

# **Dixon, California**

## *Indicators Report*

by  
The National Economic Education Delegation (NEED)

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

***A Demographic Snapshot***

Statistic	2022	2019
<b>POPULATION</b>		
Population Estimate (#, 5yr)	19,071.0	20,084.0
Veterans (#, 5yr)	937.0	1,180.0
Foreign born persons (% , 5yr)	16.3	21.9
Population age 25+ (#, 5yr)	12,109.0	12,535.0
<b>AGE AND SEX</b>		
Persons under 5 years (% , 5yr)	6.3	4.8
Persons under 18 years (% , 5yr)	26.0	26.5
Persons 65 years and over (% , 5yr)	12.5	13.0
Female persons (% , 5yr)	49.5	49.0
<b>INCOME AND POVERTY</b>		
Median household income (\$ , 5yr)	92,138.0	82,570.0
Per capita income in past 12 months (\$ , 5yr)	40,095.0	29,293.0
Persons in poverty (% , 5yr)	7.2	10.3
Children age less than 18 in poverty (#, 5yr)	310.0	803.0
Children age less than 18 in poverty (% , 5yr)	6.3	15.6
<b>RACE AND ETHNICITY</b>		
White alone (% , 5yr)	64.6	69.8
African American alone (% , 5yr)	2.2	1.9
American Indian or Alaska Native alone (% , 5yr)	0.0	0.7
Asian alone (% , 5yr)	3.4	5.1
Native Hawaiian and Other Pacific Islander alone (% , 5yr)	0.1	0.4
Two or More Races (% , 5yr)	13.7	7.1
Hispanic or Latino (% , 5yr)	41.1	42.4
White alone, not Hispanic or Latino (% , 5yr)	48.1	45.0
<b>HOUSING</b>		
Housing units (#, 5yr)	6,726.0	6,389.0
Owner-occupied housing units (% , 5yr)	59.3	69.9
Median value of owner-occupied housing units (\$ , 5yr)	522,900.0	385,400.0
Median selected monthly owner costs-with a mortgage (\$ , 5yr)	2,420.0	2,001.0
Median selected monthly owner costs-without a mortgage (\$ , 5yr)	649.0	551.0
Median gross rent (\$ , 5yr)	1,687.0	1,426.0
<b>FAMILIES AND LIVING ARRANGEMENTS</b>		
Households (#, 5yr)	6,491.0	6,062.0
Persons per household (#, 5yr)	2.9	3.3
Living in same house 1 year ago, % of persons age 1+ (5yr)	89.6	88.7
<b>EDUCATION</b>		
High school graduate or higher, % of persons age 25+ (5yr)	85.5	80.1
Bachelor's degree or higher, % of persons age 25+ (5yr)	22.3	19.7
<b>HEALTH</b>		
With a disability, under age 65 years (#, 5yr)	1,232.0	1,376.0
Persons without health insurance, under age 65 years (% , 5yr)	5.0	7.6
<b>LABOR FORCE</b>		
In civilian labor force, persons age 16+ (% , 5yr)	71.7	70.1
In civilian labor force, women age 16+ (% , 5yr)	62.1	60.6
Employed, persons age 16+ (% , 5yr)	67.1	63.9
Self employed (% , 5yr)	7.0	8.4
<b>TRANSPORTATION</b>		
Mean travel time to work, workers age 16+ (Mins., 5yr)	26.0	29.1
Drive alone in private vehicle (% , 5yr)	84.0	80.3
Using public transportation (% , 5yr)	0.2	0.4
Worked from home (% , 5yr)	6.3	4.8

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
<b>City</b>				
Dixon	19,018	0.22	-4.59	-2.64
<b>County and Broader Regions</b>				
Solano County	443,749	-0.48	1.03	1.06
Bay Area	7,548,792	-0.45	-2.58	-2.62
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	Bay Area	California
Solano County	445.9	443.7	-0.48	-0.45	-0.35
Vallejo	123.2	121.7	-1.21		
Fairfield	119.1	119.5	0.40		
Vacaville	101.2	100.8	-0.43		
Suisun City	28.8	28.5	-1.17		
Benicia	26.5	26.2	-1.21		
Dixon	19.0	19.0	0.22		
Rio Vista	9.9	10.0	0.73		

Source: CA DOF; Calculations by National Economic Education Delegation

Figure 1: Population Growth (1)

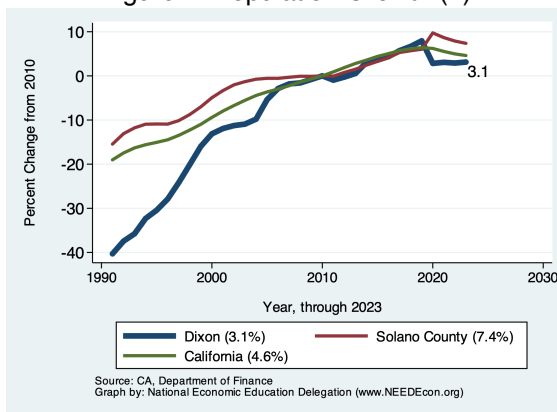


Figure 2: Population Growth (2)

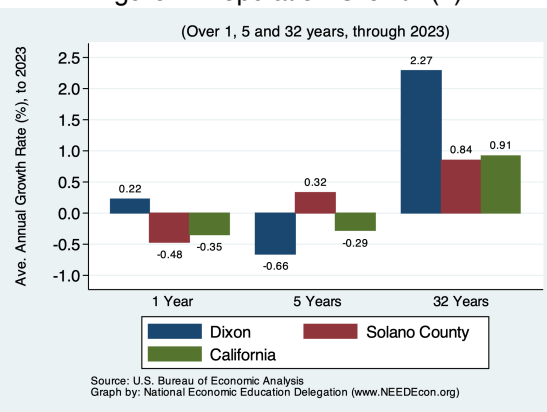


Figure 3: Population by Age - Detailed Age Categories

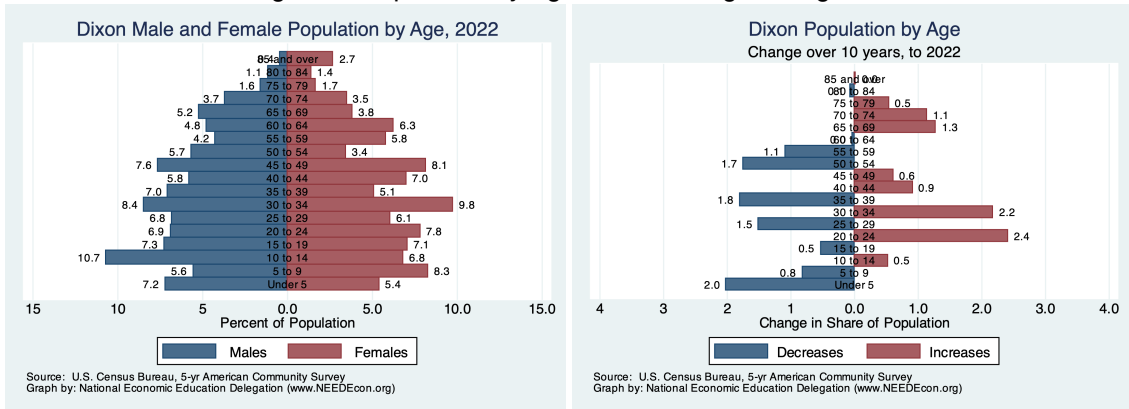


Figure 4: Population by Age - Broad Age Categories

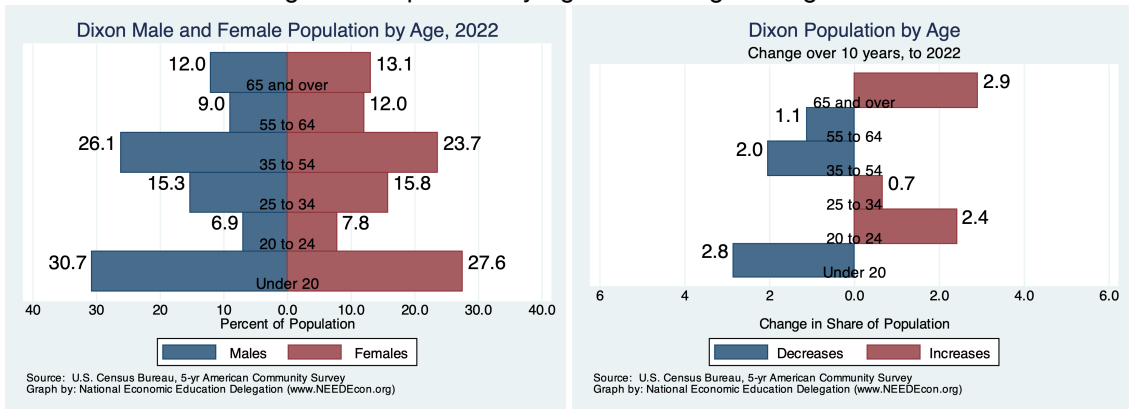


Figure 5: Population by Educational Attainment

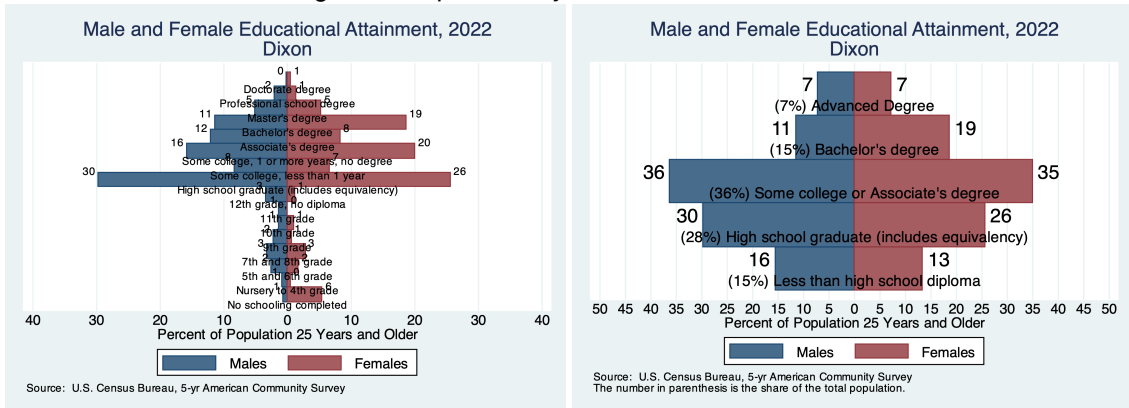


Figure 6: Population by Race/Ethnicity

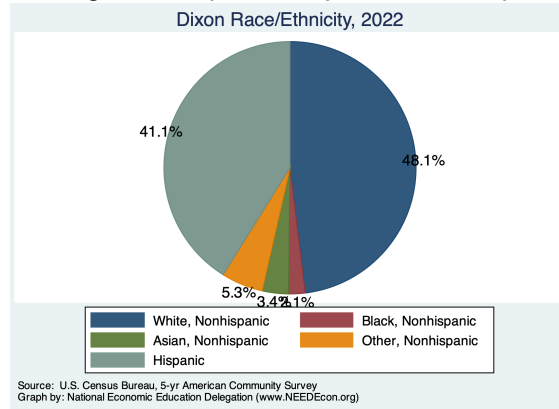
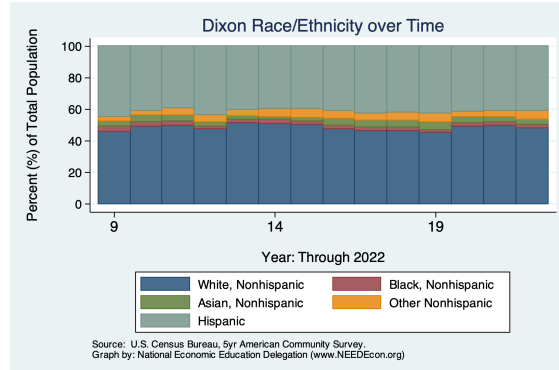


Figure 7: Population by Race/Ethnicity Over Time





# 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. Dixon 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

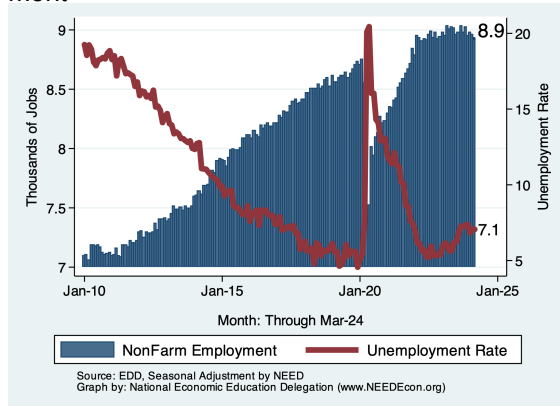


Figure 9: Employment and Unemployment - Last 12 Months

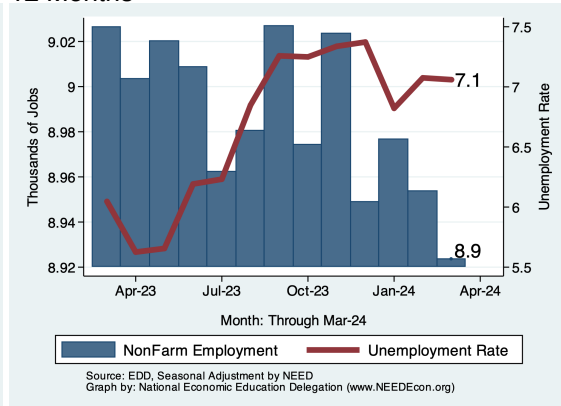


Figure 10: Relative Employment Growth Across Regions - since 2010

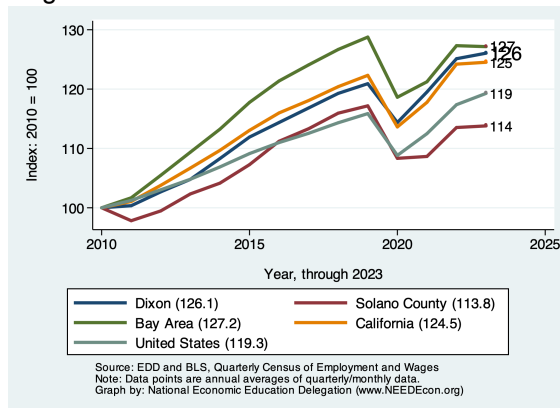
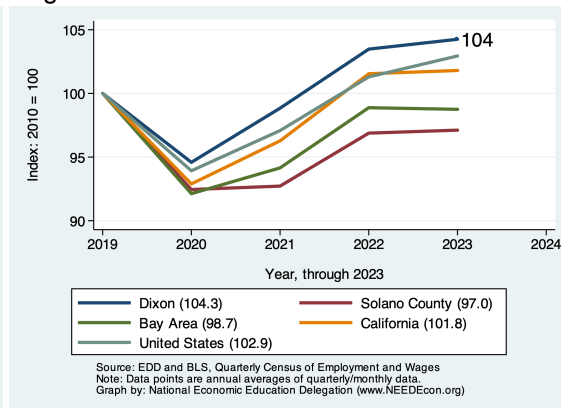


Figure 11: Relative Employment Growth Across Regions - since 2019



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

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

Industry	Employment	Share	Empl Growth	% Growth - Annualized Rate					
				Month	Qtr	6mo	1yr	3yr	5yr
<b>Total Nonfarm</b>	586	100.0	3.3	7.0	4.7	-0.7	-1.9	-1.8	-4.4
<b>Total Private</b>	210	35.8	-1.7	-9.3	-6.4	-12.0	-11.1	-5.7	-8.3
<b>Service Providing</b>	544	92.8	-2.8	-5.9	3.6	-1.9	-1.9	-2.9	-4.9
<b>Government</b>	360	61.4	-1.0	-3.1	3.1	-3.6	0.2	1.1	-1.9
State	60	10.2	0.0	0.0	0.0	-26.5	-14.3	0.0	4.0
Local	257	43.9	-5.2	-21.4	8.3	3.8	4.0	1.3	-2.7

Source: EDD, National Economic Education Delegation (NEED)

## Some Employee Detail

### Employed in Dixon

Figure 12: Employment by Occupation

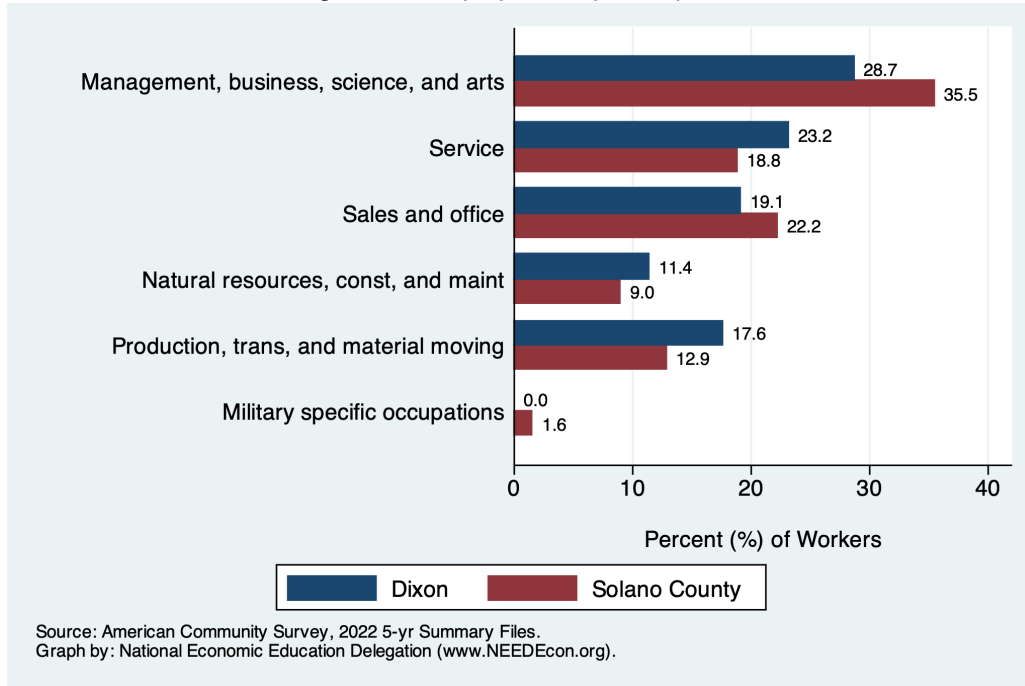


Figure 13: Employment by Industry

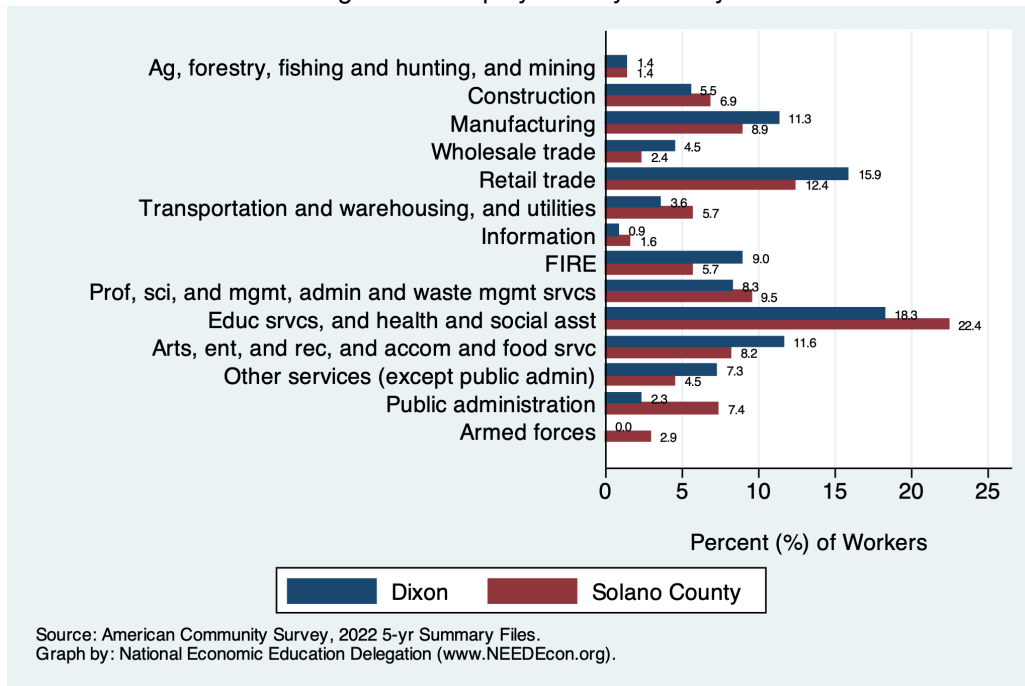
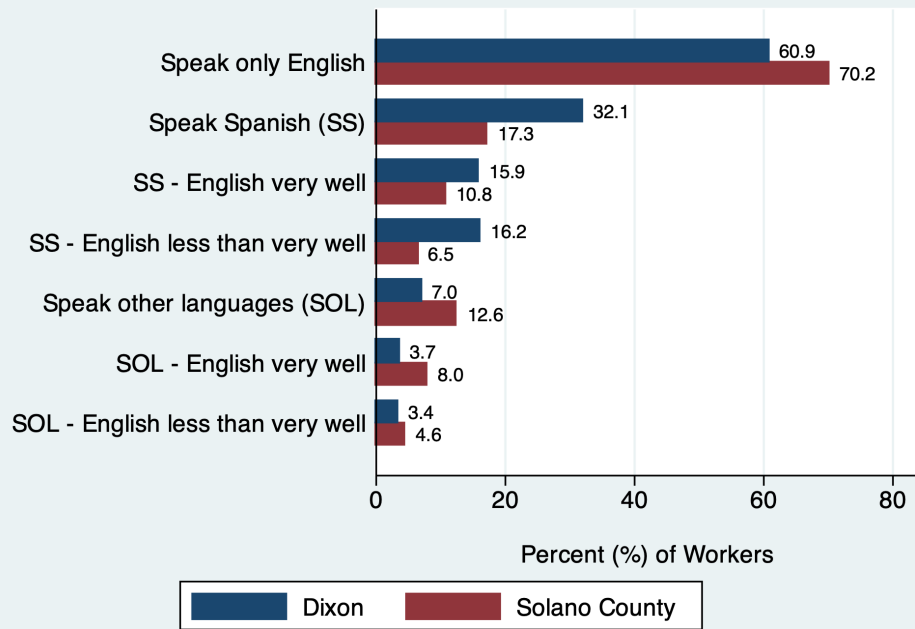
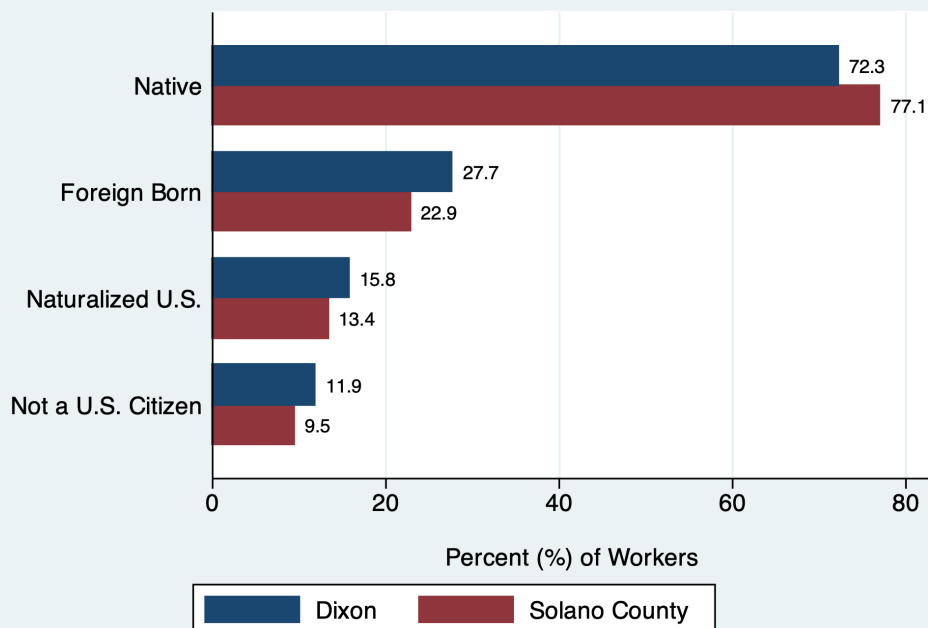


Figure 14: Language Spoken at Home



Source: American Community Survey, 2022 5-yr Summary Files.  
 Graph by: National Economic Education Delegation ([www.NEEDecon.org](http://www.NEEDecon.org)).

Figure 15: Citizenship



Source: American Community Survey, 2022 5-yr Summary Files.  
 Graph by: National Economic Education Delegation ([www.NEEDecon.org](http://www.NEEDecon.org)).

## Employed Residents of Dixon

Figure 16: Employment by Occupation

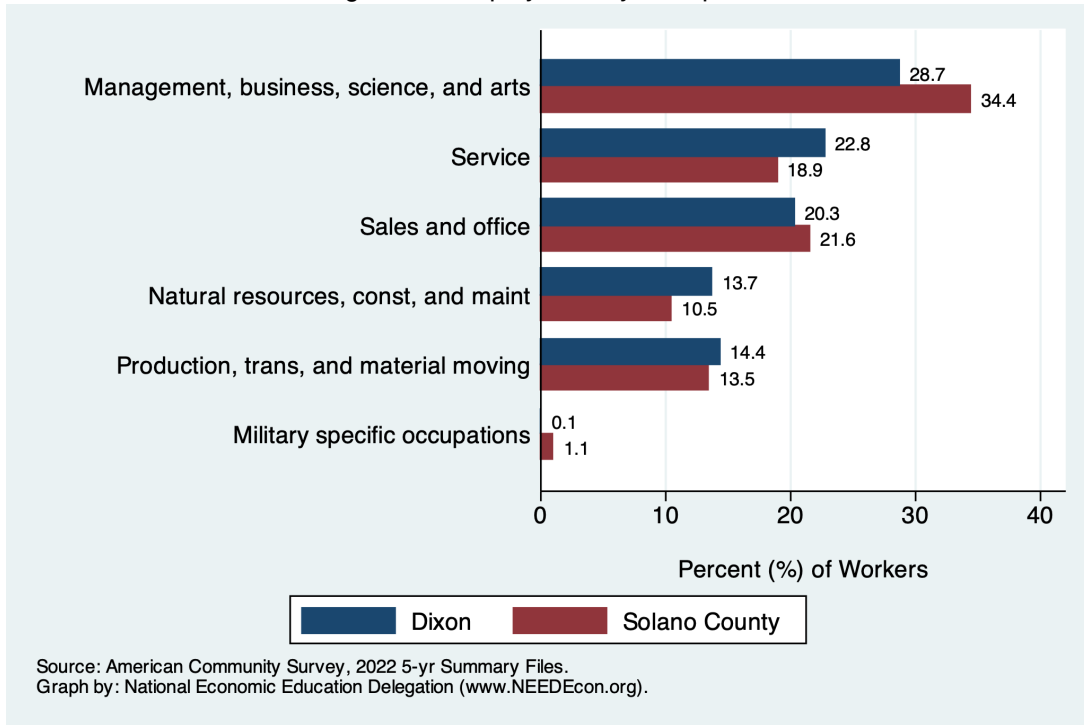


Figure 17: Employment by Industry

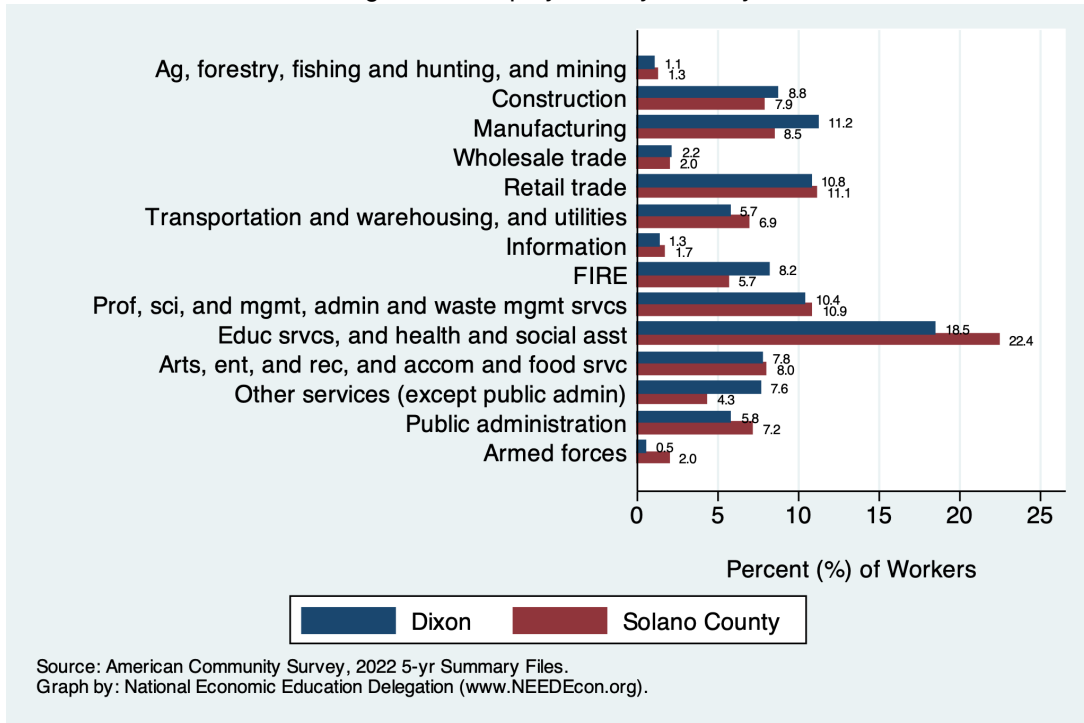


Figure 18: Language Spoken at Home

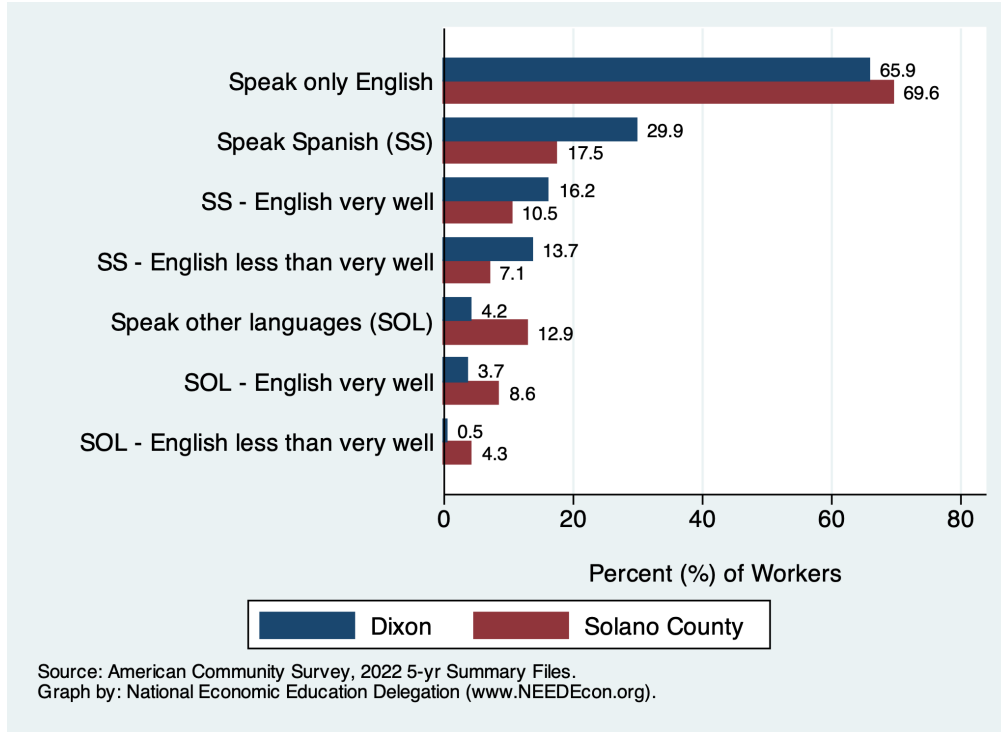
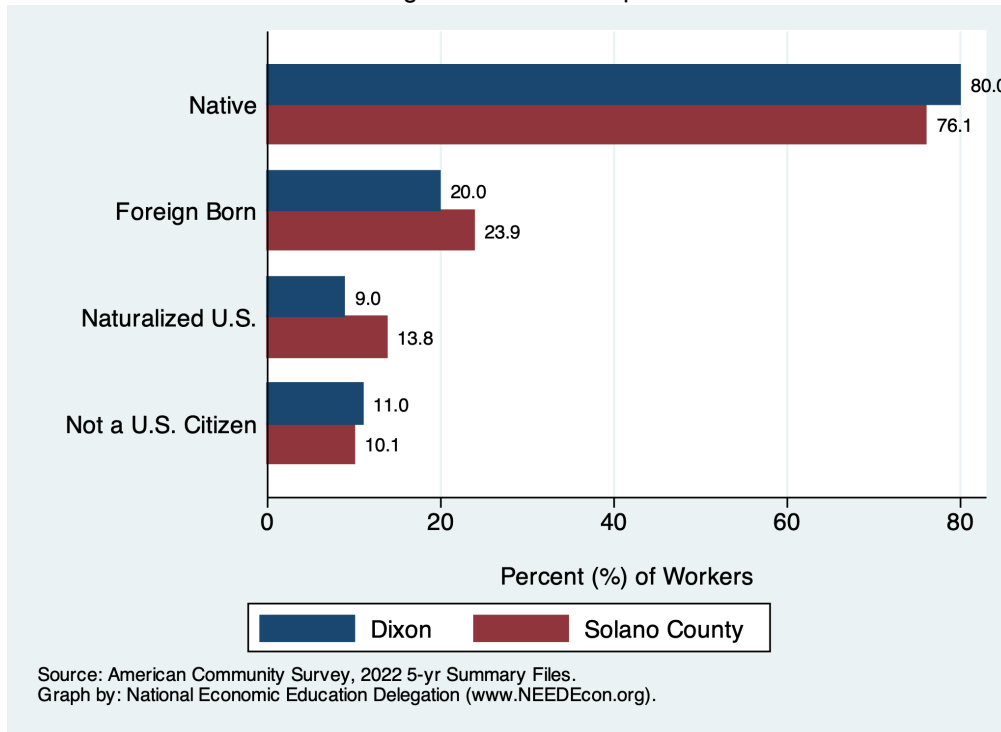


Figure 19: Citizenship



## Employed Residents vs Workers in Dixon

Figure 20: Employment by Occupation

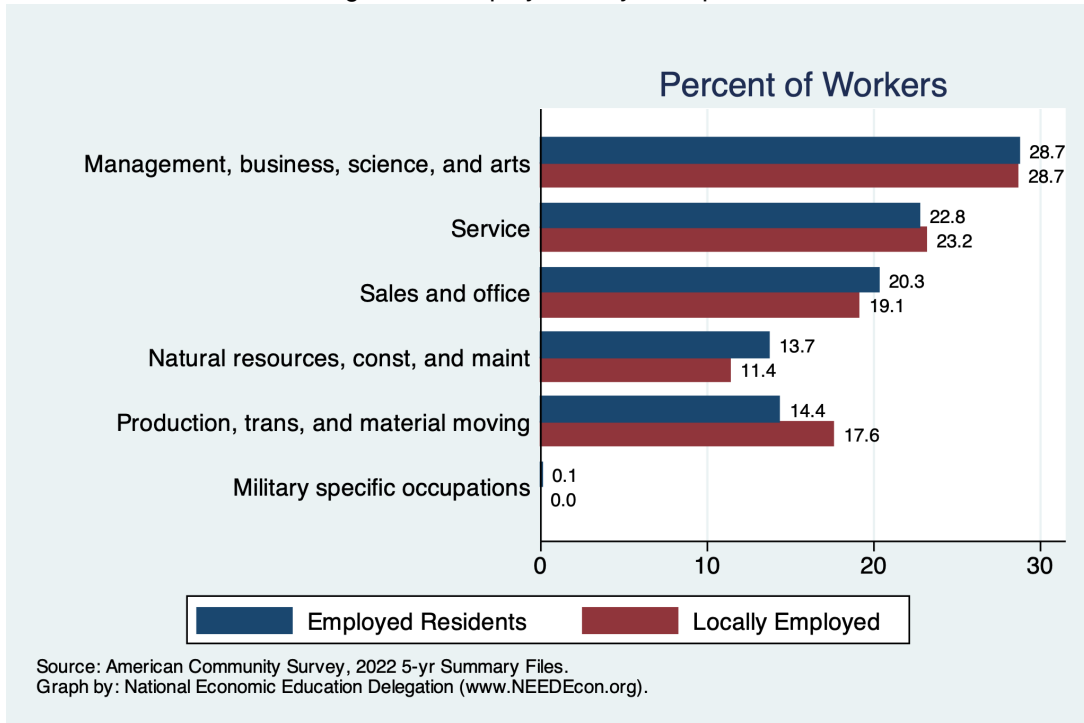


Figure 21: Employment by Industry

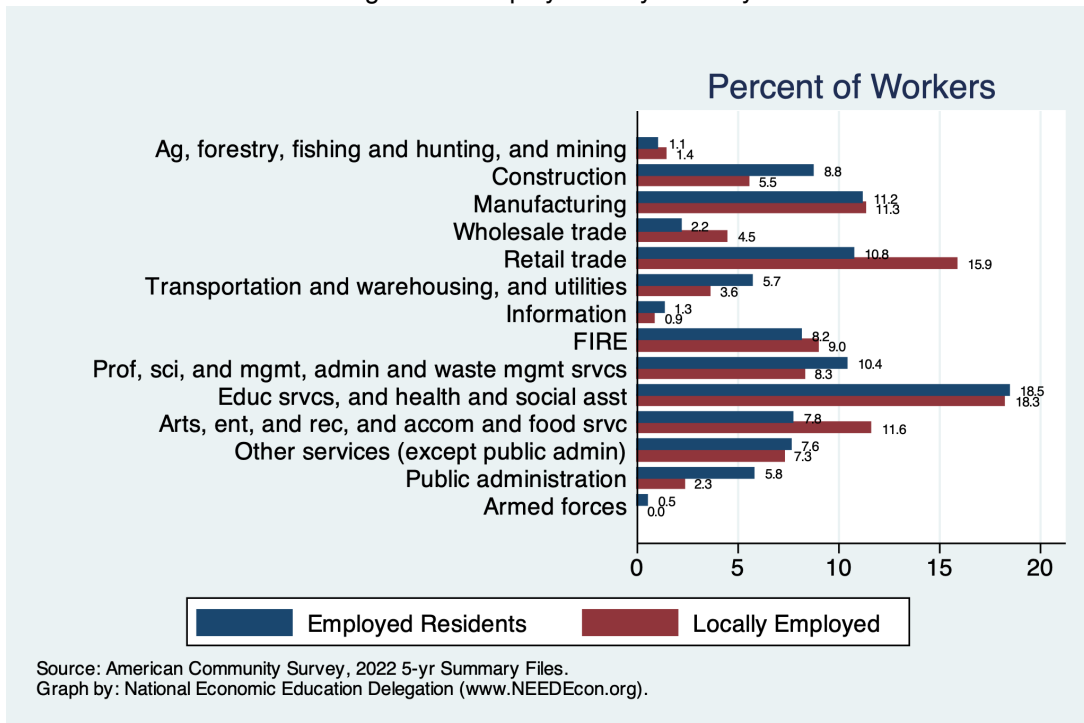


Figure 22: Language Spoken at Home

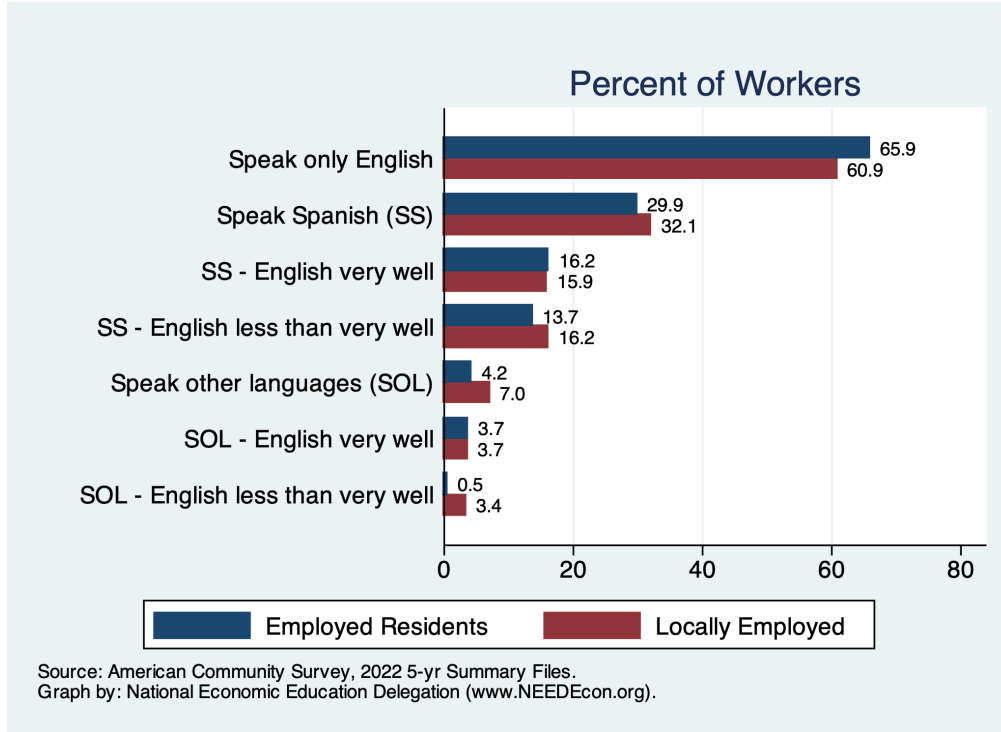
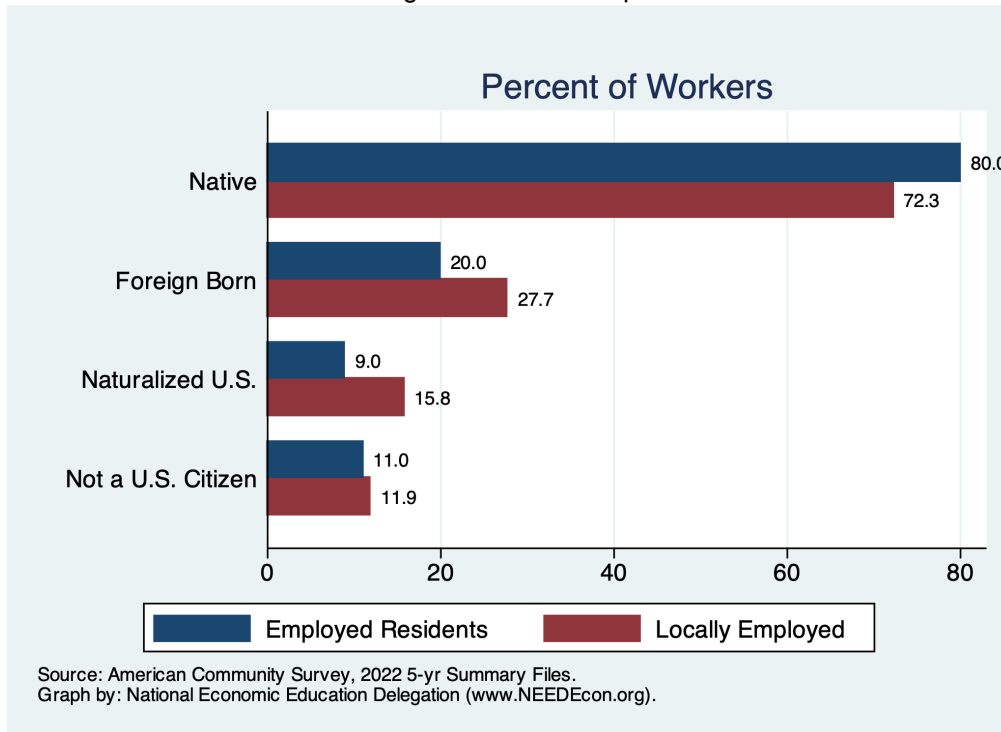


Figure 23: Citizenship





# Income and Earnings

## Per Capita Income Growth

**Definition:**

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

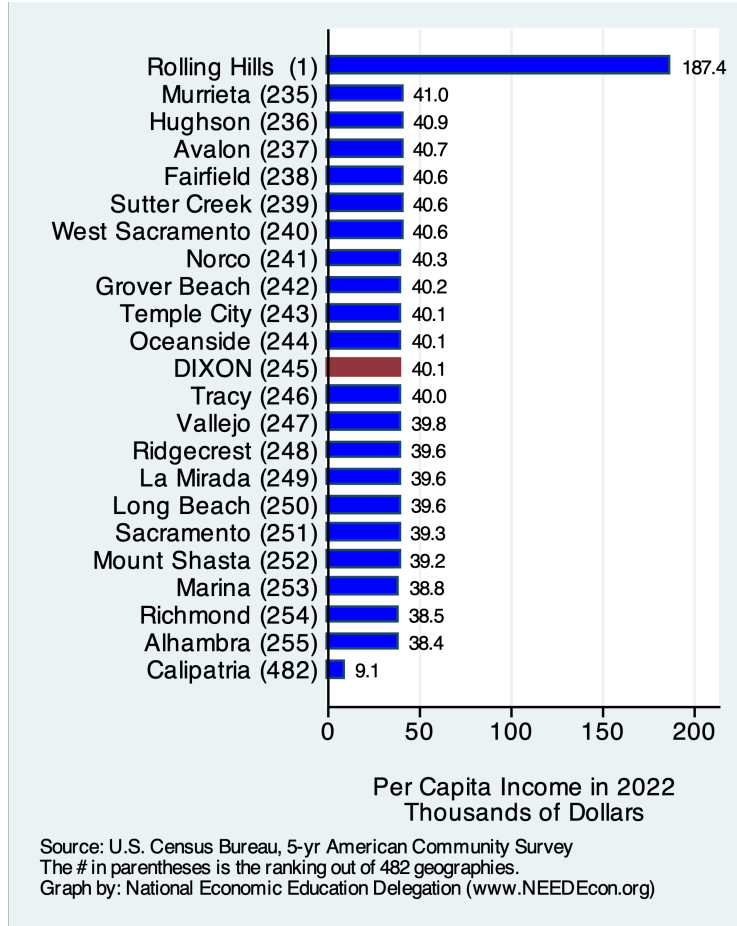
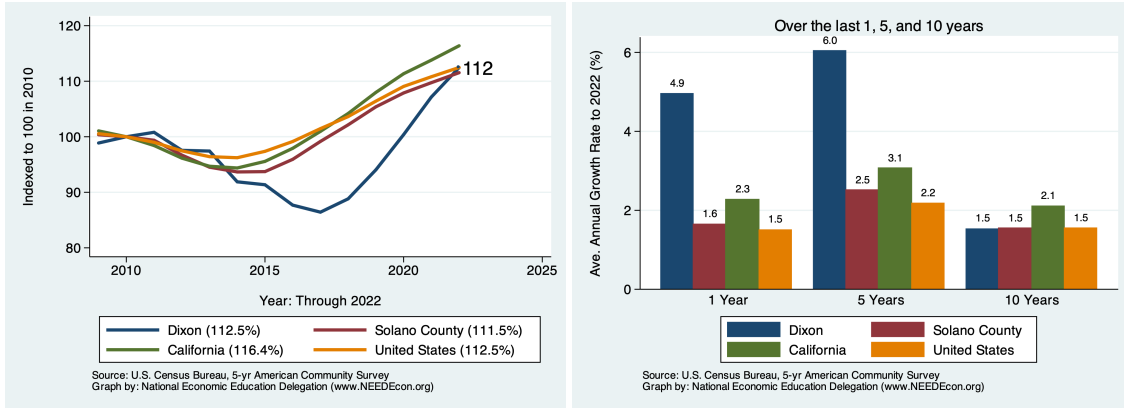


Figure 25: Regional Comparison of Growth Over Time



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

Figure 26: Income Levels

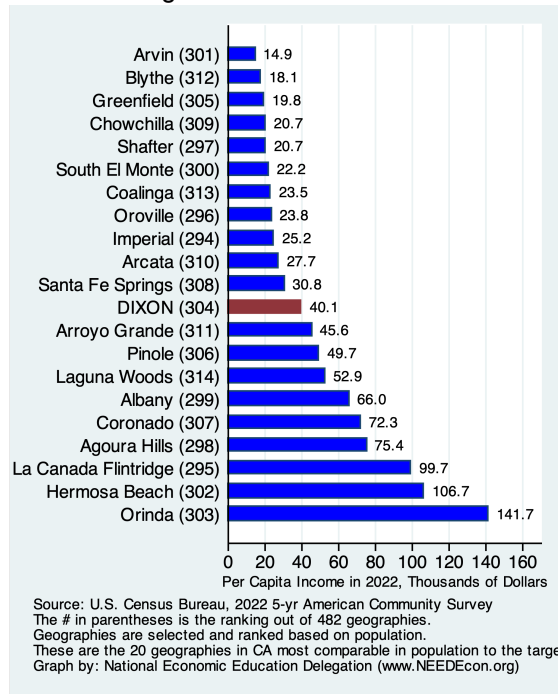
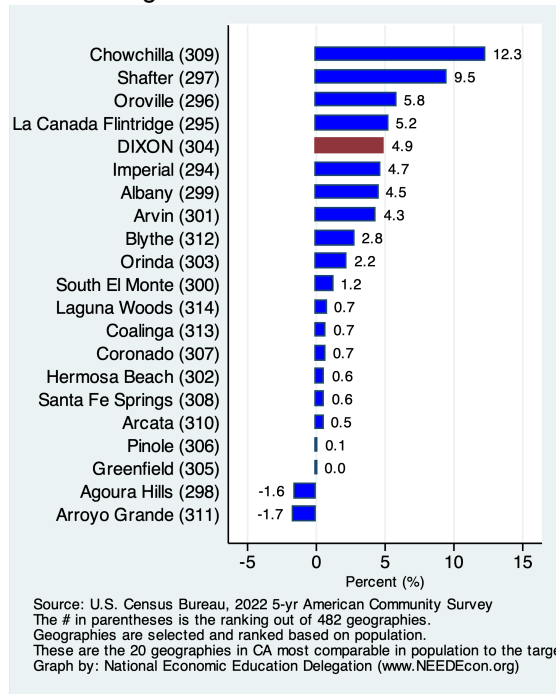


Figure 27: Growth over Time



## Real Per Capita Income Ranking Among Cities in Solano County

Figure 28: Income Levels

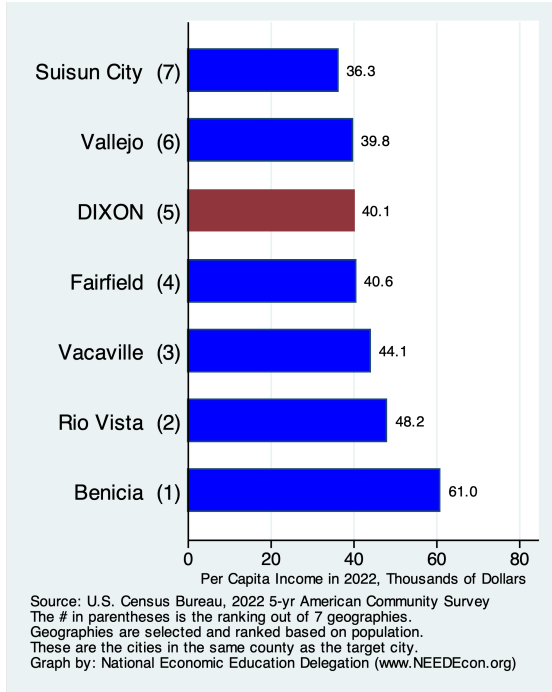


Figure 29: Growth over Time

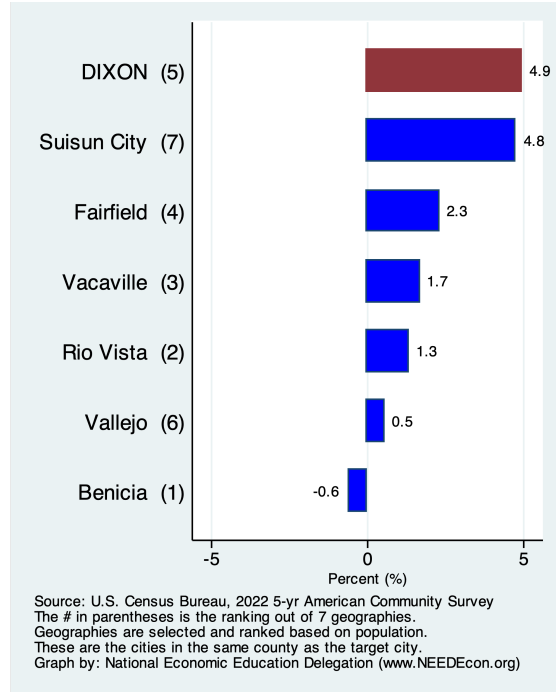
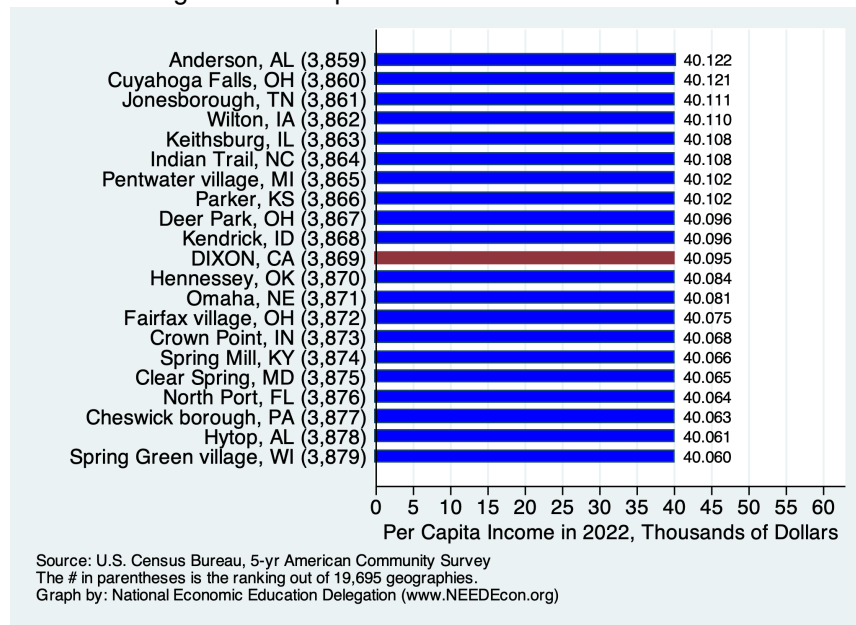


Figure 30: Comparison with All Cities Nationwide



## 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.

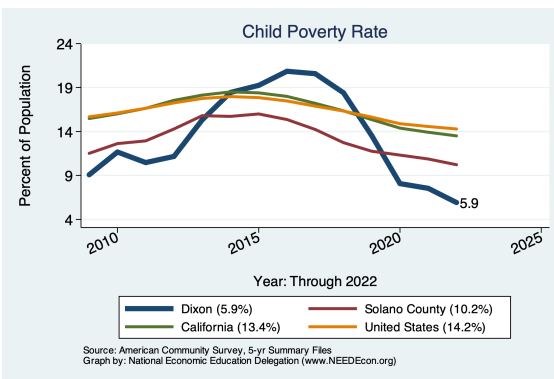
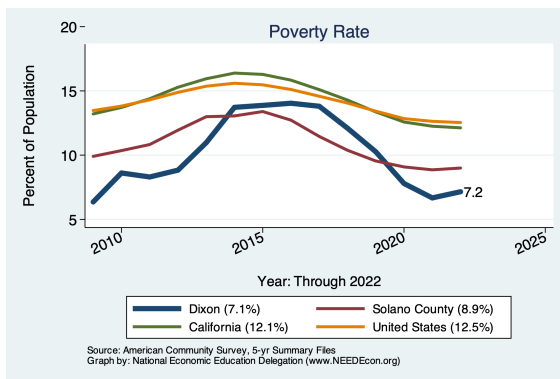


Figure 31: Inequality

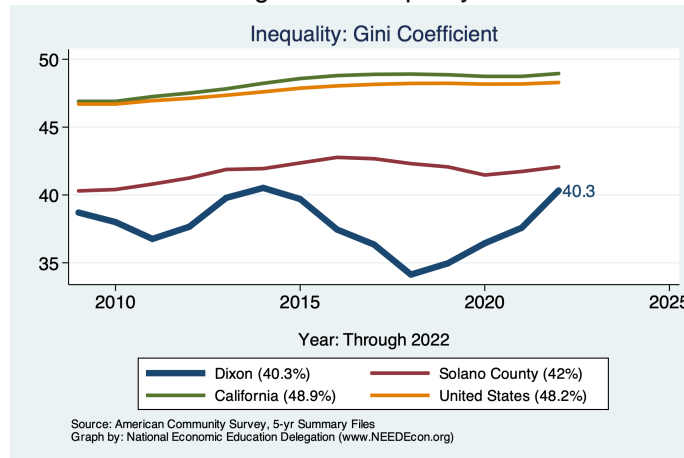


Figure 32: Shares Across the Income Distribution

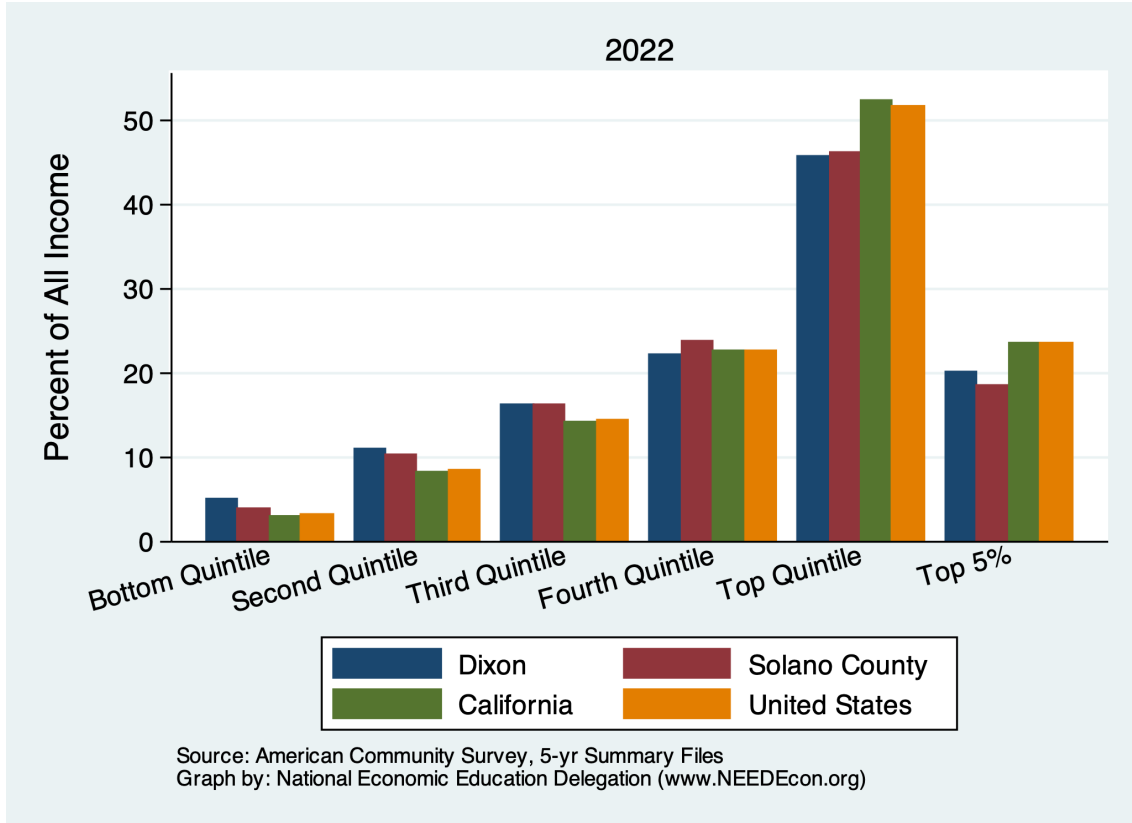
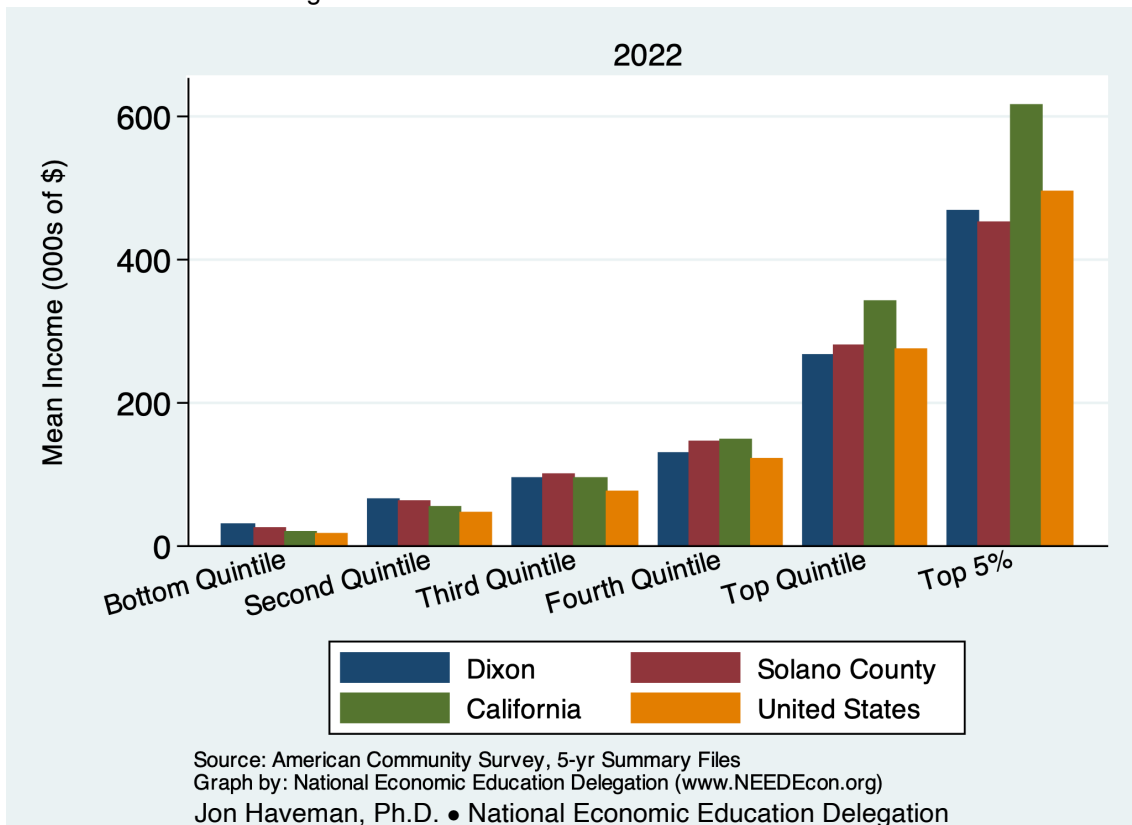


Figure 33: Means Across the Income Distribution



# 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 Dixon and Broader Regions

Figure 34: Median Home Prices

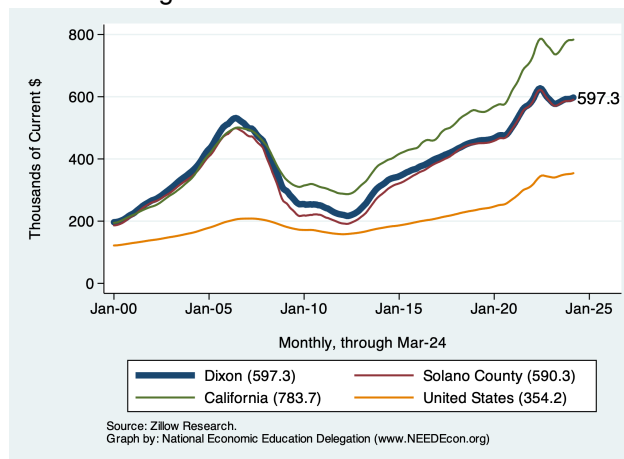


Figure 35: Median Rents

N/A

## Housing Ownership in Dixon and Broader Regions

Figure 36: Home Ownership Rates

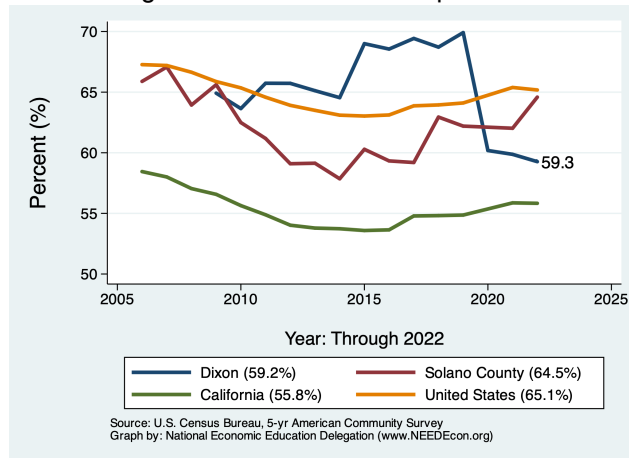


Figure 37: Home Ownership by Age

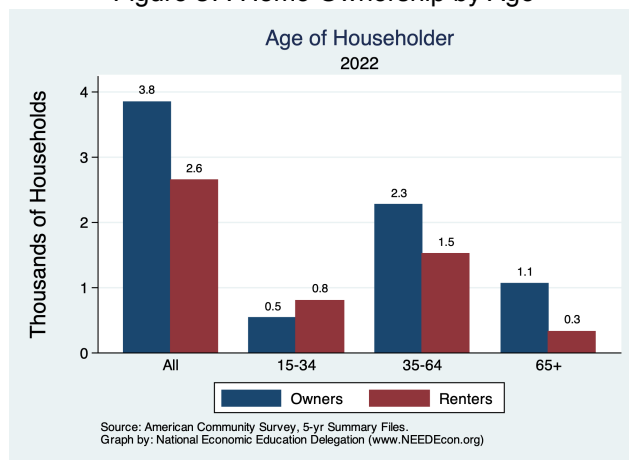


Figure 38: Income by Tenure

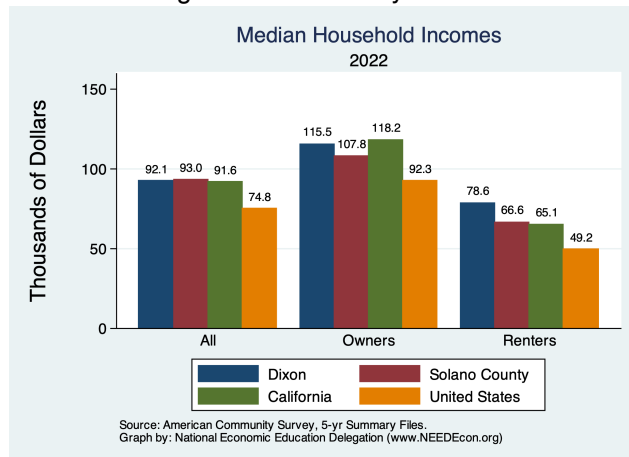


Figure 39: Income Distribution by Tenure

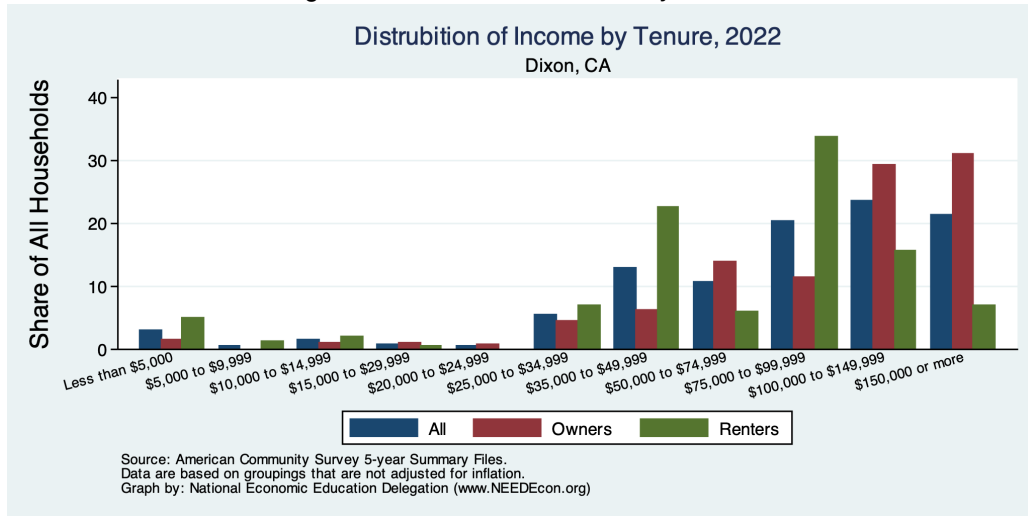


Figure 40: Income Distribution of Home Owners

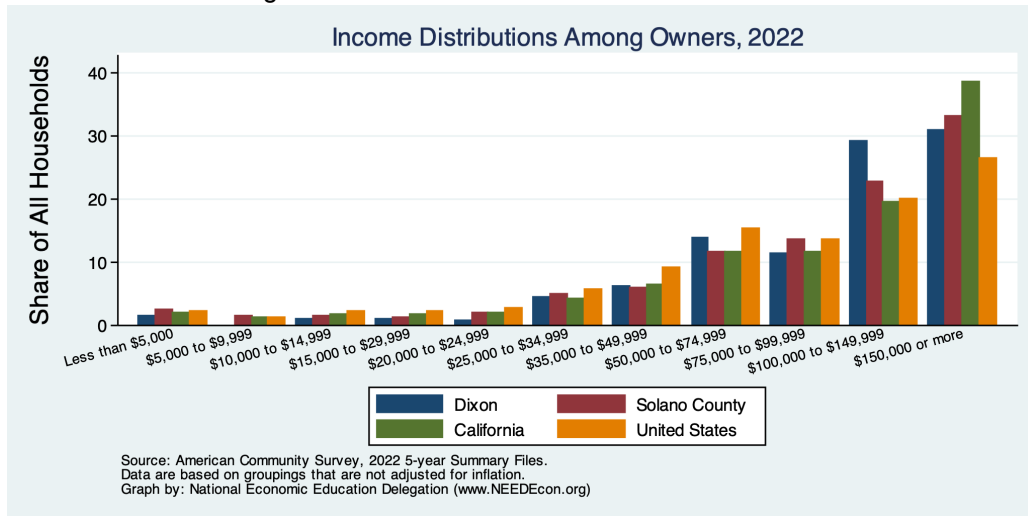
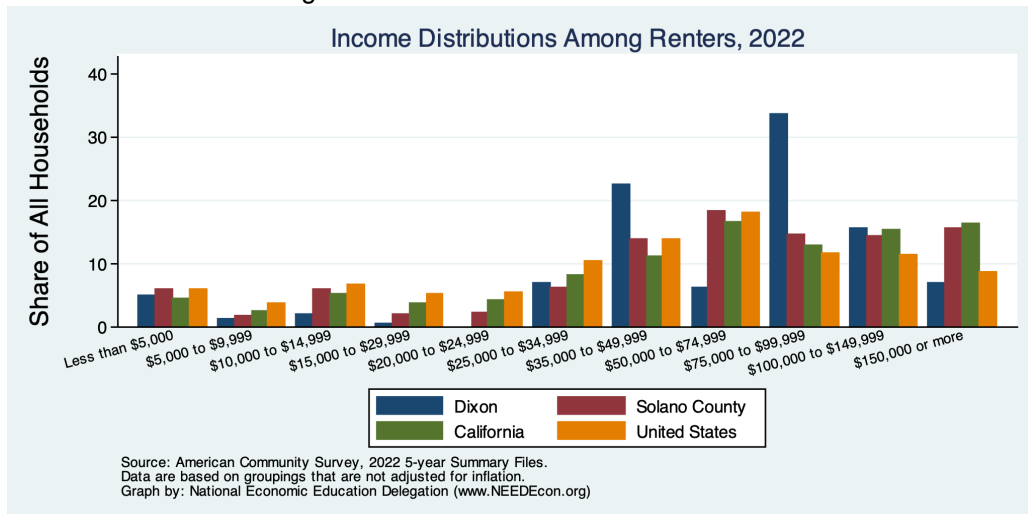


Figure 41: Income Distribution of Renters





## Housing Burden in Dixon and Broader Regions

Figure 42: Home Owners w/ A Mortgage

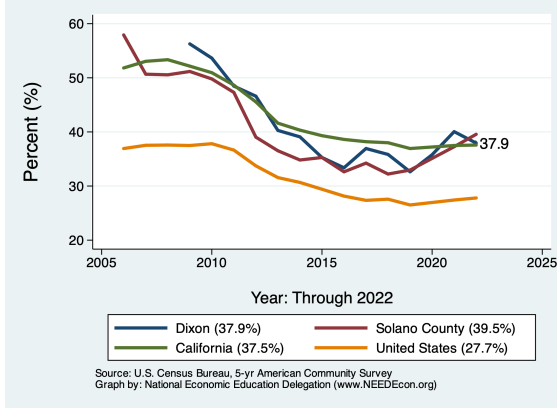


Figure 43: Home Owners w/o A Mortgage

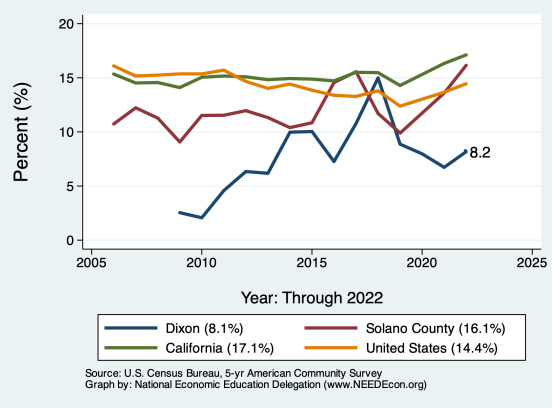


Figure 44: Renters

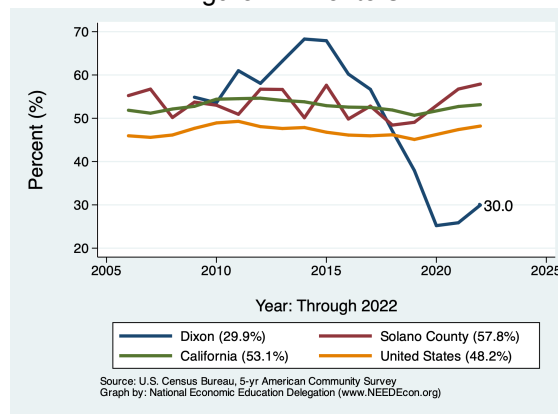
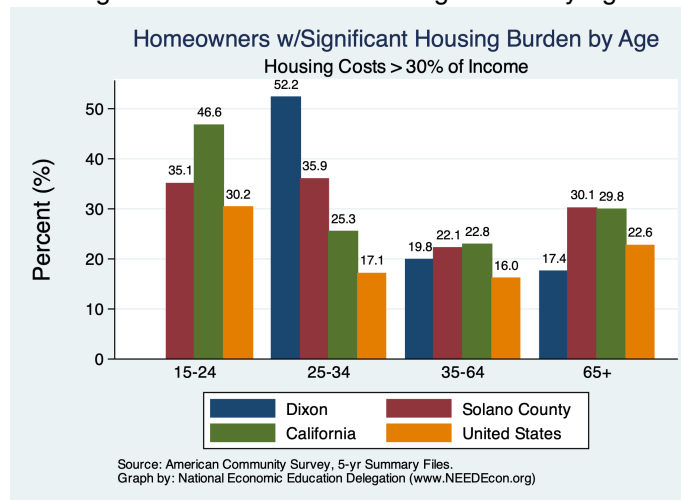


Figure 45: Homeowner Housing Burden by Age



# 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?

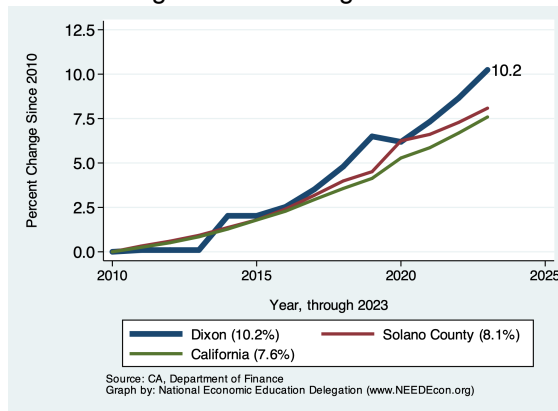
In areas where the rate of population growth exceeds the rate of housing growth, this is likely to reflect a tightening housing market. A tightening housing market will also likely be reflected in lower vacancy rates and higher occupancy rates. It may also be reflected in higher numbers of people per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

**Table 5. Housing Market Indicators**

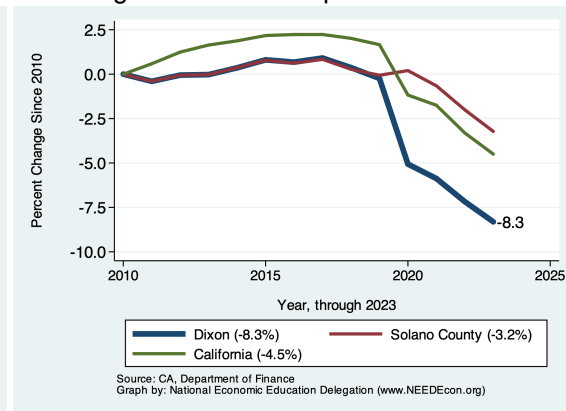
Indicator	2023	2019	2010	% Change from	
				2019	2010
Total Population	19,018.0	19,920.0	18,351.0	-4.5	3.6
Total # of Homes	6,804.0	6,573.0	6,172.0	3.5	10.2
# Occupied Units	6,619.0	6,372.0	5,856.0	3.9	13.0
Persons per Household	2.9	3.1	3.1	-8.1	-8.3
Vacancy Rate (%)	2.7	3.1	5.1	-11.1	-46.9

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

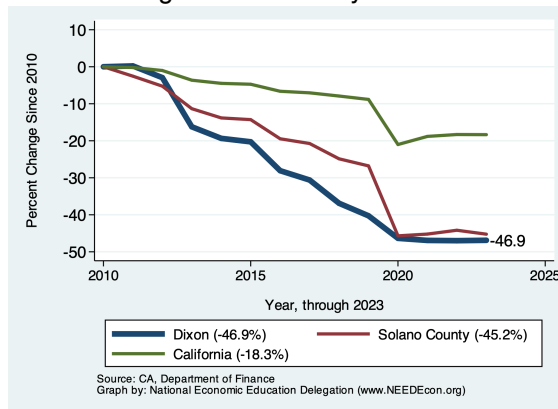
**Figure 46: Housing Growth**



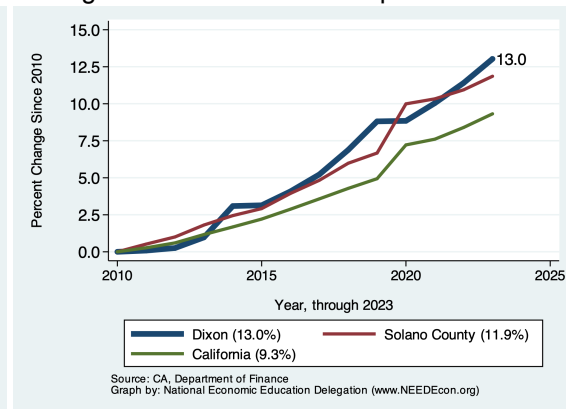
**Figure 47: Persons per Household**



**Figure 48: Vacancy Rates**



**Figure 49: Number of Occupanied Units**



## Trends in the Growth of Housing by Housing Type

Figure 50: Single Detached Homes

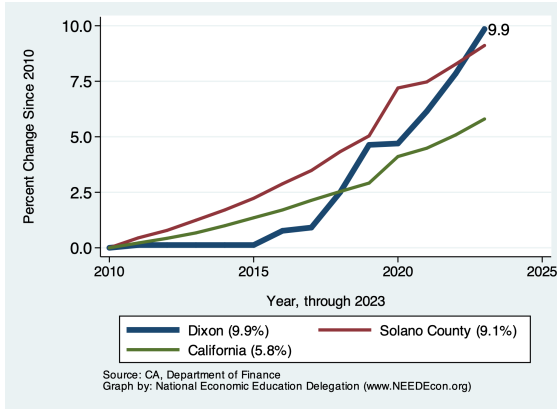


Figure 51: Single Attached Homes

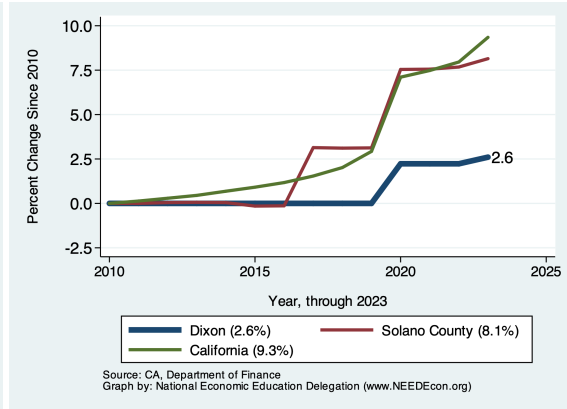


Figure 52: Housing in Buildings with Two to Four Units

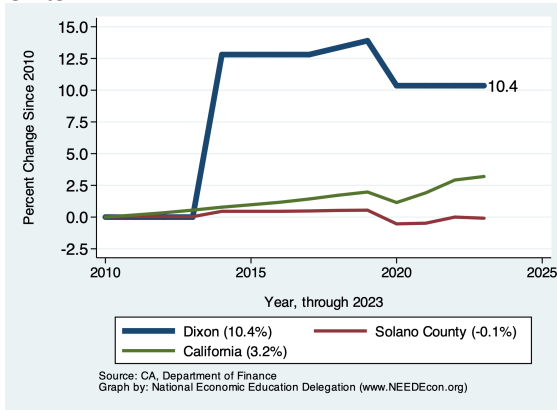
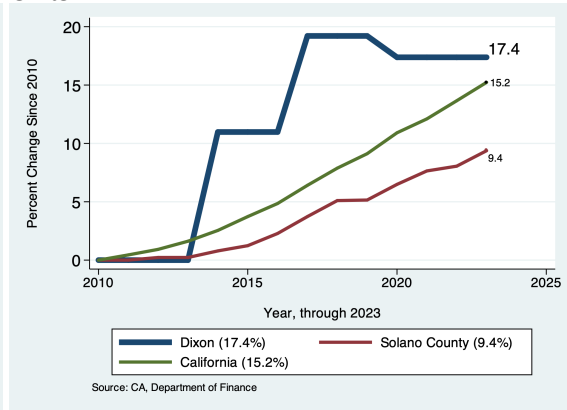


Figure 53: Housing in Buildings with Five or More Units



## Vintage of Residential Housing

### Why is it important?

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

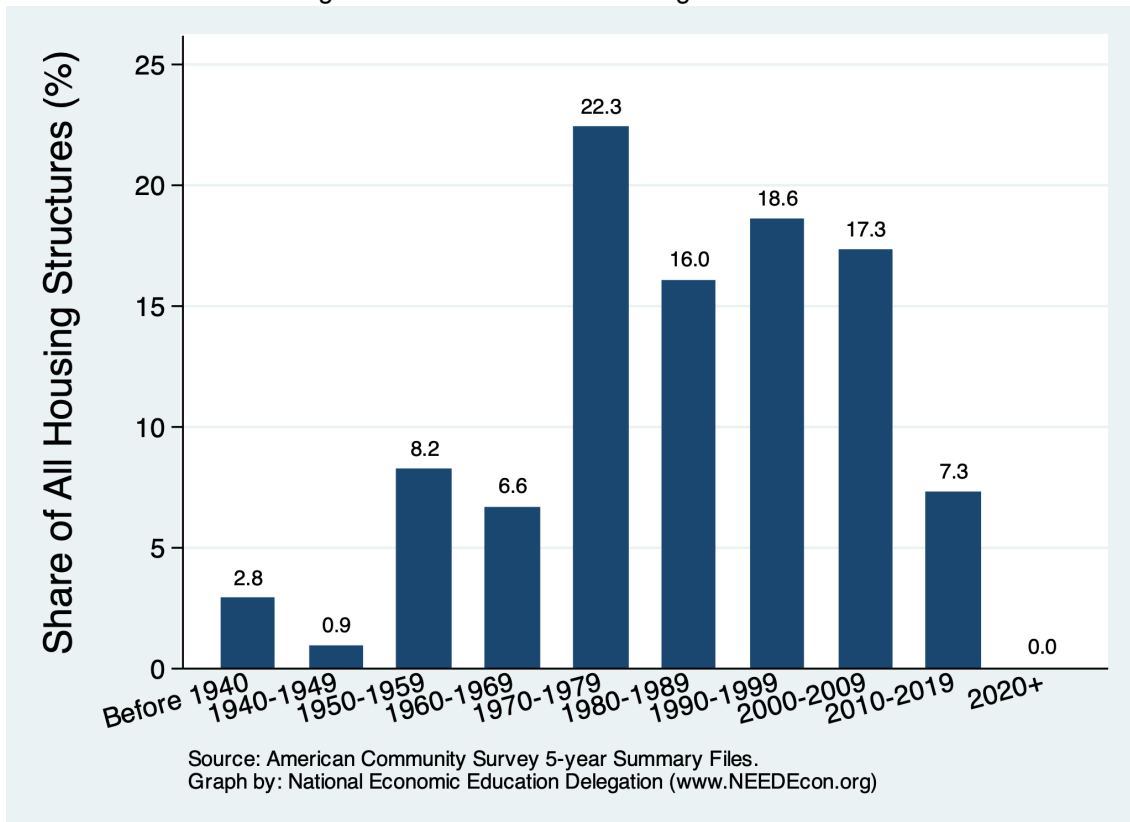


Figure 55: Housing Vintage across Regions

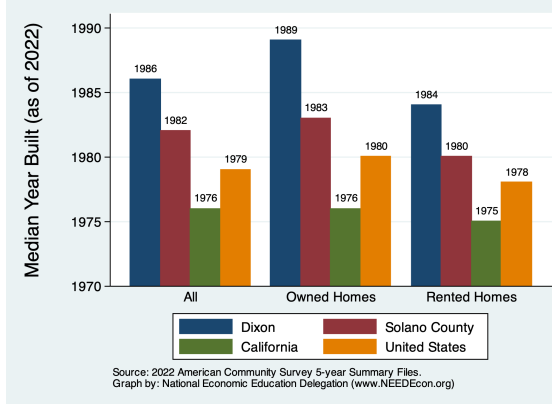


Figure 56: Housing Vintage by Tenure

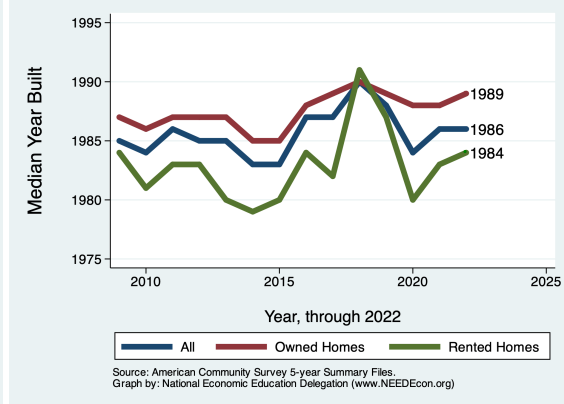


Figure 57: Vintage of Owned Residences

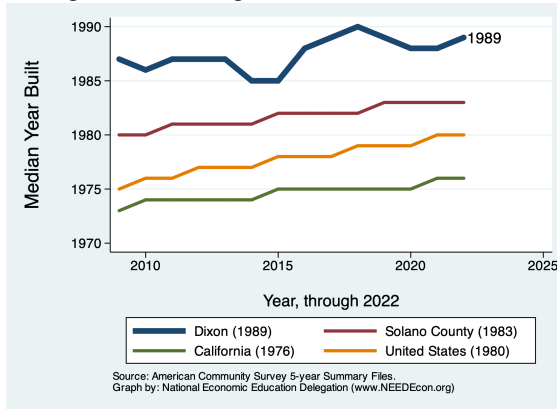


Figure 58: Vintage of Rented Residences

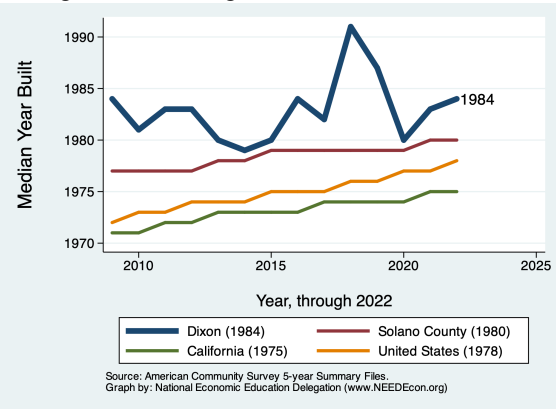
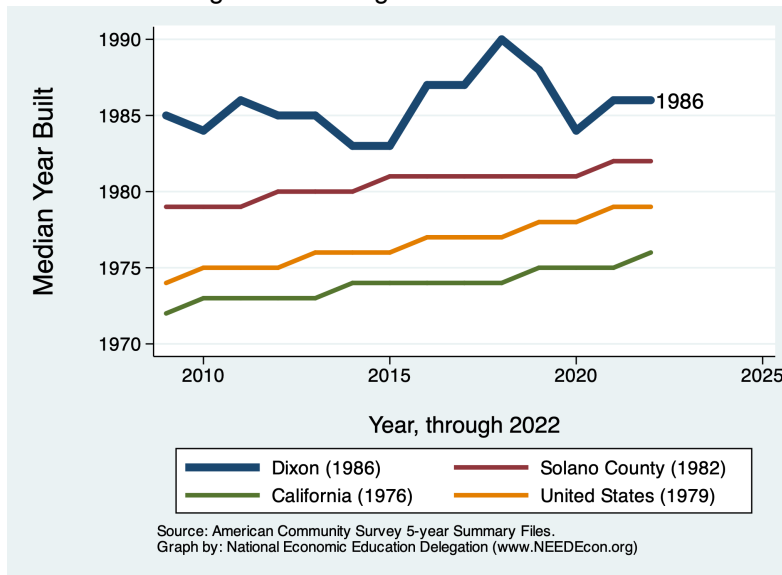


Figure 59: Vintage of All Residences



## 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

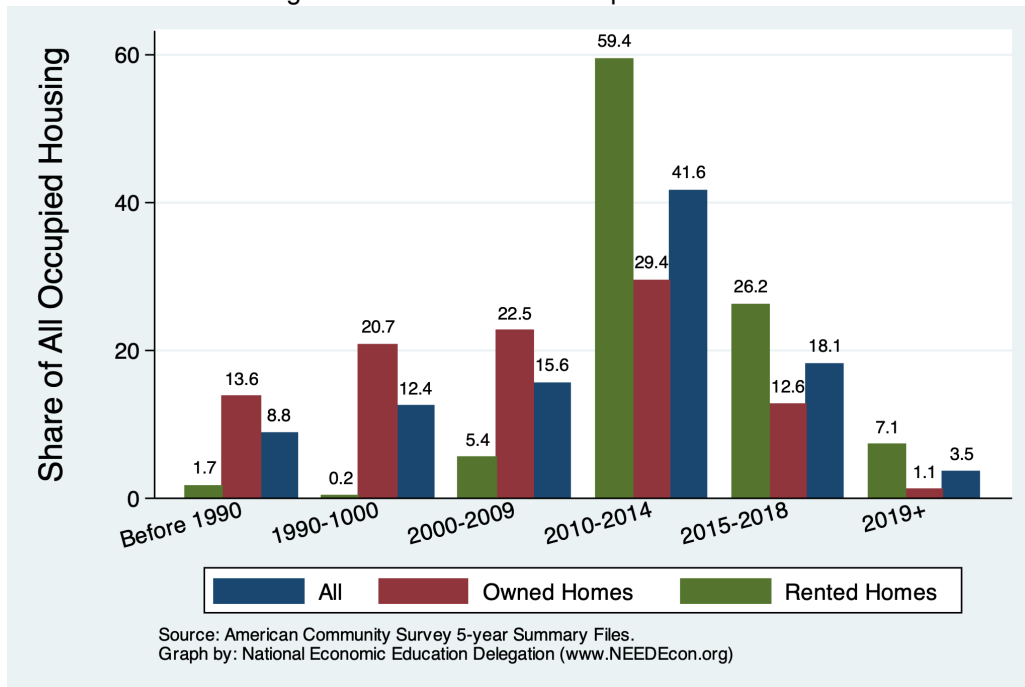


Figure 61: Year Occupied by Current Residents across Regions

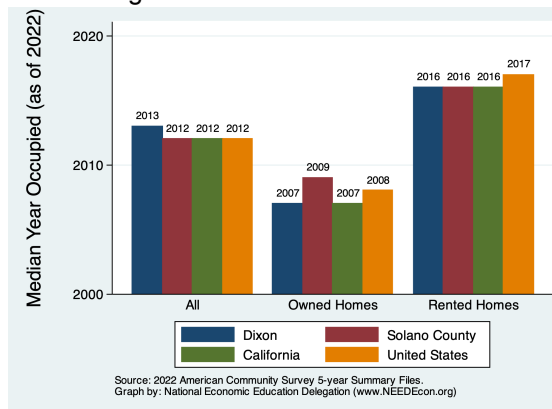


Figure 62: Year Occupied by Current Residents by Tenure

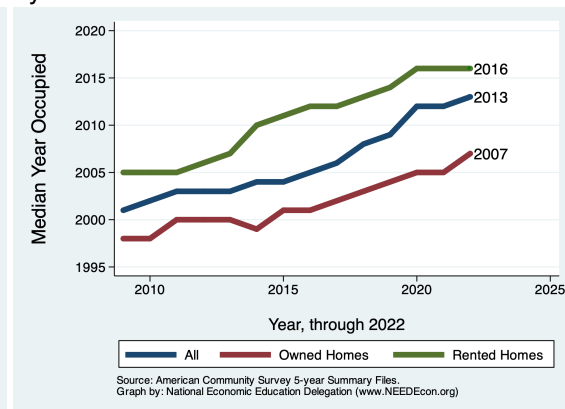


Figure 63: Year Occupied by Current Residents for Owned Housing

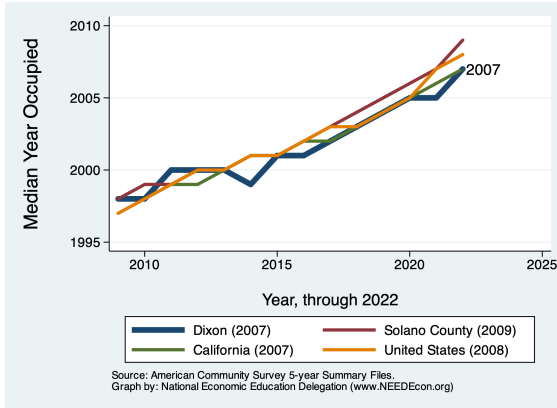


Figure 64: Year Occupied by Current Residents for Rented Housing

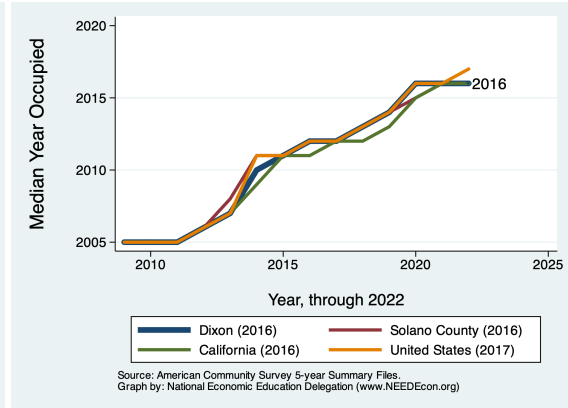
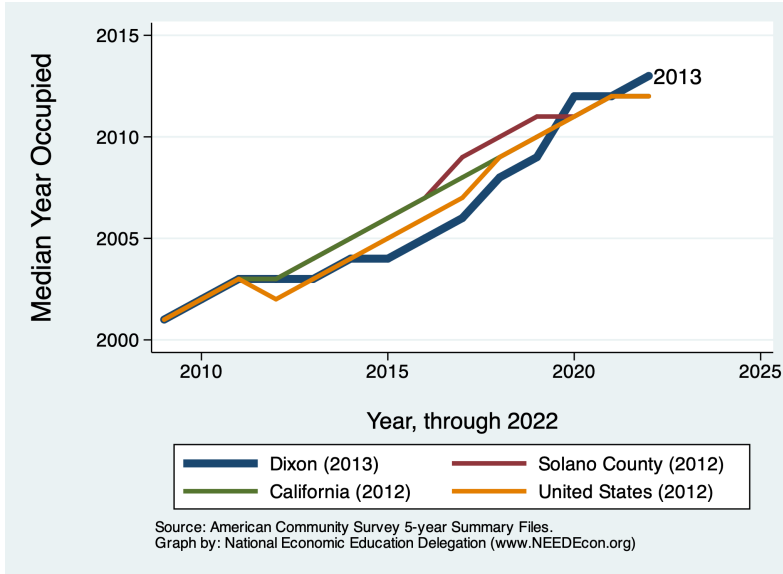


Figure 65: Year Occupied by Current Residents for All Housing



## Residential Permitting

### Definition:

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

### Dixon - Ranking Among Comparables

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

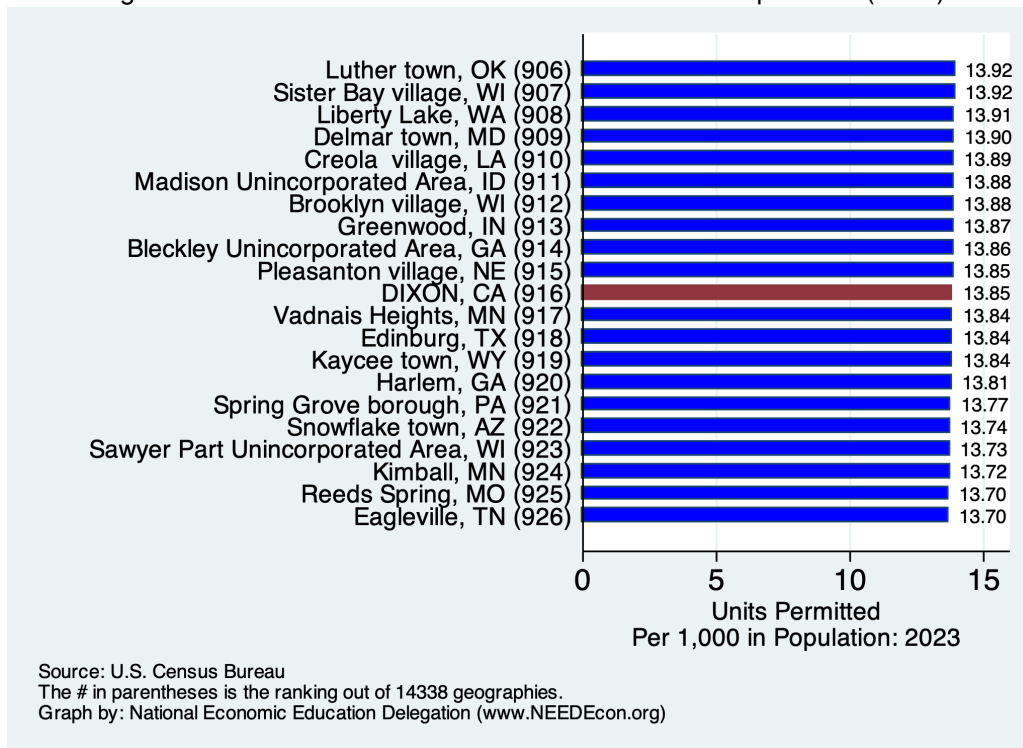
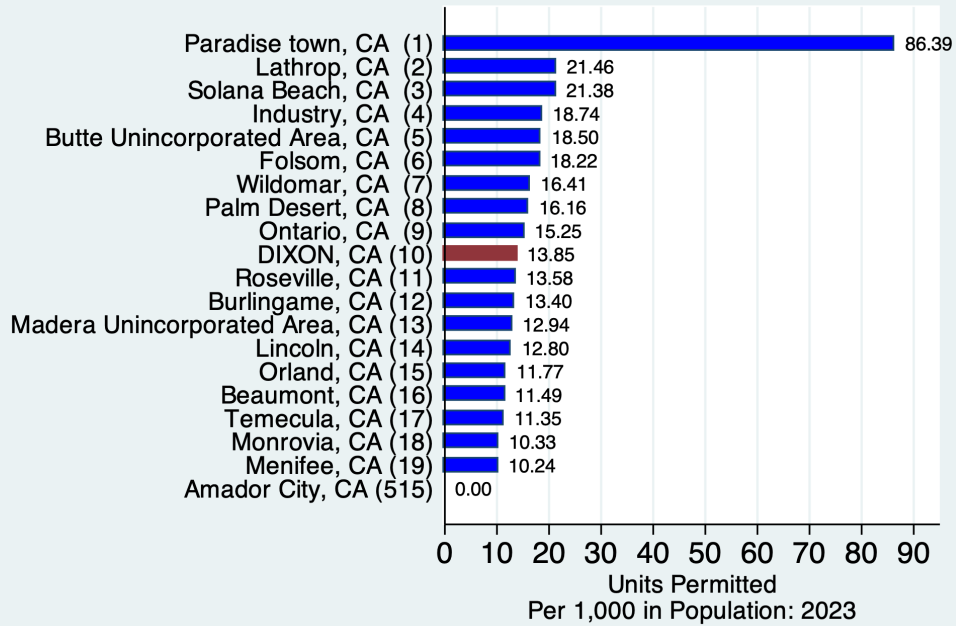


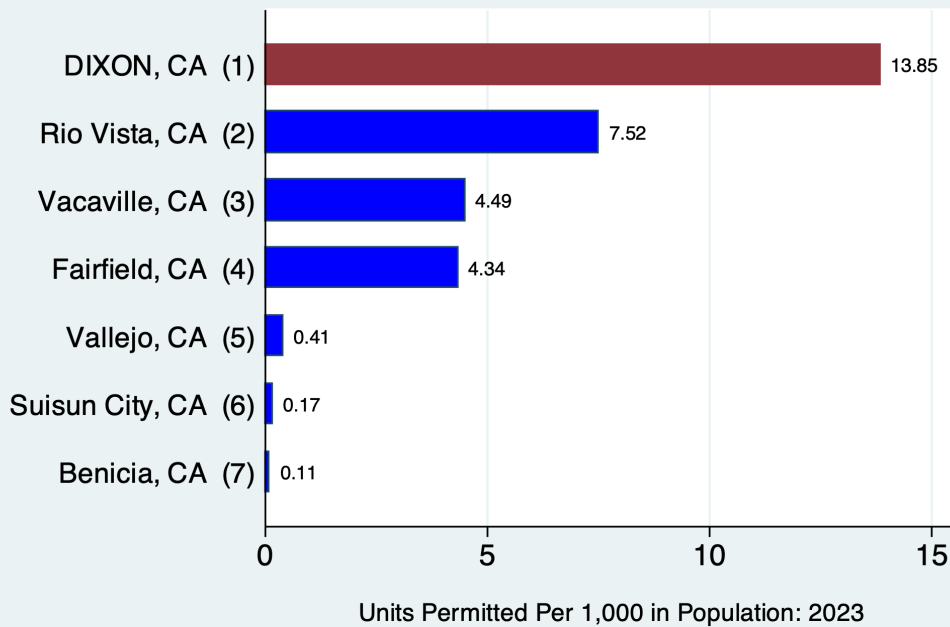


Figure 67: Number of Units Permitted - California Comparables (Rank)



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 Solano County (Rank)



Source: U.S. Census Bureau,  
 The # in parentheses is the ranking out of 7 geographies.  
 Graph by: National Economic Education Delegation ([www.NEEDecon.org](http://www.NEEDecon.org))

**Dixon - Permitting Activity**

**Annual Units Permitted - Per Capita in Dixon**

Figure 69: Units Permitted Each Year

Figure 70: Average Annual Growth in Units Permitted

N/A

N/A

**Annual Number of Buildings Permitted - Per Capita in Dixon**

Figure 71: Units Permitted Each Year

Figure 72: Average Annual Growth in Buildings Permitted

N/A

N/A

**Annual Value of Property Permitted - Per Capita in Dixon**

Figure 73: Value Permitted Each Year

Figure 74: Average Annual Growth in Value Permitted

N/A

N/A

# 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

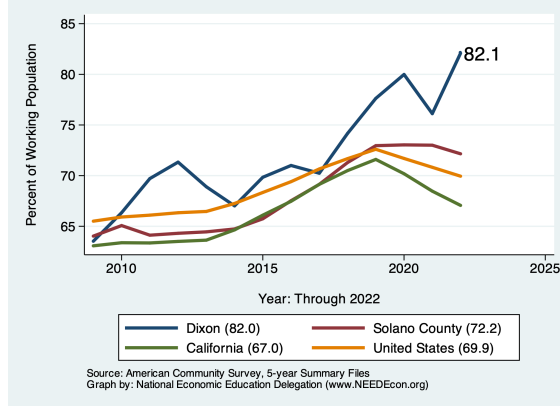


Figure 76: Percent of Workers Commuting by Carpool

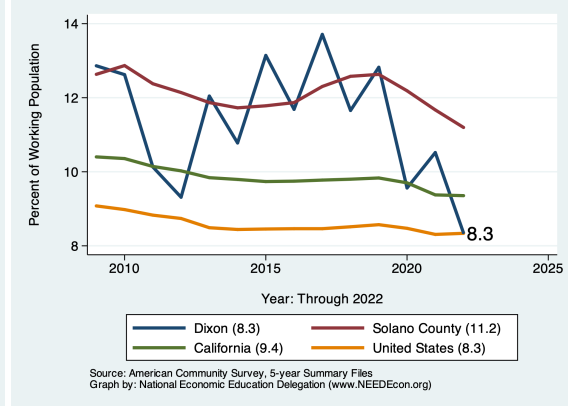


Figure 77: Percent of Workers using Public Transportation

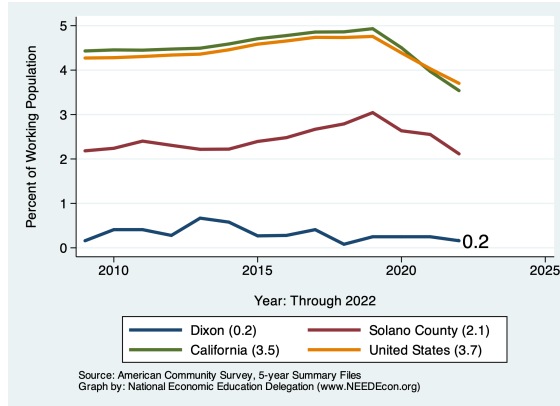
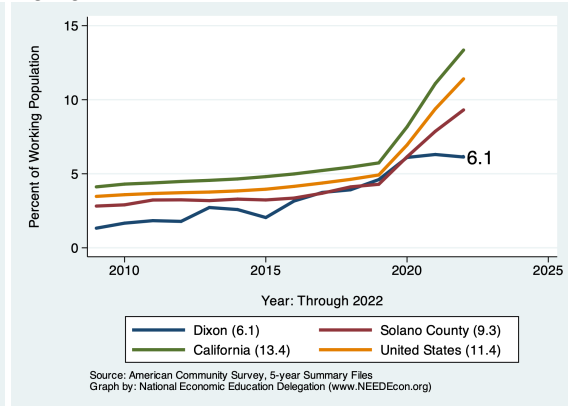


Figure 78: Percent of Workers Who Work From Home



The first table on this page presents data for those who LIVE in Dixon. The second provides data on those who work, but do not necessarily live in Dixon. 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:	5,396	93.1	3,673	84.9	9,069	90.4	78.0
Drove Alone	4,850	83.7	3,382	78.2	8,232	82.1	68.4
Carpooled:	546	9.4	291	6.7	837	8.3	9.5
In 2-person carpool	352	6.1	276	6.4	628	6.3	6.9
In 3-person carpool	131	2.3	15	0.3	146	1.5	1.5
In 4-or-more-person carpool	63	1.1	0	0.0	63	0.6	1.1
Public Transportation (excl Taxi):	0	0.0	16	0.4	16	0.2	3.6
Bus or Trolley Bus	0	0.0	16	0.4	16	0.2	2.3
Streetcar or Trolley Car	0	0.0	0	0.0	0	0.0	0.8
Subway or Elevated	0	0.0	0	0.0	0	0.0	0.3
Railroad	0	0.0	0	0.0	0	0.0	0.2
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	40	0.7	8	0.2	48	0.5	0.7
Walked	40	0.7	123	2.8	163	1.6	2.4
Taxicab, Motorcycle, or other	109	1.9	9	0.2	118	1.2	1.7
Worked at Home	118	2.0	497	11.5	615	6.1	13.6
<b>Total:</b>	5,703	98.4	4,326	100.0	10,029	100.0	

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:	3,097	87.2	2,408	76.4	5,505	84.5	78.0
Drove Alone	2,834	79.8	2,146	68.1	4,980	76.5	68.5
Carpooled:	263	7.4	262	8.3	525	8.1	9.5
In 2-person carpool	202	5.7	186	5.9	388	6.0	6.9
In 3-person carpool	31	0.9	36	1.1	67	1.0	1.5
In 4-or-more-person carpool	30	0.8	40	1.3	70	1.1	1.1
Public Transportation (excl Taxi):	60	1.7	0	0.0	60	0.9	3.6
Bus or Trolley Bus	60	1.7	0	0.0	60	0.9	2.3
Streetcar or Trolley Car	0	0.0	0	0.0	0	0.0	0.8
Subway or Elevated	0	0.0	0	0.0	0	0.0	0.3
Railroad	0	0.0	0	0.0	0	0.0	0.2
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	44	1.2	8	0.3	52	0.8	0.7
Walked	0	0.0	123	3.9	123	1.9	2.4
Taxicab, Motorcycle, or other	104	2.9	52	1.6	156	2.4	1.7
Worked at Home	118	3.3	497	15.8	615	9.4	13.6
<b>Total:</b>	3,423	96.4	3,088	97.9	6,511	100.0	

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	269	4.8	240	5.8	509	5.4	2.0
5 to 9 minutes	887	15.9	644	15.7	1,531	16.2	7.5
10 to 14 minutes	616	11.0	182	4.4	798	8.5	12.2
15 to 19 minutes	486	8.7	1,114	27.1	1,600	17.0	15.0
20 to 24 minutes	801	14.3	414	10.1	1,215	12.9	14.3
25 to 29 minutes	186	3.3	306	7.5	492	5.2	6.3
30 to 34 minutes	533	9.5	311	7.6	844	9.0	15.0
35 to 39 minutes	116	2.1	137	3.3	253	2.7	2.9
40 to 44 minutes	193	3.4	35	0.9	228	2.4	4.3
45 to 59 minutes	641	11.5	381	9.3	1,022	10.8	8.6
60 to 89 minutes	422	7.5	39	1.0	461	4.9	7.9
90 or more minutes	435	7.8	26	0.6	461	4.9	4.0
<b>Total:</b>	<b>5,585</b>	<b>99.8</b>	<b>3,829</b>	<b>93.3</b>	<b>9,414</b>	<b>99.9</b>	

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

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

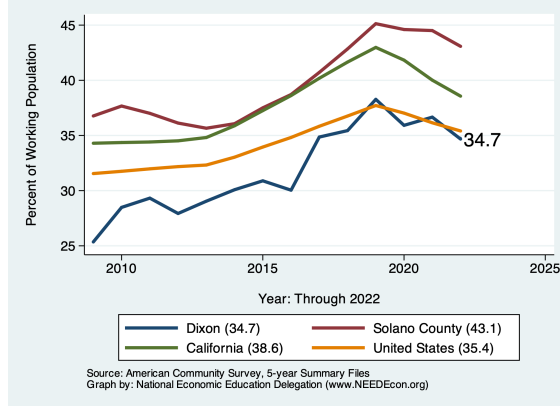


Figure 80: Percent of Employed Population With Commutes of More than 90 Minutes

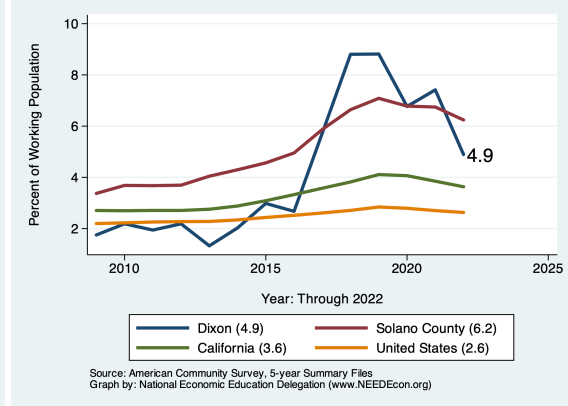
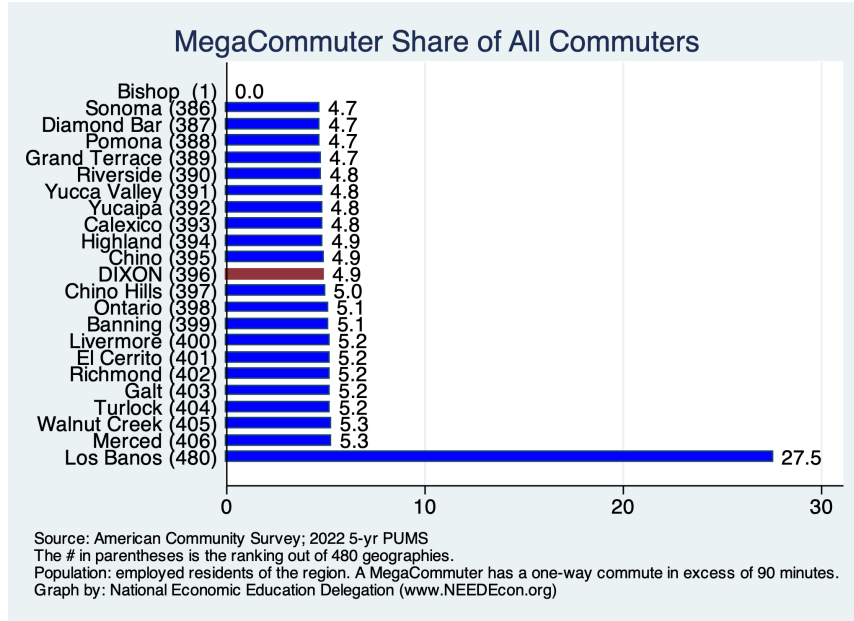


Figure 81: Rank: Share of MegaCommuters Across Similar Geographies



Source: American Community Survey; 2022 5-yr PUMS  
 The # in parentheses is the ranking out of 480 geographies.  
 Population: employed residents of the region. A MegaCommuter has a one-way commute in excess of 90 minutes.  
 Graph by: National Economic Education Delegation (www.NEEDecon.org)

## 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	265	7.7	230	7.9	495	8.0	2.0
5 to 9 minutes	619	18.0	671	23.0	1,290	20.8	7.5
10 to 14 minutes	329	9.6	229	7.9	558	9.0	12.2
15 to 19 minutes	376	10.9	366	12.6	742	12.0	15.0
20 to 24 minutes	476	13.9	407	14.0	883	14.2	14.3
25 to 29 minutes	128	3.7	111	3.8	239	3.9	6.3
30 to 34 minutes	380	11.1	261	9.0	641	10.3	15.0
35 to 39 minutes	123	3.6	83	2.8	206	3.3	2.9
40 to 44 minutes	76	2.2	59	2.0	135	2.2	4.3
45 to 59 minutes	110	3.2	87	3.0	197	3.2	8.6
60 to 89 minutes	251	7.3	48	1.6	299	4.8	7.9
90 or more minutes	172	5.0	39	1.3	211	3.4	4.0
<b>Total:</b>	<b>3,305</b>	<b>96.2</b>	<b>2,591</b>	<b>88.9</b>	<b>5,896</b>	<b>95.0</b>	

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.

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

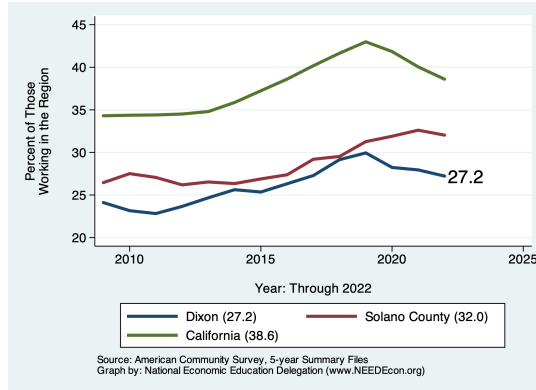


Figure 83: Percent of Local Employees With Commutes of More than 90 Minutes

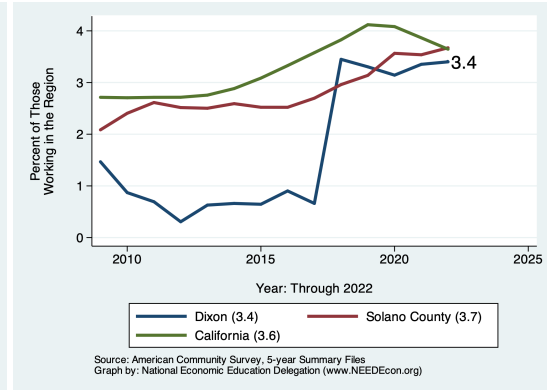
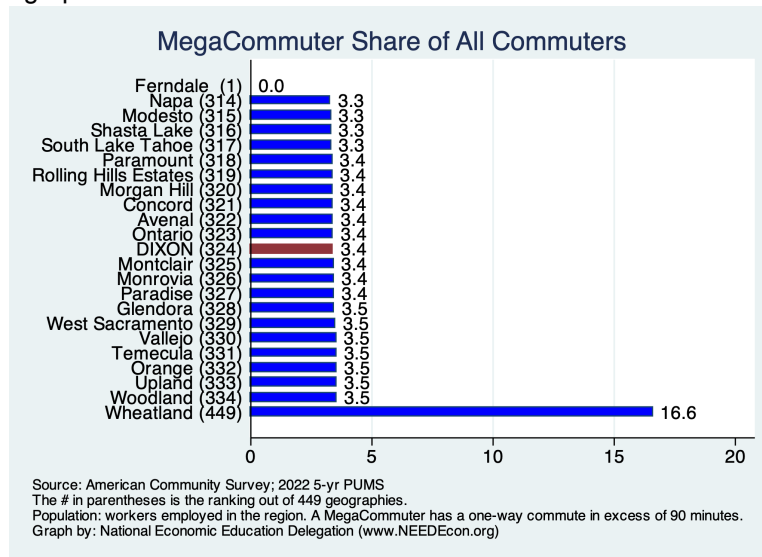


Figure 84: Rank: Share of MegaCommuters Across Similar Geographies



Source: American Community Survey; 2022 5-yr PUMS  
The # in parentheses is the ranking out of 449 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

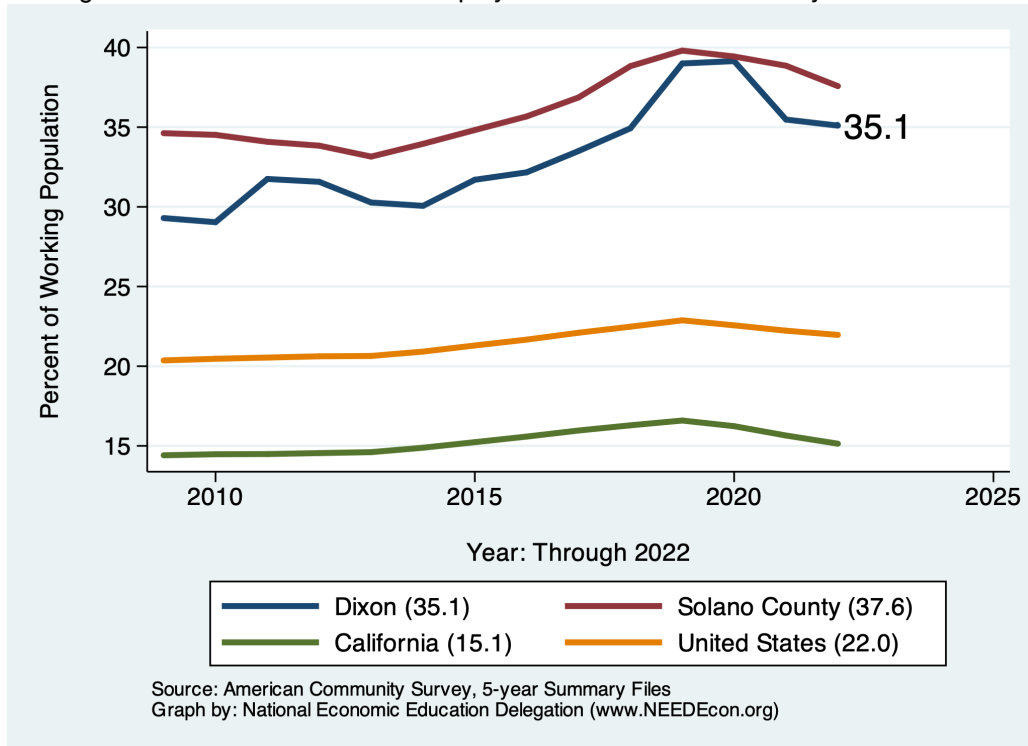
This section provides evidence on where workers living in Dixon work. As evidenced in the first table, some of Dixon’s employed workers work in the City, but many do not. The first table and graph pair provide evidence at the county level while the second provide evidence with regard to working outside of the Dixon 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:	5,703	98.4	4,317	99.8	10,020	99.9	99.6
Worked in county of residence	3,618	62.5	2,882	66.6	6,500	64.8	84.1
worked outside of county of residence	2,085	36.0	1,435	33.2	3,520	35.1	15.4
Worked outside state of residence	0	0.0	9	0.2	9	0.1	0.4
<b>Total:</b>	5,703	98.4	4,326	100.0	10,029	100.0	

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

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

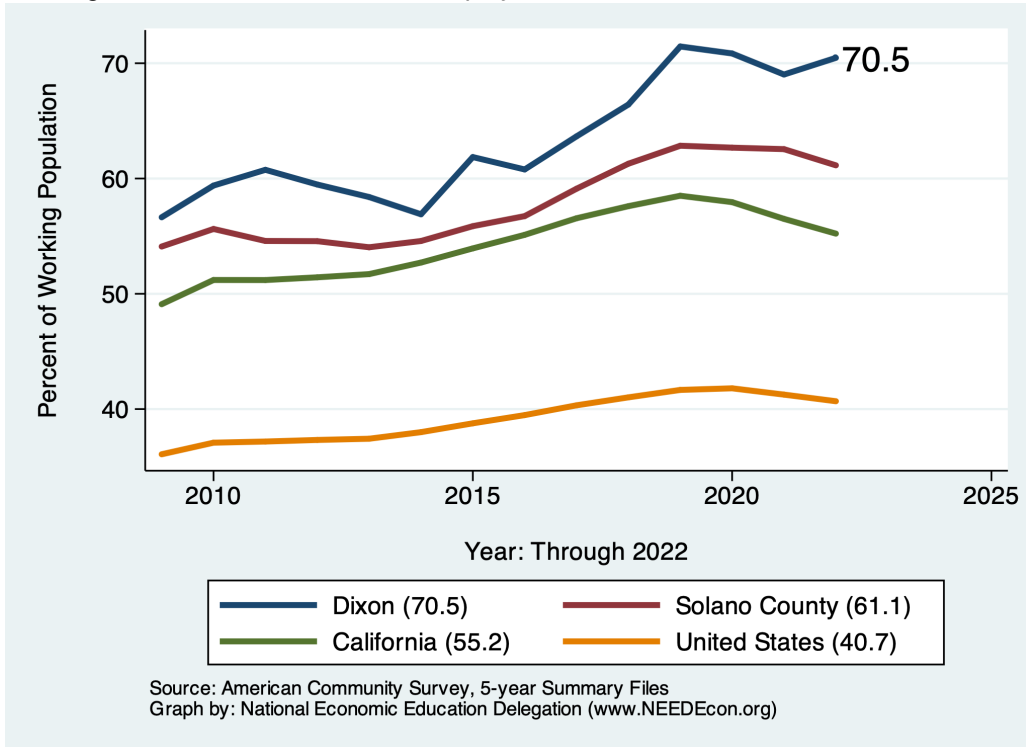


**Table 11. SEX OF WORKERS BY PLACE OF WORK—PLACE LEVEL**

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Living in a place:	5,703	98.4	4,326	100.0	10,029	100.0	95.9
Worked in place of residence	1,523	26.3	1,439	33.3	2,962	29.5	39.5
Worked outside place of residence	4,180	72.2	2,887	66.7	7,067	70.5	56.4
Not living in a place	0	0.0	0	0.0	0	0.0	4.1
<b>Total:</b>	5,703	98.4	4,326	100.0	10,029	100.0	

Source: 2022 5-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	Ratio	Ratio
Car, truck, or van - drove alone	45,964	100.2	48,566	46,171	99.7
Car, truck, or van - carpooled	57,672	167.5	36,463	34,487	167.5
Public transportation (excluding taxicab)			40,179	45,100	
Walked	14,209	51.2	29,366	27,142	52.4
Taxicab, motorcycle, bicycle, or other means			40,433	36,140	
Worked from home	44,712	63.0	75,153	67,180	66.7
<b>Total:</b>	46,026	94.4	48,747	46,099	99.8

Source: 2022 5-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	2,108	57.3	3,134	75.9	2,004	82.0	8,232	82.1	68.4
Car, Truck, or Van: Carpooled	142	3.9	475	11.5	180	7.4	837	8.3	9.5
Public Transportation (excl Taxi)	16	0.4	0	0.0	0	0.0	16	0.2	3.6
Walked	138	3.7	18	0.4	7	0.3	163	1.6	2.4
Taxicab, Motorcycle, or other	39	1.1	56	1.4	58	2.4	166	1.7	2.4
Worked at Home	89	2.4	325	7.9	194	7.9	615	6.1	13.6
<b>Total:</b>	2,532	68.8	4,008	97.0	2,443		10,029		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	1,526	52.7	1,647	67.6	1,122	69.4	4,980	76.5	68.5
Car, Truck, or Van: Carpooled	106	3.7	142	5.8	172	10.6	525	8.1	9.5
Public Transportation (excl Taxi)	17	0.6	43	1.8	0	0.0	60	0.9	3.6
Walked	98	3.4	18	0.7	7	0.4	123	1.9	2.4
Taxicab, Motorcycle, or other	30	1.0	56	2.3	122	7.5	208	3.2	2.4
Worked at Home	89	3.1	325	13.3	194	12.0	615	9.4	13.6
<b>Total:</b>	1,866	64.5	2,231	91.6	1,617		6,511		100.0

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	257	39.8	200	31.8	7,775	82.8	8,232	82.1	68.7
Car, Truck, or Van: Carpooled	59	9.1	0	0.0	778	8.3	837	8.3	9.5
Public Transportation (excl Taxi)	0	0.0	0	0.0	16	0.2	16	0.2	3.6
Walked	0	0.0	0	0.0	163	1.7	163	1.6	2.1
Taxicab, Motorcycle, or other	30	4.7	48	7.6	88	0.9	166	1.7	2.4
Worked at Home	29	4.5	12	1.9	574	6.1	615	6.1	13.6
<b>Total:</b>	375	58.1	260	41.4	9,394		10,029		

Source: 2022 5-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	186	38.3	94	18.3	4,700	76.5	4,980	76.5	68.7
Car, Truck, or Van: Carpooled	14	2.9	17	3.3	494	8.0	525	8.1	9.5
Public Transportation (excl Taxi)	17	3.5	0	0.0	43	0.7	60	0.9	3.6
Walked	0	0.0	0	0.0	123	2.0	123	1.9	2.1
Taxicab, Motorcycle, or other	30	6.2	48	9.3	130	2.1	208	3.2	2.4
Worked at Home	29	6.0	12	2.3	574	9.3	615	9.4	13.6
<b>Total:</b>	276	56.8	171	33.3	6,064	98.6	6,511	100.0	

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.

# 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 Dixon 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

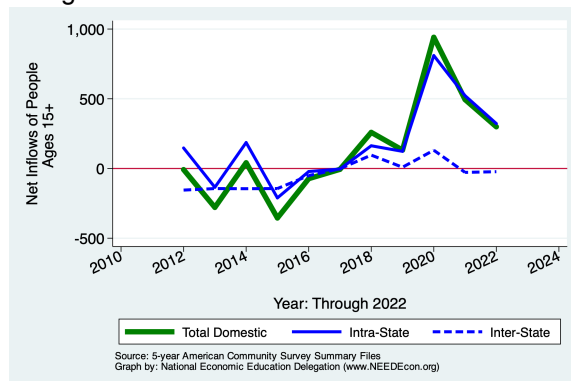


Table 17: Migration by Income

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
No income	1,830	253	18	179	-13	69
With income	13,049	140	285	-160	-10	25
\$1 to \$9,999 or loss	1,432	-75	63	-138	0	0
\$10,000 to \$14,999	1,069	31	49	-18	0	0
\$15,000 to \$24,999	1,512	-46	0	-46	0	0
\$25,000 to \$34,999	1,292	79	57	6	16	0
\$35,000 to \$49,999	2,093	-42	10	-35	-17	0
\$50,000 to \$64,999	1,341	0	-47	40	-18	25
\$65,000 to \$74,999	1,266	102	144	-39	-3	0
\$75,000 or more	3,044	91	9	70	12	0
<b>All:</b>	14,879	393	303	19	-23	94

Source: 2022 5-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

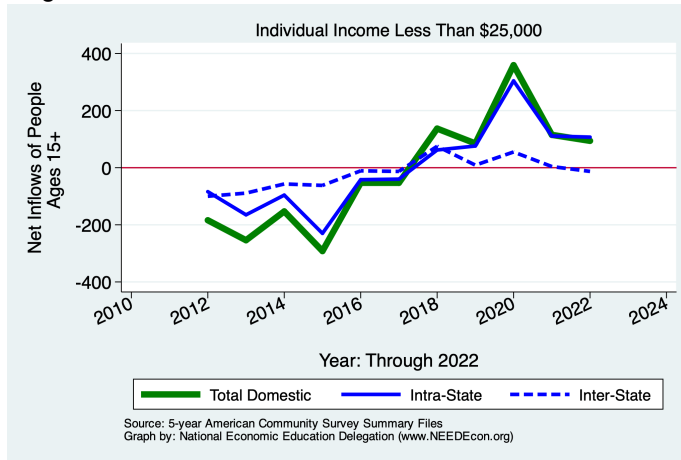


Figure 89: Overall Movements of Middle Income Residents

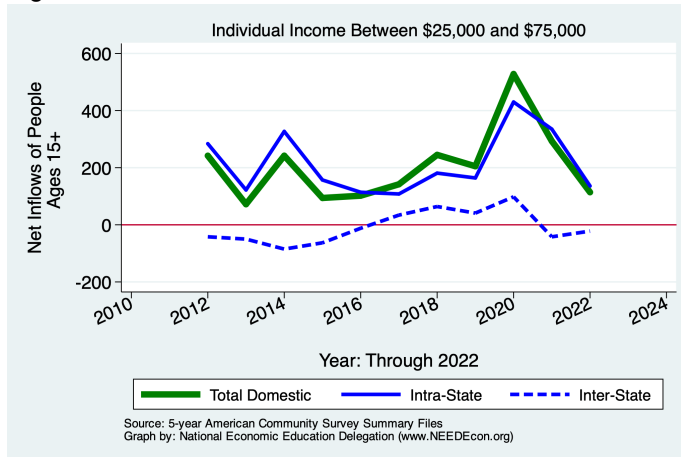
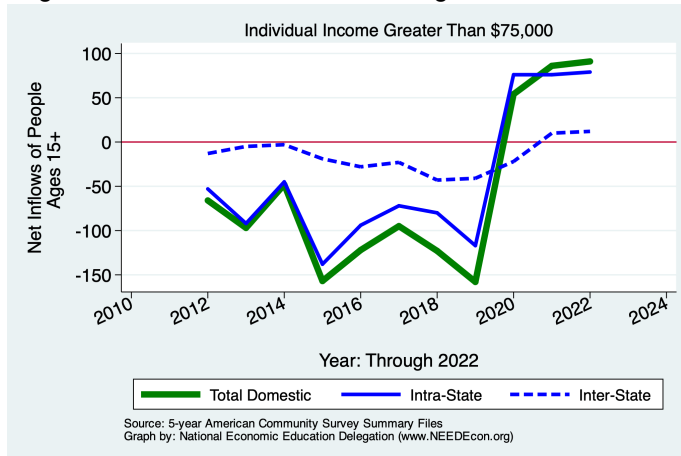


Figure 90: Overall Movements of High Income Residents



## Demographics of Migration Flows

**Table 18: Migration by Marital Status**

Category	Population	Net Inflows					From Abroad
		All Migration	Same State			Across States	
			W/in County	Between Counties	W/in Counties		
Never married	4,685	191	187	-44	3	45	
Now married, except separated	7,278	260	104	116	-9	49	
Divorced	1,621	-145	13	-141	-17	0	
Separated	426	61	-17	78	0	0	
Widowed	869	26	16	10	0	0	
<b>Total:</b>	14,879	393	303	19	-23	94	

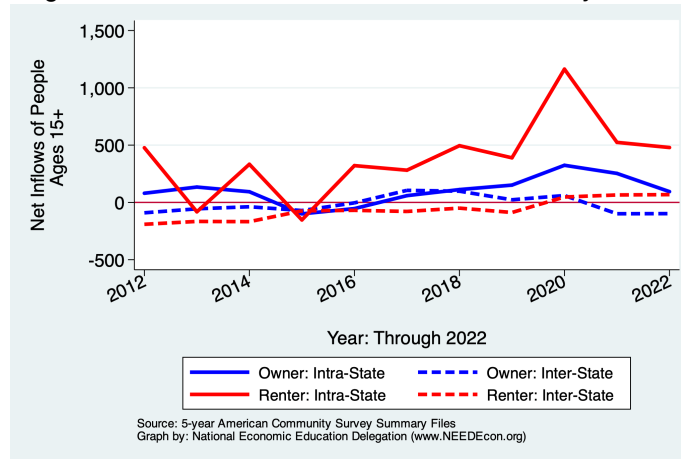
Source: 2022 5-year American Community Survey, Summary File

**Table 19: Migration by Tenure**

Category	Population	Net Inflows					From Abroad
		All Migration	Same State			Across States	
			W/in County	Between Counties	W/in Counties		
Householder lived in owner-occupied housing units	11,081	41	137	-43	-98	45	
Householder lived in renter-occupied housing units	7,822	596	170	309	68	49	
<b>Total:</b>	18,903	637	307	266	-30	94	

Source: 2022 5-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			From Abroad
			W/in County	Between Counties	Across States	
1 to 4 years	1,055	56	-11	60	7	0
5 to 17 years	3,753	257	45	239	-27	0
18 and 19 years	603	-6	0	-6	0	0
20 to 24 years	1,402	135	87	48	0	0
25 to 29 years	1,228	244	266	-47	0	25
30 to 34 years	1,735	108	-22	40	21	69
35 to 39 years	1,158	78	-6	112	-28	0
40 to 44 years	1,217	63	35	28	0	0
45 to 49 years	1,504	-43	-56	-6	19	0
50 to 54 years	870	-159	-8	-137	-14	0
55 to 59 years	954	-7	0	-7	0	0
60 to 64 years	1,050	-59	-25	-34	0	0
65 to 69 years	862	-80	-12	-44	-24	0
70 to 74 years	682	10	0	10	0	0
75 years and over	849	40	14	10	16	0
<b>Total Population:</b>	18,922	637	307	266	-30	94

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

**Table 21: Migration by Educational Attainment**

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
Less than high school graduate	1,757	48	0	48	0	0
High school graduate (includes equiv)	3,345	185	232	-27	-20	0
Some college or assoc. degree	4,312	-8	17	-37	12	0
Bachelor's degree	1,822	-23	-52	-65	0	94
Graduate or professional degree	873	-7	-11	6	-2	0
<b>Total:</b>	12,109	195	186	-75	-10	94

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

**Table 22: Median Income of Migration Flows**

Flow	In-Migration	Out-Migration
Same House 1 Year Ago	43,374	43,374
Moved Within Same County	49,615	52,396
Moved to Different County, Same State	55,885	25,526
Moved Between States	111,429	53,750
<b>Total Population:</b>	43,582	43,357

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

**Table 23: Median Age of Migration Flows**

Flow	In-Migration	Out-Migration
Same House 1 Year Ago	35.5	35.5
Moved Within Same County	29.1	44.6
Moved to Different County, Same State	23.7	32.0
Moved Between States	34.9	36.0
Moved from Abroad	30.5	
<b>Total Population:</b>	33.7	35.4

Source: 2022 5-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.

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