County	260

Source: US Census Bureau 2011-2015, 5-Year American Community Survey Commuting Flows

Industry Composition Analysis

Major Industry	Kern County	Los Angeles County	Tulare County	Difference Between Kern County and Los Angeles County	Difference Between Kern County and Tulare County	Vote
Construction	4.90%	3.23%	N/A	N/A	N/A	N/A
Educational and Health Services	11.50%	18.24%	9.76%	-6.75%	1.73%	Tulare
Financial Activities	2.31%	4.94%	2.41%	-2.63%	-0.10%	Tulare
Government	20.01%	13.06%	19.47%	6.95%	0.54%	Tulare
Information	0.61%	4.82%	0.54%	-4.21%	0.07%	Tulare
Leisure and Hospitality	8.09%	11.83%	7.05%	-3.74%	1.04%	Tulare
Manufacturing	4.01%	7.61%	7.84%	-3.60%	-3.82%	Los Angeles
Mining and Logging	2.83%	0.04%	N/A	N/A	N/A	N/A
Other Services	2.40%	3.54%	2.11%	-1.13%	0.29%	Tulare
Professional and Business Services	8.18%	13.73%	6.63%	-5.55%	1.55%	Tulare
Total Farm	18.83%	0.11%	23.69%	18.72%	-4.86%	Tulare

Major Industry	Kern County	Los Angeles County	Tulare County	Difference Between Kern County and Los Angeles County	Difference Between Kern County and Tulare County	Vote
Trade, Transportation and Utilities	16.33%	18.85%	16.88%	-2.51%	-0.55%	Tulare

Source: Employment Development Department, Labor Market Information Division, Current Employment Statistics, 2018 Annual Averages, Not Seasonally Adjusted

Note – Data not available is marked with an “N/A.”

San Benito County

Push (Export) Commute Analysis

Top Export Areas	Export
Santa Clara County	9,030
Monterey County	2,545
Santa Cruz County	1,038
Alameda County	185
San Mateo County	114
San Francisco County	83
Contra Costa County	74
Merced County	63
Sonoma County	52
Sacramento County	32

Source: US Census Bureau 2011-2015, 5-Year American Community Survey Commuting Flows

Industry Composition Analysis

Major Industry	San Benito County	Santa Clara County	Monterey County	Difference Between San Benito County and Santa Clara County	Difference Between San Benito County and Monterey County	Vote
Construction	9.36%	4.29%	3.27%	5.07%	6.09%	Santa Clara
Educational and Health Services	8.19%	15.38%	10.11%	-7.19%	-1.92%	Monterey
Financial Activities	1.75%	3.30%	2.26%	-1.55%	-0.51%	Monterey
Government	16.96%	8.44%	17.35%	8.52%	-0.40%	Monterey
Information	0.58%	8.22%	0.50%	-7.64%	0.08%	Monterey
Leisure and Hospitality	8.19%	9.30%	12.78%	-1.11%	-4.59%	Santa Clara
Manufacturing	18.71%	15.18%	2.72%	3.53%	16.00%	Santa Clara
Mining and Logging	0.00%	0.02%	0.15%	-0.02%	-0.15%	Santa Clara
Other Services	2.92%	2.54%	2.57%	0.38%	0.36%	Monterey
Professional and Business Services	7.02%	21.19%	6.99%	-14.18%	0.03%	Monterey
Total Farm	13.45%	0.31%	28.02%	13.14%	-14.57%	Santa Clara
Trade, Transportation and Utilities	12.87%	11.83%	13.38%	1.03%	-0.51%	Monterey

Source: Employment Development Department, Labor Market Information Division, Current Employment Statistics, 2018 Annual Averages, Not Seasonally Adjusted

Note – Data not available is marked with an “N/A.”

Santa Cruz County

Push (Export) Commute Analysis

Top Export Areas	Export
Santa Clara County	17,458
Monterey County	6,583
San Mateo County	1,242
Alameda County	862
San Francisco County	714
San Benito County	700
Contra Costa County	156
Sacramento County	88
Santa Barbara County	75
Stanislaus County	75

Source: US Census Bureau 2011-2015, 5-Year American Community Survey Commuting Flows

Industry Composition Analysis

Major Industry	Santa Cruz County	Santa Clara County	Monterey County	Difference Between Santa Cruz County and Santa Clara County	Difference Between Santa Cruz County and Monterey County	Vote
Construction	N/A	4.29%	3.27%	N/A	N/A	N/A
Educational and Health Services	16.06%	15.38%	10.11%	0.69%	5.95%	Santa Clara
Financial Activities	3.25%	3.30%	2.26%	-0.05%	0.99%	Santa Clara
Government	20.04%	8.44%	17.35%	11.60%	2.68%	Monterey
Information	0.63%	8.22%	0.50%	-7.59%	0.13%	Monterey
Leisure and Hospitality	13.09%	9.30%	12.78%	3.79%	0.31%	Monterey
Manufacturing	6.68%	15.18%	2.72%	-8.50%	3.96%	Monterey
Mining and Logging	N/A	0.02%	0.15%	N/A	N/A	N/A
Other Services	4.69%	2.54%	2.57%	2.15%	2.13%	Monterey
Professional and Business Services	9.21%	21.19%	6.99%	-11.99%	2.21%	Monterey

Major Industry	Santa Cruz County	Santa Clara County	Monterey County	Difference Between Santa Cruz County and Santa Clara County	Difference Between Santa Cruz County and Monterey County	Vote
Total Farm	7.22%	0.31%	28.02%	6.91%	-20.80%	Santa Clara
Trade, Transportation and Utilities	15.25%	11.83%	13.38%	3.42%	1.87%	Monterey

Source: Employment Development Department, Labor Market Information Division, Current Employment Statistics, 2018 Annual Averages, Not Seasonally Adjusted

Note – Data not available is marked with an “N/A.”

Appendix E: Number of Commuters as a Percentage

The table below measures the number of commuters to a county’s top export destination as a percentage of the total number of commuters living and working in that county. The purpose of this calculation is to measure the size of the number of commuters to a county’s top export destination as relative to the number of commuters living and working in the county. This calculation helps to understand the relevance of the number of commuters to a county’s top export destination.

These tables also designate each county as Base, More Connected, Less Connected, or Undecided based on their commute patterns (see the *Summary of Methodology – Part Two* section for a detailed explanation of selection criteria).

Note – A county designated as Less Connected (with a percentage of less than 10 percent will be recategorized as More Connected when the number of commuters to a county’s top export destination is larger than 5,000 commuters. These unique category designations are marked with an asterisk (*). Additionally, a county designated as More Connected (with a percentage of more than 10 percent will be recategorized as Less Connected when the number of commuters to a county’s top export destination is below 250 commuters. Calculations are also not made for Base Counties since Export County Analysis is not completed for Base Counties.

County	Number of Commuters to County's Top Export Destination	Number of Commuters Living and Working in County	Percentage	Category Designation
Alameda County	-	-	-	Base
Alpine County	79	173	45.7%	Less Connected**
Amador County	1,538	8,063	19.1%	Undecided
Butte County	-	-	-	Base
Calaveras County	2,268	8,886	25.5%	Undecided
Colusa County	787	6,624	11.9%	Undecided
Contra Costa County	100,160	283,631	35.3%	More Connected
Del Norte County	58	7,619	0.8%	Less Connected
El Dorado County	21,424	43,057	49.8%	More Connected
Fresno County	-	-	-	Base
Glenn County	1,862	6,784	27.4%	More Connected
Humboldt County	-	-	-	Base
Imperial County	1,576	52,807	3.0%	Base

County	Number of Commuters to County's Top Export Destination	Number of Commuters Living and Working in County	Percentage	Category Designation
Inyo County	618	7,378	8.4%	Less Connected
Kern County	8,922	301,472	3.0%	Undecided*
Kings County	5,695	41,634	13.7%	More Connected
Lake County	1,686	16,885	9.99%	Less Connected
Lassen County	285	8,113	3.5%	Less Connected
Los Angeles County	-	-	-	Base
Madera County	9,859	30,551	32.3%	More Connected
Marin County	27,614	81,726	33.8%	More Connected
Mariposa County	408	5,096	8.0%	Less Connected
Mendocino County	848	33,177	2.6%	Less Connected
Merced County	11,195	68,122	16.4%	More Connected
Modoc County	223	2,612	8.5%	Less Connected
Mono County	357	6,418	5.6%	Less Connected
Monterey County	-	-	-	Base
Napa County	4,422	51,743	8.5%	Less Connected
Nevada County	5,139	29,668	17.3%	More Connected
Orange County	-	-	-	Base
Placer County	42,718	99,291	43.0%	More Connected
Plumas County	302	6,024	5.0%	Less Connected
Riverside County	97,000	622,838	15.6%	More Connected
Sacramento County	-	-	-	Base
San Benito County	9,030	11,928	75.7%	Undecided
San Bernardino County	-	-	-	Base
San Diego County	-	-	-	Base
San Francisco County	48,768	353,484	13.8%	More Connected
San Joaquin County	-	-	-	Base
San Luis Obispo County	8,437	110,495	7.6%	More Connected*

County	Number of Commuters to County's Top Export Destination	Number of Commuters Living and Working in County	Percentage	Category Designation
San Mateo County	81,943	218,287	37.5%	More Connected
Santa Barbara County	-	-	-	Base
Santa Clara County	-	-	-	Base
Santa Cruz County	17,458	99,105	17.6%	Undecided
Shasta County	-	-	-	Base
Sierra County	153	705	21.7%	Less Connected**
Siskiyou County	254	14,730	1.7%	Less Connected
Solano County	19,504	109,059	17.9%	More Connected
Sonoma County	-	-	-	Base
Stanislaus County	20,138	155,348	13.0%	More Connected
Sutter County	-	-	-	Base
Tehama County	3,868	15,676	24.7%	More Connected
Trinity County	317	4,201	7.5%	Less Connected
Tulare County	9,696	140,091	6.9%	More Connected*
Tuolumne County	-	-	-	Base
Ventura County	-	-	-	Base
Yolo County	21,574	57,362	37.6%	More Connected
Yuba County	4,803	12,513	38.4%	More Connected

Source: US Census Bureau 2011-2015, 5-Year American Community Survey Commuting Flows

Appendix F: Size of Labor Force Data

Area	Civilian Labor Force, 2018 Annual Average
Alameda County	848,200
Alpine County	550
Amador County	14,710
Butte County	102,700

Area	Civilian Labor Force, 2018 Annual Average
Calaveras County	21,350
Colusa County	10,970
Contra Costa County	564,600
Del Norte County	9,960
El Dorado County	91,600
Fresno County	448,400
Glenn County	12,780
Humboldt County	63,000
Imperial County	71,100
Inyo County	8,730
Kern County	387,000
Kings County	57,900
Lake County	29,110
Lassen County	9,900
Los Angeles County	5,136,300
Madera County	61,500
Marin County	141,100
Mariposa County	7,660
Mendocino County	39,720
Merced County	115,400
Modoc County	3,180
Mono County	8,520
Monterey County	224,100
Napa County	74,500
Nevada County	48,870
Orange County	1,625,400
Placer County	185,200
Plumas County	7,850
Riverside County	1,092,400
Sacramento County	710,400
San Benito County	30,900
San Bernardino County	961,000
San Diego County	1,592,200
San Francisco County	575,600
San Joaquin County	326,400
San Luis Obispo County	140,900
San Mateo County	454,900
Santa Barbara County	216,700
Santa Clara County	1,048,800

Area	Civilian Labor Force, 2018 Annual Average
Santa Cruz County	142,600
Shasta County	74,200
Sierra County	1,280
Siskiyou County	17,410
Solano County	209,700
Sonoma County	262,300
Stanislaus County	243,500
Sutter County	45,500
Tehama County	25,630
Trinity County	4,710
Tulare County	204,600
Tuolumne County	21,340
Ventura County	425,700
Yolo County	108,500
Yuba County	29,100
Anaheim-Santa Ana-Irvine MD	1,625,400
Bakersfield MSA	387,000
Chico MSA	102,700
El Centro MSA	71,100
Fresno MSA	448,400
Hanford-Corcoran MSA	57,900
Los Angeles-Long Beach-Glendale MD	5,136,300
Madera MSA	61,500
Merced MSA	115,400
Modesto MSA	243,500
Napa MSA	74,500
Oakland-Hayward-Berkeley MD	1,412,800
Oxnard-Thousand Oaks-Ventura MSA	425,700
Redding MSA	74,200
Riverside-San Bernardino-Ontario MSA	2,053,400
Sacramento--Roseville--Arden-Arcade MSA	1,095,800
Salinas MSA	224,100
San Diego-Carlsbad MSA	1,592,200
San Francisco-Redwood City-South San Francisco MD	1,030,400
San Jose-Sunnyvale-Santa Clara MSA	1,079,700
San Luis Obispo-Paso Robles-Arroyo Grande MSA	140,900
San Rafael MD	141,100
Santa Cruz-Watsonville MSA	142,600

Area	Civilian Labor Force, 2018 Annual Average
Santa Maria-Santa Barbara MSA	216,700
Santa Rosa MSA	262,300
Stockton-Lodi MSA	326,400
Vallejo-Fairfield MSA	209,700
Visalia-Porterville MSA	204,600
Yuba City MSA	74,600

Source: LMID's Current Employment Statistics, 2018 Annual Averages, Not Seasonally Adjusted