

# Davis, California

## *Indicators Report*

by

The National Economic Education Delegation (NEED)

April 20, 2024

Exploring the economics, demographics, and well-being of Davis 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 Davis (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 Davis. These indicators are compared to Yolo 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 Davis 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 Davis 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 Davis, 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 Davis, but do not necessarily live in Davis.
- **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 Davis's population are fundamental indicators of the city's growth potential.

***A Demographic Snapshot***

Statistic	2022	2019
<b>POPULATION</b>		
Population Estimate (#, 5yr)	67,203.0	68,543.0
Veterans (#, 5yr)	1,714.0	1,891.0
Foreign born persons (% , 5yr)	21.0	21.0
Population age 25+ (#, 5yr)	35,242.0	35,034.0
<b>AGE AND SEX</b>		
Persons under 5 years (% , 5yr)	3.2	3.5
Persons under 18 years (% , 5yr)	14.1	14.9
Persons 65 years and over (% , 5yr)	13.3	11.3
Female persons (% , 5yr)	52.5	52.5
<b>INCOME AND POVERTY</b>		
Median household income (\$ , 5yr)	83,592.0	69,379.0
Per capita income in past 12 months (\$ , 5yr)	46,899.0	38,997.0
Persons in poverty (% , 5yr)	26.3	29.8
Children age less than 18 in poverty (#, 5yr)	852.0	877.0
Children age less than 18 in poverty (% , 5yr)	9.1	8.7
<b>RACE AND ETHNICITY</b>		
White alone (% , 5yr)	57.9	64.6
African American alone (% , 5yr)	2.4	2.2
American Indian or Alaska Native alone (% , 5yr)	0.6	0.4
Asian alone (% , 5yr)	25.2	22.9
Native Hawaiian and Other Pacific Islander alone (% , 5yr)	0.3	0.3
Two or More Races (% , 5yr)	10.2	6.4
Hispanic or Latino (% , 5yr)	14.2	13.6
White alone, not Hispanic or Latino (% , 5yr)	51.7	55.5
<b>HOUSING</b>		
Housing units (#, 5yr)	27,427.0	25,844.0
Owner-occupied housing units (% , 5yr)	42.0	43.2
Median value of owner-occupied housing units (\$ , 5yr)	803,100.0	652,300.0
Median selected monthly owner costs-with a mortgage (\$ , 5yr)	3,144.0	2,636.0
Median selected monthly owner costs-without a mortgage (\$ , 5yr)	857.0	674.0
Median gross rent (\$ , 5yr)	1,927.0	1,567.0
<b>FAMILIES AND LIVING ARRANGEMENTS</b>		
Households (#, 5yr)	25,669.0	24,630.0
Persons per household (#, 5yr)	2.5	2.7
Living in same house 1 year ago, % of persons age 1+ (5yr)	69.1	66.5
<b>EDUCATION</b>		
High school graduate or higher, % of persons age 25+ (5yr)	97.0	97.3
Bachelor's degree or higher, % of persons age 25+ (5yr)	75.2	73.8
<b>HEALTH</b>		
With a disability, under age 65 years (#, 5yr)	3,044.0	2,443.0
Persons without health insurance, under age 65 years (% , 5yr)	2.9	3.4
<b>LABOR FORCE</b>		
In civilian labor force, persons age 16+ (% , 5yr)	58.2	57.6
In civilian labor force, women age 16+ (% , 5yr)	57.5	56.0
Employed, persons age 16+ (% , 5yr)	53.4	52.6
Self employed (% , 5yr)	7.8	7.6
<b>TRANSPORTATION</b>		
Mean travel time to work, workers age 16+ (Mins., 5yr)	18.4	20.9
Drive alone in private vehicle (% , 5yr)	52.6	55.9
Using public transportation (% , 5yr)	8.2	10.9
Worked from home (% , 5yr)	20.0	8.2

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
<b>City</b>				
Davis	64,097	-1.11	-6.99	-7.10
<b>County and Broader Regions</b>				
Yolo County	220,880	-0.34	-0.18	-0.13
California	77,880,462	-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	California	California
Yolo County	221.6	220.9	-0.34	-0.35	-0.35
Davis	64.8	64.1	-1.11		
Woodland	60.3	59.9	-0.69		
West Sacramento	53.1	54.2	2.10		
Winters	7.5	7.5	0.94		

Source: CA DOF; Calculations by National Economic Education Delegation

Figure 1: Population Growth (1)

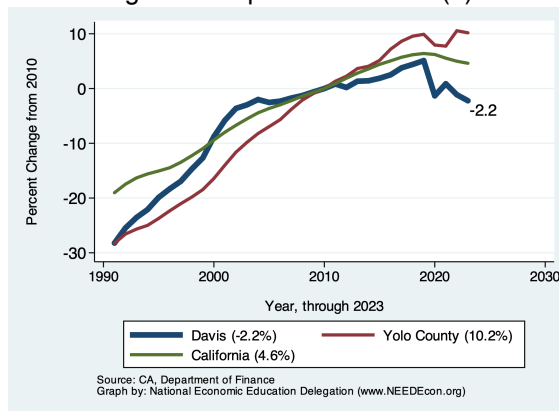


Figure 2: Population Growth (2)

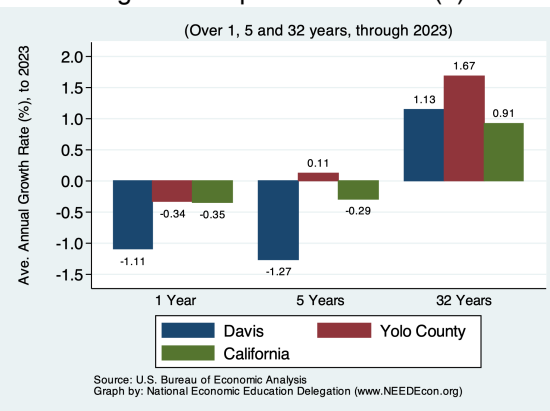


Figure 3: Population by Age - Detailed Age Categories

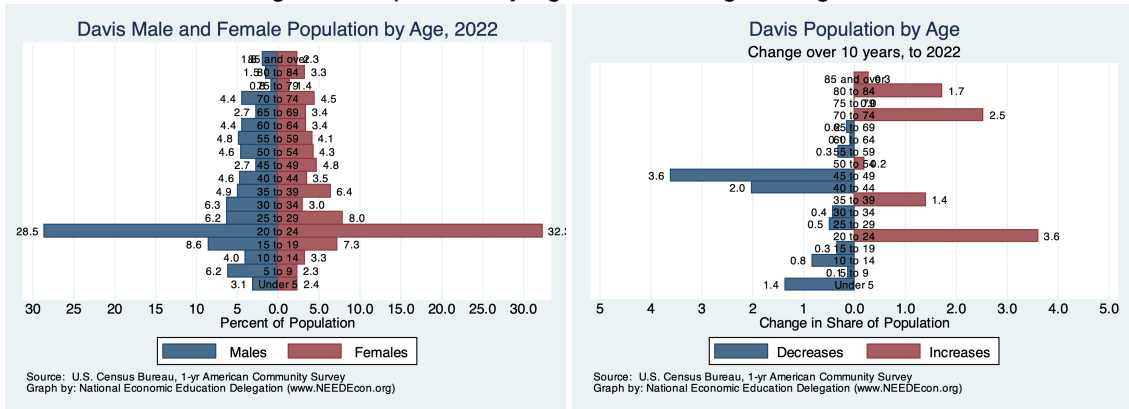


Figure 4: Population by Age - Broad Age Categories

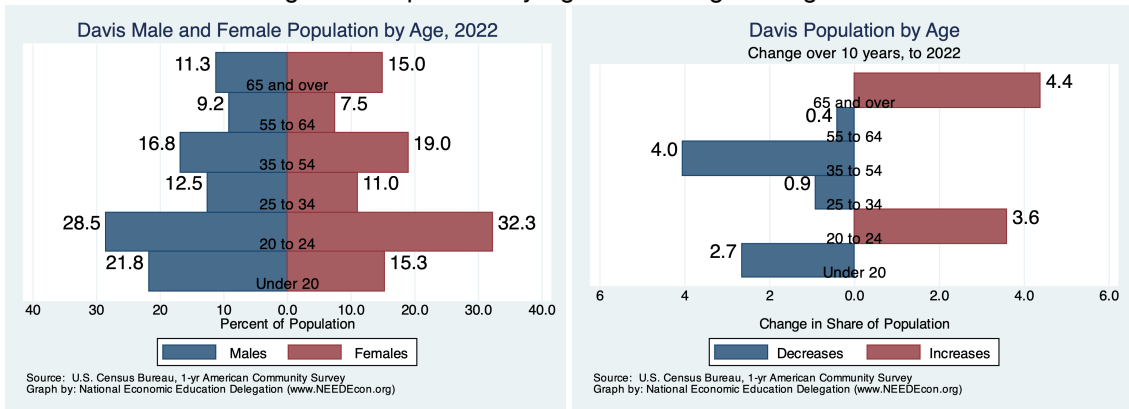


Figure 5: Population by Educational Attainment

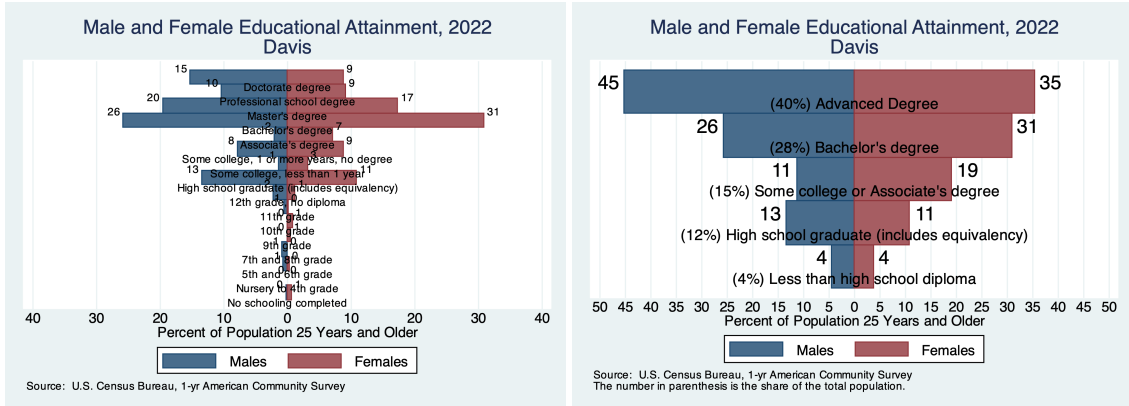


Figure 6: Population by Race/Ethnicity

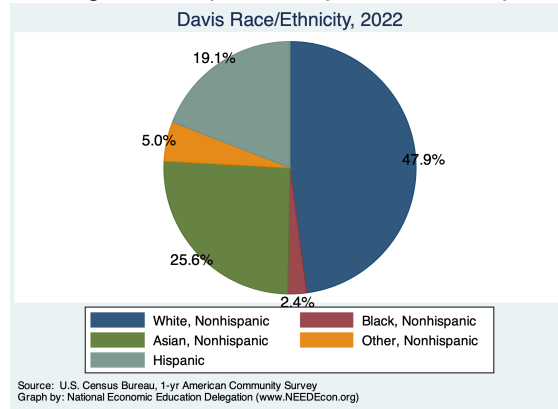
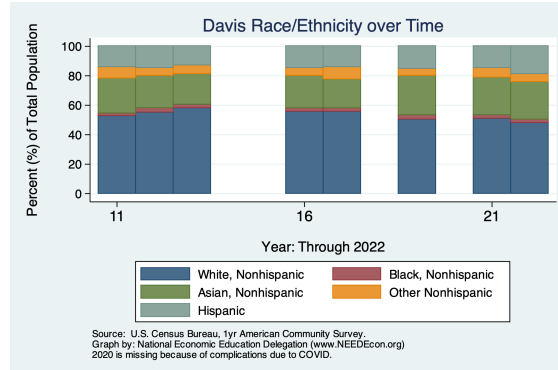


Figure 7: Population by Race/Ethnicity Over Time





# 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. Davis 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

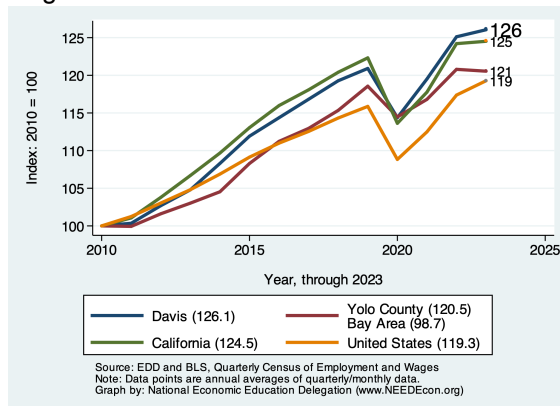
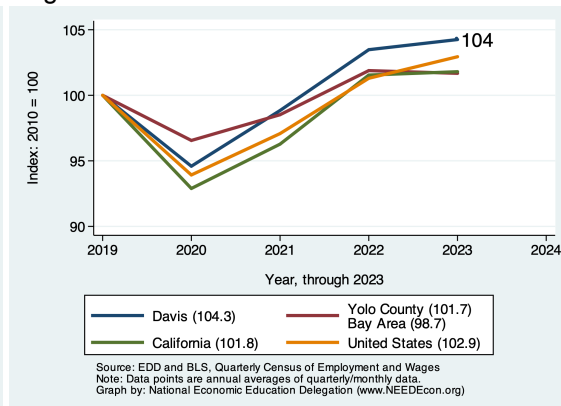


Figure 11: Relative Employment Growth Across Regions - since 2019



## 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 Yolo County. The following table provides the latest data for the County.

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

Industry	Employment	Share	Empl Growth	% Growth - Annualized Rate					
				Month	Qtr	6mo	1yr	3yr	5yr
<b>Total Nonfarm</b>	111,338	100.0	346.3	3.8	3.6	3.8	3.1	1.3	0.4
<b>Goods Producing</b>	13,162	11.8	5.3	0.5	-0.0	3.4	4.6	3.9	3.8
Mining and Logging	120	0.1	0.0	0.0	0.0	0.0	50.0	6.7	4.0
Construction	5,534	5.0	18.3	4.1	0.7	4.9	6.8	3.4	5.5
Manufacturing	7,348	6.6	-30.4	-4.8	-2.4	0.4	-0.2	3.5	2.1
Durable Goods	3,402	3.1	-11.5	-4.0	-2.1	-1.2	-1.9	3.2	-2.6
Non-Durable Goods	3,985	3.6	-25.1	-7.3	-3.2	3.4	2.8	2.8	8.7
<b>Service Providing</b>	97,822	87.9	283.4	3.5	3.5	3.5	2.9	1.0	-0.0
Trade, Trans & Utilities	23,556	21.2	65.4	3.4	-1.3	-0.7	-0.4	1.1	2.0
Wholesale Trade	5,190	4.7	17.3	4.1	-0.3	-0.2	-0.4	3.6	0.1
Retail Trade	8,240	7.4	12.2	1.8	-1.9	1.4	0.8	-0.3	-0.0
Information	622	0.6	-2.4	-4.5	-6.4	-10.1	-9.0	-3.7	-6.2
Financial Activities	2,428	2.2	-3.9	-1.9	-0.6	1.5	-0.2	0.1	-0.7
Finance & Insurance	850	0.8	0.5	0.6	-2.7	-1.2	-1.6	-5.0	-3.0
Real Estate & Rental & Leasing	1,629	1.5	-10.3	-7.3	-3.0	4.8	2.1	5.5	1.7
Professional & Business Svcs	9,735	8.7	53.9	6.9	8.1	6.4	1.0	1.0	0.8
Prof, Sci, & Tech	4,735	4.3	21.3	5.6	4.7	5.5	1.5	2.2	2.3
Educational & Health Svcs	12,665	11.4	91.8	9.1	10.5	10.5	9.7	6.4	2.8
Leisure & Hospitality	8,692	7.8	-5.2	-0.7	-1.3	-0.1	0.2	13.6	1.2
Arts, Entertainment & Recreation	1,684	1.5	21.3	16.5	2.4	1.6	1.6	69.4	5.4
Accommodation & Food Svcs	6,980	6.3	-18.4	-3.1	-0.3	-0.2	-0.2	7.9	0.4
Other Svcs	2,718	2.4	-3.7	-1.6	0.9	1.2	2.6	7.8	3.6
<b>Government</b>	37,324	33.5	85.1	2.8	4.2	3.7	3.5	-2.8	-2.3
Federal	2,492	2.2	17.0	8.5	2.8	0.0	2.8	2.5	1.5
State	23,096	20.7	93.0	5.0	5.1	6.6	3.4	-5.6	-3.8
Local	12,119	10.9	25.0	2.5	4.2	3.6	3.6	5.6	1.7

Source: EDD, National Economic Education Delegation (NEED)

## Some Employee Detail

### Employed in Davis

Figure 12: Employment by Occupation

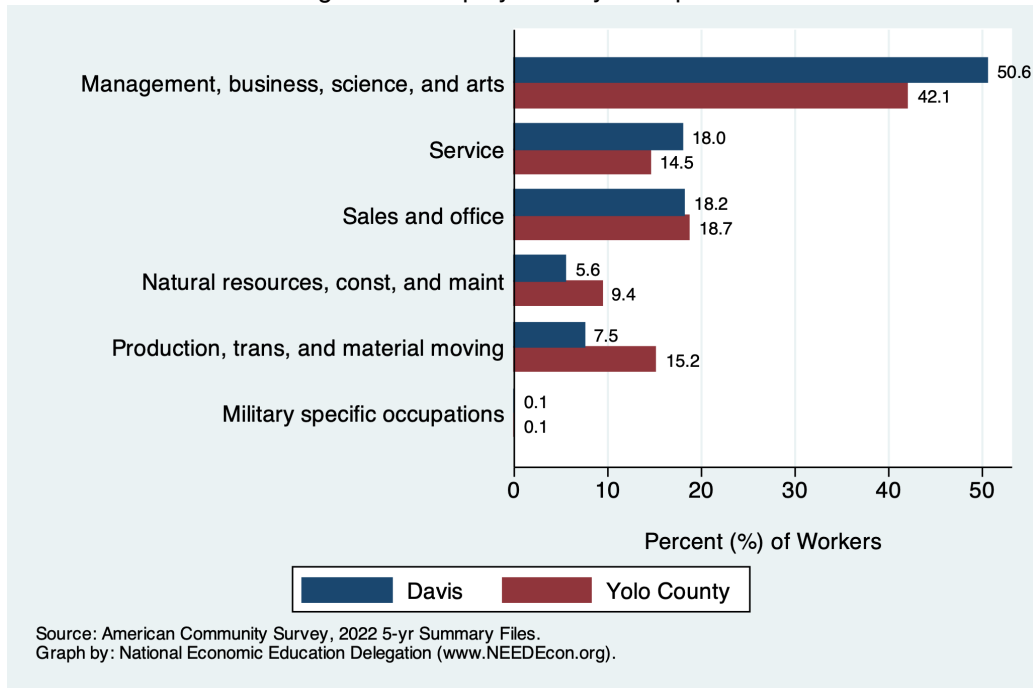


Figure 13: Employment by Industry

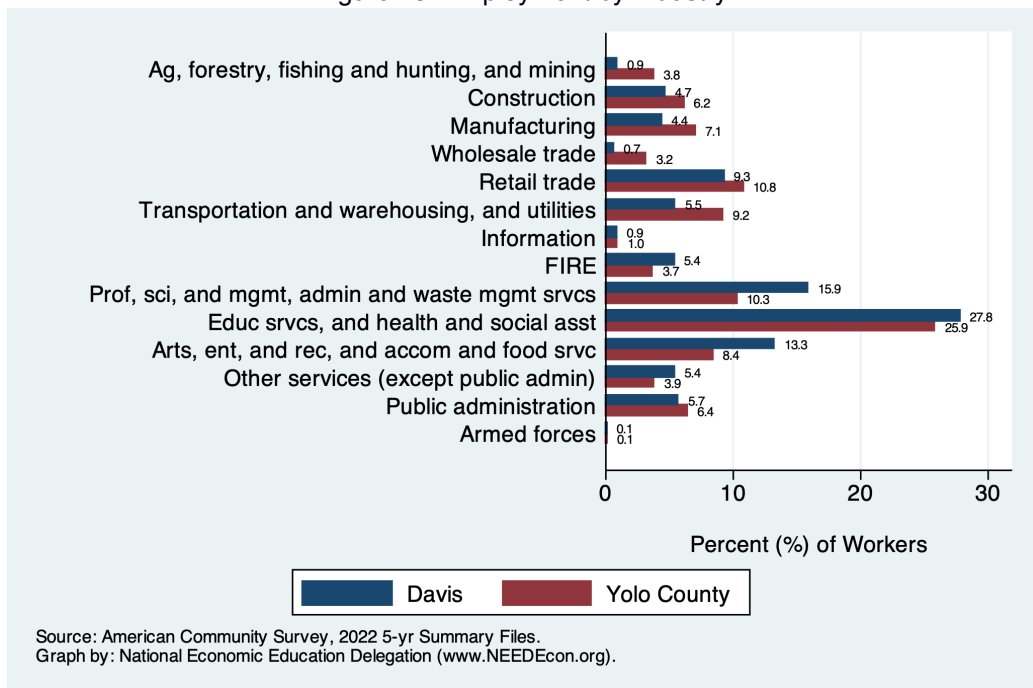


Figure 14: Language Spoken at Home

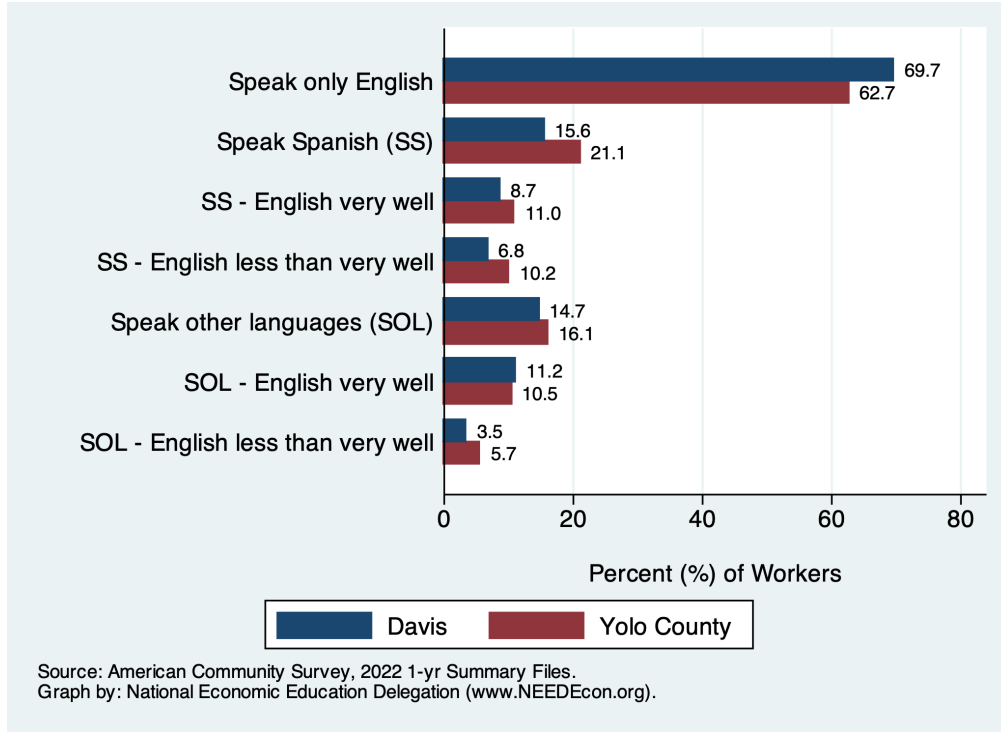
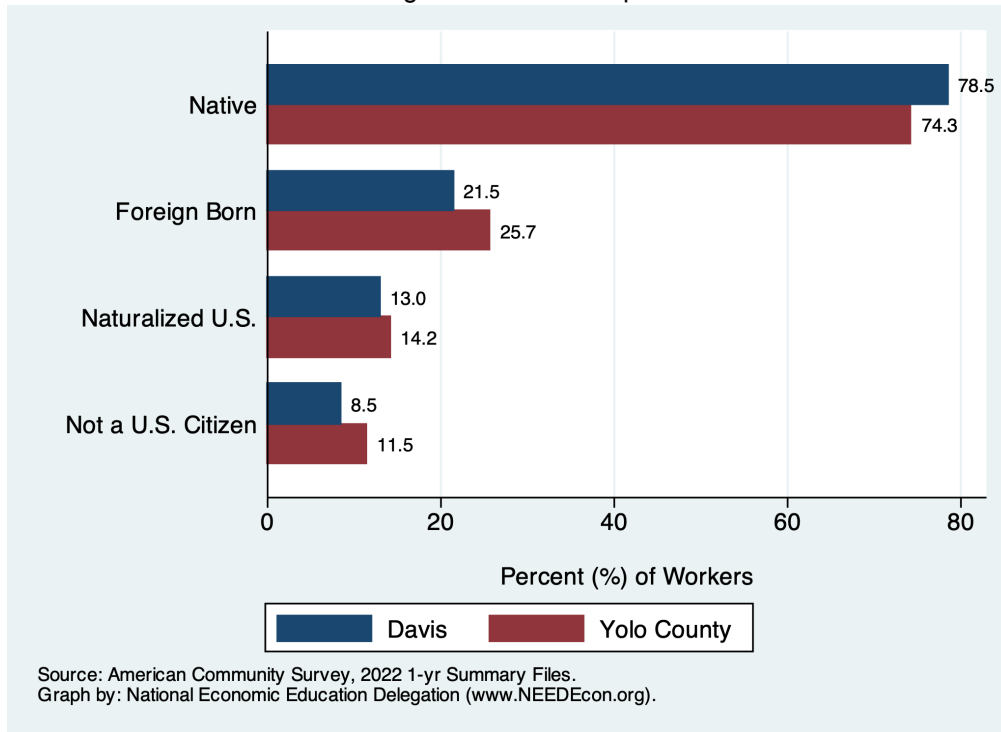


Figure 15: Citizenship



## Employed Residents of Davis

Figure 16: Employment by Occupation

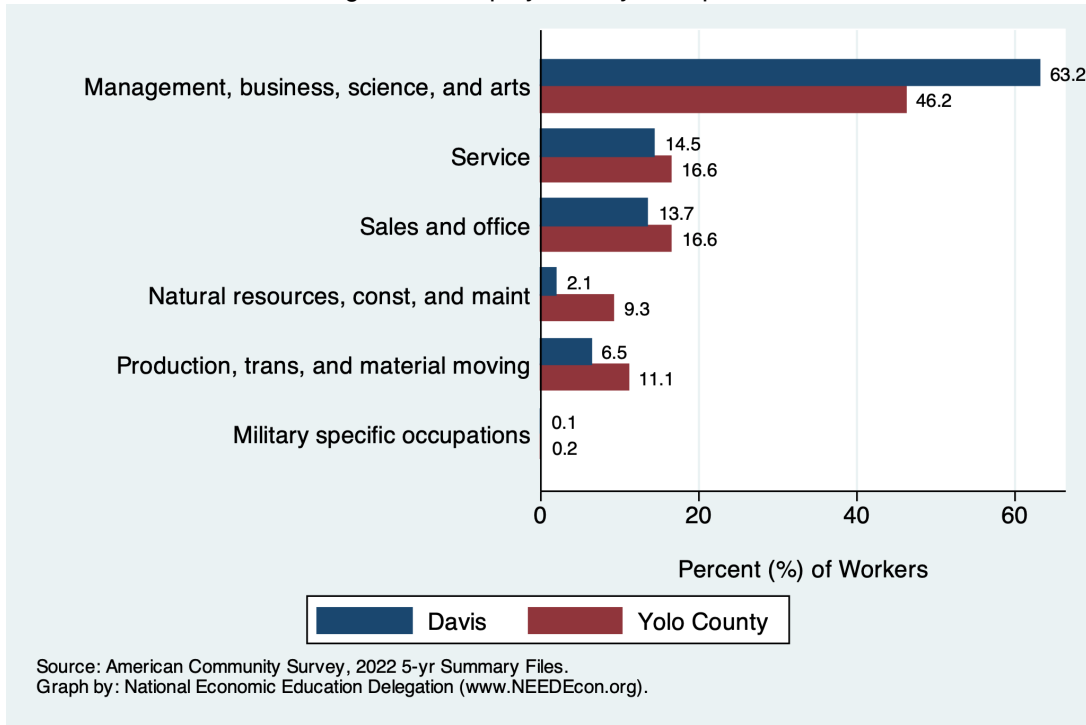


Figure 17: Employment by Industry

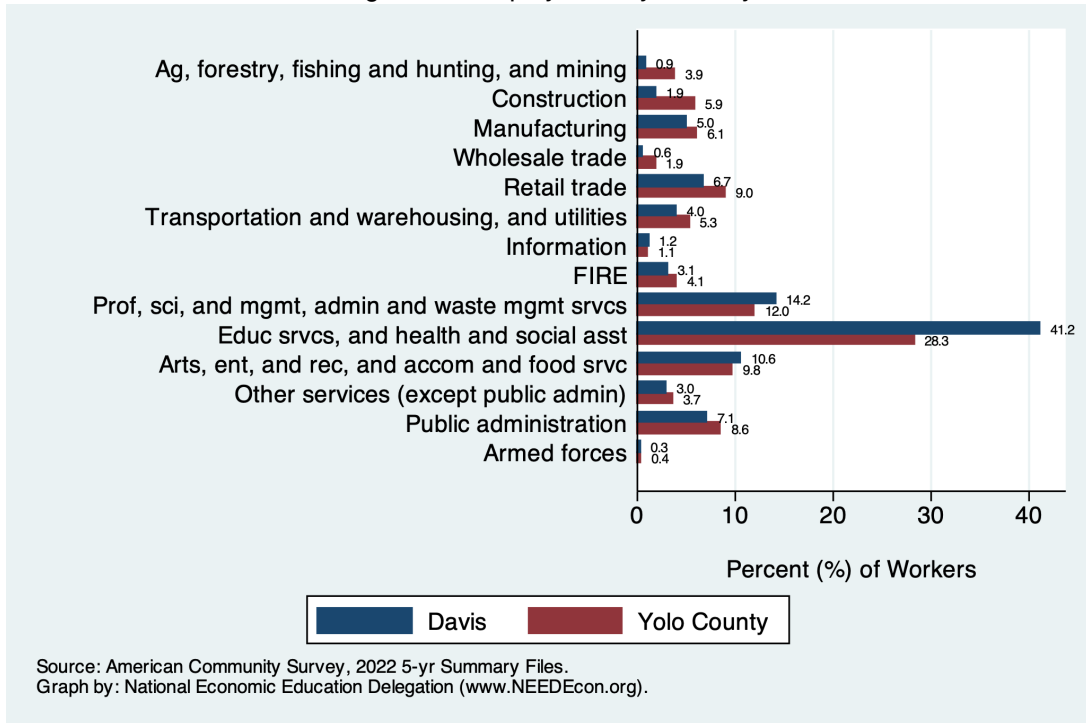


Figure 18: Language Spoken at Home

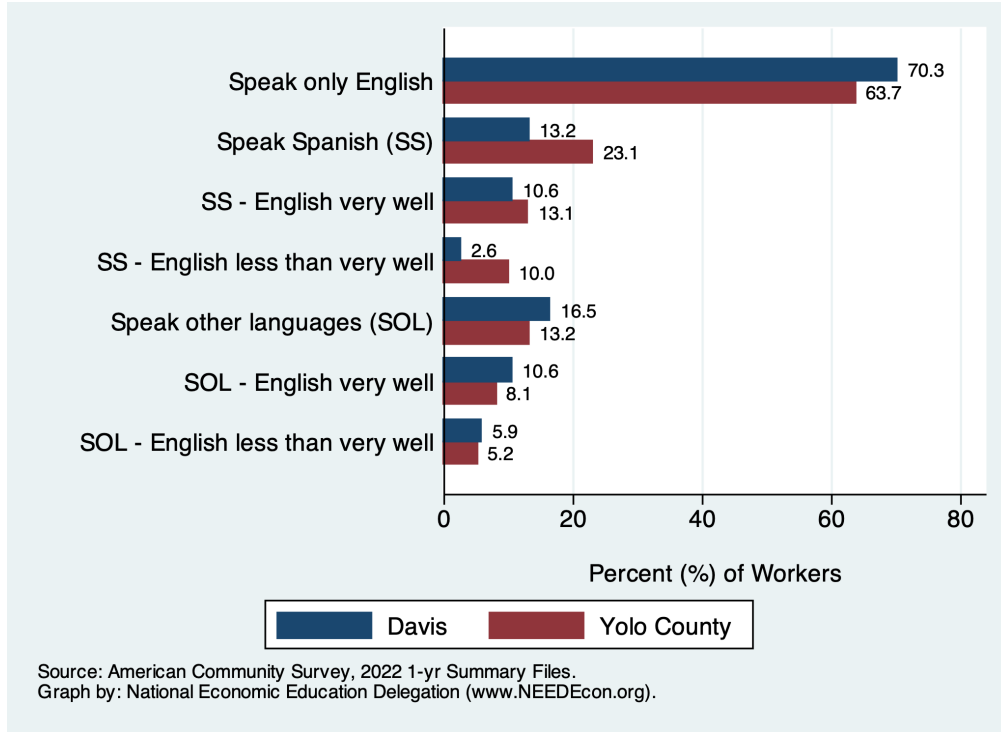
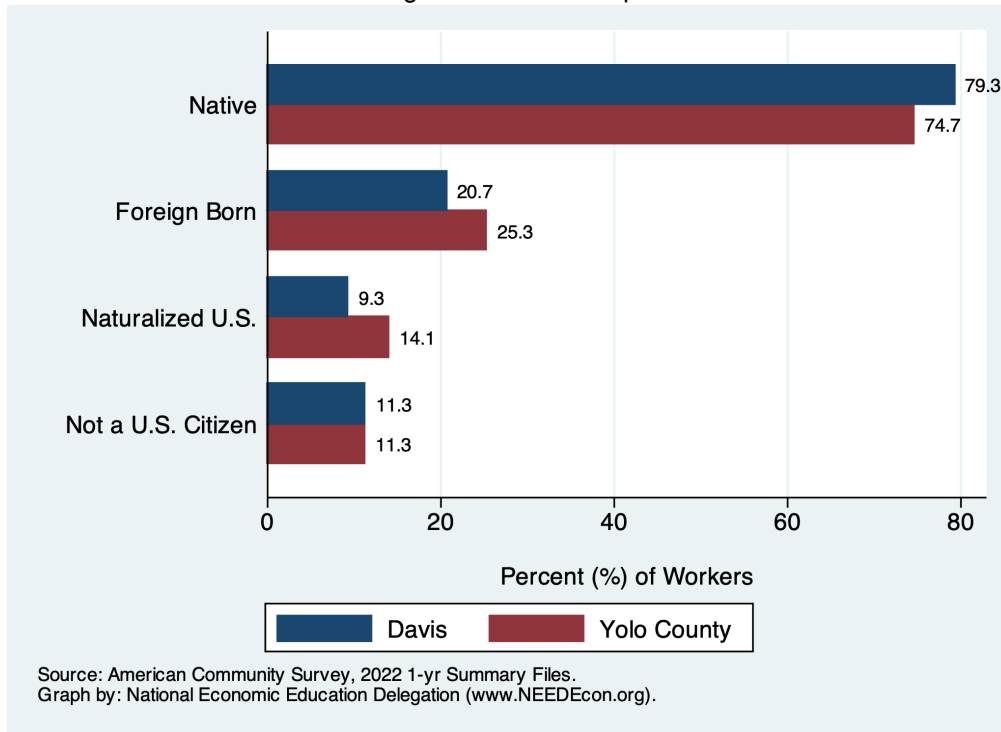


Figure 19: Citizenship



## Employed Residents vs Workers in Davis

Figure 20: Employment by Occupation

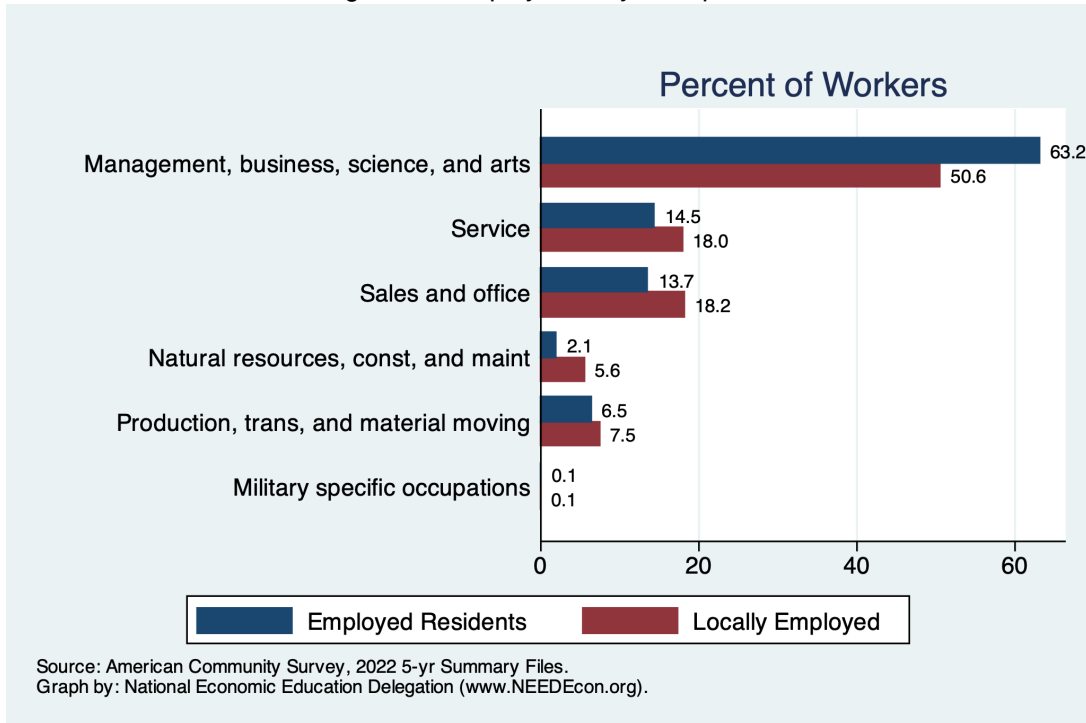


Figure 21: Employment by Industry

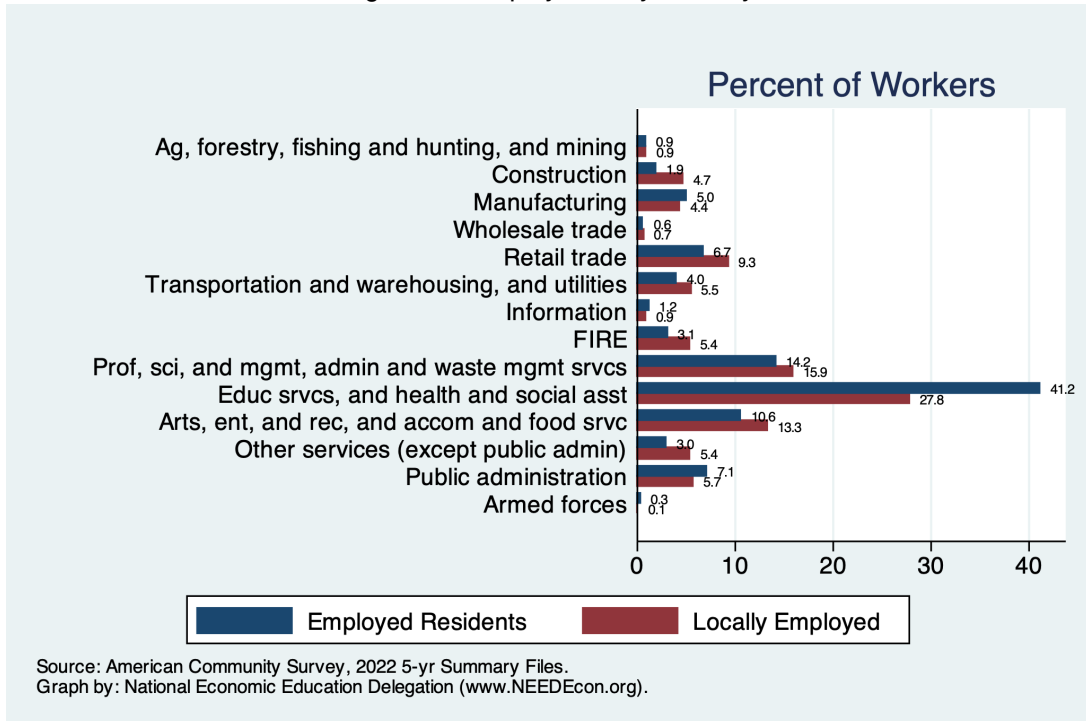


Figure 22: Language Spoken at Home

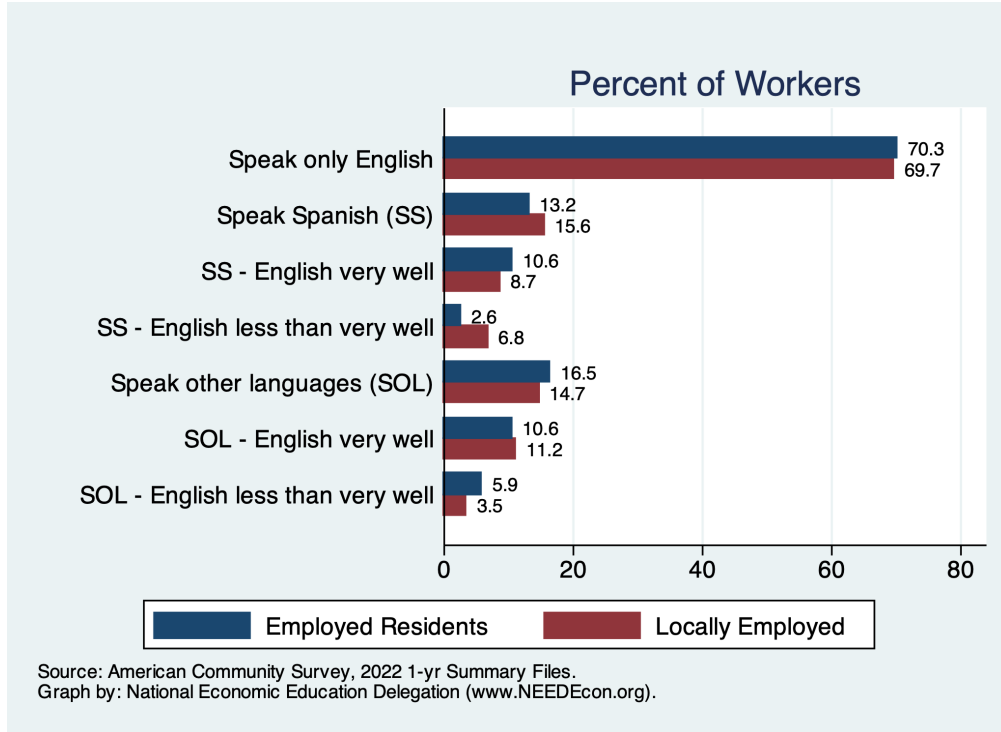
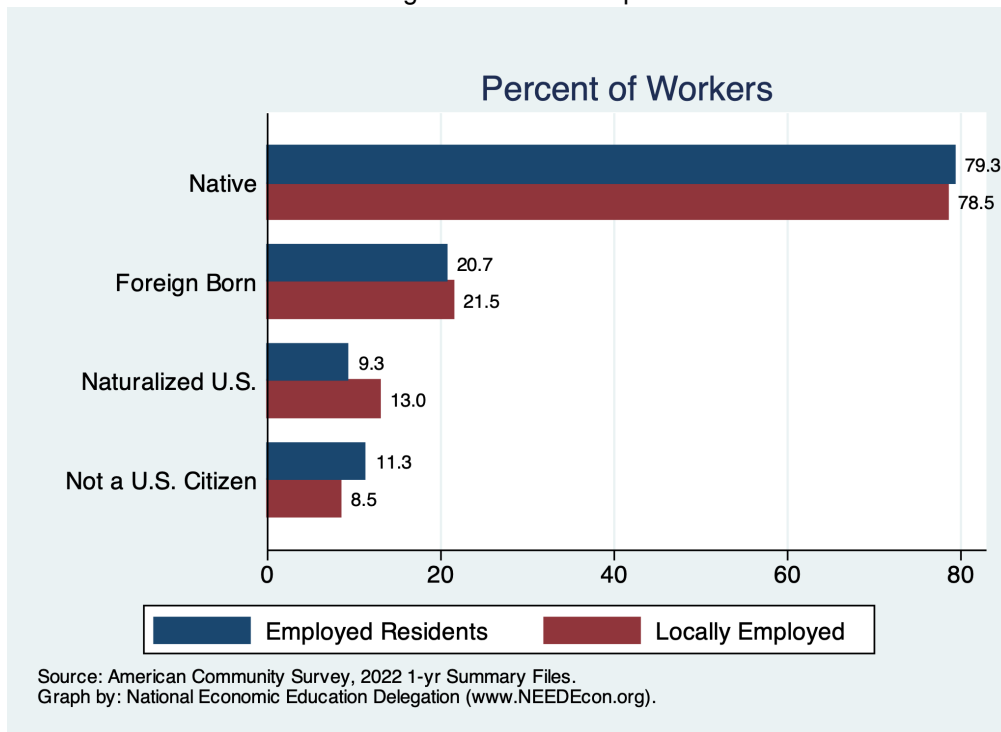


Figure 23: Citizenship





# Income and Earnings

## Per Capita Income Growth

### Definition:

Per capita income is the average income per person in Davis. 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

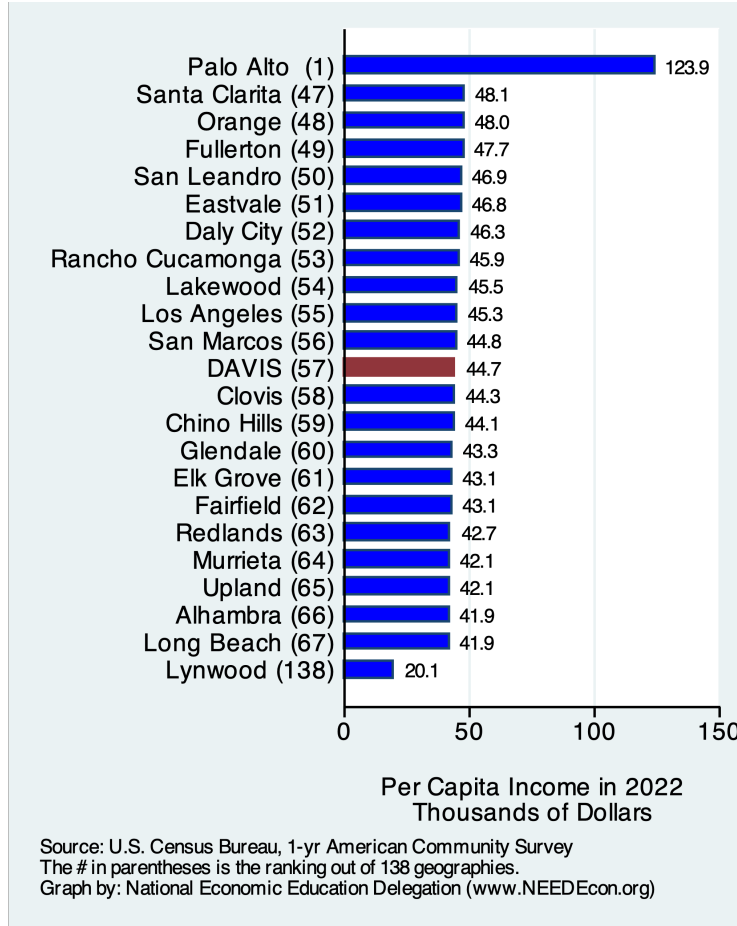
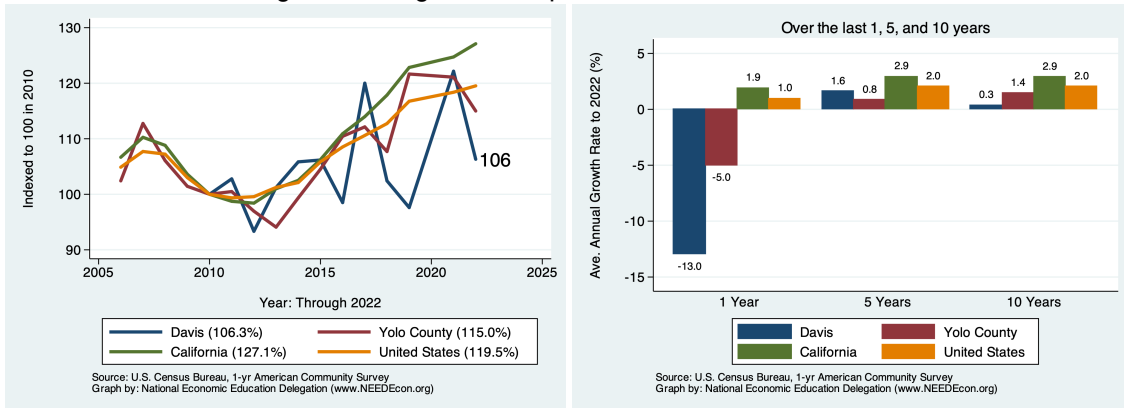


Figure 25: Regional Comparison of Growth over Time



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

Figure 26: Income Levels

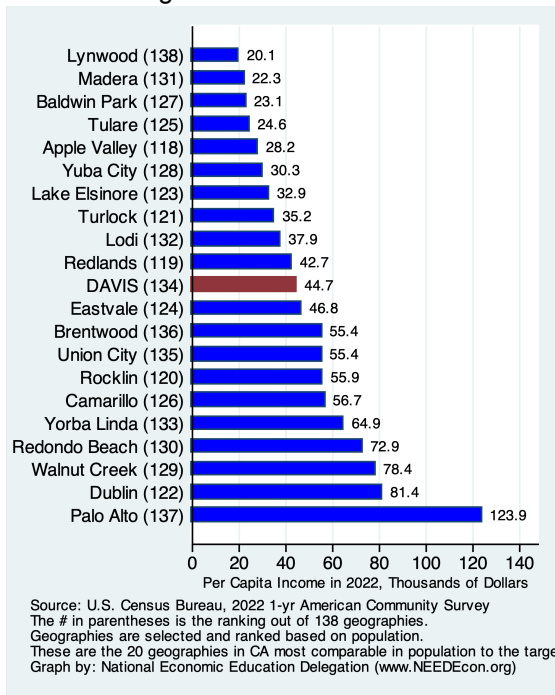
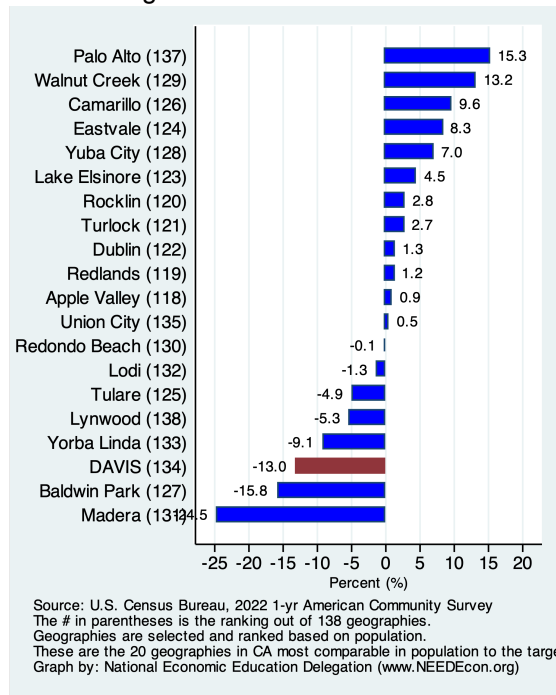


Figure 27: Growth over Time



Real Per Capita Income Ranking Among Cities in Yolo County

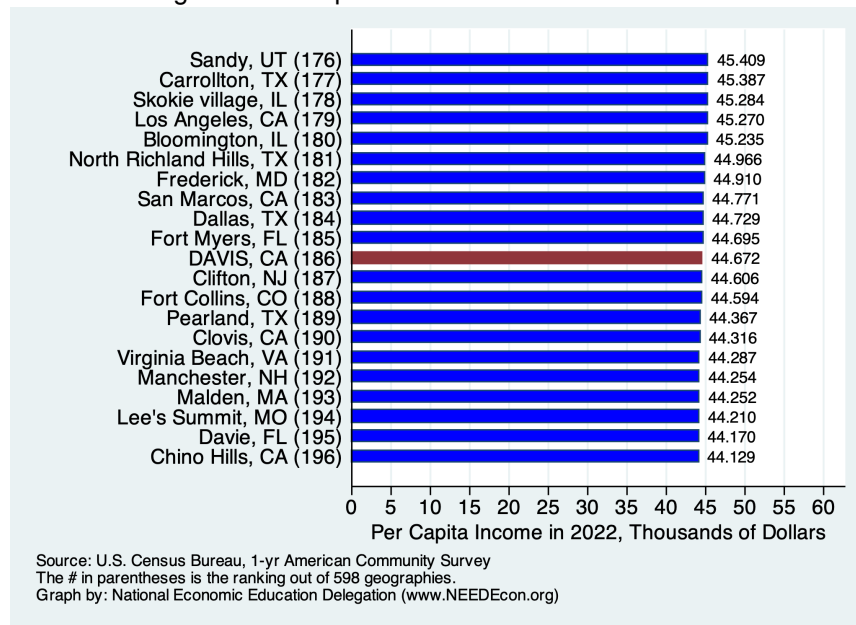
Figure 28: Income Levels

N/A

Figure 29: Growth over Time

N/A

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.

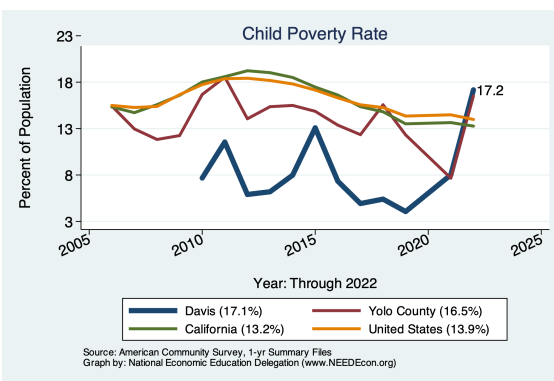
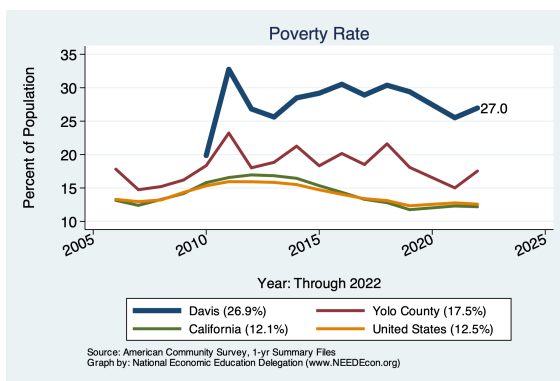


Figure 31: Inequality

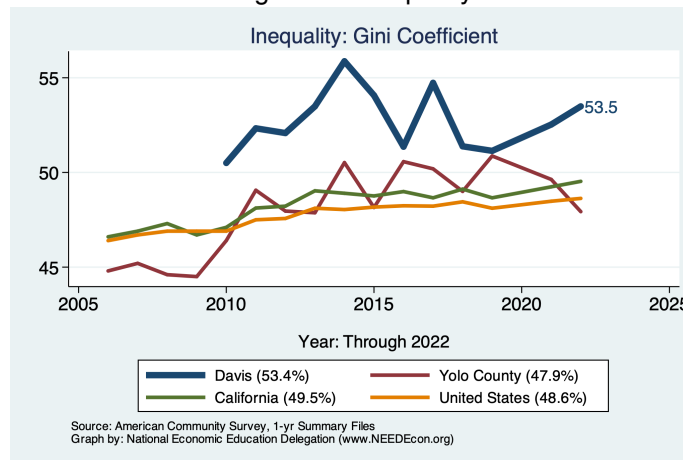


Figure 32: Shares Across the Income Distribution

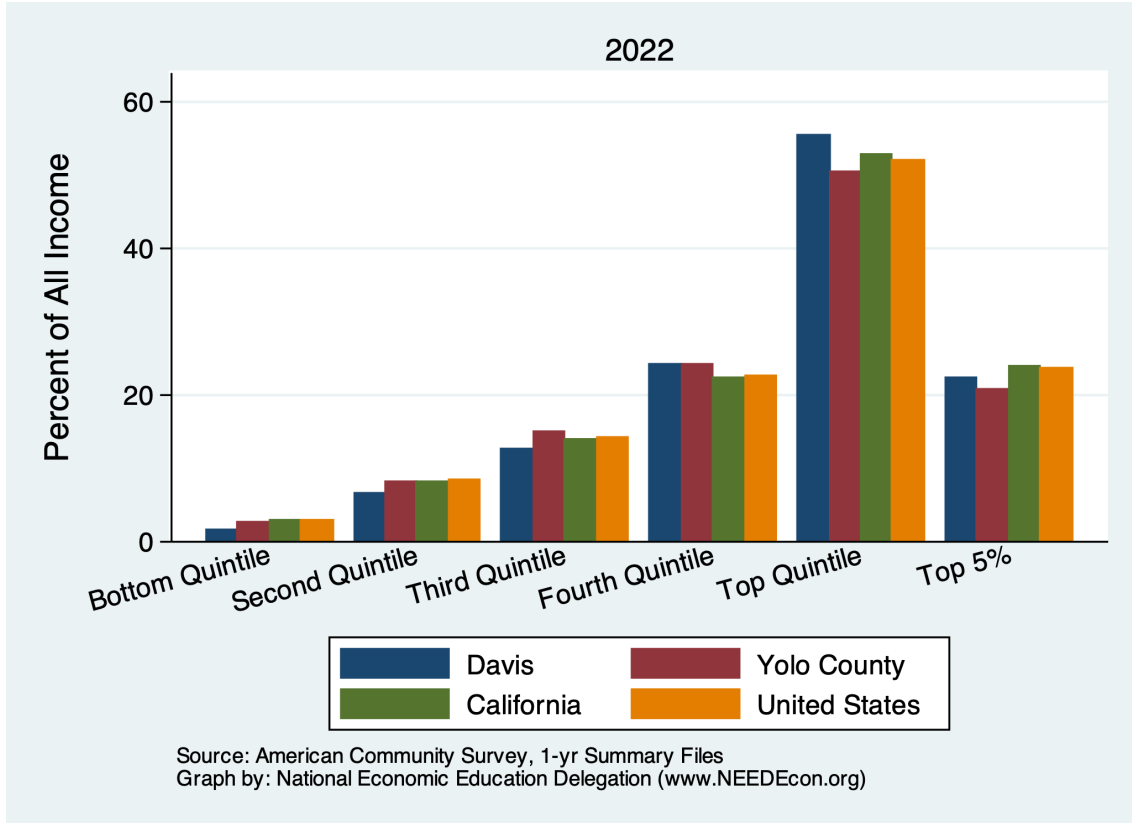
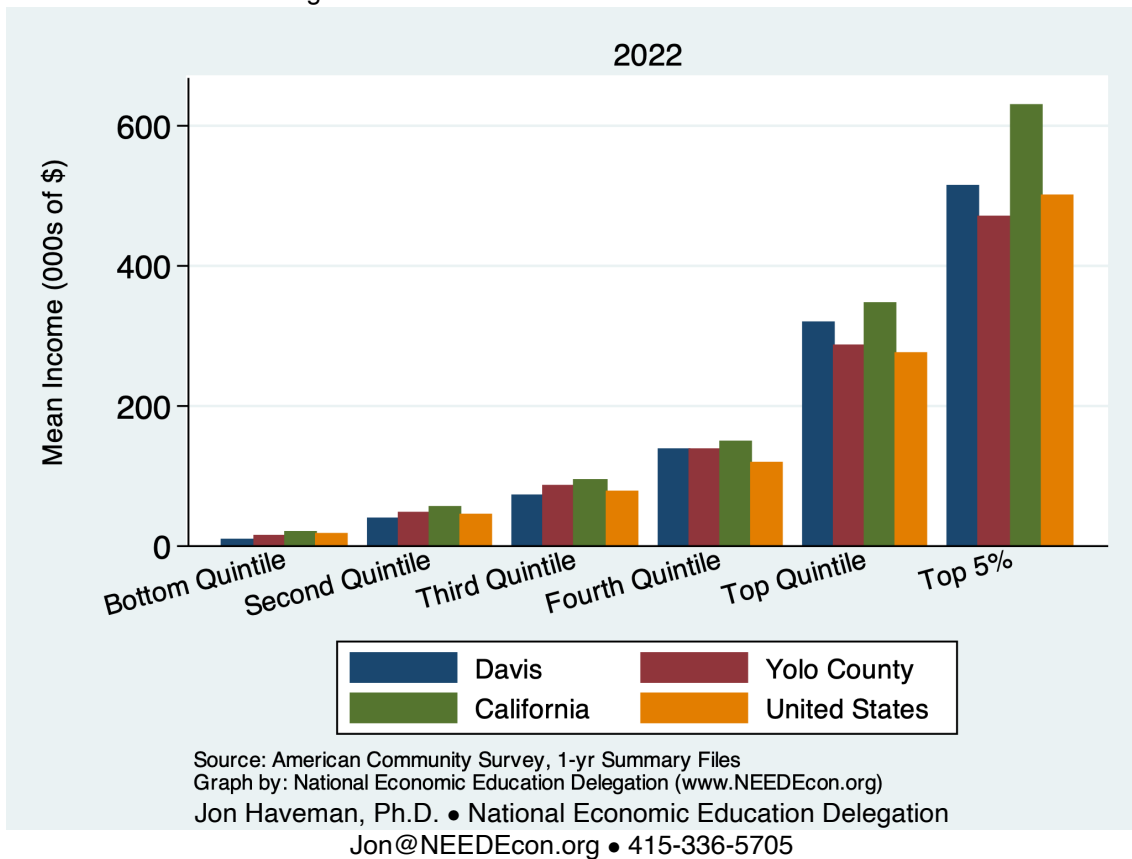


Figure 33: Means Across the Income Distribution



# 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 Davis and Broader Regions

Figure 34: Median Home Prices

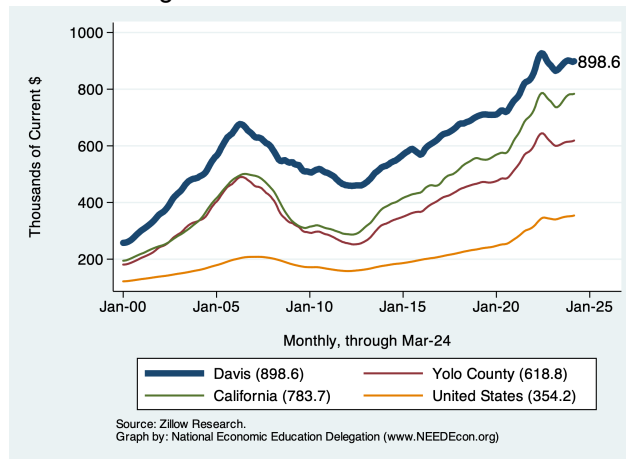
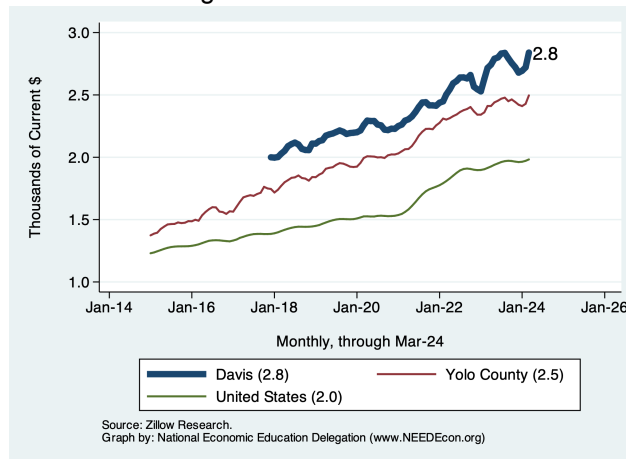


Figure 35: Median Rents



## Housing Ownership in Davis and Broader Regions

Figure 36: Home Ownership Rates

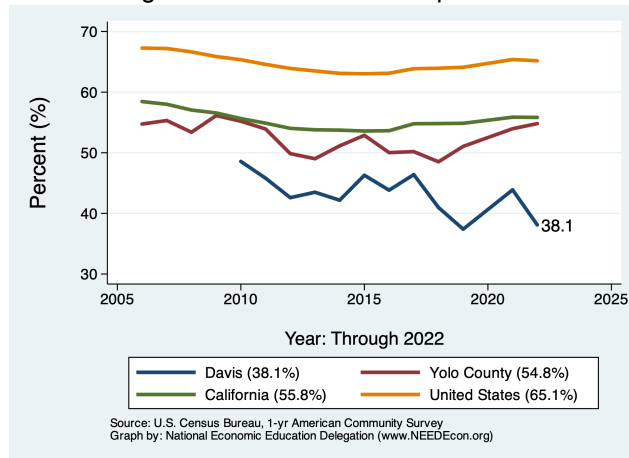


Figure 37: Home Ownership by Age

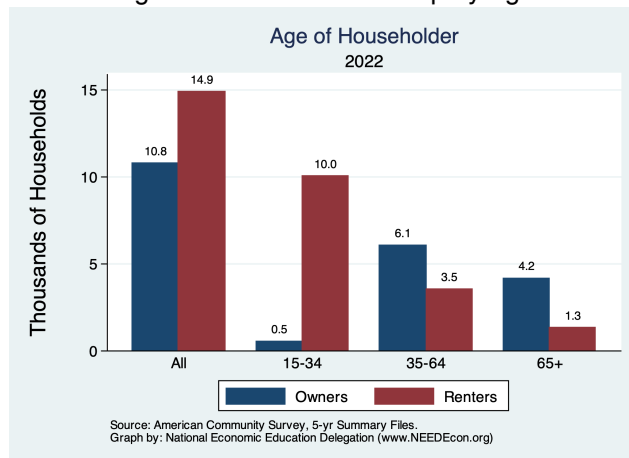


Figure 38: Income by Tenure

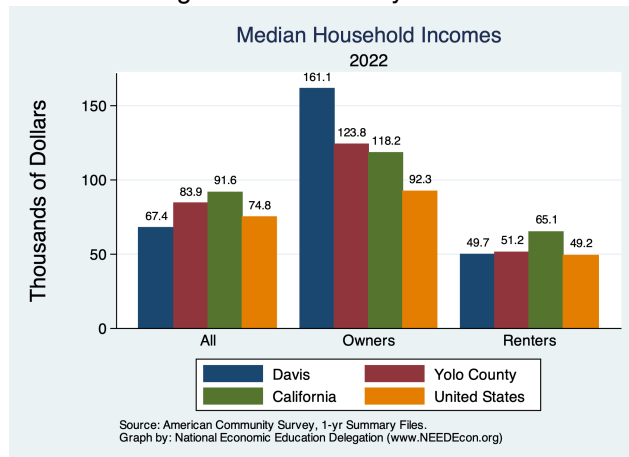


Figure 39: Income Distribution by Tenure

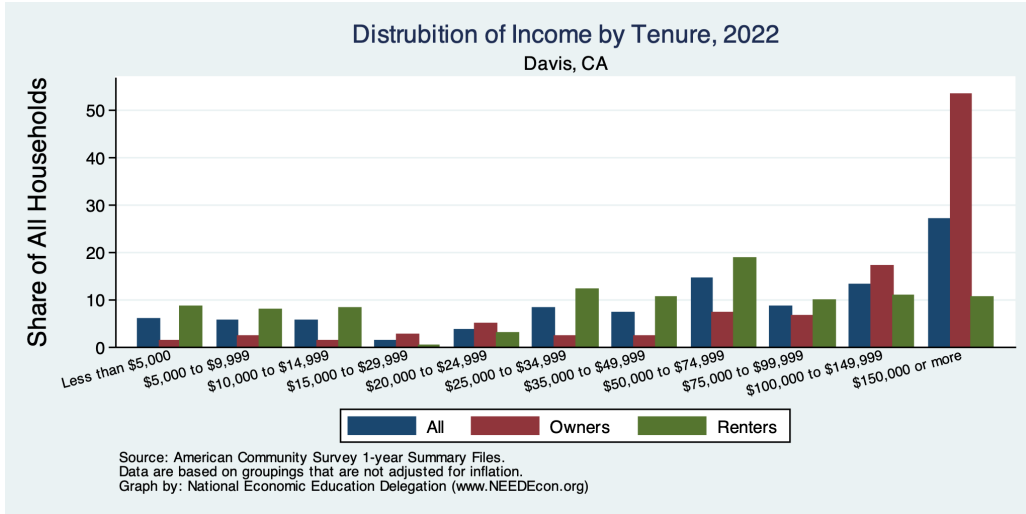


Figure 40: Income Distribution of Home Owners

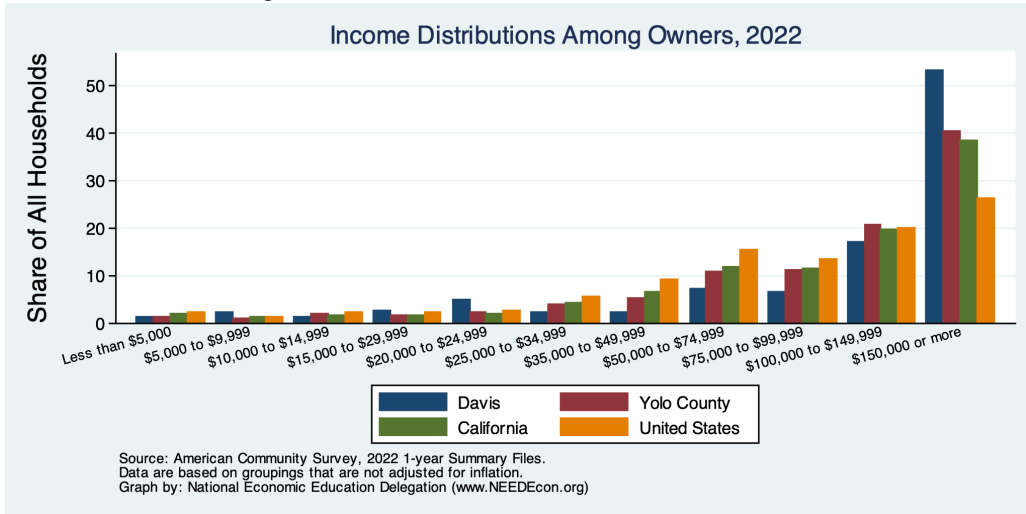
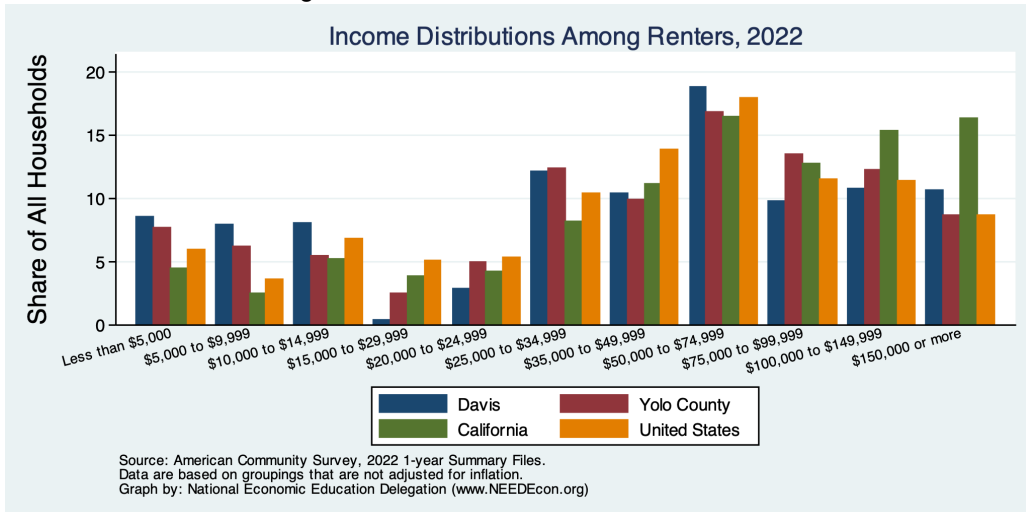


Figure 41: Income Distribution of Renters





## Housing Burden in Davis and Broader Regions

Figure 42: Home Owners w/ A Mortgage

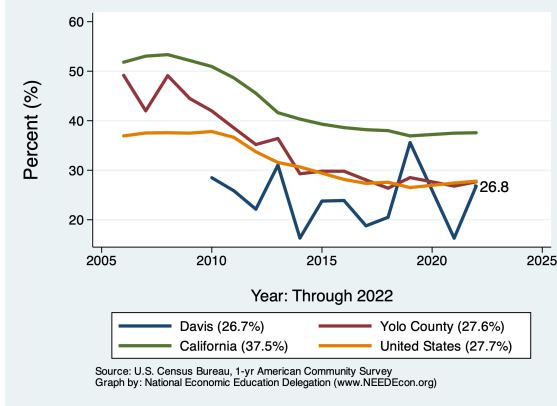


Figure 43: Home Owners w/o A Mortgage

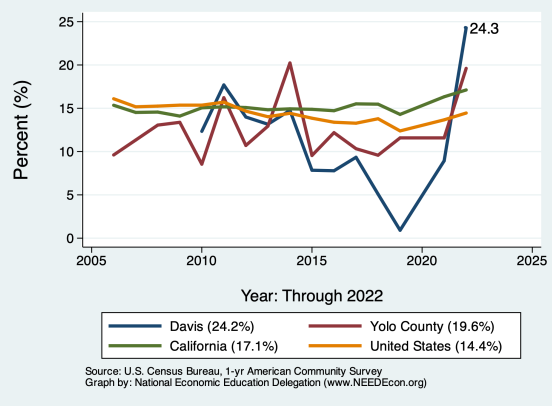


Figure 44: Renters

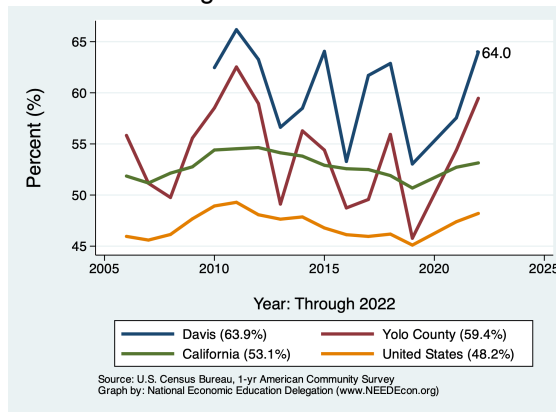
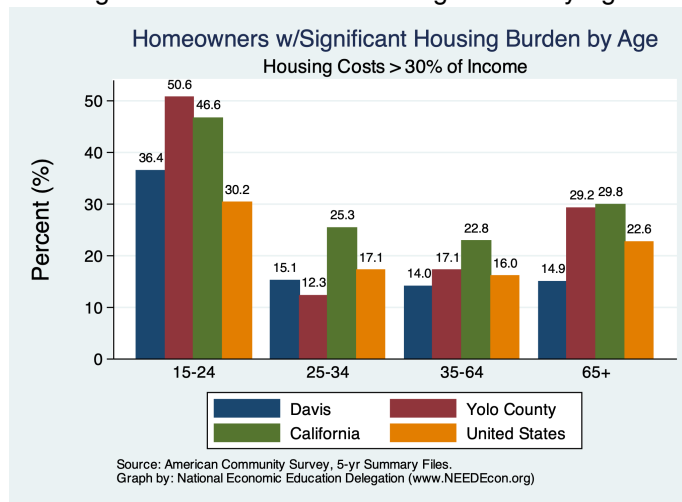


Figure 45: Homeowner Housing Burden by Age



# 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?

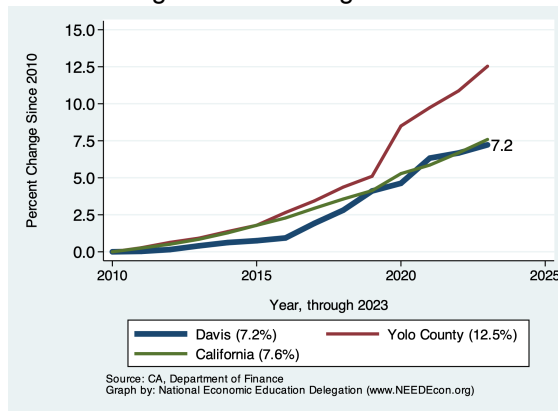
In areas where the rate of population growth exceeds the rate of housing growth, this is likely to reflect a tightening housing market. A tightening housing market will also likely be reflected in lower vacancy rates and higher occupancy rates. It may also be reflected in higher numbers of people per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

**Table 5. Housing Market Indicators**

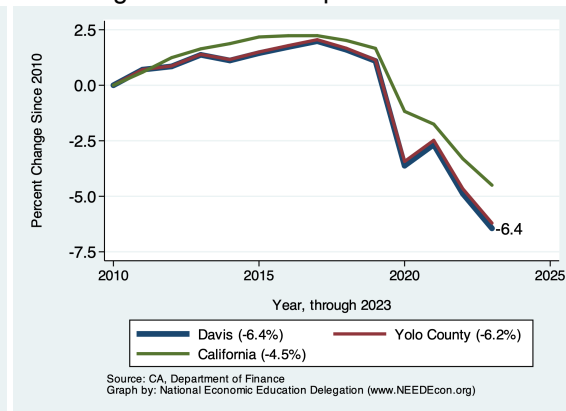
Indicator	2023	2019	2010	% Change from	
				2019	2010
Total Population	64,097.0	69,179.0	65,622.0	-7.3	-2.3
Total # of Homes	27,738.0	26,932.0	25,869.0	3.0	7.2
# Occupied Units	26,194.0	26,227.0	24,873.0	-0.1	5.3
Persons per Household	2.4	2.6	2.6	-7.5	-6.4
Vacancy Rate (%)	5.6	2.6	3.9	112.6	44.6

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

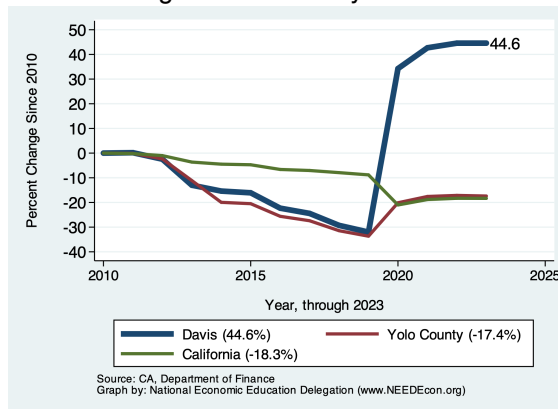
**Figure 46: Housing Growth**



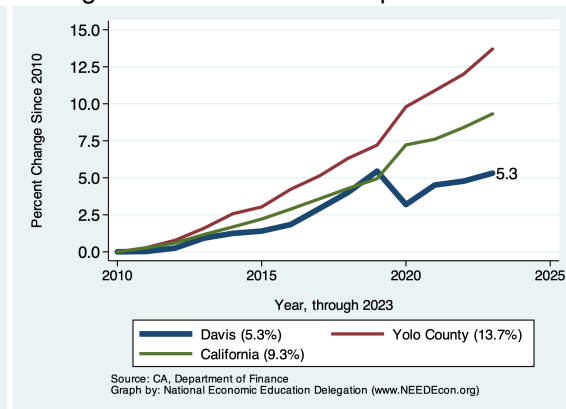
**Figure 47: Persons per Household**



**Figure 48: Vacancy Rates**



**Figure 49: Number of Occupanied Units**



## Trends in the Growth of Housing by Housing Type

Figure 50: Single Detached Homes

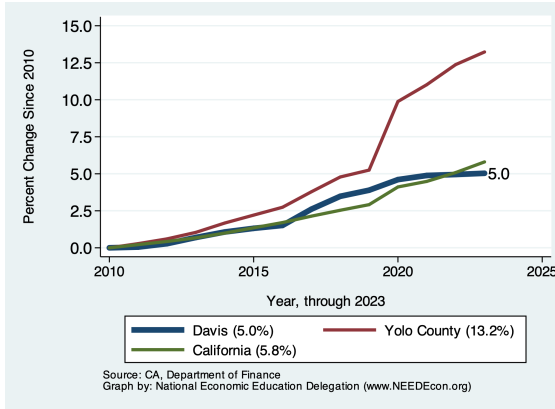


Figure 51: Single Attached Homes

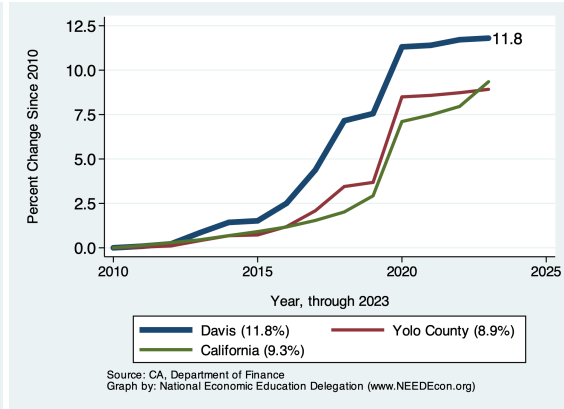


Figure 52: Housing in Buildings with Two to Four Units

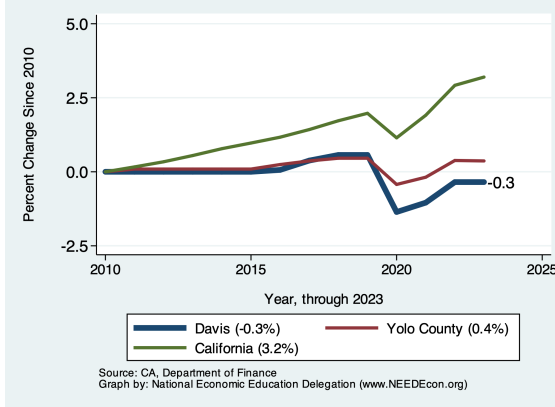
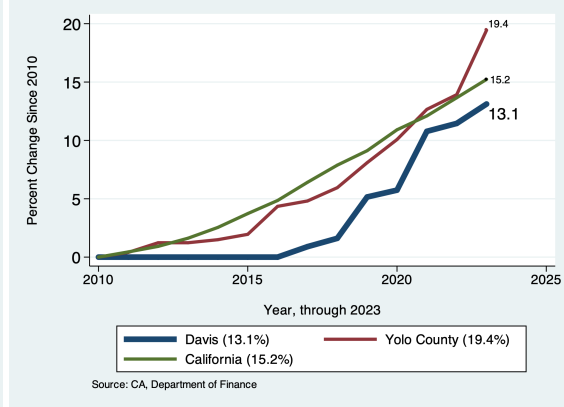


Figure 53: Housing in Buildings with Five or More Units



## Vintage of Residential Housing

### Why is it important?

This section provides evidence on the year in which residential housing in Davis was built. We break it down into owned versus rented residences and provide a comparison across Yolo 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 hous-

ing 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

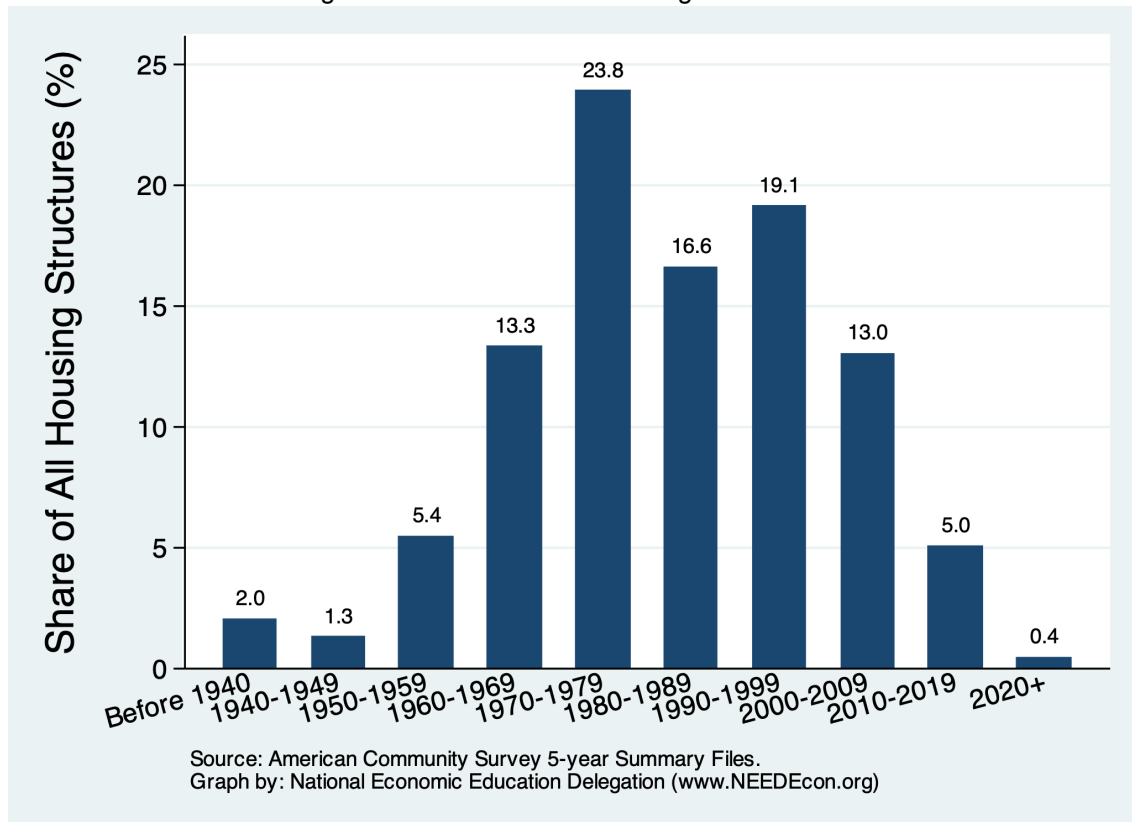


Figure 55: Housing Vintage across Regions

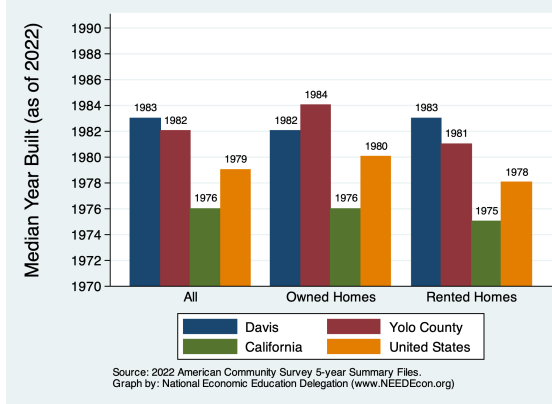


Figure 56: Housing Vintage by Tenure

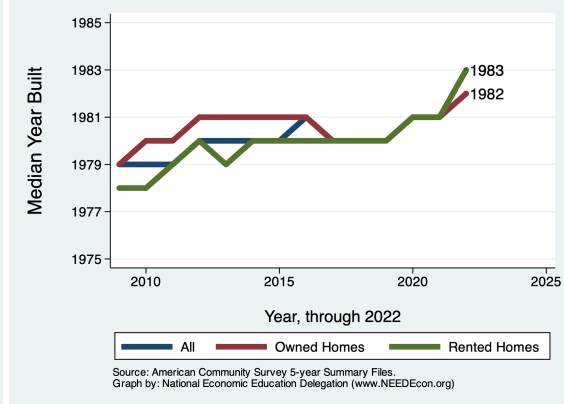


Figure 57: Vintage of Owned Residences

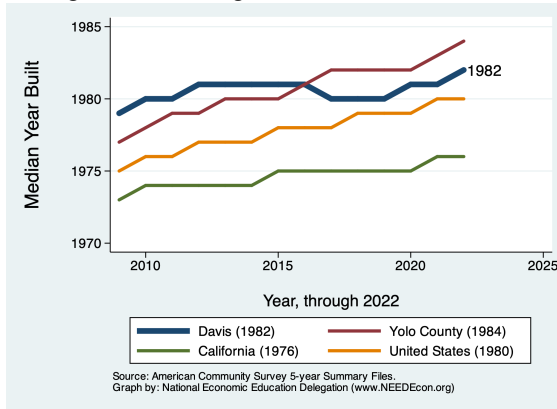


Figure 58: Vintage of Rented Residences

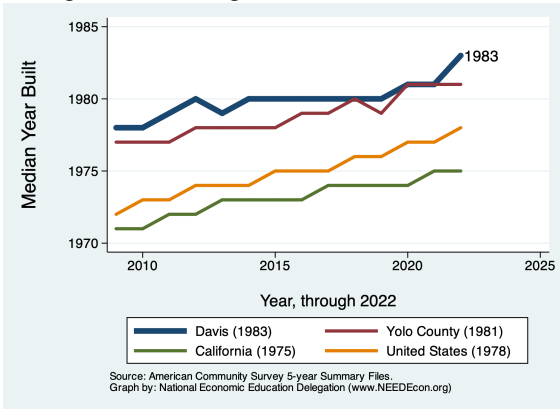
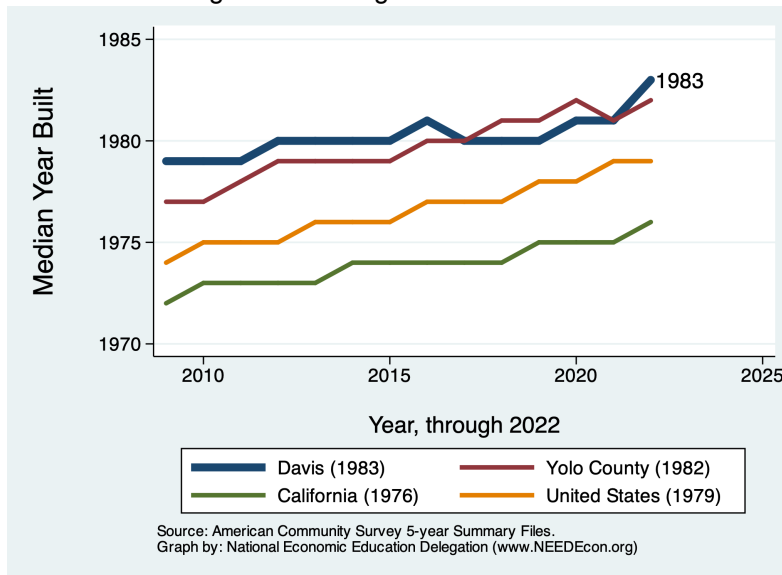


Figure 59: Vintage of All Residences



## 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

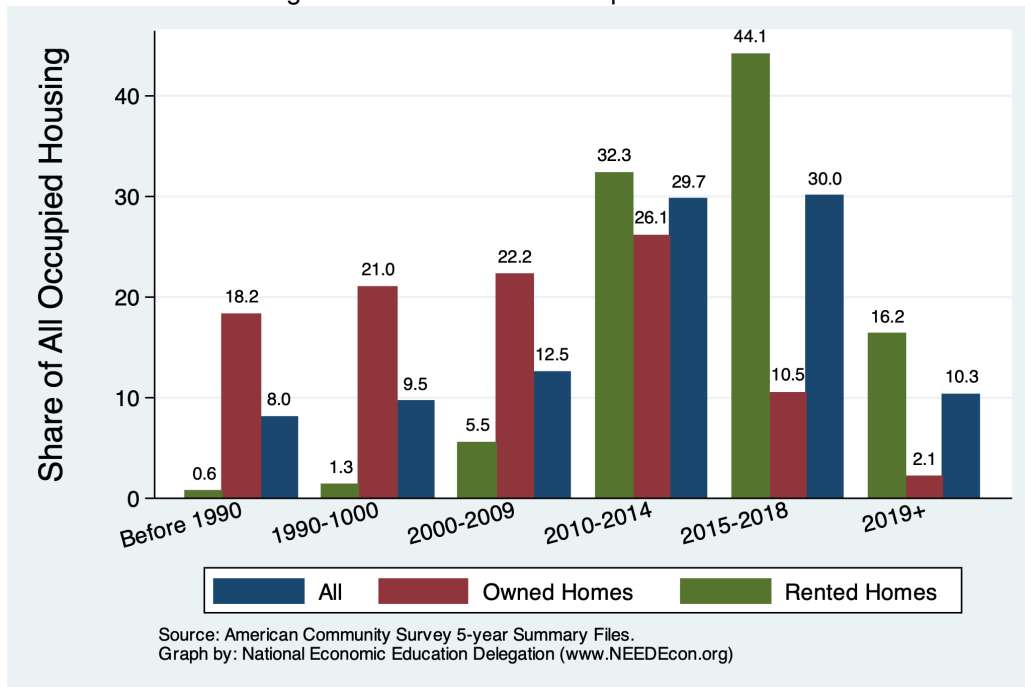


Figure 61: Year Occupied by Current Residents across Regions

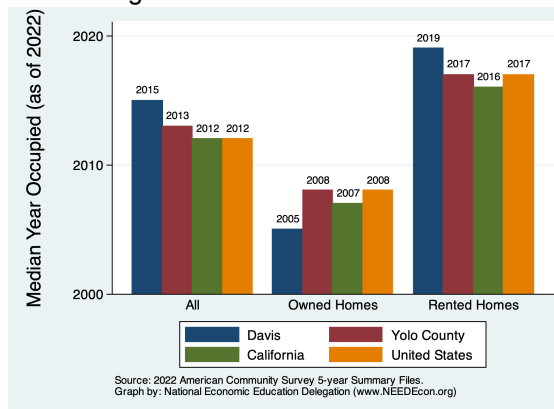


Figure 62: Year Occupied by Current Residents by Tenure

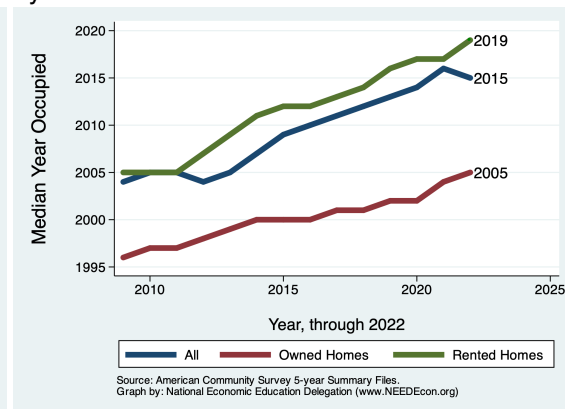


Figure 63: Year Occupied by Current Residents for Owned Housing Figure 64: Year Occupied by Current Residents for Rented Housing

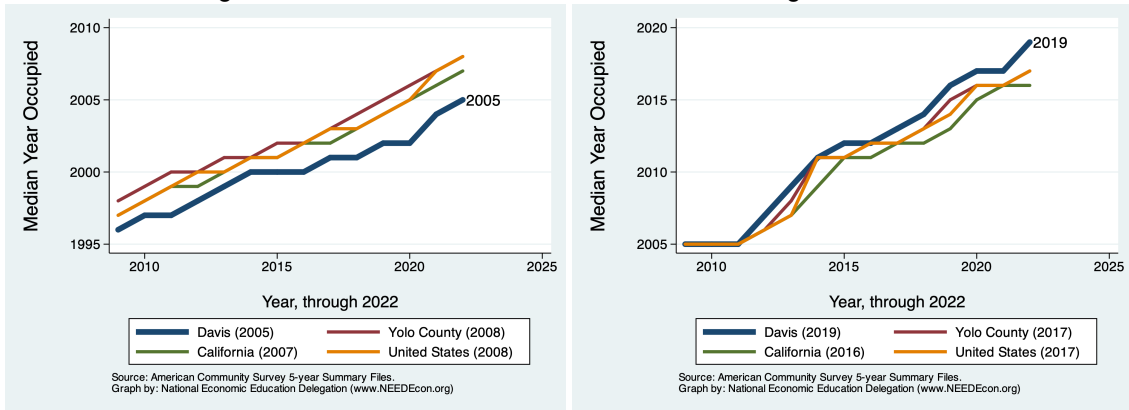
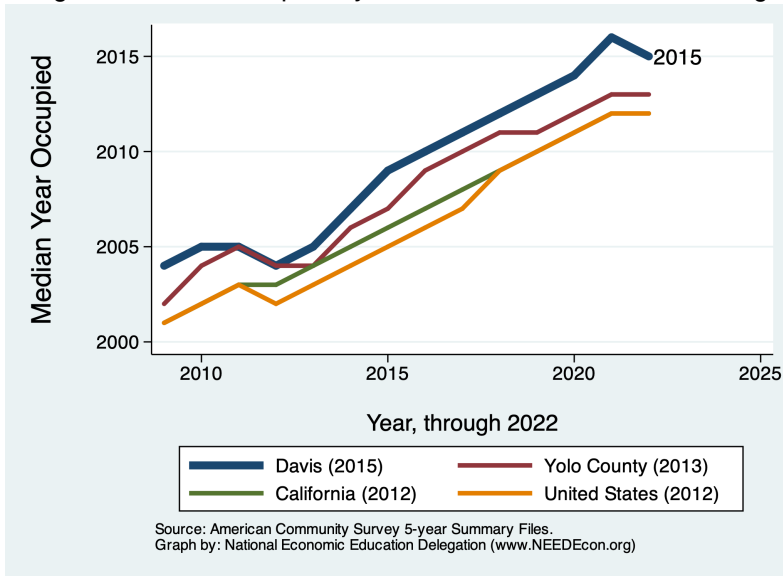


Figure 65: Year Occupied by Current Residents for All Housing



## Residential Permitting

### Definition:

This indicator provides evidence on the number of residential buildings that are permitted for construction each year. Permit data for Davis is compared with data from Yolo 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.

### Davis - Ranking Among Comparables

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

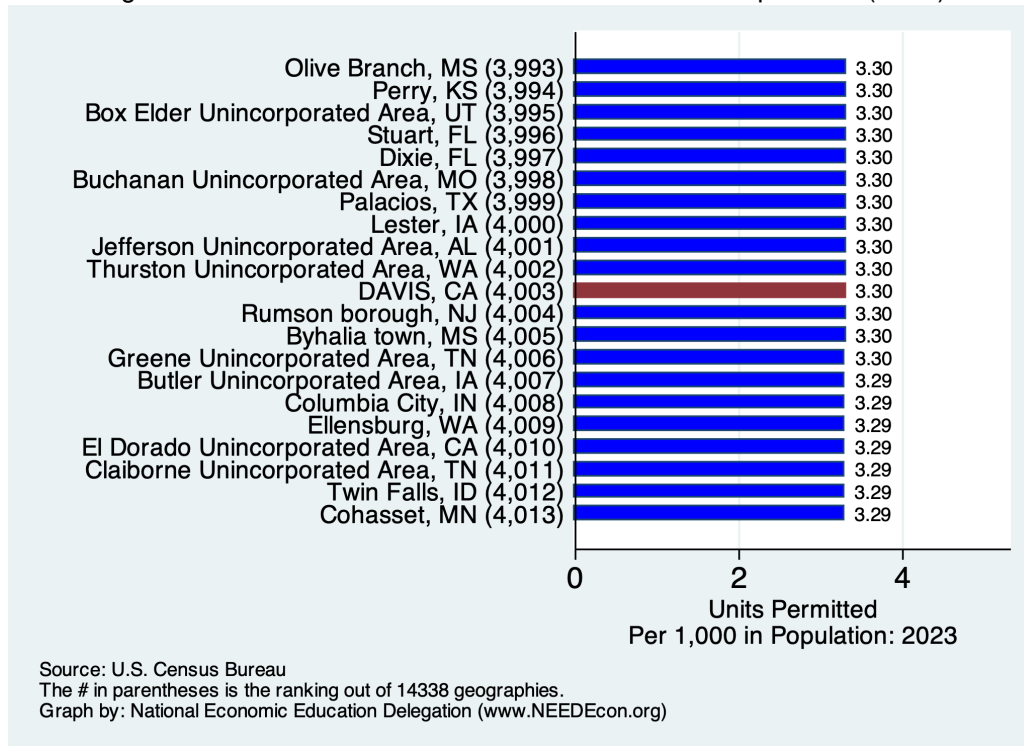
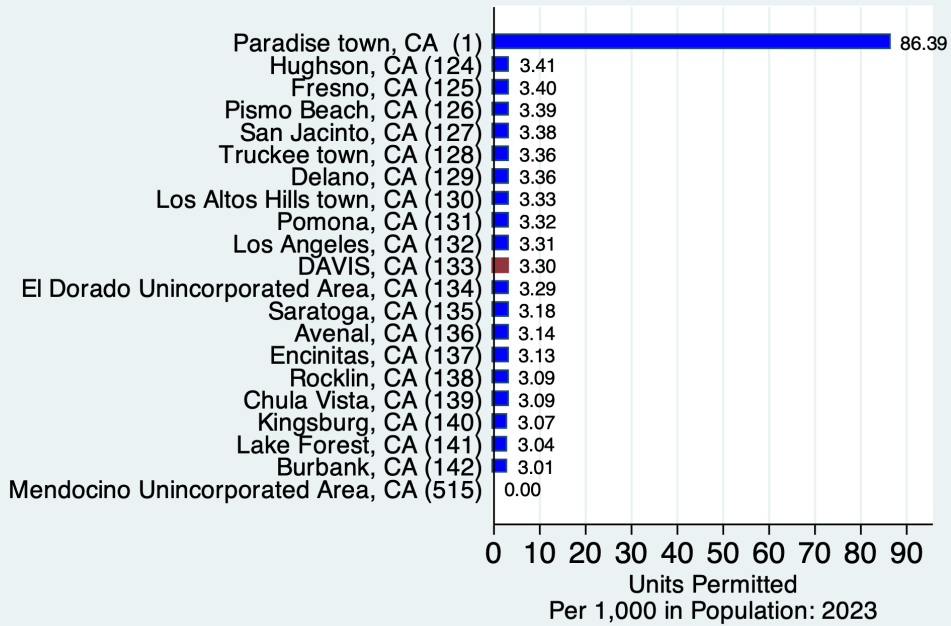


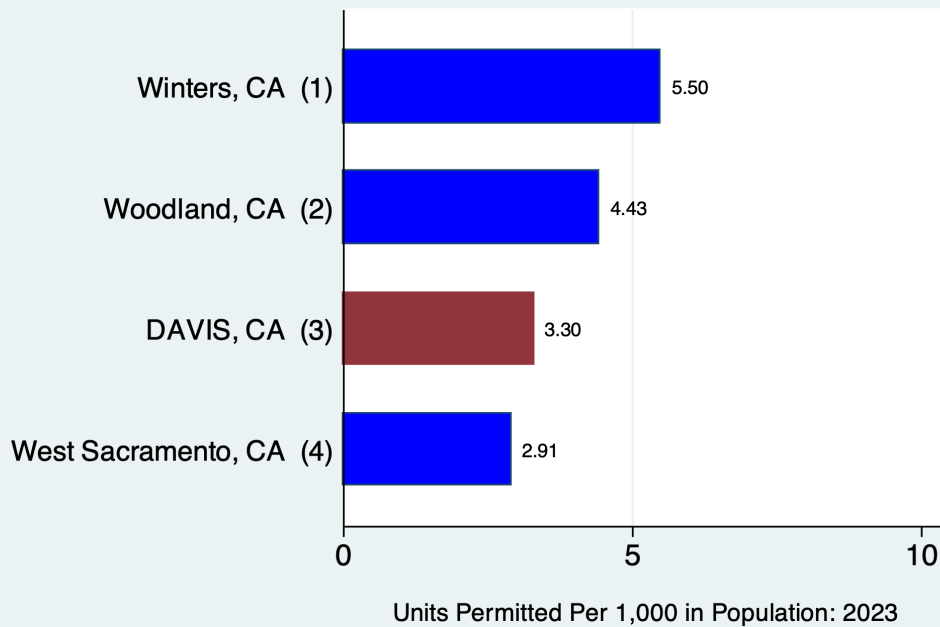


Figure 67: Number of Units Permitted - California Comparables (Rank)



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

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



Source: U.S. Census Bureau.  
 The # in parentheses is the ranking out of 4 geographies.  
 Graph by: National Economic Education Delegation ([www.NEEDecon.org](http://www.NEEDecon.org))

## Davis - Permitting Activity

### Annual Units Permitted - Per Capita in Davis

Figure 69: Units Permitted Each Year

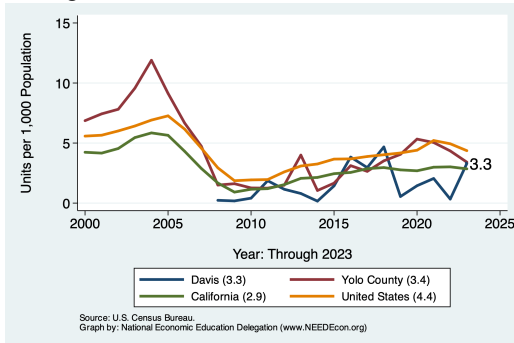
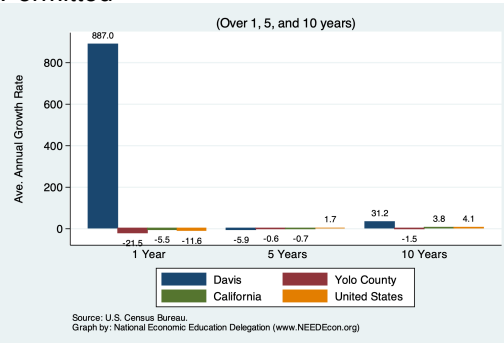


Figure 70: Average Annual Growth in Units Permitted



### Annual Number of Buildings Permitted - Per Capita in Davis

Figure 71: Units Permitted Each Year

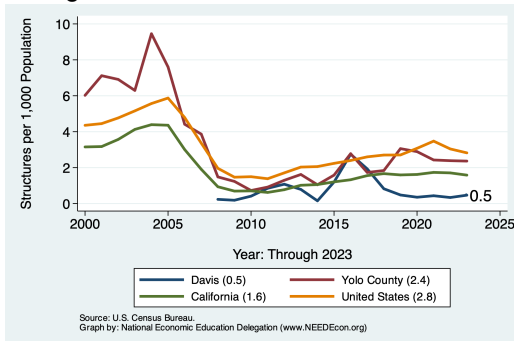
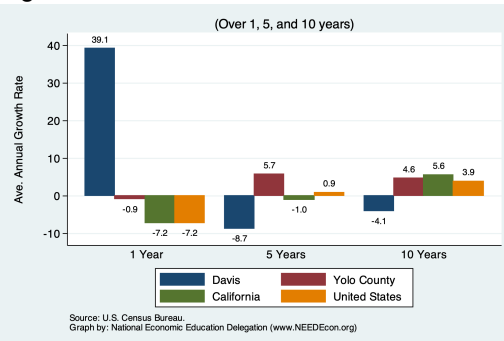


Figure 72: Average Annual Growth in Buildings Permitted



### Annual Value of Property Permitted - Per Capita in Davis

Figure 73: Value Permitted Each Year

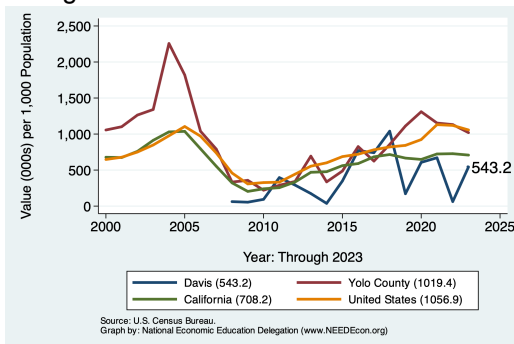
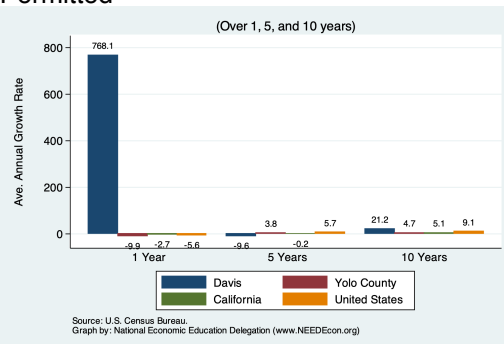


Figure 74: Average Annual Growth in Value Permitted



## 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

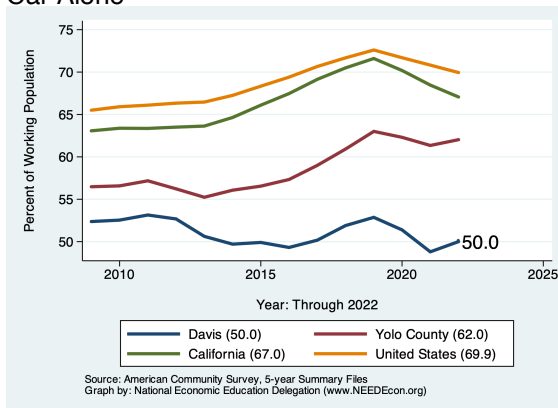


Figure 76: Percent of Workers Commuting by Carpool

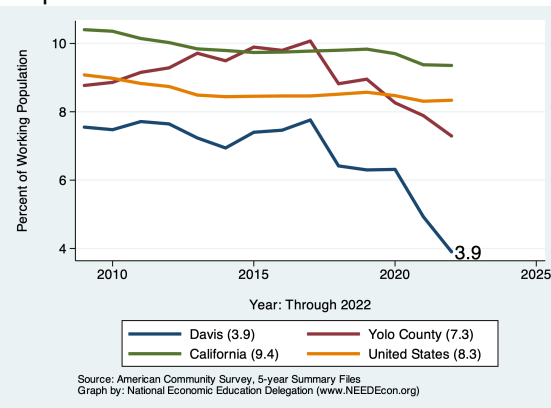


Figure 77: Percent of Workers using Public Transportation

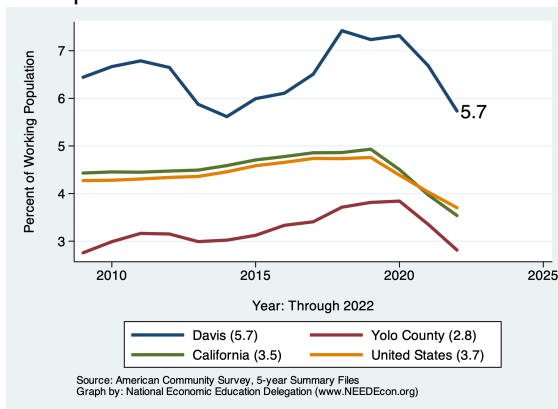
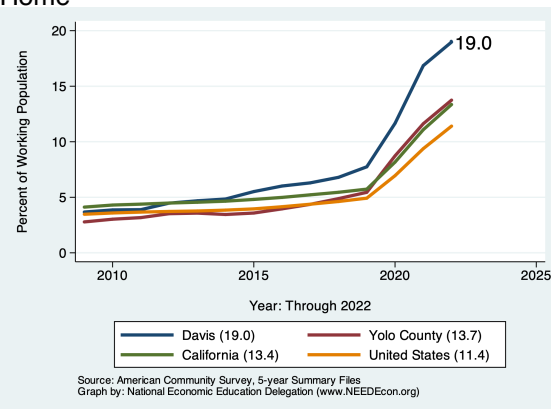


Figure 78: Percent of Workers Who Work From Home



The first table on this page presents data for those who LIVE in Davis. The second provides data on those who work, but do not necessarily live in Davis. 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:	9,038	53.1	8,824	51.3	17,862	53.9	78.0
Drove Alone	8,370	49.2	8,199	47.7	16,569	50.0	68.4
Carpooled:	668	3.9	625	3.6	1,293	3.9	9.5
In 2-person carpool	640	3.8	551	3.2	1,191	3.6	6.9
In 3-person carpool	16	0.1	47	0.3	63	0.2	1.5
In 4-or-more-person carpool	12	0.1	27	0.2	39	0.1	1.1
Public Transportation (excl Taxi):	671	3.9	1,229	7.1	1,900	5.7	3.6
Bus or Trolley Bus	512	3.0	1,165	6.8	1,677	5.1	2.3
Streetcar or Trolley Car	31	0.2	14	0.1	45	0.1	0.8
Subway or Elevated	113	0.7	44	0.3	157	0.5	0.3
Railroad	0	0.0	6	0.0	6	0.0	0.2
Ferryboat	15	0.1	0	0.0	15	0.0	0.1
Bicycle	2,094	12.3	2,150	12.5	4,244	12.8	0.7
Walked	372	2.2	458	2.7	830	2.5	2.4
Taxicab, Motorcycle, or other	245	1.4	99	0.6	344	1.0	1.7
Worked at Home	2,949	17.3	3,339	19.4	6,288	19.0	13.6
<b>Total:</b>	15,369	90.3	16,099	93.7	31,468	95.0	

Source: 2022 5-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:	7,795	56.5	7,557	49.2	15,352	52.6	78.0
Drove Alone	7,123	51.6	6,900	44.9	14,023	48.1	68.5
Carpooled:	672	4.9	657	4.3	1,329	4.6	9.5
In 2-person carpool	512	3.7	511	3.3	1,023	3.5	6.9
In 3-person carpool	85	0.6	70	0.5	155	0.5	1.5
In 4-or-more-person carpool	75	0.5	76	0.5	151	0.5	1.1
Public Transportation (excl Taxi):	135	1.0	426	2.8	561	1.9	3.6
Bus or Trolley Bus	75	0.5	383	2.5	458	1.6	2.3
Streetcar or Trolley Car	47	0.3	9	0.1	56	0.2	0.8
Subway or Elevated	13	0.1	23	0.1	36	0.1	0.3
Railroad	0	0.0	11	0.1	11	0.0	0.2
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	475	3.4	786	5.1	1,261	4.3	0.7
Walked	343	2.5	423	2.8	766	2.6	2.4
Taxicab, Motorcycle, or other	187	1.4	225	1.5	412	1.4	1.7
Worked at Home	2,949	21.4	3,339	21.7	6,288	21.6	13.6
<b>Total:</b>	11,884	86.1	12,756	83.0	24,640	84.5	

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.

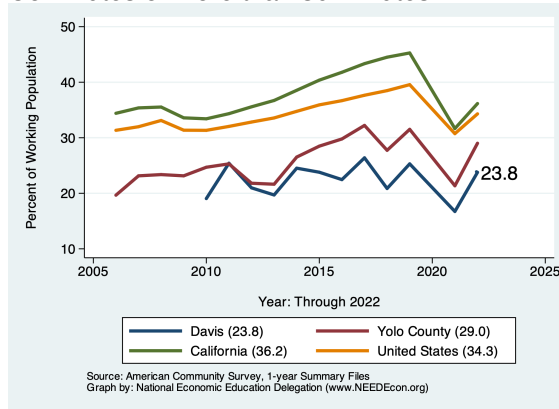
# Commute Times for Employed Residents

**Table 8. SEX OF WORKERS BY TRAVEL TIME TO WORK**

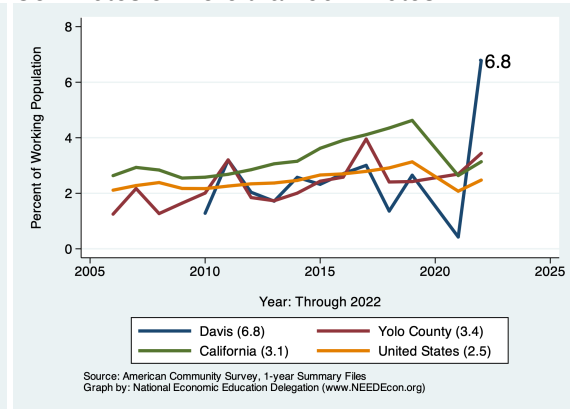
Mode of Transit	Male		Female		All Workers		All of CA
	#	(%)	#	(%)	#	(%)	(%)
Less than 5 minutes	201	1.2	141	0.9	342	1.1	2.1
5 to 9 minutes	1,535	9.5	2,106	13.1	3,641	11.6	7.8
10 to 14 minutes	1,635	10.1	3,598	22.4	5,233	16.6	12.4
15 to 19 minutes	3,811	23.6	3,032	18.9	6,843	21.7	15.4
20 to 24 minutes	1,217	7.5	2,181	13.6	3,398	10.8	14.8
25 to 29 minutes	986	6.1	625	3.9	1,611	5.1	6.4
30 to 34 minutes	905	5.6	1,281	8.0	2,186	6.9	15.2
35 to 39 minutes	298	1.8	204	1.3	502	1.6	2.9
40 to 44 minutes	75	0.5	282	1.8	357	1.1	4.1
45 to 59 minutes	393	2.4	265	1.7	658	2.1	8.2
60 to 89 minutes	1,281	7.9	364	2.3	1,645	5.2	7.2
90 or more minutes	1,534	9.5	600	3.7	2,134	6.8	3.6
<b>Total:</b>	<b>13,871</b>	<b>86.0</b>	<b>14,679</b>	<b>91.4</b>	<b>28,550</b>	<b>90.7</b>	

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

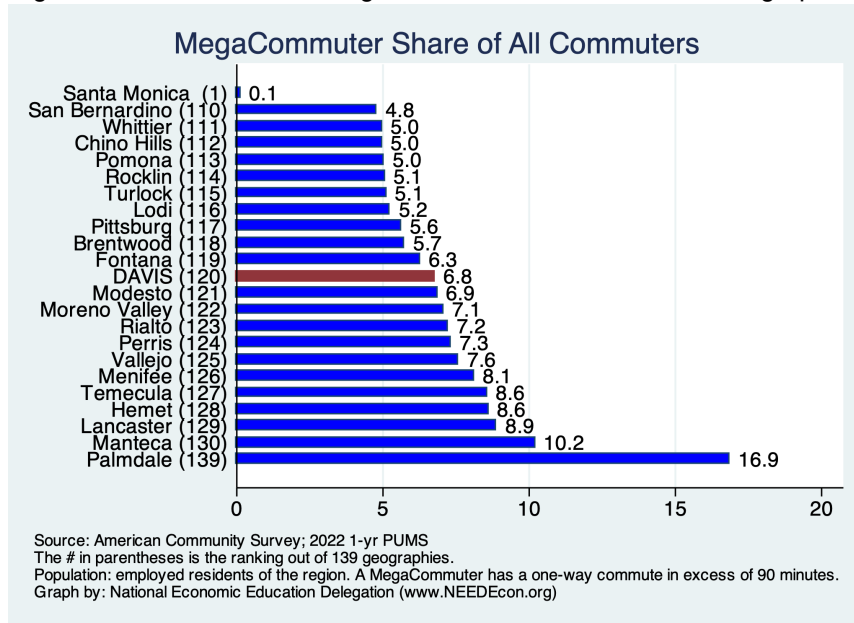
**Figure 79: Percent of Employed Population With Commutes of More than 30 Minutes**



**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

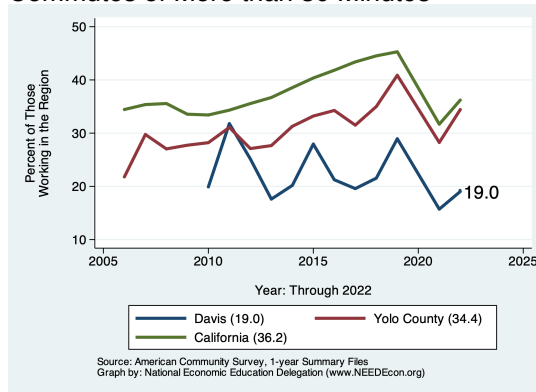
**Table 9. SEX OF WORKERS BY TRAVEL TIME TO WORK FOR WORKPLACE GEOGRAPHY**

Mode of Transit	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Less than 5 minutes	106	0.8	237	1.6	343	1.2	2.1
5 to 9 minutes	1,527	11.5	1,969	13.7	3,496	12.6	7.8
10 to 14 minutes	758	5.7	2,413	16.8	3,171	11.5	12.4
15 to 19 minutes	1,382	10.4	1,773	12.3	3,155	11.4	15.3
20 to 24 minutes	1,989	15.0	1,300	9.0	3,289	11.9	14.8
25 to 29 minutes	538	4.1	320	2.2	858	3.1	6.4
30 to 34 minutes	491	3.7	1,204	8.4	1,695	6.1	15.2
35 to 39 minutes	274	2.1	674	4.7	948	3.4	2.9
40 to 44 minutes	291	2.2	290	2.0	581	2.1	4.1
45 to 59 minutes	386	2.9	371	2.6	757	2.7	8.2
60 to 89 minutes	345	2.6	523	3.6	868	3.1	7.2
90 or more minutes	312	2.4	100	0.7	412	1.5	3.6
<b>Total:</b>	<b>8,399</b>	<b>63.4</b>	<b>11,174</b>	<b>77.6</b>	<b>19,573</b>	<b>70.8</b>	

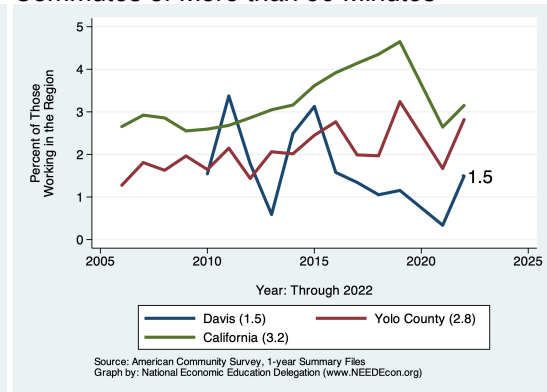
Source: 2022 1-year American Community Survey, Summary File

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

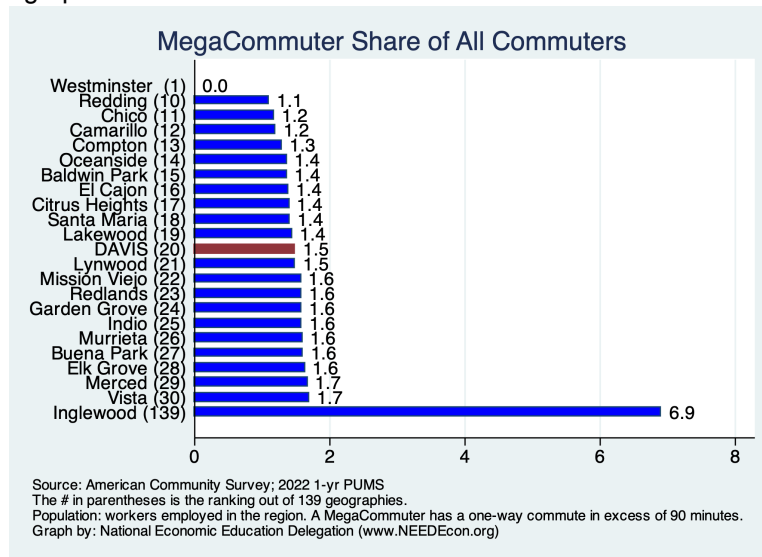
**Figure 82: Percent of Local Employees With Commutes of More than 30 Minutes**



**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

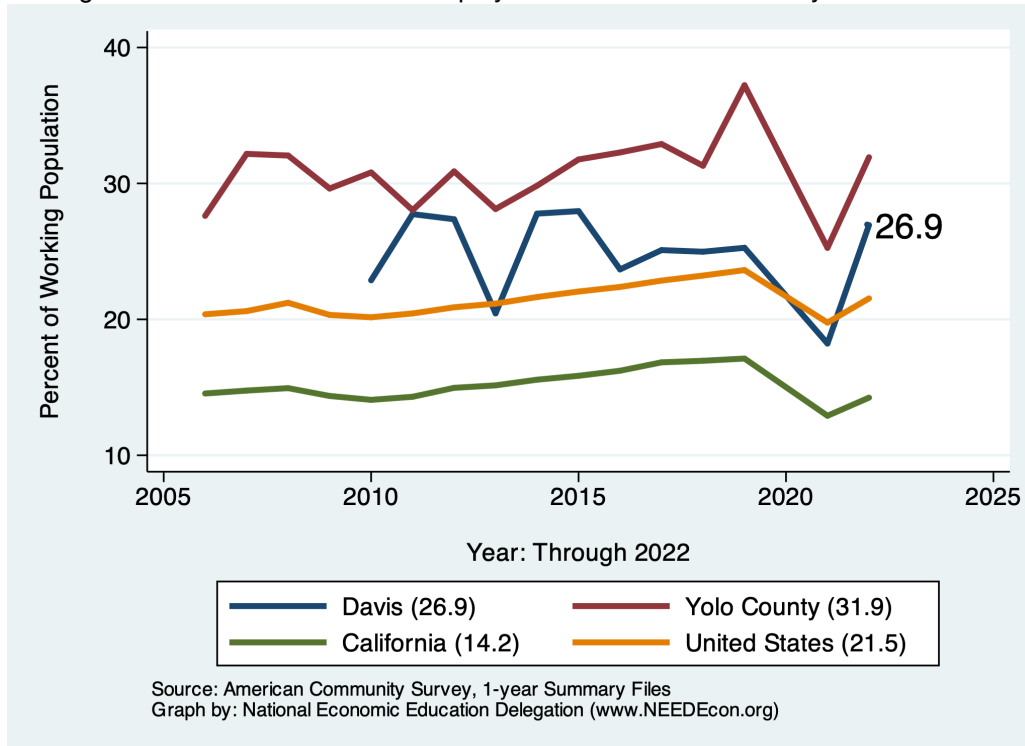
This section provides evidence on where workers living in Davis work. As evidenced in the first table, some of Davis's employed workers work in the City, but many do not. The first table and graph pair provide evidence at the county level while the second provide evidence with regard to working outside of the Davis 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:	16,654	97.8	17,772	99.3	34,426	99.6	99.6
Worked in county of residence	10,670	62.7	14,450	80.7	25,120	72.7	85.3
worked outside of county of residence	5,984	35.2	3,322	18.6	9,306	26.9	14.3
Worked outside state of residence	0	0.0	123	0.7	123	0.4	0.4
<b>Total:</b>	16,654	97.8	17,895	100.0	34,549	100.0	

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

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

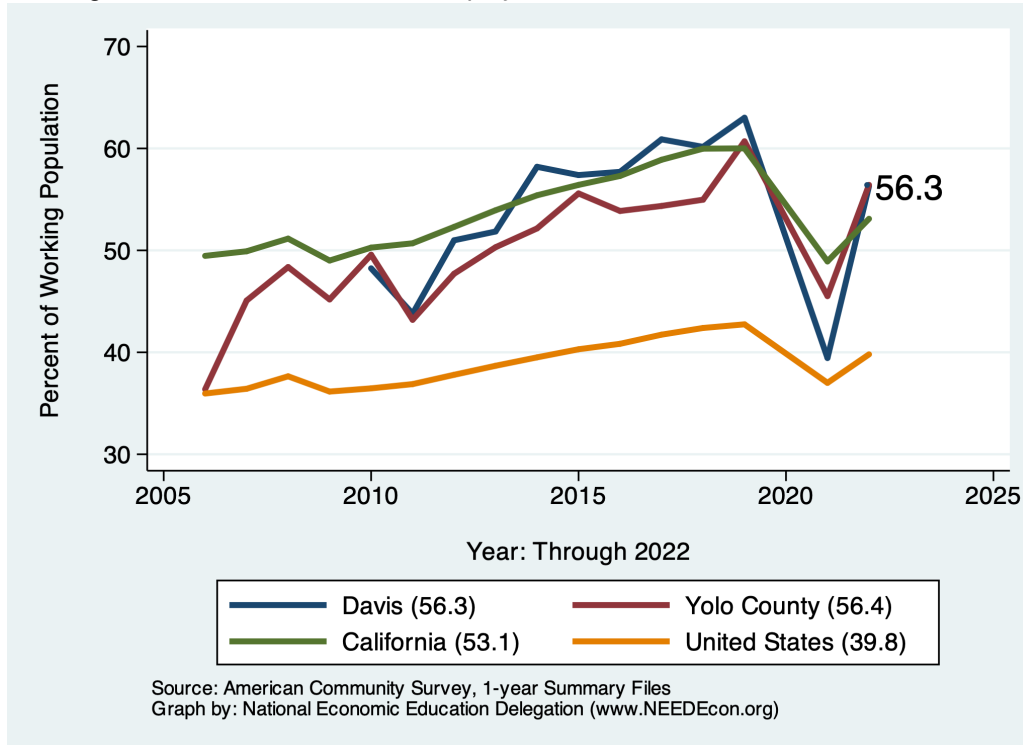


**Table 11. SEX OF WORKERS BY PLACE OF WORK-PLACE LEVEL**

Place of Work	Male		Female		All Workers #	All Workers (%)	All of CA (%)
	#	(%)	#	(%)			
Living in a place:	16,654	97.8	17,895	100.0	34,549	100.0	95.8
Worked in place of residence	6,454	37.9	8,652	48.3	15,106	43.7	42.3
Worked outside place of residence	10,200	59.9	9,243	51.7	19,443	56.3	53.4
Not living in a place	0	0.0	0	0.0	0	0.0	4.2
<b>Total:</b>	16,654	97.8	17,895	100.0	34,549	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	United States	
	Median	Ratio	Median	Median	Ratio
Car, truck, or van - drove alone	32,299	92.2	48,335	45,677	90.8
Car, truck, or van - carpooled	31,933	122.6	35,926	34,518	118.8
Public transportation (excluding taxicab)	23,250	92.6	34,625	41,443	72.0
Walked	11,750	53.1	30,552	27,247	55.4
Taxicab, motorcycle, bicycle, or other means	37,695	128.0	40,631	36,218	133.6
Worked from home	85,047	147.2	79,738	69,180	157.9
<b>Total:</b>	36,109	72.5	49,818	46,365	77.9

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	5,504	39.5	4,023	45.9	5,346	51.6	16,569	48.0	68.4
Car, Truck, or Van: Carpooled	289	2.1	330	3.8	426	4.1	1,293	3.7	9.5
Public Transportation (excl Taxi)	1,058	7.6	345	3.9	314	3.0	1,900	5.5	3.6
Walked	494	3.5	122	1.4	172	1.7	830	2.4	2.4
Taxicab, Motorcycle, or other	1,918	13.8	999	11.4	962	9.3	4,588	13.3	2.4
Worked at Home	1,224	8.8	1,635	18.7	3,148	30.4	6,274	18.2	13.6
<b>Total:</b>	10,487	75.3	7,454	85.1	10,368		31,454	91.1	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	4,577	37.3	4,274	49.2	3,842	50.1	14,023	50.3	68.5
Car, Truck, or Van: Carpooled	328	2.7	481	5.5	321	4.2	1,329	4.8	9.5
Public Transportation (excl Taxi)	443	3.6	47	0.5	30	0.4	561	2.0	3.6
Walked	472	3.8	164	1.9	124	1.6	766	2.7	2.4
Taxicab, Motorcycle, or other	855	7.0	454	5.2	197	2.6	1,673	6.0	2.4
Worked at Home	1,224	10.0	1,635	18.8	3,148	41.1	6,274	22.5	13.6
<b>Total:</b>	7,899	64.4	7,055	81.3	7,662		24,626	88.3	

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	3,703	52.4	1,367	50.1	16,256	62.0	21,326	62.4	65.8
Car, Truck, or Van: Carpooled	100	1.4	99	3.6	543	2.1	742	2.2	9.8
Public Transportation (excl Taxi)	454	6.4	80	2.9	822	3.1	1,356	4.0	2.6
Walked	230	3.3	103	3.8	366	1.4	699	2.0	2.1
Taxicab, Motorcycle, or other	656	9.3	235	8.6	3,145	12.0	4,036	11.8	2.4
Worked at Home	470	6.7	456	16.7	5,073	19.4	5,999	17.6	17.2
<b>Total:</b>	<b>5,613</b>	<b>79.4</b>	<b>2,340</b>	<b>85.8</b>	<b>26,205</b>		<b>34,158</b>		

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	1,710	39.2	852	40.4	12,525	53.6	15,087	52.8	65.8
Car, Truck, or Van: Carpooled	74	1.7	86	4.1	1,466	6.3	1,626	5.7	9.8
Public Transportation (excl Taxi)	200	4.6	0	0.0	265	1.1	465	1.6	2.6
Walked	142	3.3	38	1.8	328	1.4	508	1.8	2.1
Taxicab, Motorcycle, or other	147	3.4	0	0.0	1,101	4.7	1,248	4.4	2.4
Worked at Home	470	10.8	456	21.6	5,073	21.7	5,999	21.0	17.2
<b>Total:</b>	<b>2,743</b>	<b>62.9</b>	<b>1,432</b>	<b>67.9</b>	<b>20,758</b>	<b>88.8</b>	<b>24,933</b>	<b>87.3</b>	<b>100.0</b>

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 Davis is a net recipient (migration inflows) or donor (mi-

gration outflows) of population is very important 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

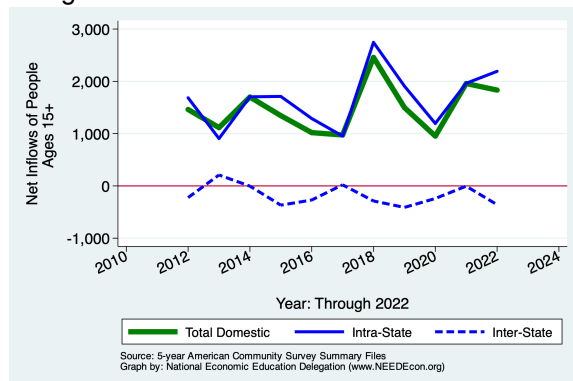


Table 17: Migration by Income

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
No income	9,913	2,325	-312	1,276	113	1,248
With income	50,112	3,782	1,060	1,539	109	1,074
\$1 to \$9,999 or less	10,303	2,690	258	1,789	60	583
\$10,000 to \$14,999	4,712	740	1,125	-217	-232	64
\$15,000 to \$24,999	5,949	138	53	-314	349	50
\$25,000 to \$34,999	6,044	17	-53	263	-193	0
\$35,000 to \$49,999	4,583	303	-48	-103	184	270
\$50,000 to \$64,999	4,015	216	0	187	-78	107
\$65,000 to \$74,999	2,202	-438	-294	-137	-7	0
\$75,000 or more	12,304	116	19	71	26	0
<b>All:</b>	60,025	6,107	748	2,815	222	2,322

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

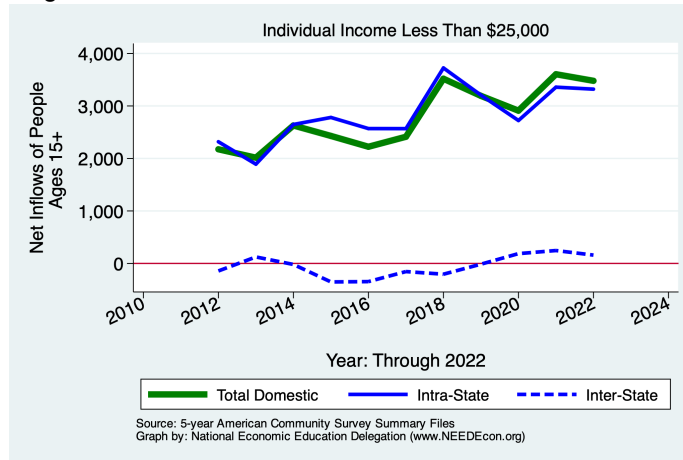


Figure 89: Overall Movements of Middle Income Residents

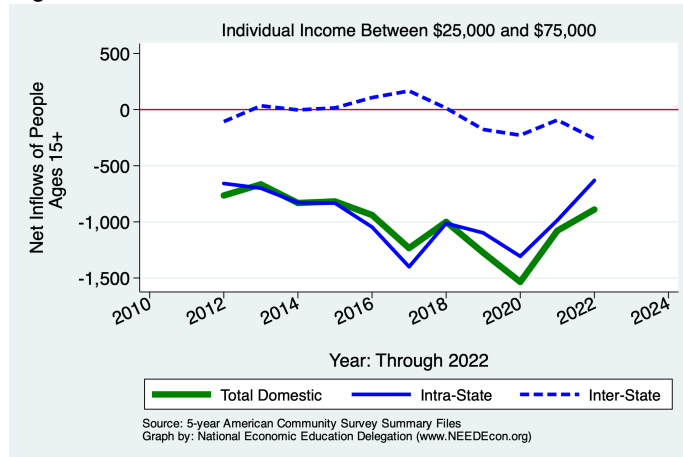
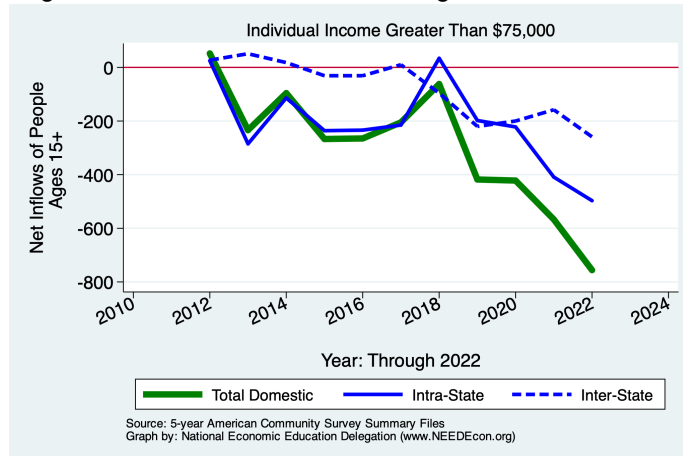


Figure 90: Overall Movements of High Income Residents



## 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	33,410	4,750	84	2,565	-97	2,198
Now married, except separated	21,244	1,507	712	135	536	124
Divorced	3,489	-112	-48	18	-82	0
Separated	297	0	0	0	0	0
Widowed	1,585	-38	0	97	-135	0
<b>Total:</b>	60,025	6,107	748	2,815	222	2,322

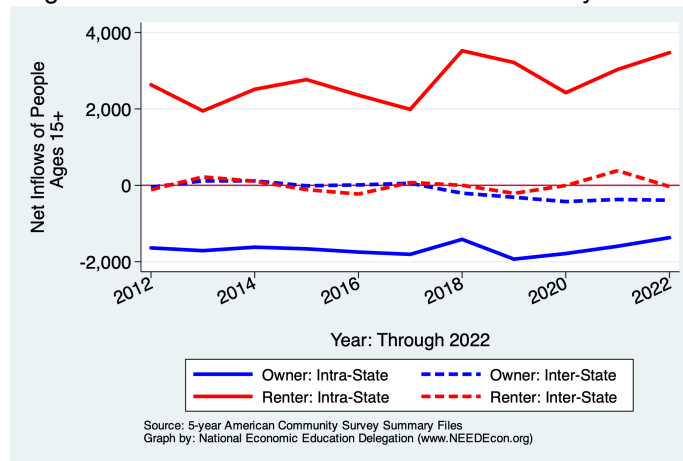
Source: 2022 1-year American Community Survey, Summary File

**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	24,409	-255	-283	-321	-56	405
Householder lived in renter-occupied housing units	39,181	6,584	1,144	3,321	300	1,819
<b>Total:</b>	63,590	6,329	861	3,000	244	2,224

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				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
1 to 4 years	1,857	117	1	39	69	8
5 to 17 years	7,357	288	-184	382	-30	120
18 and 19 years	4,256	1,755	289	1,152	143	171
20 to 24 years	18,231	2,732	441	1,468	126	697
25 to 29 years	5,369	-1,090	-104	-788	-300	102
30 to 34 years	3,470	-144	-154	55	-97	52
35 to 39 years	2,760	-113	-50	-6	-75	18
40 to 44 years	3,058	153	-64	149	-52	120
45 to 49 years	2,960	-7	-90	16	12	55
50 to 54 years	3,276	-17	-12	-16	11	0
55 to 59 years	2,773	-7	-28	2	11	8
60 to 64 years	2,645	-174	-34	0	-140	0
65 to 69 years	2,787	-10	-5	6	-36	25
70 to 74 years	2,473	-128	0	-141	0	13
75 years and over	3,671	25	-27	29	-29	52
<b>Total Population:</b>	66,943	3,380	-21	2,347	-387	1,441

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

**Table 21: Migration by Educational Attainment**

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
Less than high school graduate	1,384	105	0	105	0	0
High school graduate (includes equiv)	4,141	6	0	-73	-21	100
Some college or assoc. degree	5,295	-34	-79	43	2	0
Bachelor's degree	9,772	134	56	15	63	0
Graduate or professional degree	13,696	25	-91	-258	159	215
<b>Total:</b>	34,288	236	-114	-168	203	315

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	44,228	44,228
Moved Within Same County	25,090	26,379
Moved to Different County, Same State	9,689	22,385
Moved Between States	30,515	31,167
Moved from Abroad	8,203	
<b>Total Population:</b>	31,129	34,414

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	38.5	38.5
Moved Within Same County	22.2	22.5
Moved to Different County, Same State	21.2	23.8
Moved Between States	25.1	24.1
Moved from Abroad	23.6	
<b>Total Population:</b>	25.8	28.3

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/>

U.S. Census Bureau. Building Permits Data, updated annually in February. <https://www.census.gov/construction/bps/current.html>

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