

Chula Vista, California

Indicators Report

by
The National Economic Education Delegation (NEED)

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Exploring the economics, demographics, and well-being of Chula Vista and its residents through indicators.

This report was produced by the:

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Executive Summary

Assessing the City with Indicators

About this Report

This report provides background or summary information for the city of Chula Vista (the City) in the form of indicators.

Using this Report

Indicators are measures of various aspects of a regional economy. They help to provide an indication of the quality of life in a region and progress toward improving conditions in the local economy. This report focuses on indicators

for changing demographics, incomes, housing markets, commute patterns, and employment in Chula Vista. These indicators are compared to San Diego County (the County) as a whole, a broader region where one is well defined, California, and the United States.

This report is vital for understanding trends in the underlying economy. It does not provide forecasts, but Rob Eyler and Jon Haveman at Economic Forensics and Analytics are available to provide them if that is of interest.

Topics Covered:

- **Demographics:** A detailed snapshot of Chula Vista demographics is presented. This provides evidence on the size, age and sex, income and poverty status, race and ethnicity, housing status, living arrangements, education, health, and transportation choices of the population. Beyond the current population level, data on trends in local population growth, in comparison with other broader regions is presented, in both tabular and graphical form.
- **Employment Report:** Here, we provide a brief snapshot of employment and unemployment in Chula Vista and how the City's experience differs from broader regions.
- **Income and Earnings:** Vital to understanding the prosperity of a city relative to its surrounding area is information on income and earnings. We provide a ranking of the City's income relative to all cities in California as well as growth relative to local regions. Inequality and poverty status are also important indicators for the level of equity in the community. We provide evidence of trends in both, not only for all residents, but also for children separately.
- **Housing:** This section provides evidence on the cost and availability of housing. Both median home values and rental costs are included, along with detailed information on home ownership, by age and income, in particular. Further, evidence is provided on the housing burden in the City, again, in comparison with other broader regions. We also provide evidence on the rate at which new buildings and units are permitted along with a broader housing picture. Finally, we provide evidence on the age of the housing stock in Chula Vista, along with information on how long the City's residents have been in place.
- **Transportation:** Increasingly important, in the wake of the pandemic, is an understanding of the transportation patterns and choices of local residents. We provide detailed evidence on the proportion of residents who work from home and on the various transportation choices of those who head to the office. This information is also provided for those who work in Chula Vista, but do not necessarily live in Chula Vista.
- **Migration:** Population changes comes primarily through organic causes: births and deaths. Migration between regions also plays a significant role in population growth. A final section of the report provides evidence on migration into and out of the City.

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Demographics

Definition:

Data on the demographics of a city indicate the nature of the population, with a focus on age, gender, race and ethnicity, as well as household composition.

Why is it important?

The characteristics and growth of Chula Vista's population are fundamental indicators of the city's growth potential.

A Demographic Snapshot

Statistic	2022	2019
POPULATION		
Population Estimate (#)	279,158.0	274,485.0
Veterans (#)	16,615.0	15,582.0
Foreign born persons (% , 5yr)	29.3	31.1
Population age 25+ (#)	180,073.0	183,522.0
AGE AND SEX		
Persons under 5 years (%)	4.7	5.6
Persons under 18 years (%)	25.8	24.0
Persons 65 years and over (%)	12.3	12.2
Female persons (%)	51.1	50.3
INCOME AND POVERTY		
Median household income (\$)	101,190.0	87,876.0
Per capita income in past 12 months (\$)	36,572.0	33,458.0
Persons in poverty (%)	10.1	8.7
Children age less than 18 in poverty (#)	9,174.0	6,869.0
Children age less than 18 in poverty (%)	13.0	10.7
RACE AND ETHNICITY		
White alone (%)	25.1	62.7
African American alone (% , 5yr)	5.2	4.7
American Indian or Alaska Native alone (% , 5yr)	0.8	0.4
Asian alone (%)	12.6	18.1
Native Hawaiian and Other Pacific Islander alone (% , 5yr)	0.4	0.5
Two or More Races (%)	31.7	5.0
Hispanic or Latino (%)	64.9	58.0
White alone, not Hispanic or Latino (%)	14.7	16.8
HOUSING		
Housing units (#)	89,711.0	91,083.0
Owner-occupied housing units (%)	58.2	60.0
Median value of owner-occupied housing units (\$)	767,500.0	546,400.0
Median selected monthly owner costs-with a mortgage (\$)	2,879.0	2,676.0
Median selected monthly owner costs-without a mortgage (\$)	726.0	576.0
Median gross rent (\$)	2,003.0	1,715.0
FAMILIES AND LIVING ARRANGEMENTS		
Households (#)	85,487.0	82,916.0
Persons per household (#)	3.2	3.3
Living in same house 1 year ago, % of persons age 1+	89.2	91.2
EDUCATION		
High school graduate or higher, % of persons age 25+	87.1	83.2
Bachelor's degree or higher, % of persons age 25+	34.2	29.2
HEALTH		
With a disability, under age 65 years (#)	15,102.0	14,847.0
Persons without health insurance, under age 65 years (%)	6.7	7.5
LABOR FORCE		
In civilian labor force, persons age 16+ (%)	66.9	67.5
In civilian labor force, women age 16+ (%)	60.1	61.6
Employed, persons age 16+ (%)	57.4	56.9
Self employed (%)	11.3	6.7
TRANSPORTATION		
Mean travel time to work, workers age 16+ (Mins.)	27.9	28.9
Drive alone in private vehicle (%)	77.1	84.2
Using public transportation (%)	3.4	5.3
Worked from home (%)	13.9	5.8

Source: American Community Survey, Summary Files

Note: Data are from the 1-year files unless indicated by the notation 5yr.

Current Population

The data in these two tables and the following two graphs are from the CA Department of Finance (DOF). The DOF produces population estimates for geographies around California twice a year: January and July. As estimates for cities are only available in January, these two tables are based on the January data. The remaining figures are from the American Community Survey (ACS), provided annually by the U.S. Bureau of the Census.

Table 1. Population Change by Region
(Thousands, January to January)

Region	2023 Population	% Change		
		1 Year	3 Year	5 Year
City				
Chula Vista	274,784	0.26	0.51	2.51
County and Broader Regions				
San Diego County	3,269,755	-0.17	-1.85	-1.90
Southern California	21,794,548	-0.41	-2.24	-2.84
California	38,940,231	-0.35	-1.79	-2.01

Source: CA DOF; Calculations by National Economic Education Delegation

Table 2. County Population Change by City
(Thousands, January to January)

City	2022	2023	% Change		
			Local	Southern California	California
San Diego County	3,275.4	3,269.8	-0.17	-0.41	-0.35
San Diego	1,372.8	1,368.4	-0.32		
Chula Vista	274.1	274.8	0.26		
Oceanside	171.8	171.1	-0.41		
Escondido	150.1	149.8	-0.17		
Carlsbad	114.9	114.5	-0.28		
El Cajon	105.3	104.6	-0.61		
Vista	100.0	99.8	-0.14		
San Marcos	93.8	94.5	0.75		
Encinitas	61.3	61.1	-0.32		
National City	61.3	61.0	-0.54		
La Mesa	60.2	60.4	0.30		
Santee	58.7	59.2	0.88		
Poway	48.5	48.5	-0.04		
Lemon Grove	27.1	27.4	1.22		
Imperial Beach	26.0	25.9	-0.43		
Coronado	22.0	22.1	0.65		
Solana Beach	12.8	12.8	0.05		
Del Mar	3.9	3.9	0.00		

Source: CA DOF; Calculations by National Economic Education Delegation

Figure 1: Population Growth (1)

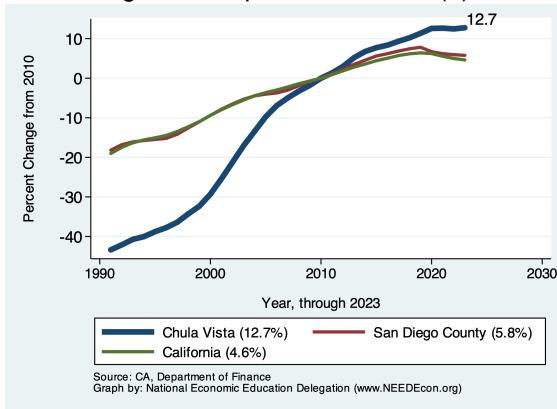


Figure 2: Population Growth (2)

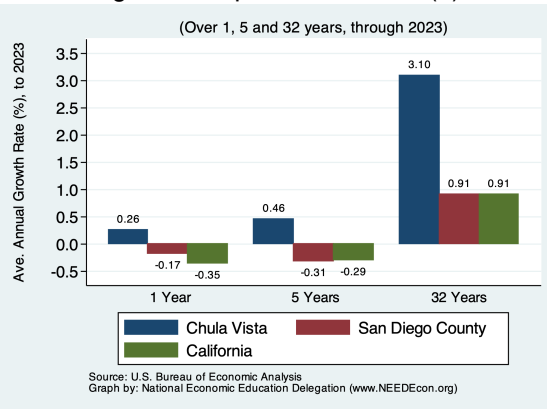


Figure 3: Population by Age - Detailed Age Categories

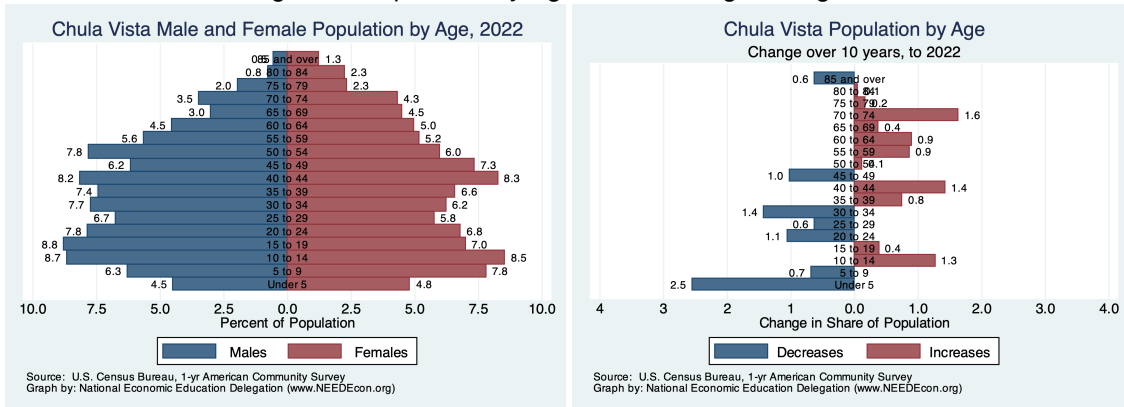


Figure 4: Population by Age - Broad Age Categories

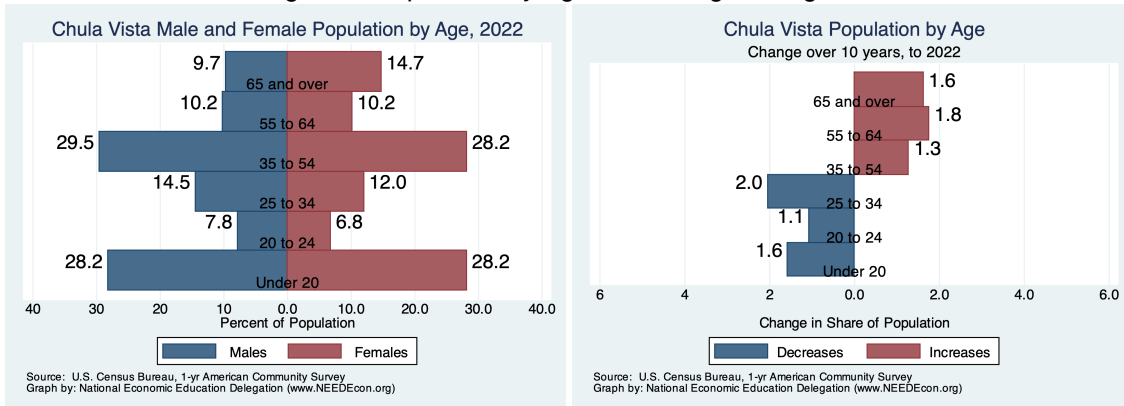


Figure 5: Population by Educational Attainment

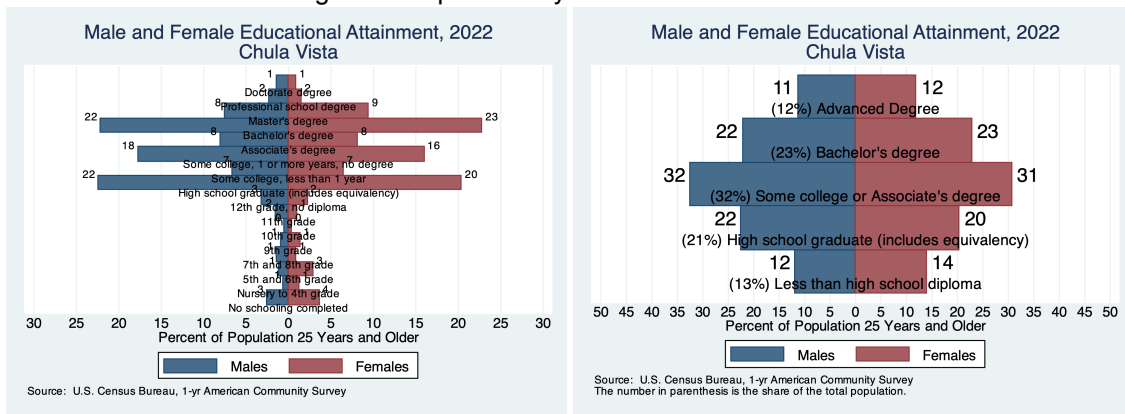


Figure 6: Population by Race/Ethnicity

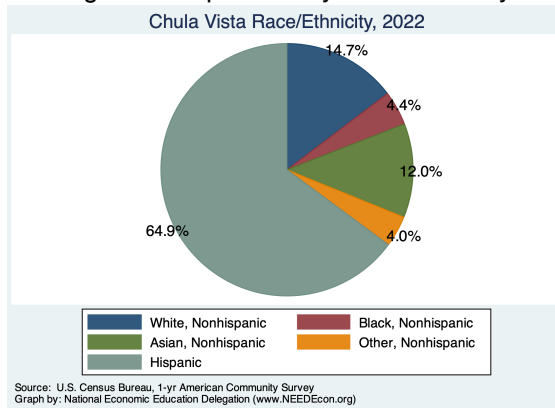
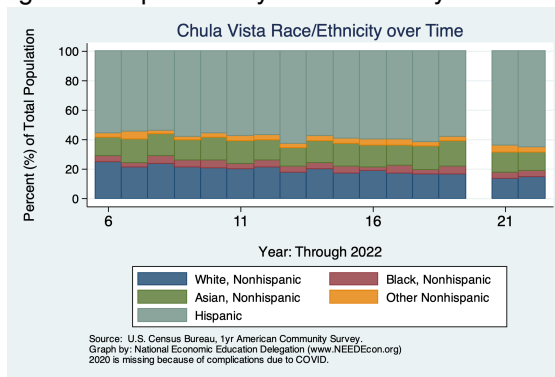


Figure 7: Population by Race/Ethnicity Over Time



Employment Report

Citywide Employment and Unemployment

Definition:

Each month, California's Employment Development Division (EDD) publishes an update on employment in California and in MSAs, counties, and cities all across the state. The report focuses primarily on non-farm employment, providing estimates of changes in em-

ployment by industry as well as unemployment in each region. Data for cities is limited to aggregate employment, labor force, and unemployment data. Those are reported below.

Why is it important?

Employment growth is a fundamental indicator of the health of an economy.

Table 3. Chula Vista Summary for March, 2024

Category	Current Value	Change From:		
		Last Month	2 Months Ago	Last Year
Employment	8,924	-30	-53	-103
Labor Force	9,644	9	15	96
Number Unemployed	678	-4	21	97
Unemployment Rate	7.0	-0.0	0.2	0.9

Source: EDD, National Economic Education Delegation

Figure 8: Historical Employment and Unemployment - Last 12 Months



Figure 9: Employment and Unemployment - Last 12 Months



Figure 10: Relative Employment Growth Across Regions - since 2010

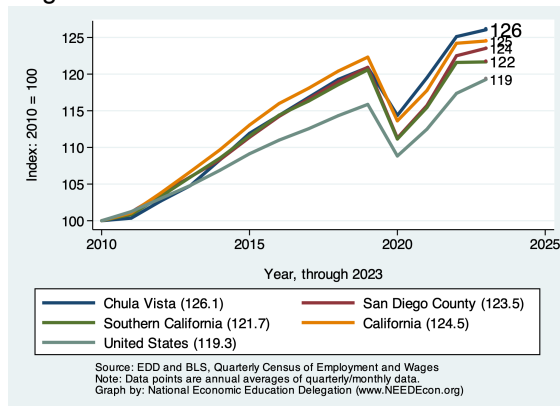
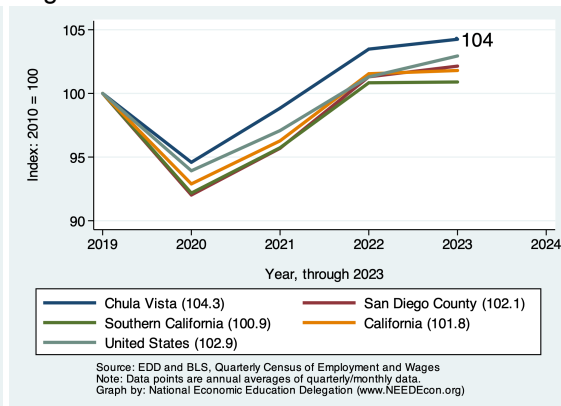


Figure 11: Relative Employment Growth Across Regions - since 2019



County Employment by Industry

California's Employment Development Division (EDD) does not regularly produce data on employment by industry for cities. However, we are able to report industry-level employment data for San Diego County. The following table provides the latest data for the County.

Table 4. Employment Growth by Industry in San Diego County for March, 2024

Industry	Employment	Share	Empl Growth	% Growth - Annualized Rate					
				Month	Qtr	6mo	1yr	3yr	5yr
Total Nonfarm	1,562,672	100.0	1,044.9	0.8	0.9	1.2	0.9	3.8	0.9
Total Private	1,307,241	83.7	578.9	0.5	0.5	1.1	0.6	3.9	1.0
Goods Producing	204,267	13.1	1,175.9	7.2	-2.9	-1.1	-0.1	1.3	0.7
Mining, Logging and Construction	91,648	5.9	1,376.4	19.9	0.5	1.4	3.2	3.5	1.9
Mining and Logging	400	0.0	0.0	0.0	0.0	0.0	33.3	11.1	6.7
Construction	91,237	5.8	1,280.2	18.5	0.4	1.5	3.0	3.5	1.8
Manufacturing	112,600	7.2	-248.4	-2.6	-5.1	-3.3	-2.7	-0.4	-0.3
Durable Goods	82,107	5.3	-140.2	-2.0	-5.7	-3.7	-2.6	-0.9	-0.7
Non-Durable Goods	30,572	2.0	-20.8	-0.8	-3.1	-1.5	-2.9	1.1	1.1
Service Providing	1,358,608	86.9	598.0	0.5	1.7	1.5	1.1	4.2	0.9
Trade, Trans & Utilities	222,862	14.3	734.9	4.0	-0.3	-0.1	-0.1	1.1	-0.1
Wholesale Trade	42,238	2.7	45.1	1.3	-4.8	-3.8	-3.1	0.7	-0.9
Retail Trade	139,705	8.9	392.1	3.4	0.8	0.9	0.6	0.4	-0.9
Trans & Warehousing	34,755	2.2	140.0	5.0	-0.2	-1.6	0.1	3.6	3.9
Utilities	6,113	0.4	26.9	5.4	0.7	3.3	5.2	8.2	6.6
Information	21,190	1.4	186.3	11.2	-1.9	-4.6	-4.5	-0.6	-2.0
Financial Activities	71,664	4.6	-13.6	-0.2	-1.4	-0.7	-2.6	-1.7	-1.1
Finance & Insurance	41,316	2.6	8.0	0.2	-2.8	-2.4	-4.4	-3.9	-2.0
Real Estate & Rental & Leasing	30,356	1.9	47.6	1.9	2.1	1.9	-0.1	2.2	0.4
Professional & Business Svcs	269,563	17.3	-1,232.7	-5.3	-2.3	-1.9	-3.8	1.3	1.3
Prof, Sci, & Tech	153,258	9.8	-819.0	-6.2	-3.9	-2.7	-4.2	1.3	1.3
Admin & Support Svcs	90,260	5.8	-413.4	-5.3	0.3	0.7	-3.4	2.7	2.4
Employment Svcs	35,707	2.3	44.4	1.5	1.7	-2.6	-8.4	1.8	4.9
Educational & Health Svcs	253,835	16.2	1,047.7	5.1	7.1	6.0	6.5	6.1	3.6
Education Svcs	30,035	1.9	69.4	2.8	1.5	5.1	5.2	6.5	0.2
Health Care & Social Assistance	223,627	14.3	936.5	5.2	8.0	5.9	6.7	6.1	4.2
Leisure & Hospitality	205,387	13.1	-186.7	-1.1	0.3	2.6	2.8	14.9	0.4
Arts, Entertainment & Recreation	32,811	2.1	8.9	0.3	5.7	13.0	9.4	26.7	1.4
Accommodation & Food Svcs	173,029	11.1	-278.3	-1.9	0.1	1.5	1.5	13.2	0.2
Other Svcs	58,049	3.7	19.8	0.4	2.2	0.4	2.5	10.2	0.7
Government	255,691	16.4	522.3	2.5	3.6	2.8	2.5	3.2	0.4
Federal	47,317	3.0	136.1	3.5	2.2	2.4	-0.0	-0.4	-0.1
State	59,492	3.8	116.8	2.4	2.8	2.3	4.3	7.3	3.0
Local	149,100	9.5	276.0	2.2	5.6	3.3	2.6	3.0	-0.2
County	21,763	1.4	154.6	8.9	12.9	7.4	6.8	1.3	1.7
City	19,757	1.3	75.0	4.7	0.2	2.3	1.6	1.6	0.6
Local Government Education	79,213	5.1	144.5	2.2	2.1	0.9	1.8	4.6	-0.4

Source: EDD, National Economic Education Delegation (NEED)

Some Employee Detail

Employed in Chula Vista

Figure 12: Employment by Occupation

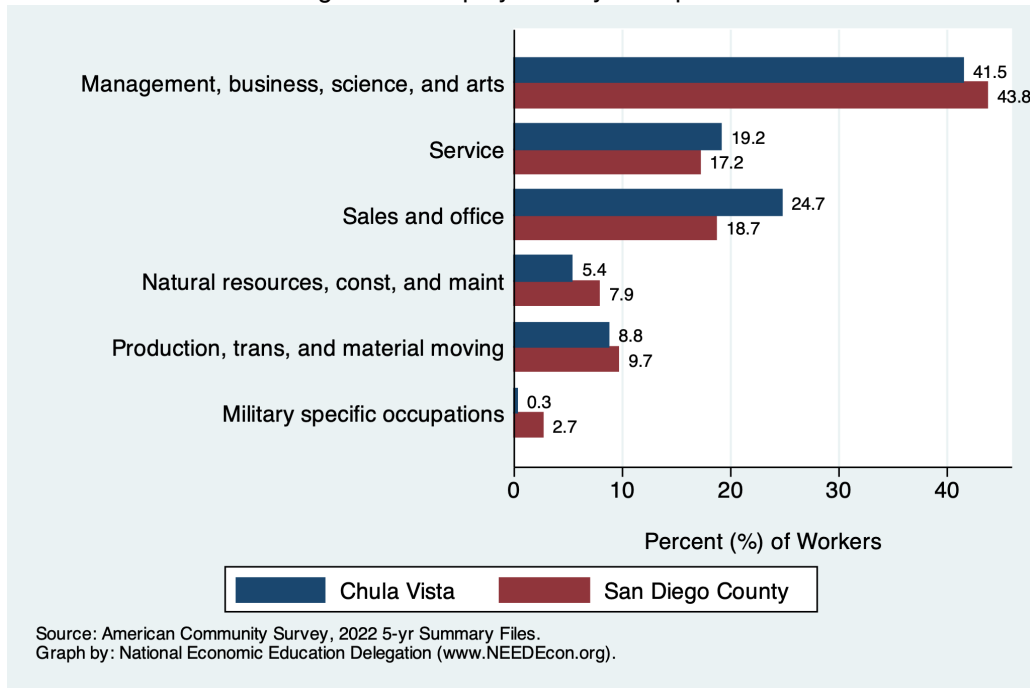


Figure 13: Employment by Industry

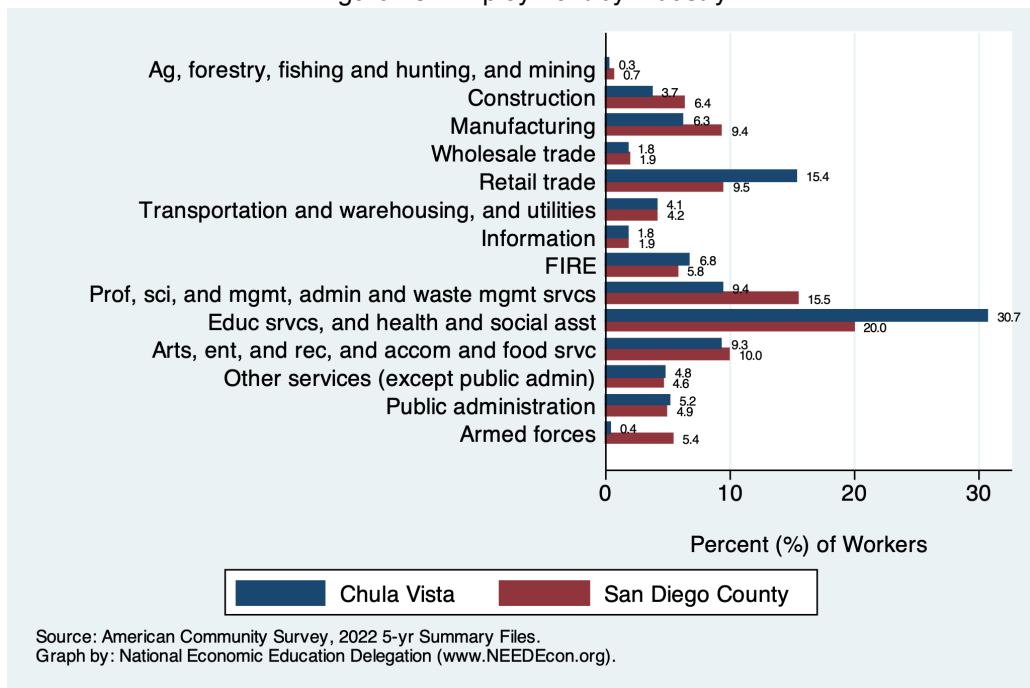


Figure 14: Language Spoken at Home

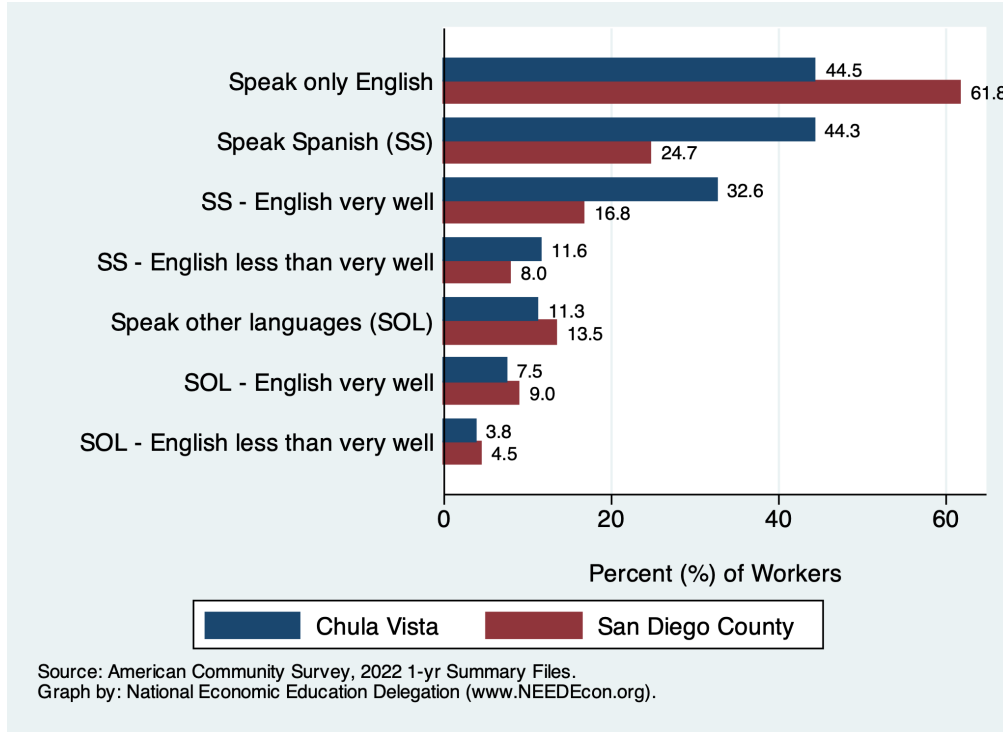
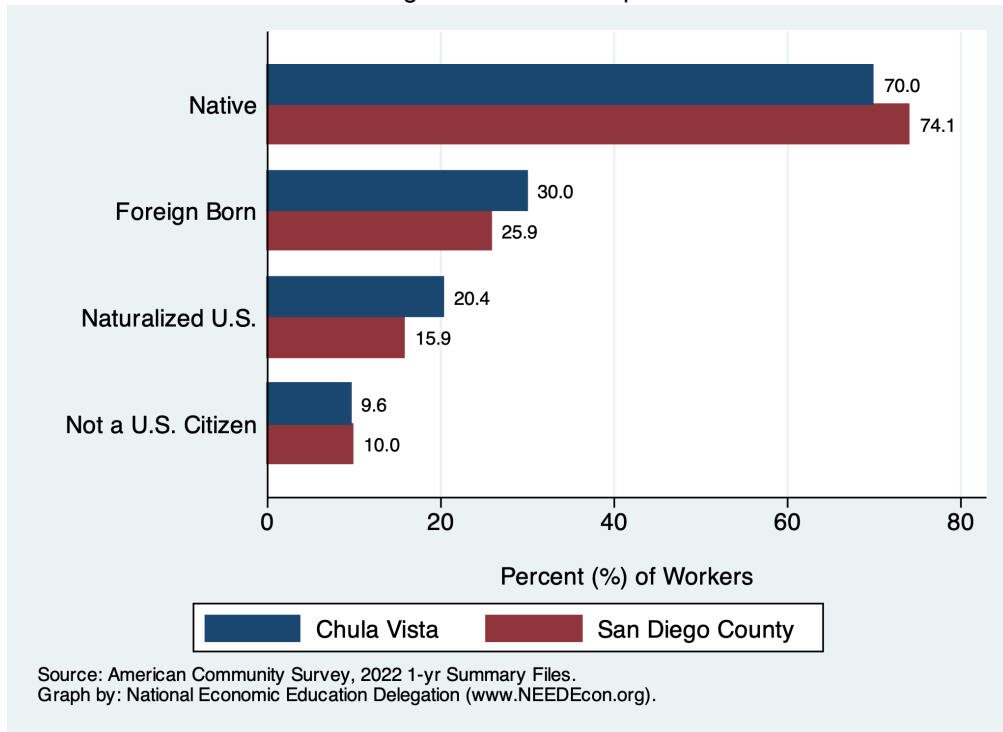


Figure 15: Citizenship



Employed Residents of Chula Vista

Figure 16: Employment by Occupation

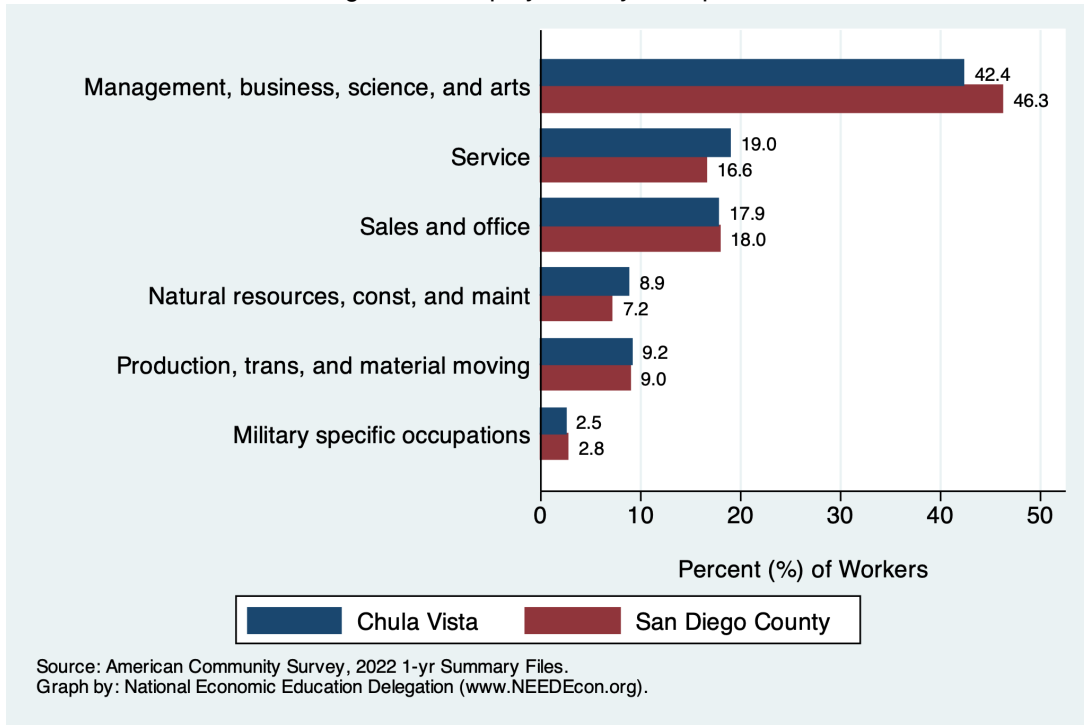


Figure 17: Employment by Industry

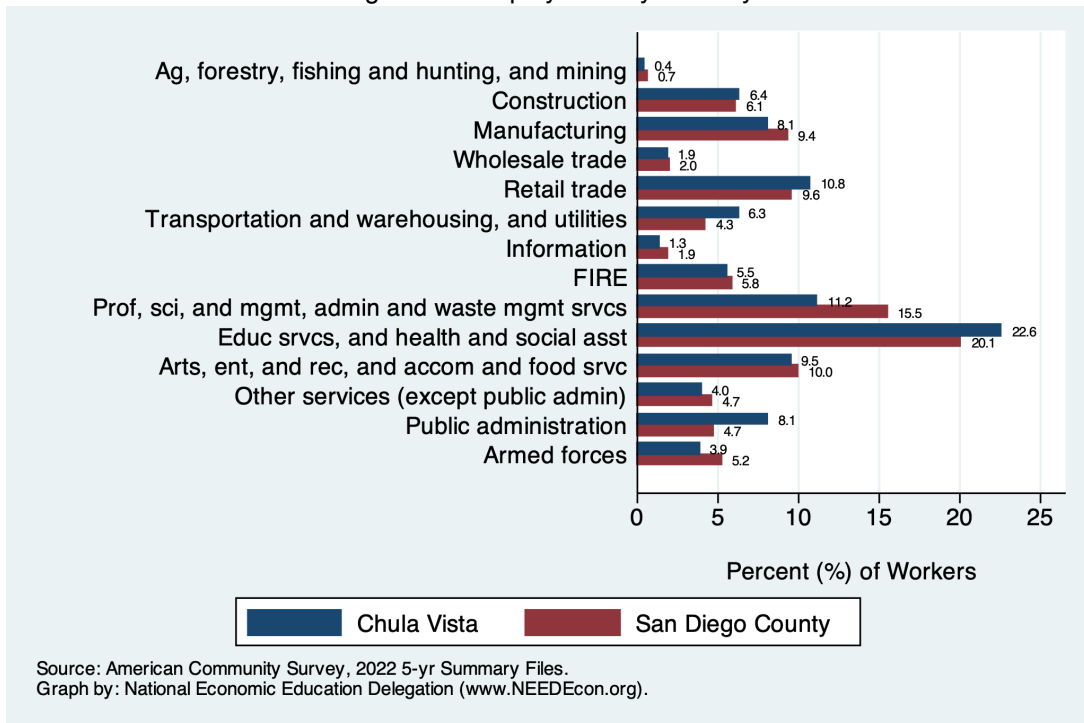


Figure 18: Language Spoken at Home

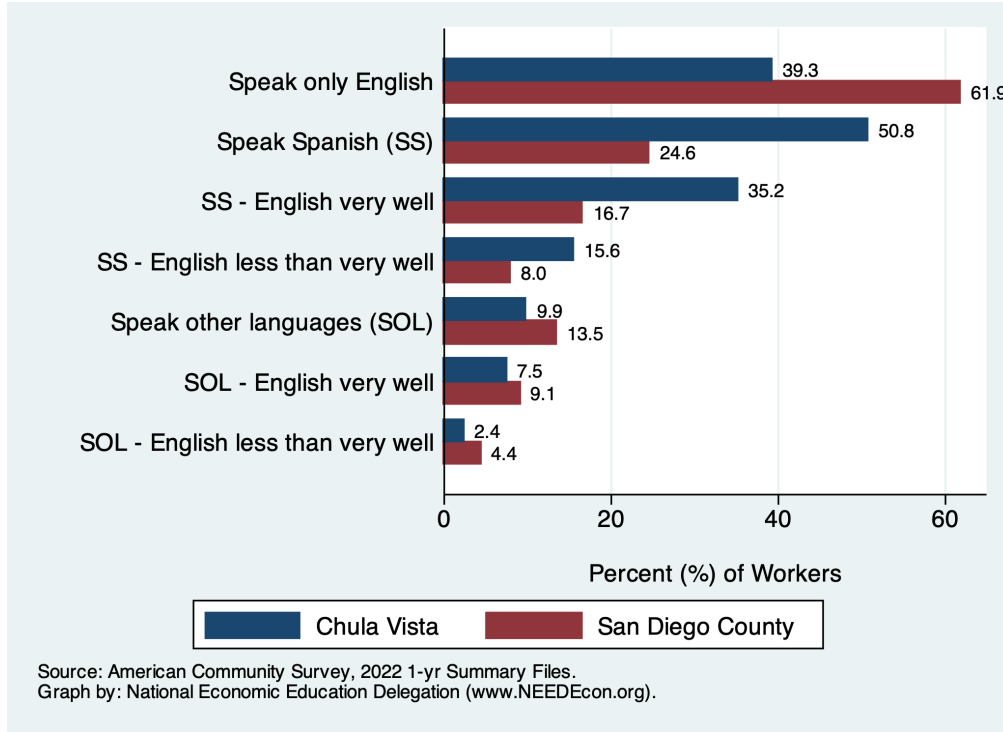
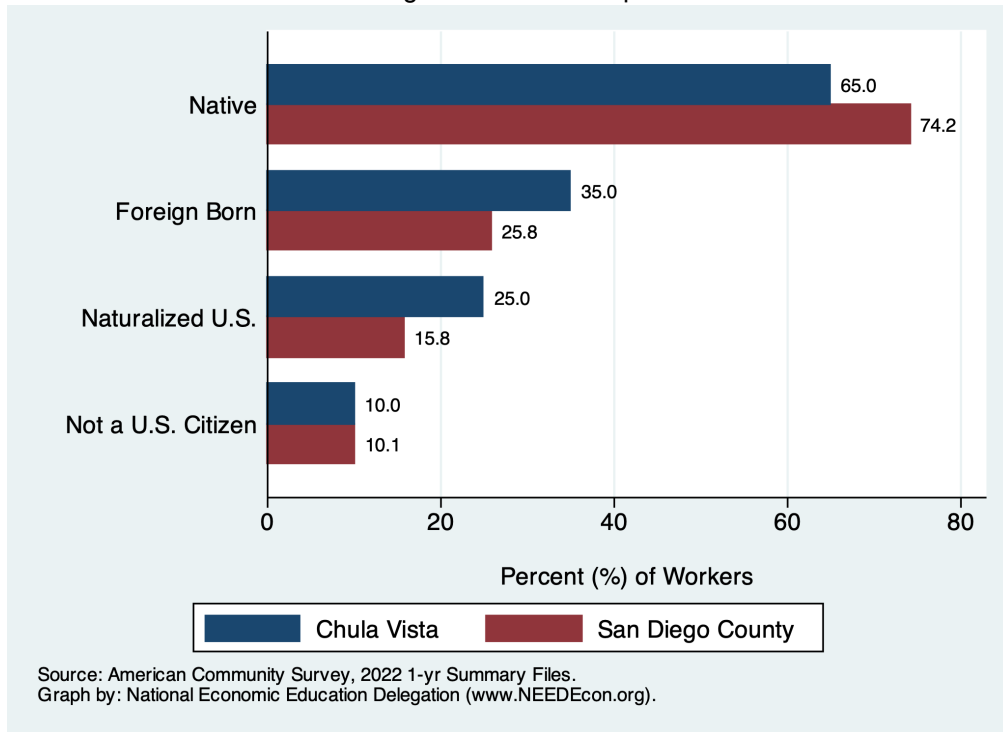


Figure 19: Citizenship



Employed Residents vs Workers in Chula Vista

Figure 20: Employment by Occupation

N/A

Figure 21: Employment by Industry

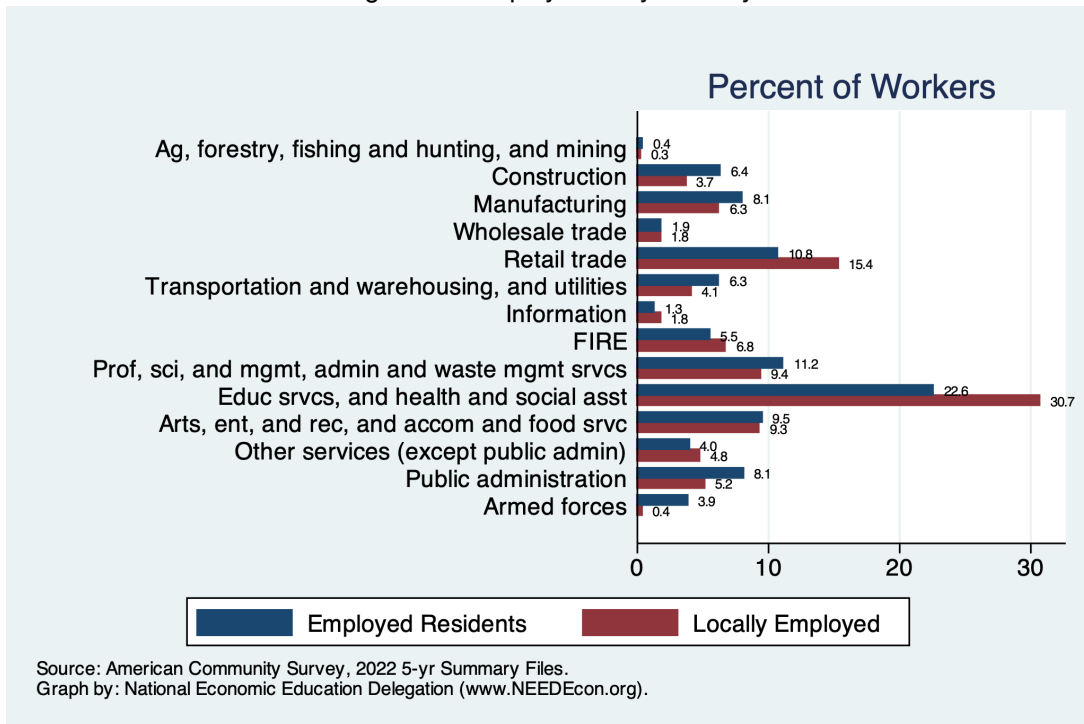


Figure 22: Language Spoken at Home

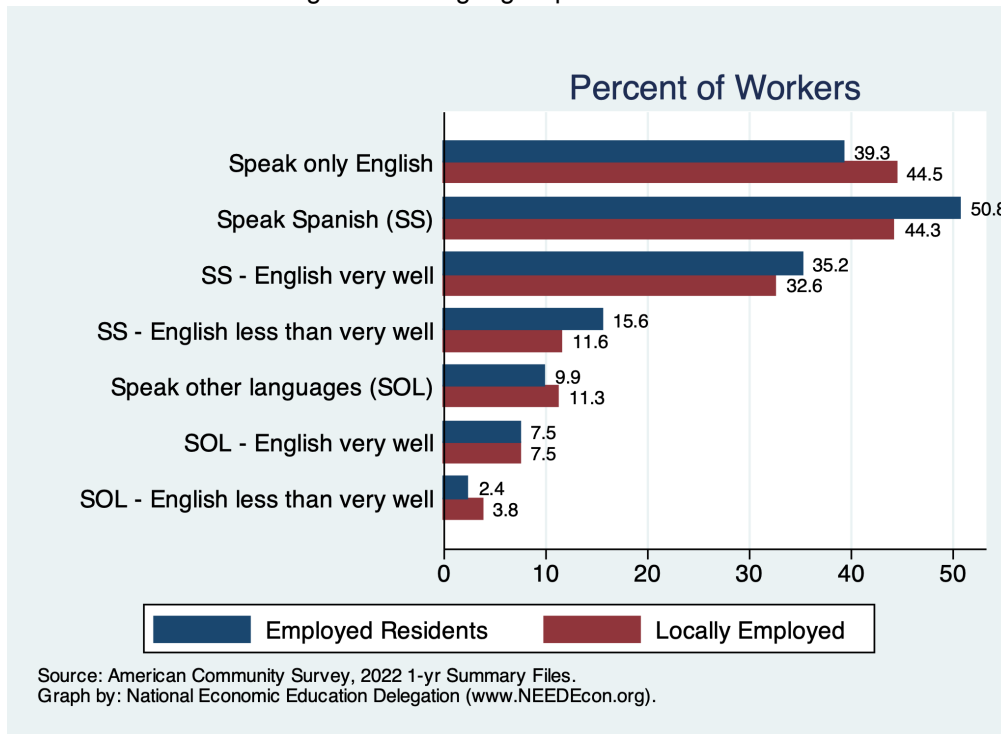
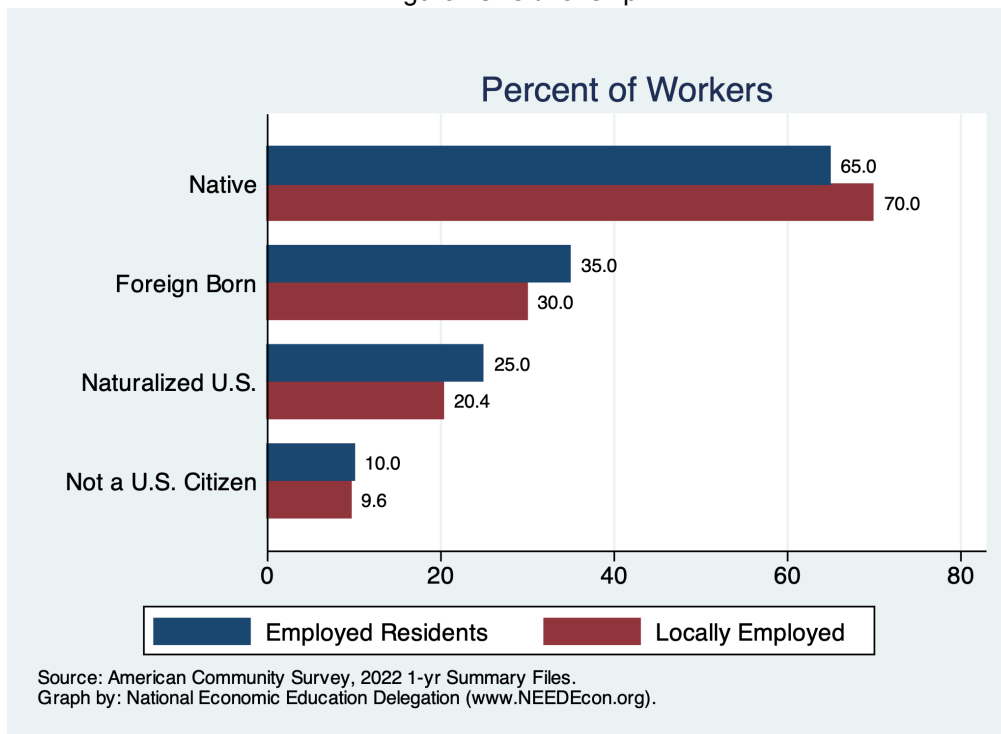


Figure 23: Citizenship



Income and Earnings

Per Capita Income Growth

Definition:

Per capita income is the average income per person in Chula Vista. Personal income is the income received by, or on behalf of, all persons from all sources: from participation as laborers in production, from owning a home or unincorporated business, from the ownership of financial assets, and from government and business

in the form of transfer receipts. Noncash government benefits are not included.

Why is it important?

Income is the money that is available to persons for consumption expenditures, taxes, interest payments, transfer payments to governments and the rest of the world, or for saving. As such, it is an important indicator of economic well-being in a community.

Figure 24: Real Per Capita Income Ranking Among California Cities

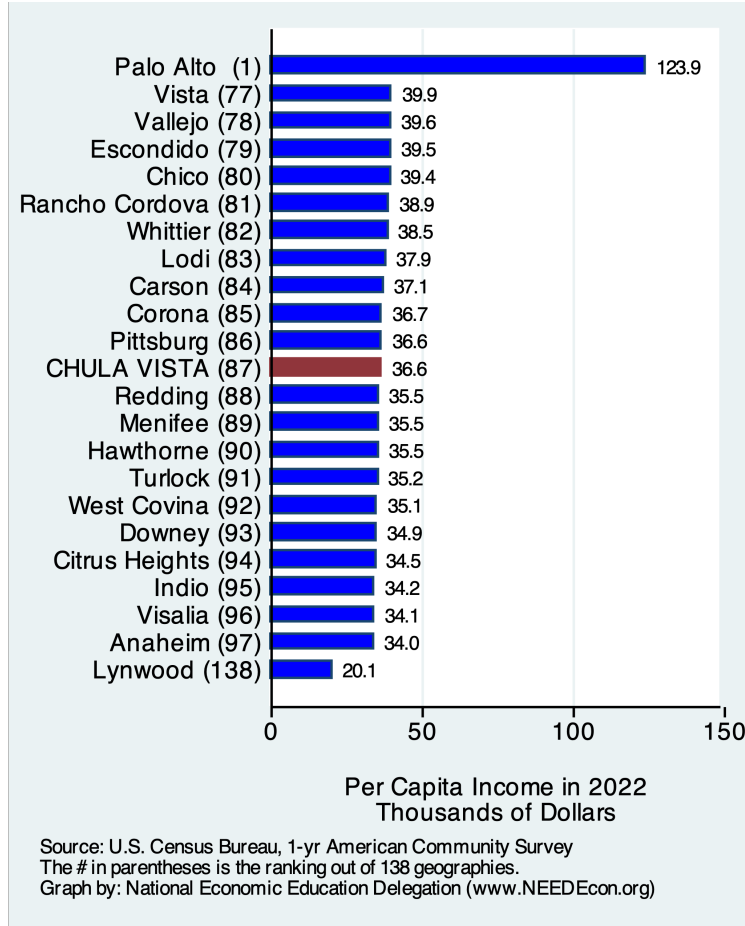
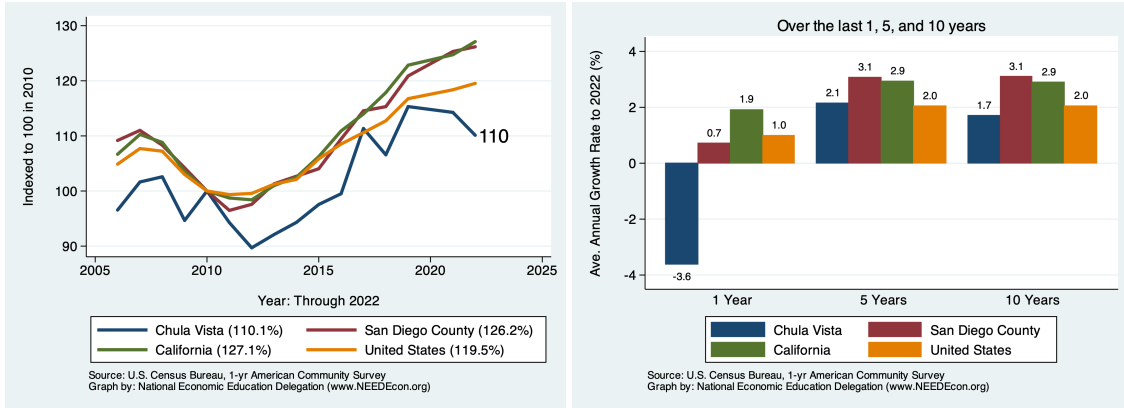


Figure 25: Regional Comparison of Growth over Time



Real Per Capita Income Ranking Among California Cities - w/Comparable Populations

Figure 26: Income Levels

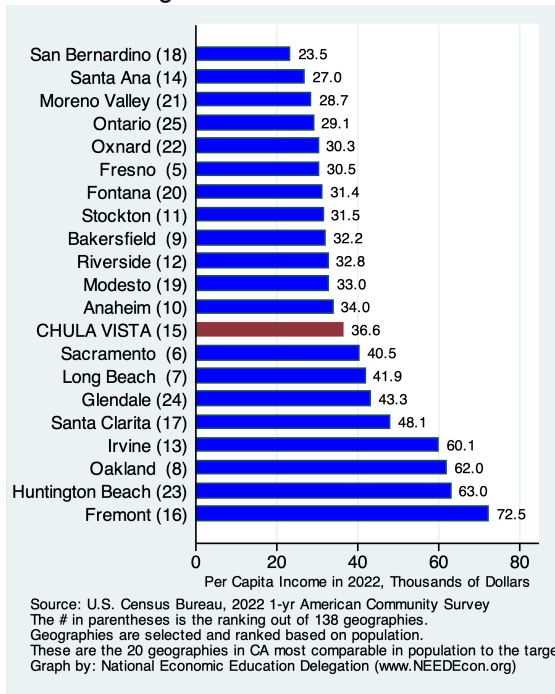
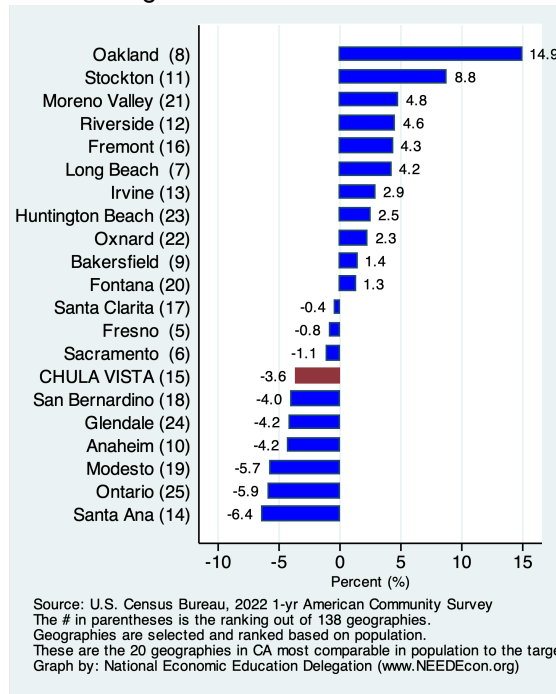


Figure 27: Growth over Time



Real Per Capita Income Ranking Among Cities in San Diego County

Figure 28: Income Levels

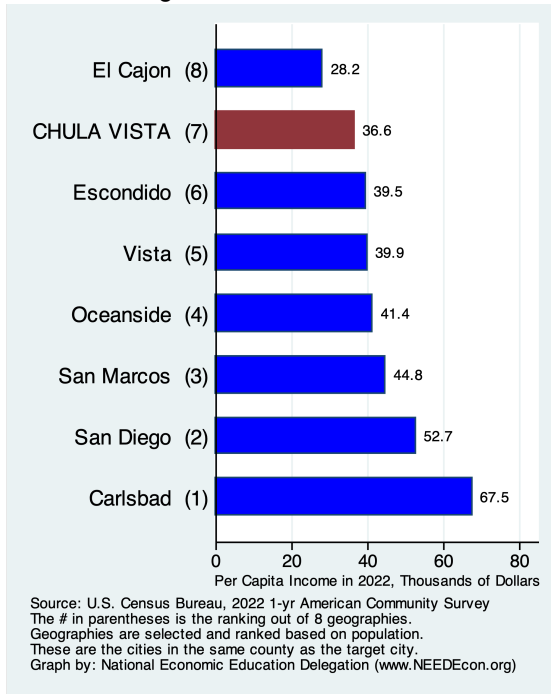


Figure 29: Growth over Time

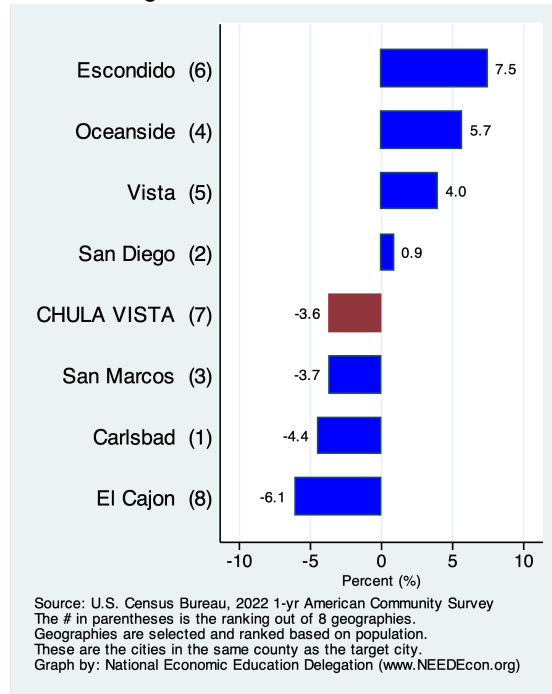
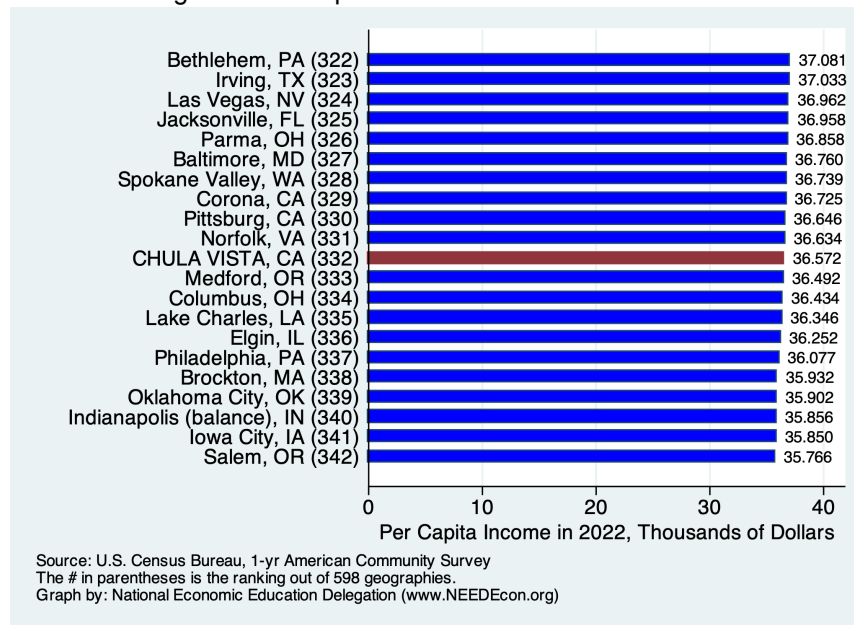


Figure 30: Comparison with All Cities Nationwide



Poverty and Inequality

Definition:

The local poverty rate provides an indication of the well-being of those at the bottom of the income distribution. The federal poverty rate measures the proportion of households in the region that are classified as living in poverty. Also included are measures of the extent to which the City's children are impoverished. Measures of the income distribution provide

further evidence on disparities in income in the region and how those disparities have changed over time.

Why is it important?

It is important to track measures of poverty and inequality to assess the extent of income disparities in the region, with an eye toward understanding how well the local economy is performing for all of its citizens.

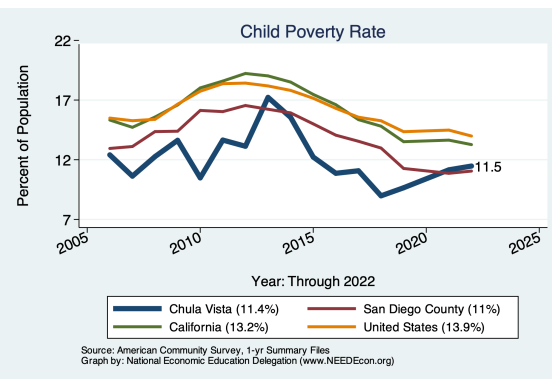
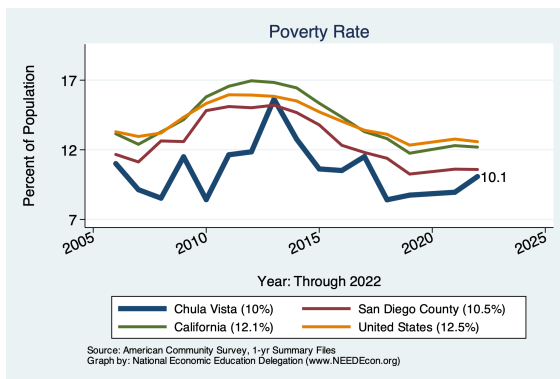


Figure 31: Inequality

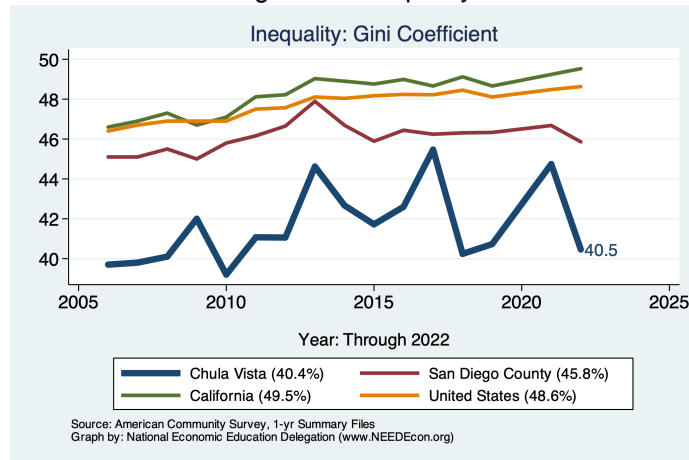


Figure 32: Shares Across the Income Distribution

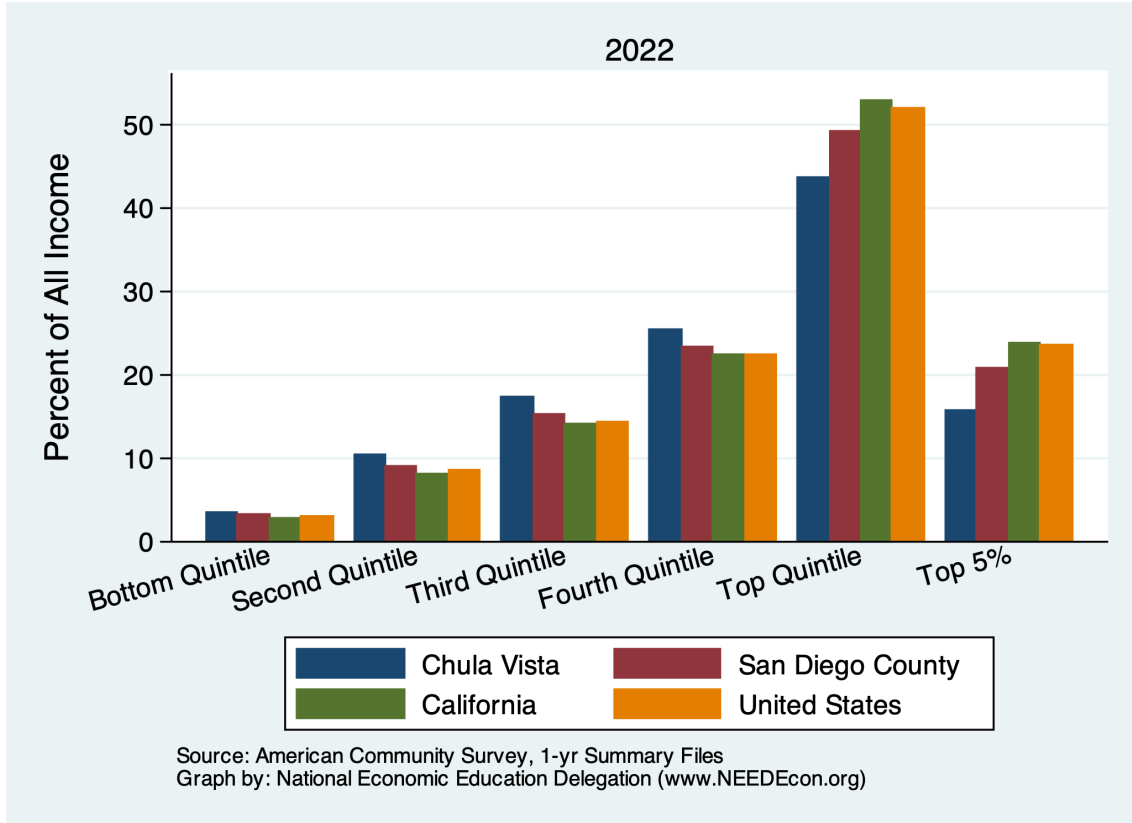
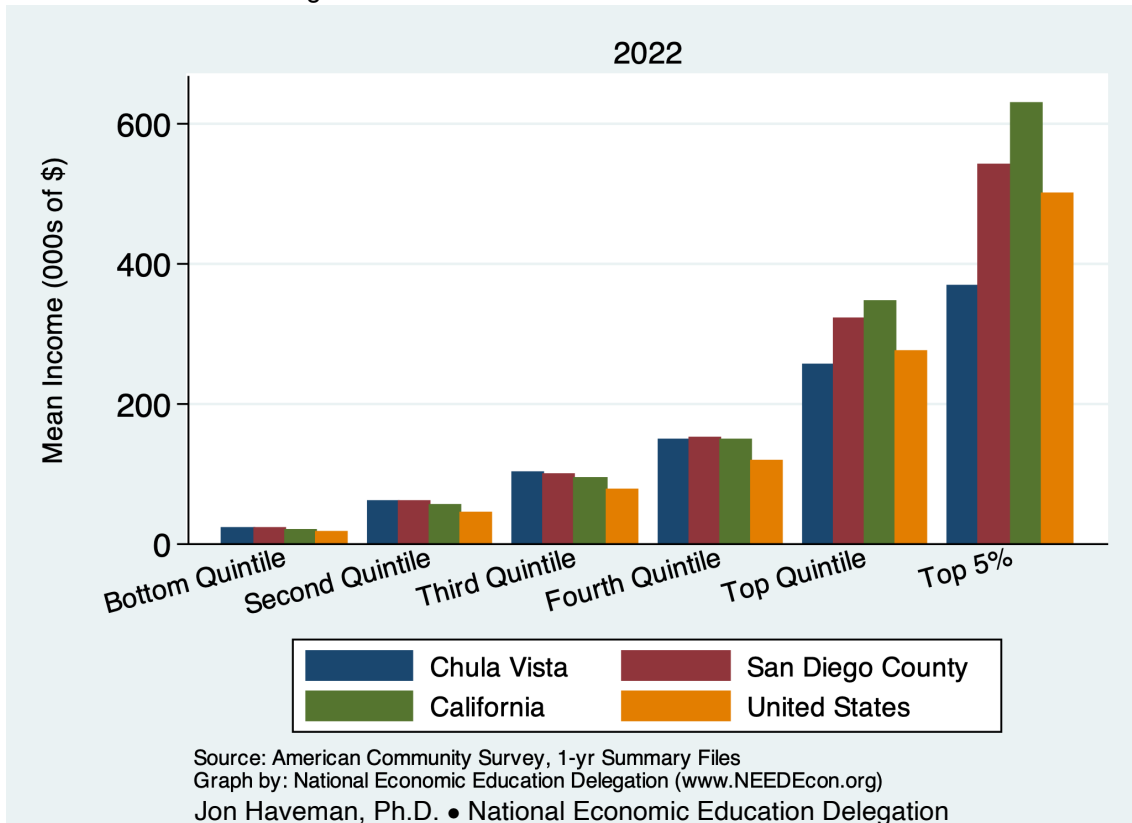


Figure 33: Means Across the Income Distribution



Housing

Housing Costs and Affordability

Definition:

Housing costs are measured in several different ways. First, we provide evidence on the evolution of median home prices, median rental price, and finally through evidence on the housing burden in the city and comparison regions. Housing burden is defined as a household needing to commit more than 30% of their household income toward housing costs. The median value is the amount in the middle. Fifty

percent of units are above the median and 50 percent are below.

Why is it important?

Housing is one of three fundamental necessities, along with food and clothing. A measure of the cost of housing is an integral part of the measurement of the cost of living in a specific community. This is particularly true in cities and regions throughout the Bay Area, where housing costs are high relative to income.

Cost of Housing in Chula Vista and Broader Regions

Figure 34: Median Home Prices

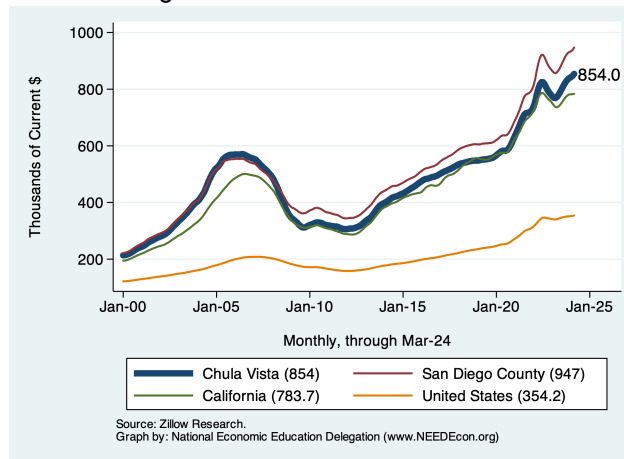
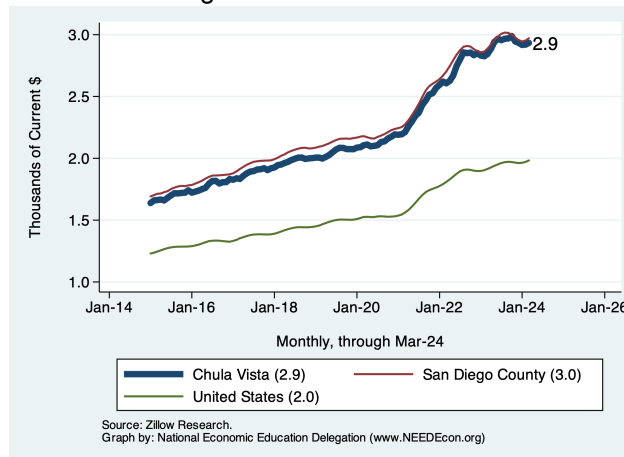


Figure 35: Median Rents



Housing Ownership in Chula Vista and Broader Regions

Figure 36: Home Ownership Rates

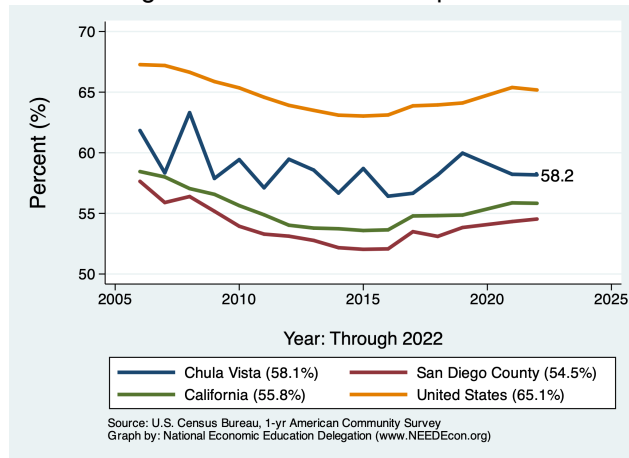


Figure 37: Home Ownership by Age

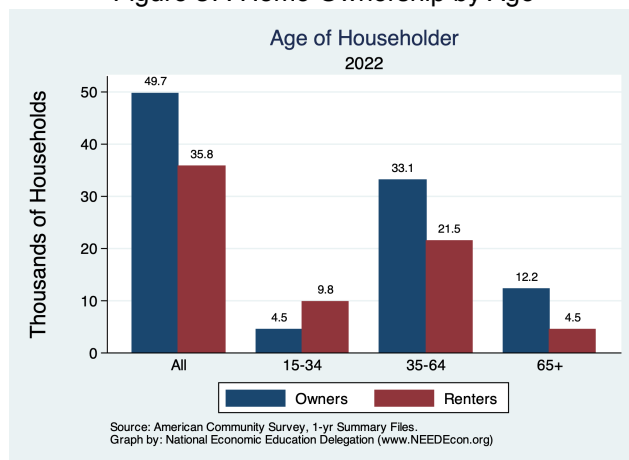


Figure 38: Income by Tenure

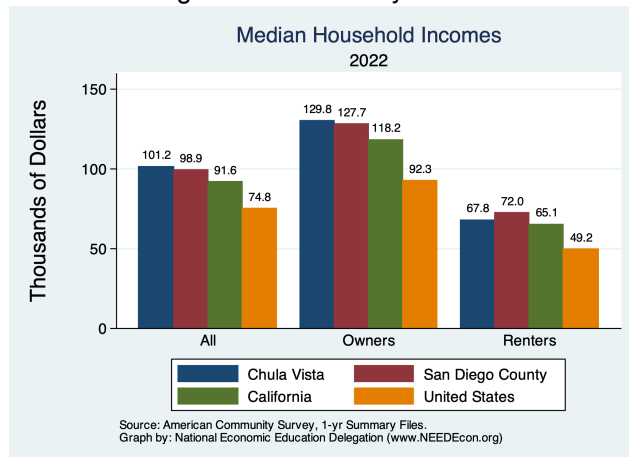


Figure 39: Income Distribution by Tenure

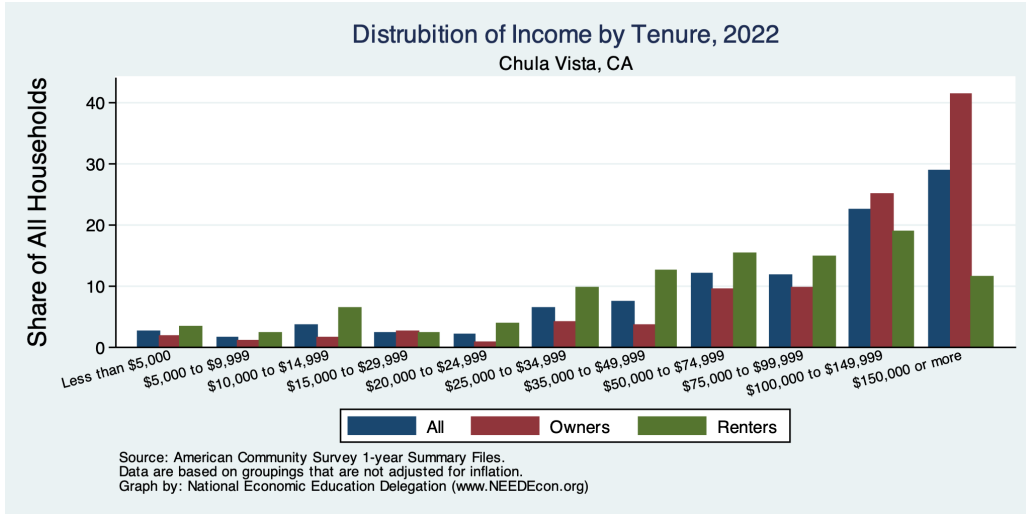


Figure 40: Income Distribution of Home Owners

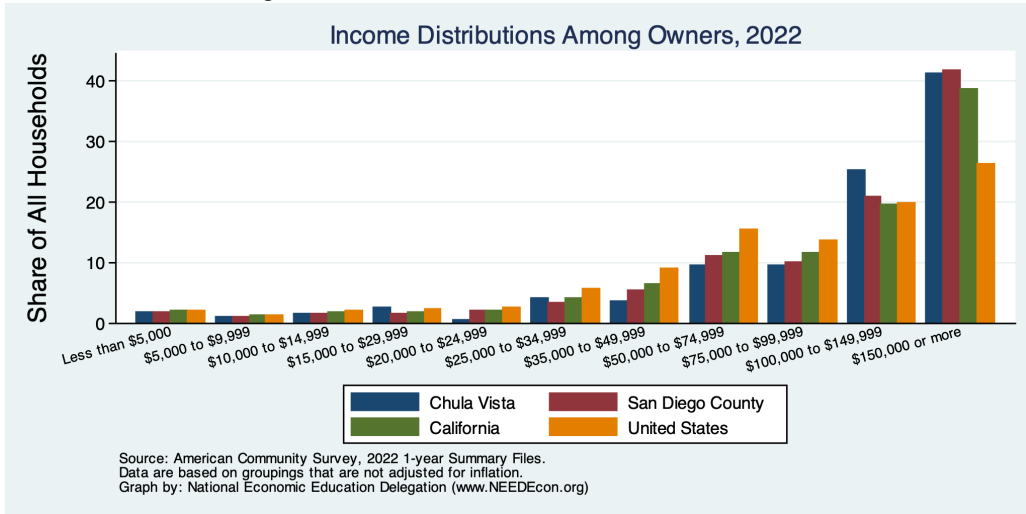
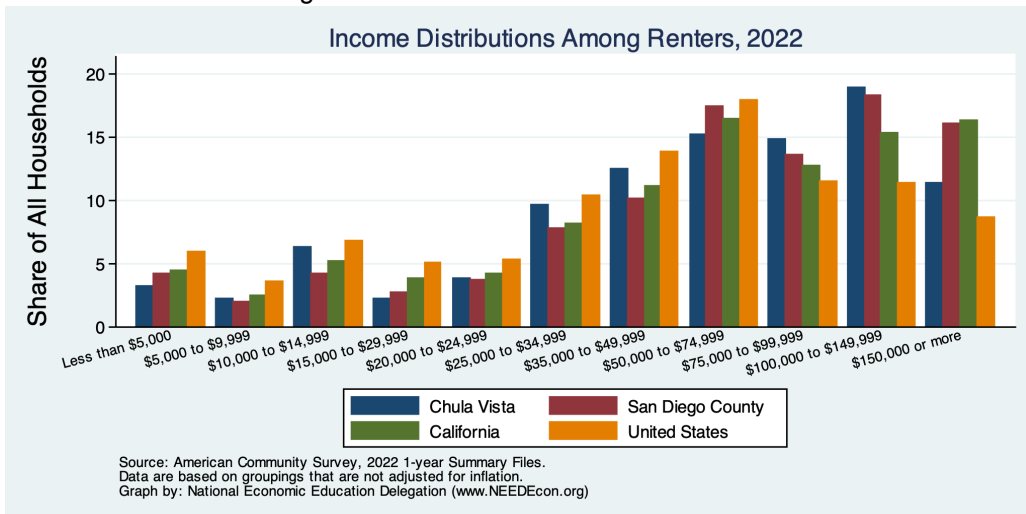


Figure 41: Income Distribution of Renters



Housing Burden in Chula Vista and Broader Regions

Figure 42: Home Owners w/ A Mortgage

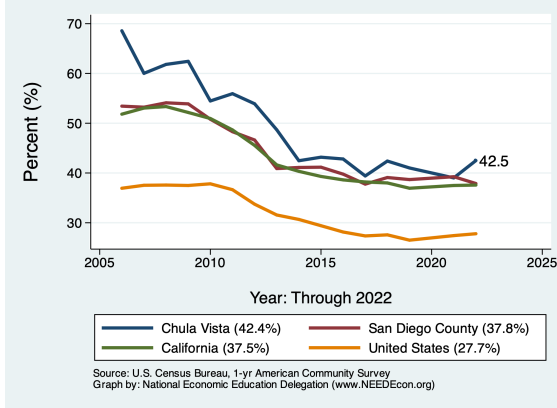


Figure 43: Home Owners w/o A Mortgage

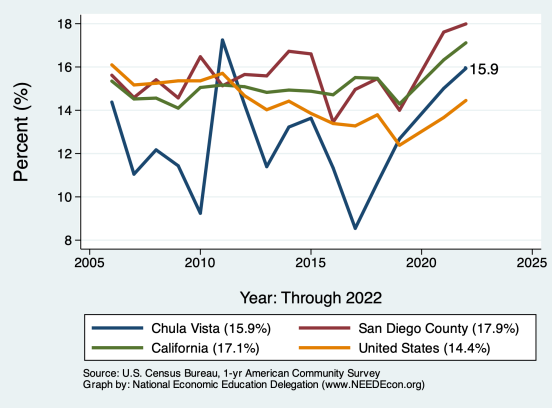


Figure 44: Renters

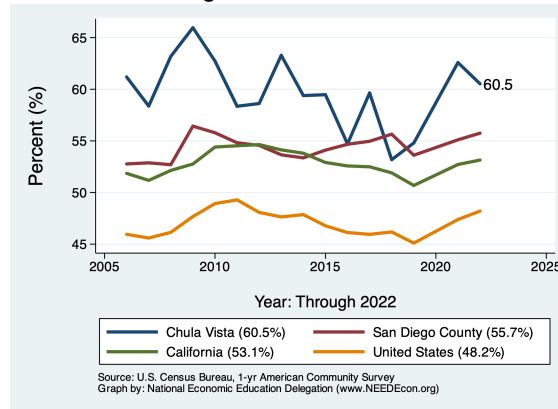
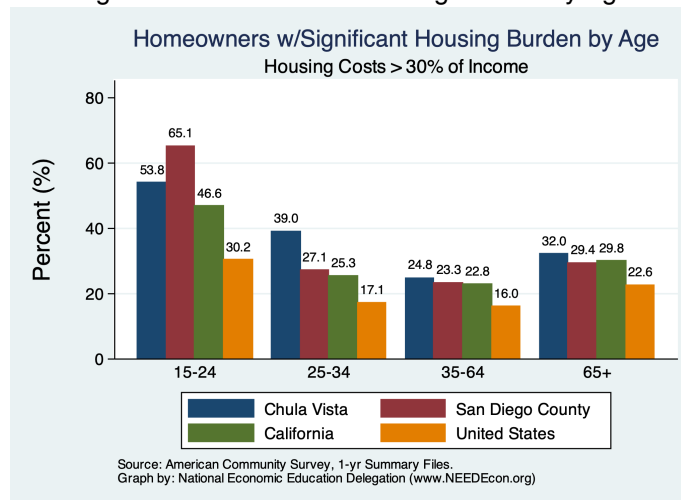


Figure 45: Homeowner Housing Burden by Age



Housing Picture

Definition:

Housing costs are measured in several different ways. First, we provide evidence on the evolution of median home prices, median rental price, and finally through evidence on the housing burden in the city and comparison regions. The median value is the amount in the middle. Fifty percent of units are above the median and 50 percent are below.

Why is it important?

In areas where the rate of population growth exceeds the rate of housing growth, this is likely to reflect a tightening housing market. A tightening housing market will also likely be reflected in lower vacancy rates and higher occupancy rates. It may also be reflected in higher numbers of people per household.

Table 5. Housing Market Indicators

Indicator	2023	2019	2010	% Change from	
				2019	2010
Total Population	274,784.0	271,032.0	243,916.0	1.4	12.7
Total # of Homes	89,482.0	85,535.0	79,416.0	4.6	12.7
# Occupied Units	86,310.0	82,578.0	75,515.0	4.5	14.3
Persons per Household	3.2	3.3	3.2	-3.0	-1.3
Vacancy Rate (%)	3.5	3.5	4.9	2.5	-27.8

Source: CA DOF; Calculations by the National Economic Education Delegation

Figure 46: Housing Growth

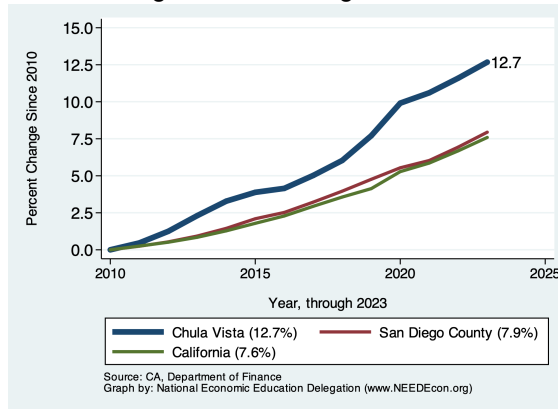


Figure 47: Persons per Household

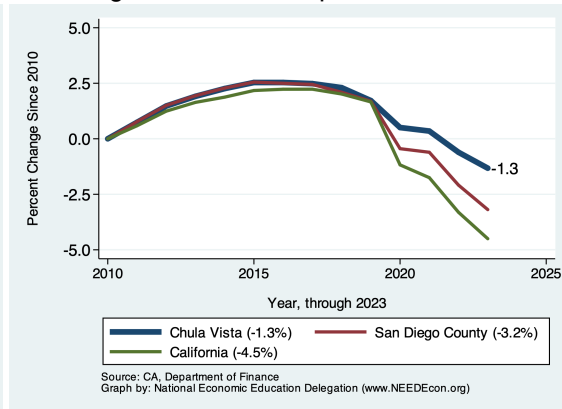


Figure 48: Vacancy Rates

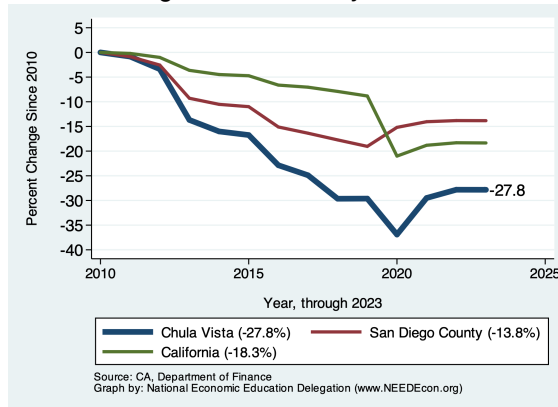
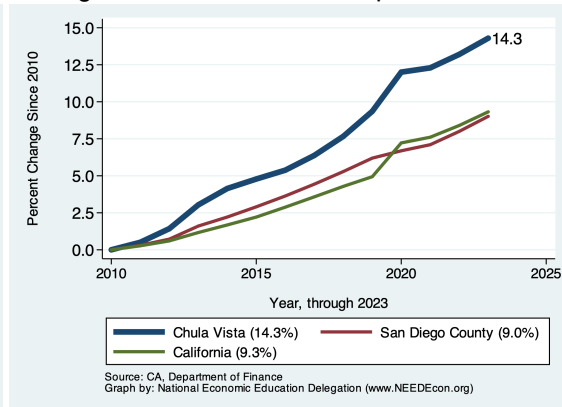


Figure 49: Number of Occupanied Units



Trends in the Growth of Housing by Housing Type

Figure 50: Single Detached Homes

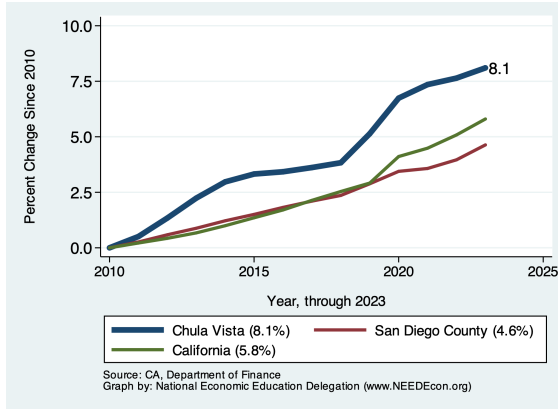


Figure 51: Single Attached Homes

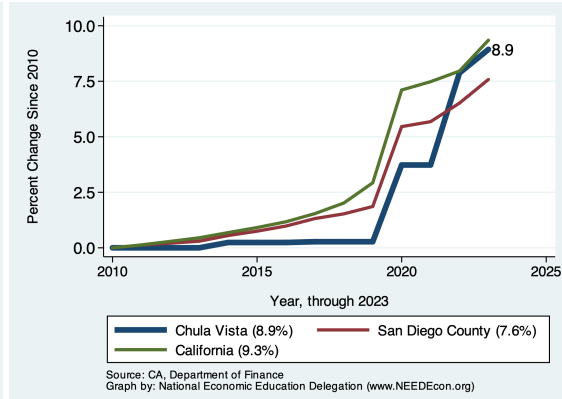


Figure 52: Housing in Buildings with Two to Four Units

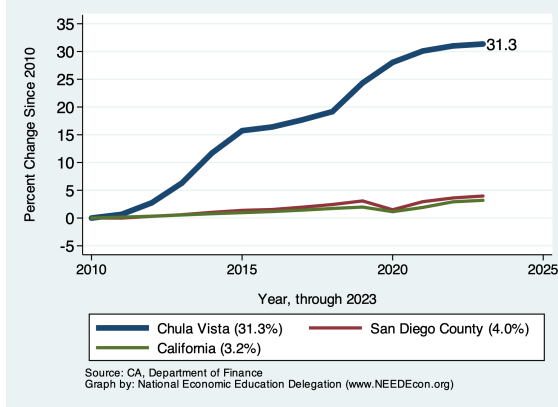
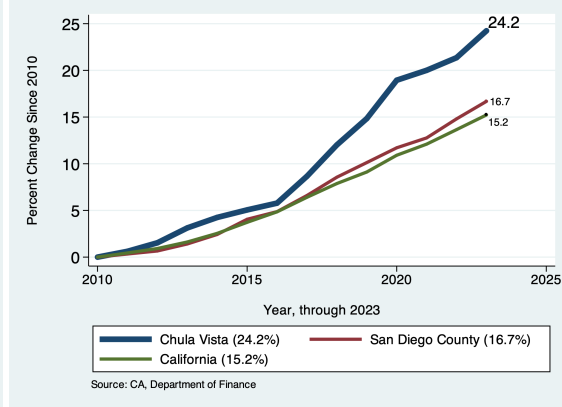


Figure 53: Housing in Buildings with Five or More Units



Vintage of Residential Housing

Why is it important?

This section provides evidence on the year in which residential housing in Chula Vista was built. We break it down into owned versus rented residences and provide a comparison across San Diego County and broader regions. A sense of the age of housing in a region provides an indication of the urgency with which a region might pursue additional housing. As the

housing stock ages, an urgency with which renovations and rebuilds are permitted might result. All things equal, more recently constructed housing will be more likely to meet current codes and standards. Remodeling of existing units will be more desirable when existing units are, on average, older.

Figure 54: Distribution of Housing Construction

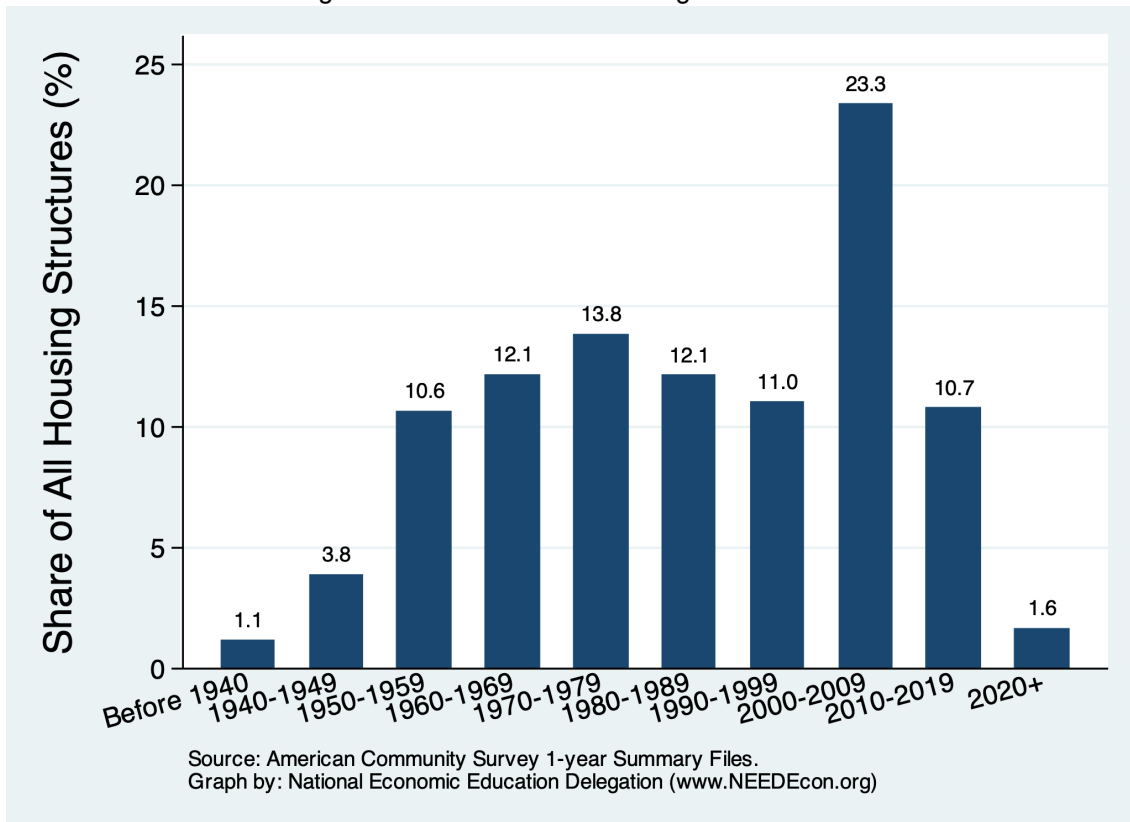


Figure 55: Housing Vintage across Regions

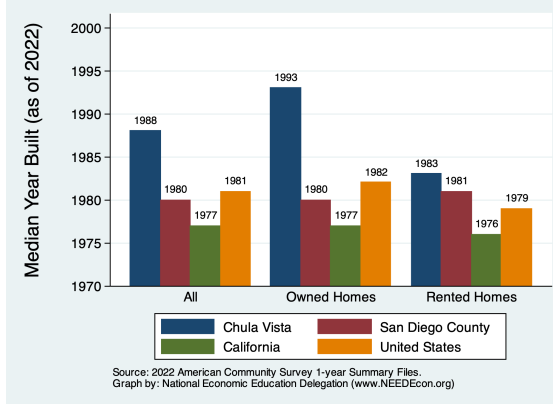


Figure 56: Housing Vintage by Tenure

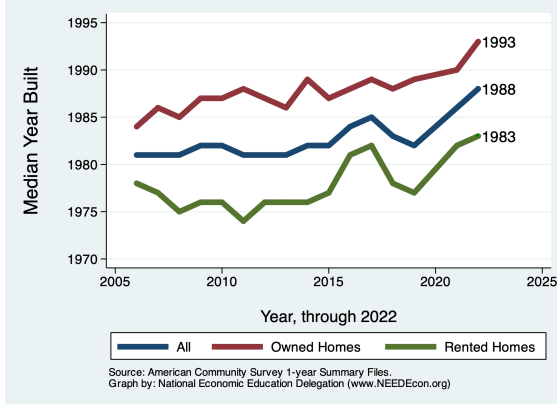


Figure 57: Vintage of Owned Residences

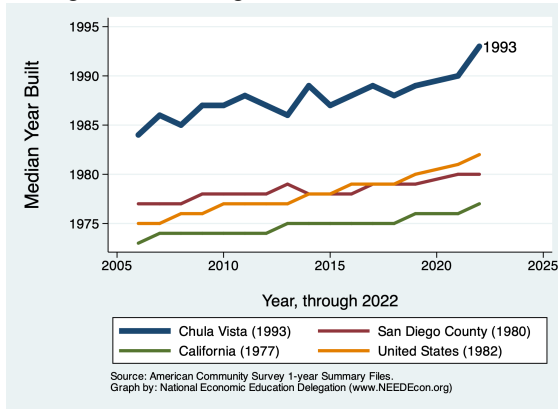


Figure 58: Vintage of Rented Residences

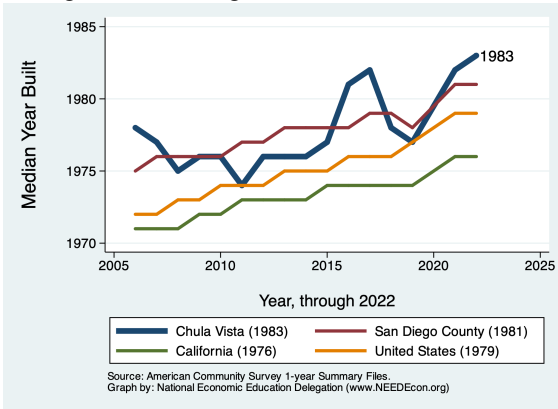
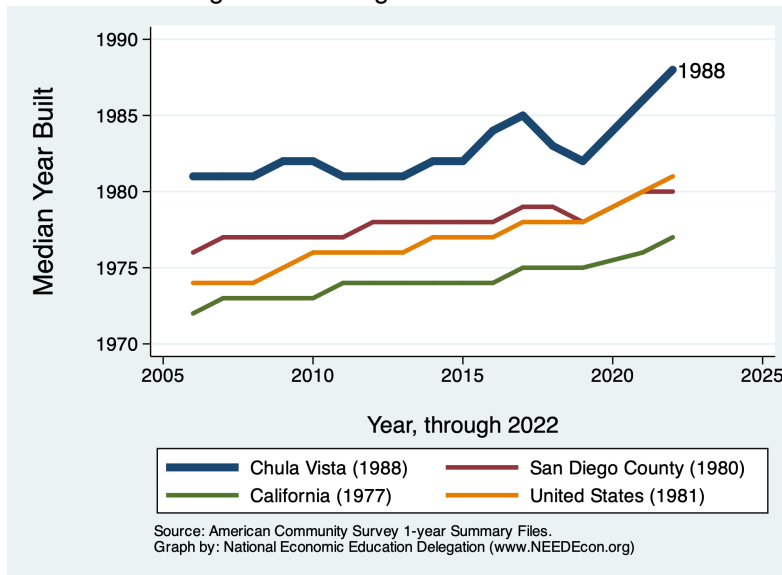


Figure 59: Vintage of All Residences



Occupation of Residential Housing

Why is it important?

The duration of residence in a city is important for developing future policies regarding growing the local population. If a region is highly mobile, evidenced by most residences having

been recently occupied, a city might propose policies to reduce that mobility, or ask why the mobility happens. Policies could be put in place to either reduce or increase migration.

Figure 60: Year Current Occupant Moved In

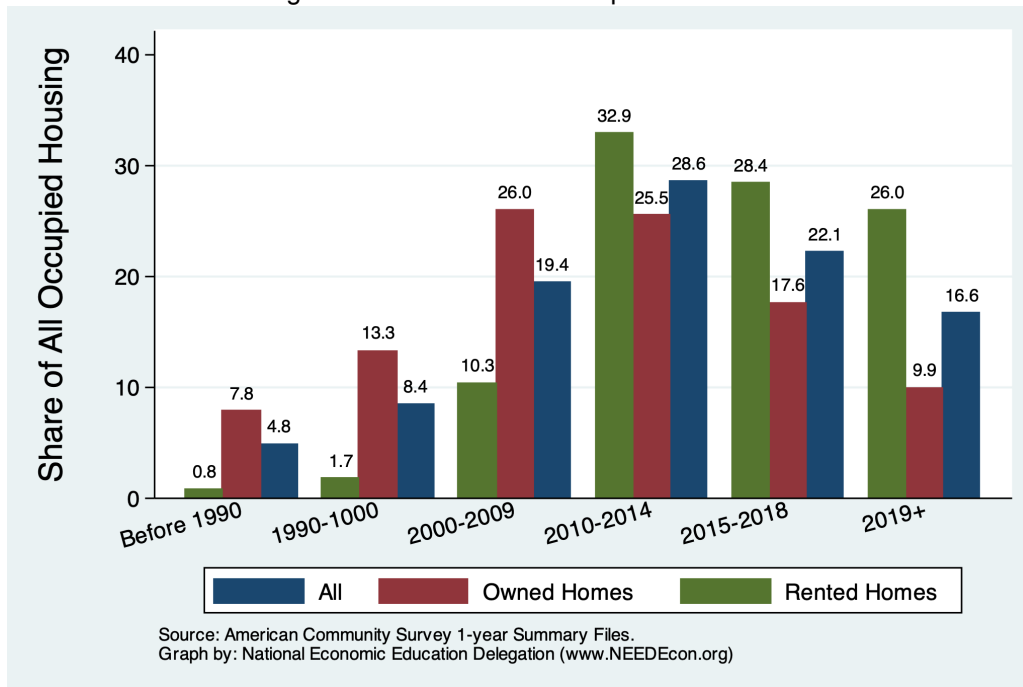


Figure 61: Year Occupied by Current Residents across Regions

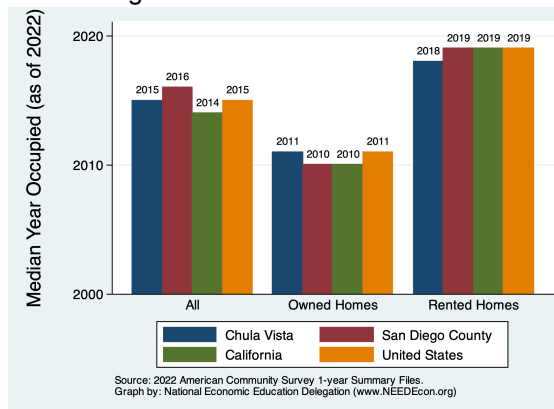


Figure 62: Year Occupied by Current Residents by Tenure

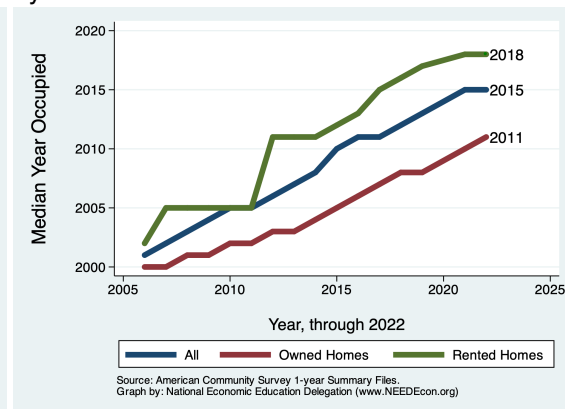


Figure 63: Year Occupied by Current Residents for Owned Housing

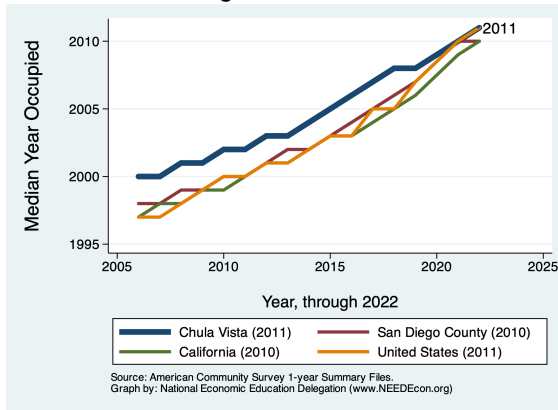


Figure 64: Year Occupied by Current Residents for Rented Housing

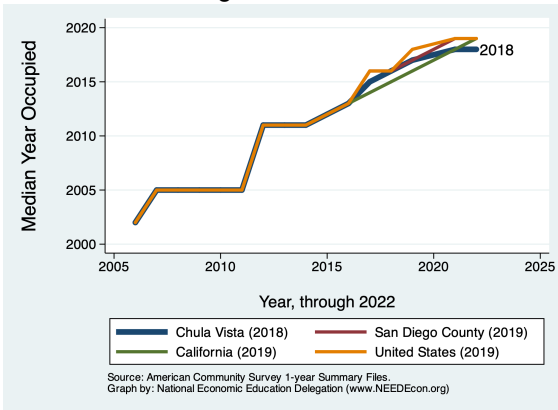
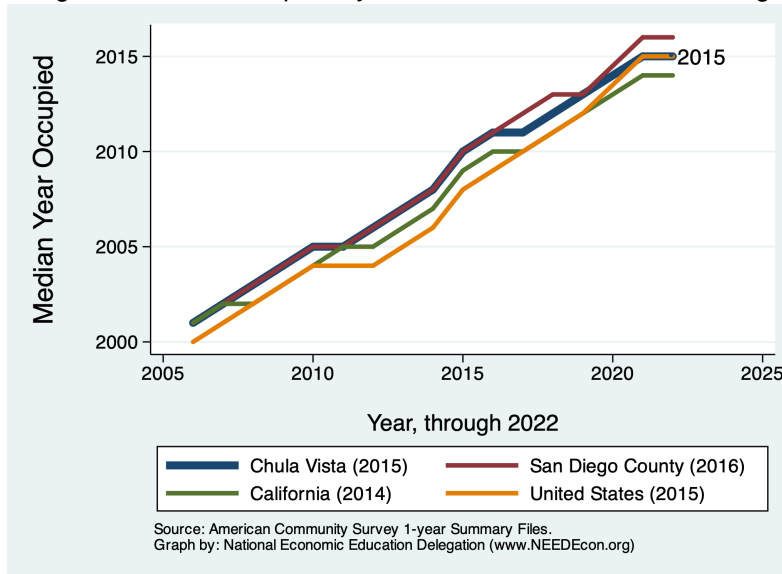


Figure 65: Year Occupied by Current Residents for All Housing



Residential Permitting

Definition:

This indicator provides evidence on the number of residential buildings that are permitted for construction each year. Permit data for Chula Vista is compared with data from San Diego County as a whole and broader regions. The statistic provided scales the number of permits by population. This is done to facilitate comparisons across regions.

Why is it important?

Building permits are the best indicator available of new units coming on the market. In order for a region's population to grow and flourish, new residential properties must be added to the existing stock. Building, both in the City and in the County more generally, is an indication of the extent to which new residences accommodate new residents or are affecting prices through increased supply.

Chula Vista - Ranking Among Comparables

Figure 66: Number of Units Permitted - Nationwide Comparables (Rank)

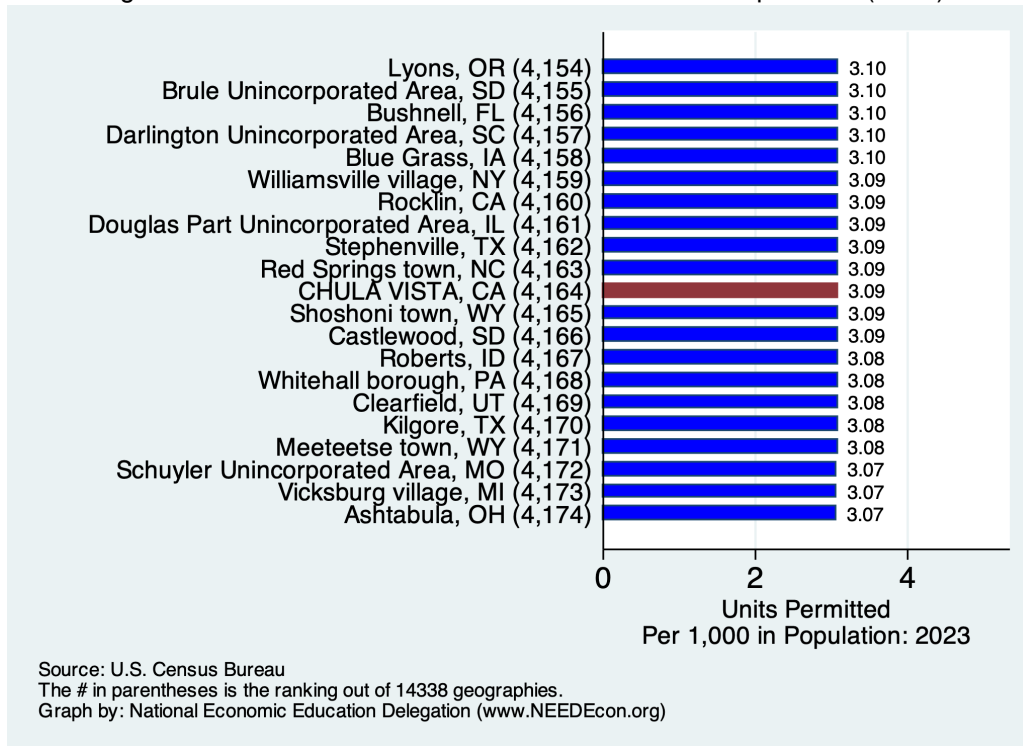
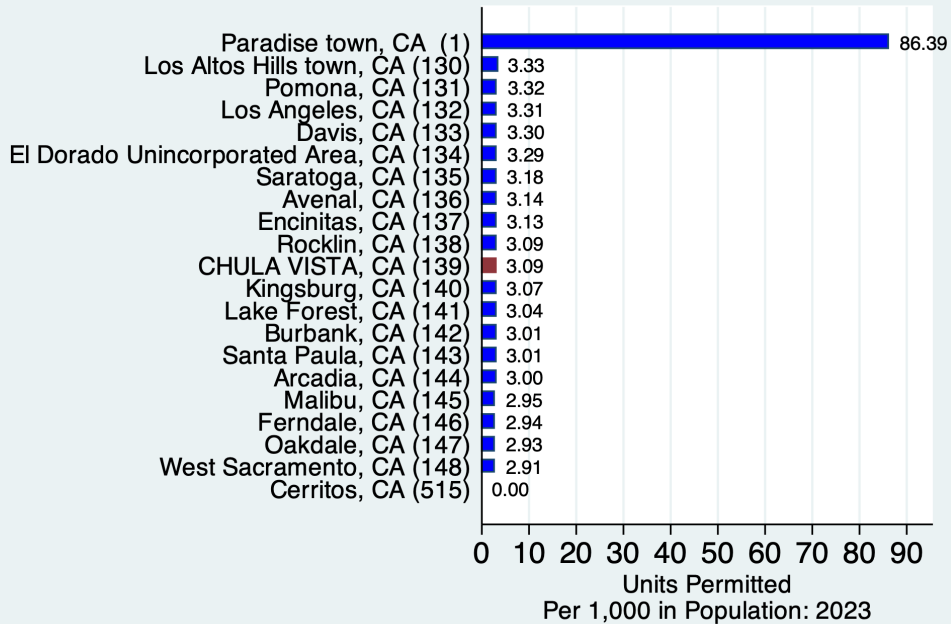
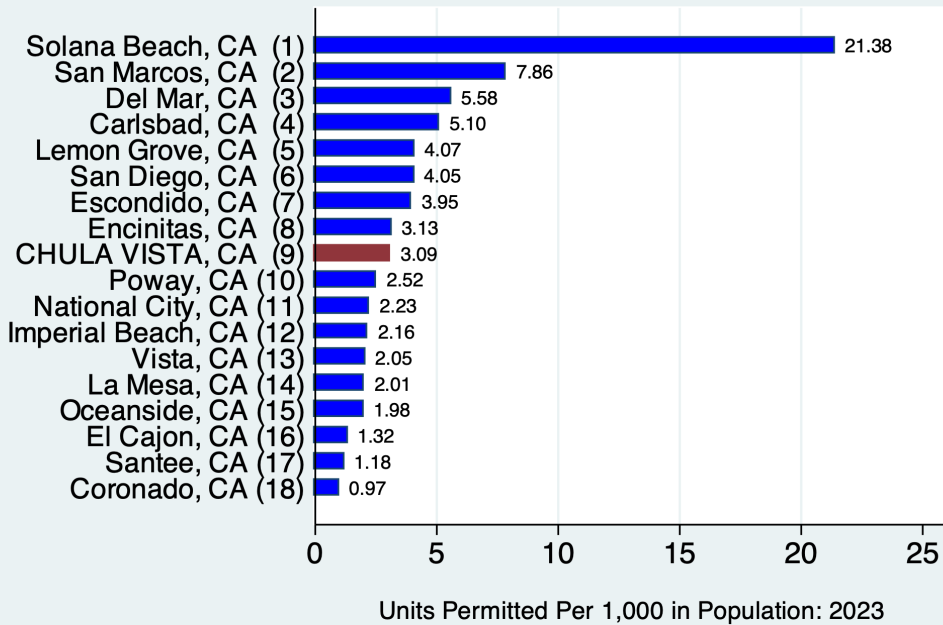


Figure 67: Number of Units Permitted - California Comparables (Rank)



Source: U.S. Census Bureau.
 The # in parentheses is the ranking out of 515 geographies.
 Graph by: National Economic Education Delegation (www.NEEDecon.org)

Figure 68: Number of Units Permitted - Cities in San Diego County (Rank)



Source: U.S. Census Bureau,
 The # in parentheses is the ranking out of 18 geographies.
 Graph by: National Economic Education Delegation (www.NEEDecon.org)

Chula Vista - Permitting Activity

Annual Units Permitted - Per Capita in Chula Vista

Figure 69: Units Permitted Each Year

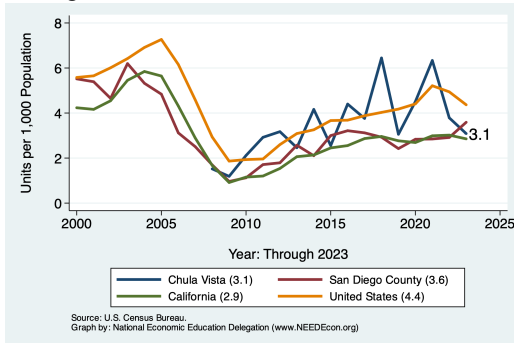
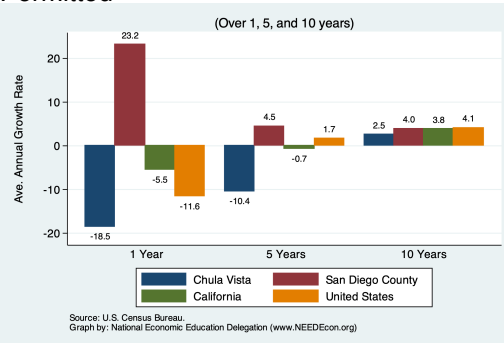


Figure 70: Average Annual Growth in Units Permitted



Annual Number of Buildings Permitted - Per Capita in Chula Vista

Figure 71: Units Permitted Each Year

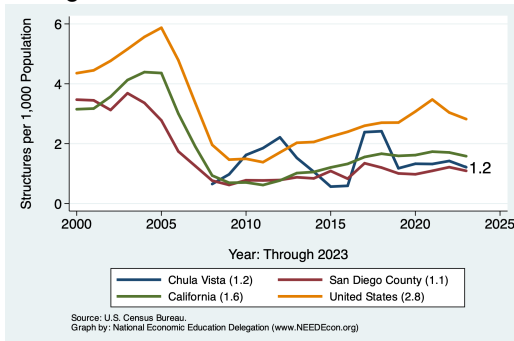
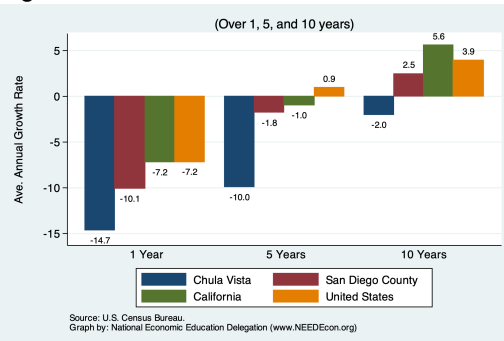


Figure 72: Average Annual Growth in Buildings Permitted



Annual Value of Property Permitted - Per Capita in Chula Vista

Figure 73: Value Permitted Each Year

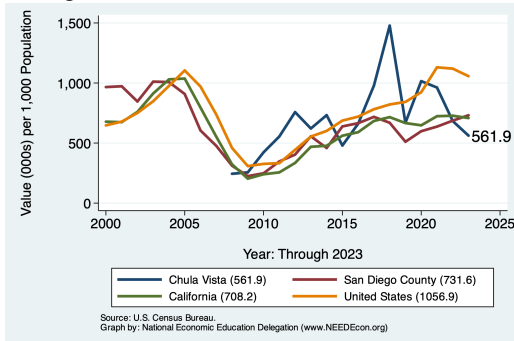
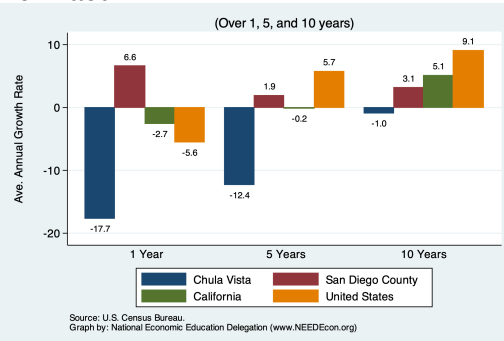


Figure 74: Average Annual Growth in Value Permitted



Commute Patterns

During the recovery from the Great Recession, the period from 2010 to 2019, the Bay Area economy, and Silicon Valley in particular, has been growing at a pace roughly double that of the state as a whole and triple that of the nation. This growth has precipitated a tight hous-

ing market and also brought about some significant changes in commute patterns, many of which have been reversed by the pandemic. Recent years have seen significant changes in both the mode of transportation and commute times.

Mode of Transportation

Figure 75: Percent of Workers Commuting by Car Alone

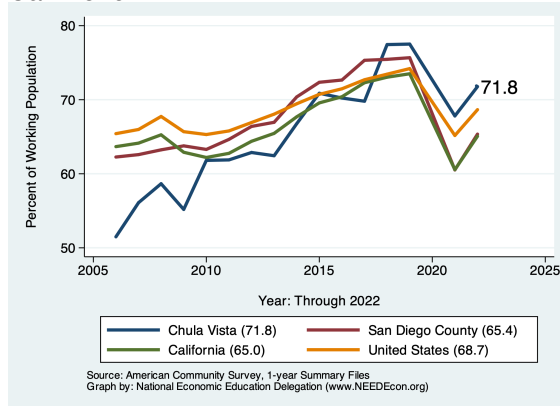


Figure 76: Percent of Workers Commuting by Carpool

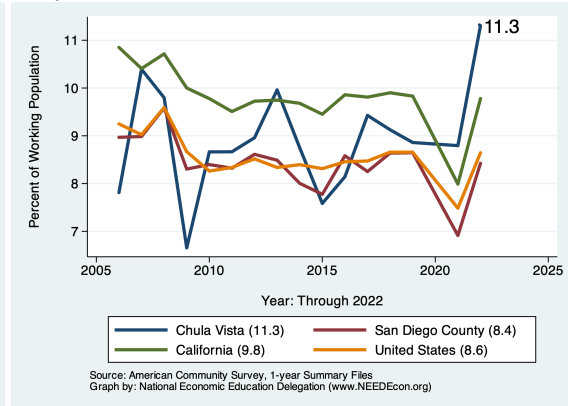


Figure 77: Percent of Workers using Public Transportation

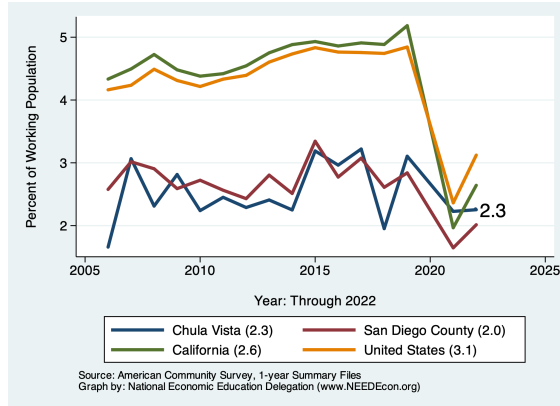
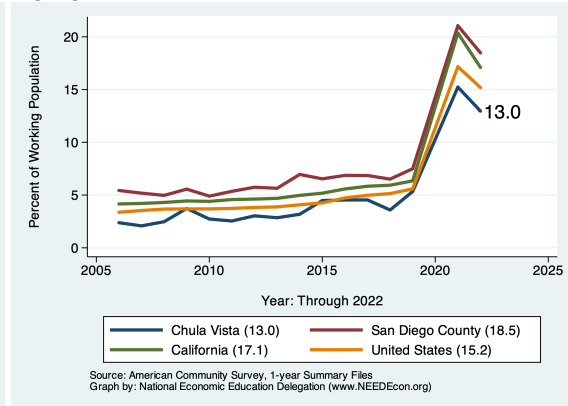


Figure 78: Percent of Workers Who Work From Home



The first table on this page presents data for those who LIVE in Chula Vista. The second provides data on those who work, but do not necessarily live in Chula Vista. The final two columns provide for a comparison of commute mode choices of people locally with those in California more broadly.

Table 6. SEX OF WORKERS BY MODE OF TRANSPORTATION TO WORK

Mode of Transit	Male		Female		All Workers		All of CA
	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van:	62,734	85.1	48,681	80.6	111,415	83.1	75.3
Drove Alone	55,284	75.0	40,970	67.8	96,254	71.8	65.5
Carpooled:	7,450	10.1	7,711	12.8	15,161	11.3	9.8
In 2-person carpool	5,377	7.3	5,131	8.5	10,508	7.8	7.0
In 3-person carpool	1,293	1.8	1,443	2.4	2,736	2.0	1.7
In 4-or-more-person carpool	780	1.1	1,137	1.9	1,917	1.4	1.2
Public Transportation (excl Taxi):	1,240	1.7	1,782	2.9	3,022	2.3	2.7
Bus or Trolley Bus	961	1.3	1,361	2.3	2,322	1.7	1.8
Streetcar or Trolley Car	101	0.1	39	0.1	140	0.1	0.5
Subway or Elevated	0	0.0	0	0.0	0	0.0	0.2
Railroad	178	0.2	382	0.6	560	0.4	0.1
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	0	0.0	0	0.0	0	0.0	0.7
Walked	590	0.8	611	1.0	1,201	0.9	2.4
Taxicab, Motorcycle, or other	919	1.2	179	0.3	1,098	0.8	1.7
Worked at Home	8,207	11.1	9,169	15.2	17,376	13.0	17.2
Total:	73,690	100.0	60,422	100.0	134,112	100.0	

Source: 2022 1-year American Community Survey, Summary File

Table 7. SEX OF WORKERS BY MODE OF TRANSPORTATION TO WORK FOR WORKPLACE GEOGRAPHY

Mode of Transit	Male		Female		All Workers		All of CA
	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van:	28,459	73.4	27,449	59.8	55,908	66.1	75.3
Drove Alone	25,670	66.2	22,316	48.6	47,986	56.7	65.5
Carpooled:	2,789	7.2	5,133	11.2	7,922	9.4	9.8
In 2-person carpool	1,863	4.8	2,443	5.3	4,306	5.1	7.0
In 3-person carpool	601	1.6	1,451	3.2	2,052	2.4	1.7
In 4-or-more-person carpool	325	0.8	1,239	2.7	1,564	1.8	1.2
Public Transportation (excl Taxi):	66	0.2	768	1.7	834	1.0	2.6
Bus or Trolley Bus	27	0.1	768	1.7	795	0.9	1.8
Streetcar or Trolley Car	0	0.0	0	0.0	0	0.0	0.5
Subway or Elevated	0	0.0	0	0.0	0	0.0	0.2
Railroad	39	0.1	0	0.0	39	0.0	0.1
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	0	0.0	0	0.0	0	0.0	0.7
Walked	239	0.6	608	1.3	847	1.0	2.4
Taxicab, Motorcycle, or other	466	1.2	177	0.4	643	0.8	1.7
Worked at Home	8,207	21.2	9,169	20.0	17,376	20.5	17.2
Total:	37,437	96.6	38,171	83.2	75,608	89.3	

Source: 2022 1-year American Community Survey, Summary File

The results in this table are for those who work in the region, regardless of the location of their residence.

Commute Times for Employed Residents

Table 8. SEX OF WORKERS BY TRAVEL TIME TO WORK

Mode of Transit	Male		Female		All Workers		All of CA
	#	(%)	#	(%)	#	(%)	(%)
Less than 5 minutes	352	0.5	1,039	1.8	1,391	1.1	2.1
5 to 9 minutes	2,929	4.3	3,508	6.1	6,437	5.2	7.8
10 to 14 minutes	5,259	7.8	5,140	9.0	10,399	8.5	12.4
15 to 19 minutes	10,300	15.3	6,840	11.9	17,140	14.0	15.4
20 to 24 minutes	9,601	14.2	8,582	15.0	18,183	14.8	14.8
25 to 29 minutes	7,548	11.2	3,598	6.3	11,146	9.1	6.4
30 to 34 minutes	9,713	14.4	9,105	15.9	18,818	15.3	15.2
35 to 39 minutes	3,100	4.6	2,171	3.8	5,271	4.3	2.9
40 to 44 minutes	2,300	3.4	1,515	2.6	3,815	3.1	4.1
45 to 59 minutes	7,308	10.8	5,030	8.8	12,338	10.1	8.2
60 to 89 minutes	4,417	6.6	2,989	5.2	7,406	6.0	7.2
90 or more minutes	2,656	3.9	1,736	3.0	4,392	3.6	3.6
Total:	65,483	97.1	51,253	89.3	116,736	95.1	

Source: 2022 1-year American Community Survey, Summary File

Figure 79: Percent of Employed Population With Commutes of More than 30 Minutes

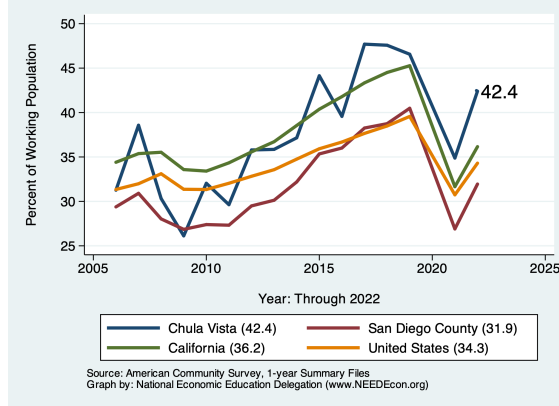


Figure 80: Percent of Employed Population With Commutes of More than 90 Minutes

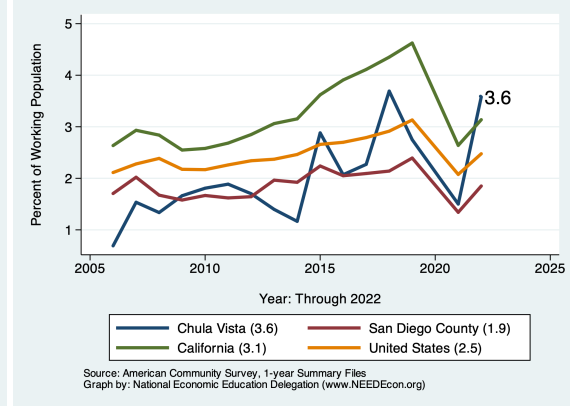
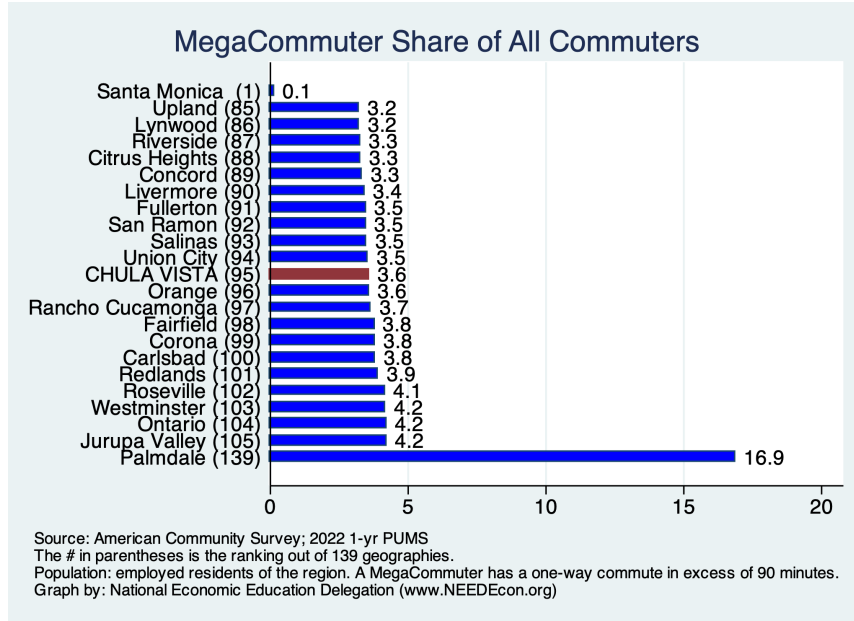


Figure 81: Rank: Share of MegaCommuters Across Similar Geographies



Commute Times for Those Employed in the City

Table 9. SEX OF WORKERS BY TRAVEL TIME TO WORK FOR WORKPLACE GEOGRAPHY

Mode of Transit	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Less than 5 minutes	274	0.9	771	2.1	1,045	1.6	2.1
5 to 9 minutes	2,323	7.6	2,729	7.5	5,052	7.6	7.8
10 to 14 minutes	3,633	12.0	5,285	14.6	8,918	13.4	12.4
15 to 19 minutes	6,365	20.9	6,597	18.2	12,962	19.4	15.3
20 to 24 minutes	5,069	16.7	4,831	13.3	9,900	14.8	14.8
25 to 29 minutes	3,296	10.8	1,895	5.2	5,191	7.8	6.4
30 to 34 minutes	4,210	13.8	3,418	9.4	7,628	11.4	15.2
35 to 39 minutes	854	2.8	628	1.7	1,482	2.2	2.9
40 to 44 minutes	186	0.6	753	2.1	939	1.4	4.1
45 to 59 minutes	1,074	3.5	1,161	3.2	2,235	3.4	8.2
60 to 89 minutes	582	1.9	566	1.6	1,148	1.7	7.2
90 or more minutes	1,364	4.5	368	1.0	1,732	2.6	3.6
Total:	29,230	96.2	29,002	80.0	58,232	87.3	

Source: 2022 1-year American Community Survey, Summary File
The results in this table are for those who work in the region, regardless of the location of their residence.

Figure 82: Percent of Local Employees With Commutes of More than 30 Minutes

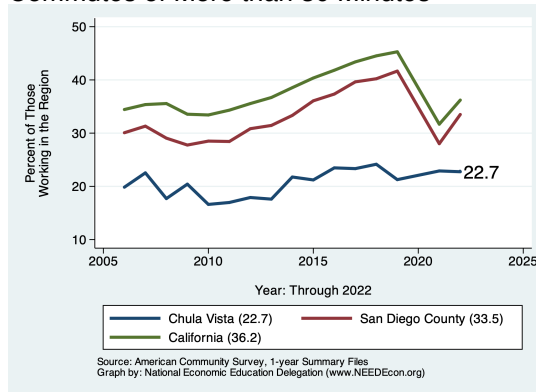


Figure 83: Percent of Local Employees With Commutes of More than 90 Minutes

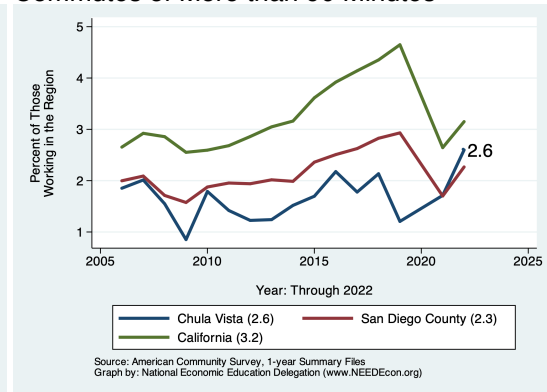
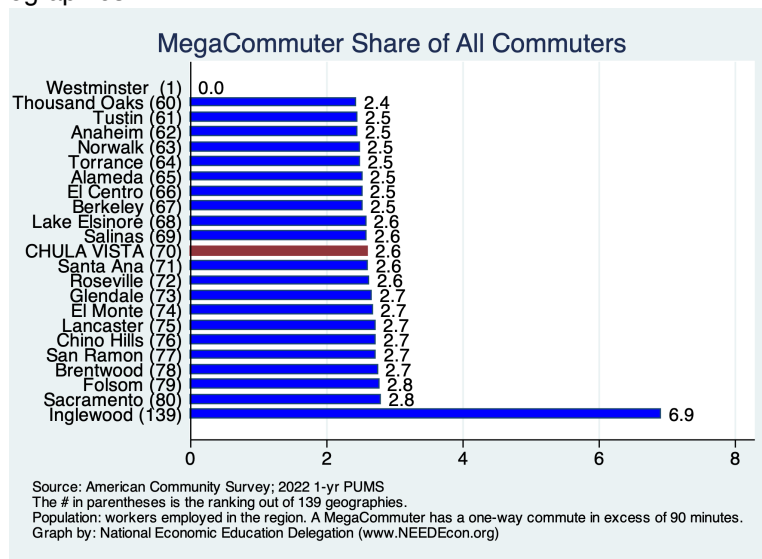


Figure 84: Rank: Share of MegaCommuters Across Similar Geographies



Source: American Community Survey; 2022 1-yr PUMS
The # in parentheses is the ranking out of 139 geographies.
Population: workers employed in the region. A MegaCommuter has a one-way commute in excess of 90 minutes.
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

Place of Work

This section provides evidence on where workers living in Chula Vista work. As evidenced in the first table, some of Chula Vista’s employed workers work in the City, but many do not. The first table and graph pair provide evidence at the county level while the second provide evidence with regard to working outside of the Chula Vista city boundary.

Table 10. SEX OF WORKERS BY PLACE OF WORK–STATE AND COUNTY LEVEL

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Worked in state of residence:	72,836	98.8	60,084	99.4	132,920	99.1	99.6
Worked in county of residence	71,925	97.6	59,614	98.7	131,539	98.1	85.3
worked outside of county of residence	911	1.2	470	0.8	1,381	1.0	14.3
Worked outside state of residence	854	1.2	338	0.6	1,192	0.9	0.4
Total:	73,690	100.0	60,422	100.0	134,112	100.0	

Source: 2022 1-year American Community Survey, Summary File

Figure 85: Percent of Workers Employed Outside of Their County of Residence

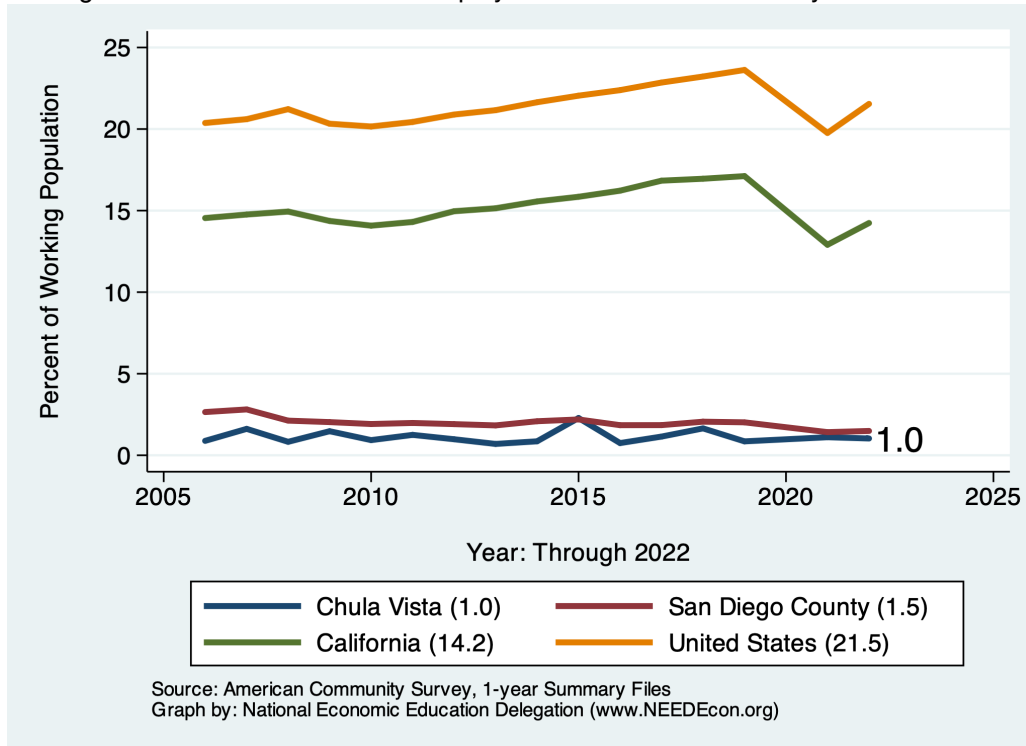
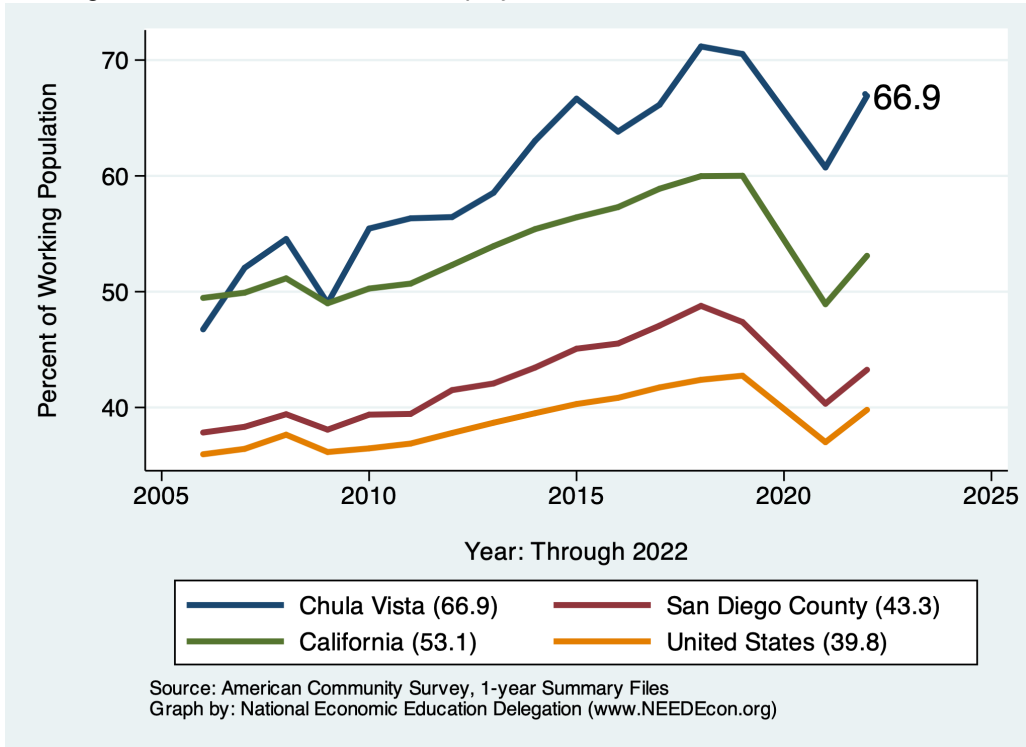


Table 11. SEX OF WORKERS BY PLACE OF WORK-PLACE LEVEL

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Living in a place:	73,690	100.0	60,422	100.0	134,112	100.0	95.8
Worked in place of residence	20,913	28.4	23,477	38.9	44,390	33.1	42.3
Worked outside place of residence	52,777	71.6	36,945	61.1	89,722	66.9	53.4
Not living in a place	0	0.0	0	0.0	0	0.0	4.2
Total:	73,690	100.0	60,422	100.0	134,112	100.0	

Source: 2022 1-year American Community Survey, Summary File

Figure 86: Percent of Workers Employed Outside of Their Place of Residence



Commute Mode by Income

**Table 12. MEDIAN EARNINGS IN THE PAST 12 MONTHS
BY MEANS OF TRANSPORTATION TO WORK**

	City	California	Ratio	United States	
	Median	Median		Median	Ratio
Car, truck, or van - drove alone	51,002	48,335	105.5	45,677	103.9
Car, truck, or van - carpooled	36,359	35,926	101.1	34,518	98.0
Public transportation (excluding taxicab)	25,568	34,625	73.8	41,443	57.4
Walked	17,392	30,552	56.9	27,247	59.4
Taxicab, motorcycle, bicycle, or other means	91,483	40,631	225.0	36,218	235.0
Worked from home	64,221	79,738	80.5	69,180	86.3
Total:	49,846	49,818	100.1	46,365	107.5

Source: 2022 1-year American Community Survey, Summary File

Notes: 1) Ratio = the ratio of the regional median to either the CA or US median, relative to the Total ratio.

Values above 100 imply a high local median. Values below 100 imply a low local median.

For example, a value of 200 means that the local mean is 2x higher than would be expected.

For "Total:", ratio is simply the ratio of the medians.

2) For regions with more than one geography, the medians are averages weighted by working population.

Table 13. MODE OF TRANSPORTATION TO WORK BY WORKERS' EARNINGS

Mode of Transit	< \$25,000		\$25,000-\$74,999		\$75,000+		All		All of CA
	#	(%)	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van: Drove Alone	20,499	48.1	33,606	71.9	29,163	72.8	96,052	71.6	68.4
Car, Truck, or Van: Carpooled	3,763	8.8	4,492	9.6	2,957	7.4	12,975	9.7	9.5
Public Transportation (excl Taxi)	1,346	3.2	928	2.0	343	0.9	3,161	2.4	3.6
Walked	611	1.4	495	1.1	369	0.9	1,569	1.2	2.4
Taxicab, Motorcycle, or other	556	1.3	641	1.4	454	1.1	2,108	1.6	2.4
Worked at Home	2,905	6.8	3,852	8.2	5,096	12.7	13,195	9.8	13.6
Total:	29,680	69.6	44,014	94.2	38,382	95.8	129,060	96.2	100.0

Source: 2022 5-year American Community Survey, Summary File

**Table 14. MODE OF TRANSPORTATION TO WORK BY WORKERS' EARNINGS FOR
WORKPLACE GEOGRAPHY**

Mode of Transit	< \$25,000		\$25,000-\$74,999		\$75,000+		All		All of CA
	#	(%)	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van: Drove Alone	13,713	44.1	14,791	58.4	12,728	50.7	47,579	56.2	68.5
Car, Truck, or Van: Carpooled	2,516	8.1	1,777	7.0	1,515	6.0	7,064	8.3	9.5
Public Transportation (excl Taxi)	947	3.0	300	1.2	110	0.4	1,640	1.9	3.6
Walked	432	1.4	219	0.9	386	1.5	1,133	1.3	2.4
Taxicab, Motorcycle, or other	510	1.6	295	1.2	85	0.3	1,109	1.3	2.4
Worked at Home	2,905	9.3	3,852	15.2	5,096	20.3	13,195	15.6	13.6
Total:	21,023	67.5	21,234	83.8	19,920	79.4	71,720	84.8	

Source: 2022 5-year American Community Survey, Summary File

The results in this table are for those who work in the region, regardless of the location of their residence.

Commute Mode by Poverty Status

Table 15. MODE OF TRANSPORTATION TO WORK BY POVERTY STATUS

Mode of Transit	In Poverty		100-149% of Pov		>150% of Pov		All		All of CA (%)
	#	(%)	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van: Drove Alone	3,972	49.5	4,247	51.9	88,035	72.3	96,254	71.8	65.8
Car, Truck, or Van: Carpooled	1,249	15.6	1,219	14.9	12,693	10.4	15,161	11.3	9.8
Public Transportation (excl Taxi)	250	3.1	280	3.4	2,492	2.0	3,022	2.3	2.6
Walked	304	3.8	11	0.1	886	0.7	1,201	0.9	2.1
Taxicab, Motorcycle, or other	10	0.1	0	0.0	1,088	0.9	1,098	0.8	2.4
Worked at Home	666	8.3	123	1.5	16,587	13.6	17,376	13.0	17.2
Total:	6,451	80.3	5,880	71.8	121,781		134,112		

Source: 2022 1-year American Community Survey, Summary File

Table 16. MODE OF TRANSPORTATION TO WORK BY POVERTY STATUS FOR WORKPLACE GEOGRAPHY

Mode of Transit	In Poverty		100-149% of Pov		>150% of Pov		All		All of CA (%)
	#	(%)	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van: Drove Alone	1,941	25.0	3,480	63.1	42,565	56.1	47,986	56.8	65.8
Car, Truck, or Van: Carpooled	358	4.6	514	9.3	7,050	9.3	7,922	9.4	9.8
Public Transportation (excl Taxi)	0	0.0	192	3.5	642	0.8	834	1.0	2.6
Walked	316	4.1	11	0.2	520	0.7	847	1.0	2.1
Taxicab, Motorcycle, or other	78	1.0	0	0.0	565	0.7	643	0.8	2.4
Worked at Home	666	8.6	123	2.2	16,587	21.8	17,376	20.6	17.2
Total:	3,359	43.3	4,320	78.3	67,929	89.5	75,608	89.5	100.0

Source: 2022 1-year American Community Survey, Summary File

The results in this table are for those who work in the region, regardless of the location of their residence.

Migration

Overall Migration Flows

Definition:

The United States is a country with an increasingly mobile population. People move, migrate, from one place to another with increasing frequency.

Why is it important?

Having a handle on whether or not Chula Vista is a net recipient (migration inflows) or donor (migration outflows) of population is very im-

portant for understanding trends in the City's development. This section outlines migration patterns by age, education, income, marital status, and housing tenure. Understanding recent trends is very important for making policy, investment, and other decisions about the future. Also, understanding the extent to which the population is stable, or experiences significant turnover each year is helpful for planning purposes.

Figure 87: Overall Movements of Residents

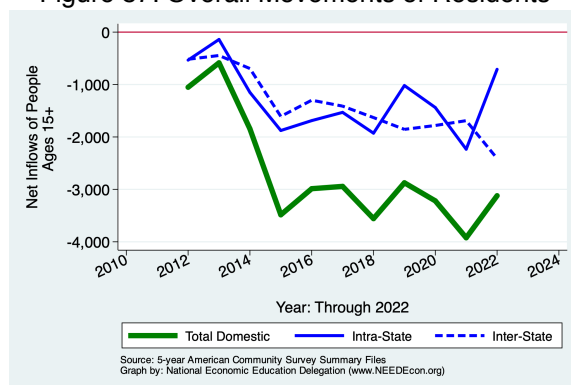


Table 17: Migration by Income

Category	Population	All Migration	Net Inflows				
			W/in County	Same State		Across States	From Abroad
				Between Counties	Across States		
No income	41,310	1,102	761	18	-873	1,196	
With income	181,136	2,933	5,564	-1,246	-2,952	1,567	
\$1 to \$9,999 or less	23,721	427	433	-56	-334	384	
\$10,000 to \$14,999	13,799	650	1,028	-125	-477	224	
\$15,000 to \$24,999	18,438	74	466	-135	-257	0	
\$25,000 to \$34,999	22,114	259	241	14	-353	357	
\$35,000 to \$49,999	23,437	349	793	-163	-326	45	
\$50,000 to \$64,999	22,093	1,680	2,134	-317	-179	42	
\$65,000 to \$74,999	9,592	-302	-159	-147	4	0	
\$75,000 or more	47,942	-204	628	-317	-1,030	515	
All:	222,446	4,035	6,325	-1,228	-3,825	2,763	

Source: 2022 1-year American Community Survey, Summary File

Note: The data in this and other tables in this section are limited in that there is no information on the City's population that has moved abroad.

The "From Abroad" column is gross movements into the City from abroad.

Figure 88: Overall Movements of Low Income Residents

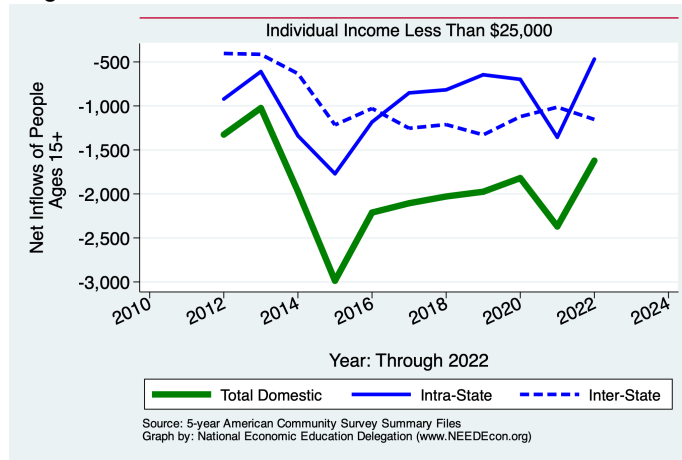


Figure 89: Overall Movements of Middle Income Residents

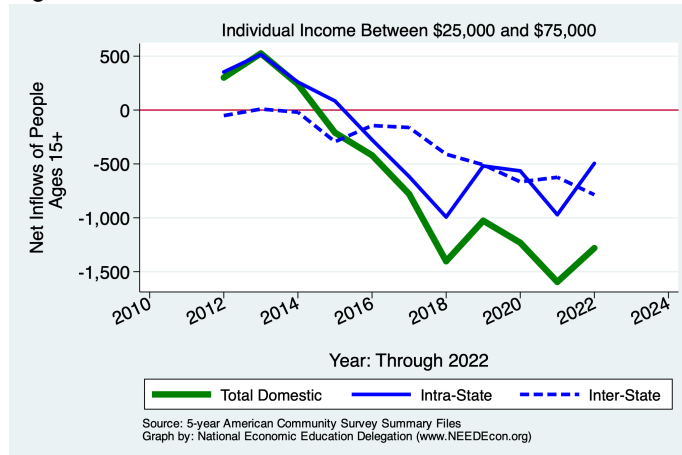
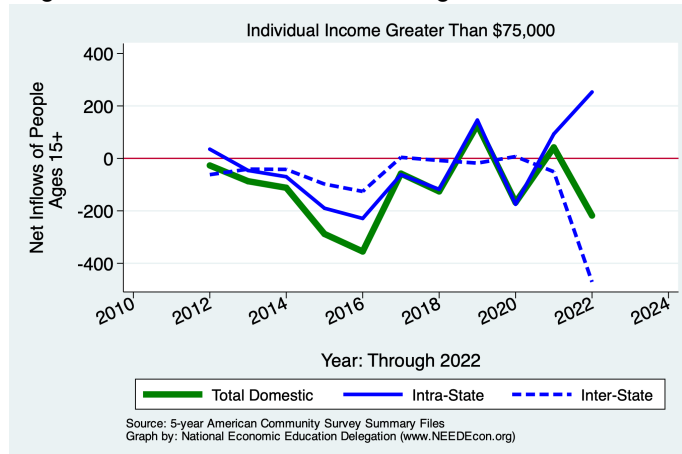


Figure 90: Overall Movements of High Income Residents



Demographics of Migration Flows

Table 18: Migration by Marital Status

Category	Population	All Migration	Net Inflows			
			Same State		Across States	From Abroad
			W/in County	Between Counties		
Never married	80,737	2,070	3,428	-356	-1,901	899
Now married, except separated	105,812	1,392	2,310	-755	-1,659	1,496
Divorced	20,431	139	530	-136	-255	0
Separated	5,809	-176	-163	-115	0	102
Widowed	9,657	610	220	134	-10	266
Total:	222,446	4,035	6,325	-1,228	-3,825	2,763

Source: 2022 1-year American Community Survey, Summary File

Table 19: Migration by Tenure

Category	Population	All Migration	Net Inflows			
			Same State		Across States	From Abroad
			W/in County	Between Counties		
Householder lived in owner-occupied housing units	166,583	2,214	2,289	-759	-1,089	1,773
Householder lived in renter-occupied housing units	107,940	3,930	6,207	-488	-3,186	1,397
Total:	274,523	6,144	8,496	-1,247	-4,275	3,170

Source: 2022 1-year American Community Survey, Summary File

Figure 91: Domestic Movements of Residents by Tenure

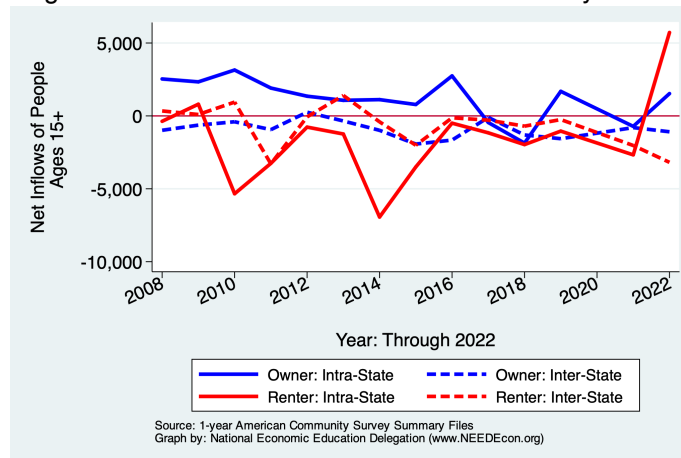


Table 20: Migration by Age

Category	Population	Net Inflows					From Abroad
		All Migration	Same State		Across States		
			W/in County	Between Counties			
1 to 4 years	10,103	861	807	-96	0	150	
5 to 17 years	58,967	1,248	1,554	284	-902	312	
18 and 19 years	6,704	-255	-242	-80	8	59	
20 to 24 years	20,412	1,428	1,002	76	-221	571	
25 to 29 years	17,430	-1,125	197	-496	-991	165	
30 to 34 years	19,433	1,253	1,610	-228	-328	199	
35 to 39 years	19,550	1,382	1,290	86	-269	275	
40 to 44 years	22,918	1,503	1,690	-94	-221	128	
45 to 49 years	18,892	-113	192	-289	-326	310	
50 to 54 years	19,170	367	211	-28	-57	241	
55 to 59 years	15,097	-285	151	-216	-473	253	
60 to 64 years	13,311	-891	-351	-411	-223	94	
65 to 69 years	10,536	188	88	0	-50	150	
70 to 74 years	10,902	370	41	189	-64	204	
75 years and over	12,834	59	80	57	-192	114	
Total Population:	276,259	5,990	8,320	-1,246	-4,309	3,225	

Source: 2022 1-year American Community Survey, Summary File

Table 21: Migration by Educational Attainment

Category	Population	Net Inflows					From Abroad
		All Migration	Same State		Across States		
			W/in County	Between Counties			
Less than high school graduate	23,267	1,118	751	200	-514	681	
High school graduate (includes equiv)	38,513	1,040	1,701	-142	-786	267	
Some college or assoc. degree	56,788	-2,114	-219	-707	-1,432	244	
Bachelor's degree	40,544	1,842	1,898	-634	-111	689	
Graduate or professional degree	20,961	822	1,068	-147	-351	252	
Total:	180,073	2,708	5,199	-1,430	-3,194	2,133	

Source: 2022 1-year American Community Survey, Summary File

Table 22: Median Income of Migration Flows

Flow	In-Migration	Out-Migration
Same House 1 Year Ago	42,441	42,441
Moved Within Same County	45,303	42,039
Moved to Different County, Same State	27,083	44,914
Moved Between States	55,226	37,135
Moved from Abroad	28,475	
Total Population:	42,644	42,408

Source: 2022 1-year American Community Survey, Summary File

Table 23: Median Age of Migration Flows

Flow	In-Migration	Out-Migration
Same House 1 Year Ago	37.5	37.5
Moved Within Same County	31.1	29.1
Moved to Different County, Same State	22.1	34.0
Moved Between States	22.5	28.7
Moved from Abroad	38.5	
Total Population:	36.4	36.7

Source: 2022 1-year American Community Survey, Summary File

References and Sources

The majority of the data presented in this report are from the American Community Survey (ACS). For larger geographies, the 1-year Summary Files provide the data. For smaller communities, roughly those with less than 65,000 in population in 2021, the 5-year Summary Files provide the data.

The ACS data are supplemented by building permit data from the U.S. Census Bureau, population and housing data from the California Department of Finance, and home price and rental rates from Zillow.

U.S. Census Bureau. American Community Survey 1-year and 5-year Summary Files. <https://www.census.gov/programs-surveys/acs/data/data-via-ftp.html>. The 1-year data are released in September each year and the 5-year data are released in January.

Zillow Research Data <https://www.zillow.com/research/data/>

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