

Fremont, California

Indicators Report

by
The National Economic Education Delegation (NEED)

April 20, 2024

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

A Demographic Snapshot

Statistic	2022	2019
POPULATION		
Population Estimate (#)	223,859.0	241,117.0
Veterans (#)	3,327.0	5,384.0
Foreign born persons (% , 5yr)	48.8	48.6
Population age 25+ (#)	162,184.0	172,527.0
AGE AND SEX		
Persons under 5 years (%)	6.0	5.5
Persons under 18 years (%)	21.7	22.6
Persons 65 years and over (%)	14.8	12.5
Female persons (%)	50.4	50.6
INCOME AND POVERTY		
Median household income (\$)	162,336.0	144,118.0
Per capita income in past 12 months (\$)	72,487.0	57,850.0
Persons in poverty (%)	7.0	3.4
Children age less than 18 in poverty (#)	3,894.0	1,348.0
Children age less than 18 in poverty (%)	8.0	2.5
RACE AND ETHNICITY		
White alone (%)	18.0	23.9
African American alone (% , 5yr)	3.2	3.1
American Indian or Alaska Native alone (% , 5yr)	0.5	0.5
Asian alone (%)	62.4	61.4
Native Hawaiian and Other Pacific Islander alone (% , 5yr)	0.7	0.9
Two or More Races (%)	7.2	4.4
Hispanic or Latino (%)	12.0	12.4
White alone, not Hispanic or Latino (%)	16.9	19.1
HOUSING		
Housing units (#)	79,595.0	81,652.0
Owner-occupied housing units (%)	60.5	58.9
Median value of owner-occupied housing units (\$)	1,443,400.0	1,086,700.0
Median selected monthly owner costs-with a mortgage (\$)	3,877.0	3,328.0
Median selected monthly owner costs-without a mortgage (\$)	937.0	769.0
Median gross rent (\$)	2,745.0	2,569.0
FAMILIES AND LIVING ARRANGEMENTS		
Households (#)	76,119.0	77,848.0
Persons per household (#)	2.9	3.1
Living in same house 1 year ago, % of persons age 1+	85.1	90.2
EDUCATION		
High school graduate or higher, % of persons age 25+	94.6	93.1
Bachelor's degree or higher, % of persons age 25+	64.3	58.3
HEALTH		
With a disability, under age 65 years (#)	8,520.0	8,252.0
Persons without health insurance, under age 65 years (%)	2.3	1.4
LABOR FORCE		
In civilian labor force, persons age 16+ (%)	65.7	67.4
In civilian labor force, women age 16+ (%)	59.1	57.9
Employed, persons age 16+ (%)	61.4	63.6
Self employed (%)	6.3	7.0
TRANSPORTATION		
Mean travel time to work, workers age 16+ (Mins.)	17.7	24.2
Drive alone in private vehicle (%)	52.7	48.3
Using public transportation (%)	3.9	13.7
Worked from home (%)	35.4	5.1

Source: American Community Survey, Summary Files

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

Current Population

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

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

Region	2023 Population	% Change		
		1 Year	3 Year	5 Year
City				
Fremont	229,467	0.15	-1.57	-0.77
County and Broader Regions				
Alameda County	1,636,194	-0.49	-1.62	-1.25
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
Alameda County	1,644.2	1,636.2	-0.49	-0.45	-0.35
Oakland	421.8	419.6	-0.53		
Fremont	229.1	229.5	0.15		
Hayward	160.1	159.8	-0.18		
Berkeley	123.2	123.6	0.30		
San Leandro	88.1	87.5	-0.66		
Livermore	85.9	84.8	-1.25		
Alameda	77.4	77.3	-0.19		
Pleasanton	77.5	76.5	-1.37		
Dublin	72.4	71.8	-0.86		
Union City	67.7	66.8	-1.40		
Newark	47.1	47.5	0.66		
Albany	21.5	21.4	-0.57		
Emeryville	12.5	12.6	1.06		
Piedmont	10.9	10.8	-1.10		

Source: CA DOF; Calculations by National Economic Education Delegation

Figure 1: Population Growth (1)

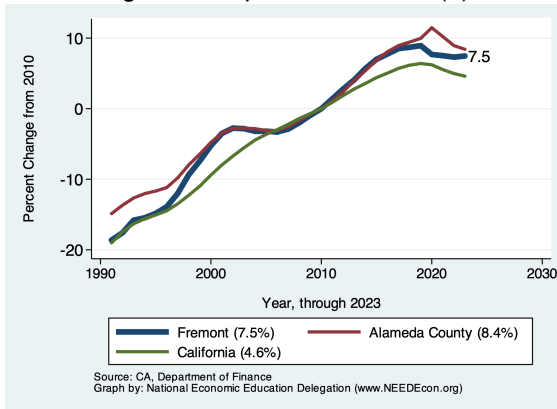


Figure 2: Population Growth (2)

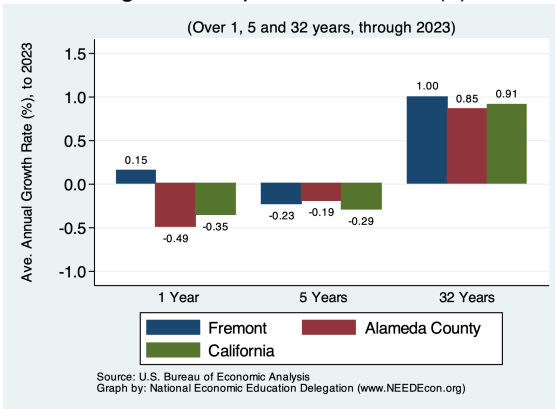


Figure 3: Population by Age - Detailed Age Categories

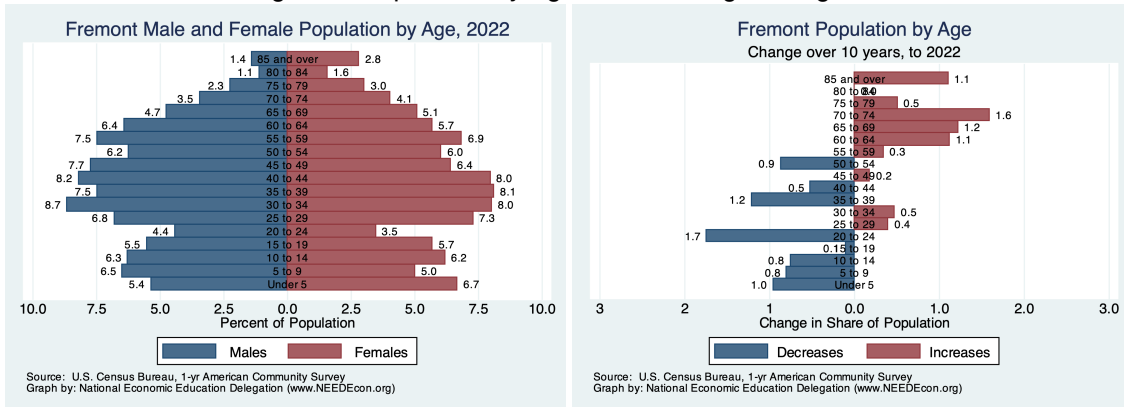


Figure 4: Population by Age - Broad Age Categories

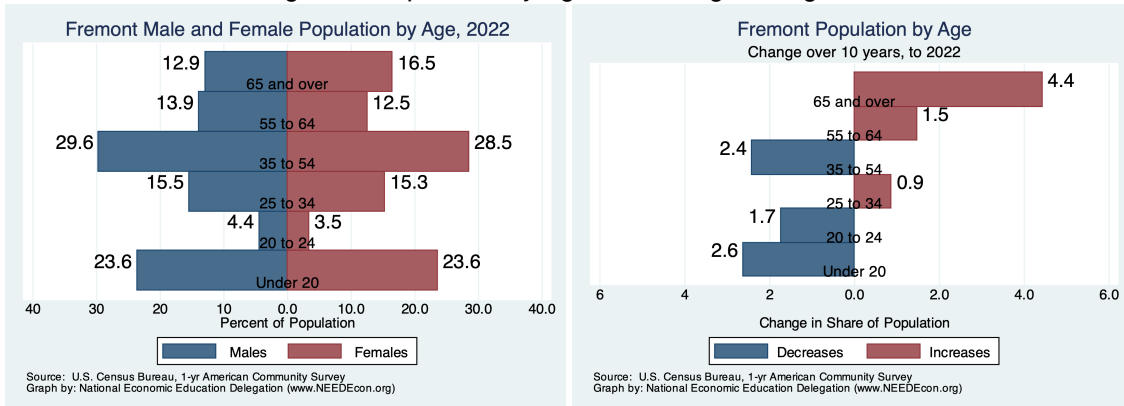


Figure 5: Population by Educational Attainment

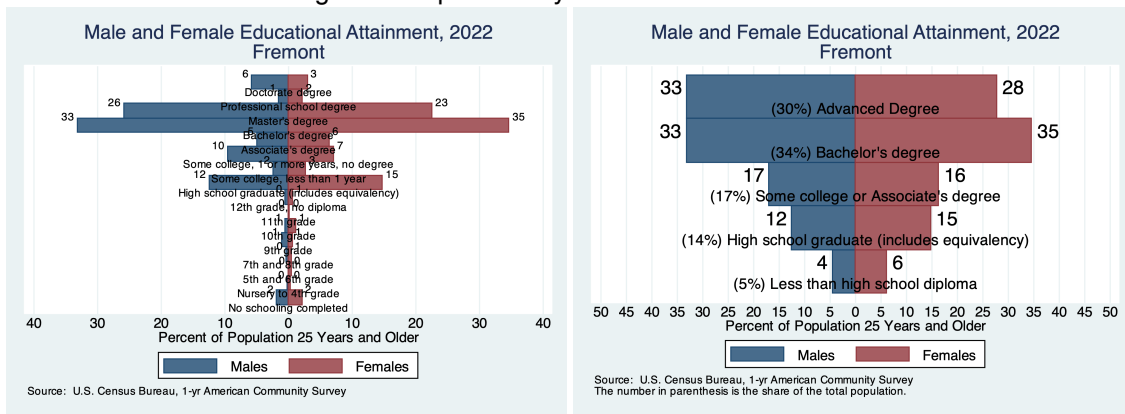


Figure 6: Population by Race/Ethnicity

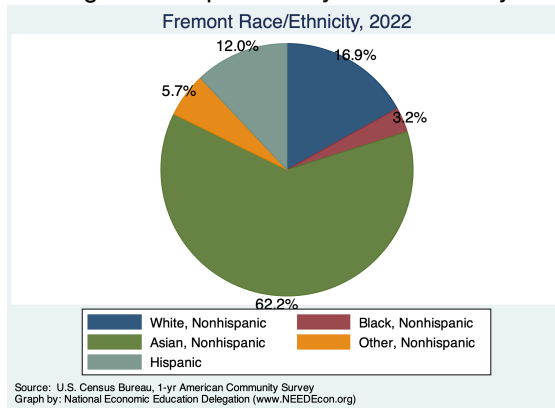
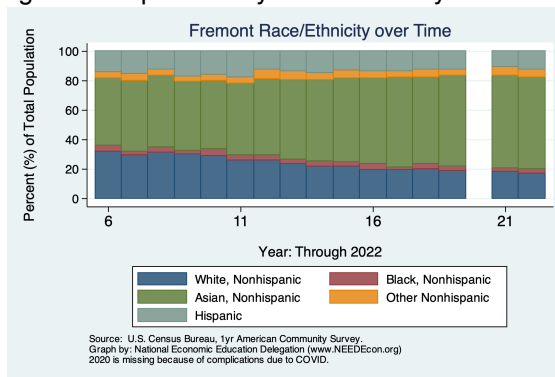


Figure 7: Population by Race/Ethnicity Over Time



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?

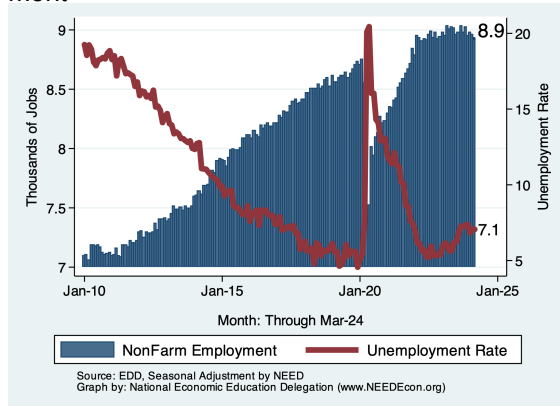
Employment growth is a fundamental indicator of the health of an economy.

Table 3. Fremont 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

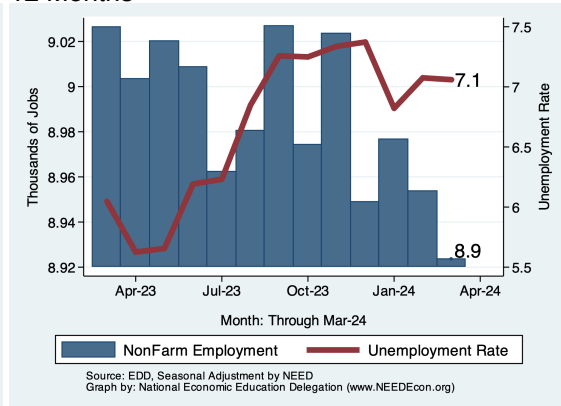
Source: EDD, National Economic Education Delegation

Figure 8: Historical Employment and Unemployment - Last 12 Months



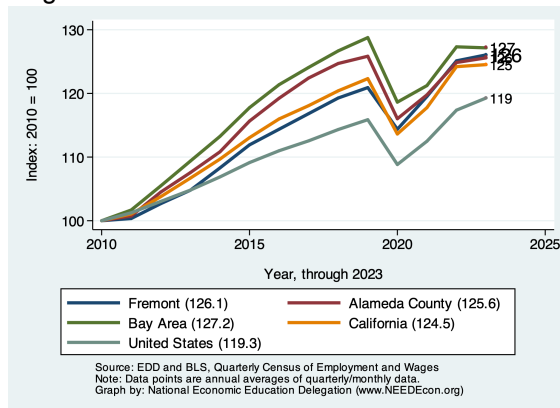
Source: EDD, Seasonal Adjustment by NEED
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

Figure 9: Employment and Unemployment - Last 12 Months



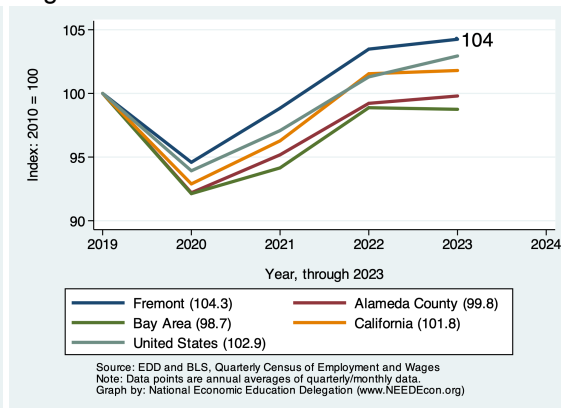
Source: EDD, Seasonal Adjustment by NEED
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

Figure 10: Relative Employment Growth Across Regions - since 2010



Source: EDD and BLS, Quarterly Census of Employment and Wages
Note: Data points are annual averages of quarterly/monthly data.
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

Figure 11: Relative Employment Growth Across Regions - since 2019



Source: EDD and BLS, Quarterly Census of Employment and Wages
Note: Data points are annual averages of quarterly/monthly data.
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

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 Alameda County. The following table provides the latest data for the County.

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

Industry	Employment	Share	Empl Growth	% Growth - Annualized Rate					
				Month	Qtr	6mo	1yr	3yr	5yr
Total Nonfarm	823,371	100.0	1,966.6	2.9	0.4	1.1	1.1	2.7	0.3
Goods Producing	144,737	17.6	720.1	6.2	-6.0	-3.2	-1.6	1.3	1.6
Mining, Logging and Construction	48,272	5.9	799.6	22.2	-8.4	-3.0	0.4	-0.4	-0.5
Manufacturing	96,442	11.7	-26.5	-0.3	-3.8	-2.7	-3.0	2.0	2.7
Durable Goods	75,317	9.1	-21.0	-0.3	-4.6	-3.2	-3.7	2.6	4.5
Non-Durable Goods	20,938	2.5	-7.6	-0.4	-3.0	-1.6	-1.0	-0.0	-2.3
Service Providing	677,573	82.3	1,085.9	1.9	1.4	1.9	1.6	3.0	-0.0
Trade, Trans & Utilities	137,119	16.7	-413.9	-3.6	-0.7	-1.6	-0.9	1.0	-0.3
Wholesale Trade	32,689	4.0	-243.2	-8.5	-1.0	-3.3	-3.1	-0.5	-2.1
Retail Trade	63,503	7.7	-63.7	-1.2	0.9	0.7	0.4	-0.7	-2.0
Information	17,440	2.1	67.7	4.8	-4.5	-7.5	-6.9	-2.0	-2.8
Financial Activities	26,656	3.2	28.9	1.3	-4.7	-4.2	-2.5	-0.1	-1.2
Finance & Insurance	15,416	1.9	145.0	12.0	1.3	-1.2	-2.4	-3.1	-2.3
Real Estate & Rental & Leasing	11,378	1.4	-105.1	-10.5	-12.3	-6.0	-2.8	5.6	0.7
Professional & Business Svcs	137,542	16.7	169.7	1.5	1.0	0.9	0.2	1.4	0.3
Prof, Sci, & Tech	82,593	10.0	222.4	3.3	2.9	3.3	1.8	3.1	1.8
Educational & Health Svcs	143,220	17.4	769.5	6.7	4.7	5.8	6.1	5.4	2.8
Education Svcs	16,300	2.0	132.5	10.3	-4.3	2.8	1.9	6.7	-0.2
Health Care & Social Assistance	126,957	15.4	626.8	6.1	5.2	6.1	6.6	5.3	3.3
Leisure & Hospitality	70,978	8.6	-133.1	-2.2	1.5	2.8	1.9	13.4	-1.7
Arts, Entertainment & Recreation	12,293	1.5	194.9	21.1	13.1	12.9	7.0	32.6	-0.3
Accommodation & Food Svcs	59,226	7.2	-191.8	-3.8	1.8	2.0	0.8	11.3	-1.8
Other Svcs	28,484	3.5	402.7	18.6	-5.0	1.1	4.0	8.9	0.7
Government	115,339	14.0	242.6	2.6	2.2	3.1	2.4	0.1	-1.4
Federal	8,514	1.0	0.0	0.0	-3.0	0.0	0.8	-0.5	-0.5
State	27,661	3.4	-35.9	-1.5	-1.4	2.3	1.0	-7.4	-5.4
Local	77,889	9.5	257.5	4.1	3.6	3.4	3.0	3.5	0.2

Source: EDD, National Economic Education Delegation (NEED)

Some Employee Detail

Employed in Fremont

Figure 12: Employment by Occupation

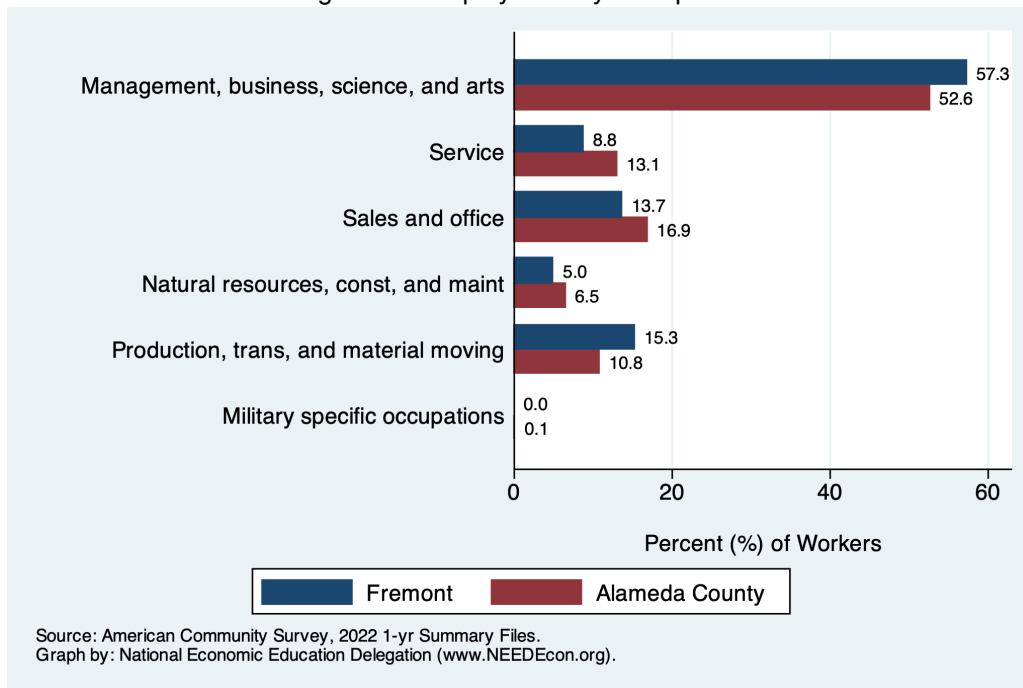


Figure 13: Employment by Industry

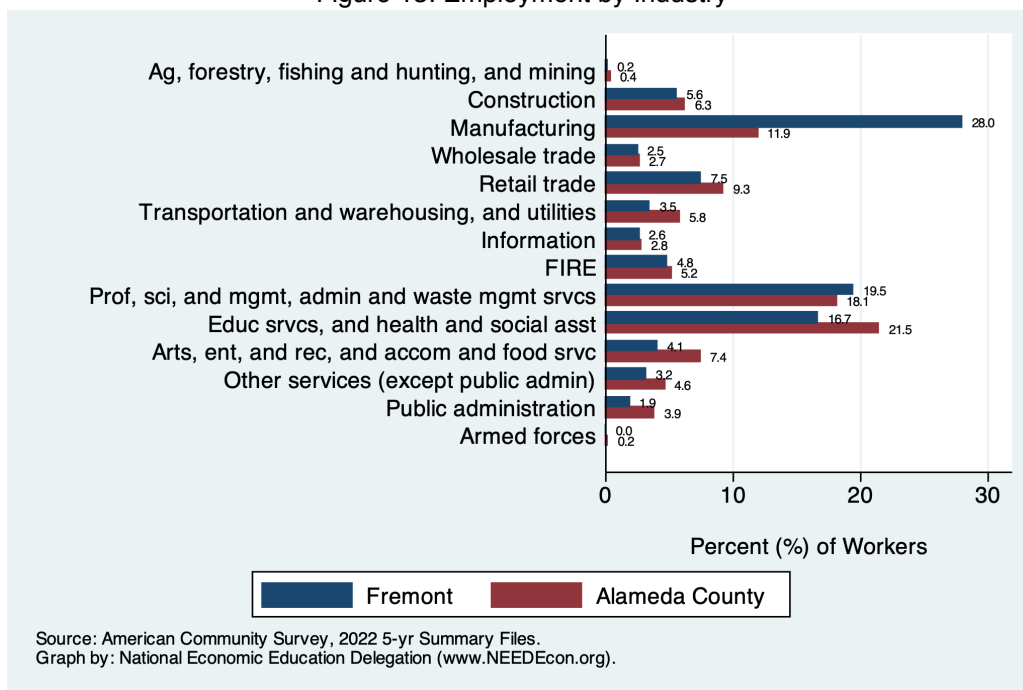


Figure 14: Language Spoken at Home

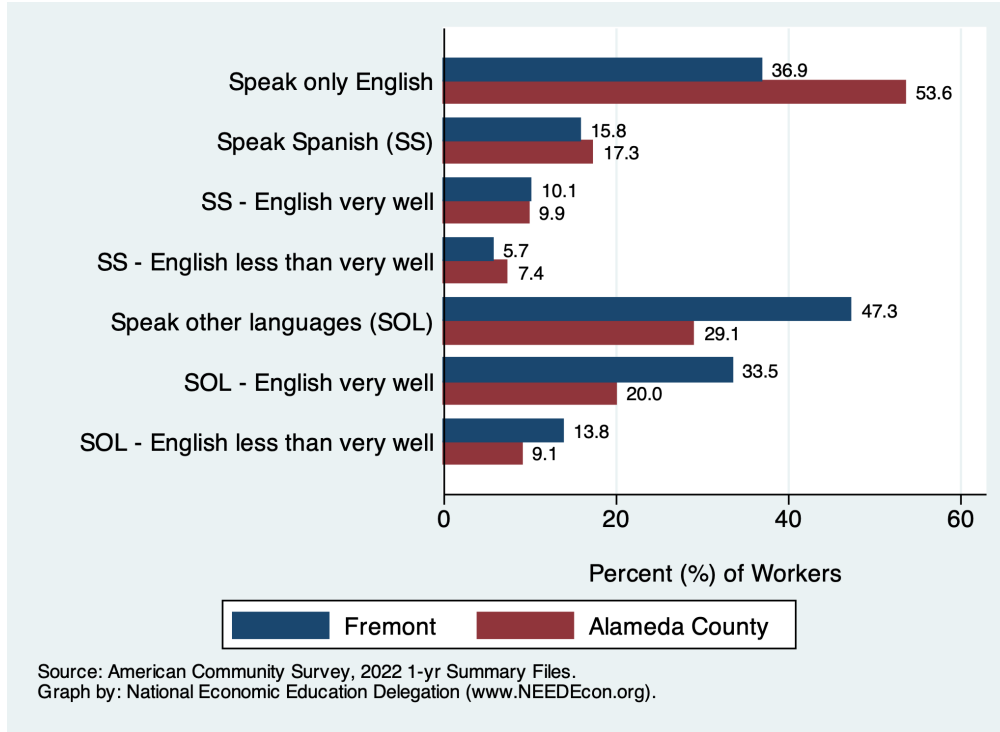
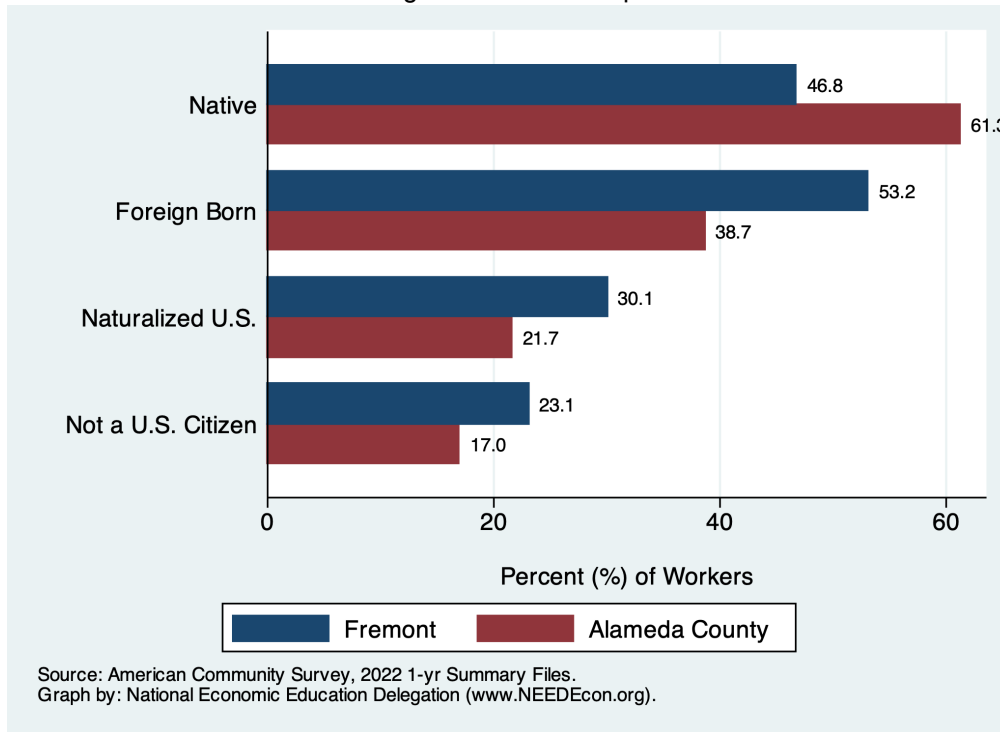


Figure 15: Citizenship



Employed Residents of Fremont

Figure 16: Employment by Occupation

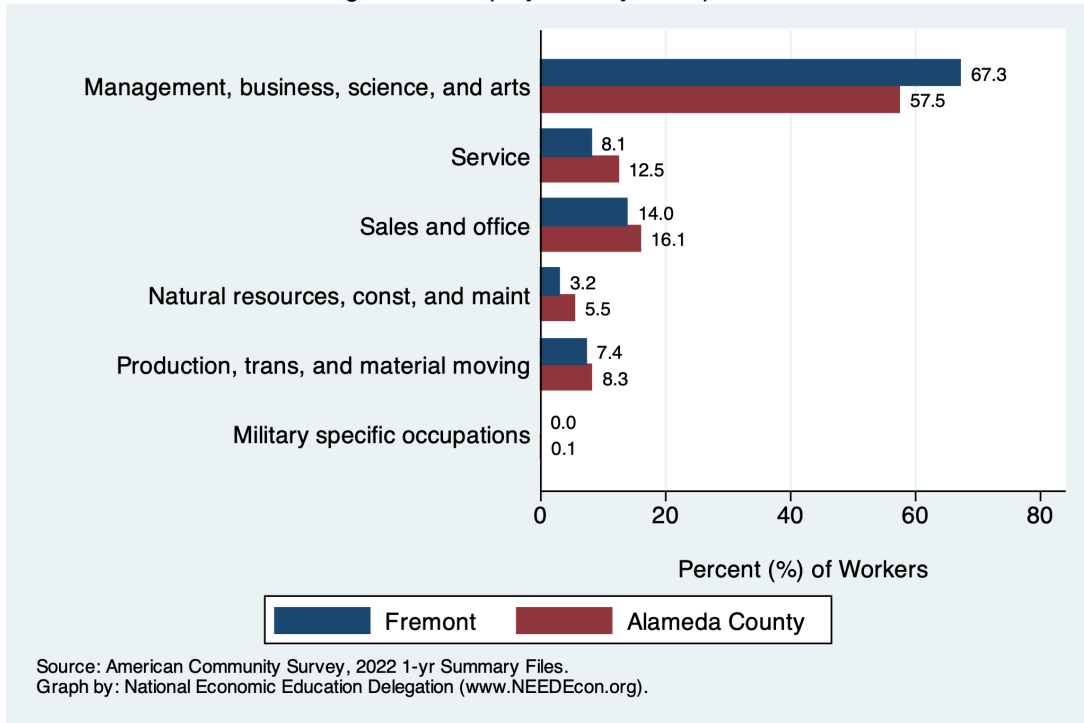


Figure 17: Employment by Industry

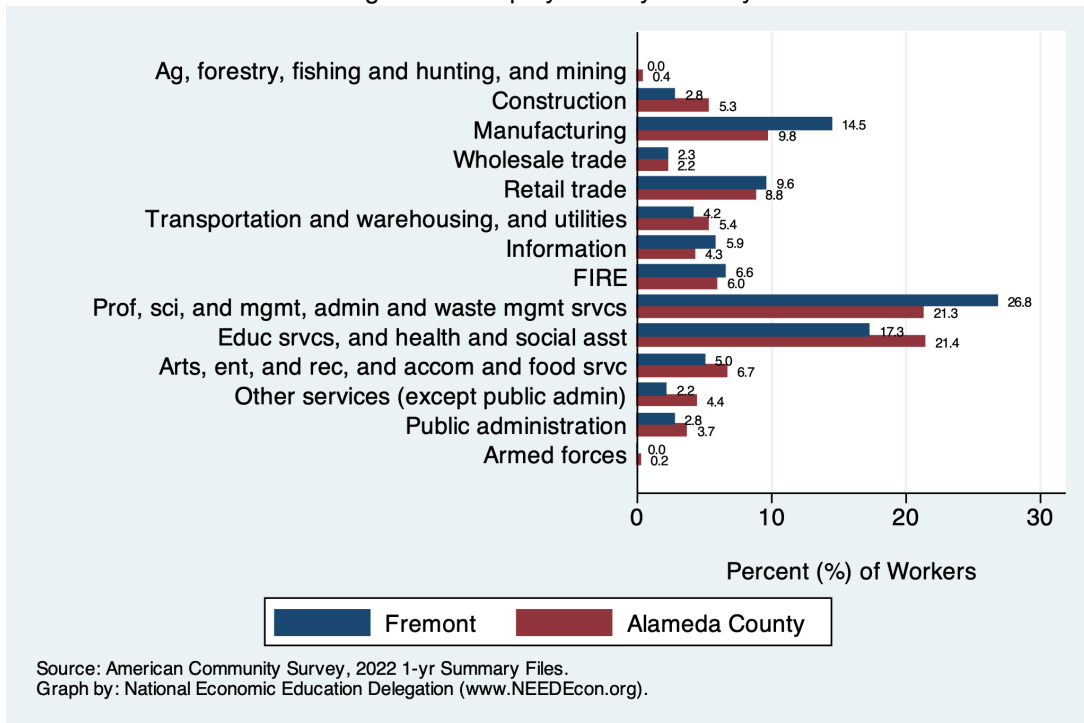


Figure 18: Language Spoken at Home

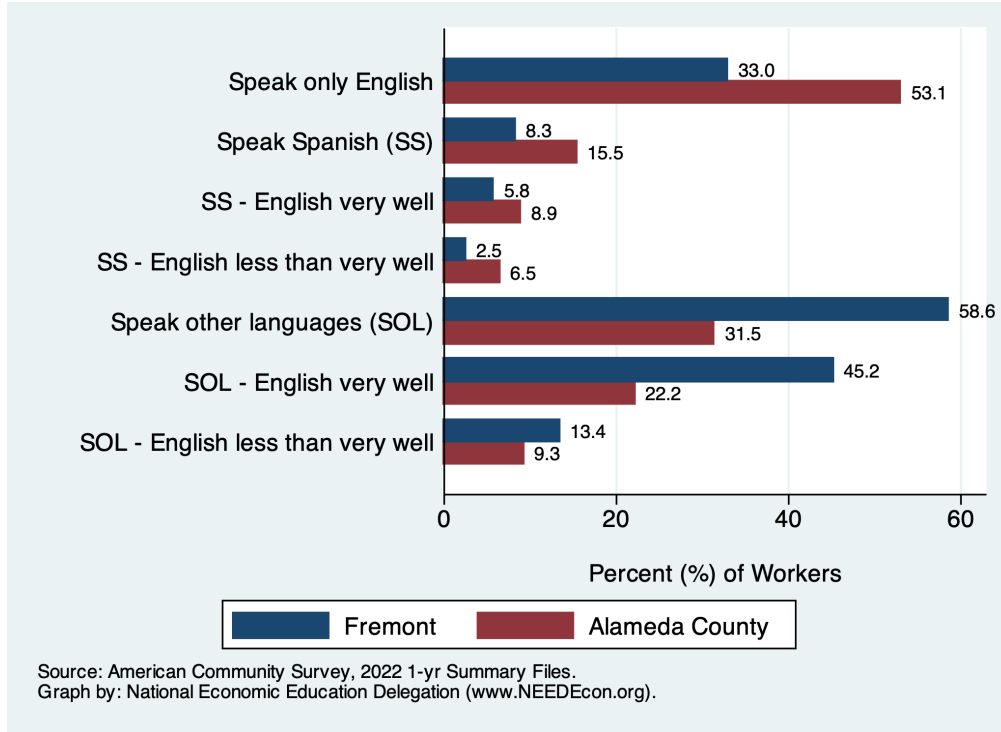
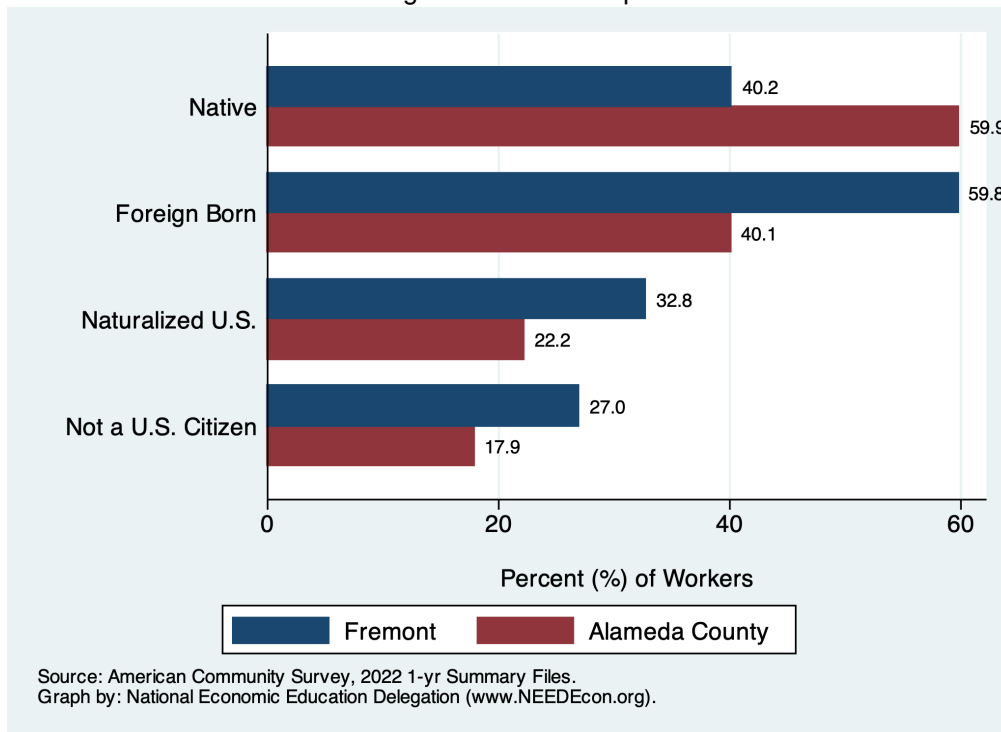


Figure 19: Citizenship



Employed Residents vs Workers in Fremont

Figure 20: Employment by Occupation

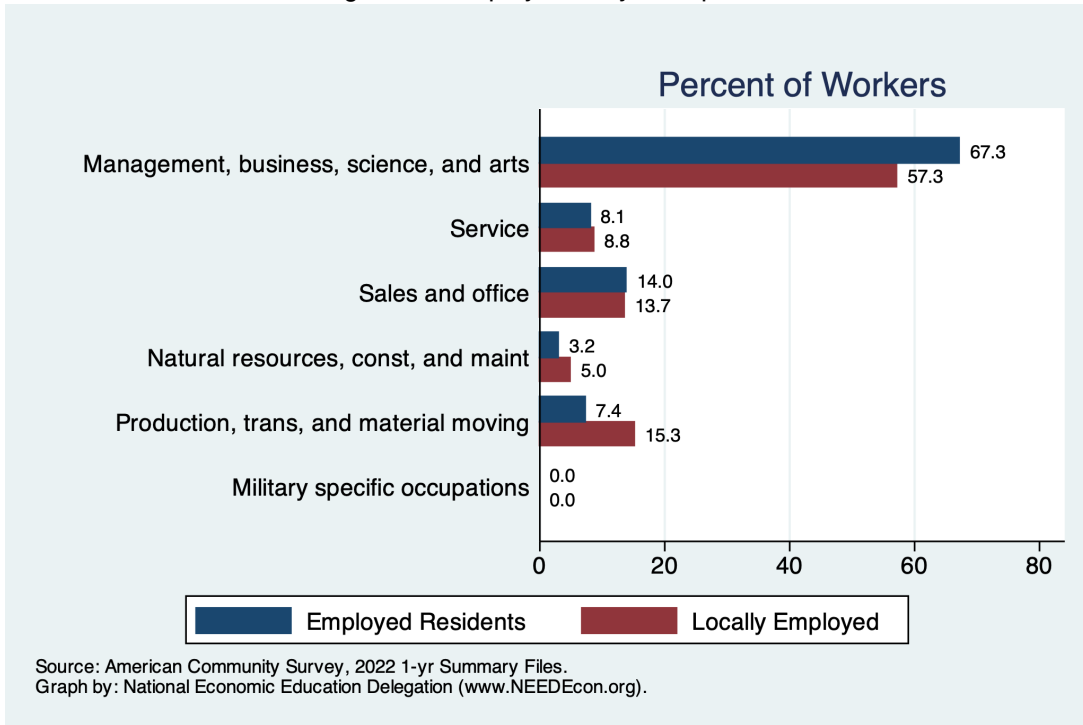


Figure 21: Employment by Industry

N/A

Figure 22: Language Spoken at Home

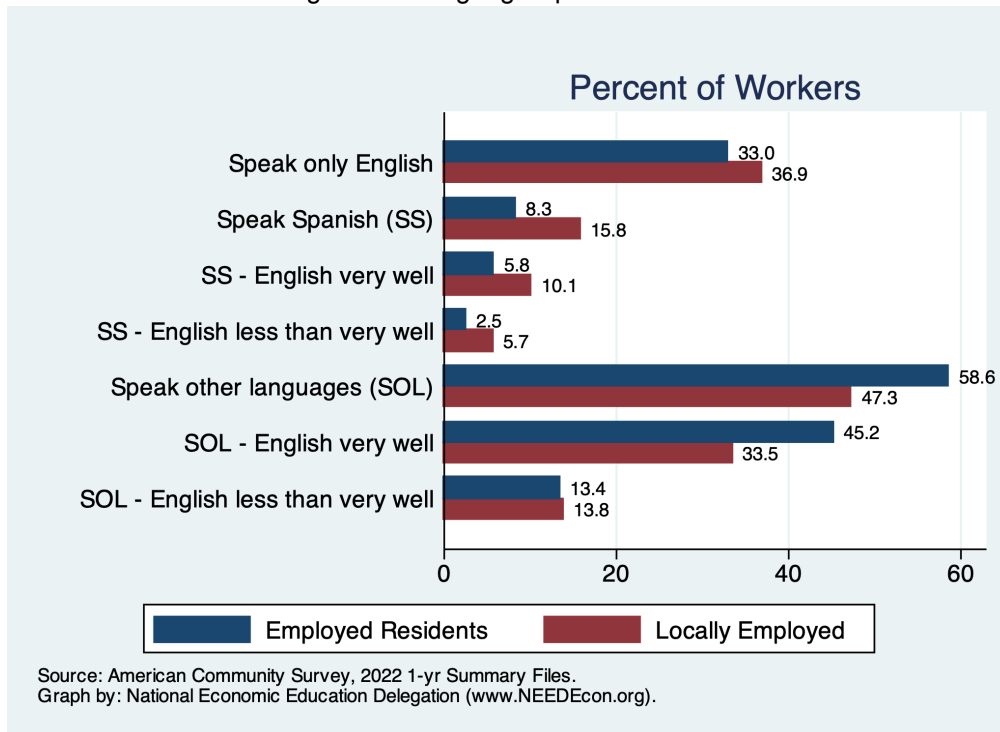
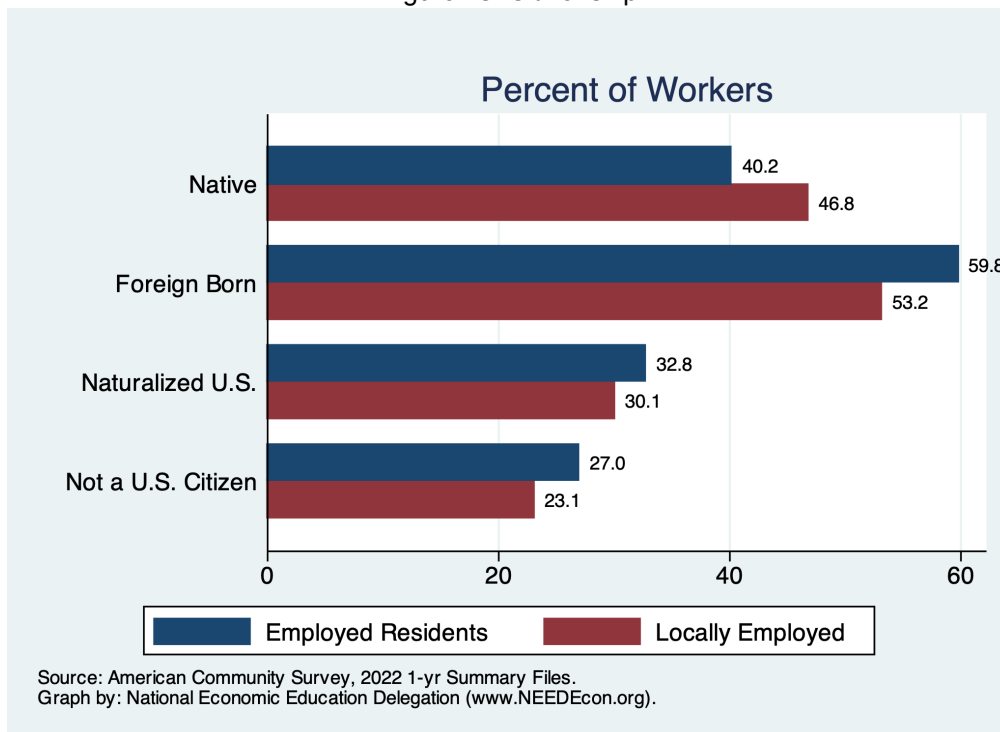


Figure 23: Citizenship



Income and Earnings

Per Capita Income Growth

Definition:

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

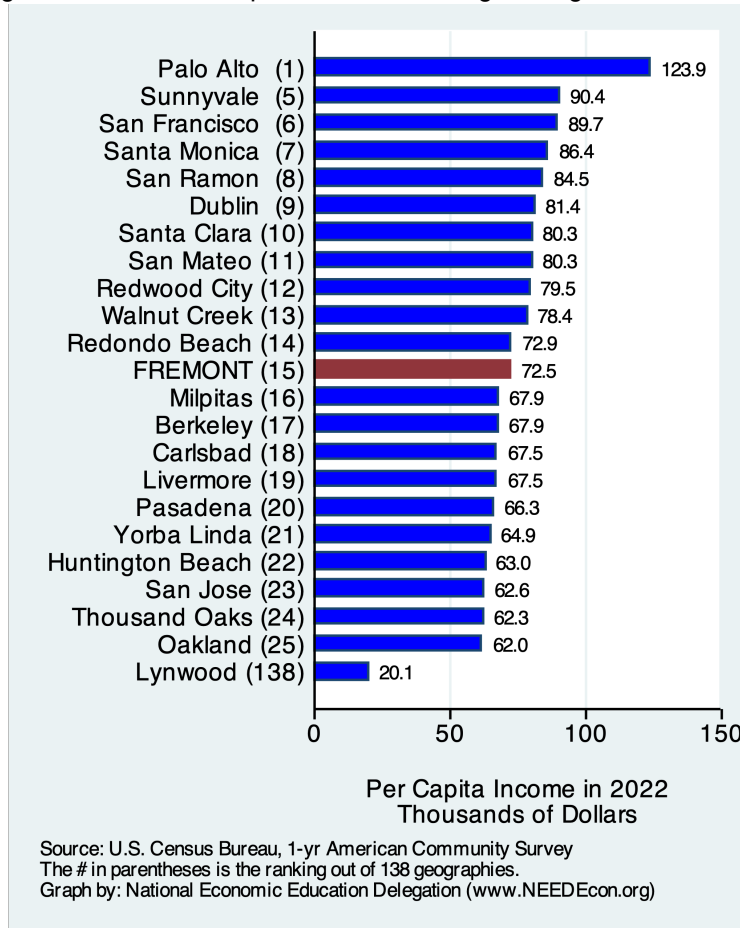
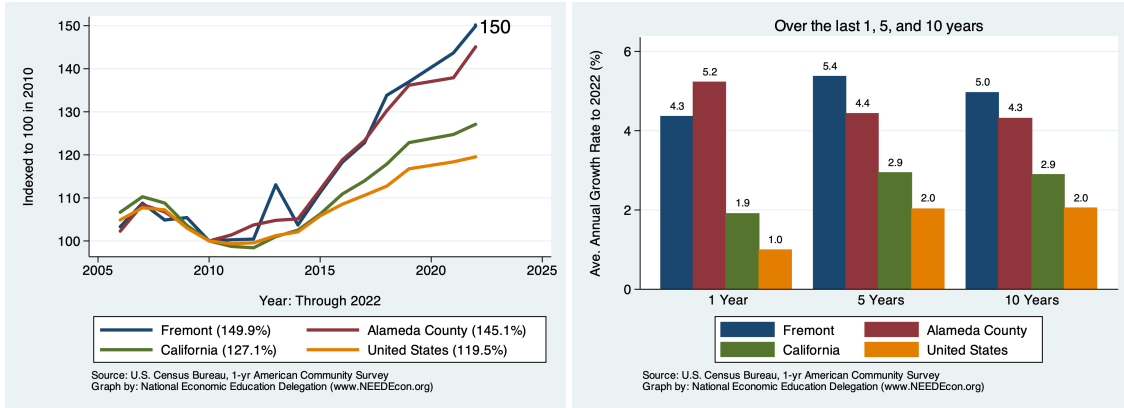


Figure 25: Regional Comparison of Growth over Time



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

Figure 26: Income Levels

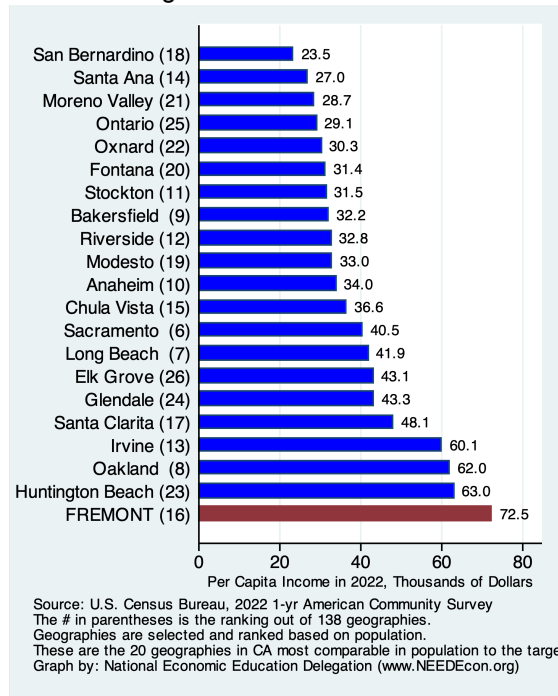
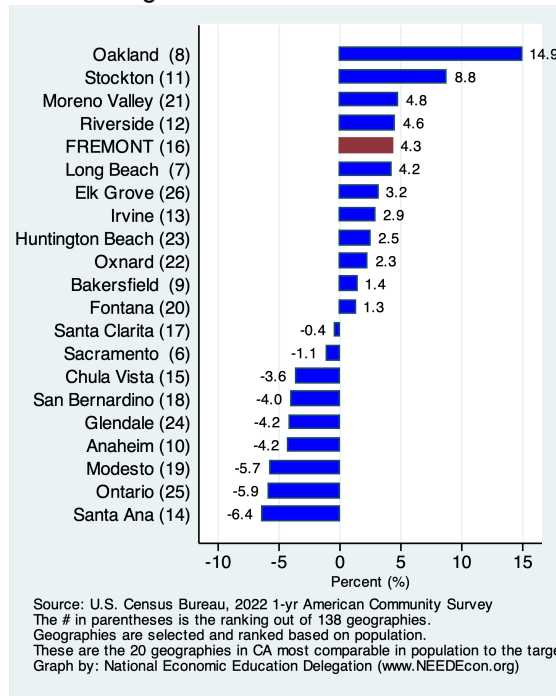


Figure 27: Growth over Time



Real Per Capita Income Ranking Among Cities in Alameda County

Figure 28: Income Levels

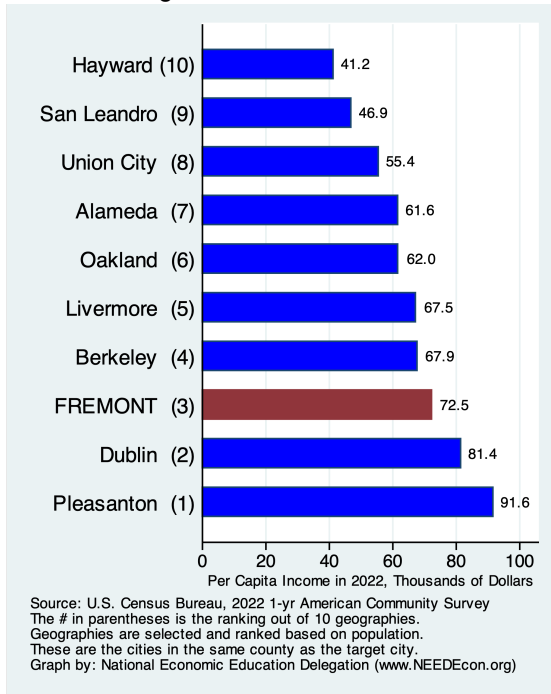


Figure 29: Growth over Time

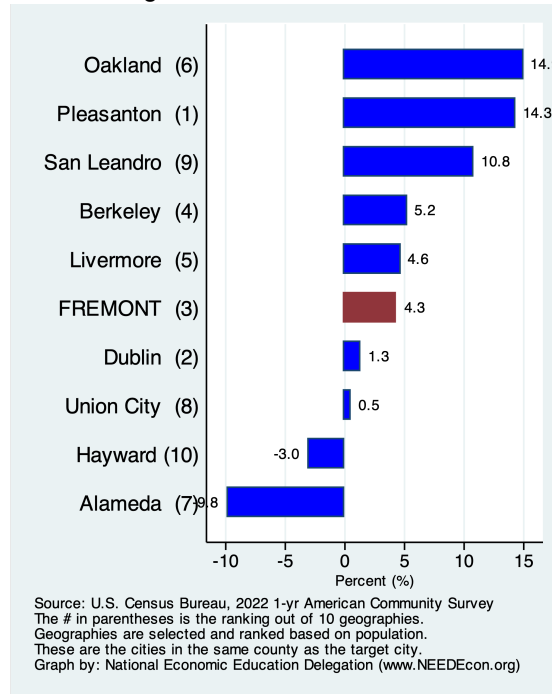
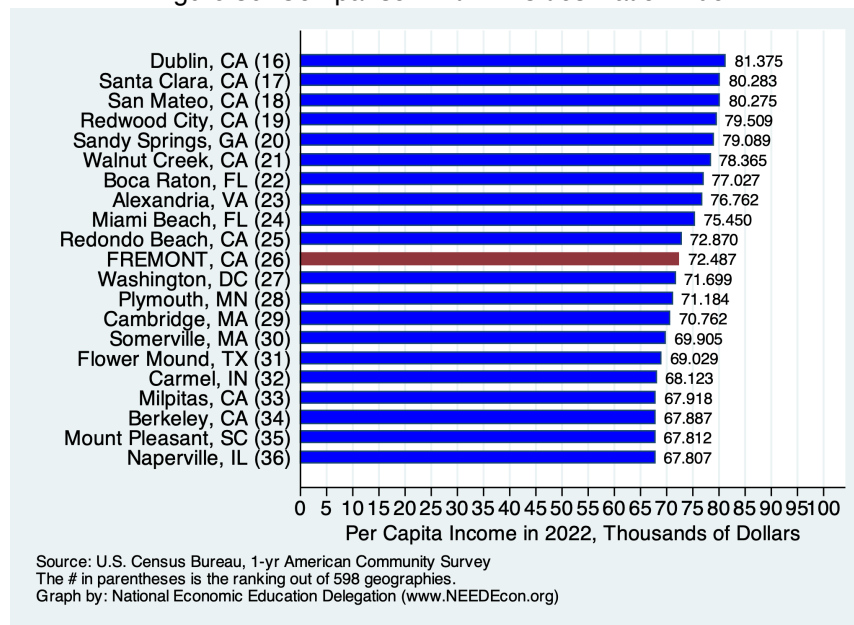


Figure 30: Comparison with All Cities Nationwide



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.

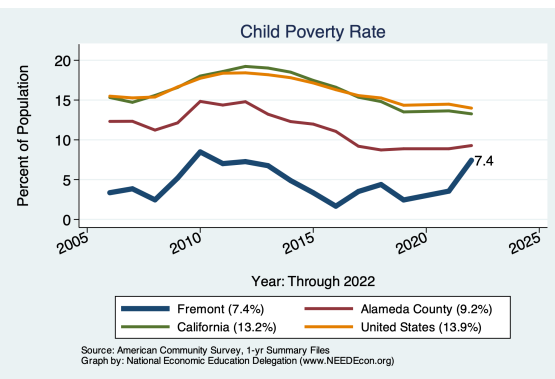
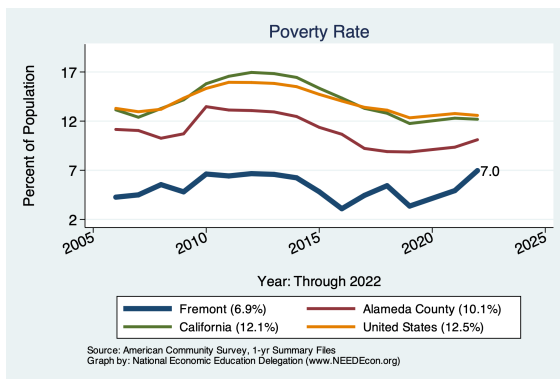


Figure 31: Inequality

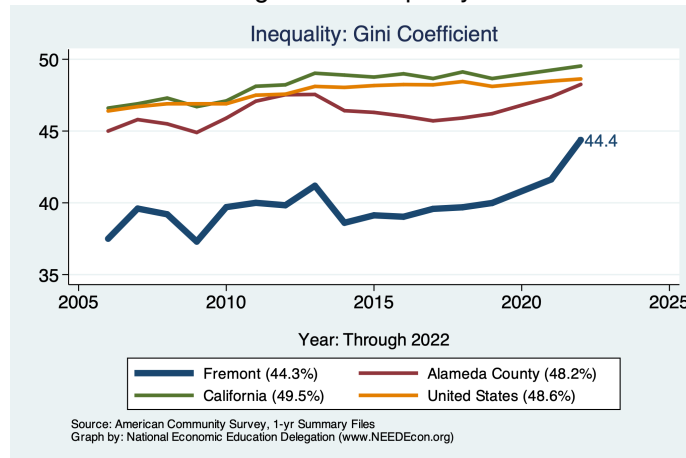


Figure 32: Shares Across the Income Distribution

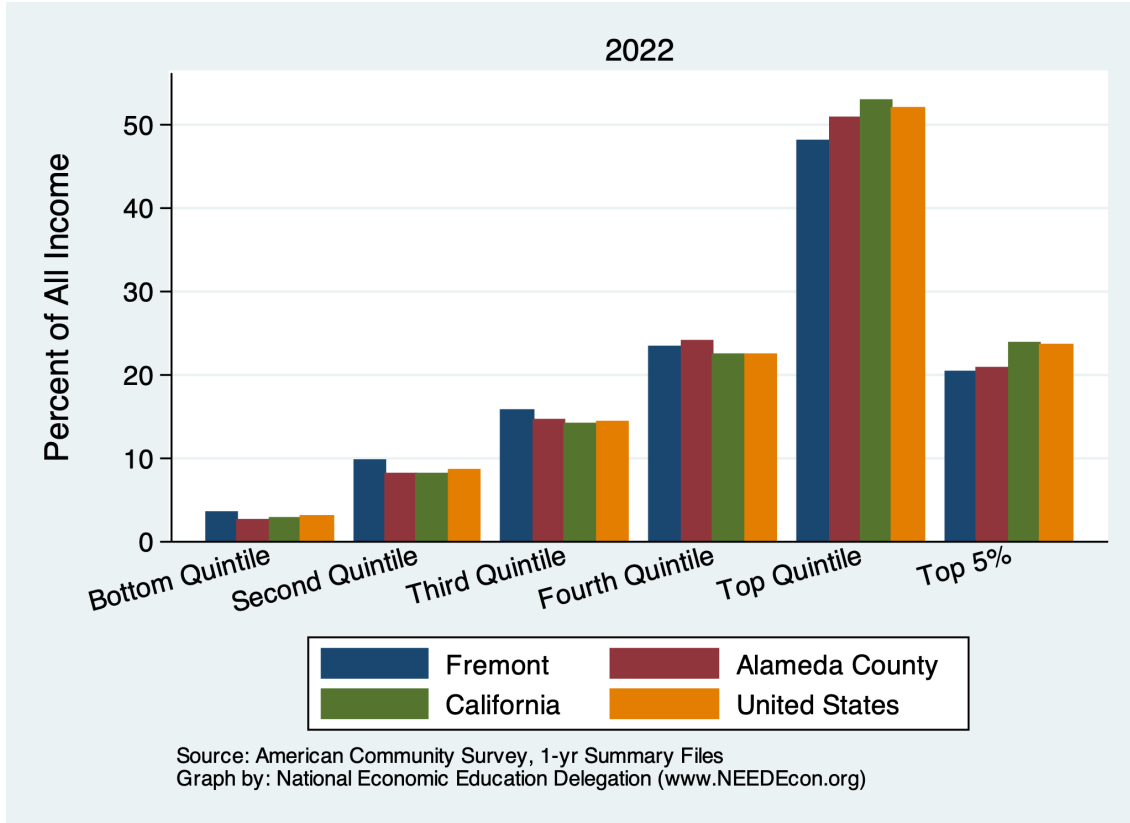
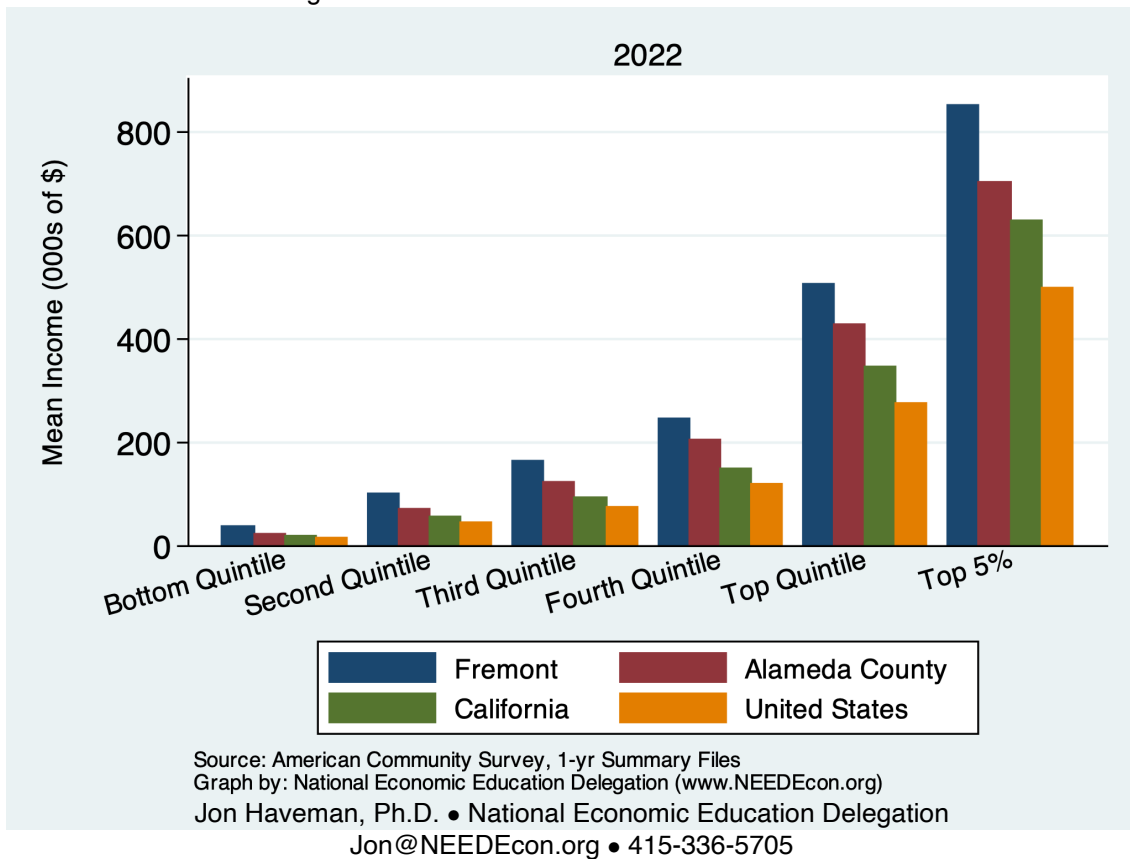


Figure 33: Means Across the Income Distribution



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 Fremont and Broader Regions

Figure 34: Median Home Prices

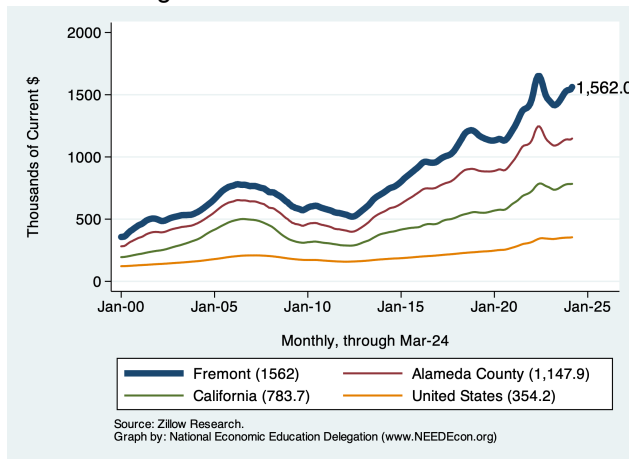
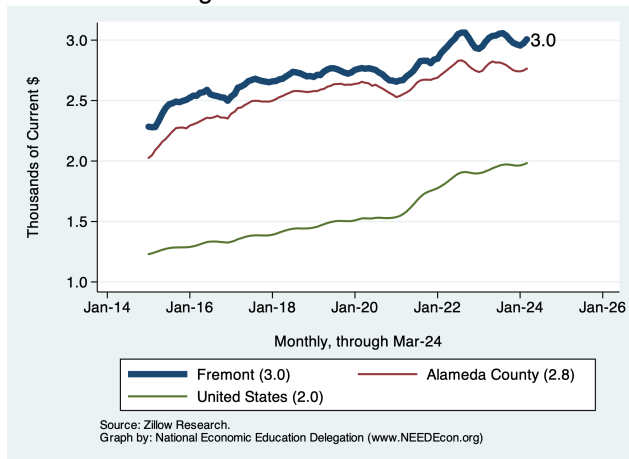


Figure 35: Median Rents



Housing Ownership in Fremont and Broader Regions

Figure 36: Home Ownership Rates

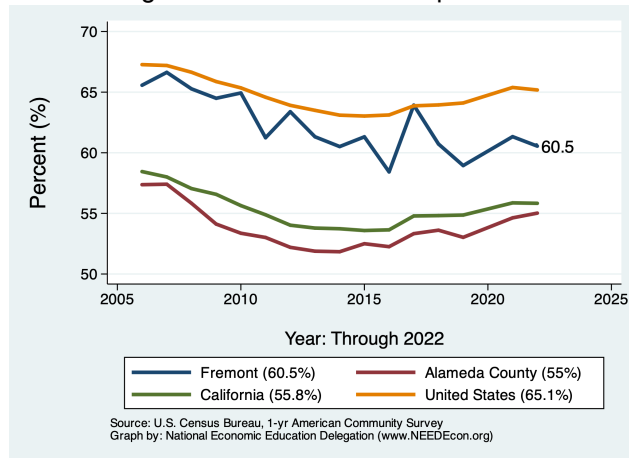


Figure 37: Home Ownership by Age

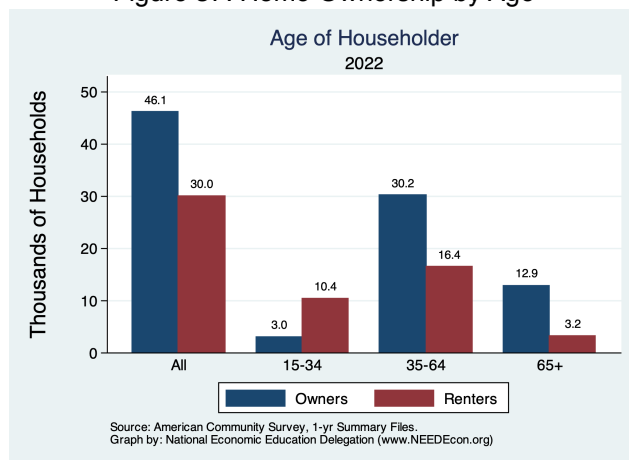


Figure 38: Income by Tenure

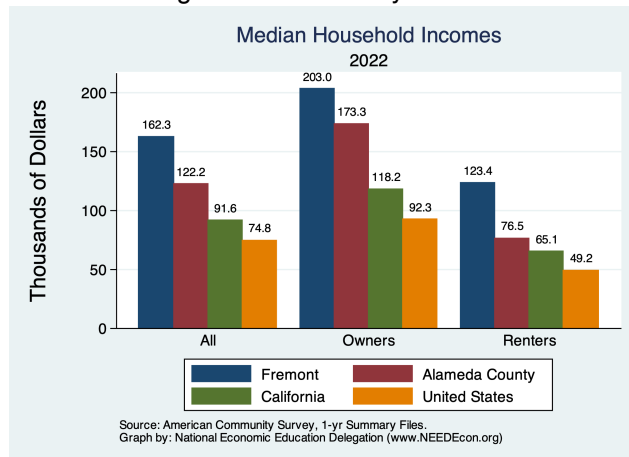


Figure 39: Income Distribution by Tenure

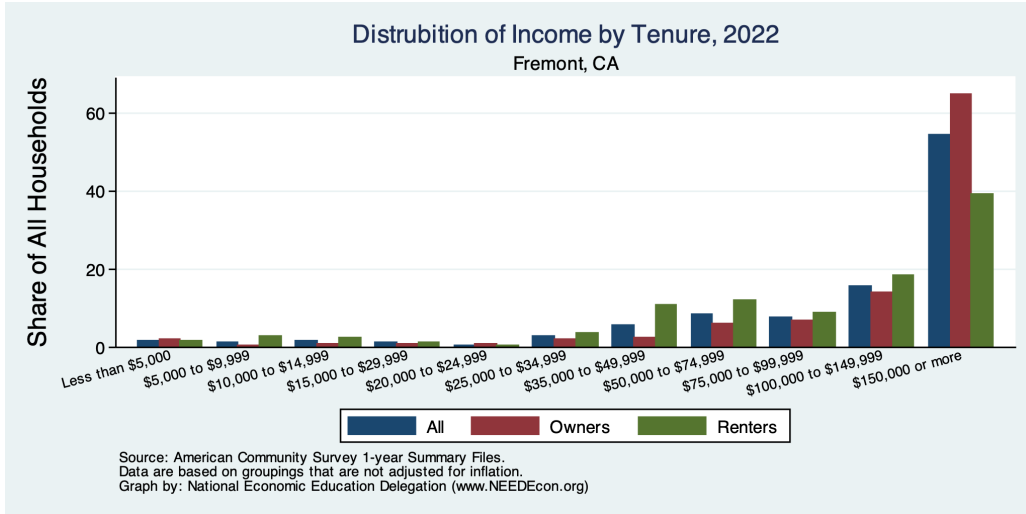


Figure 40: Income Distribution of Home Owners

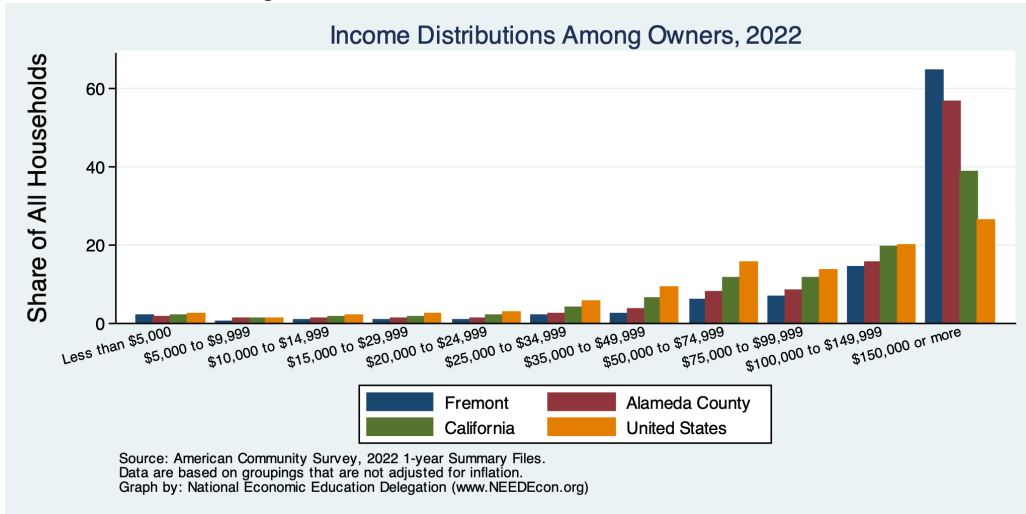
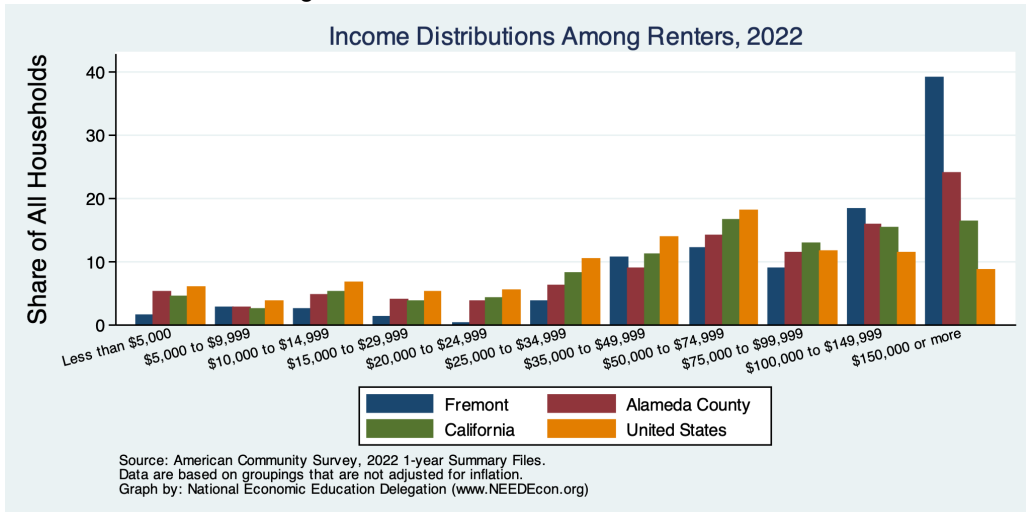


Figure 41: Income Distribution of Renters



Housing Burden in Fremont and Broader Regions

Figure 42: Home Owners w/ A Mortgage

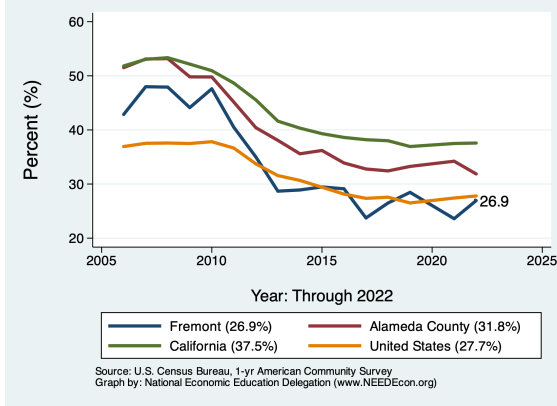


Figure 43: Home Owners w/o A Mortgage

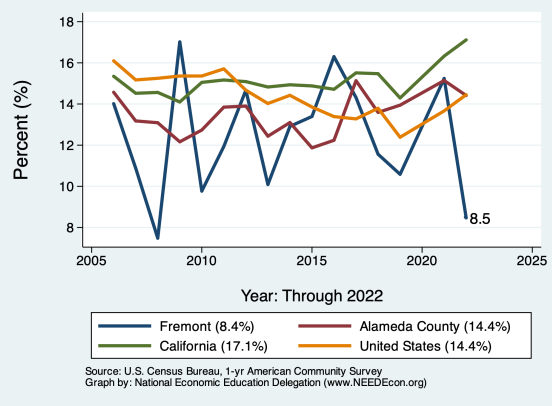


Figure 44: Renters

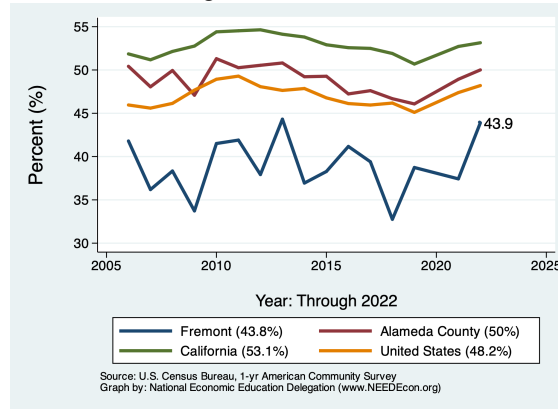
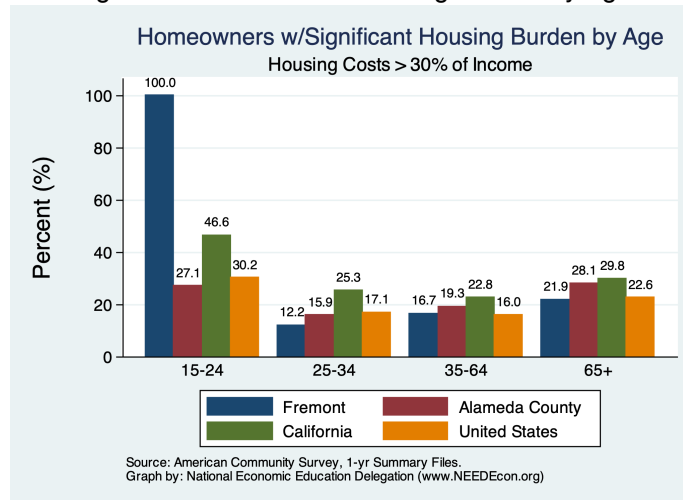


Figure 45: Homeowner Housing Burden by Age



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	229,467.0	233,404.0	214,089.0	-1.7	7.2
Total # of Homes	81,065.0	76,681.0	73,989.0	5.7	9.6
# Occupied Units	77,920.0	73,883.0	71,004.0	5.5	9.7
Persons per Household	2.9	3.1	3.0	-7.0	-2.5
Vacancy Rate (%)	3.9	3.6	4.0	6.3	-3.8

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

Figure 46: Housing Growth

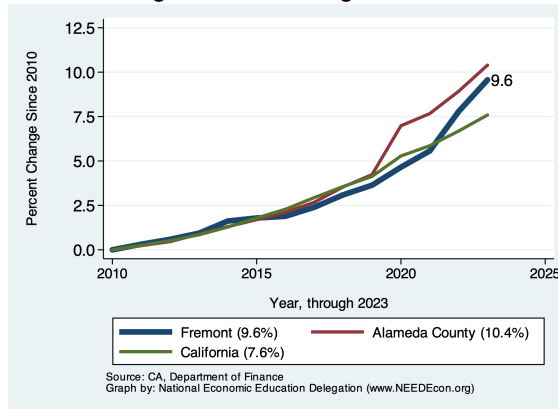


Figure 47: Persons per Household

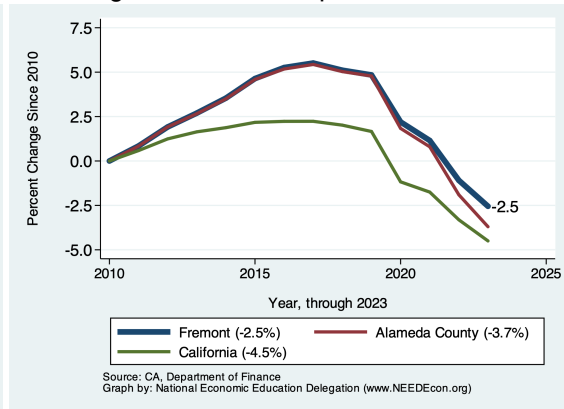


Figure 48: Vacancy Rates

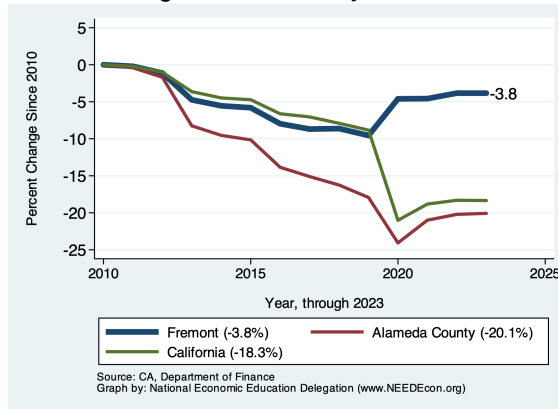
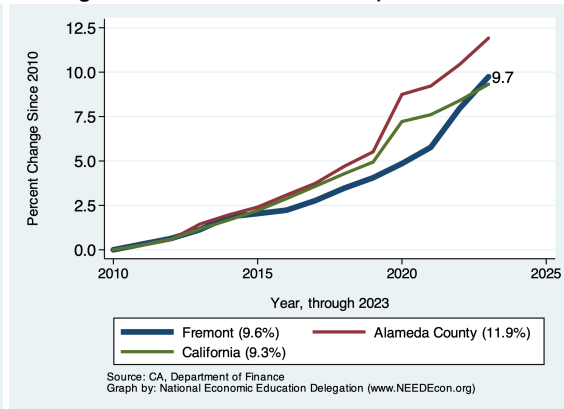


Figure 49: Number of Occupanied Units



Trends in the Growth of Housing by Housing Type

Figure 50: Single Detached Homes

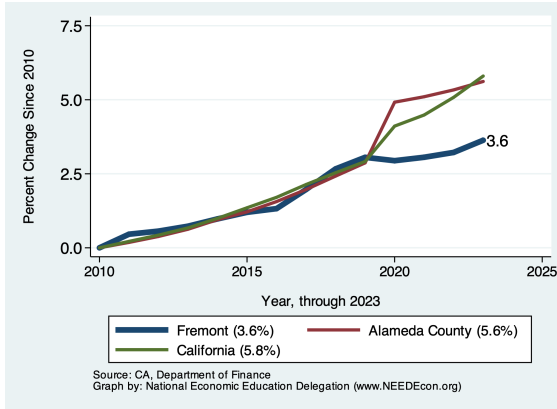


Figure 51: Single Attached Homes

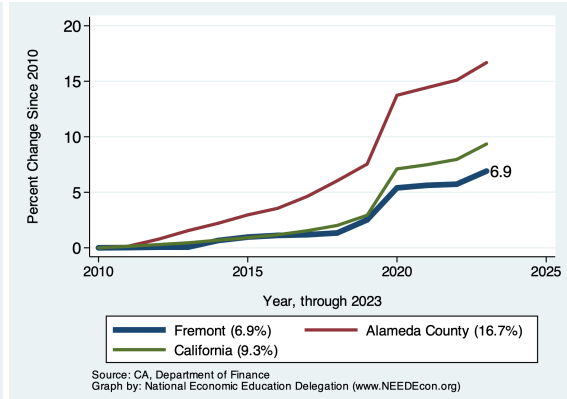


Figure 52: Housing in Buildings with Two to Four Units

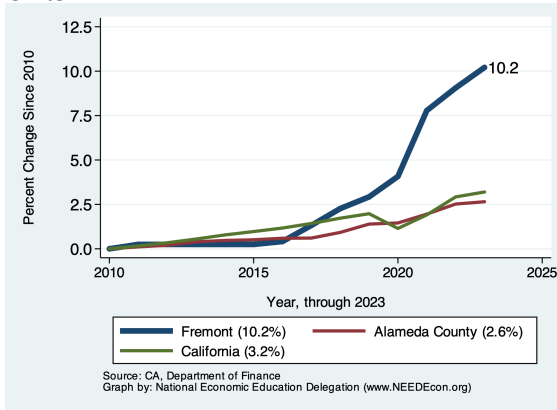
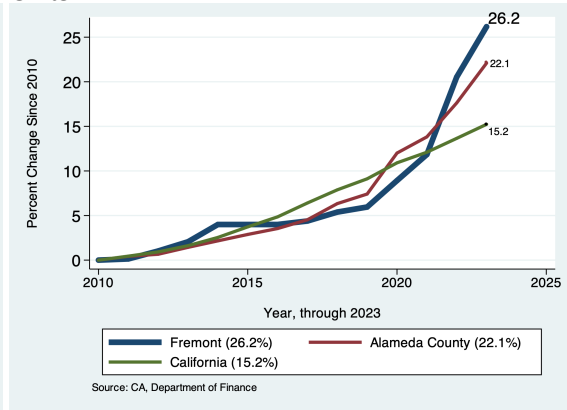


Figure 53: Housing in Buildings with Five or More Units



Vintage of Residential Housing

Why is it important?

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

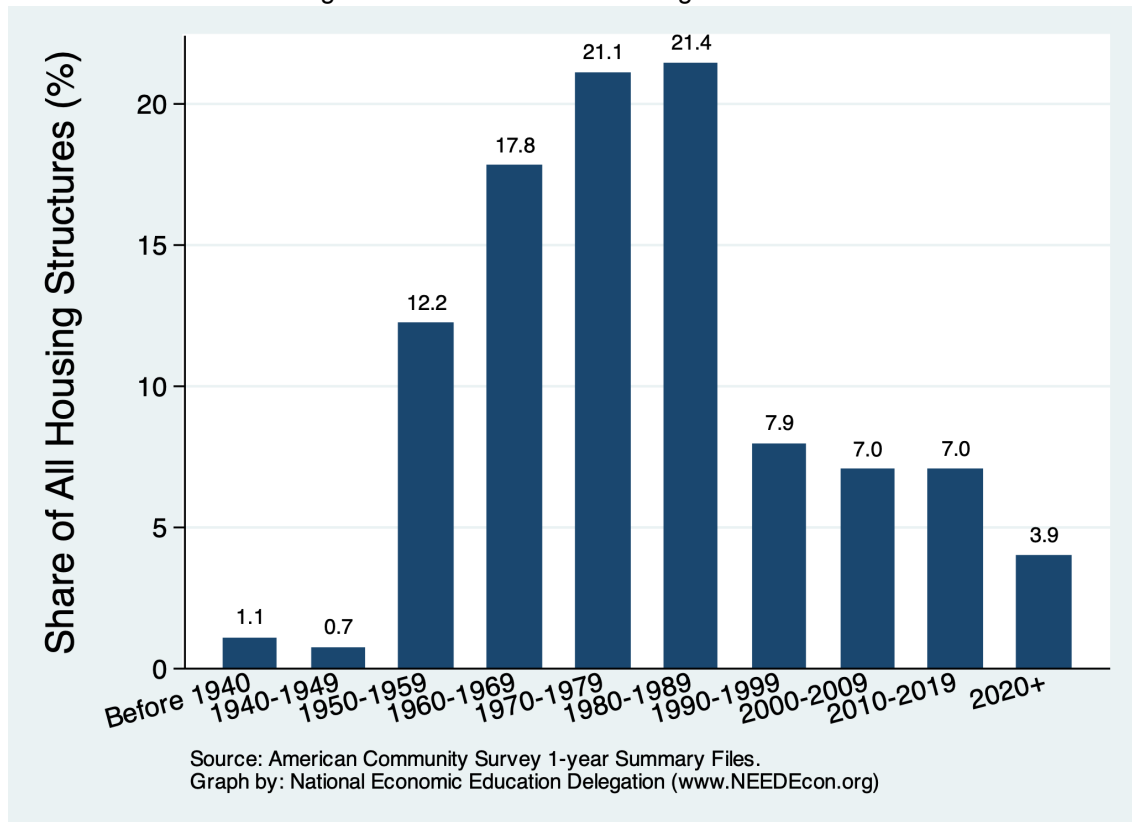


Figure 55: Housing Vintage across Regions

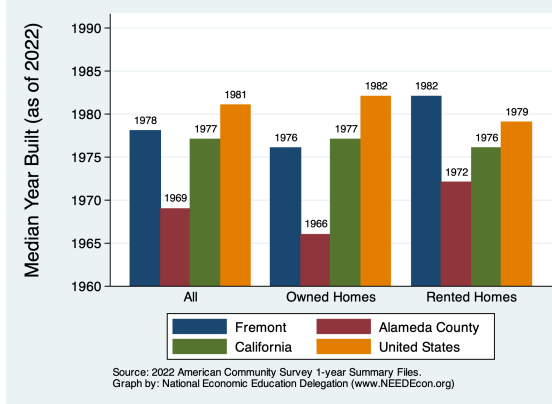


Figure 56: Housing Vintage by Tenure

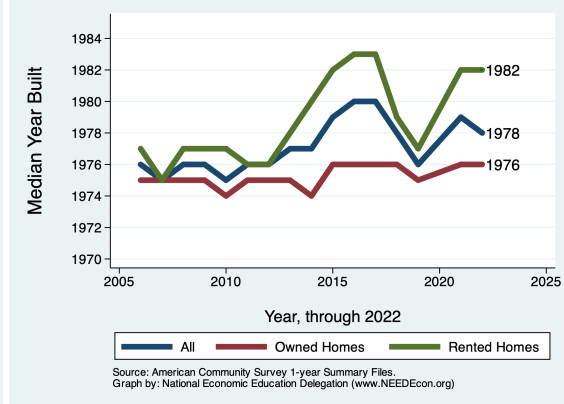


Figure 57: Vintage of Owned Residences

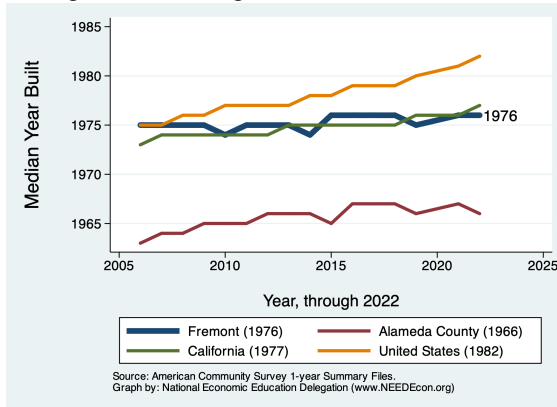


Figure 58: Vintage of Rented Residences

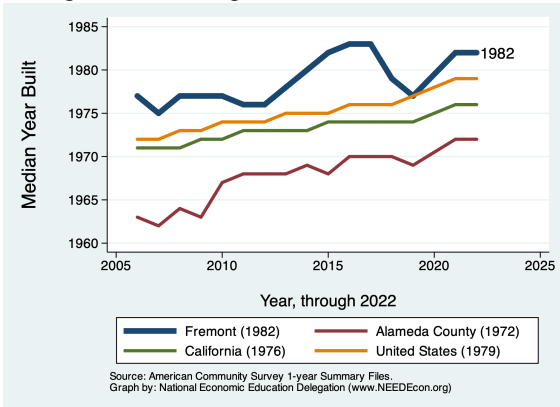
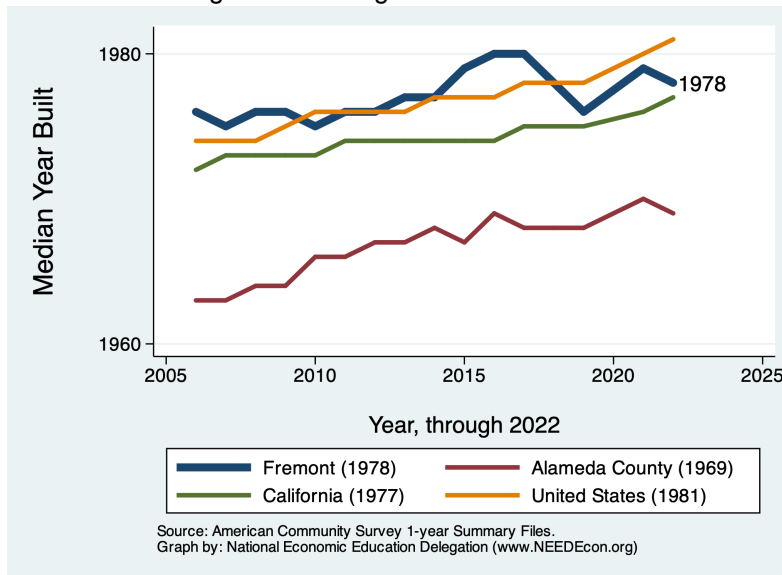


Figure 59: Vintage of All Residences



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

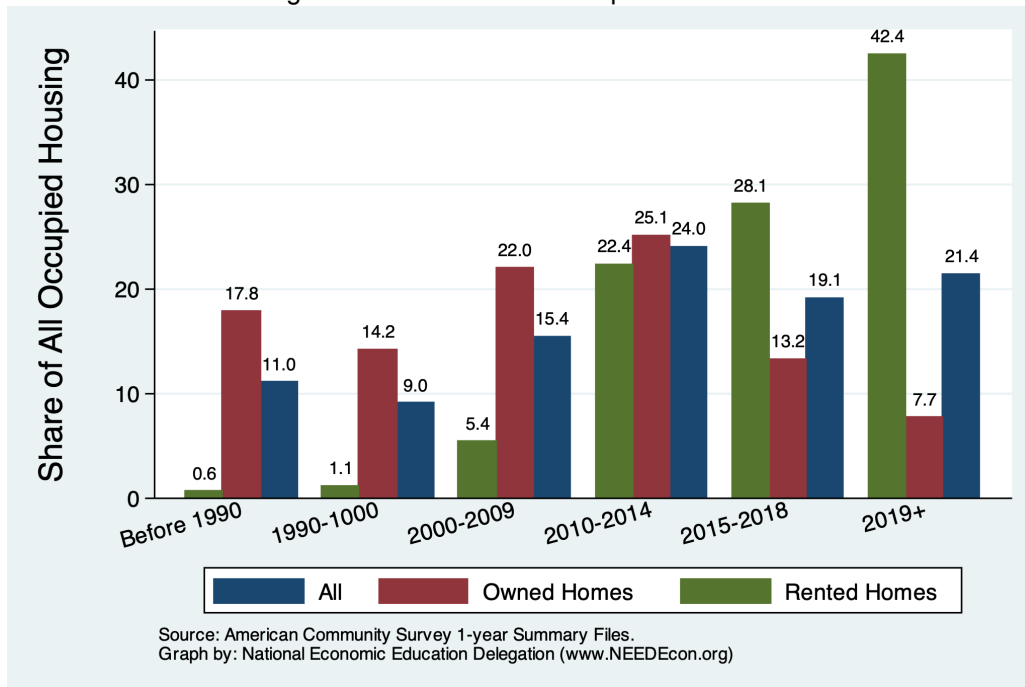


Figure 61: Year Occupied by Current Residents across Regions

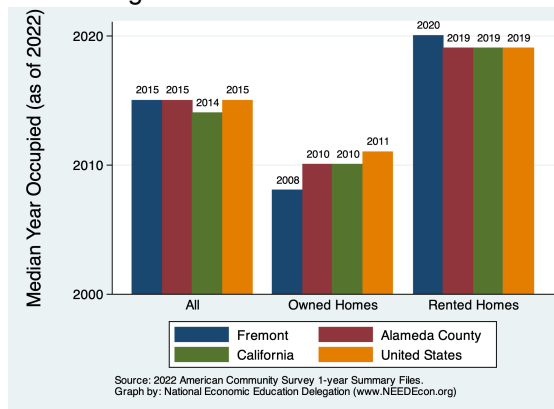


Figure 62: Year Occupied by Current Residents by Tenure

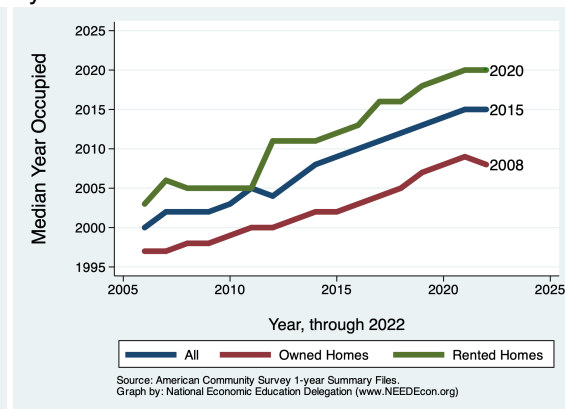


Figure 63: Year Occupied by Current Residents for Owned Housing

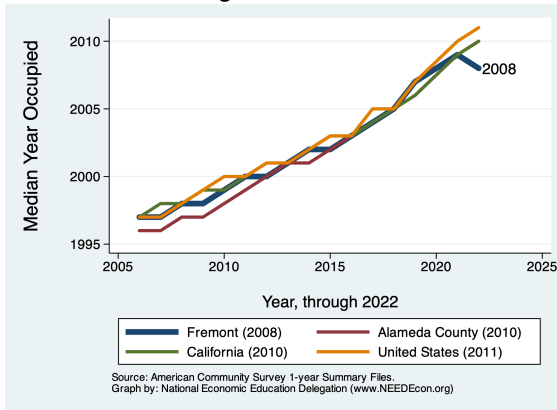


Figure 64: Year Occupied by Current Residents for Rented Housing

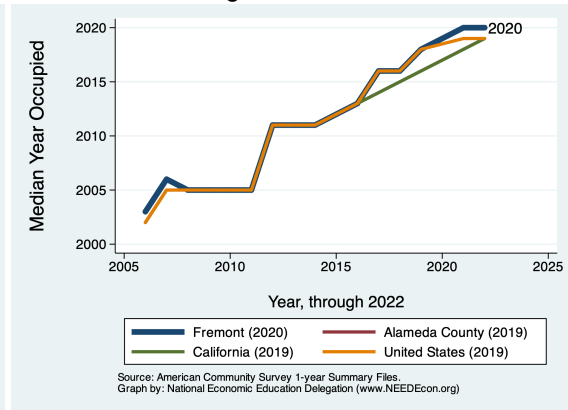
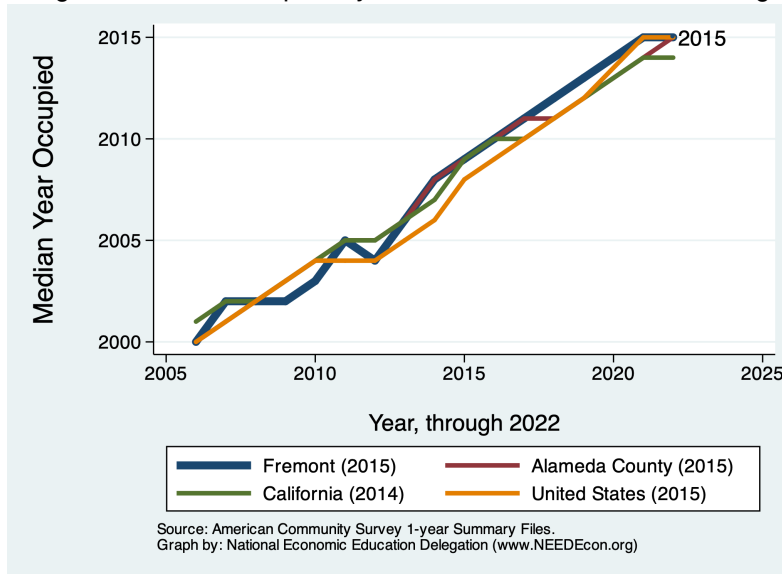


Figure 65: Year Occupied by Current Residents for All Housing



Residential Permitting

Definition:

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

Fremont - Ranking Among Comparables

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

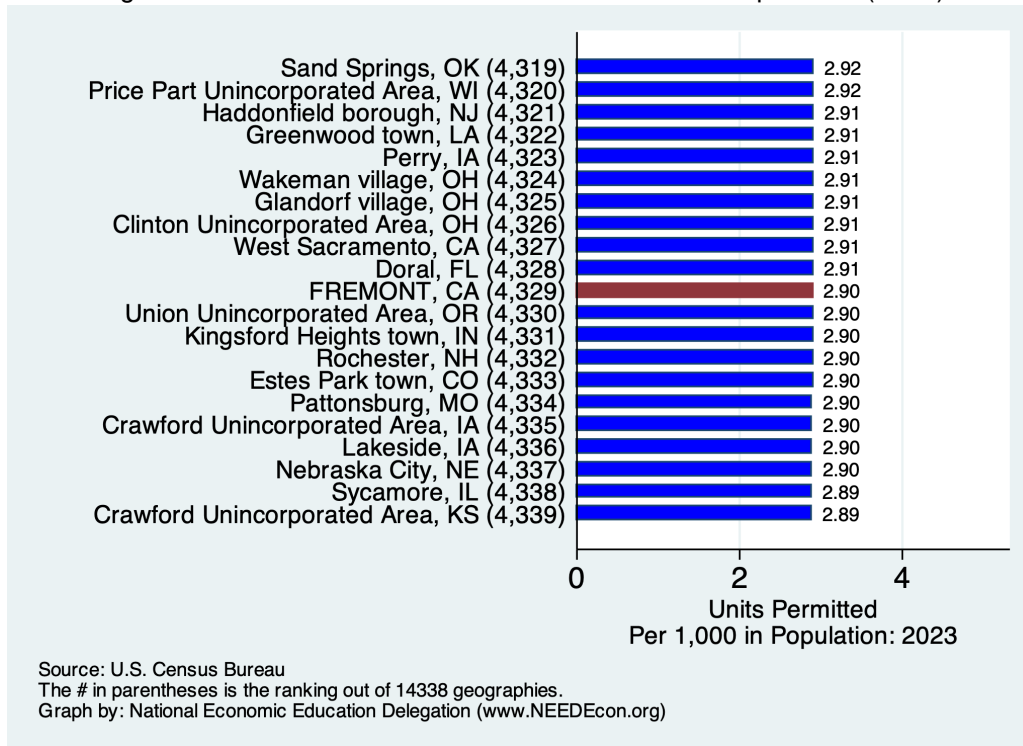
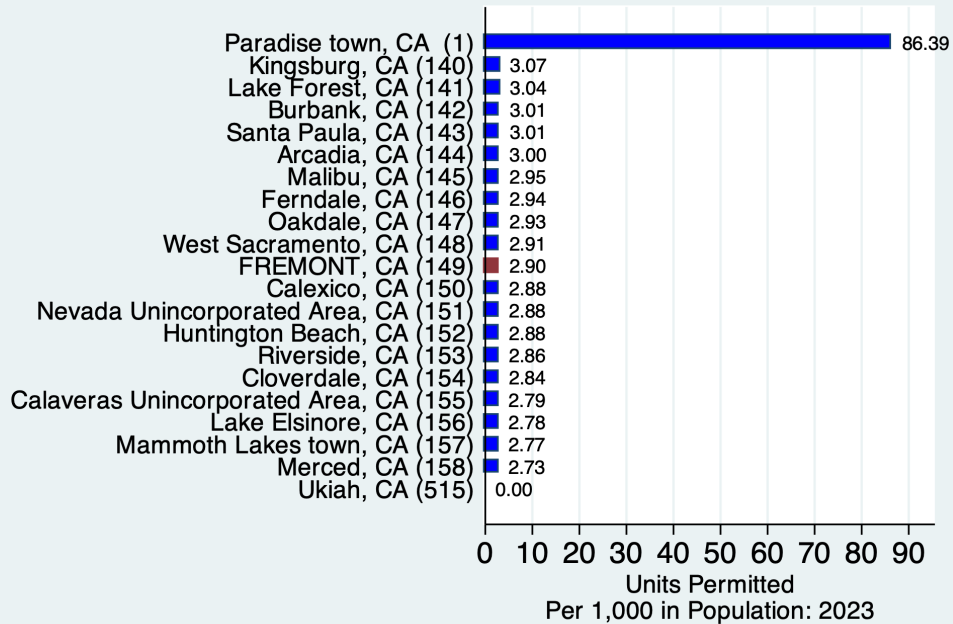
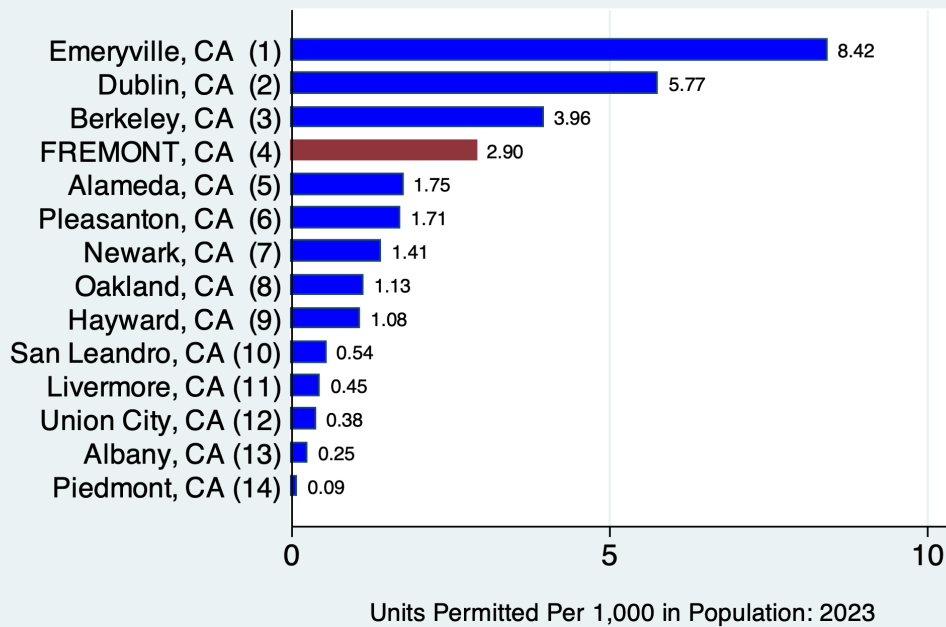


Figure 67: Number of Units Permitted - California Comparables (Rank)



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

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



Source: U.S. Census Bureau,
 The # in parentheses is the ranking out of 14 geographies.
 Graph by: National Economic Education Delegation (www.NEEDecon.org)

Fremont - Permitting Activity

Annual Units Permitted - Per Capita in Fremont

Figure 69: Units Permitted Each Year

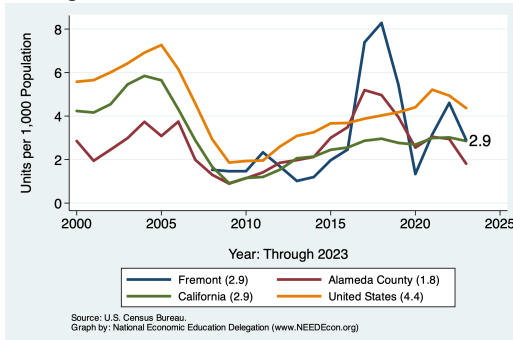
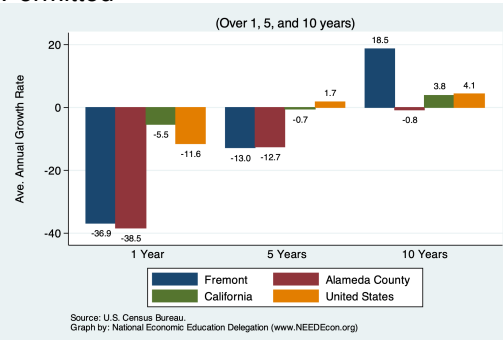


Figure 70: Average Annual Growth in Units Permitted



Annual Number of Buildings Permitted - Per Capita in Fremont

Figure 71: Units Permitted Each Year

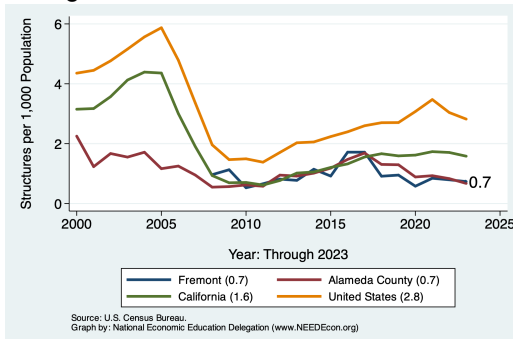
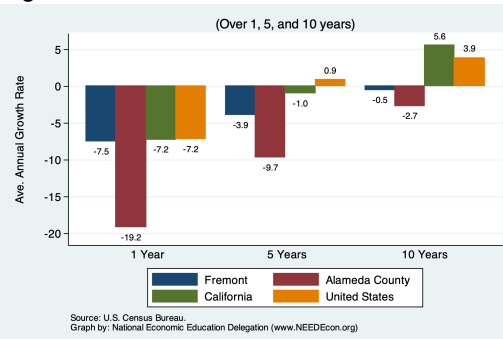


Figure 72: Average Annual Growth in Buildings Permitted



Annual Value of Property Permitted - Per Capita in Fremont

Figure 73: Value Permitted Each Year

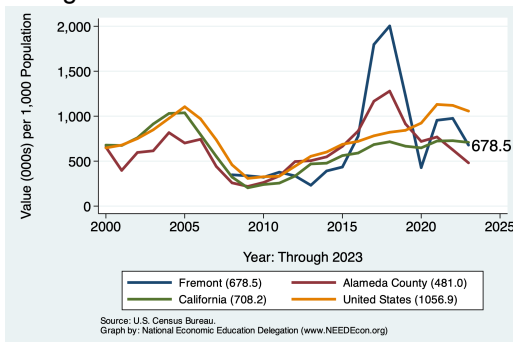
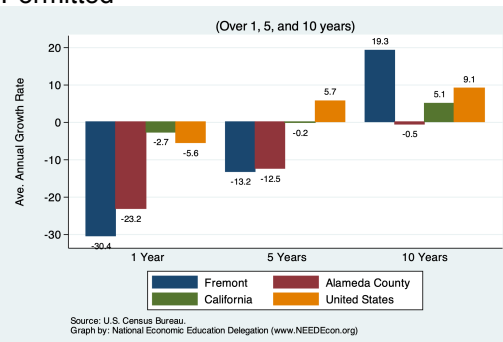


Figure 74: Average Annual Growth in Value Permitted



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

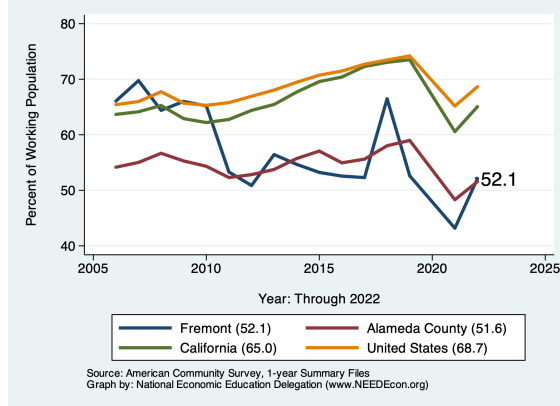


Figure 76: Percent of Workers Commuting by Carpool

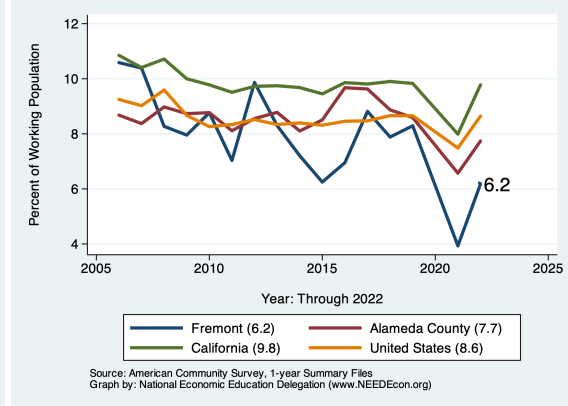


Figure 77: Percent of Workers using Public Transportation

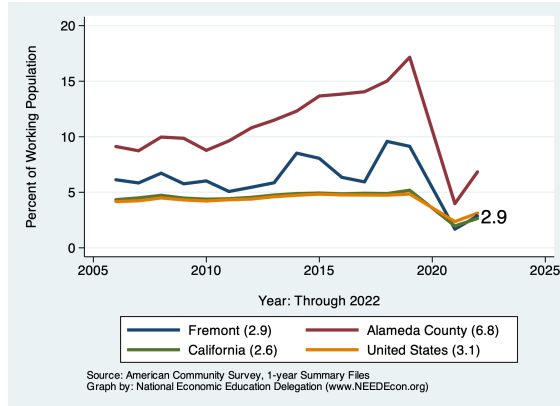
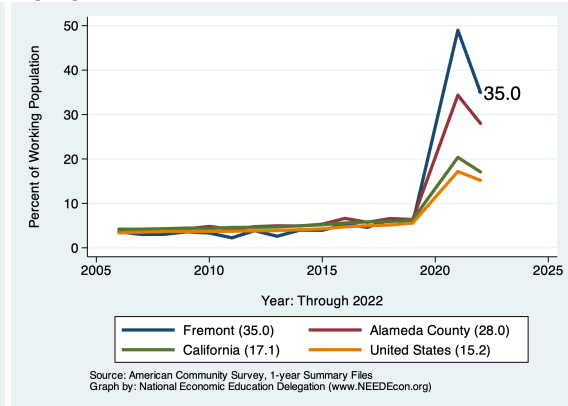


Figure 78: Percent of Workers Who Work From Home



The first table on this page presents data for those who LIVE in Fremont. The second provides data on those who work, but do not necessarily live in Fremont. 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:	35,631	54.1	29,946	59.0	65,577	58.3	75.3
Drove Alone	31,430	47.7	27,199	53.6	58,629	52.1	65.5
Carpooled:	4,201	6.4	2,747	5.4	6,948	6.2	9.8
In 2-person carpool	3,590	5.5	2,421	4.8	6,011	5.3	7.0
In 3-person carpool	539	0.8	287	0.6	826	0.7	1.7
In 4-or-more-person carpool	72	0.1	39	0.1	111	0.1	1.2
Public Transportation (excl Taxi):	1,105	1.7	2,113	4.2	3,218	2.9	2.7
Bus or Trolley Bus	209	0.3	990	2.0	1,199	1.1	1.8
Streetcar or Trolley Car	390	0.6	902	1.8	1,292	1.1	0.5
Subway or Elevated	350	0.5	221	0.4	571	0.5	0.2
Railroad	156	0.2	0	0.0	156	0.1	0.1
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	576	0.9	78	0.2	654	0.6	0.7
Walked	710	1.1	710	1.4	1,420	1.3	2.4
Taxicab, Motorcycle, or other	858	1.3	822	1.6	1,680	1.5	1.7
Worked at Home	22,254	33.8	17,085	33.7	39,339	35.0	17.2
Total:	61,134	92.8	50,754	100.0	111,888	99.4	

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

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

Mode of Transit	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van:	54,685	63.8	36,744	63.5	91,429	63.7	75.3
Drove Alone	47,306	55.2	32,056	55.4	79,362	55.3	65.5
Carpooled:	7,379	8.6	4,688	8.1	12,067	8.4	9.8
In 2-person carpool	5,492	6.4	4,041	7.0	9,533	6.6	7.0
In 3-person carpool	852	1.0	373	0.6	1,225	0.9	1.7
In 4-or-more-person carpool	1,035	1.2	274	0.5	1,309	0.9	1.2
Public Transportation (excl Taxi):	1,537	1.8	1,510	2.6	3,047	2.1	2.6
Bus or Trolley Bus	865	1.0	1,177	2.0	2,042	1.4	1.8
Streetcar or Trolley Car	435	0.5	176	0.3	611	0.4	0.5
Subway or Elevated	237	0.3	157	0.3	394	0.3	0.2
Railroad	0	0.0	0	0.0	0	0.0	0.1
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	679	0.8	49	0.1	728	0.5	0.7
Walked	923	1.1	885	1.5	1,808	1.3	2.4
Taxicab, Motorcycle, or other	1,124	1.3	364	0.6	1,488	1.0	1.7
Worked at Home	22,254	26.0	17,085	29.5	39,339	27.4	17.2
Total:	81,202	94.8	56,637	97.9	137,839	96.0	

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

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

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	408	0.7	253	0.6	661	0.7	2.1
5 to 9 minutes	1,325	2.3	3,390	7.9	4,715	4.7	7.8
10 to 14 minutes	3,078	5.4	4,895	11.5	7,973	8.0	12.4
15 to 19 minutes	8,304	14.6	5,977	14.0	14,281	14.3	15.4
20 to 24 minutes	5,086	8.9	5,332	12.5	10,418	10.4	14.8
25 to 29 minutes	3,396	6.0	1,183	2.8	4,579	4.6	6.4
30 to 34 minutes	6,438	11.3	3,989	9.3	10,427	10.5	15.2
35 to 39 minutes	1,364	2.4	724	1.7	2,088	2.1	2.9
40 to 44 minutes	2,161	3.8	1,846	4.3	4,007	4.0	4.1
45 to 59 minutes	4,537	8.0	4,282	10.0	8,819	8.8	8.2
60 to 89 minutes	2,105	3.7	1,043	2.4	3,148	3.2	7.2
90 or more minutes	678	1.2	755	1.8	1,433	1.4	3.6
Total:	38,880	68.2	33,669	78.8	72,549	72.7	

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

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

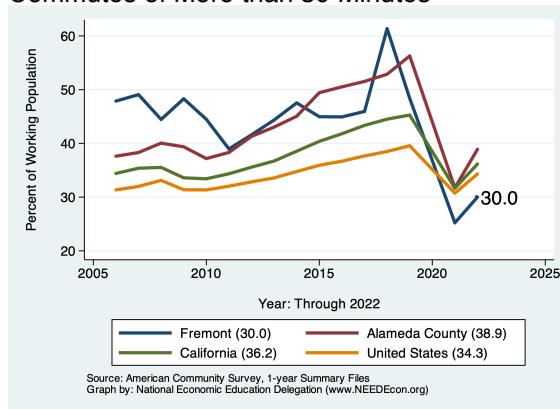


Figure 80: Percent of Employed Population With Commutes of More than 90 Minutes

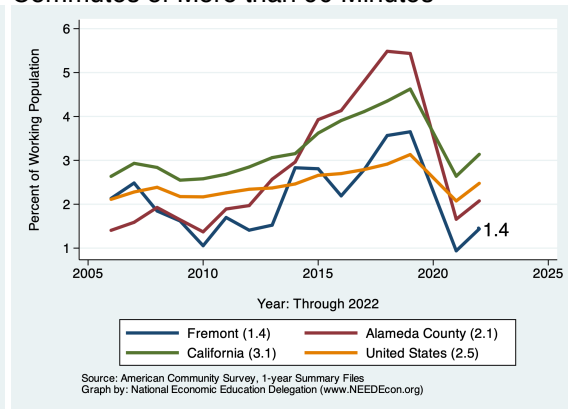
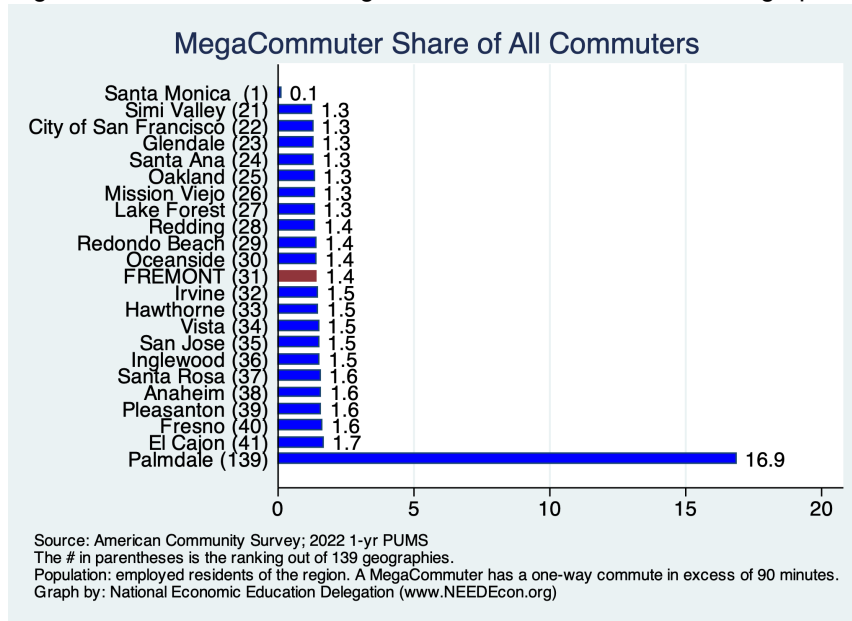


Figure 81: Rank: Share of MegaCommuters Across Similar Geographies



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	682	1.2	228	0.6	910	0.9	2.1
5 to 9 minutes	1,975	3.4	3,683	9.2	5,658	5.7	7.8
10 to 14 minutes	4,999	8.5	6,066	15.2	11,065	11.2	12.4
15 to 19 minutes	8,282	14.0	7,027	17.6	15,309	15.5	15.3
20 to 24 minutes	8,295	14.1	5,139	12.9	13,434	13.6	14.8
25 to 29 minutes	3,485	5.9	2,198	5.5	5,683	5.8	6.4
30 to 34 minutes	9,807	16.6	5,210	13.0	15,017	15.2	15.2
35 to 39 minutes	1,738	2.9	1,323	3.3	3,061	3.1	2.9
40 to 44 minutes	2,360	4.0	1,742	4.4	4,102	4.2	4.1
45 to 59 minutes	6,886	11.7	3,052	7.6	9,938	10.1	8.2
60 to 89 minutes	5,909	10.0	1,694	4.2	7,603	7.7	7.2
90 or more minutes	4,530	7.7	2,190	5.5	6,720	6.8	3.6
Total:	58,948	100.0	39,552	99.0	98,500	100.0	

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

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

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

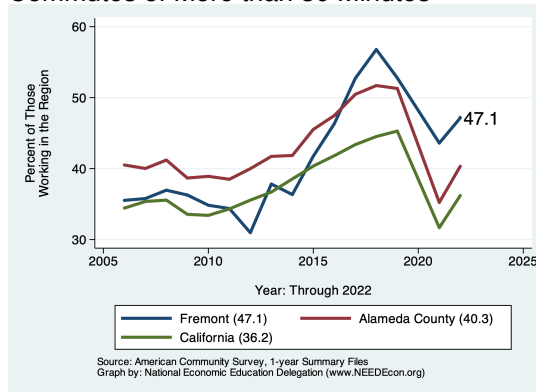


Figure 83: Percent of Local Employees With Commutes of More than 90 Minutes

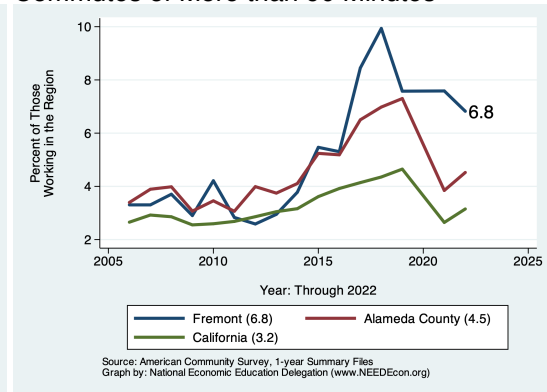
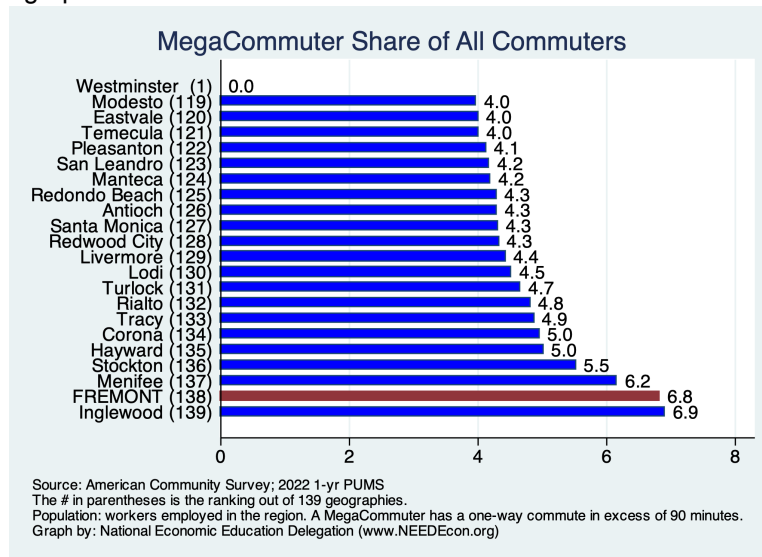


Figure 84: Rank: Share of MegaCommuters Across Similar Geographies



Place of Work

This section provides evidence on where workers living in Fremont work. As evidenced in the first table, some of Fremont'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 Fremont 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:	61,032	92.7	50,379	99.3	111,411	99.0	99.6
Worked in county of residence	42,400	64.4	39,211	77.3	81,611	72.5	85.3
worked outside of county of residence	18,632	28.3	11,168	22.0	29,800	26.5	14.3
Worked outside state of residence	102	0.2	375	0.7	477	0.4	0.4
Total:	61,134	92.8	50,754	100.0	111,888	99.4	

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

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

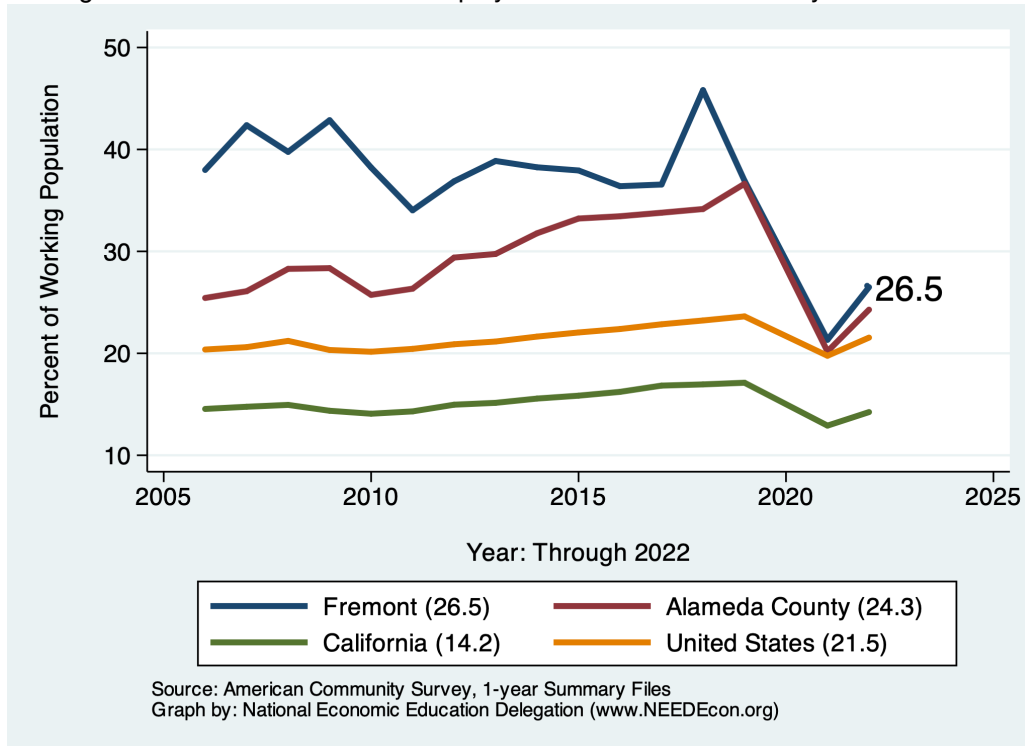
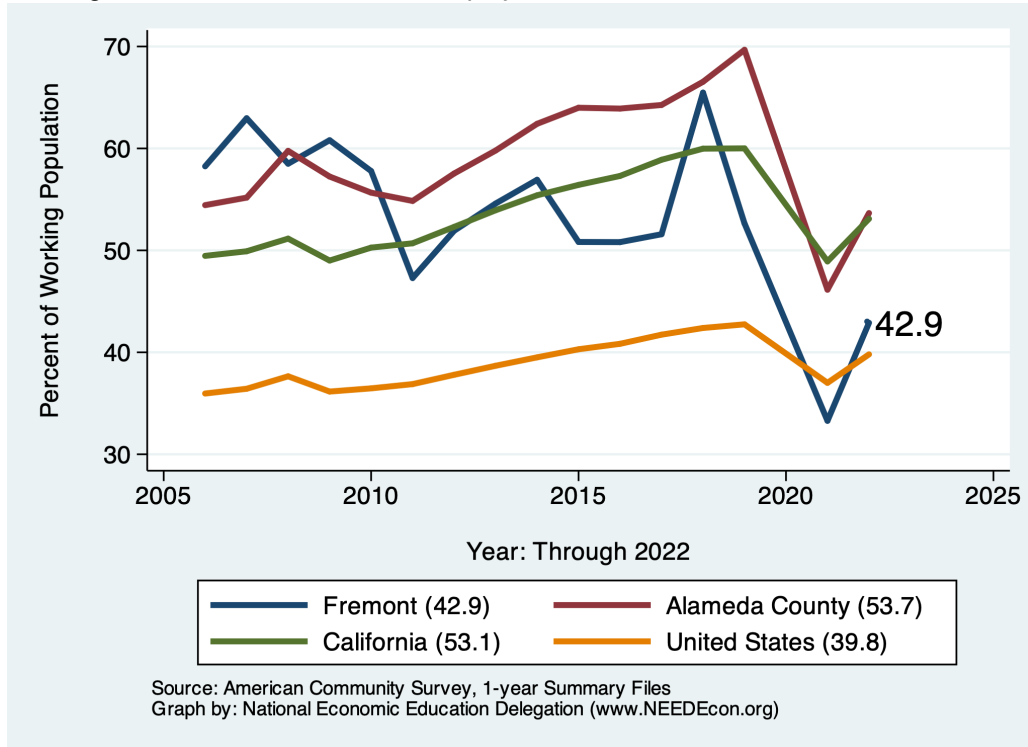


Table 11. SEX OF WORKERS BY PLACE OF WORK-PLACE LEVEL

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Living in a place:	61,134	92.8	50,754	100.0	111,888	99.4	95.8
Worked in place of residence	33,305	50.6	30,322	59.7	63,627	56.6	42.3
Worked outside place of residence	27,829	42.3	20,432	40.3	48,261	42.9	53.4
Not living in a place	0	0.0	0	0.0	0	0.0	4.2
Total:	61,134	92.8	50,754	100.0	111,888	99.4	

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

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



Commute Mode by Income

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

	City	California	Ratio	United States	
	Median	Median		Median	Ratio
Car, truck, or van - drove alone	77,705	48,335	80.9	45,677	79.7
Car, truck, or van - carpooled	53,676	35,926	75.2	34,518	72.9
Public transportation (excluding taxicab)	96,299	34,625	140.0	41,443	108.9
Walked	54,778	30,552	90.3	27,247	94.2
Taxicab, motorcycle, bicycle, or other means	62,817	40,631	77.8	36,218	81.3
Worked from home	125,644	79,738	79.3	69,180	85.1
Total:	98,968	49,818	198.7	46,365	213.5

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

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

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

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

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

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

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

Mode of Transit	< \$25,000		\$25,000-\$74,999		\$75,000+		All		All of CA
	#	(%)	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van: Drove Alone	8,870	34.9	14,138	41.3	32,367	46.7	59,034	52.5	68.4
Car, Truck, or Van: Carpooled	1,513	5.9	1,790	5.2	3,484	5.0	7,554	6.7	9.5
Public Transportation (excl Taxi)	739	2.9	1,013	3.0	3,791	5.5	5,918	5.3	3.6
Walked	296	1.2	402	1.2	433	0.6	1,241	1.1	2.4
Taxicab, Motorcycle, or other	354	1.4	338	1.0	1,058	1.5	1,874	1.7	2.4
Worked at Home	3,134	12.3	3,709	10.8	21,676	31.3	29,494	26.2	13.6
Total:	14,906	58.6	21,390	62.5	62,809	90.7	105,115	93.4	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	11,038	39.2	23,812	61.7	32,755	44.8	74,345	51.8	68.5
Car, Truck, or Van: Carpooled	2,815	10.0	3,535	9.2	3,215	4.4	10,855	7.6	9.5
Public Transportation (excl Taxi)	779	2.8	1,158	3.0	977	1.3	3,424	2.4	3.6
Walked	388	1.4	497	1.3	474	0.6	1,512	1.1	2.4
Taxicab, Motorcycle, or other	439	1.6	561	1.5	1,064	1.5	2,298	1.6	2.4
Worked at Home	3,134	11.1	3,709	9.6	21,676	29.7	29,494	20.5	13.6
Total:	18,593	66.1	33,272	86.1	60,161	82.3	121,928	84.9	

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	1,628	56.0	1,649	51.9	55,352	50.6	58,629	52.1	65.8
Car, Truck, or Van: Carpooled	625	21.5	112	3.5	6,211	5.7	6,948	6.2	9.8
Public Transportation (excl Taxi)	0	0.0	0	0.0	3,218	2.9	3,218	2.9	2.6
Walked	51	1.8	0	0.0	1,346	1.2	1,397	1.2	2.1
Taxicab, Motorcycle, or other	46	1.6	52	1.6	2,236	2.0	2,334	2.1	2.4
Worked at Home	558	19.2	258	8.1	38,523	35.2	39,339	35.0	17.2
Total:	2,908		2,071	65.1	106,886	97.8	111,865	99.4	

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	3,160	72.3	2,558	53.7	73,644	54.2	79,362	55.5	65.8
Car, Truck, or Van: Carpooled	215	4.9	148	3.1	11,704	8.6	12,067	8.4	9.8
Public Transportation (excl Taxi)	0	0.0	209	4.4	2,838	2.1	3,047	2.1	2.6
Walked	29	0.7	82	1.7	1,451	1.1	1,562	1.1	2.1
Taxicab, Motorcycle, or other	0	0.0	52	1.1	2,164	1.6	2,216	1.5	2.4
Worked at Home	558	12.8	258	5.4	38,523	28.4	39,339	27.5	17.2
Total:	3,962	90.7	3,307	69.4	130,324	96.0	137,593	96.2	100.0

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

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

Migration

Overall Migration Flows

Definition:

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

Why is it important?

Having a handle on whether or not Fremont 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

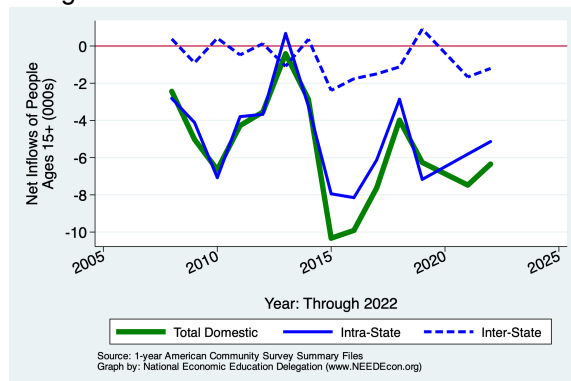


Table 17: Migration by Income

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
No income	30,437	1,048	-26	-796	-60	1,930
With income	153,152	-2,527	-2,241	-2,073	-1,149	2,936
\$1 to \$9,999 or less	15,254	-1,010	-362	-1,567	157	762
\$10,000 to \$14,999	8,988	36	-206	-94	-1	337
\$15,000 to \$24,999	11,420	-385	128	-489	-133	109
\$25,000 to \$34,999	11,804	-477	-214	-175	-267	179
\$35,000 to \$49,999	11,174	286	291	-165	37	123
\$50,000 to \$64,999	13,857	149	-370	27	-150	642
\$65,000 to \$74,999	5,298	-385	-291	-142	48	0
\$75,000 or more	75,357	-741	-1,217	532	-840	784
All:	183,589	-1,479	-2,267	-2,869	-1,209	4,866

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

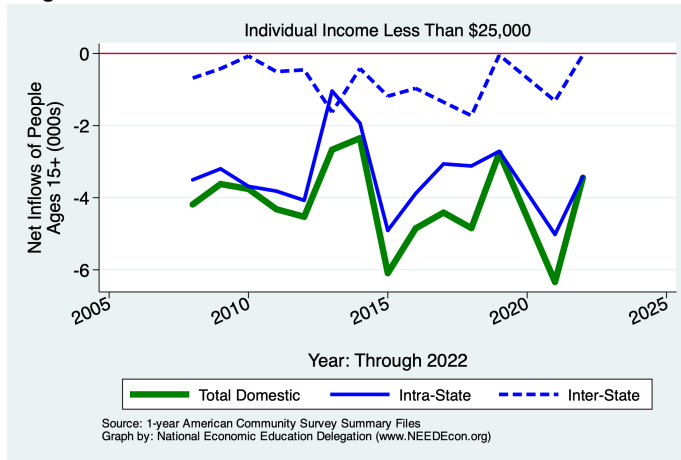


Figure 89: Overall Movements of Middle Income Residents

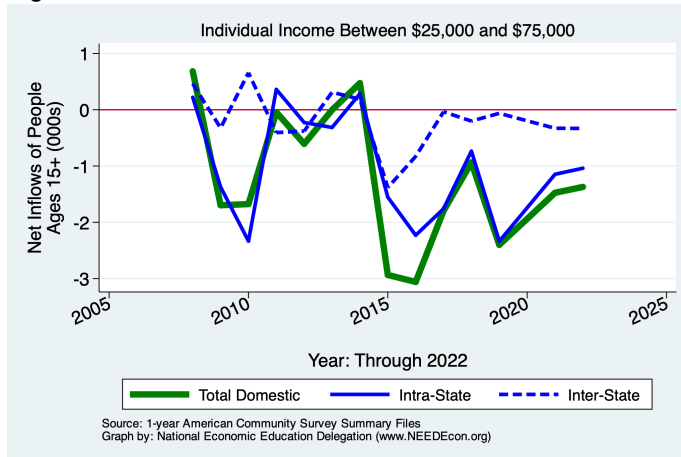
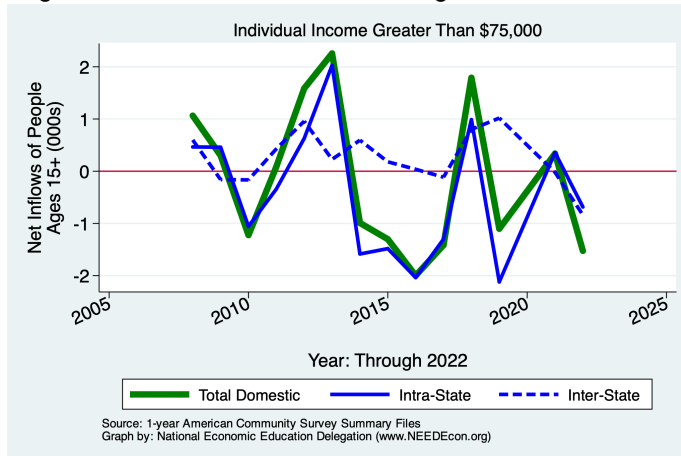


Figure 90: Overall Movements of High Income Residents



Demographics of Migration Flows

Table 18: Migration by Marital Status

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
Never married	56,765	-1,103	227	-2,761	214	1,217
Now married, except separated	107,279	-812	-2,577	-381	-1,376	3,522
Divorced	10,581	556	117	486	-47	0
Separated	1,033	-129	-46	-166	0	83
Widowed	7,931	9	12	-47	0	44
Total:	183,589	-1,479	-2,267	-2,869	-1,209	4,866

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

Table 19: Migration by Tenure

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
Householder lived in owner-occupied housing units	134,272	-6,020	-4,386	-2,238	-919	1,523
Householder lived in renter-occupied housing units	84,286	7,139	2,157	637	183	4,162
Total:	218,558	1,119	-2,229	-1,601	-736	5,685

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

Figure 91: Domestic Movements of Residents by Tenure

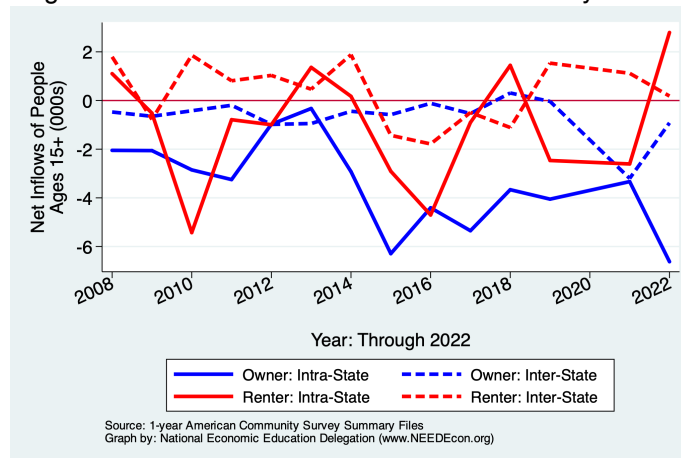


Table 20: Migration by Age

Category	Population	Net Inflows					From Abroad
		All Migration	Same State		Across States		
			W/in County	Between Counties			
1 to 4 years	11,148	969	402	289	28	250	
5 to 17 years	35,076	-400	-391	-621	-96	708	
18 and 19 years	4,284	-1,150	-104	-1,202	-108	264	
20 to 24 years	8,828	-771	187	-1,462	32	472	
25 to 29 years	15,792	969	249	285	-205	640	
30 to 34 years	18,668	1,314	-186	228	13	1,259	
35 to 39 years	17,459	-265	-1,145	530	-41	391	
40 to 44 years	18,098	-506	-116	-814	50	374	
45 to 49 years	15,830	294	-130	132	30	262	
50 to 54 years	13,729	-177	5	-264	39	43	
55 to 59 years	16,027	-718	-85	-107	-763	237	
60 to 64 years	13,552	364	40	-63	80	307	
65 to 69 years	10,996	-1,067	-761	67	-565	192	
70 to 74 years	8,411	-8	-87	-93	0	172	
75 years and over	13,622	473	-134	168	229	210	
Total Population:	221,520	-679	-2,256	-2,927	-1,277	5,781	

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

Table 21: Migration by Educational Attainment

Category	Population	Net Inflows					From Abroad
		All Migration	Same State		Across States		
			W/in County	Between Counties			
Less than high school graduate	8,712	809	217	84	0	508	
High school graduate (includes equiv)	22,143	-809	-270	-450	-551	462	
Some college or assoc. degree	26,971	-133	37	213	-583	200	
Bachelor's degree	55,062	1,463	-1,122	590	517	1,478	
Graduate or professional degree	49,296	-657	-1,212	-368	-516	1,439	
Total:	162,184	673	-2,350	69	-1,133	4,087	

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	75,016	75,016
Moved Within Same County	60,832	62,597
Moved to Different County, Same State	104,644	50,780
Moved Between States	75,128	86,537
Moved from Abroad	45,625	
Total Population:	73,189	72,424

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	41.8	41.8
Moved Within Same County	31.0	34.6
Moved to Different County, Same State	33.0	28.8
Moved Between States	28.0	30.2
Moved from Abroad	32.1	
Total Population:	39.8	40.1

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

References and Sources

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

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

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

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

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