

# **Lincoln, California**

## *Indicators Report*

by  
The National Economic Education Delegation (NEED)

April 20, 2024

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

***A Demographic Snapshot***



Statistic	2022	2019
<b>POPULATION</b>		
Population Estimate (#, 5yr)	50,131.0	47,388.0
Veterans (#, 5yr)	4,094.0	3,727.0
Foreign born persons (% , 5yr)	10.9	14.3
Population age 25+ (#, 5yr)	35,888.0	33,962.0
<b>AGE AND SEX</b>		
Persons under 5 years (% , 5yr)	5.5	5.8
Persons under 18 years (% , 5yr)	23.3	22.3
Persons 65 years and over (% , 5yr)	27.8	26.9
Female persons (% , 5yr)	52.0	52.5
<b>INCOME AND POVERTY</b>		
Median household income (\$ , 5yr)	99,434.0	88,734.0
Per capita income in past 12 months (\$ , 5yr)	49,314.0	41,451.0
Persons in poverty (% , 5yr)	8.0	7.9
Children age less than 18 in poverty (#, 5yr)	1,046.0	1,134.0
Children age less than 18 in poverty (% , 5yr)	9.0	10.9
<b>RACE AND ETHNICITY</b>		
White alone (% , 5yr)	76.2	82.0
African American alone (% , 5yr)	1.6	1.6
American Indian or Alaska Native alone (% , 5yr)	0.6	0.3
Asian alone (% , 5yr)	6.4	6.7
Native Hawaiian and Other Pacific Islander alone (% , 5yr)	0.1	0.2
Two or More Races (% , 5yr)	10.9	3.7
Hispanic or Latino (% , 5yr)	18.3	21.1
White alone, not Hispanic or Latino (% , 5yr)	67.7	67.8
<b>HOUSING</b>		
Housing units (#, 5yr)	19,778.0	18,293.0
Owner-occupied housing units (% , 5yr)	82.9	79.7
Median value of owner-occupied housing units (\$ , 5yr)	594,500.0	447,600.0
Median selected monthly owner costs-with a mortgage (\$ , 5yr)	2,558.0	2,229.0
Median selected monthly owner costs-without a mortgage (\$ , 5yr)	833.0	699.0
Median gross rent (\$ , 5yr)	2,067.0	1,819.0
<b>FAMILIES AND LIVING ARRANGEMENTS</b>		
Households (#, 5yr)	19,163.0	17,720.0
Persons per household (#, 5yr)	2.6	2.7
Living in same house 1 year ago, % of persons age 1+ (5yr)	88.0	87.0
<b>EDUCATION</b>		
High school graduate or higher, % of persons age 25+ (5yr)	95.0	92.8
Bachelor's degree or higher, % of persons age 25+ (5yr)	37.1	34.2
<b>HEALTH</b>		
With a disability, under age 65 years (#, 5yr)	2,742.0	1,820.0
Persons without health insurance, under age 65 years (% , 5yr)	2.0	3.5
<b>LABOR FORCE</b>		
In civilian labor force, persons age 16+ (% , 5yr)	52.6	53.9
In civilian labor force, women age 16+ (% , 5yr)	46.1	47.5
Employed, persons age 16+ (% , 5yr)	48.1	49.6
Self employed (% , 5yr)	8.3	10.2
<b>TRANSPORTATION</b>		
Mean travel time to work, workers age 16+ (Mins., 5yr)	25.2	27.5
Drive alone in private vehicle (% , 5yr)	77.7	84.2
Using public transportation (% , 5yr)	1.4	1.6
Worked from home (% , 5yr)	16.7	8.9

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>				
Lincoln	52,313	2.18	7.68	9.42
<b>County and Broader Regions</b>				
Placer County	410,305	0.21	2.83	5.35
California	77,880,462	-0.35	-1.79	-2.01

Source: CA DOF; Calculations by National Economic Education Delegation

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

City	2022	2023	% Change		
			Local	California	California
Placer County	409.4	410.3	0.21	-0.35	-0.35
Roseville	151.4	152.9	0.98		
Rocklin	71.7	71.2	-0.66		
Lincoln	51.2	52.3	2.18		
Auburn	13.6	13.4	-1.70		
Loomis	6.7	6.6	-1.61		
Colfax	2.0	2.0	-1.08		

Source: CA DOF; Calculations by National Economic Education Delegation

Figure 1: Population Growth (1)

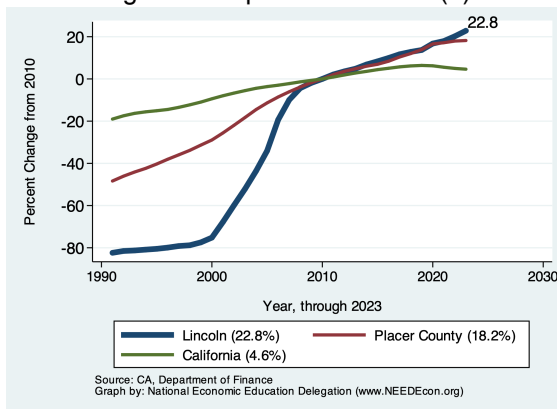


Figure 2: Population Growth (2)

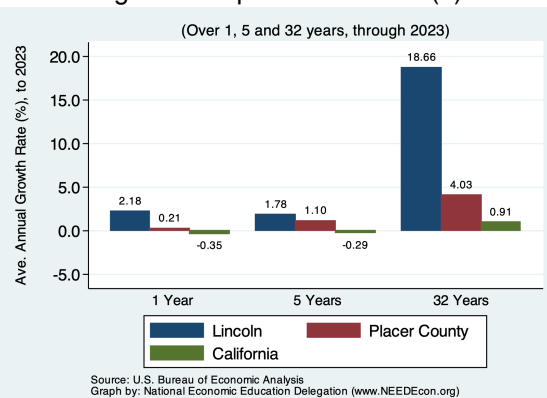


Figure 3: Population by Age - Detailed Age Categories

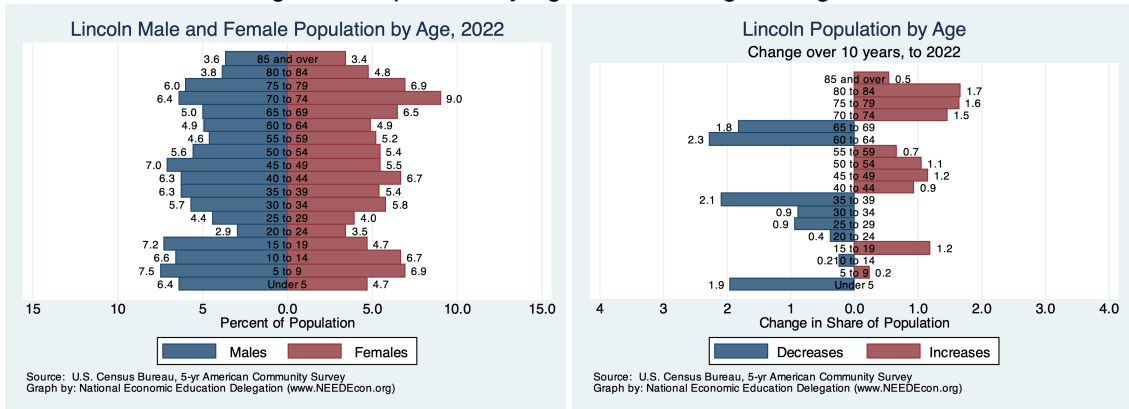


Figure 4: Population by Age - Broad Age Categories

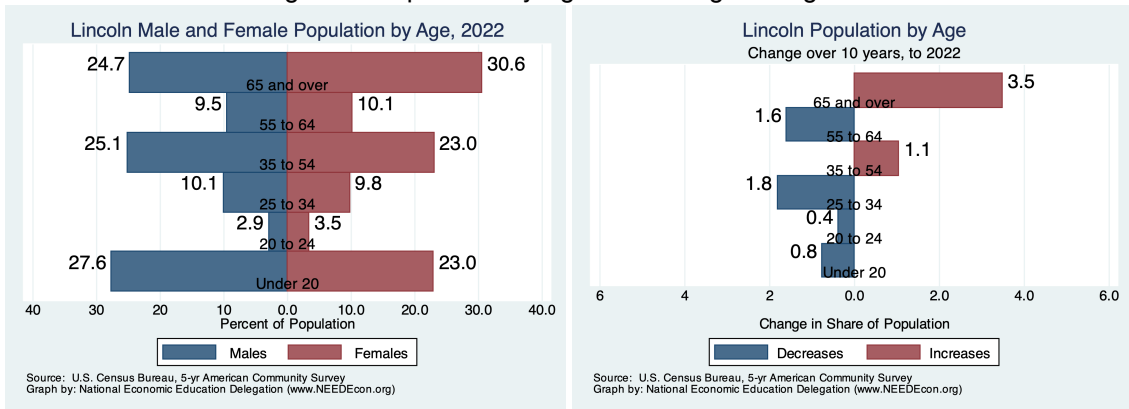


Figure 5: Population by Educational Attainment

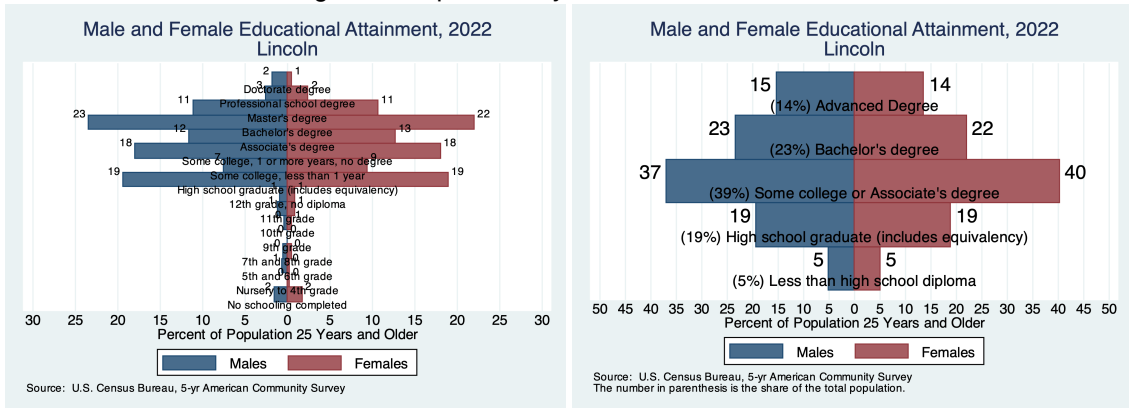


Figure 6: Population by Race/Ethnicity

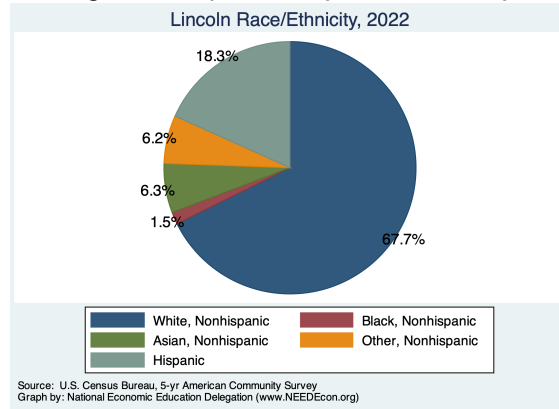
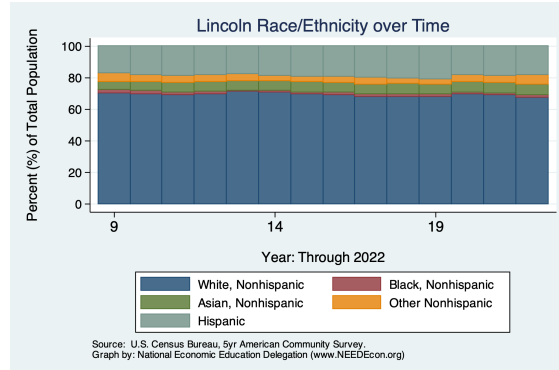


Figure 7: Population by Race/Ethnicity Over Time



# 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. Lincoln 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

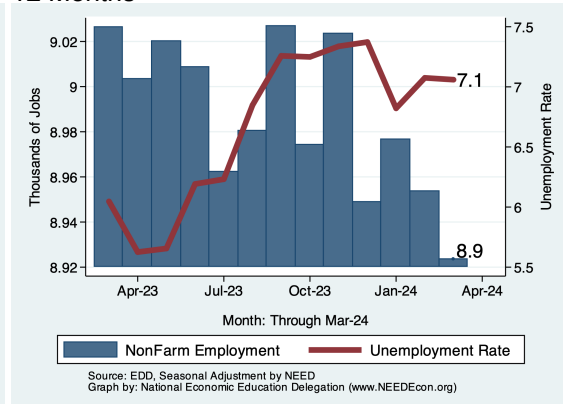


Figure 10: Relative Employment Growth Across Regions - since 2010

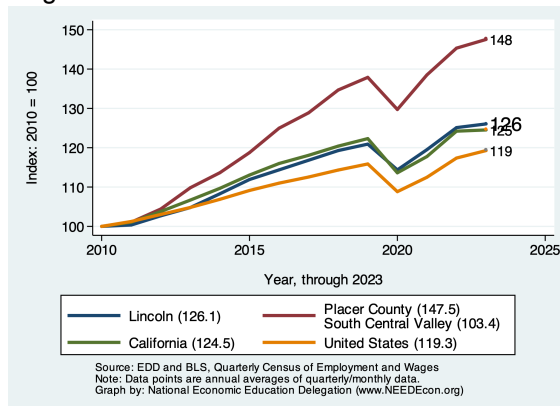
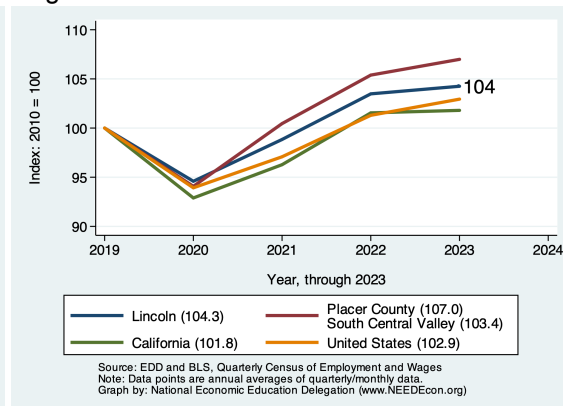


Figure 11: Relative Employment Growth Across Regions - since 2019



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

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

Industry	Employment	Share	Empl Growth	% Growth - Annualized Rate					
				Month	Qtr	6mo	1yr	3yr	5yr
<b>Total Nonfarm</b>	194,031	100.0	603.5	3.8	3.6	3.8	3.1	4.1	2.2
<b>Goods Producing</b>	26,982	13.9	10.9	0.5	-0.0	3.4	4.6	3.8	3.9
Mining and Logging	240	0.1	0.0	0.0	0.0	0.0	50.0	46.7	28.0
Construction	19,830	10.2	65.6	4.1	0.7	4.9	6.8	2.2	3.8
Manufacturing	7,079	3.6	-29.3	-4.8	-2.4	0.4	-0.2	9.0	4.4
Durable Goods	5,423	2.8	-18.4	-4.0	-2.1	-1.2	-1.9	10.4	4.4
Non-Durable Goods	1,639	0.8	-10.3	-7.3	-3.2	3.4	2.8	5.7	5.2
<b>Service Providing</b>	166,532	85.8	482.4	3.5	3.5	3.5	2.9	4.0	1.9
Trade, Trans & Utilities	31,344	16.2	87.0	3.4	-1.3	-0.7	-0.4	-1.0	-0.7
Wholesale Trade	4,376	2.3	14.6	4.1	-0.3	-0.2	-0.4	-0.2	-3.5
Retail Trade	22,535	11.6	33.3	1.8	-1.9	1.4	0.8	-0.6	-0.4
Information	1,777	0.9	-6.8	-4.5	-6.4	-10.1	-9.0	-2.2	-5.8
Financial Activities	13,324	6.9	-21.2	-1.9	-0.6	1.5	-0.2	1.0	0.2
Finance & Insurance	6,608	3.4	3.5	0.6	-2.7	-1.2	-1.6	-4.3	-3.7
Real Estate & Rental & Leasing	6,724	3.5	-42.5	-7.3	-3.0	4.8	2.1	8.0	6.2
Professional & Business Svcs	25,218	13.0	139.5	6.9	8.1	6.4	1.0	1.9	2.6
Prof, Sci, & Tech	11,663	6.0	52.5	5.6	4.7	5.5	1.5	6.3	4.9
Educational & Health Svcs	37,262	19.2	270.0	9.1	10.5	10.5	9.7	7.5	4.9
Leisure & Hospitality	26,664	13.7	-15.9	-0.7	-1.3	-0.1	0.2	9.7	1.9
Arts, Entertainment & Recreation	6,833	3.5	86.4	16.5	2.4	1.6	1.6	18.9	5.7
Accommodation & Food Svcs	19,678	10.1	-51.8	-3.1	-0.3	-0.2	-0.2	7.4	0.8
Other Svcs	8,329	4.3	-11.4	-1.6	0.9	1.2	2.6	5.5	4.3
<b>Government</b>	21,955	11.3	50.1	2.8	4.2	3.7	3.5	4.2	1.5
Federal	720	0.4	4.9	8.5	2.8	0.0	2.8	0.9	0.6
State	836	0.4	3.4	5.0	5.1	6.6	3.4	1.5	3.9
Local	20,474	10.6	42.2	2.5	4.2	3.6	3.6	4.8	1.6

Source: EDD, National Economic Education Delegation (NEED)

## Some Employee Detail

### Employed in Lincoln

Figure 12: Employment by Occupation

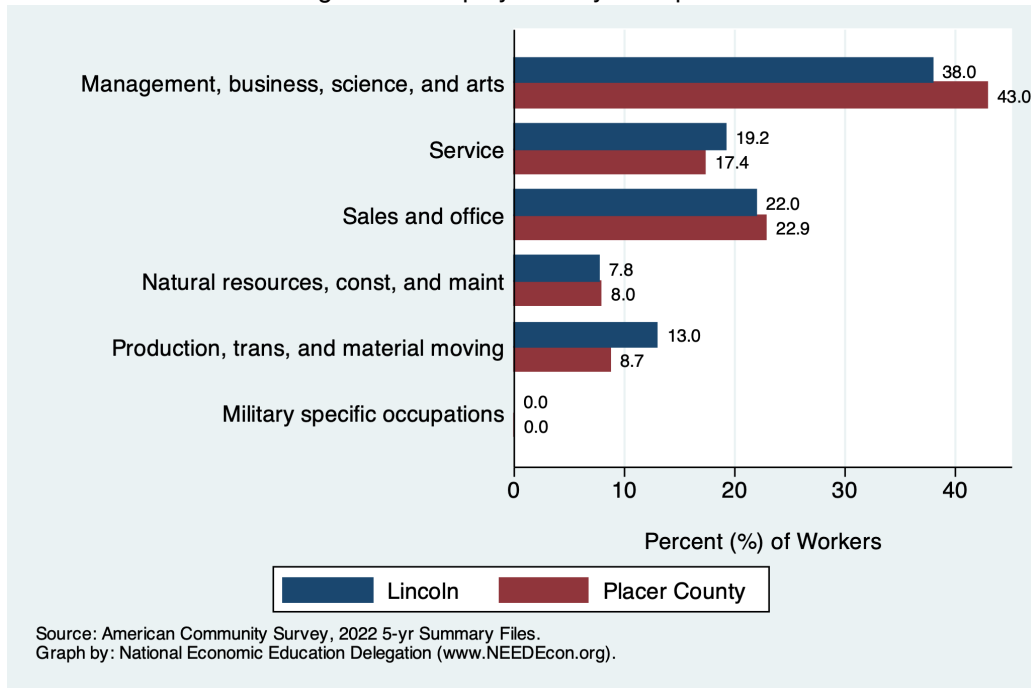


Figure 13: Employment by Industry

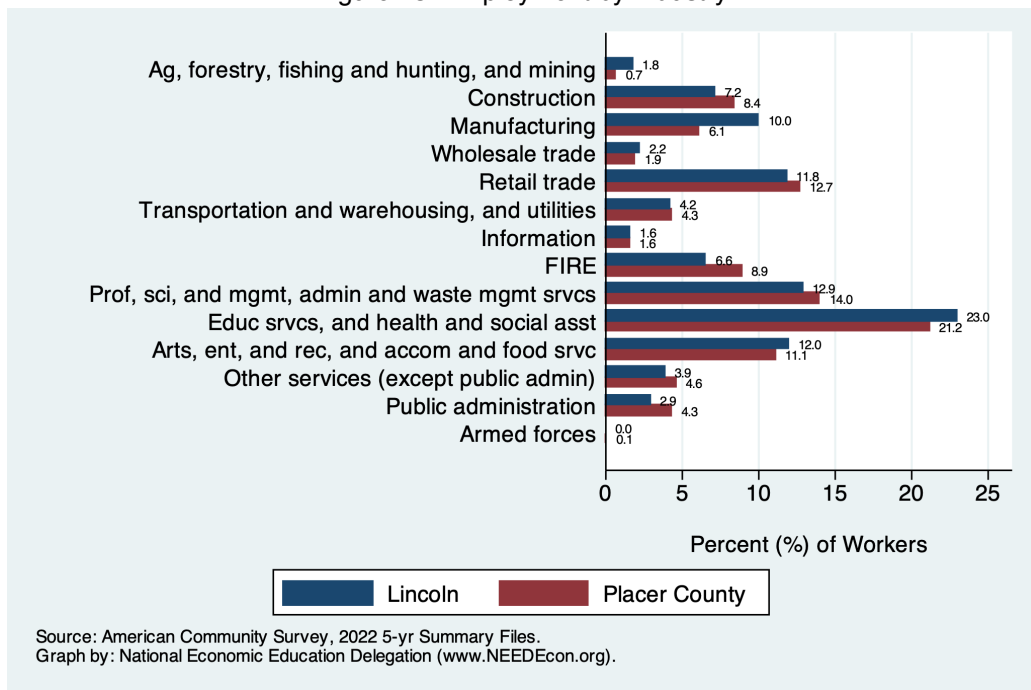


Figure 14: Language Spoken at Home

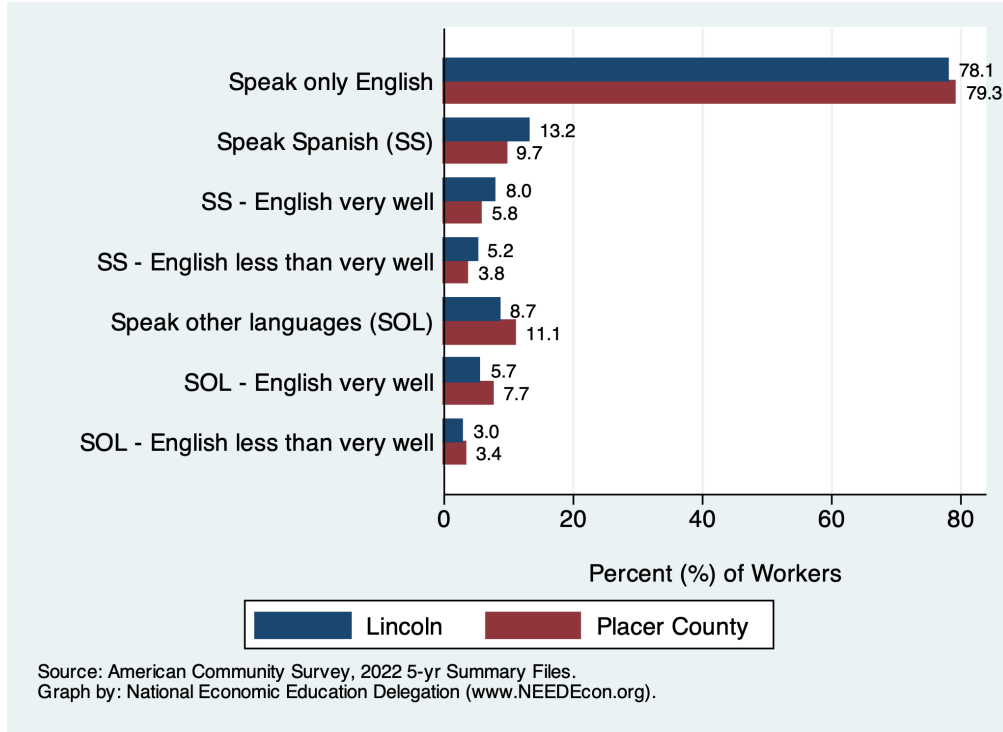
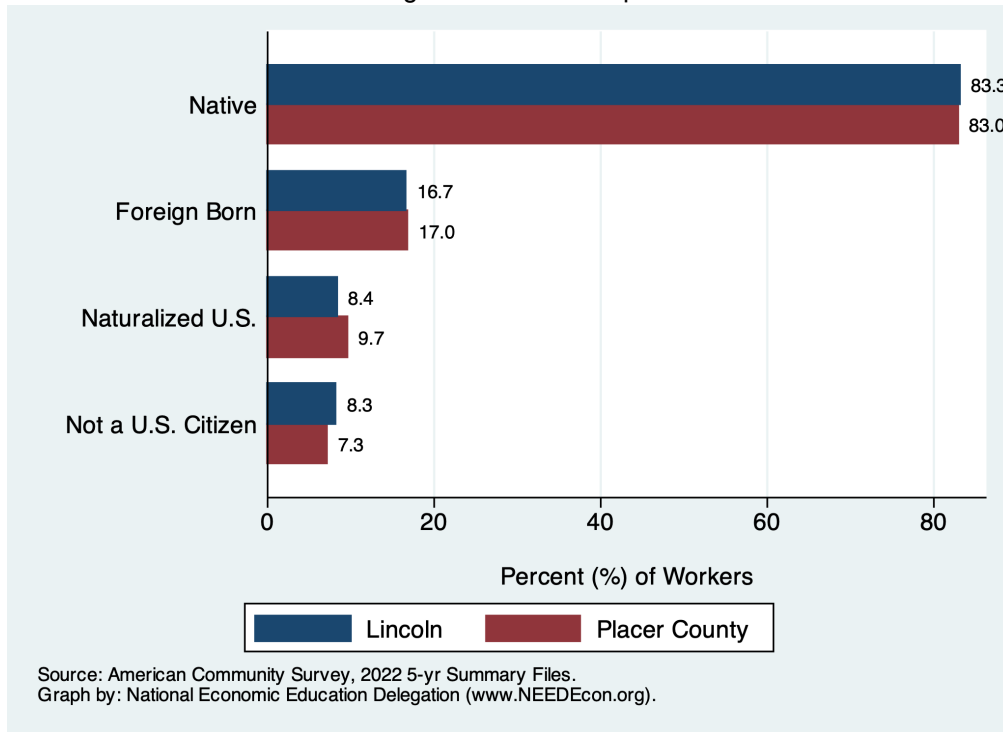


Figure 15: Citizenship





## Employed Residents of Lincoln

Figure 16: Employment by Occupation

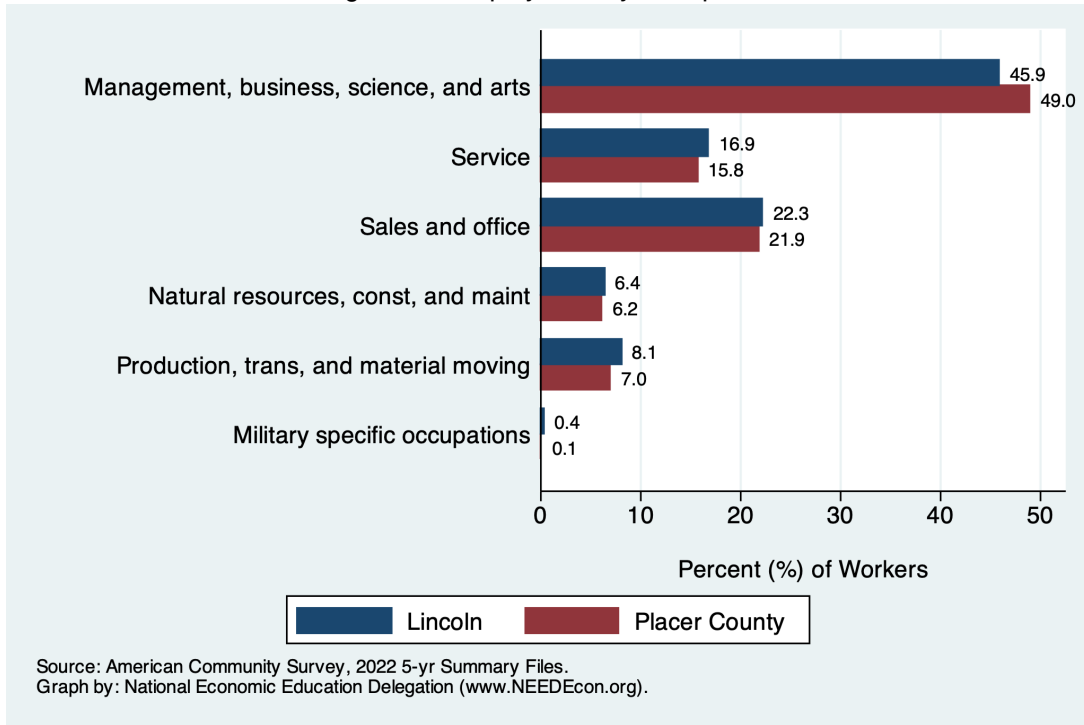


Figure 17: Employment by Industry

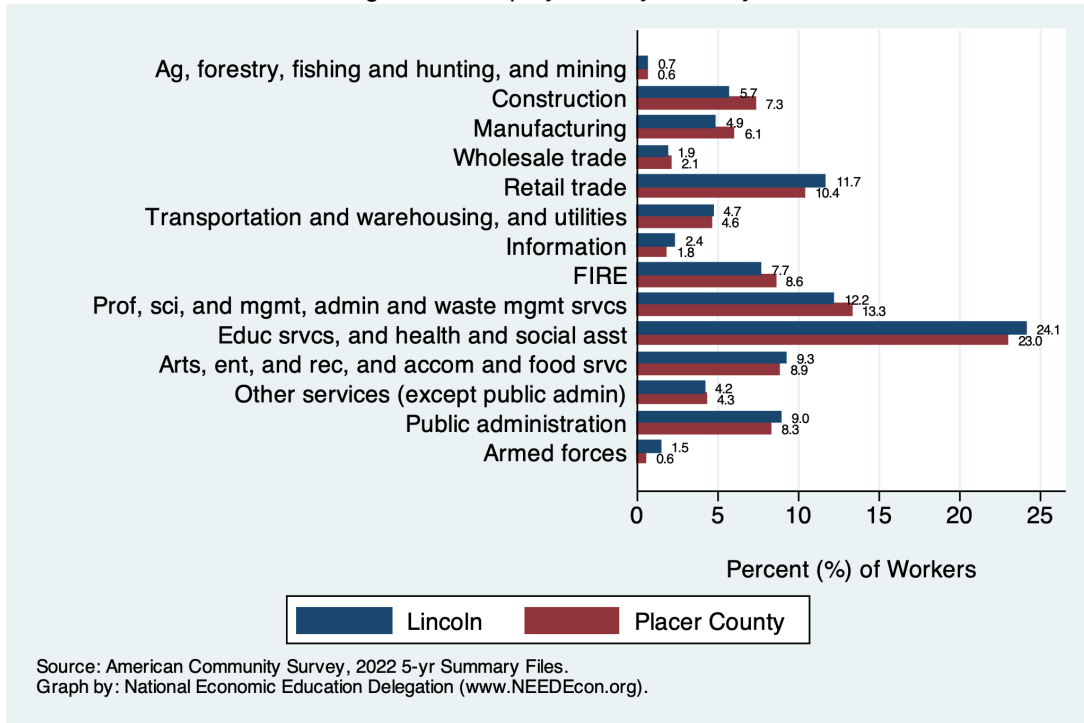


Figure 18: Language Spoken at Home

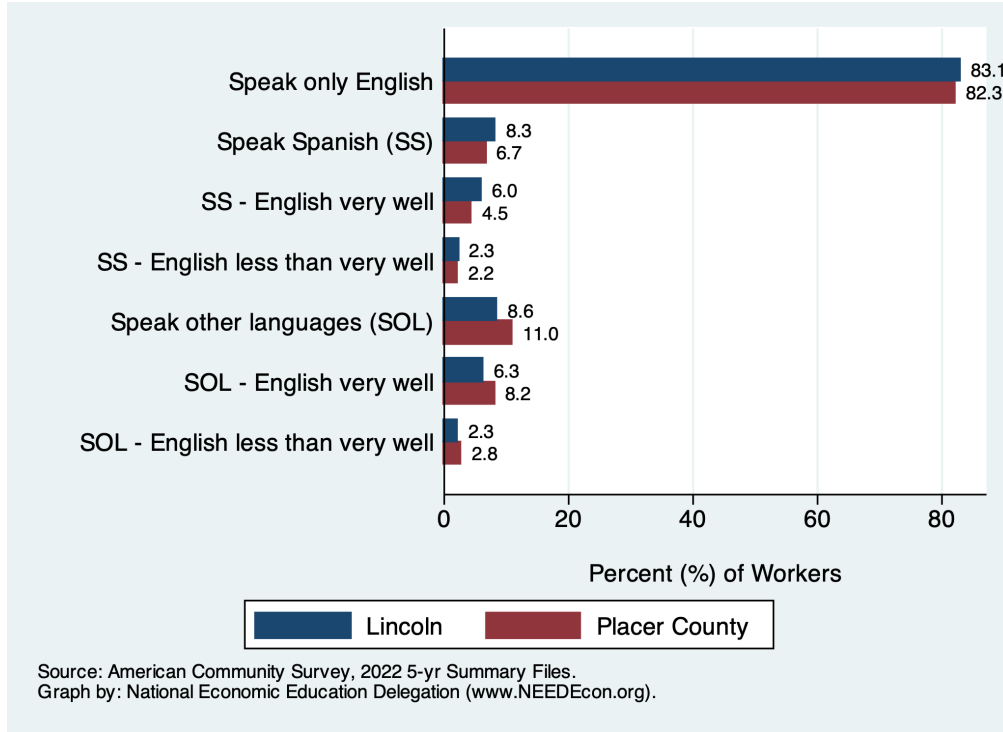
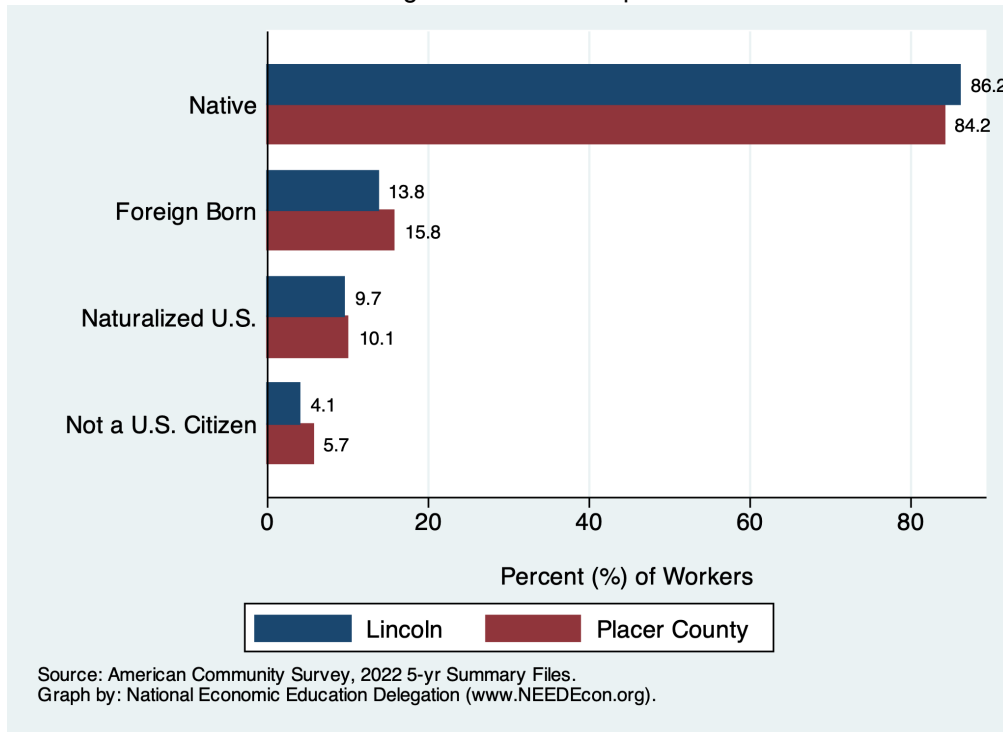


Figure 19: Citizenship



## Employed Residents vs Workers in Lincoln

Figure 20: Employment by Occupation

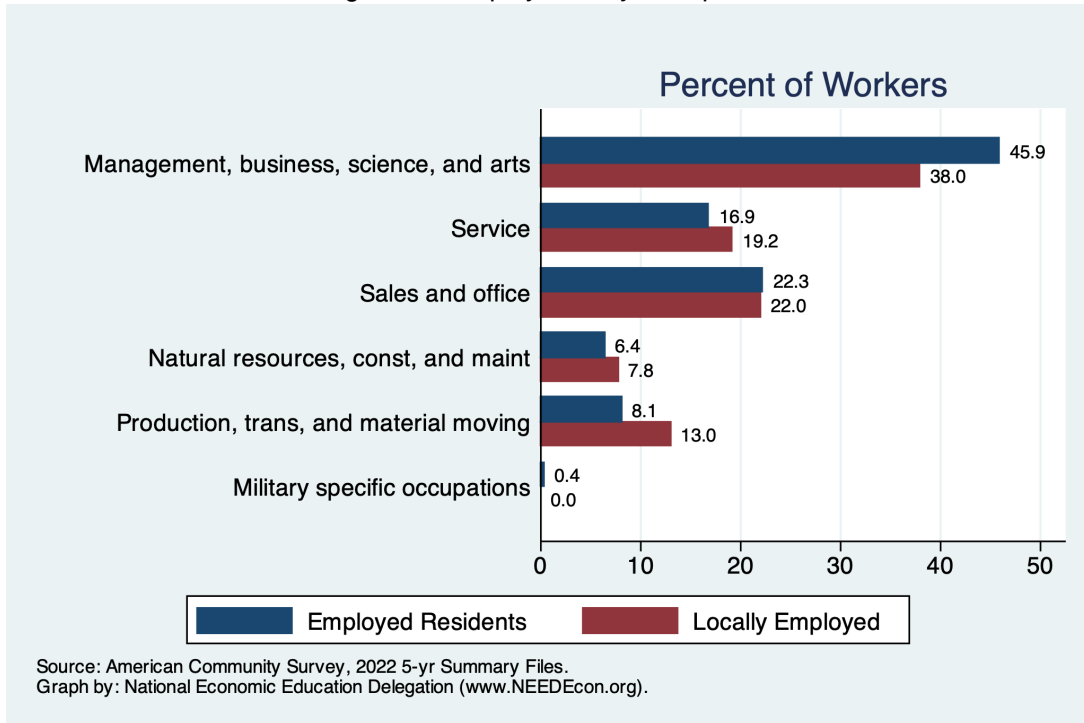


Figure 21: Employment by Industry

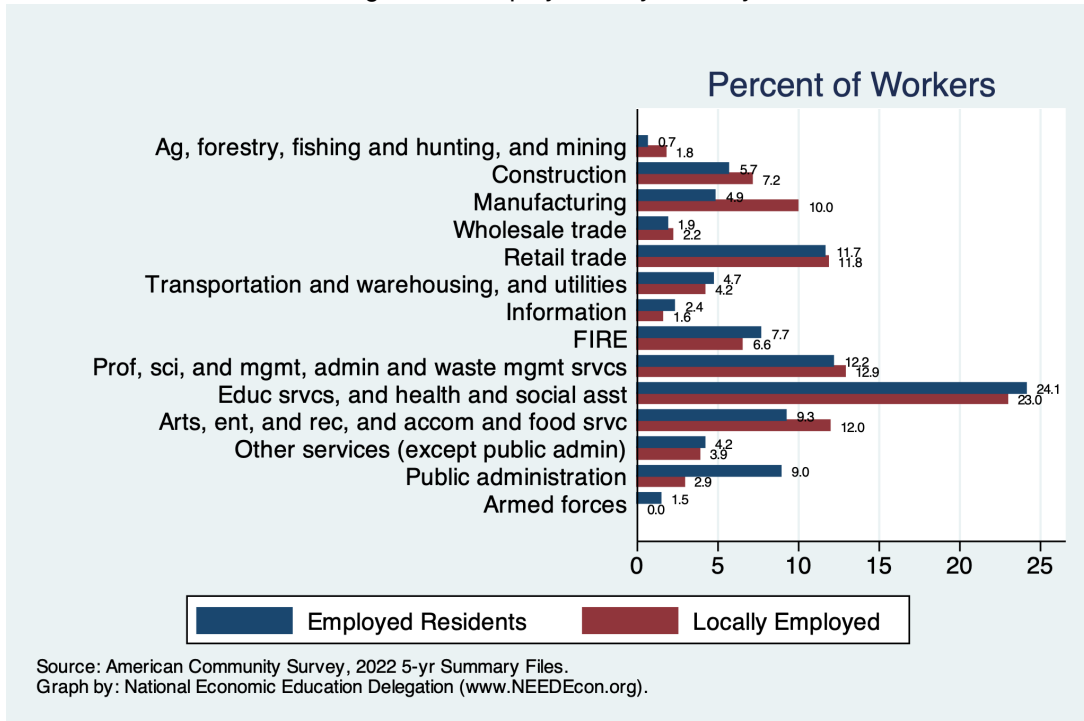


Figure 22: Language Spoken at Home

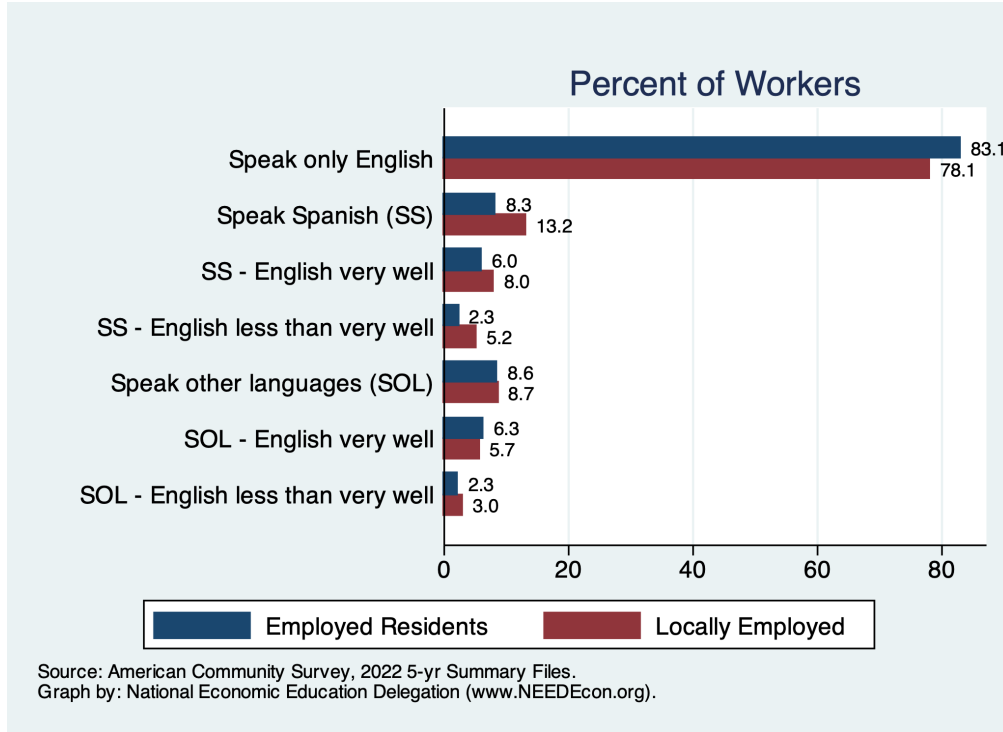
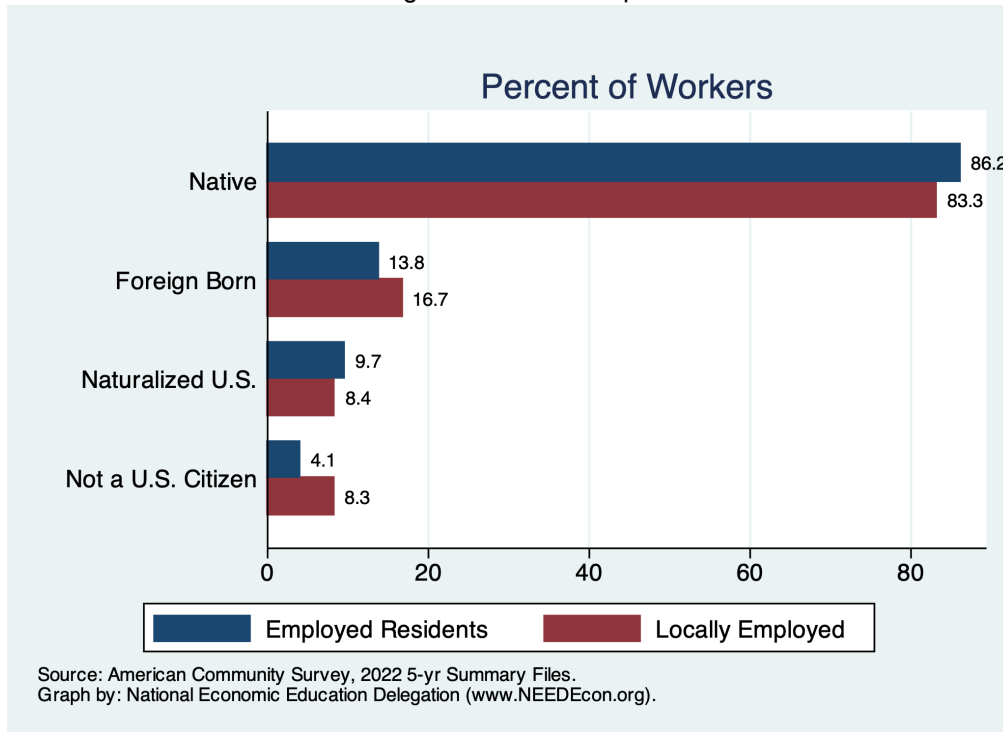


Figure 23: Citizenship



# Income and Earnings

## Per Capita Income Growth

### Definition:

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

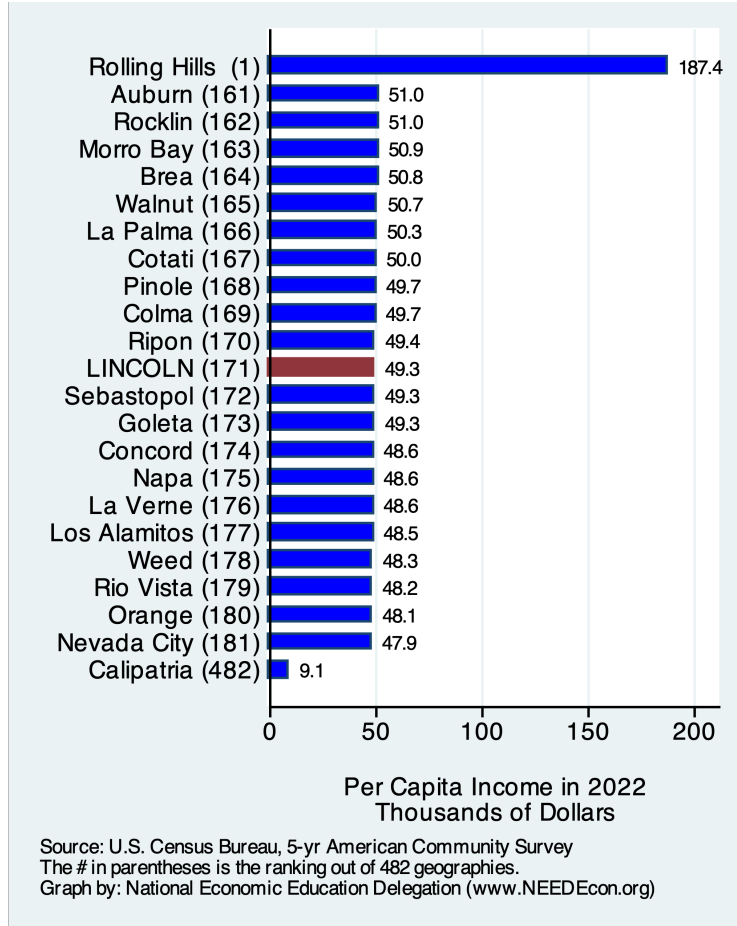
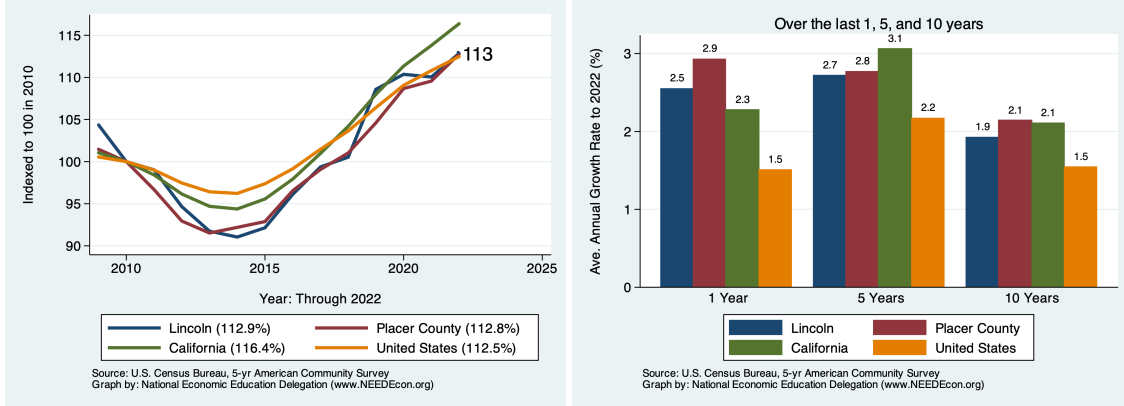


Figure 25: Regional Comparison of Growth over Time



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

Figure 26: Income Levels

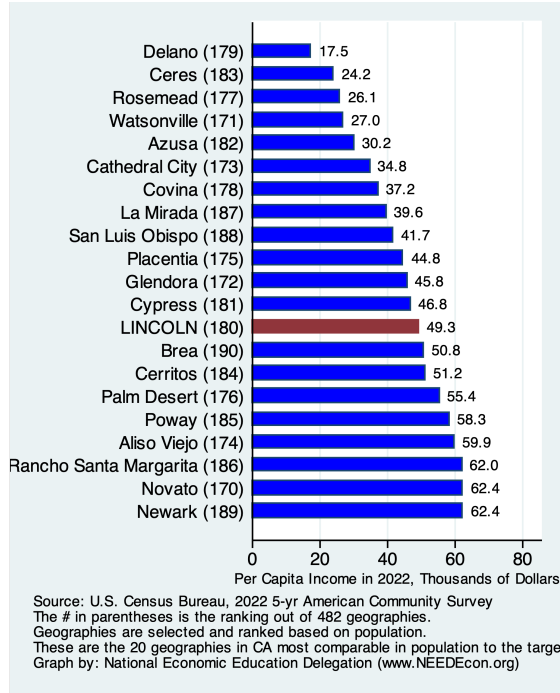
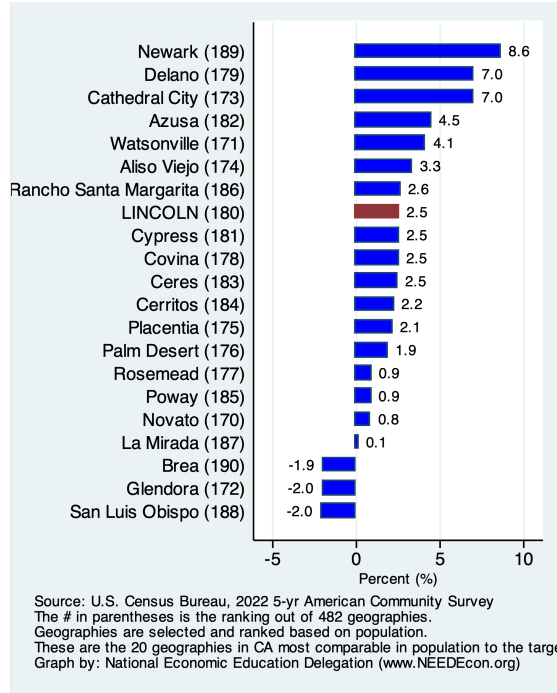


Figure 27: Growth over Time



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

Figure 28: Income Levels

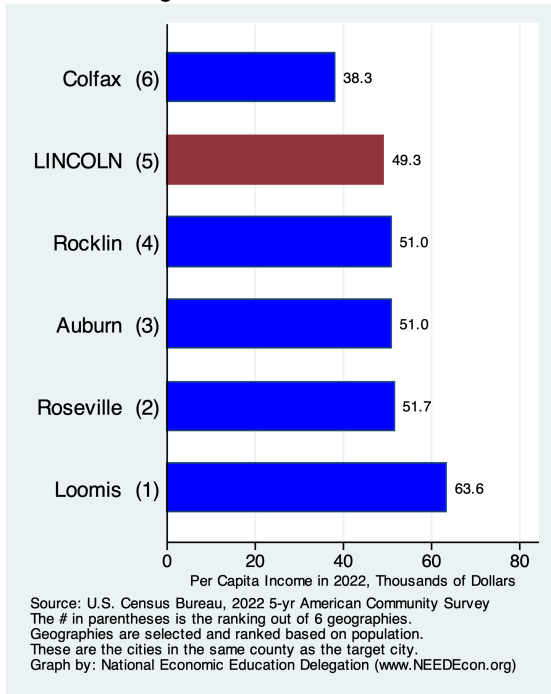


Figure 29: Growth over Time

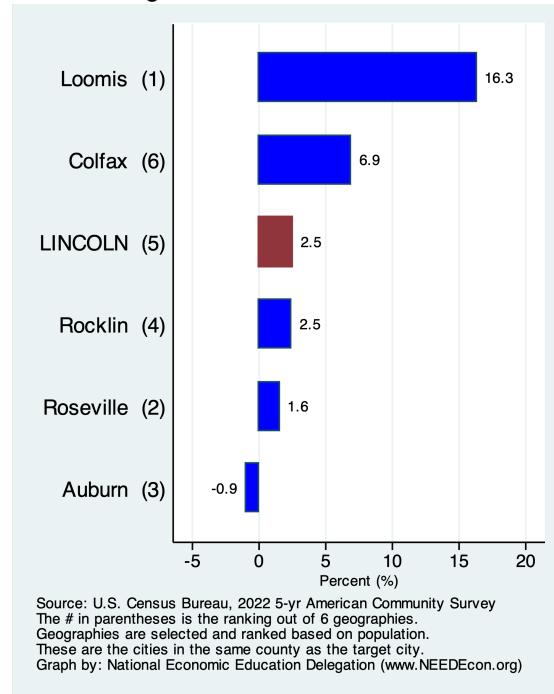
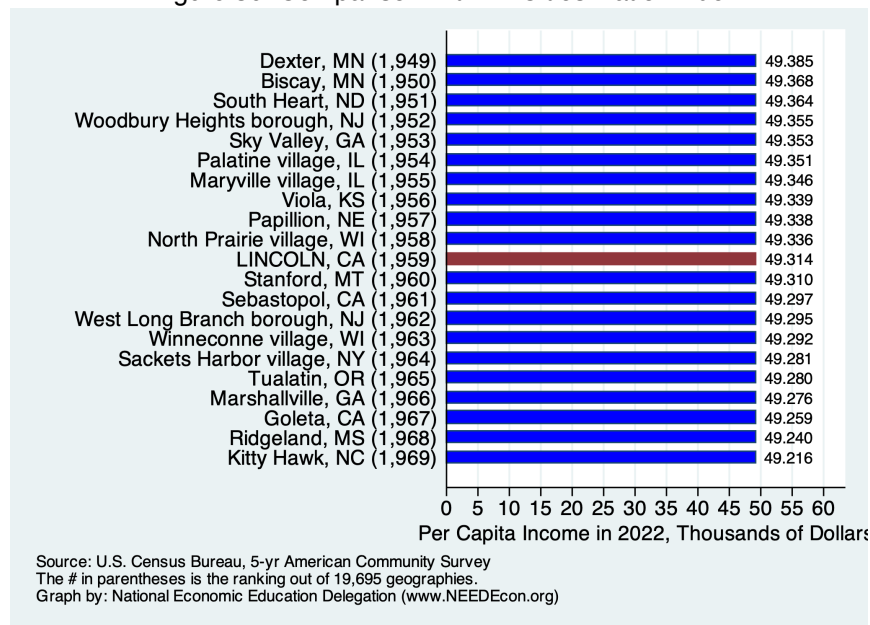


Figure 30: Comparison with All Cities Nationwide



## 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.

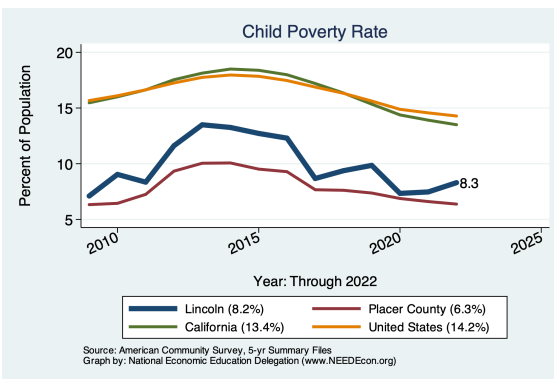
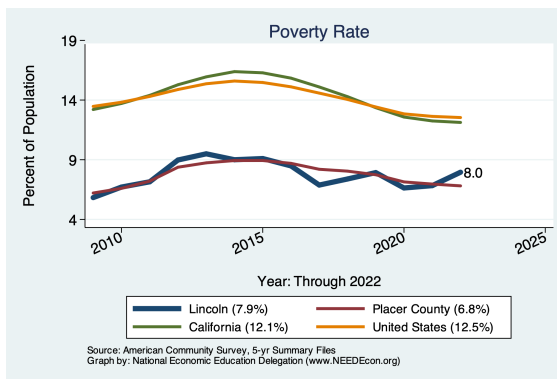


Figure 31: Inequality

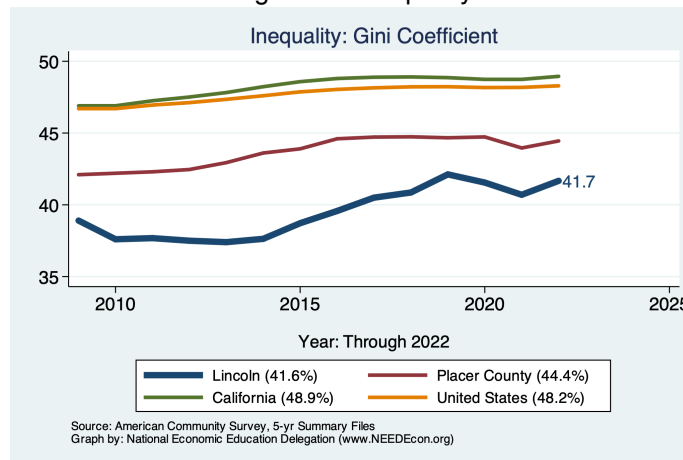




Figure 32: Shares Across the Income Distribution

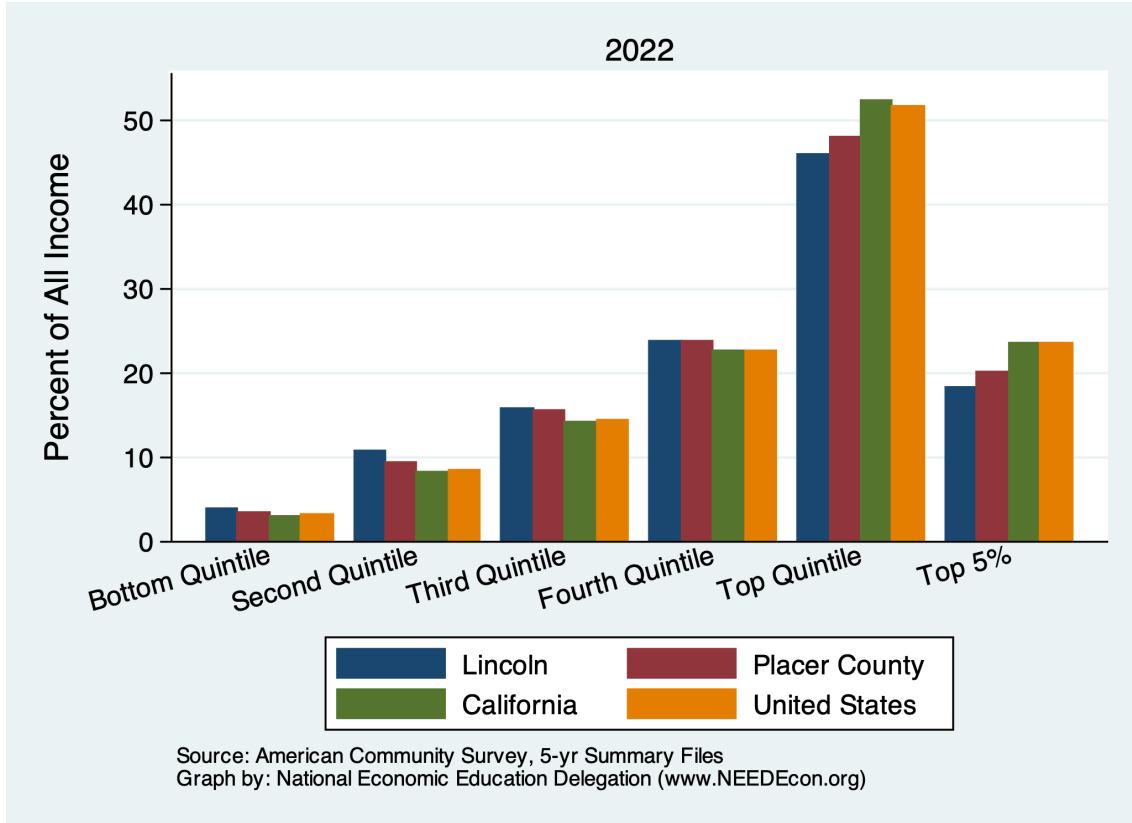
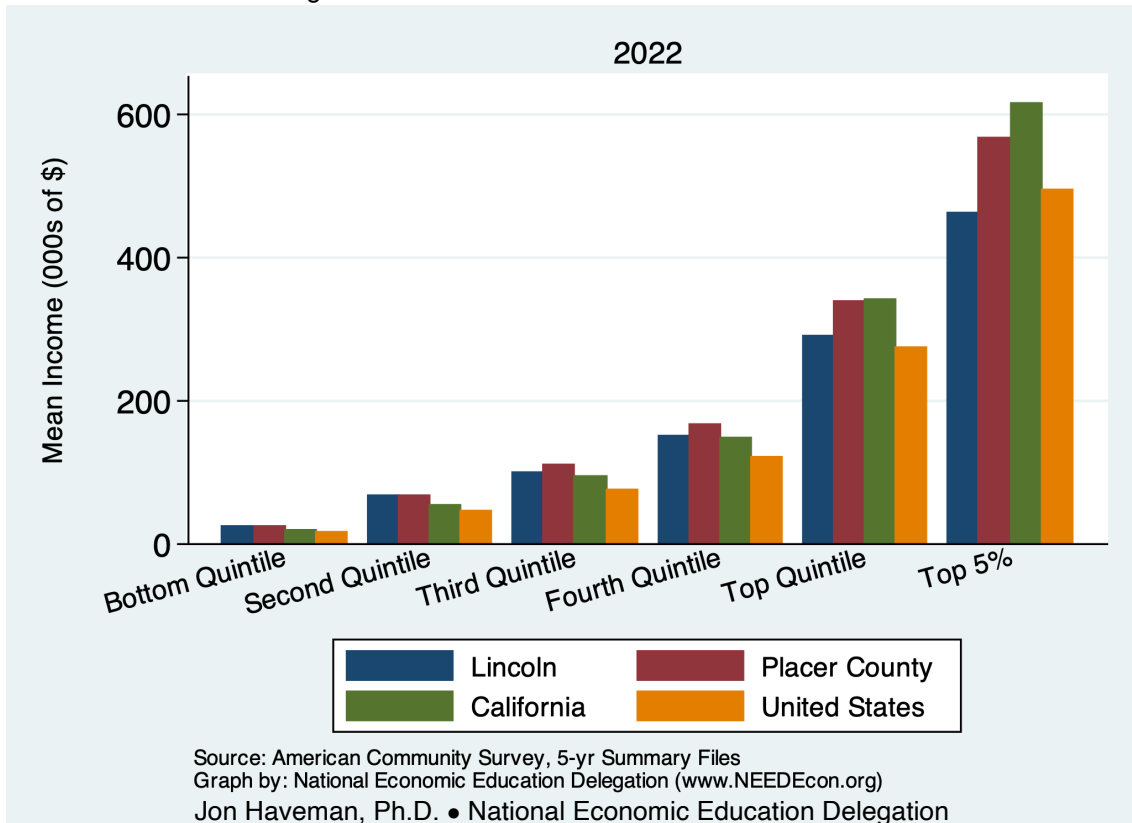


Figure 33: Means Across the Income Distribution



# 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 Lincoln and Broader Regions

Figure 34: Median Home Prices

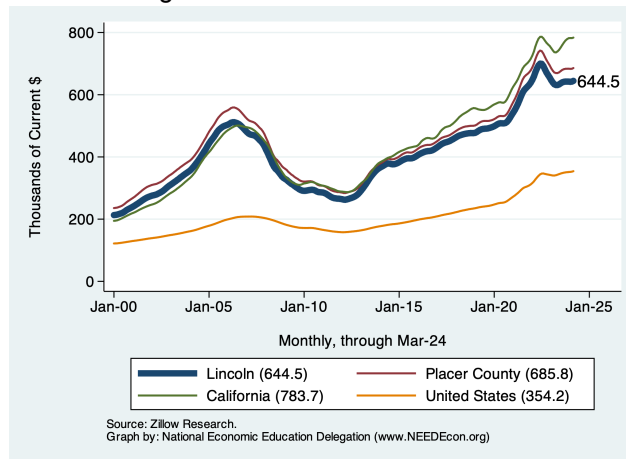
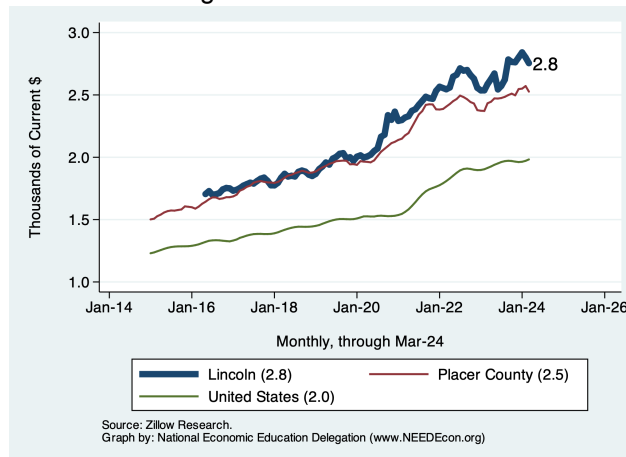


Figure 35: Median Rents



## Housing Ownership in Lincoln and Broader Regions

Figure 36: Home Ownership Rates

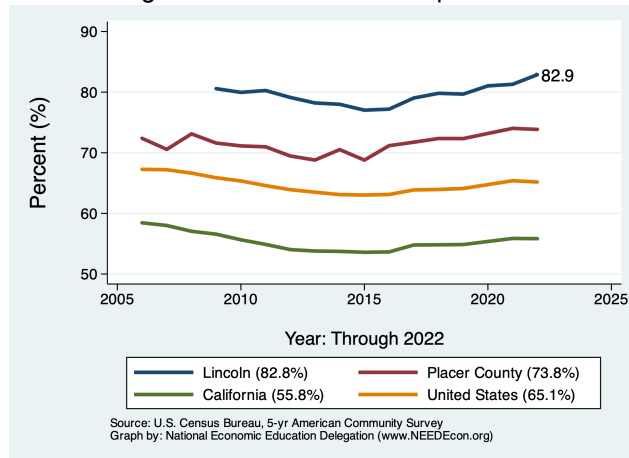


Figure 37: Home Ownership by Age

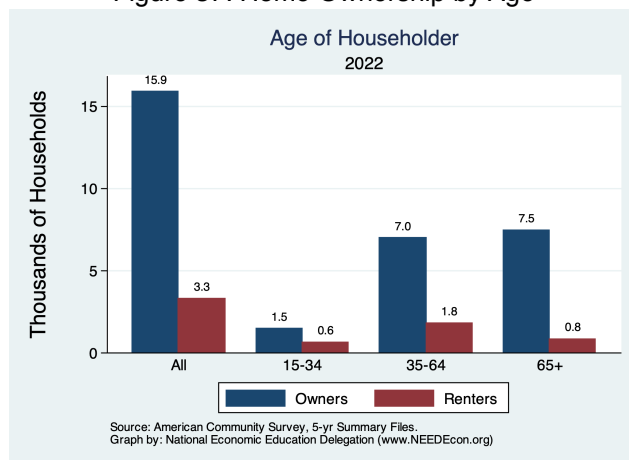


Figure 38: Income by Tenure

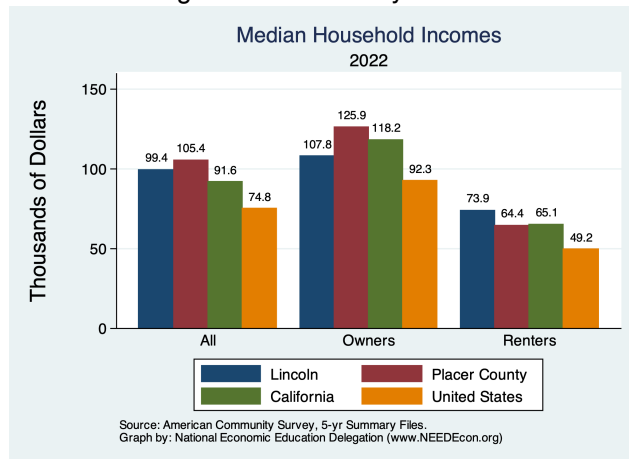


Figure 39: Income Distribution by Tenure

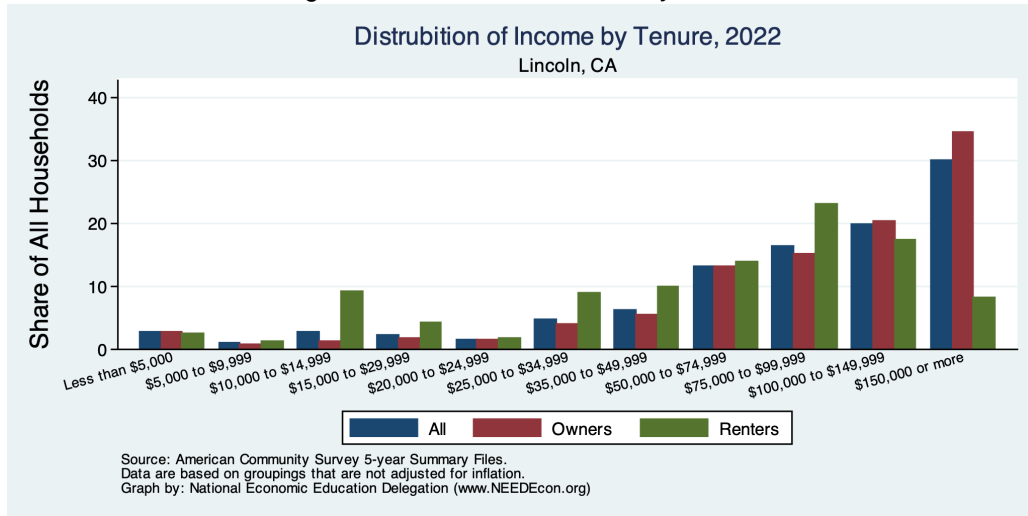


Figure 40: Income Distribution of Home Owners

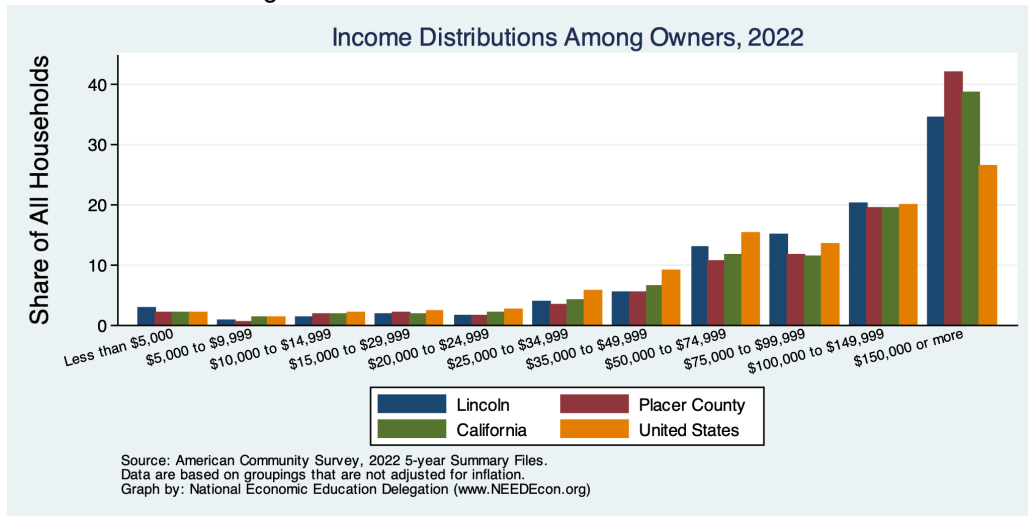
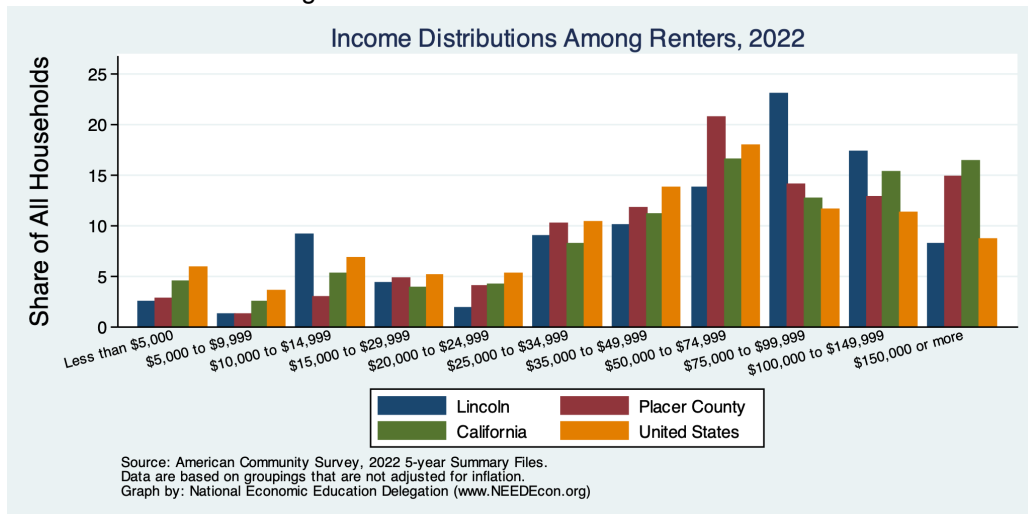


Figure 41: Income Distribution of Renters



## Housing Burden in Lincoln and Broader Regions

Figure 42: Home Owners w/ A Mortgage

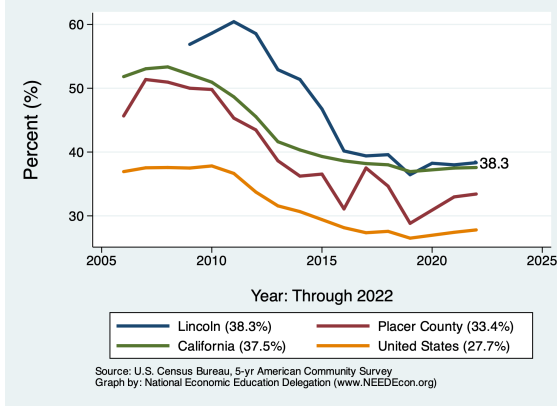


Figure 43: Home Owners w/o A Mortgage

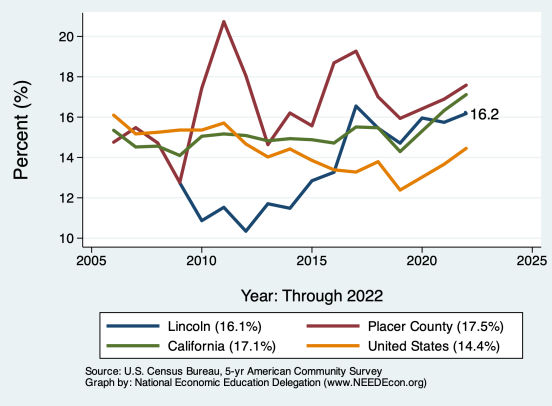


Figure 44: Renters

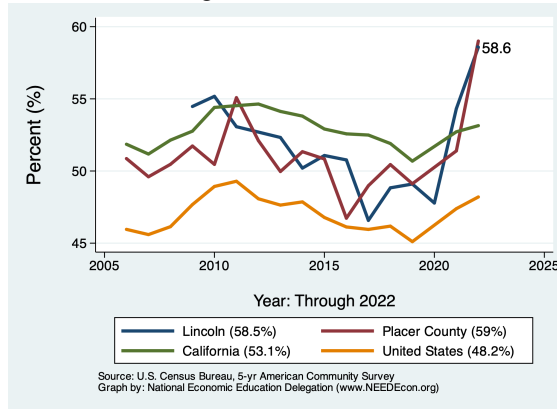
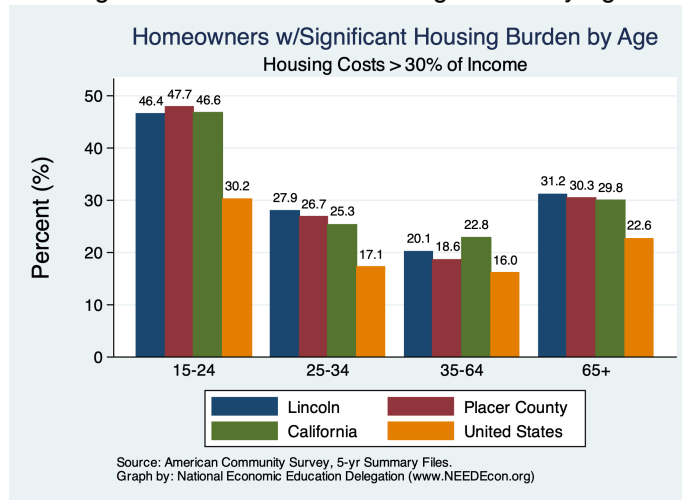


Figure 45: Homeowner Housing Burden by Age



# 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?

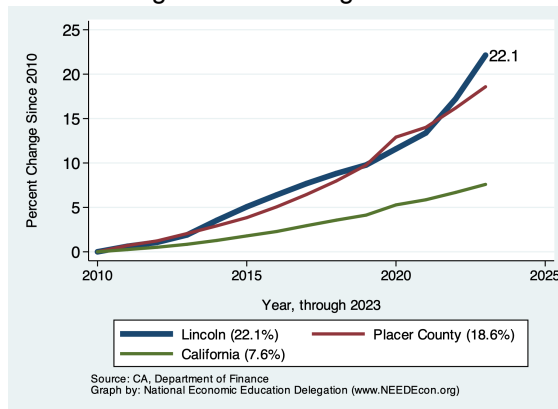
In areas where the rate of population growth exceeds the rate of housing growth, this is likely to reflect a tightening housing market. A tightening housing market will also likely be reflected in lower vacancy rates and higher occupancy rates. It may also be reflected in higher numbers of people per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

**Table 5. Housing Market Indicators**

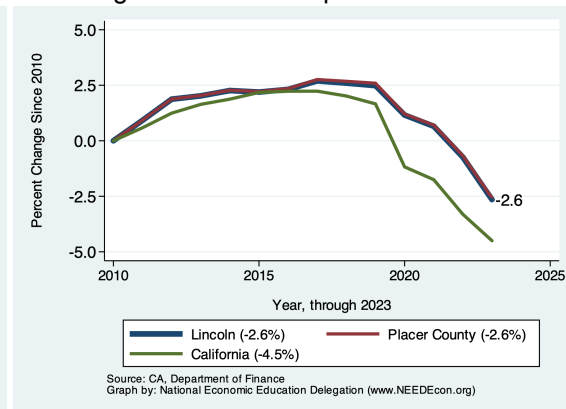
Indicator	2023	2019	2010	% Change from	
				2019	2010
Total Population	52,313.0	48,679.0	42,819.0	7.5	22.2
Total # of Homes	21,321.0	19,163.0	17,457.0	11.3	22.1
# Occupied Units	20,685.0	18,286.0	16,479.0	13.1	25.5
Persons per Household	2.5	2.7	2.6	-5.0	-2.6
Vacancy Rate (%)	3.0	4.6	5.6	-34.8	-46.8

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

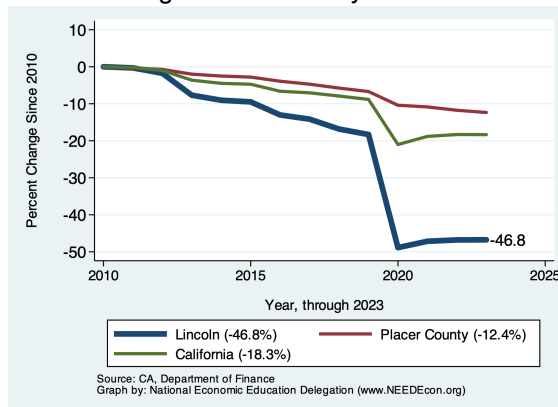
**Figure 46: Housing Growth**



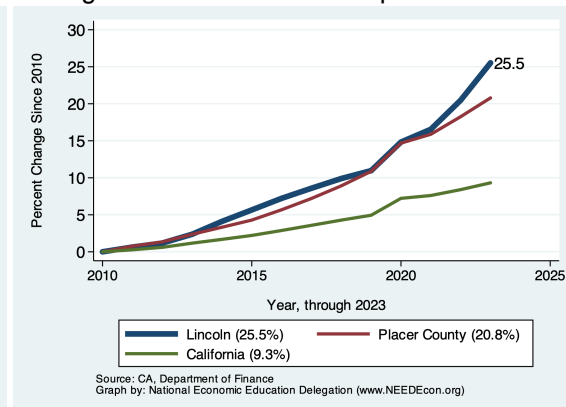
**Figure 47: Persons per Household**



**Figure 48: Vacancy Rates**



**Figure 49: Number of Occupied Units**



## Trends in the Growth of Housing by Housing Type

Figure 50: Single Detached Homes

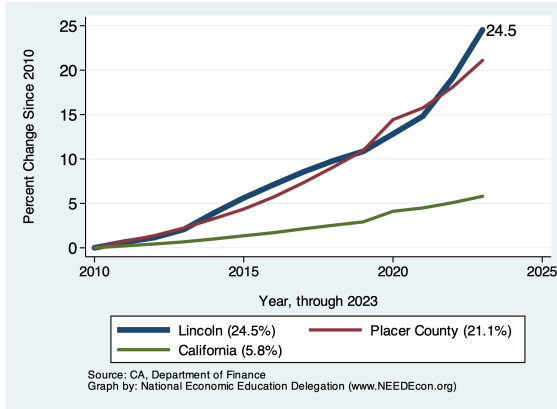


Figure 51: Single Attached Homes

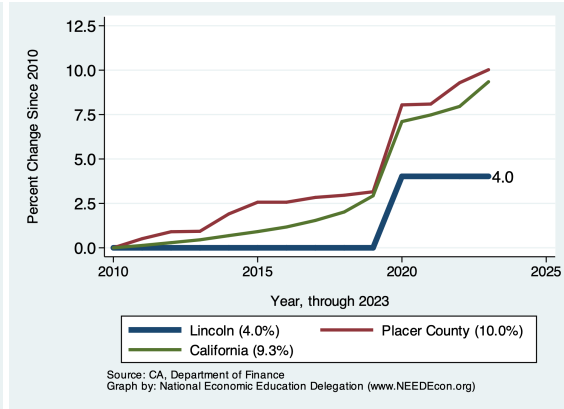


Figure 52: Housing in Buildings with Two to Four Units

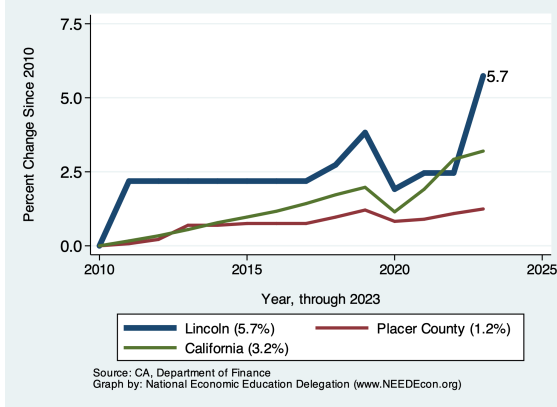
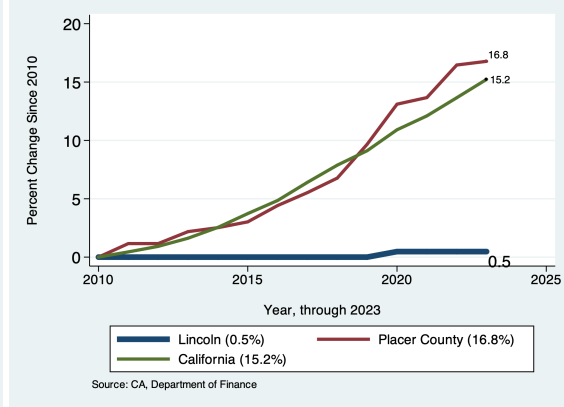


Figure 53: Housing in Buildings with Five or More Units



## Vintage of Residential Housing

### Why is it important?

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

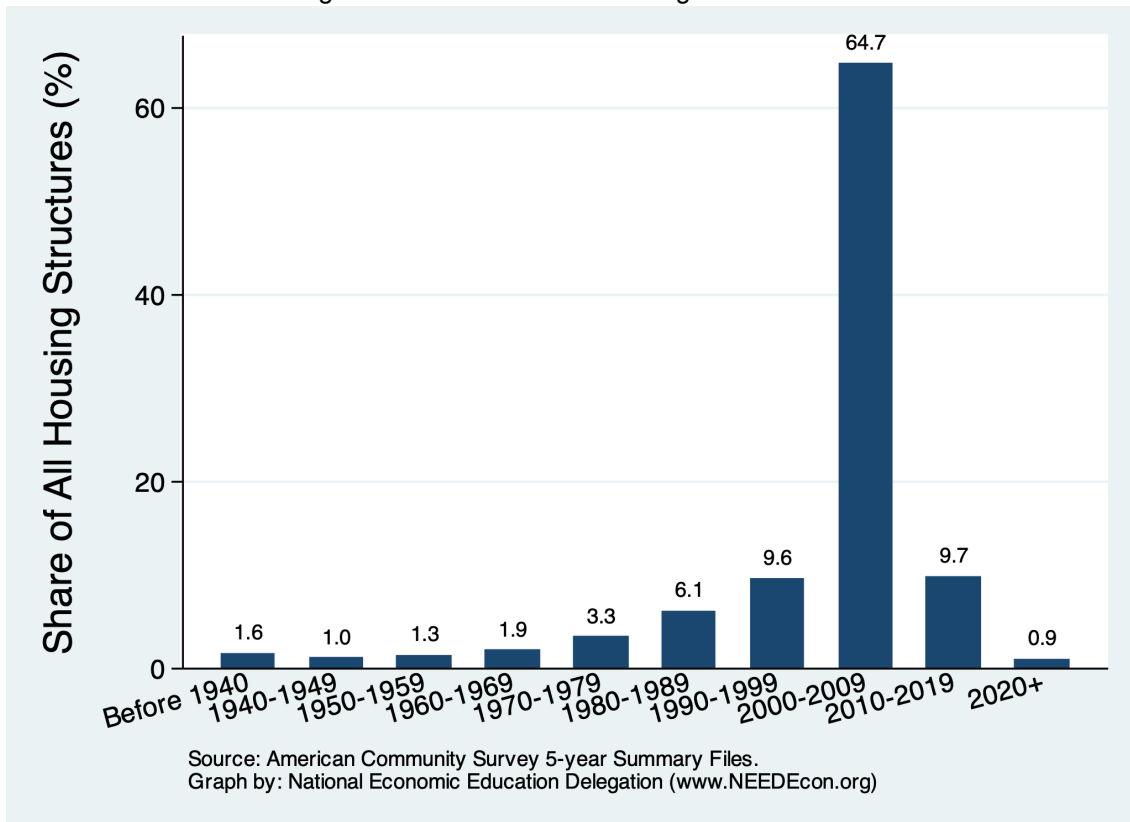




Figure 55: Housing Vintage across Regions

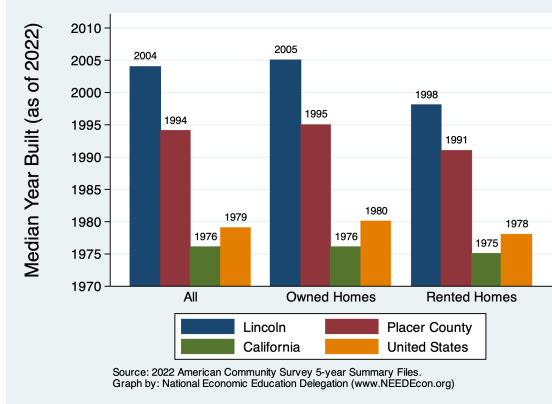


Figure 56: Housing Vintage by Tenure

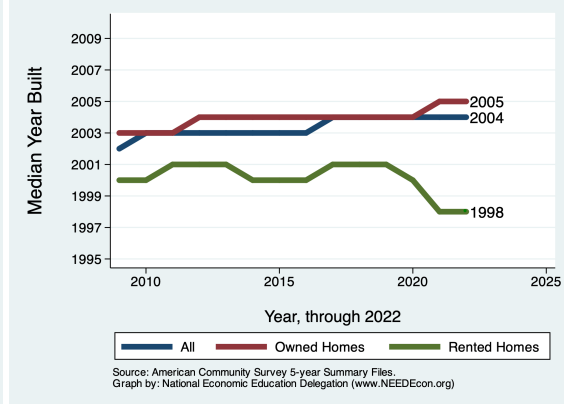


Figure 57: Vintage of Owned Residences

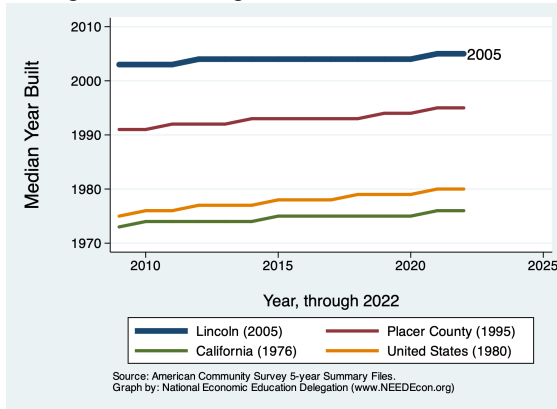


Figure 58: Vintage of Rented Residences

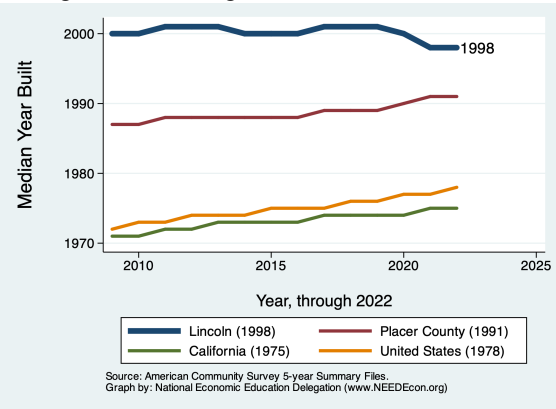
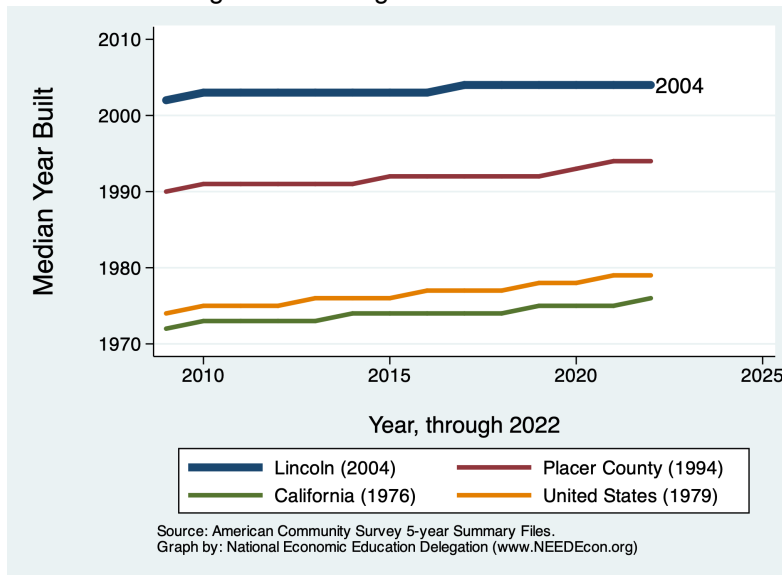


Figure 59: Vintage of All Residences



## 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

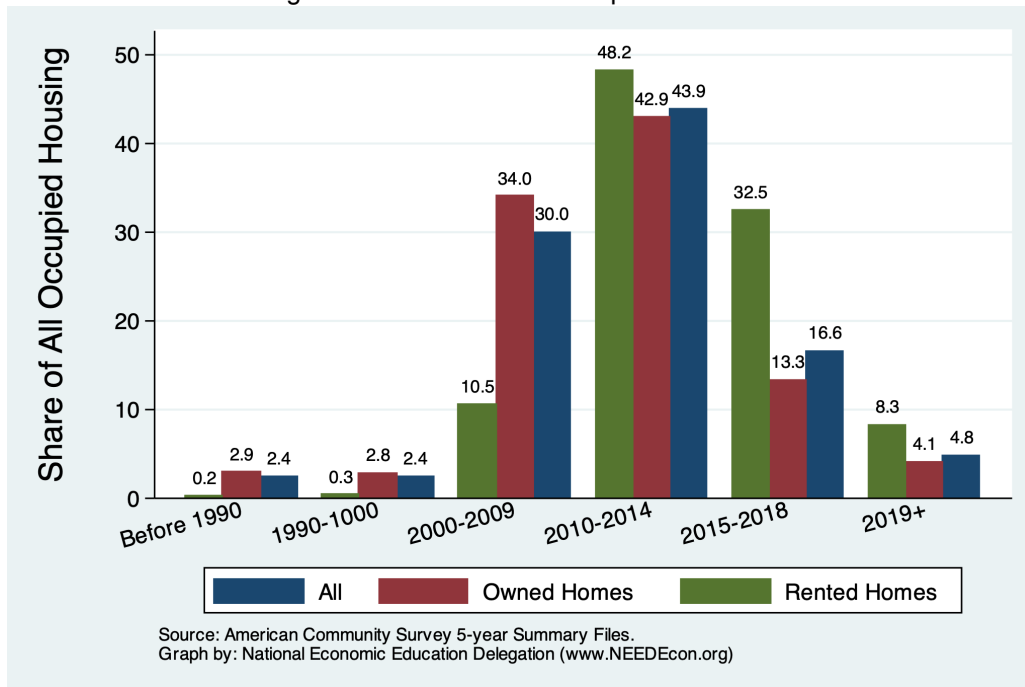


Figure 61: Year Occupied by Current Residents across Regions

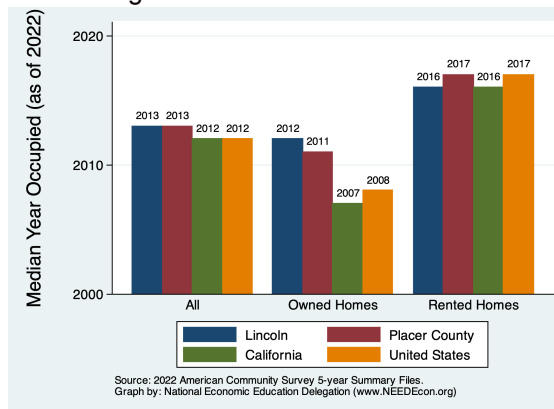


Figure 62: Year Occupied by Current Residents by Tenure

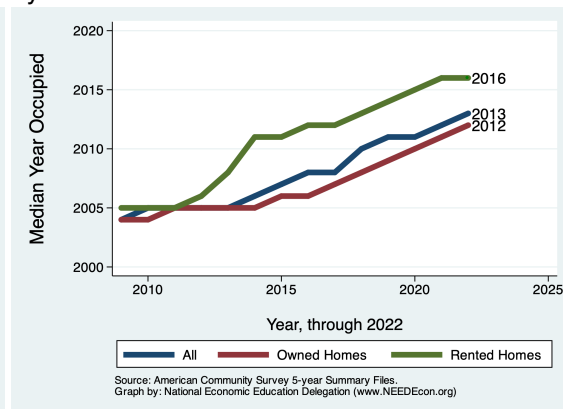


Figure 63: Year Occupied by Current Residents for Owned Housing

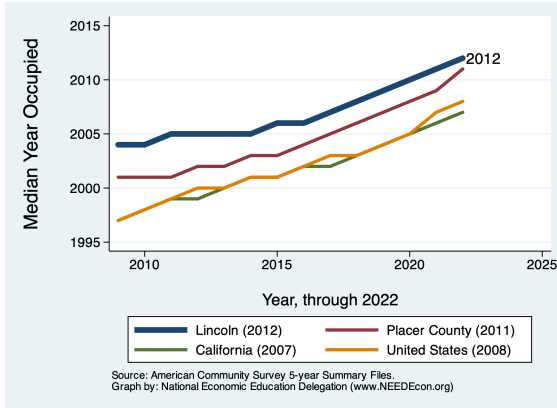


Figure 64: Year Occupied by Current Residents for Rented Housing

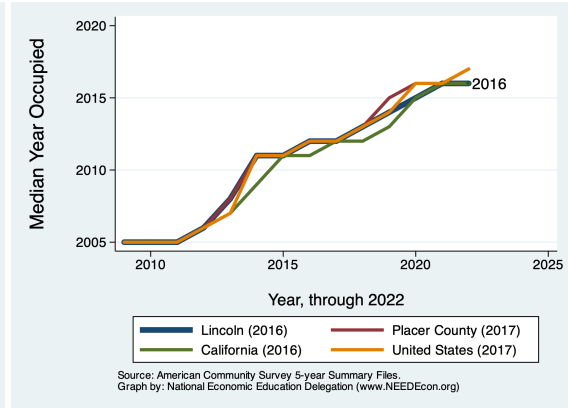
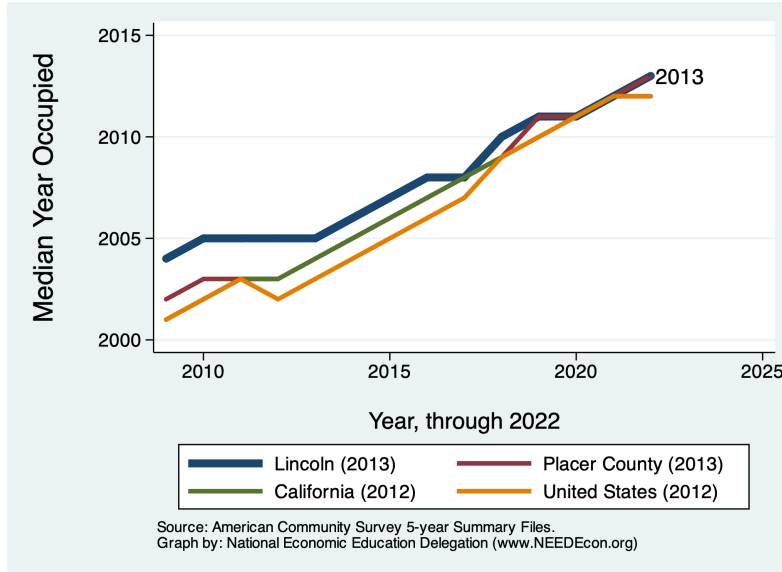


Figure 65: Year Occupied by Current Residents for All Housing



## Residential Permitting

### Definition:

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

### Lincoln - Ranking Among Comparables

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

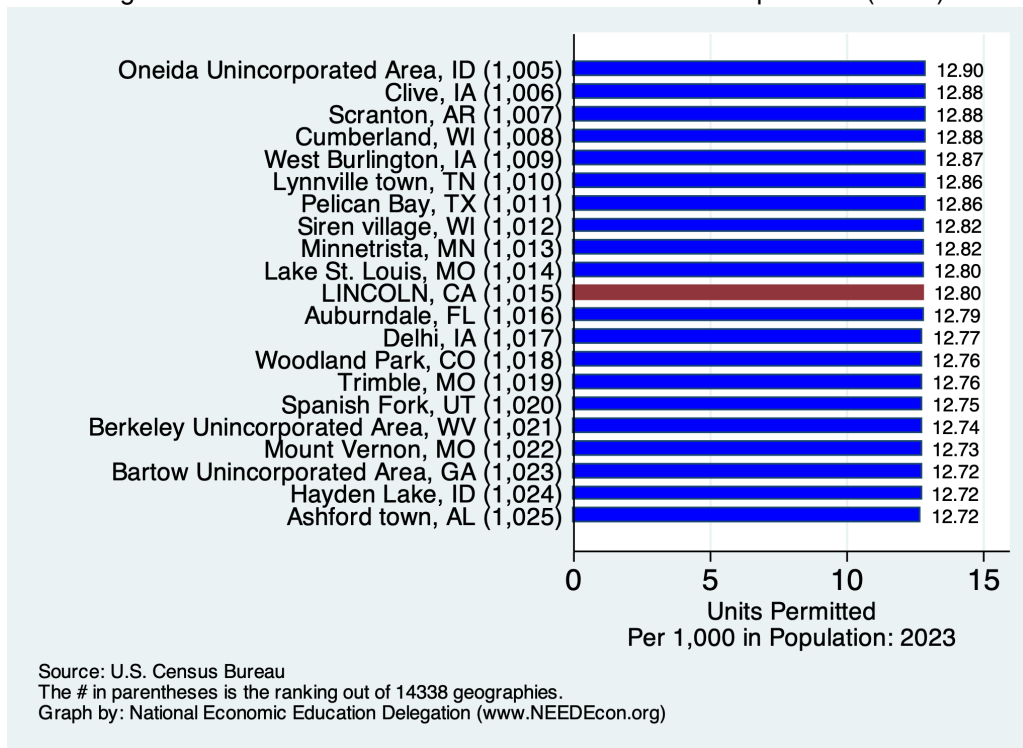
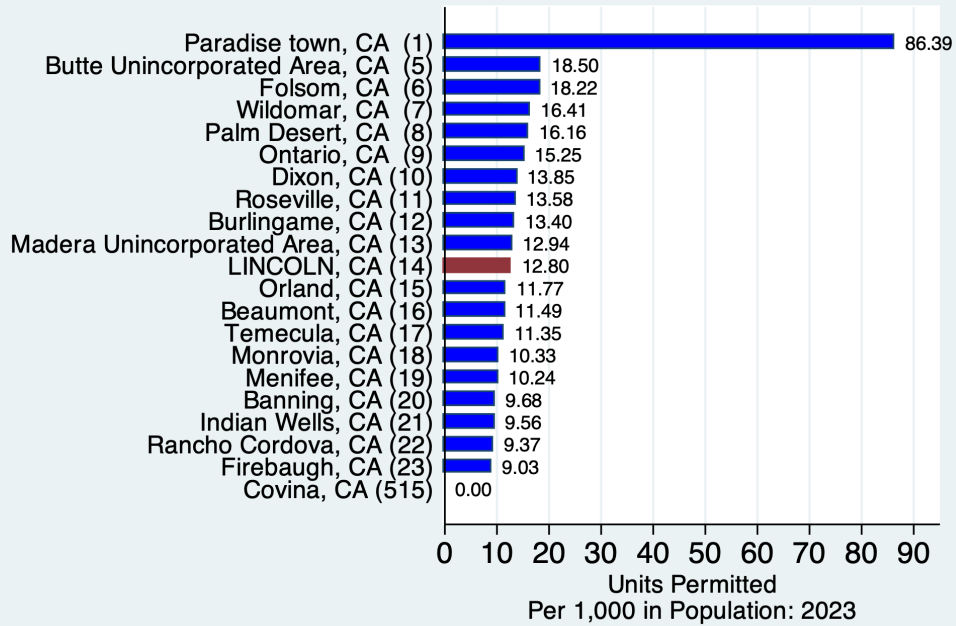
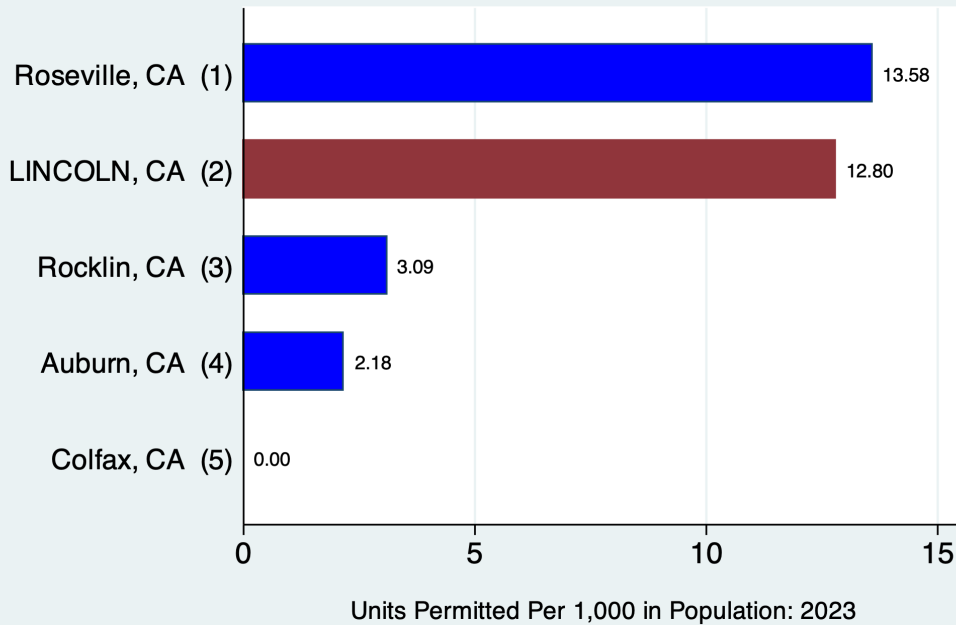


Figure 67: Number of Units Permitted - California Comparables (Rank)



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 Placer County (Rank)



Source: U.S. Census Bureau,  
 The # in parentheses is the ranking out of 5 geographies.  
 Graph by: National Economic Education Delegation ([www.NEEDecon.org](http://www.NEEDecon.org))

## Lincoln - Permitting Activity

### Annual Units Permitted - Per Capita in Lincoln

Figure 69: Units Permitted Each Year

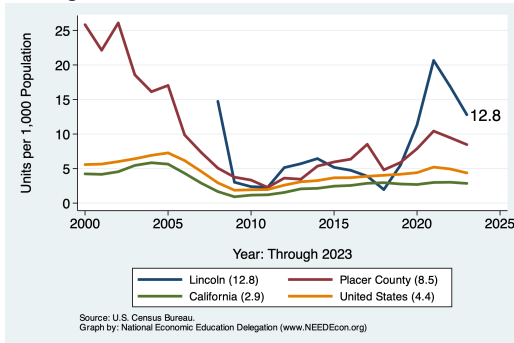
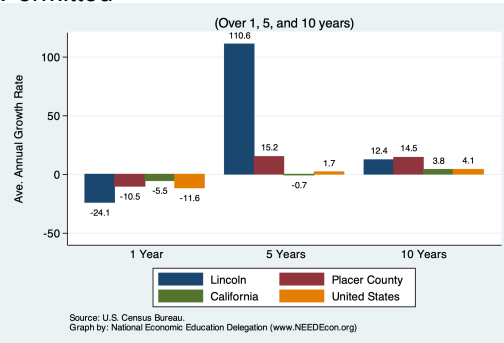


Figure 70: Average Annual Growth in Units Permitted



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

Figure 71: Units Permitted Each Year

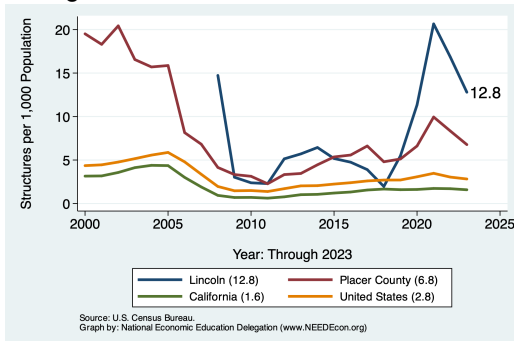
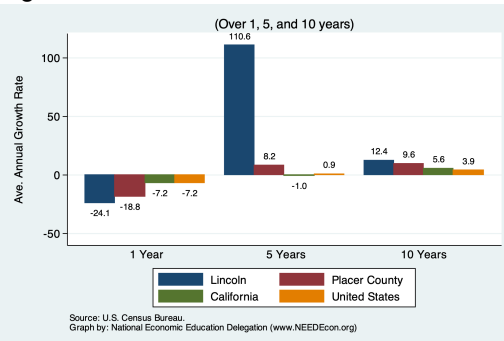


Figure 72: Average Annual Growth in Buildings Permitted



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

Figure 73: Value Permitted Each Year

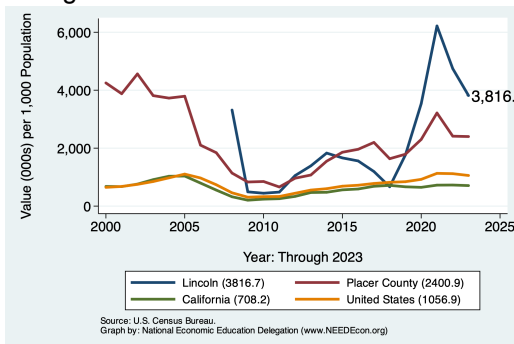
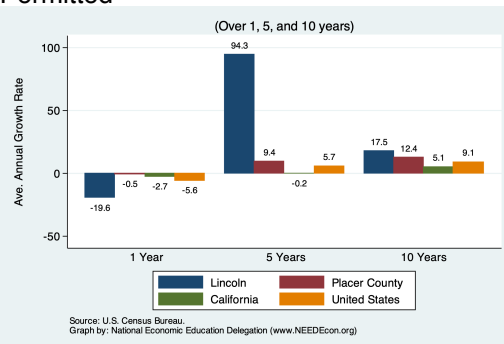


Figure 74: Average Annual Growth in Value Permitted



# 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

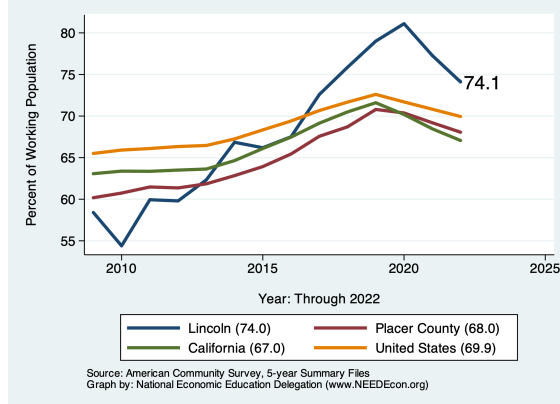


Figure 76: Percent of Workers Commuting by Carpool

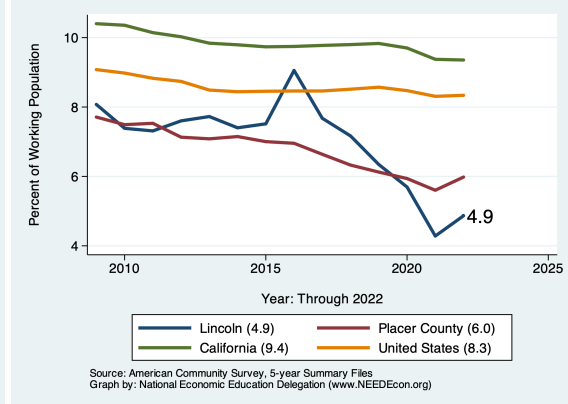


Figure 77: Percent of Workers using Public Transportation

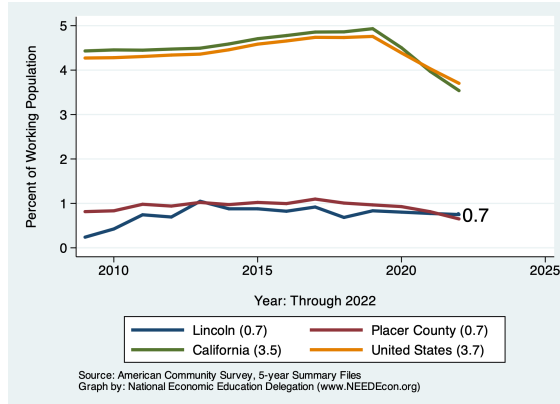
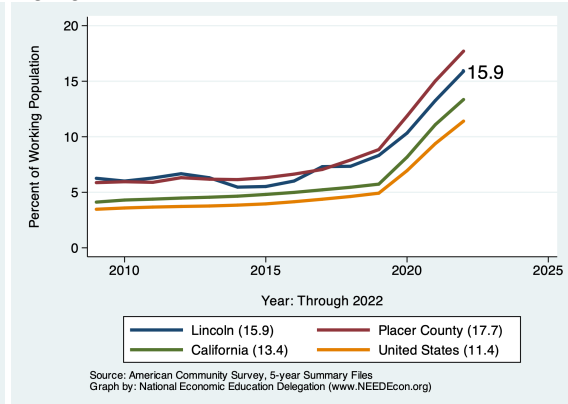


Figure 78: Percent of Workers Who Work From Home



The first table on this page presents data for those who LIVE in Lincoln. The second provides data on those who work, but do not necessarily live in Lincoln. 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:	8,592	80.5	7,231	75.8	15,823	79.0	78.0
Drove Alone	8,167	76.5	6,681	70.0	14,848	74.1	68.4
Carpooled:	425	4.0	550	5.8	975	4.9	9.5
In 2-person carpool	295	2.8	328	3.4	623	3.1	6.9
In 3-person carpool	43	0.4	96	1.0	139	0.7	1.5
In 4-or-more-person carpool	87	0.8	126	1.3	213	1.1	1.1
Public Transportation (excl Taxi):	113	1.1	37	0.4	150	0.7	3.6
Bus or Trolley Bus	65	0.6	6	0.1	71	0.4	2.3
Streetcar or Trolley Car	0	0.0	11	0.1	11	0.1	0.8
Subway or Elevated	27	0.3	0	0.0	27	0.1	0.3
Railroad	0	0.0	0	0.0	0	0.0	0.2
Ferryboat	21	0.2	20	0.2	41	0.2	0.1
Bicycle	74	0.7	22	0.2	96	0.5	0.7
Walked	47	0.4	52	0.5	99	0.5	2.4
Taxicab, Motorcycle, or other	173	1.6	130	1.4	303	1.5	1.7
Worked at Home	1,642	15.4	1,542	16.2	3,184	15.9	13.6
<b>Total:</b>	10,641	99.7	9,014	94.5	19,655	98.1	

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:	4,591	71.7	4,691	73.0	9,282	72.3	78.0
Drove Alone	4,218	65.9	4,246	66.0	8,464	66.0	68.5
Carpooled:	373	5.8	445	6.9	818	6.4	9.5
In 2-person carpool	282	4.4	317	4.9	599	4.7	6.9
In 3-person carpool	65	1.0	52	0.8	117	0.9	1.5
In 4-or-more-person carpool	26	0.4	76	1.2	102	0.8	1.1
Public Transportation (excl Taxi):	35	0.5	12	0.2	47	0.4	3.6
Bus or Trolley Bus	0	0.0	0	0.0	0	0.0	2.3
Streetcar or Trolley Car	0	0.0	12	0.2	12	0.1	0.8
Subway or Elevated	0	0.0	0	0.0	0	0.0	0.3
Railroad	35	0.5	0	0.0	35	0.3	0.2
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	64	1.0	0	0.0	64	0.5	0.7
Walked	12	0.2	74	1.2	86	0.7	2.4
Taxicab, Motorcycle, or other	60	0.9	110	1.7	170	1.3	1.7
Worked at Home	1,642	25.6	1,542	24.0	3,184	24.8	13.6
<b>Total:</b>	6,404	100.0	6,429	100.0	12,833	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	151	1.6	116	1.4	267	1.5	2.0	2.0
5 to 9 minutes	798	8.4	815	9.5	1,613	9.0	7.5	7.5
10 to 14 minutes	900	9.5	1,435	16.7	2,335	13.0	12.2	12.2
15 to 19 minutes	1,139	12.0	1,096	12.8	2,235	12.4	15.0	15.0
20 to 24 minutes	1,119	11.8	885	10.3	2,004	11.2	14.3	14.3
25 to 29 minutes	379	4.0	448	5.2	827	4.6	6.3	6.3
30 to 34 minutes	1,256	13.3	786	9.2	2,042	11.4	15.0	15.0
35 to 39 minutes	384	4.1	168	2.0	552	3.1	2.9	2.9
40 to 44 minutes	648	6.9	522	6.1	1,170	6.5	4.3	4.3
45 to 59 minutes	1,080	11.4	497	5.8	1,577	8.8	8.6	8.6
60 to 89 minutes	737	7.8	509	5.9	1,246	6.9	7.9	7.9
90 or more minutes	408	4.3	195	2.3	603	3.4	4.0	4.0
<b>Total:</b>	<b>8,999</b>	<b>95.2</b>	<b>7,472</b>	<b>87.2</b>	<b>16,471</b>	<b>91.7</b>		

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

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

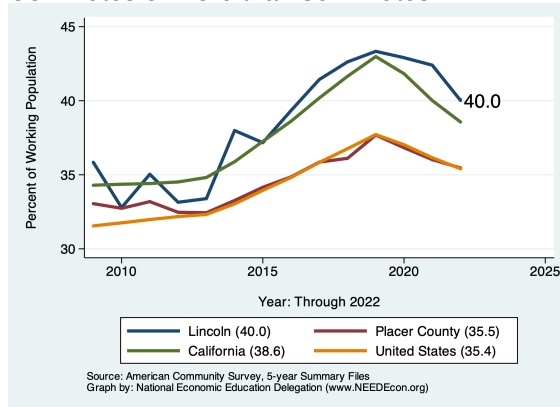


Figure 80: Percent of Employed Population With Commutes of More than 90 Minutes

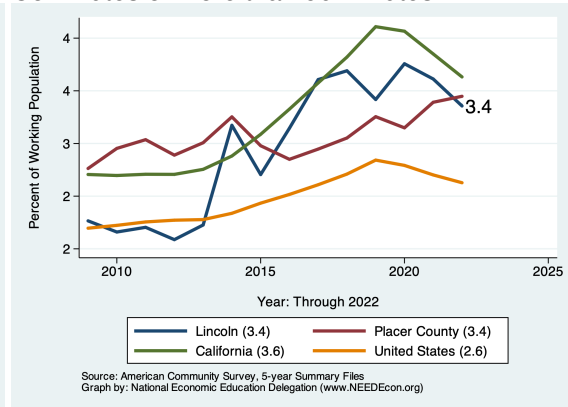
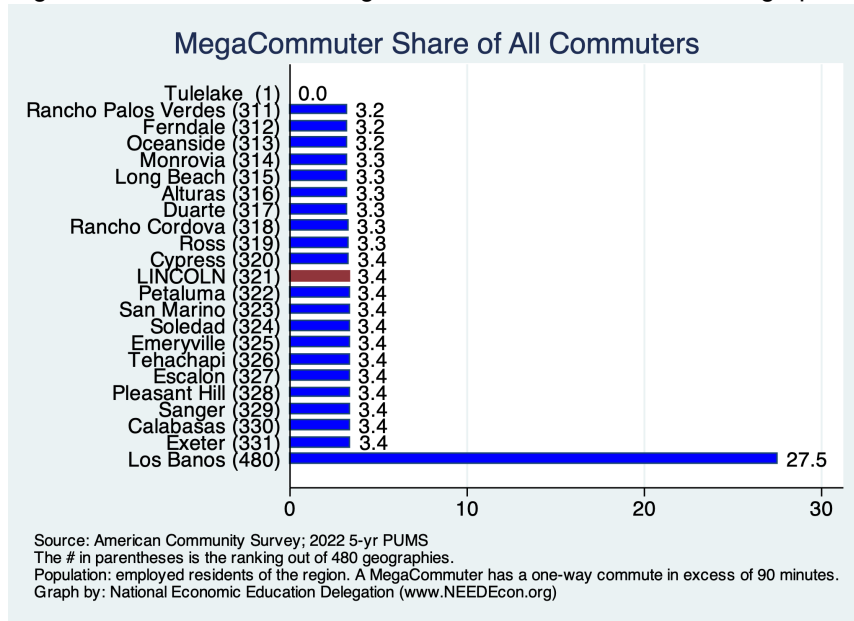


Figure 81: Rank: Share of MegaCommuters Across Similar Geographies



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	94	2.0	105	2.1	199	2.1	2.0
5 to 9 minutes	611	12.8	664	13.6	1,275	13.2	7.5
10 to 14 minutes	589	12.4	785	16.1	1,374	14.2	12.2
15 to 19 minutes	583	12.2	512	10.5	1,095	11.3	15.0
20 to 24 minutes	498	10.5	495	10.1	993	10.3	14.3
25 to 29 minutes	255	5.4	642	13.1	897	9.3	6.3
30 to 34 minutes	935	19.6	688	14.1	1,623	16.8	15.0
35 to 39 minutes	187	3.9	290	5.9	477	4.9	2.9
40 to 44 minutes	250	5.2	305	6.2	555	5.8	4.3
45 to 59 minutes	464	9.7	178	3.6	642	6.7	8.6
60 to 89 minutes	242	5.1	194	4.0	436	4.5	7.9
90 or more minutes	54	1.1	29	0.6	83	0.9	4.0
<b>Total:</b>	<b>4,762</b>	<b>100.0</b>	<b>4,887</b>	<b>100.0</b>	<b>9,649</b>	<b>100.0</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

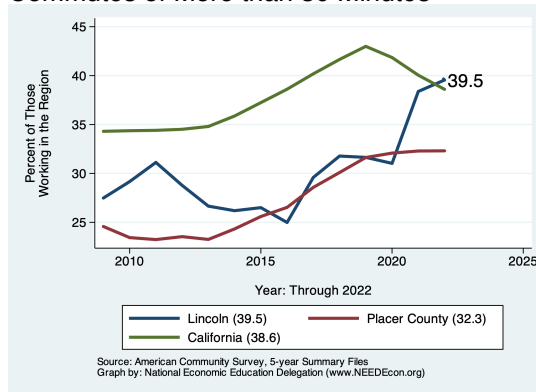


Figure 83: Percent of Local Employees With Commutes of More than 90 Minutes

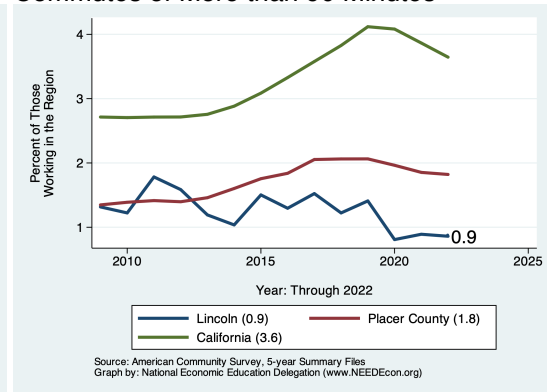
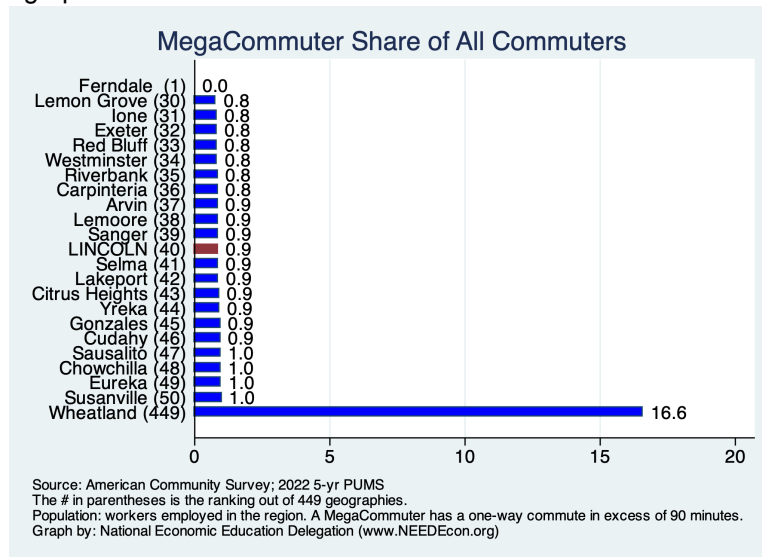


Figure 84: Rank: Share of MegaCommuters Across Similar Geographies



## Place of Work

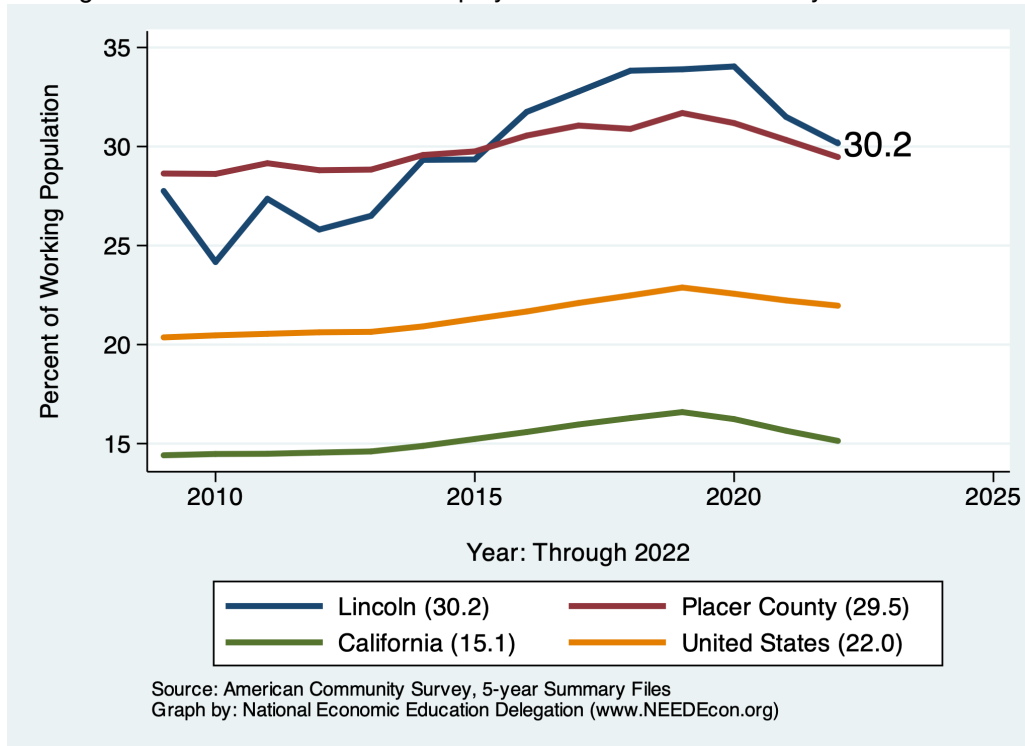
This section provides evidence on where workers living in Lincoln work. As evidenced in the first table, some of Lincoln’s employed workers work in the City, but many do not. The first table and graph pair provide evidence at the county level while the second provide evidence with regard to working outside of the Lincoln 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:	10,554	98.9	8,910	93.4	19,464	97.1	99.6
Worked in county of residence	6,733	63.1	6,687	70.1	13,420	67.0	84.1
worked outside of county of residence	3,821	35.8	2,223	23.3	6,044	30.2	15.4
Worked outside state of residence	87	0.8	104	1.1	191	1.0	0.4
<b>Total:</b>	10,641	99.7	9,014	94.5	19,655	98.1	

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

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

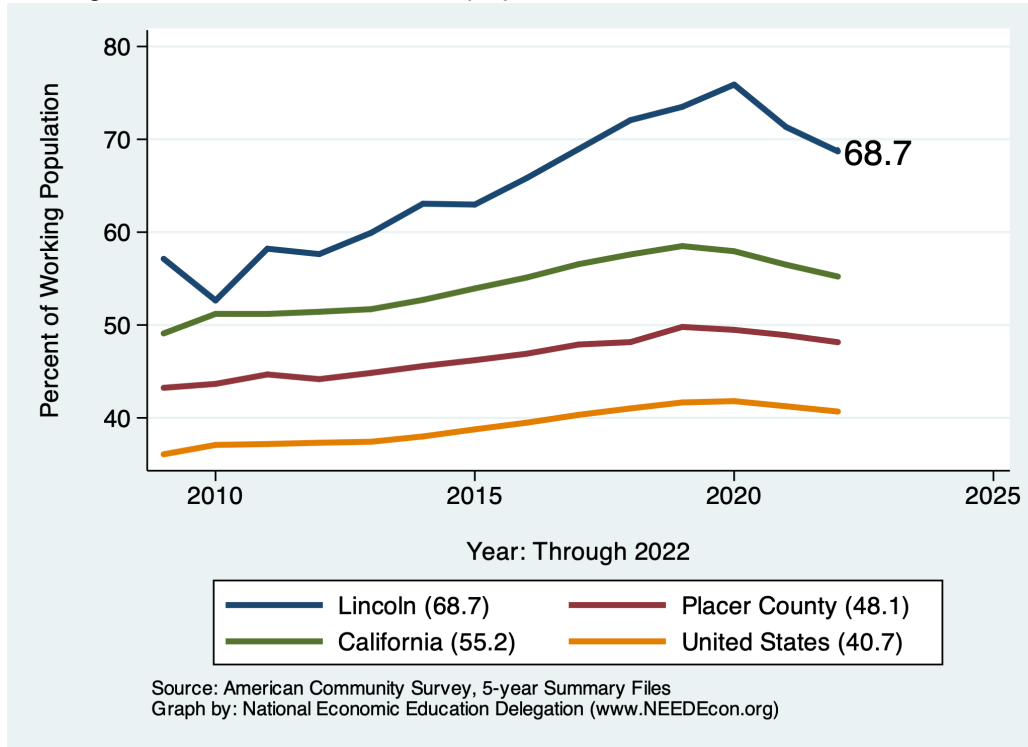


**Table 11. SEX OF WORKERS BY PLACE OF WORK-PLACE LEVEL**

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Living in a place:	10,641	99.7	9,014	94.5	19,655	98.1	95.9
Worked in place of residence	2,838	26.6	3,051	32.0	5,889	29.4	39.5
Worked outside place of residence	7,803	73.1	5,963	62.5	13,766	68.7	56.4
Not living in a place	0	0.0	0	0.0	0	0.0	4.1
<b>Total:</b>	10,641	99.7	9,014	94.5	19,655	98.1	

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	Ratio	United States	
	Median	Median		Median	Ratio
Car, truck, or van - drove alone	58,807	48,566	99.7	46,171	99.2
Car, truck, or van - carpooled	55,718	36,463	125.8	34,487	125.8
Public transportation (excluding taxicab)	88,611	40,179	181.6	45,100	153.0
Walked		29,366		27,142	
Taxicab, motorcycle, bicycle, or other means	42,017	40,433	85.6	36,140	90.5
Worked from home	71,293	75,153	78.1	67,180	82.6
<b>Total:</b>	59,201	48,747	121.4	46,099	128.4

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	3,308	58.0	4,620	75.7	5,855	73.2	14,848	74.1	68.4
Car, Truck, or Van: Carpooled	160	2.8	285	4.7	371	4.6	975	4.9	9.5
Public Transportation (excl Taxi)	0	0.0	33	0.5	98	1.2	150	0.7	3.6
Walked	48	0.8	33	0.5	8	0.1	99	0.5	2.4
Taxicab, Motorcycle, or other	62	1.1	115	1.9	138	1.7	399	2.0	2.4
Worked at Home	609	10.7	683	11.2	1,524	19.1	3,184	15.9	13.6
<b>Total:</b>	4,187	73.4	5,769	94.6	7,994		19,655	98.1	100.0

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

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

Mode of Transit	< \$25,000		\$25,000-\$74,999		\$75,000+		All		All of CA
	#	(%)	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van: Drove Alone	2,653	69.5	2,840	73.4	1,898	53.9	8,464	66.0	68.5
Car, Truck, or Van: Carpooled	267	7.0	295	7.6	56	1.6	818	6.4	9.5
Public Transportation (excl Taxi)	47	1.2	0	0.0	0	0.0	47	0.4	3.6
Walked	48	1.3	21	0.5	0	0.0	86	0.7	2.4
Taxicab, Motorcycle, or other	97	2.5	31	0.8	42	1.2	234	1.8	2.4
Worked at Home	609	15.9	683	17.6	1,524	43.3	3,184	24.8	13.6
<b>Total:</b>	3,721	97.4	3,870		3,520		12,833		

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	784	83.3	461	35.2	13,603	73.1	14,848	74.1	68.7
Car, Truck, or Van: Carpooled	0	0.0	48	3.7	927	5.0	975	4.9	9.5
Public Transportation (excl Taxi)	0	0.0	0	0.0	150	0.8	150	0.7	3.6
Walked	0	0.0	18	1.4	81	0.4	99	0.5	2.1
Taxicab, Motorcycle, or other	0	0.0	38	2.9	361	1.9	399	2.0	2.4
Worked at Home	157	16.7	47	3.6	2,980	16.0	3,184	15.9	13.6
<b>Total:</b>	941		612	46.8	18,102	97.3	19,655	98.1	

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	417	66.9	409	54.1	7,636	65.2	8,462	65.9	68.7
Car, Truck, or Van: Carpooled	0	0.0	30	4.0	788	6.7	818	6.4	9.5
Public Transportation (excl Taxi)	0	0.0	0	0.0	47	0.4	47	0.4	3.6
Walked	0	0.0	18	2.4	68	0.6	86	0.7	2.1
Taxicab, Motorcycle, or other	27	4.3	10	1.3	197	1.7	234	1.8	2.4
Worked at Home	157	25.2	47	6.2	2,980	25.4	3,184	24.8	13.6
<b>Total:</b>	601	96.5	514	68.0	11,716		12,831		

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 Lincoln 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

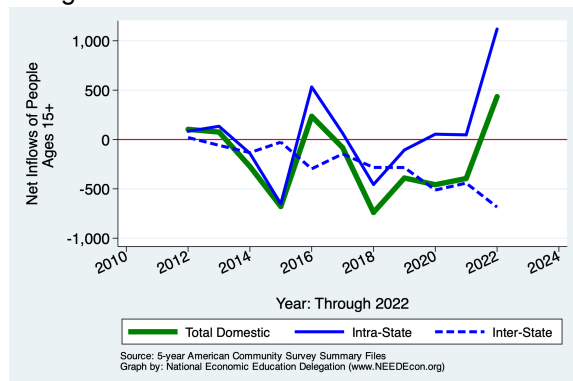


Table 17: Migration by Income

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
No income	5,098	161	85	114	-38	0
With income	35,359	281	270	650	-647	8
\$1 to \$9,999 or less	3,620	-128	41	19	-188	0
\$10,000 to \$14,999	2,703	-41	21	17	-79	0
\$15,000 to \$24,999	3,500	-66	-121	44	7	4
\$25,000 to \$34,999	3,559	-52	-44	21	-33	4
\$35,000 to \$49,999	4,268	-181	-43	3	-141	0
\$50,000 to \$64,999	3,869	44	127	9	-92	0
\$65,000 to \$74,999	1,865	-25	49	-59	-15	0
\$75,000 or more	11,975	730	240	596	-106	0
<b>All:</b>	<b>40,457</b>	<b>442</b>	<b>355</b>	<b>764</b>	<b>-685</b>	<b>8</b>

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

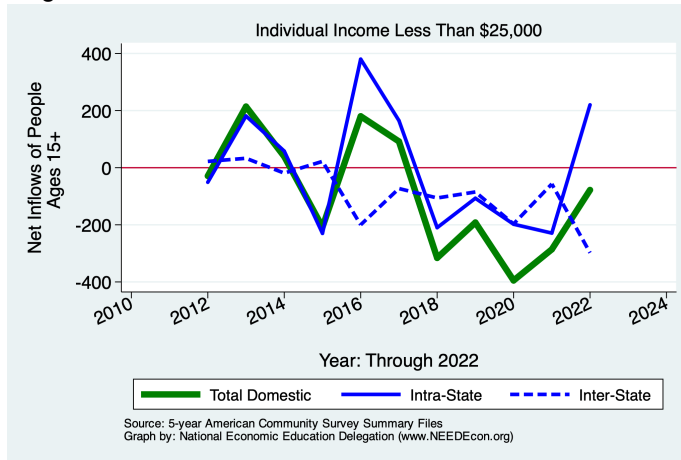


Figure 89: Overall Movements of Middle Income Residents

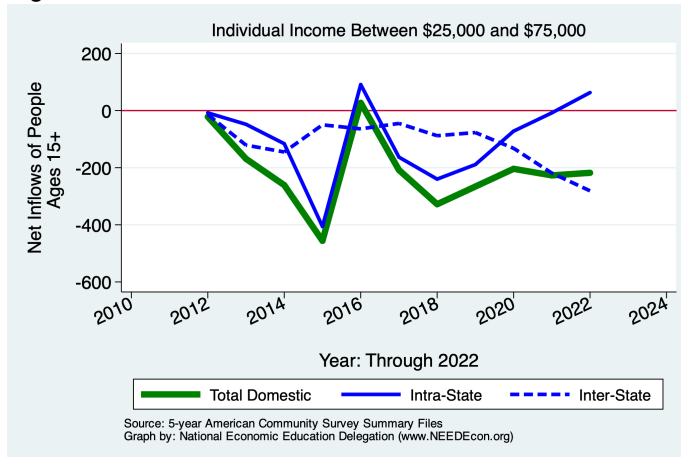
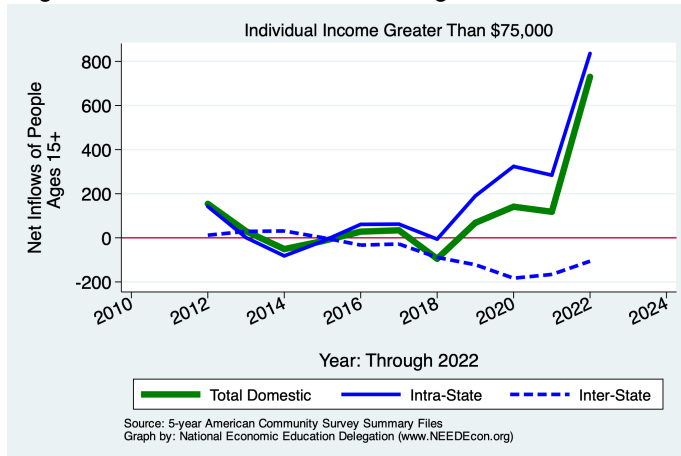


Figure 90: Overall Movements of High Income Residents





## Demographics of Migration Flows

**Table 18: Migration by Marital Status**

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
Never married	8,426	-133	-4	104	-233	0
Now married, except separated	24,778	255	242	517	-508	4
Divorced	3,908	162	128	46	-13	1
Separated	363	9	-16	18	7	0
Widowed	2,982	149	5	79	62	3
<b>Total:</b>	40,457	442	355	764	-685	8

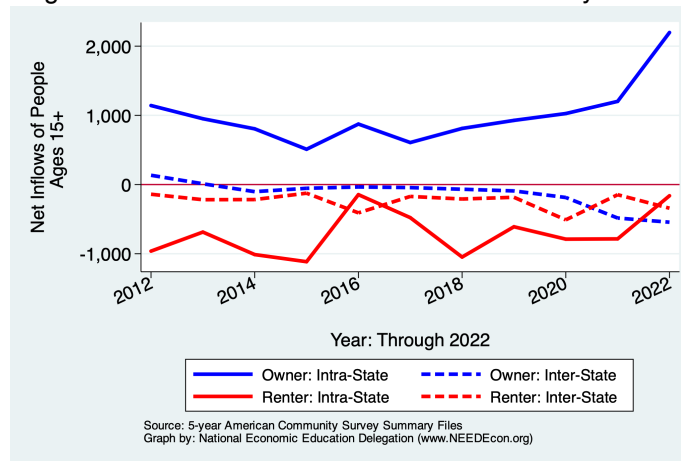
Source: 2022 5-year American Community Survey, Summary File

**Table 19: Migration by Tenure**

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
Householder lived in owner-occupied housing units	40,631	1,657	1,076	1,121	-544	4
Householder lived in renter-occupied housing units	8,820	-504	-541	379	-342	0
<b>Total:</b>	49,451	1,153	535	1,500	-886	4

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		Across States	From Abroad
			W/in County	Between Counties		
1 to 4 years	2,271	179	41	205	-67	0
5 to 17 years	8,939	512	165	515	-168	0
18 and 19 years	943	-309	-192	-34	-83	0
20 to 24 years	1,609	-144	-4	-94	-46	0
25 to 29 years	2,089	-26	24	42	-92	0
30 to 34 years	2,885	201	90	207	-96	0
35 to 39 years	2,924	120	64	65	-9	0
40 to 44 years	3,248	107	116	48	-57	0
45 to 49 years	3,120	161	46	149	-34	0
50 to 54 years	2,759	160	27	174	-41	0
55 to 59 years	2,460	-101	-46	-3	-52	0
60 to 64 years	2,470	-16	75	-30	-61	0
65 to 69 years	2,882	-39	0	23	-62	0
70 to 74 years	3,887	96	70	46	-24	4
75 years and over	7,164	105	60	61	-20	4
<b>Total Population:</b>	49,650	1,006	536	1,374	-912	8

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

**Table 21: Migration by Educational Attainment**

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
Less than high school graduate	1,812	-78	-9	-51	-21	3
High school graduate (includes equiv)	6,862	-8	75	65	-149	1
Some college or assoc. degree	13,896	481	255	473	-251	4
Bachelor's degree	8,129	95	138	102	-145	0
Graduate or professional degree	5,189	278	67	193	18	0
<b>Total:</b>	35,888	768	526	782	-548	8

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	49,324	49,324
Moved Within Same County	48,094	28,783
Moved to Different County, Same State	67,667	42,182
Moved Between States	83,699	42,405
Moved from Abroad	25,000	
<b>Total Population:</b>	50,085	48,036

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	46.5	46.5
Moved Within Same County	35.9	31.4
Moved to Different County, Same State	31.2	33.7
Moved Between States	41.4	32.5
Moved from Abroad	78.5	
<b>Total Population:</b>	44.9	45.1

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.

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

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

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