

Lodi, California

Indicators Report

by
The National Economic Education Delegation (NEED)

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

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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 Lodi (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 Lodi. These indicators are compared to San Joaquin 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 Lodi 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 Lodi 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 Lodi, 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 Lodi, but do not necessarily live in Lodi.
- **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 Lodi's population are fundamental indicators of the city's growth potential.

A Demographic Snapshot

Statistic	2022	2019
POPULATION		
Population Estimate (#, 5yr)	66,509.0	65,846.0
Veterans (#, 5yr)	2,840.0	3,156.0
Foreign born persons (% , 5yr)	20.1	18.0
Population age 25+ (#, 5yr)	43,213.0	42,060.0
AGE AND SEX		
Persons under 5 years (% , 5yr)	6.2	7.8
Persons under 18 years (% , 5yr)	25.6	27.8
Persons 65 years and over (% , 5yr)	14.8	14.2
Female persons (% , 5yr)	49.8	51.3
INCOME AND POVERTY		
Median household income (\$, 5yr)	78,468.0	58,763.0
Per capita income in past 12 months (\$, 5yr)	35,345.0	28,815.0
Persons in poverty (% , 5yr)	14.3	15.4
Children age less than 18 in poverty (#, 5yr)	4,283.0	4,242.0
Children age less than 18 in poverty (% , 5yr)	25.3	23.4
RACE AND ETHNICITY		
White alone (% , 5yr)	53.3	62.1
African American alone (% , 5yr)	1.2	1.8
American Indian or Alaska Native alone (% , 5yr)	0.4	0.5
Asian alone (% , 5yr)	11.7	9.7
Native Hawaiian and Other Pacific Islander alone (% , 5yr)	0.5	0.4
Two or More Races (% , 5yr)	23.3	17.2
Hispanic or Latino (% , 5yr)	39.5	37.8
White alone, not Hispanic or Latino (% , 5yr)	44.1	47.7
HOUSING		
Housing units (#, 5yr)	24,294.0	24,383.0
Owner-occupied housing units (% , 5yr)	55.2	52.5
Median value of owner-occupied housing units (\$, 5yr)	439,400.0	323,400.0
Median selected monthly owner costs-with a mortgage (\$, 5yr)	2,039.0	1,754.0
Median selected monthly owner costs-without a mortgage (\$, 5yr)	594.0	482.0
Median gross rent (\$, 5yr)	1,473.0	1,181.0
FAMILIES AND LIVING ARRANGEMENTS		
Households (#, 5yr)	22,841.0	23,142.0
Persons per household (#, 5yr)	2.9	2.8
Living in same house 1 year ago, % of persons age 1+ (5yr)	86.1	81.9
EDUCATION		
High school graduate or higher, % of persons age 25+ (5yr)	81.9	80.7
Bachelor's degree or higher, % of persons age 25+ (5yr)	23.1	19.2
HEALTH		
With a disability, under age 65 years (#, 5yr)	4,371.0	4,599.0
Persons without health insurance, under age 65 years (% , 5yr)	7.3	6.4
LABOR FORCE		
In civilian labor force, persons age 16+ (% , 5yr)	64.8	62.9
In civilian labor force, women age 16+ (% , 5yr)	57.3	54.1
Employed, persons age 16+ (% , 5yr)	57.0	56.3
Self employed (% , 5yr)	9.3	9.1
TRANSPORTATION		
Mean travel time to work, workers age 16+ (Mins., 5yr)	23.1	25.6
Drive alone in private vehicle (% , 5yr)	77.2	80.2
Using public transportation (% , 5yr)	0.6	1.1
Worked from home (% , 5yr)	7.9	3.3

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				
Lodi	66,293	-0.02	-2.53	-1.12
County and Broader Regions				
San Joaquin County	786,145	0.43	1.63	3.81
San Joaquin Valley	4,320,626	0.09	-0.45	0.71
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	San Joaquin Valley	California
San Joaquin County	782.8	786.1	0.43	0.09	-0.35
Stockton	321.9	319.7	-0.68		
Tracy	94.8	95.6	0.83		
Manteca	86.8	88.8	2.33		
Lodi	66.3	66.3	-0.02		
Lathrop	31.6	35.1	11.10		
Ripon	15.9	15.8	-0.95		
Escalon	7.3	7.3	-1.01		

Source: CA DOF; Calculations by National Economic Education Delegation

Figure 1: Population Growth (1)

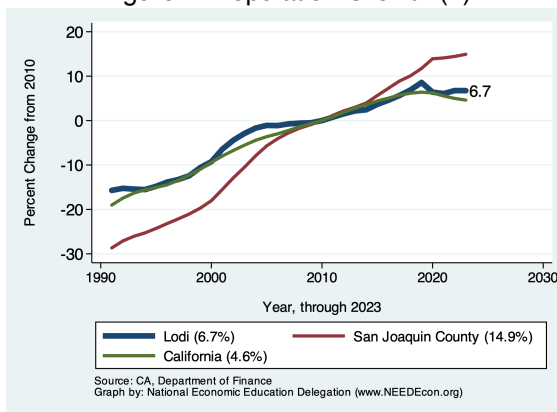


Figure 2: Population Growth (2)

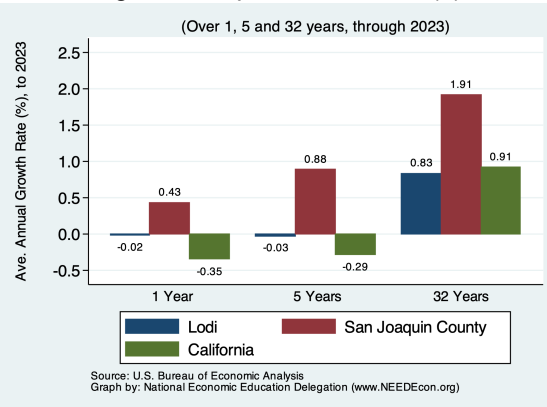


Figure 3: Population by Age - Detailed Age Categories

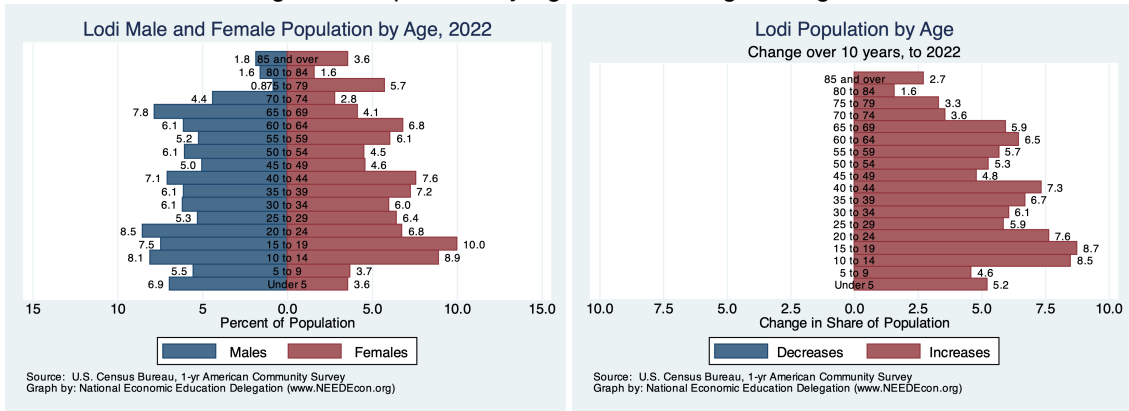


Figure 4: Population by Age - Broad Age Categories

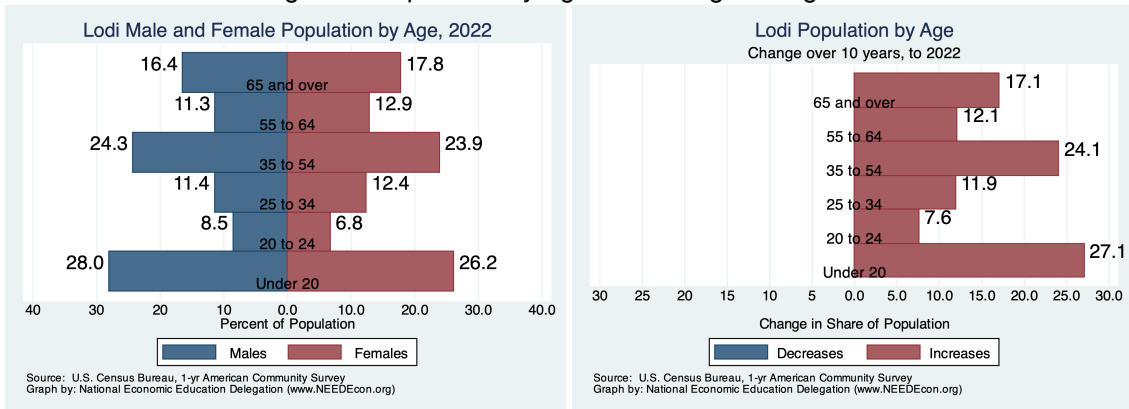


Figure 5: Population by Educational Attainment

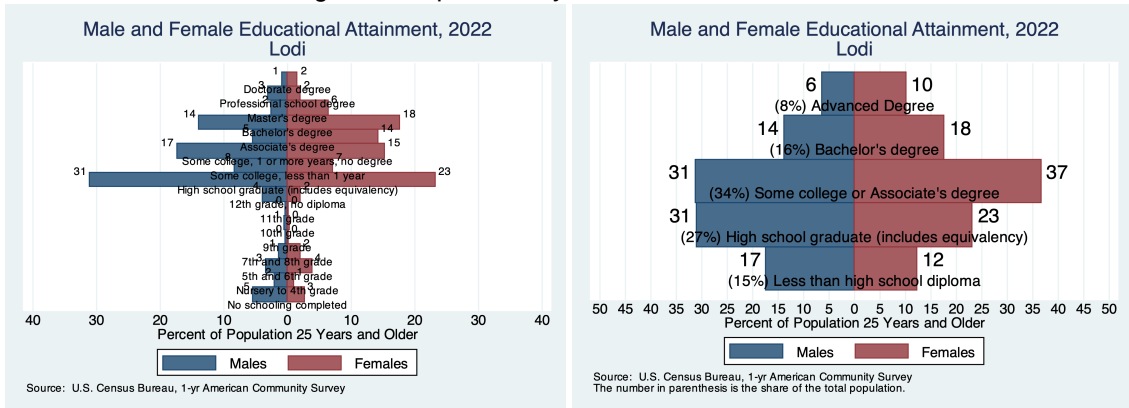


Figure 6: Population by Race/Ethnicity

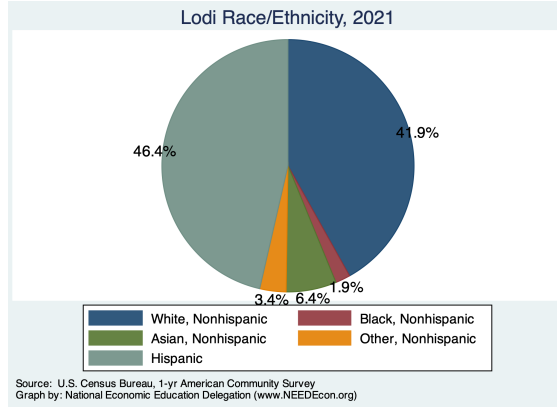
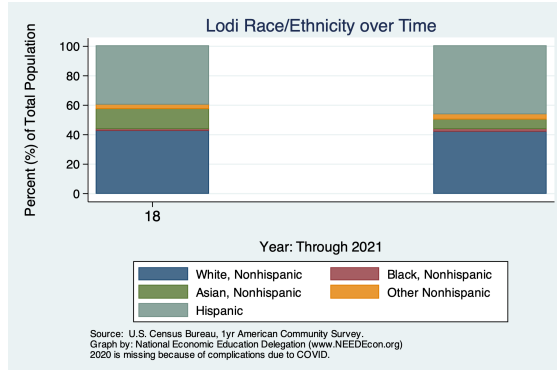


Figure 7: Population by Race/Ethnicity Over Time



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. Lodi Summary for March, 2024

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

Source: EDD, National Economic Education Delegation

Figure 8: Historical Employment and Unemployment - Last 12 Months



Figure 9: Employment and Unemployment - Last 12 Months



Figure 10: Relative Employment Growth Across Regions - since 2010

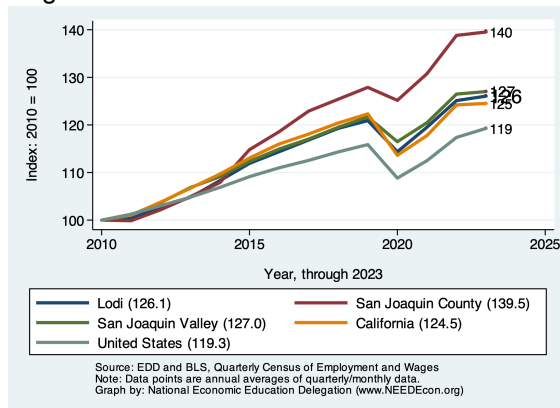
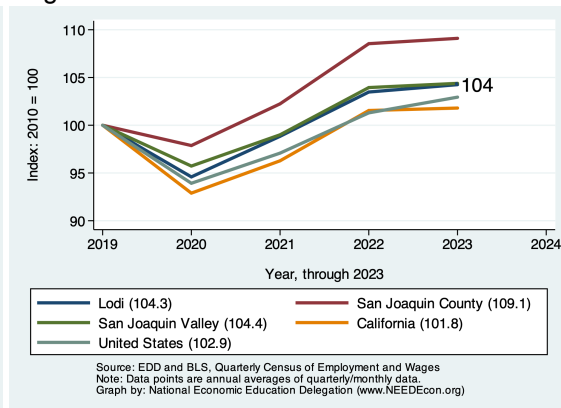


Figure 11: Relative Employment Growth Across Regions - since 2019



County Employment by Industry

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

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

Industry	Employment	Share	Empl Growth	% Growth - Annualized Rate					
				Month	Qtr	6mo	1yr	3yr	5yr
Total Nonfarm	280,302	100.0	946.5	4.1	1.6	3.1	3.1	4.0	2.9
Total Private	234,932	83.8	852.1	4.5	1.1	1.4	2.7	4.2	3.5
Goods Producing	37,998	13.6	-0.4	-0.0	-3.2	2.8	2.9	3.4	2.6
Mining, Logging and Construction	14,056	5.0	140.2	12.8	-4.0	1.2	3.9	0.4	1.6
Mining and Logging	0	0.0	0.0					-33.3	-20.0
Construction	14,047	5.0	143.3	13.1	-4.0	1.0	3.8	0.6	1.7
Manufacturing	23,862	8.5	-80.0	-3.9	-6.7	2.5	2.1	5.3	3.2
Durable Goods	11,375	4.1	-53.1	-5.4	-5.9	-2.3	-2.6	7.0	4.1
Non-Durable Goods	12,516	4.5	-35.6	-3.3	-6.2	8.4	7.3	4.1	2.5
Service Providing	242,235	86.4	890.7	4.5	2.4	2.8	3.1	4.0	2.9
Trade, Trans & Utilities	85,682	30.6	143.2	2.0	0.9	-0.3	-0.8	2.9	5.2
Wholesale Trade	12,374	4.4	-21.9	-2.1	-1.3	-1.9	1.7	5.4	0.6
Retail Trade	27,243	9.7	45.2	2.0	2.1	-1.4	0.7	1.9	0.7
Trans & Warehousing	44,027	15.7	302.8	8.6	4.2	-4.0	-3.2	2.6	11.3
Information	1,000	0.4	100.0	254.1	52.4	-17.4	-9.1	-3.0	-7.5
Financial Activities	7,859	2.8	-93.4	-13.2	1.6	-1.7	-2.5	-0.4	0.0
Finance & Insurance	4,111	1.5	-34.5	-9.5	-2.6	-2.0	-4.6	-4.3	-2.6
Professional & Business Svcs	24,490	8.7	883.5	55.4	-1.8	5.0	5.2	2.6	5.1
Educational & Health Svcs	44,582	15.9	10.0	0.3	2.9	6.9	8.5	6.2	2.8
Education Svcs	4,603	1.6	6.5	1.7	-8.4	-3.8	2.1	4.6	-0.4
Health Care & Social Assistance	39,959	14.3	-14.6	-0.4	4.5	8.3	9.3	6.3	3.1
Leisure & Hospitality	25,183	9.0	-43.1	-2.0	-2.5	3.1	3.3	9.6	2.3
Arts, Entertainment & Recreation	2,700	1.0	0.0	0.0	0.0	0.0	17.4	31.0	2.5
Accommodation & Food Svcs	22,450	8.0	24.0	1.3	-1.1	3.2	1.8	7.9	2.3
Other Svcs	8,390	3.0	49.3	7.3	-1.5	3.8	3.7	6.6	1.7
Government	45,278	16.2	247.5	6.8	10.1	7.8	5.5	2.9	0.2
Federal	3,000	1.1	0.0	0.0	0.0	0.0	0.0	-1.1	-0.6
State	5,100	1.8	100.0	26.8	8.2	4.0	-3.8	-6.8	-5.0
Local	37,247	13.3	204.1	6.8	12.1	9.6	7.4	5.3	1.3
County	8,062	2.9	70.0	11.0	11.8	7.5	7.9	1.2	0.7
City	3,700	1.3	0.0	0.0	11.6	0.0	2.8	2.9	0.0
Local Government Education	23,511	8.4	100.7	5.3	7.8	9.4	7.5	6.7	1.3

Source: EDD, National Economic Education Delegation (NEED)

Some Employee Detail

Employed in Lodi

Figure 12: Employment by Occupation

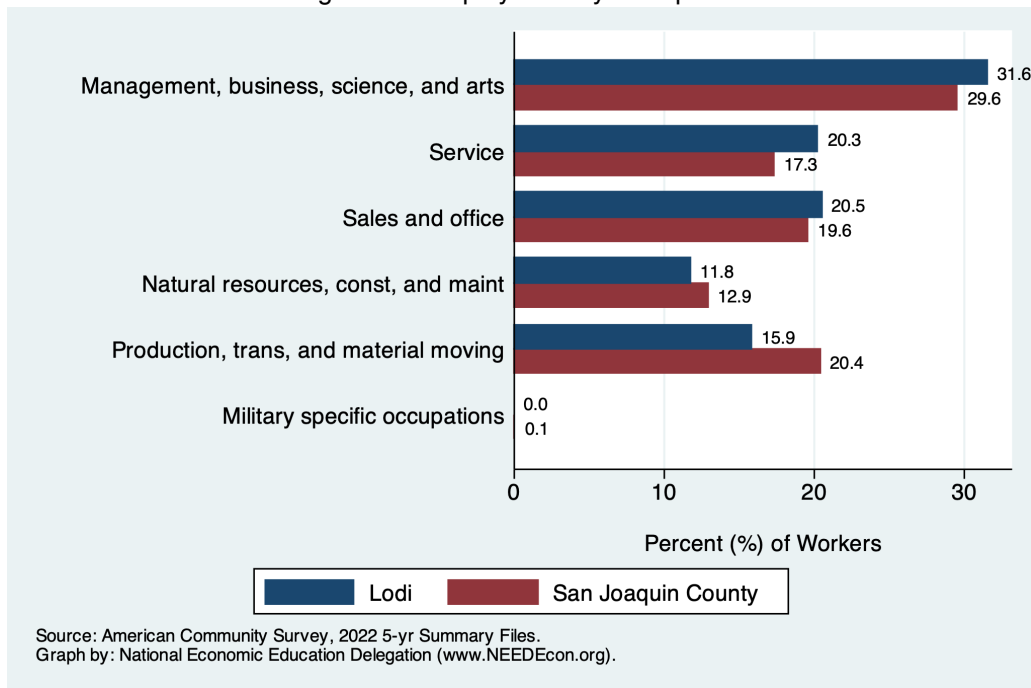


Figure 13: Employment by Industry

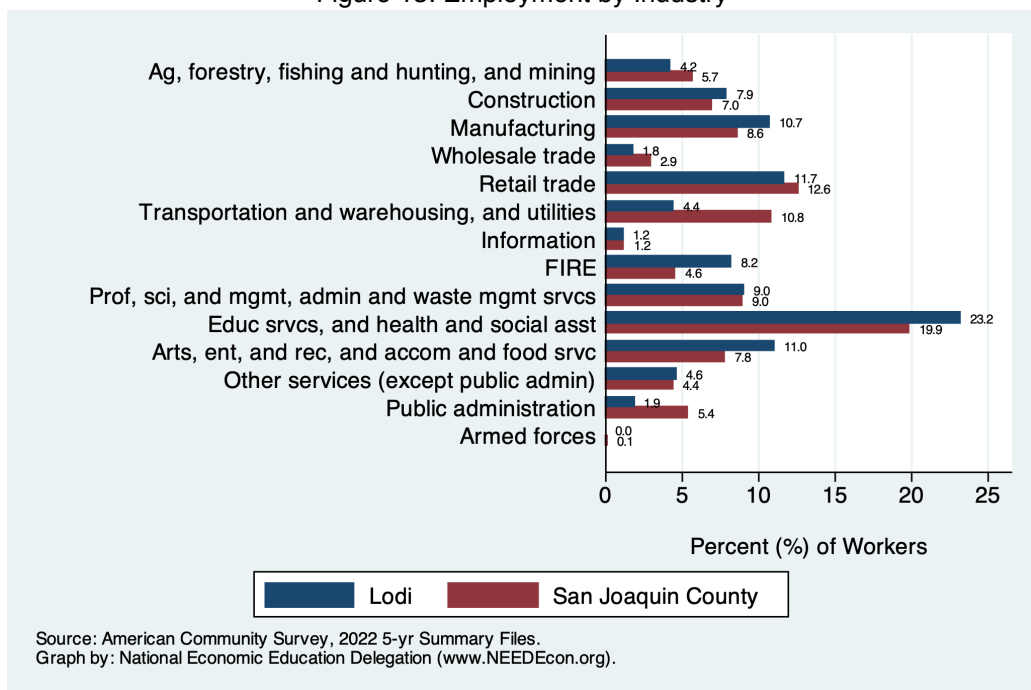


Figure 14: Language Spoken at Home

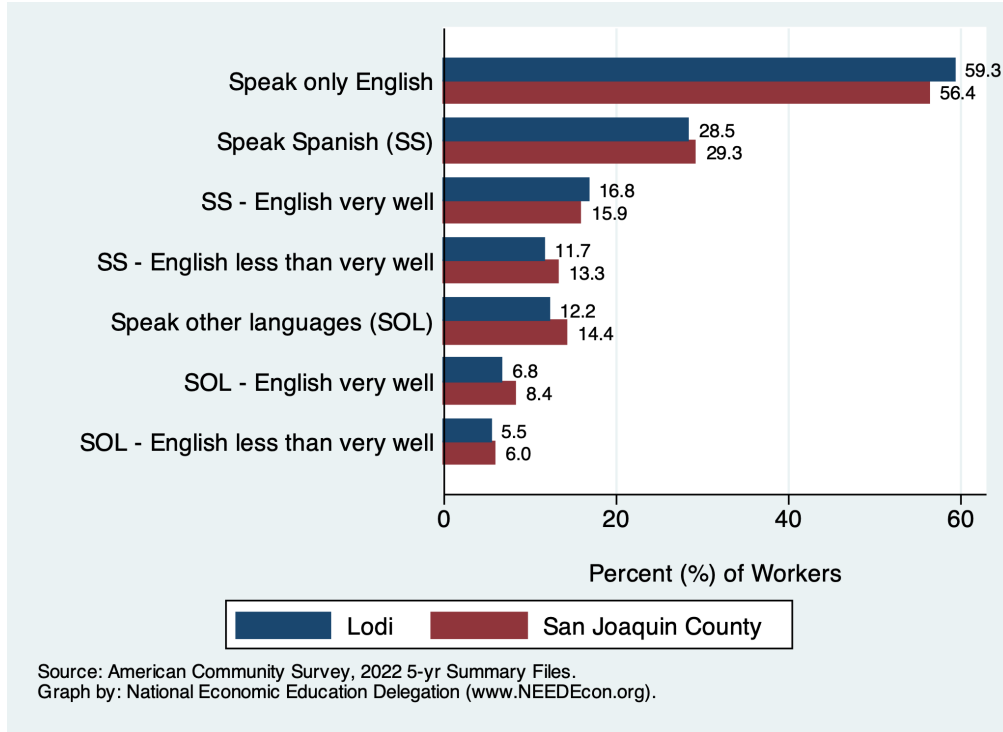
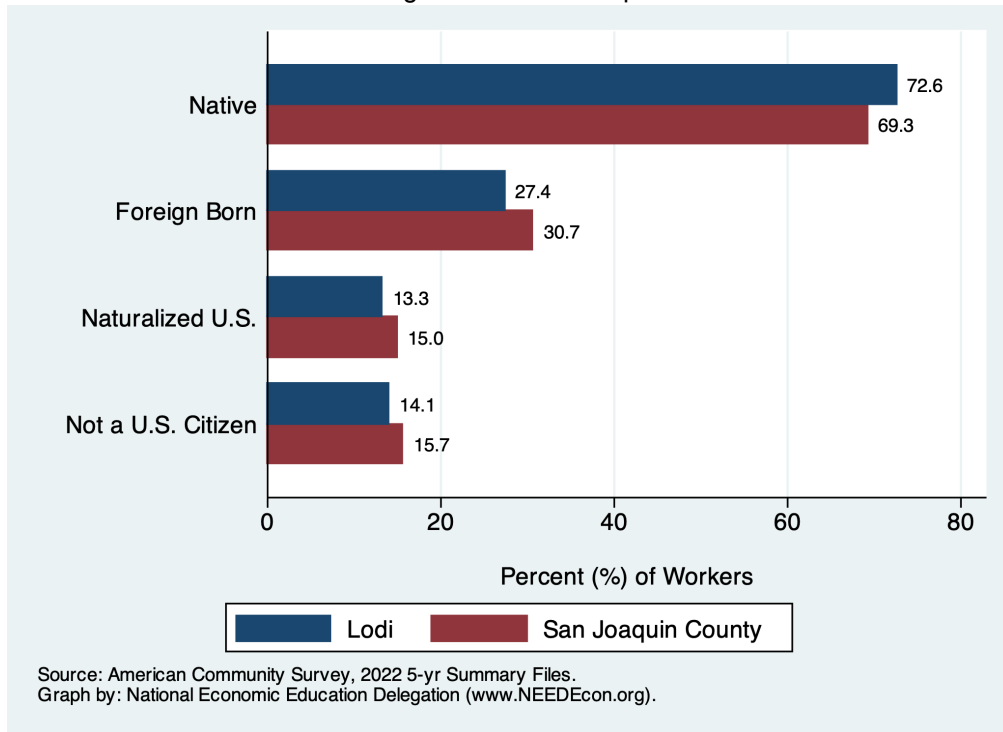


Figure 15: Citizenship



Employed Residents of Lodi

Figure 16: Employment by Occupation

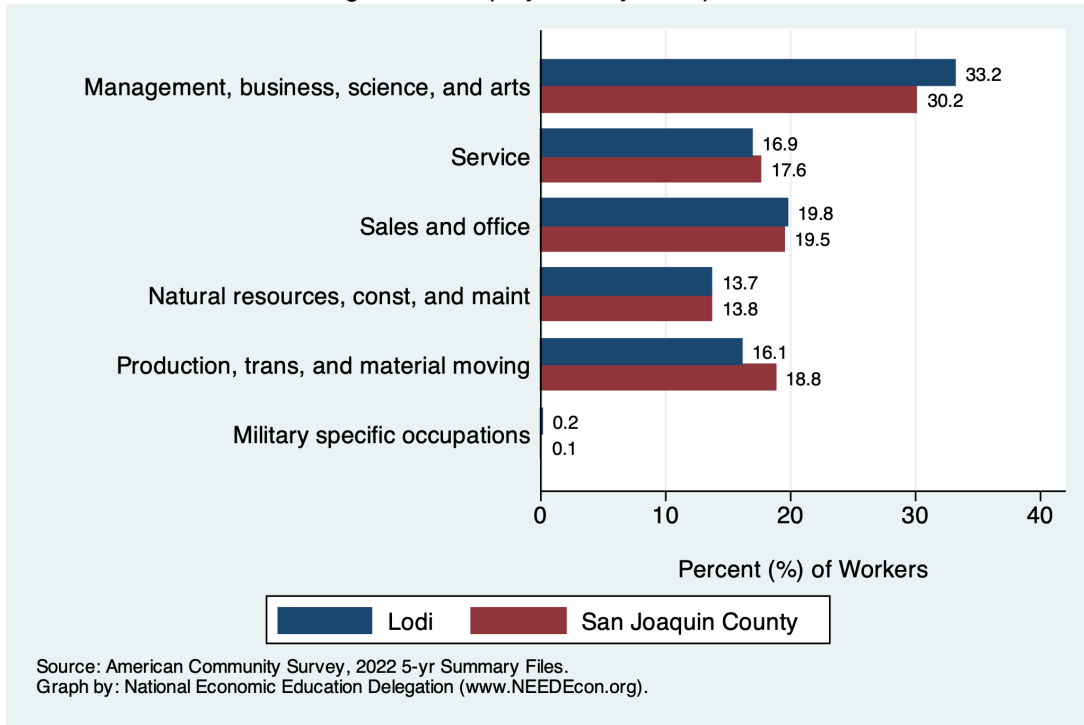


Figure 17: Employment by Industry

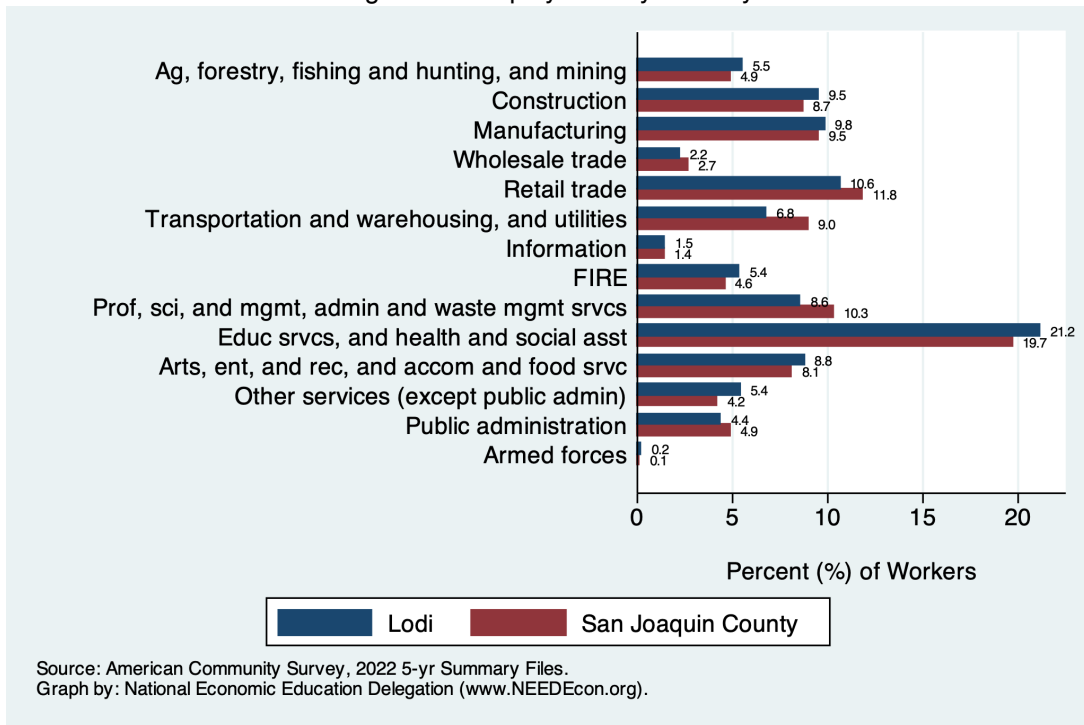


Figure 18: Language Spoken at Home

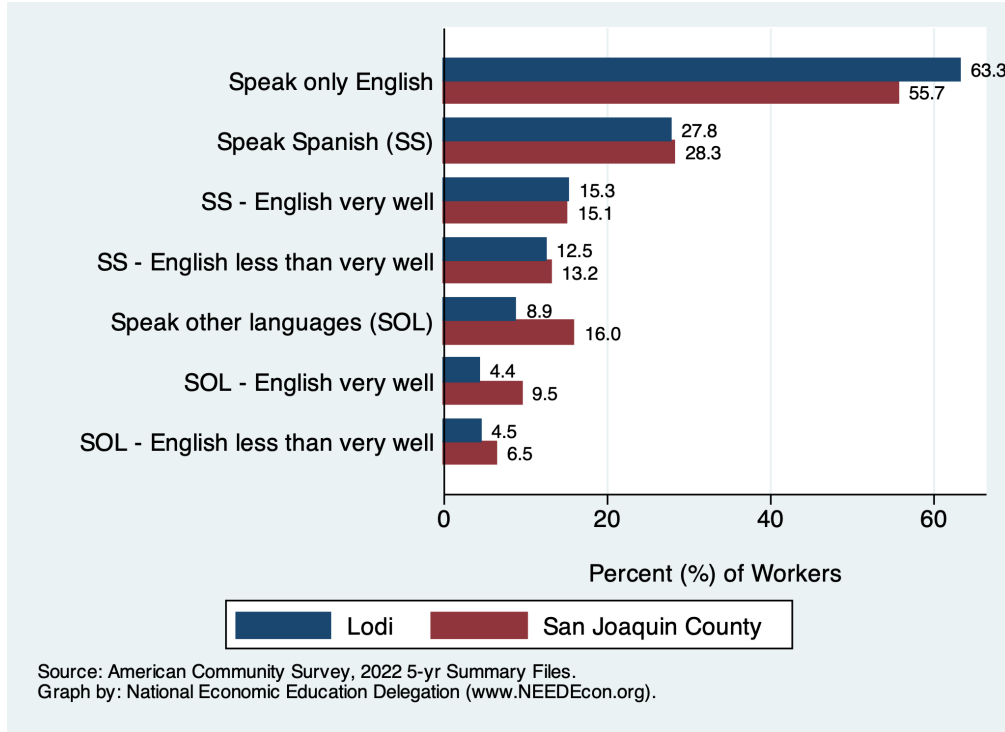
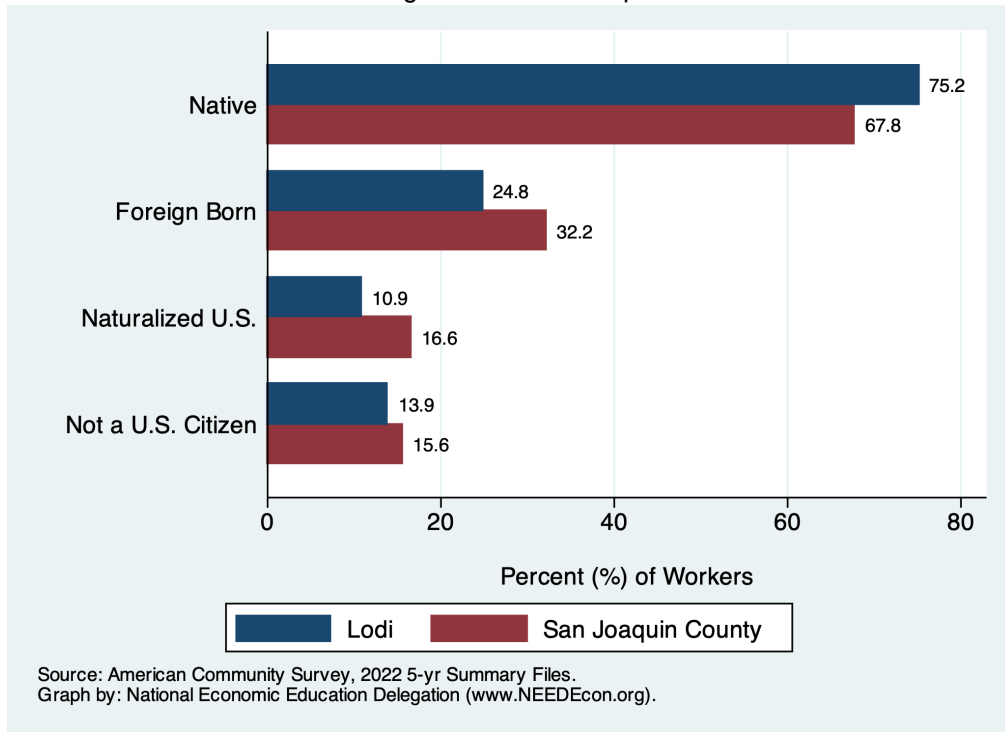


Figure 19: Citizenship



Employed Residents vs Workers in Lodi

Figure 20: Employment by Occupation

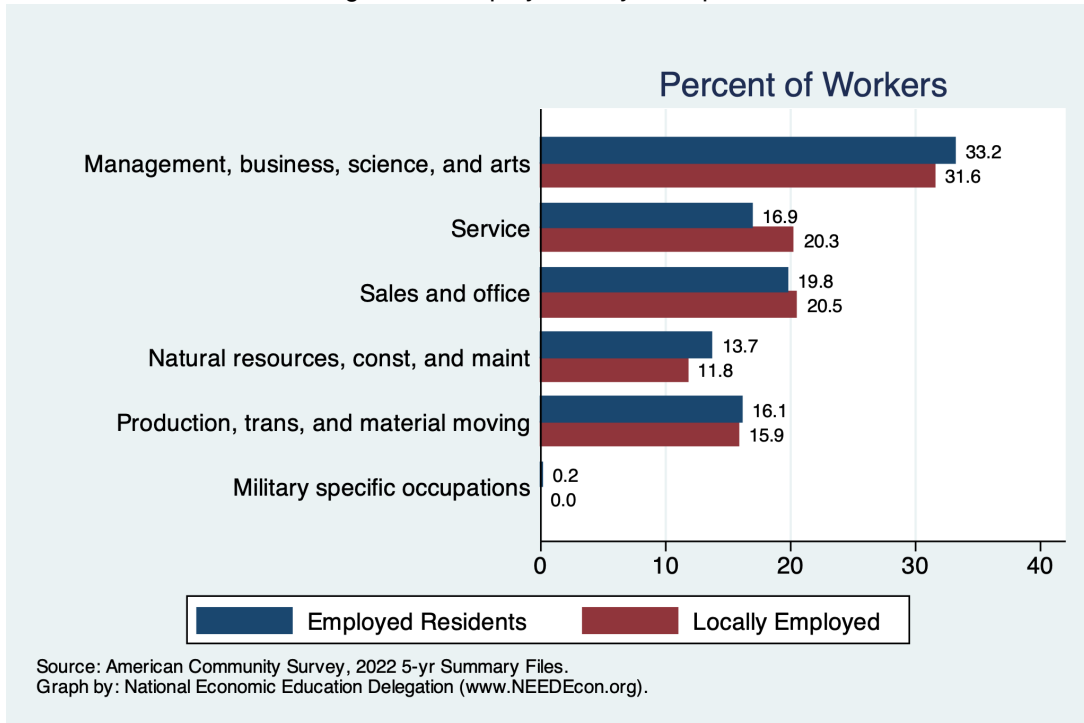


Figure 21: Employment by Industry

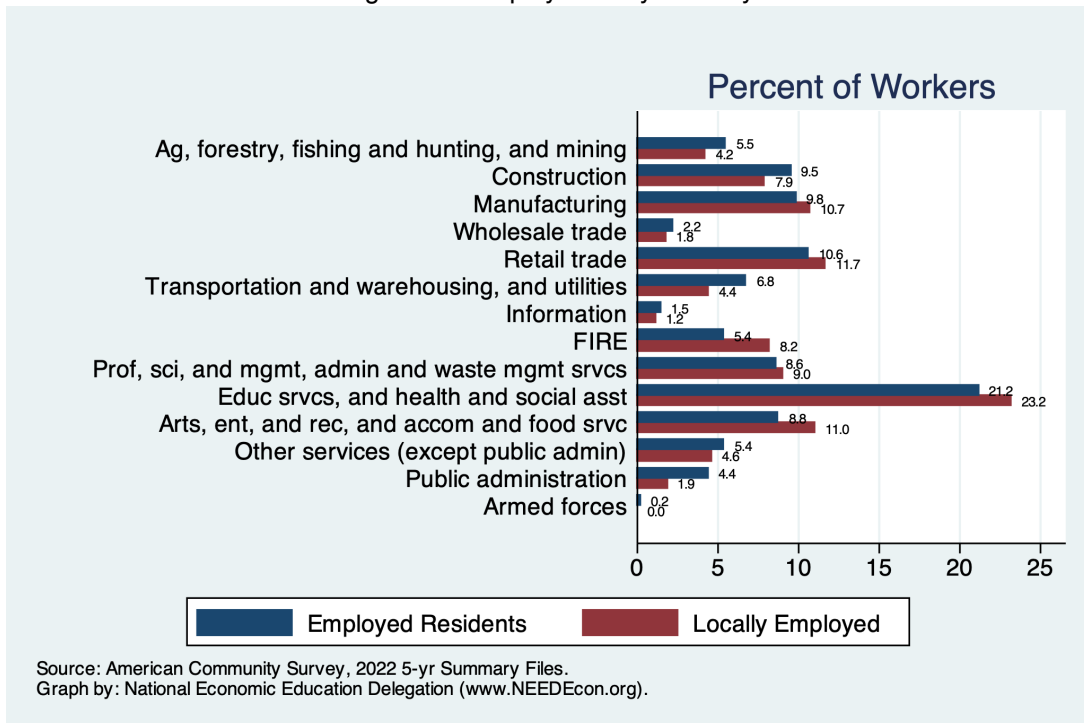


Figure 22: Language Spoken at Home

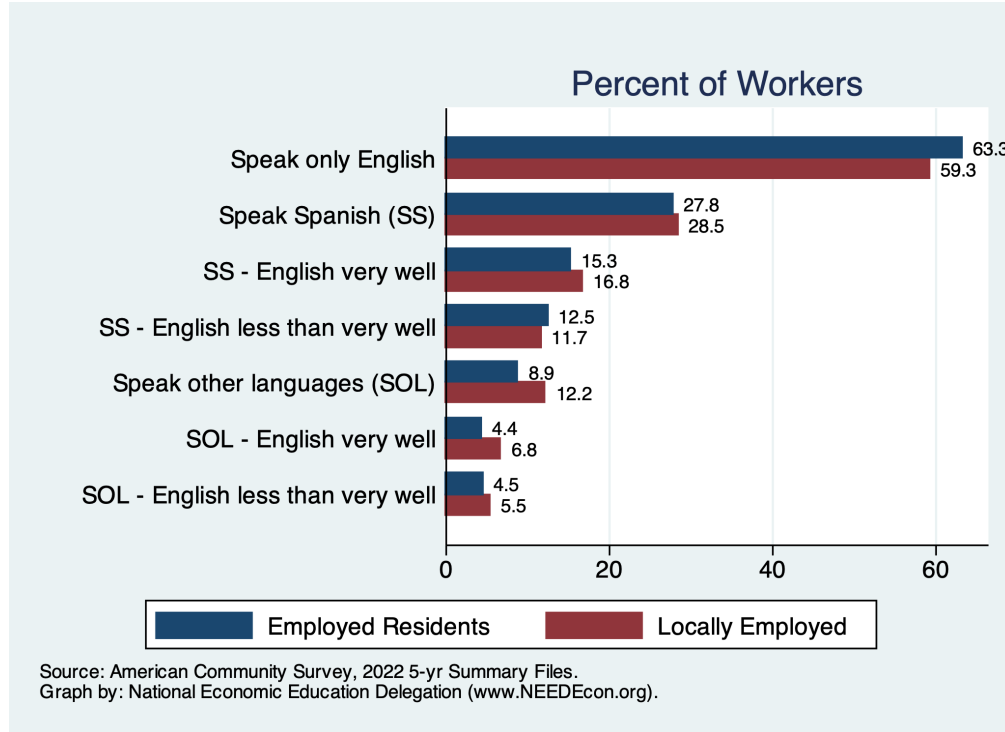
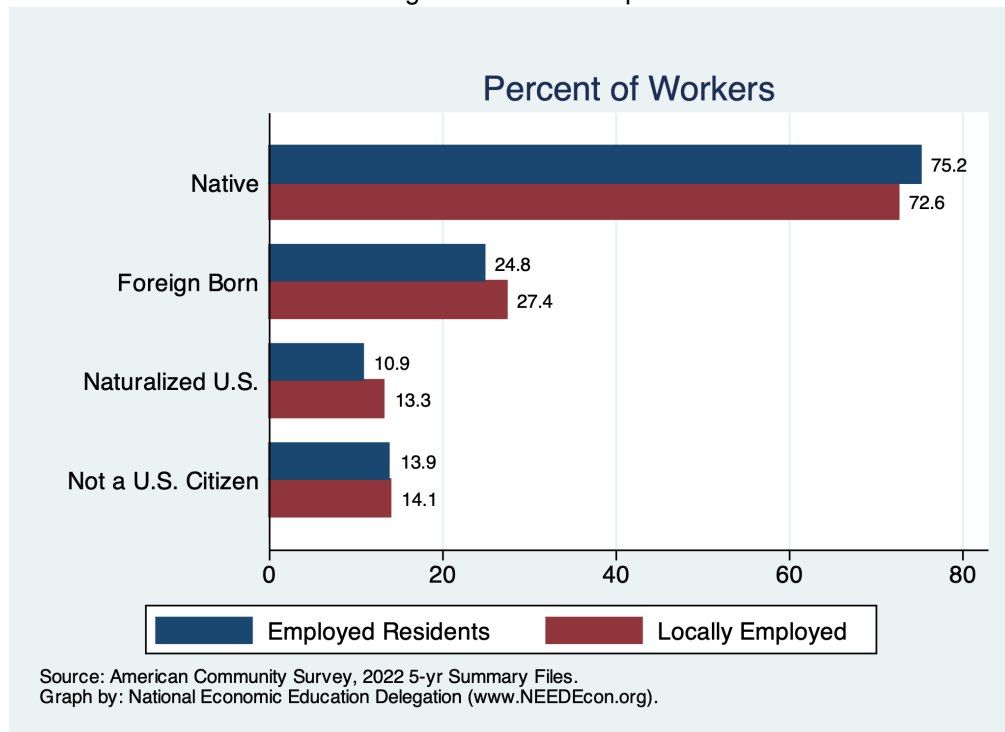


Figure 23: Citizenship



Income and Earnings

Per Capita Income Growth

Definition:

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

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

Why is it important?

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

Figure 24: Real Per Capita Income Ranking Among California Cities

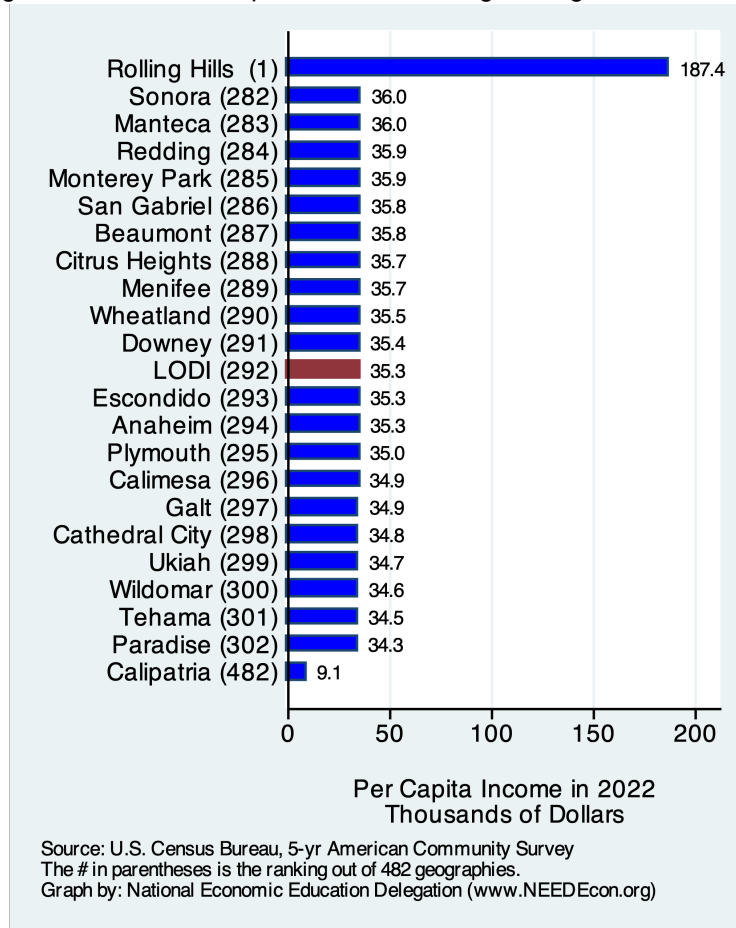
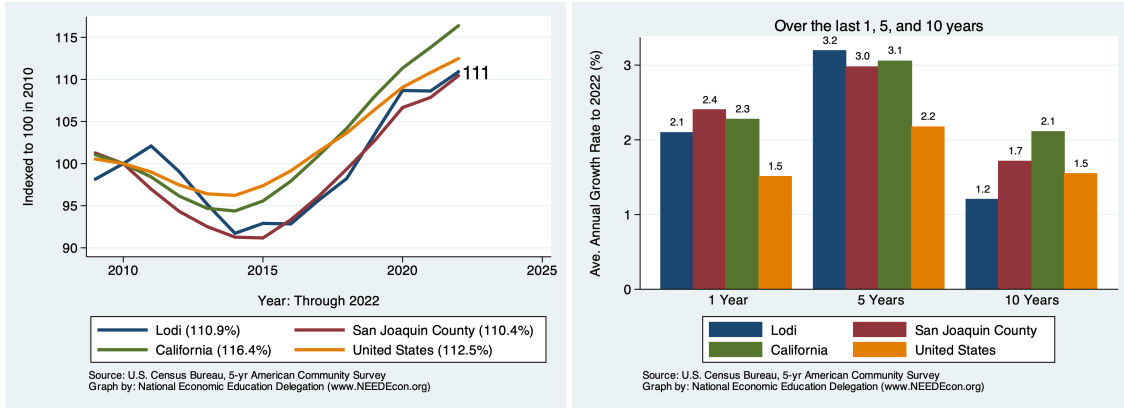


Figure 25: Regional Comparison of Growth over Time



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

Figure 26: Income Levels

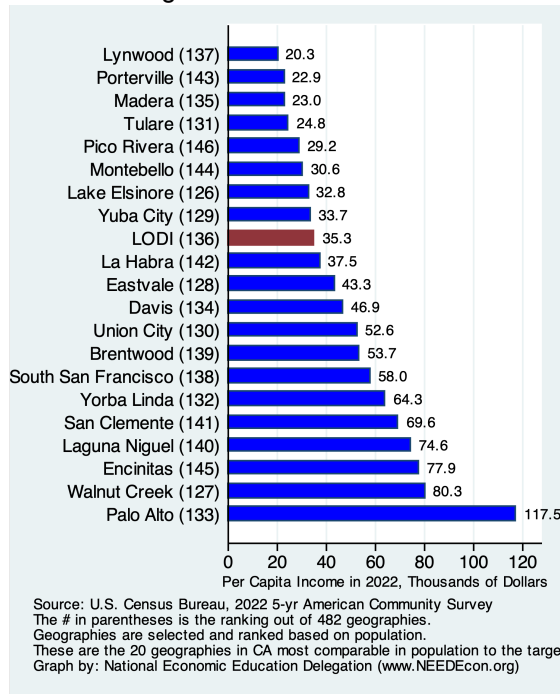
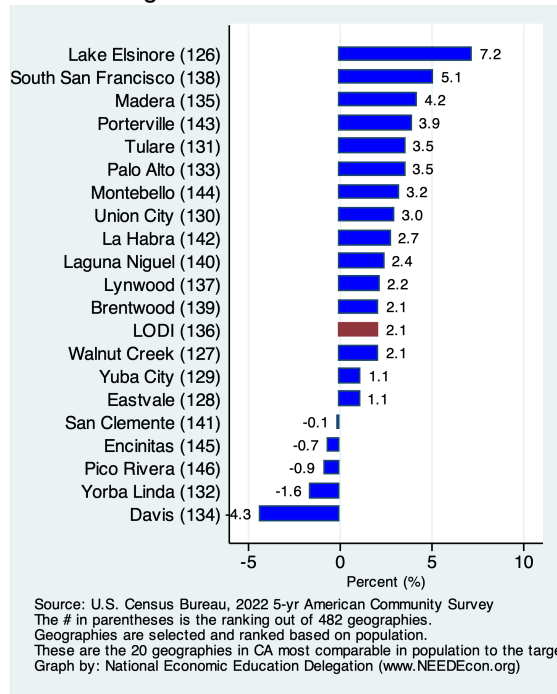


Figure 27: Growth over Time



Real Per Capita Income Ranking Among Cities in San Joaquin County

Figure 28: Income Levels

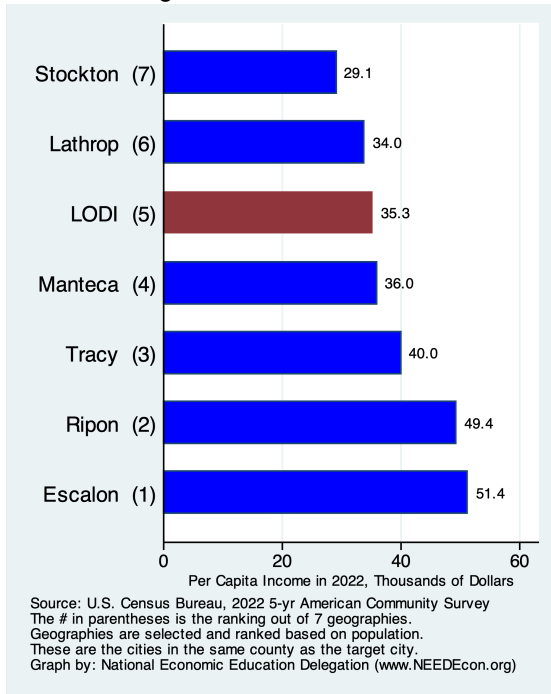


Figure 29: Growth over Time

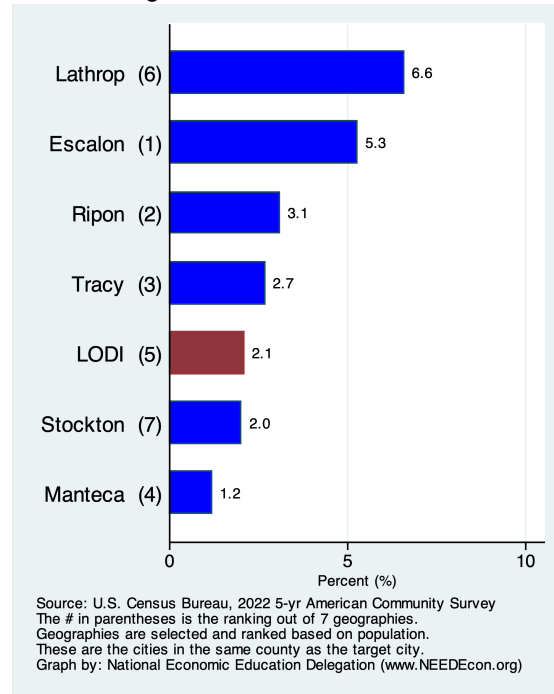
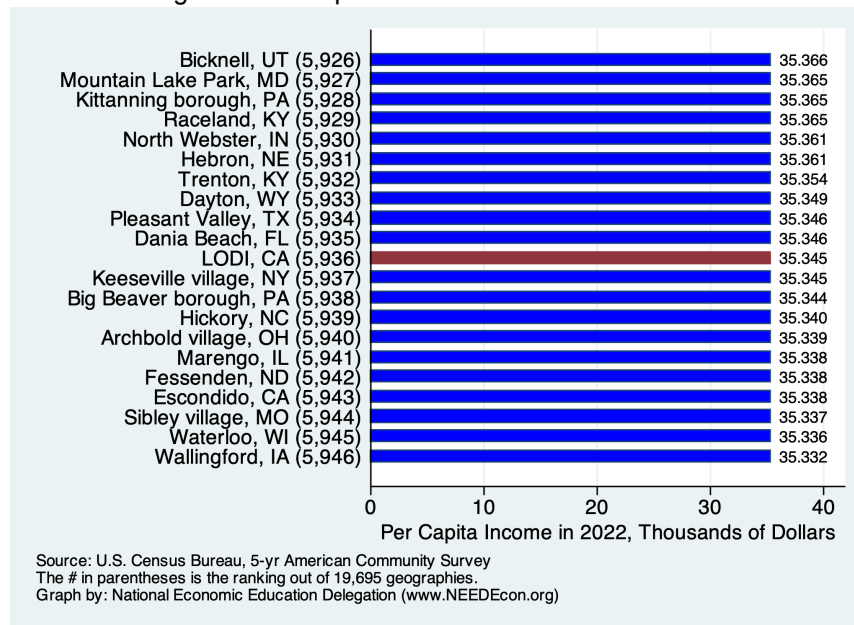


Figure 30: Comparison with All Cities Nationwide



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.

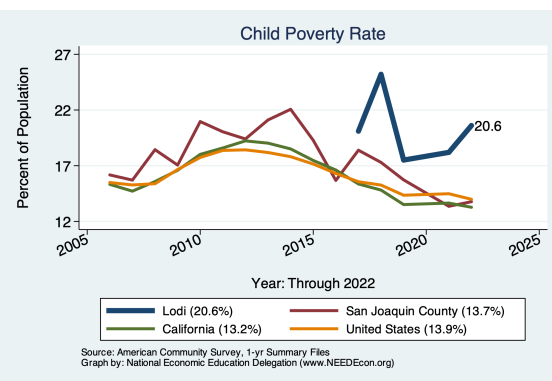
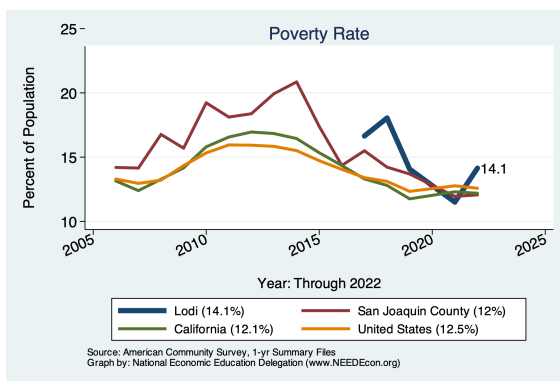


Figure 31: Inequality

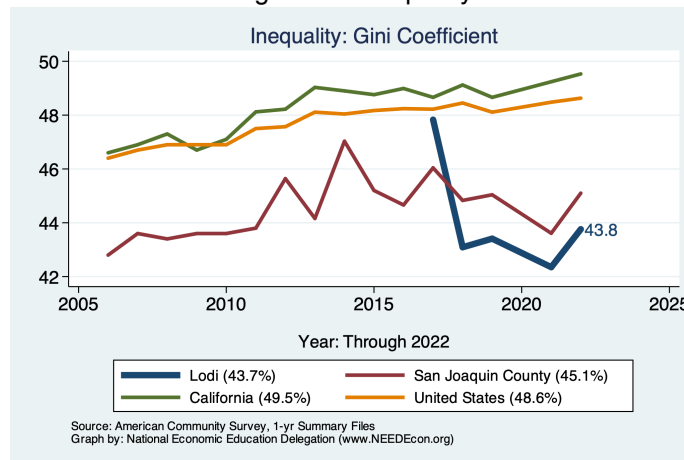


Figure 32: Shares Across the Income Distribution

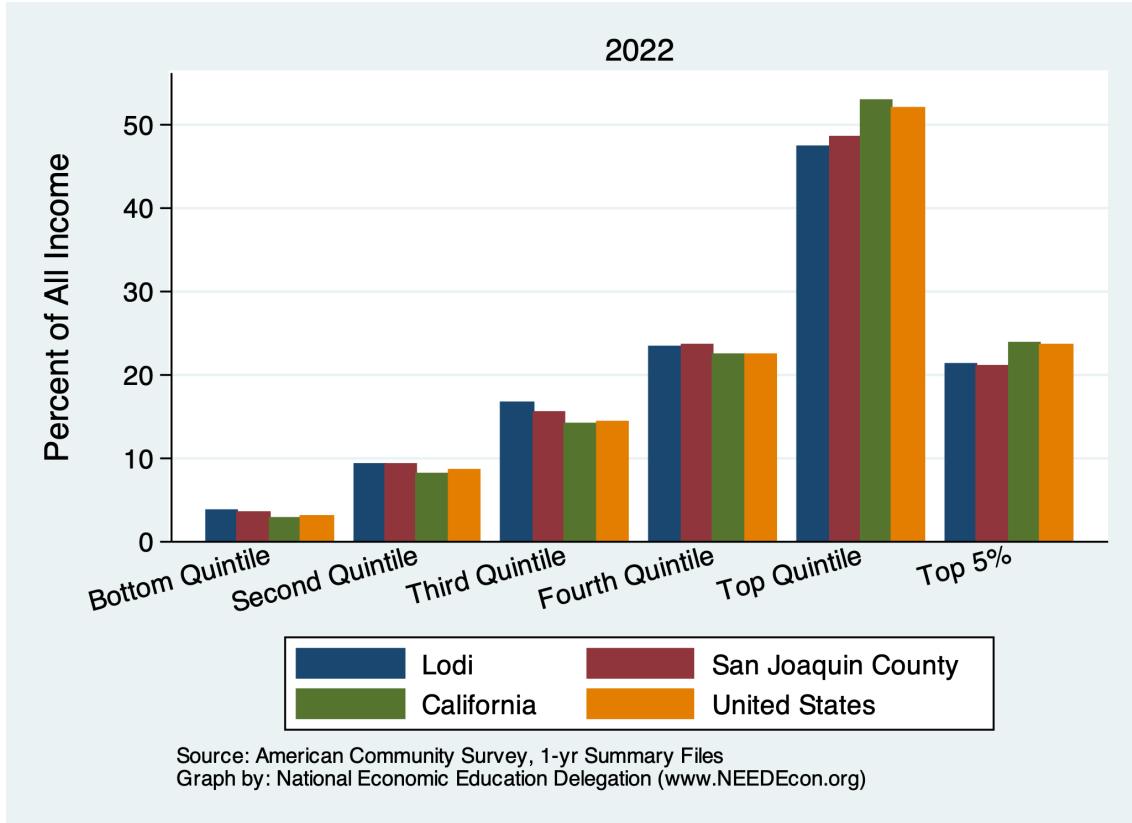
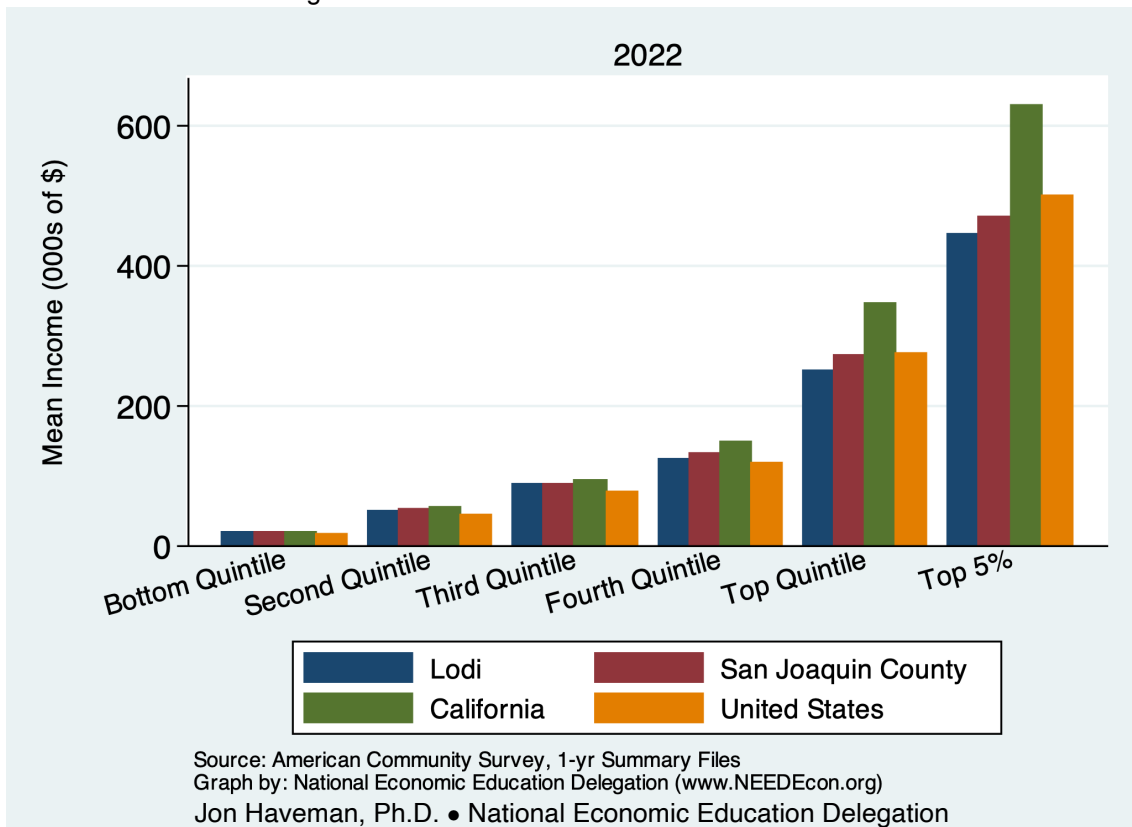


Figure 33: Means Across the Income Distribution



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 Lodi and Broader Regions

Figure 34: Median Home Prices

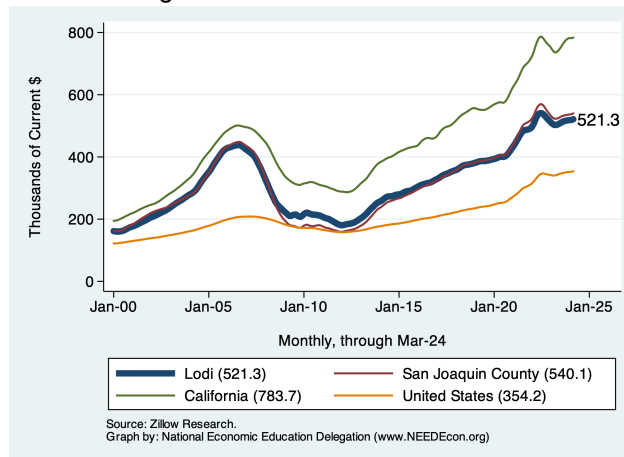
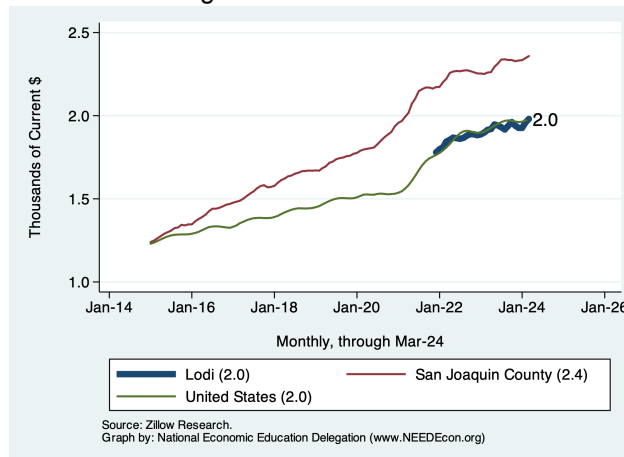


Figure 35: Median Rents



Housing Ownership in Lodi and Broader Regions

Figure 36: Home Ownership Rates

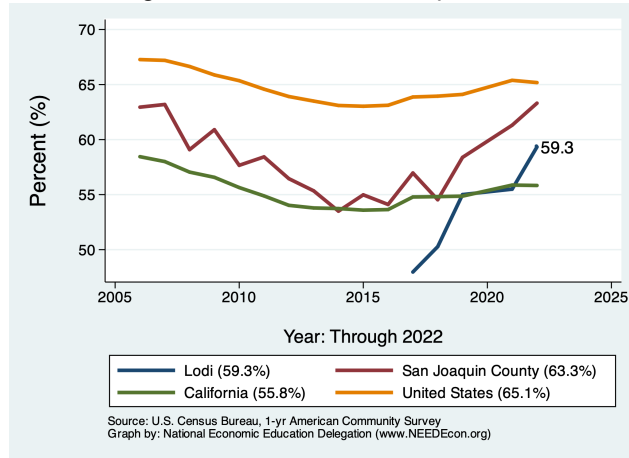


Figure 37: Home Ownership by Age

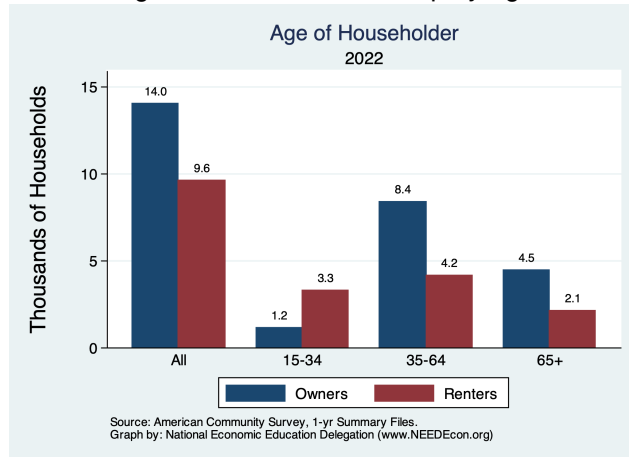


Figure 38: Income by Tenure

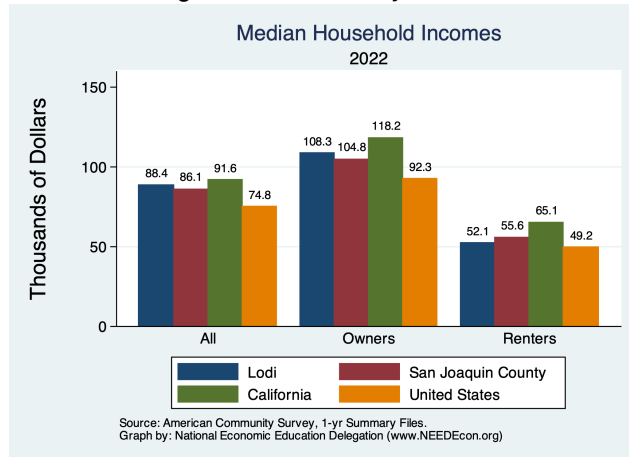


Figure 39: Income Distribution by Tenure

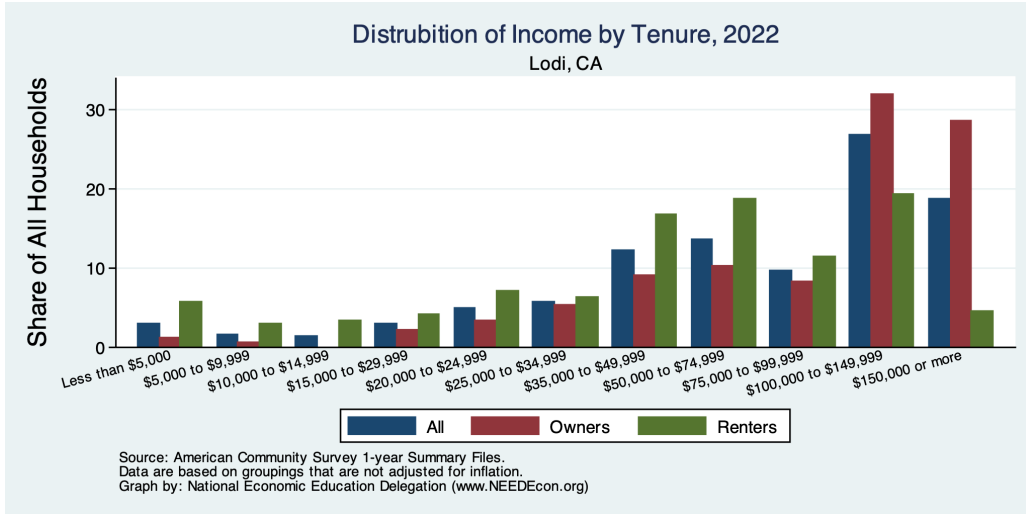


Figure 40: Income Distribution of Home Owners

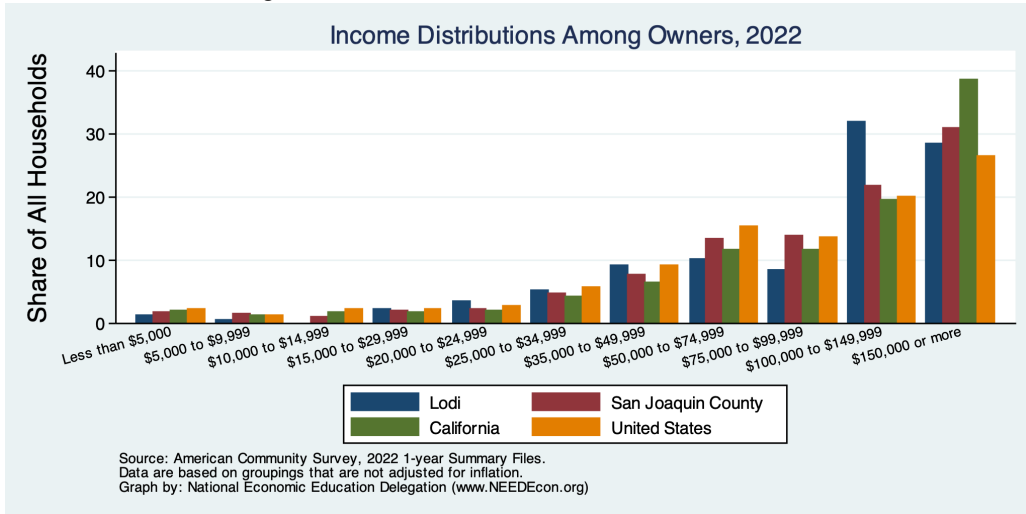
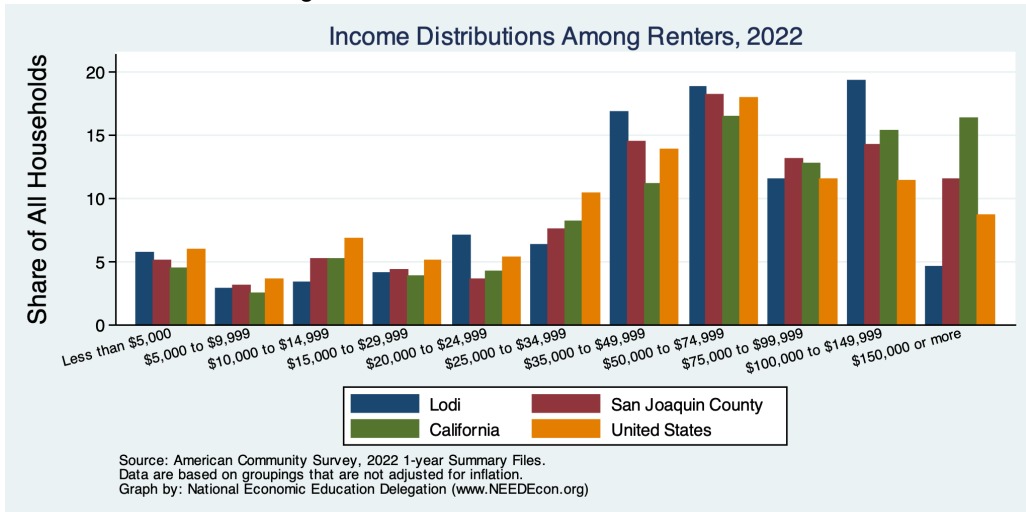


Figure 41: Income Distribution of Renters



Housing Burden in Lodi and Broader Regions

Figure 42: Home Owners w/ A Mortgage

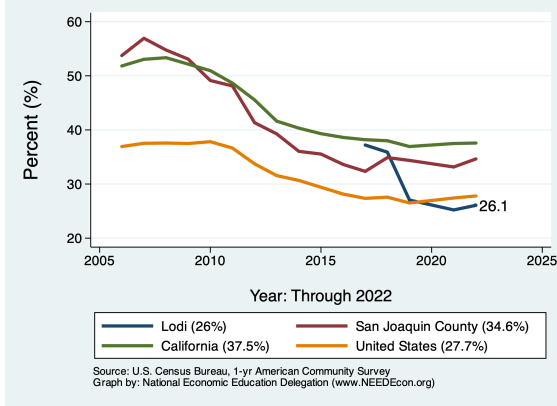


Figure 43: Home Owners w/o A Mortgage

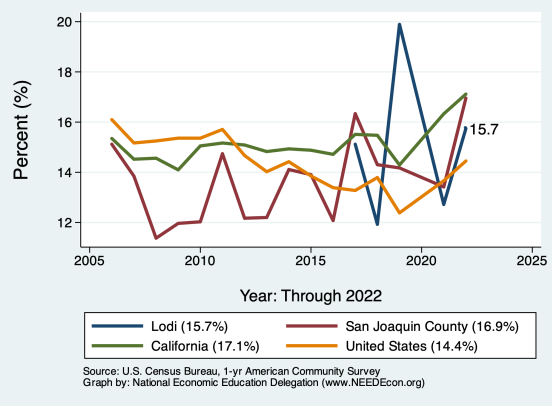


Figure 44: Renters

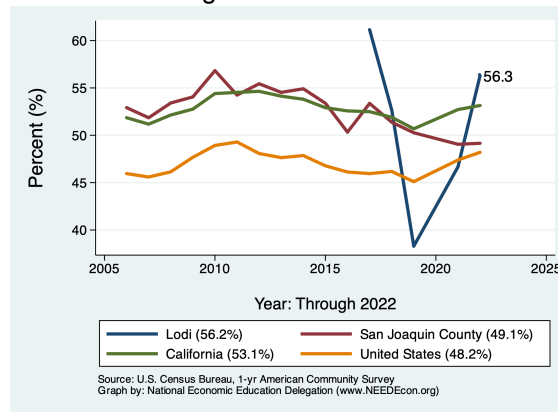
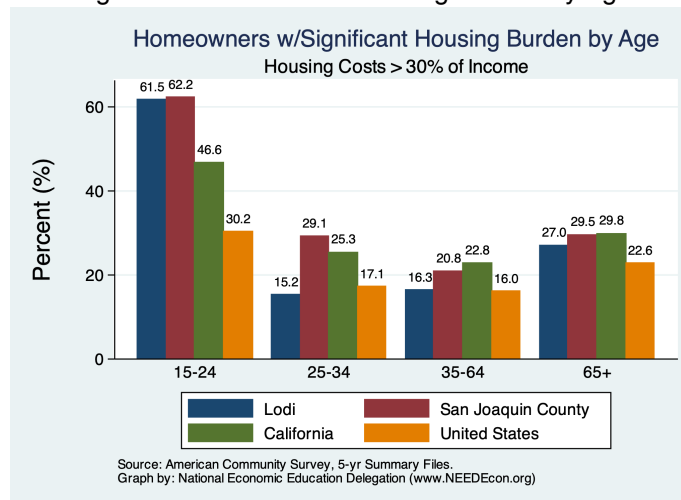


Figure 45: Homeowner Housing Burden by Age



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	66,293.0	67,430.0	62,134.0	-1.7	6.7
Total # of Homes	25,647.0	24,570.0	23,792.0	4.4	7.8
# Occupied Units	24,640.0	23,250.0	22,097.0	6.0	11.5
Persons per Household	2.7	2.9	2.8	-7.5	-4.5
Vacancy Rate (%)	3.9	5.4	7.1	-26.9	-44.9

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

Figure 46: Housing Growth

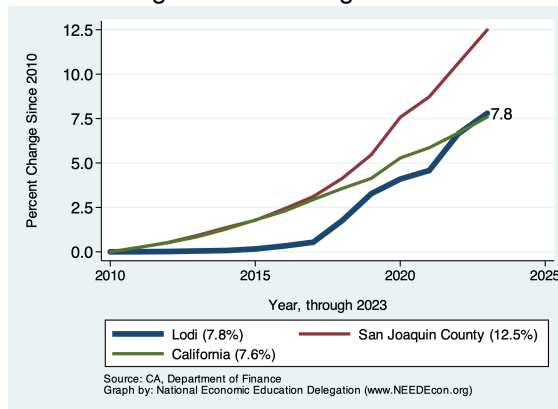


Figure 47: Persons per Household

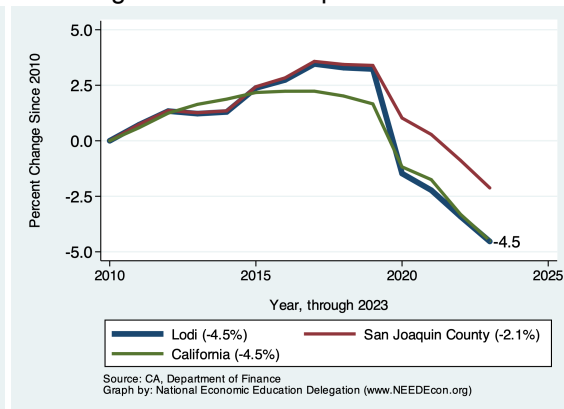


Figure 48: Vacancy Rates

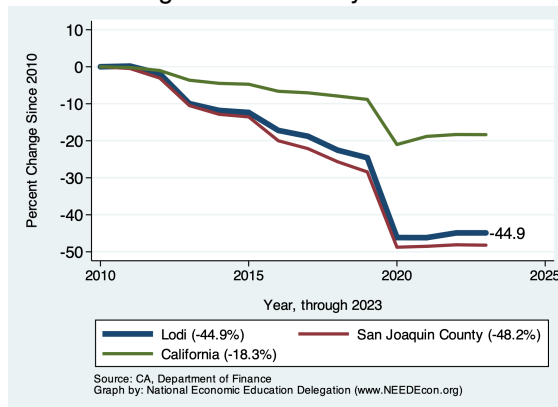
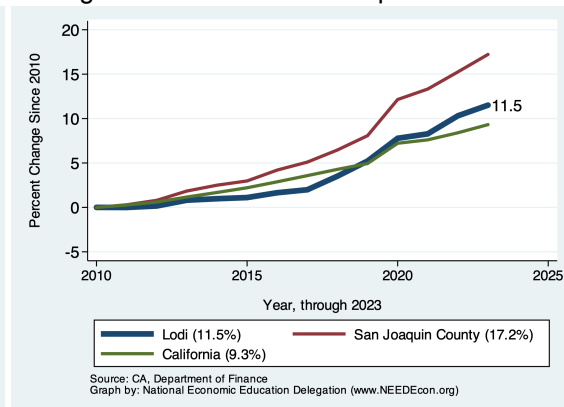


Figure 49: Number of Occupanied Units



Trends in the Growth of Housing by Housing Type

Figure 50: Single Detached Homes

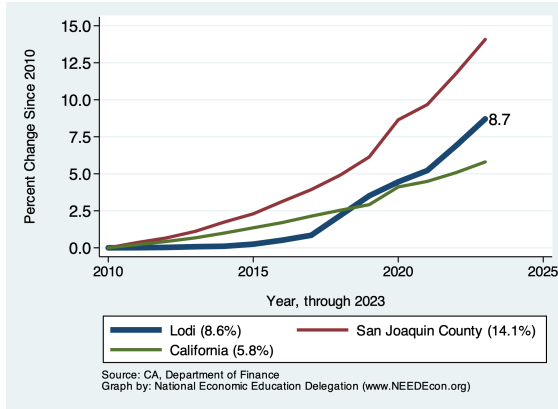


Figure 51: Single Attached Homes

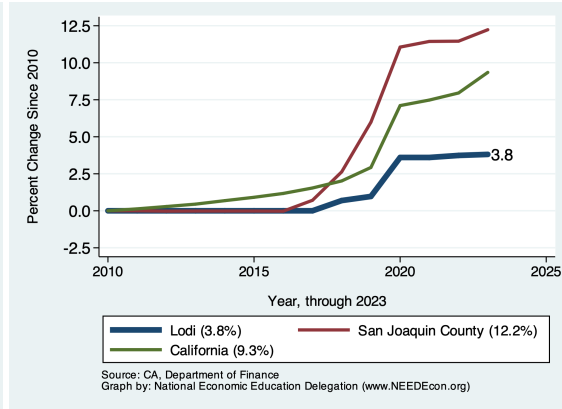


Figure 52: Housing in Buildings with Two to Four Units

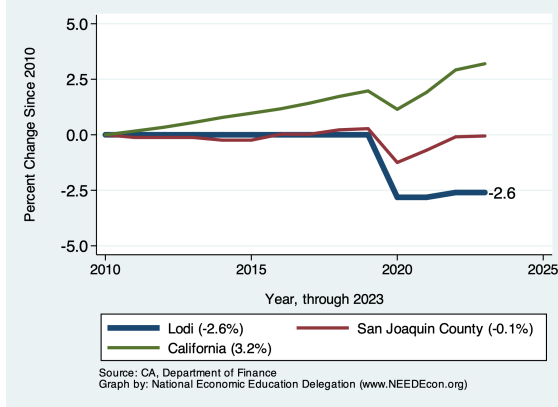
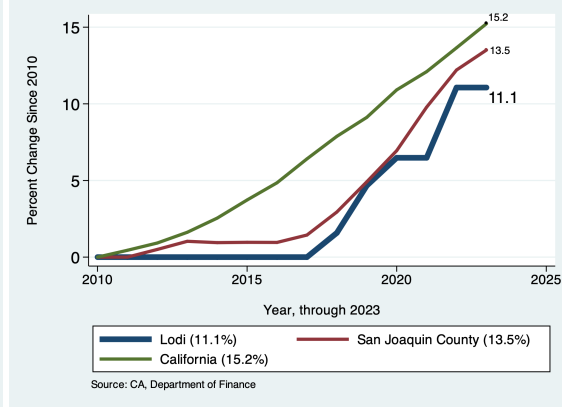


Figure 53: Housing in Buildings with Five or More Units



Vintage of Residential Housing

Why is it important?

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

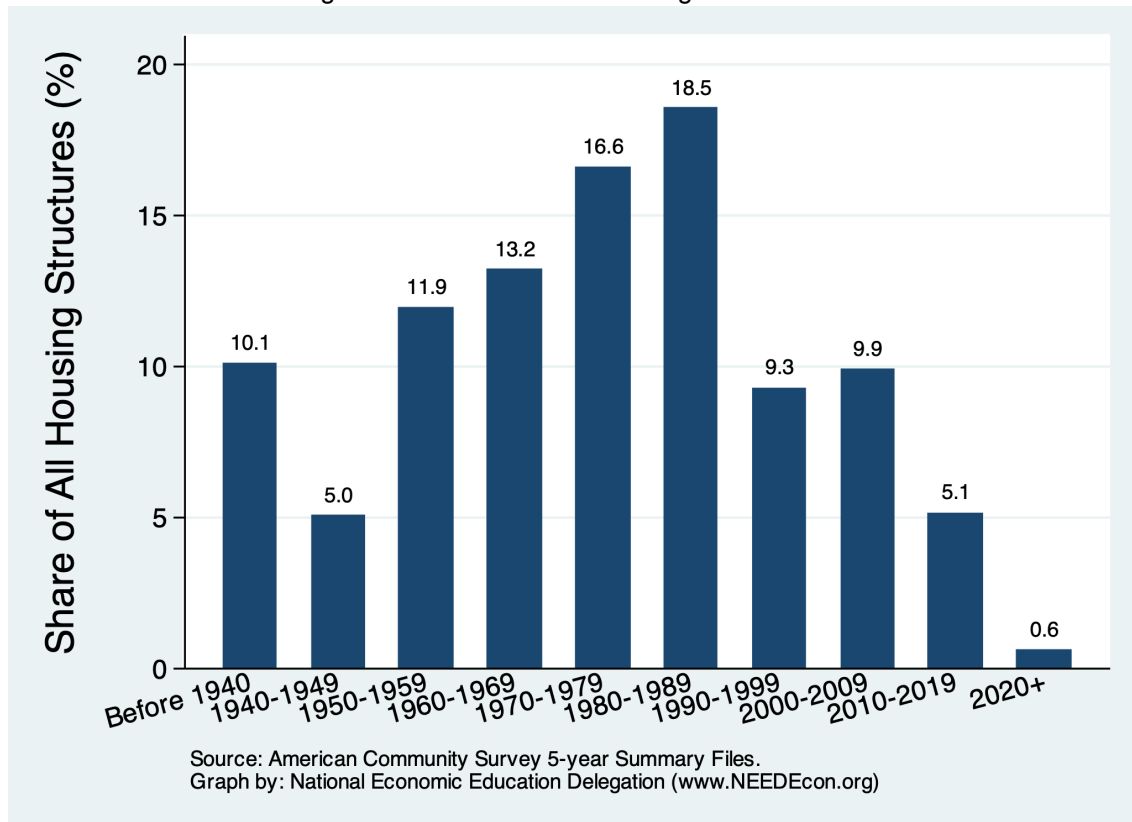


Figure 55: Housing Vintage across Regions

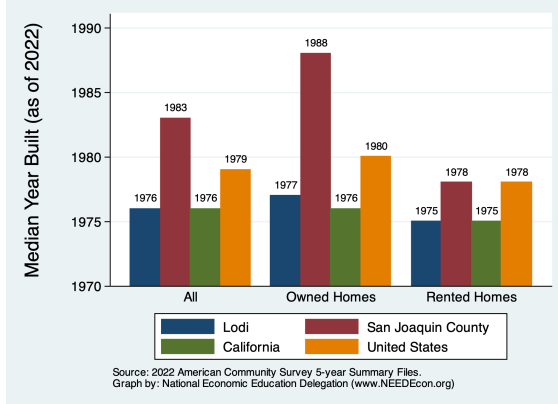


Figure 56: Housing Vintage by Tenure

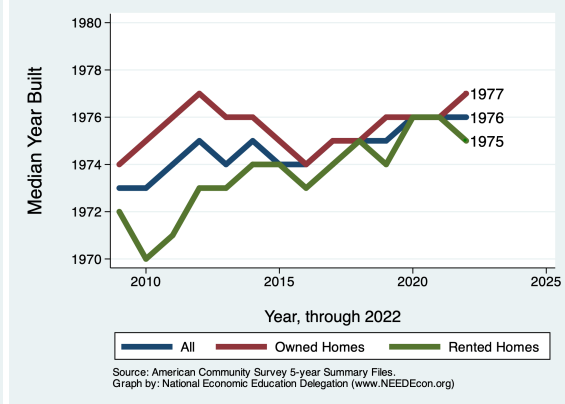


Figure 57: Vintage of Owned Residences

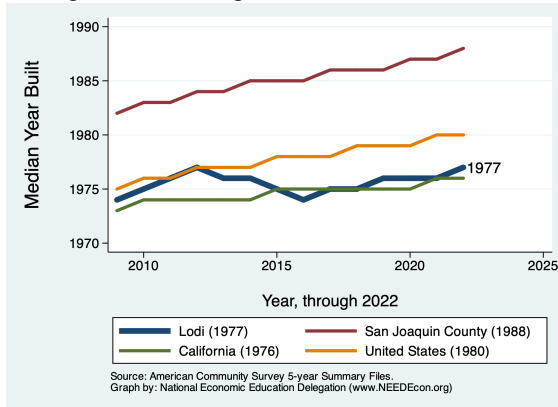


Figure 58: Vintage of Rented Residences

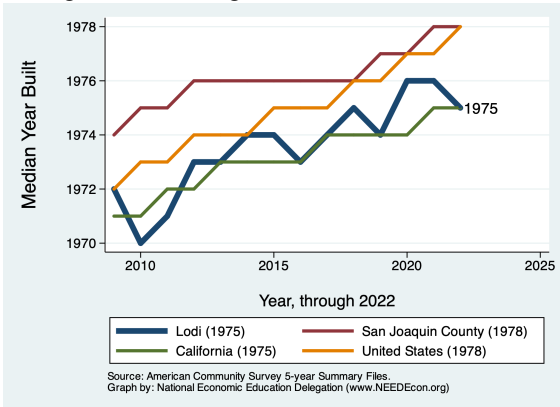
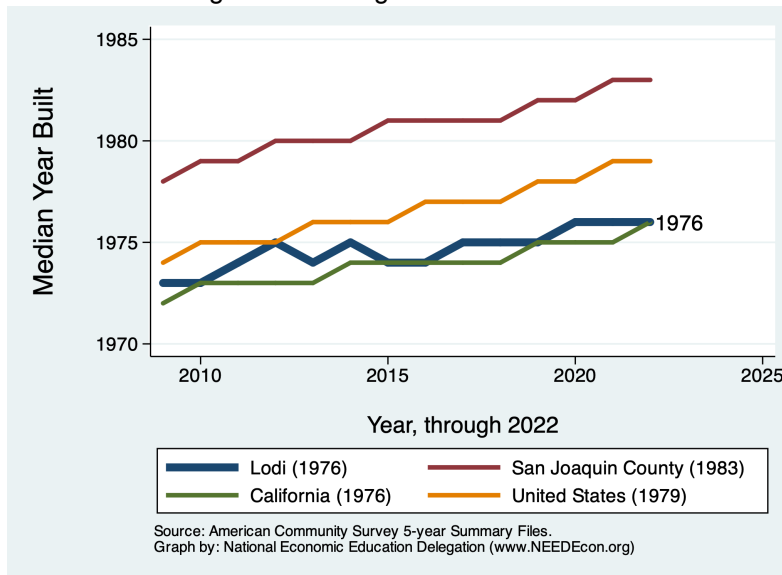


Figure 59: Vintage of All Residences



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

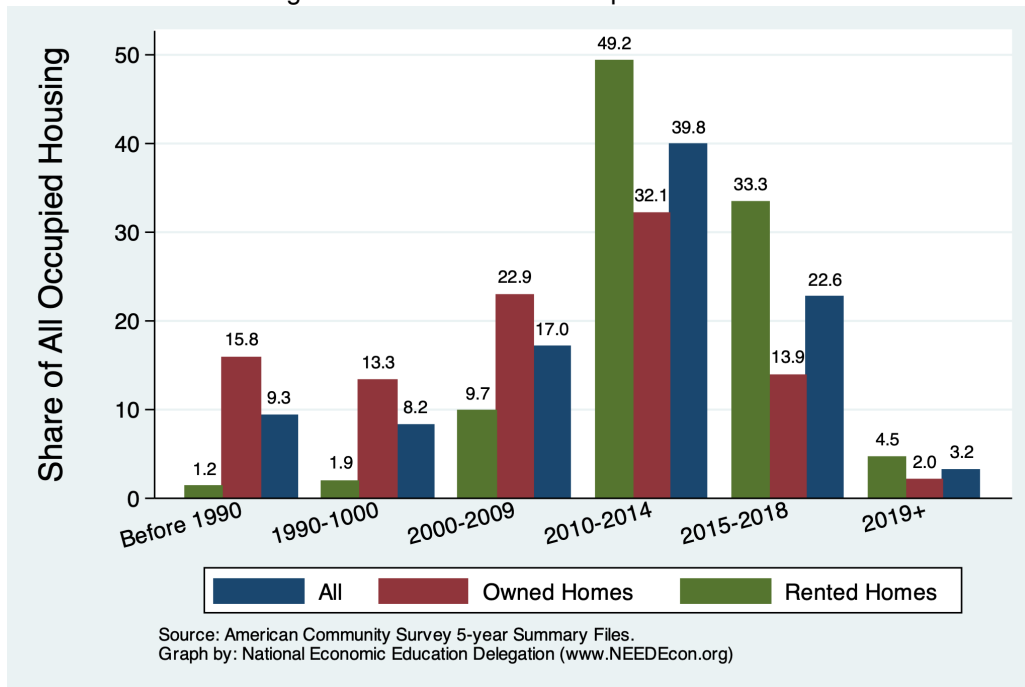


Figure 61: Year Occupied by Current Residents across Regions

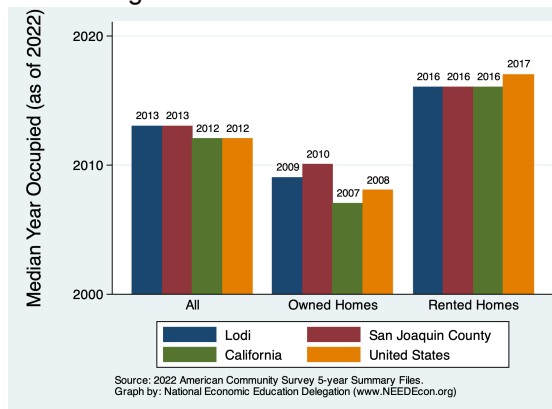


Figure 62: Year Occupied by Current Residents by Tenure

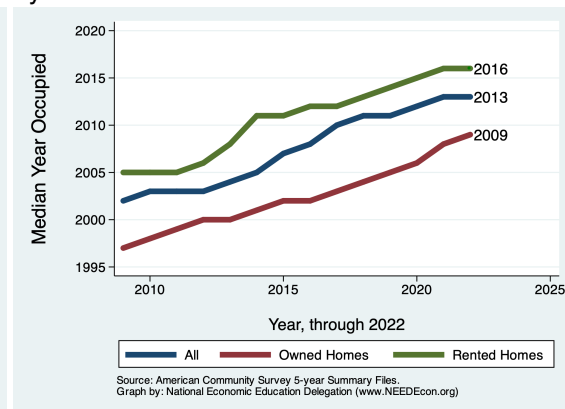


Figure 63: Year Occupied by Current Residents for Owned Housing

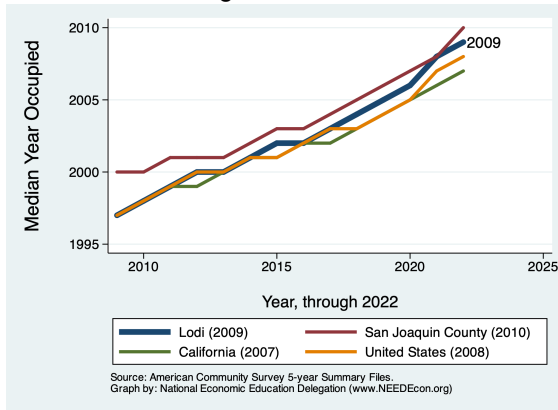


Figure 64: Year Occupied by Current Residents for Rented Housing

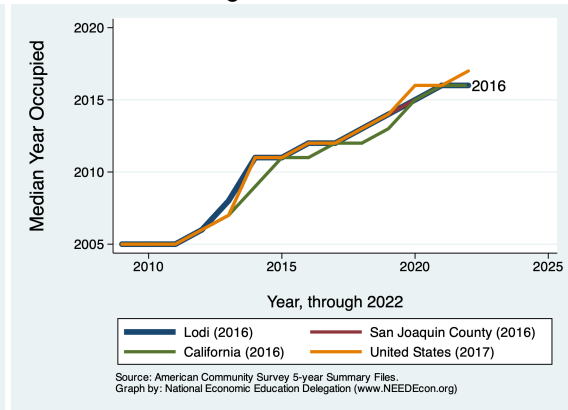
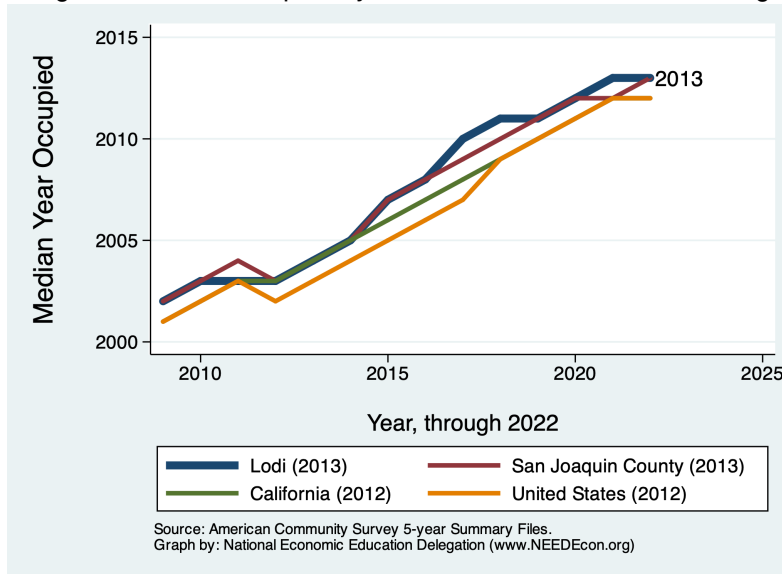


Figure 65: Year Occupied by Current Residents for All Housing



Residential Permitting

Definition:

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

Lodi - Ranking Among Comparables

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

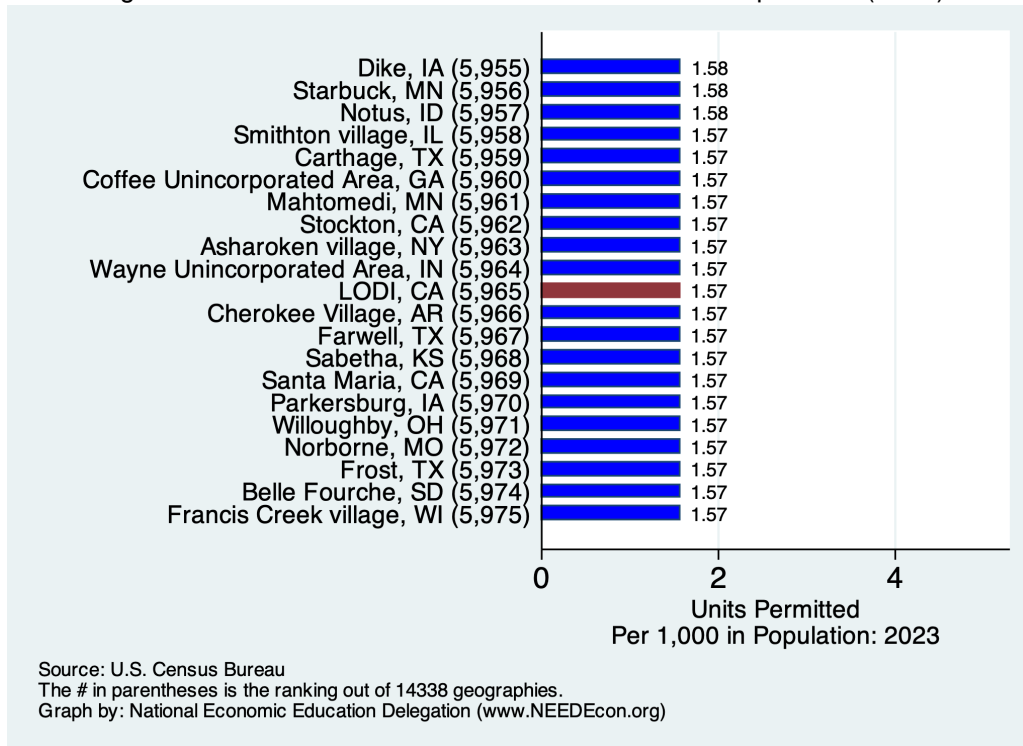
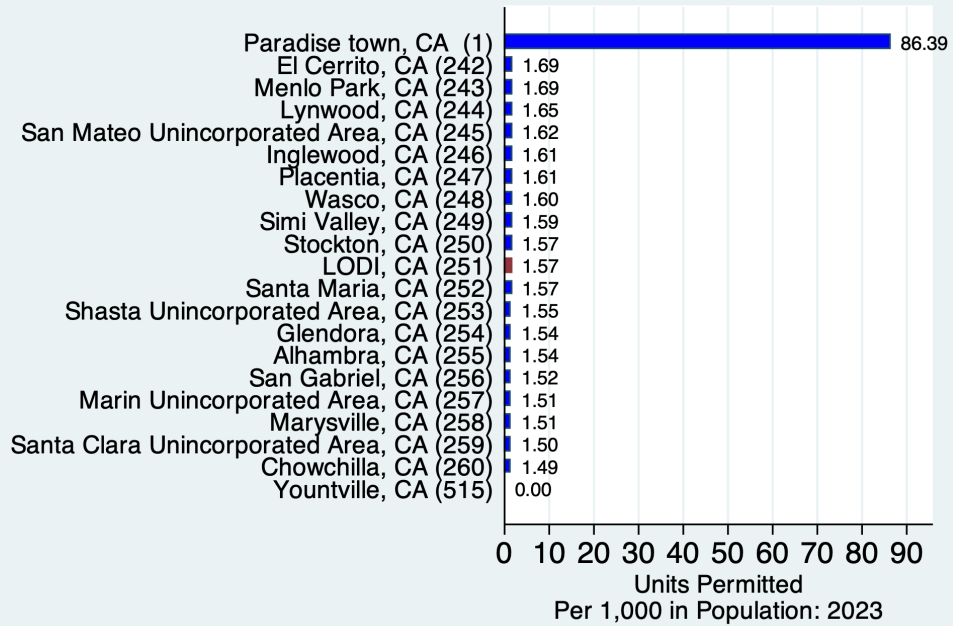
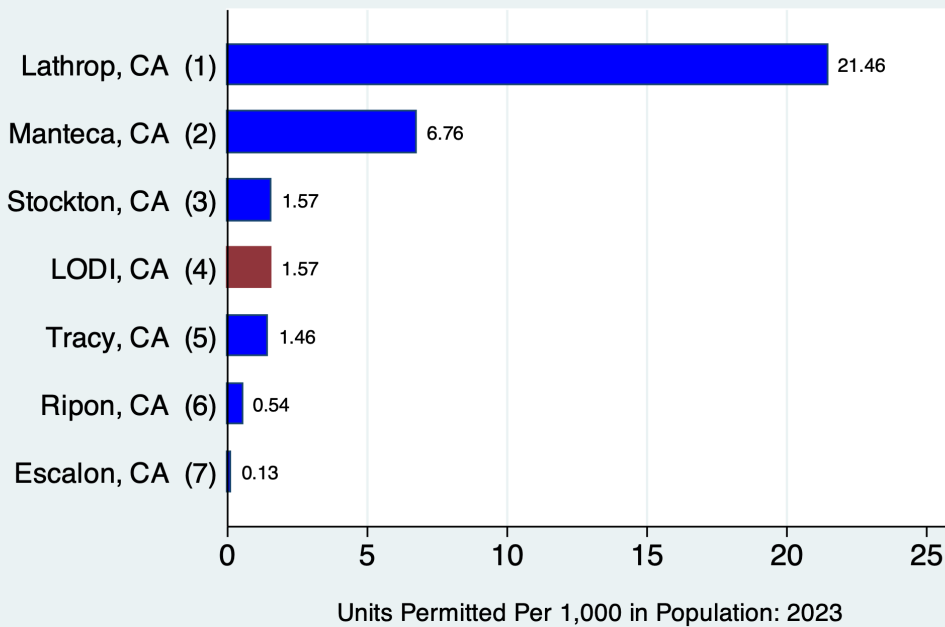


Figure 67: Number of Units Permitted - California Comparables (Rank)



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

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



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

Lodi - Permitting Activity

Annual Units Permitted - Per Capita in Lodi

Figure 69: Units Permitted Each Year

Figure 70: Average Annual Growth in Units Permitted

N/A

N/A

Annual Number of Buildings Permitted - Per Capita in Lodi

Figure 71: Units Permitted Each Year

Figure 72: Average Annual Growth in Buildings Permitted

N/A

N/A

Annual Value of Property Permitted - Per Capita in Lodi

Figure 73: Value Permitted Each Year

Figure 74: Average Annual Growth in Value Permitted

N/A

N/A

Commute Patterns

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

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

Mode of Transportation

Figure 75: Percent of Workers Commuting by Car Alone

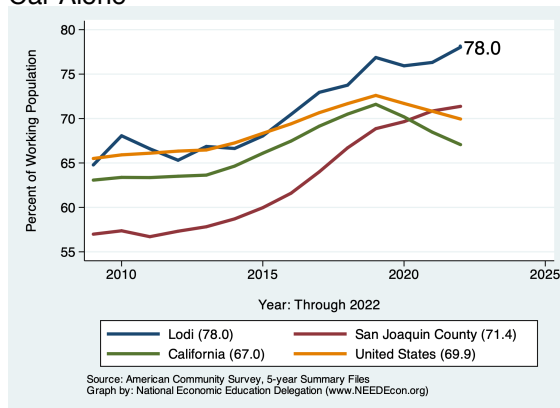


Figure 76: Percent of Workers Commuting by Carpool

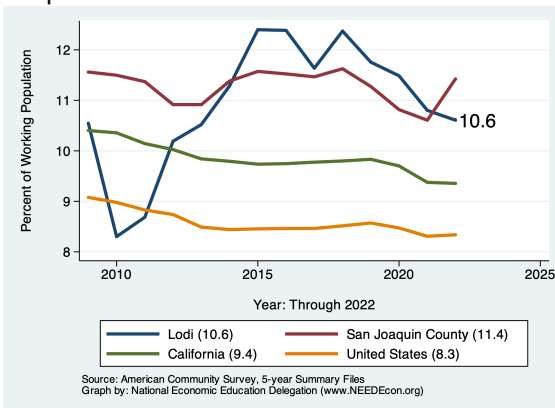


Figure 77: Percent of Workers using Public Transportation

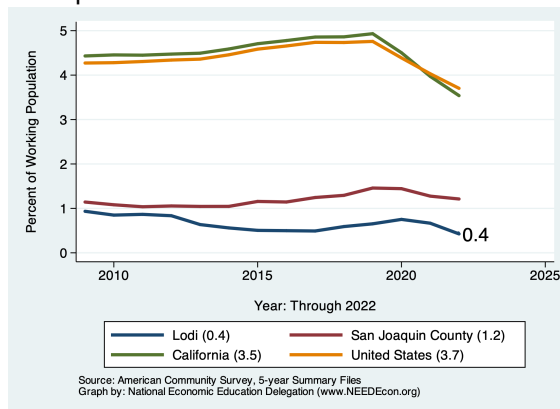
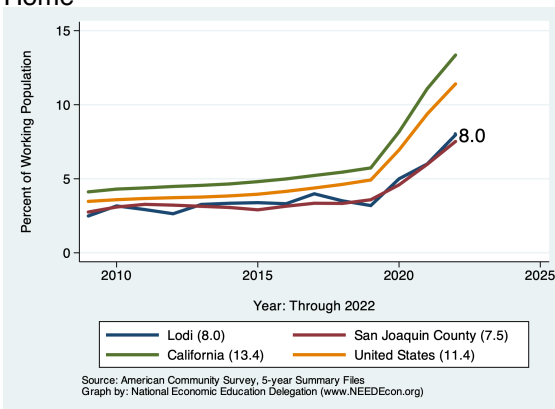


Figure 78: Percent of Workers Who Work From Home



The first table on this page presents data for those who LIVE in Lodi. The second provides data on those who work, but do not necessarily live in Lodi. 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:	14,979	91.8	10,819	84.6	25,798	88.6	78.0
Drove Alone	13,216	81.0	9,495	74.3	22,711	78.0	68.4
Carpooled:	1,763	10.8	1,324	10.4	3,087	10.6	9.5
In 2-person carpool	1,225	7.5	1,093	8.5	2,318	8.0	6.9
In 3-person carpool	271	1.7	130	1.0	401	1.4	1.5
In 4-or-more-person carpool	267	1.6	101	0.8	368	1.3	1.1
Public Transportation (excl Taxi):	43	0.3	81	0.6	124	0.4	3.6
Bus or Trolley Bus	42	0.3	34	0.3	76	0.3	2.3
Streetcar or Trolley Car	1	0.0	36	0.3	37	0.1	0.8
Subway or Elevated	0	0.0	0	0.0	0	0.0	0.3
Railroad	0	0.0	0	0.0	0	0.0	0.2
Ferryboat	0	0.0	11	0.1	11	0.0	0.1
Bicycle	151	0.9	0	0.0	151	0.5	0.7
Walked	192	1.2	321	2.5	513	1.8	2.4
Taxicab, Motorcycle, or other	80	0.5	122	1.0	202	0.7	1.7
Worked at Home	875	5.4	1,443	11.3	2,318	8.0	13.6
Total:	16,320	100.0	12,786	100.0	29,106	100.0	

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

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

Mode of Transit	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van:	13,299	90.5	13,216	85.4	26,515	89.0	78.0
Drove Alone	11,940	81.2	11,779	76.1	23,719	79.6	68.5
Carpooled:	1,359	9.2	1,437	9.3	2,796	9.4	9.5
In 2-person carpool	1,109	7.5	1,054	6.8	2,163	7.3	6.9
In 3-person carpool	104	0.7	222	1.4	326	1.1	1.5
In 4-or-more-person carpool	146	1.0	161	1.0	307	1.0	1.1
Public Transportation (excl Taxi):	62	0.4	27	0.2	89	0.3	3.6
Bus or Trolley Bus	40	0.3	27	0.2	67	0.2	2.3
Streetcar or Trolley Car	18	0.1	0	0.0	18	0.1	0.8
Subway or Elevated	4	0.0	0	0.0	4	0.0	0.3
Railroad	0	0.0	0	0.0	0	0.0	0.2
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	132	0.9	0	0.0	132	0.4	0.7
Walked	191	1.3	284	1.8	475	1.6	2.4
Taxicab, Motorcycle, or other	144	1.0	122	0.8	266	0.9	1.7
Worked at Home	875	6.0	1,443	9.3	2,318	7.8	13.6
Total:	14,703	100.0	15,092	97.5	29,795	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	671	4.1	441	3.6	1,112	3.9	2.1
5 to 9 minutes	1,403	8.6	3,132	25.4	4,535	15.9	7.8
10 to 14 minutes	2,075	12.7	1,580	12.8	3,655	12.8	12.4
15 to 19 minutes	1,663	10.1	2,302	18.7	3,965	13.9	15.4
20 to 24 minutes	1,969	12.0	1,465	11.9	3,434	12.0	14.8
25 to 29 minutes	782	4.8	1,115	9.0	1,897	6.6	6.4
30 to 34 minutes	1,721	10.5	756	6.1	2,477	8.7	15.2
35 to 39 minutes	483	2.9	318	2.6	801	2.8	2.9
40 to 44 minutes	685	4.2	0	0.0	685	2.4	4.1
45 to 59 minutes	600	3.7	795	6.4	1,395	4.9	8.2
60 to 89 minutes	709	4.3	156	1.3	865	3.0	7.2
90 or more minutes	1,386	8.5	113	0.9	1,499	5.2	3.6
Total:	14,147	86.3	12,173	98.6	26,320	92.2	

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

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

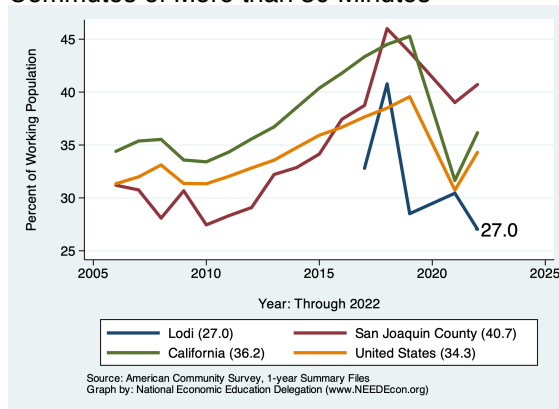


Figure 80: Percent of Employed Population With Commutes of More than 90 Minutes

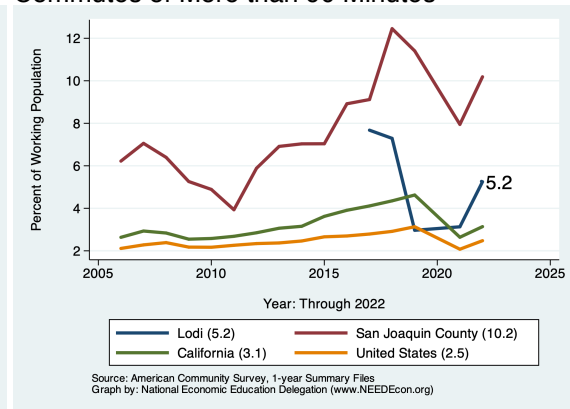
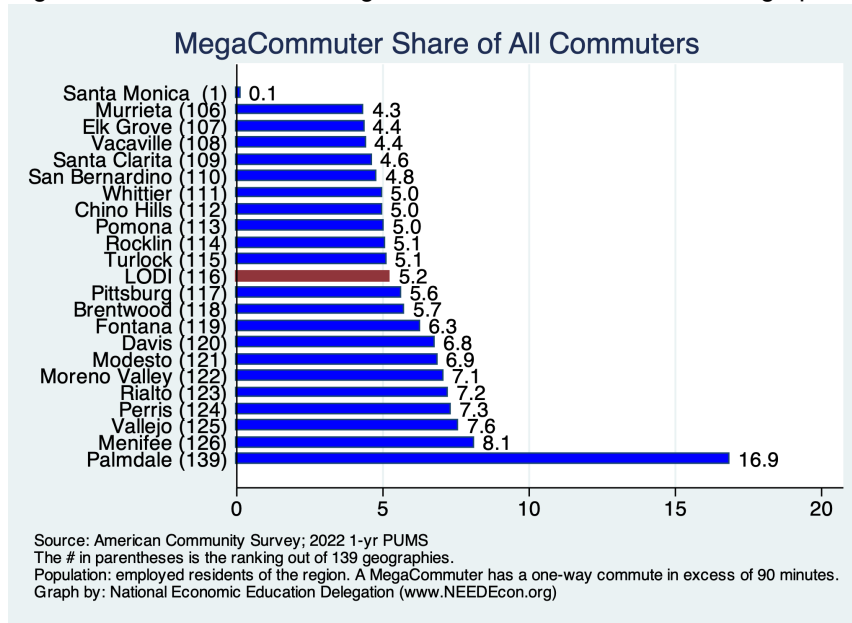


Figure 81: Rank: Share of MegaCommuters Across Similar Geographies



Source: American Community Survey; 2022 1-yr PUMS
 The # in parentheses is the ranking out of 139 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	294	1.9	387	2.6	681	2.3	2.1
5 to 9 minutes	1,386	9.1	2,738	18.2	4,124	13.9	7.8
10 to 14 minutes	2,913	19.1	2,264	15.0	5,177	17.5	12.4
15 to 19 minutes	1,930	12.7	3,015	20.0	4,945	16.7	15.3
20 to 24 minutes	1,210	7.9	1,909	12.7	3,119	10.5	14.8
25 to 29 minutes	544	3.6	350	2.3	894	3.0	6.4
30 to 34 minutes	1,703	11.2	638	4.2	2,341	7.9	15.2
35 to 39 minutes	582	3.8	307	2.0	889	3.0	2.9
40 to 44 minutes	337	2.2	86	0.6	423	1.4	4.1
45 to 59 minutes	381	2.5	452	3.0	833	2.8	8.2
60 to 89 minutes	981	6.4	248	1.6	1,229	4.1	7.2
90 or more minutes	974	6.4	367	2.4	1,341	4.5	3.6
Total:	13,235	86.9	12,761	84.6	25,996	87.6	

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

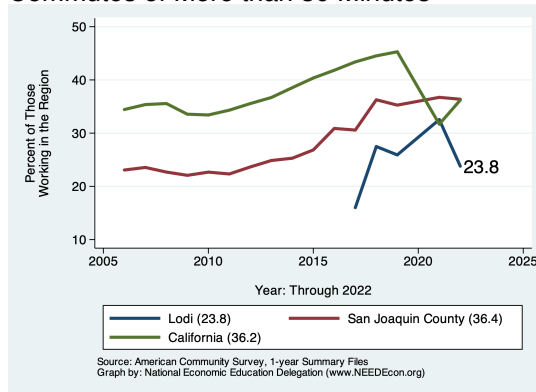


Figure 83: Percent of Local Employees With Commutes of More than 90 Minutes

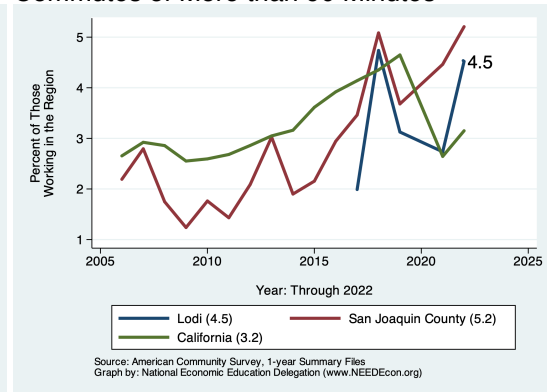
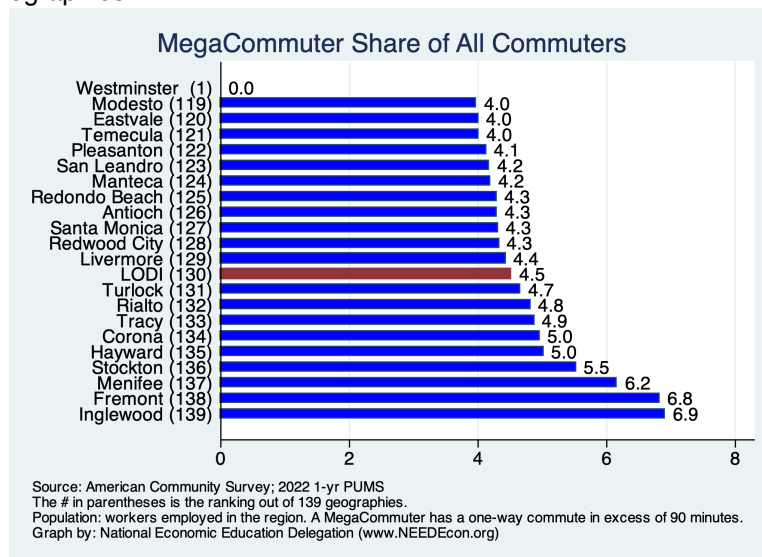


Figure 84: Rank: Share of MegaCommuters Across Similar Geographies



Place of Work

This section provides evidence on where workers living in Lodi work. As evidenced in the first table, some of Lodi'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 Lodi 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:	15,360	92.2	14,683	100.0	30,043	98.7	99.6
Worked in county of residence	13,195	79.2	13,732	93.5	26,927	88.5	85.3
worked outside of county of residence	2,165	13.0	951	6.5	3,116	10.2	14.3
Worked outside state of residence	396	2.4	0	0.0	396	1.3	0.4
Total:	15,756	94.5	14,683	100.0	30,439	100.0	

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

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

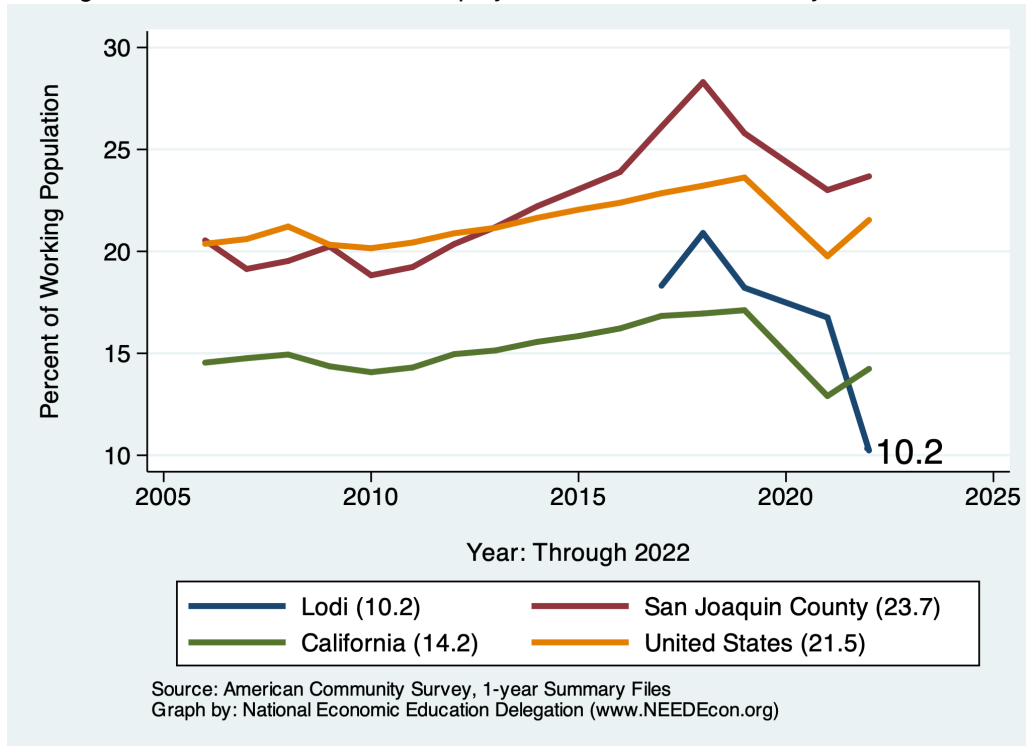
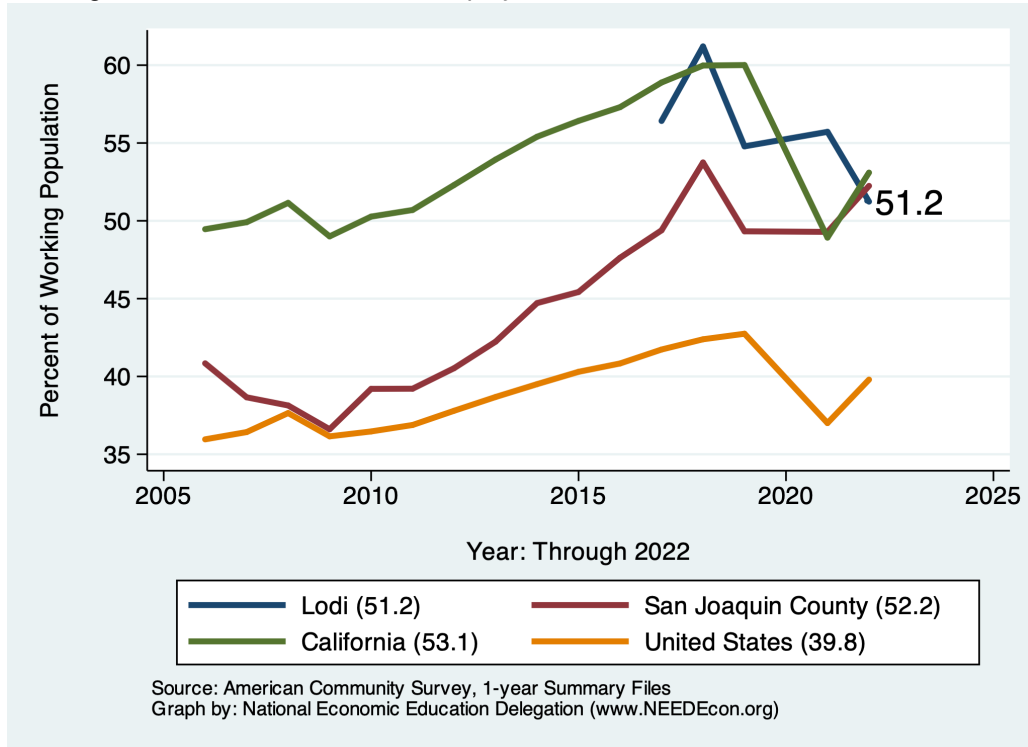


Table 11. SEX OF WORKERS BY PLACE OF WORK-PLACE LEVEL

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Living in a place:	15,756	94.5	14,683	100.0	30,439	100.0	95.8
Worked in place of residence	6,188	37.1	8,656	59.0	14,844	48.8	42.3
Worked outside place of residence	9,568	57.4	6,027	41.0	15,595	51.2	53.4
Not living in a place	0	0.0	0	0.0	0	0.0	4.2
Total:	15,756	94.5	14,683	100.0	30,439	100.0	

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

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



Commute Mode by Income

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

	City	California	Ratio	United States	
	Median	Median		Median	Ratio
Car, truck, or van - drove alone	41,364	48,335	99.2	45,677	97.7
Car, truck, or van - carpooled	52,144	35,926	168.2	34,518	162.9
Public transportation (excluding taxicab)		34,625		41,443	
Walked	18,659	30,552	70.8	27,247	73.9
Taxicab, motorcycle, bicycle, or other means	31,944	40,631	91.1	36,218	95.1
Worked from home	44,486	79,738	64.6	69,180	69.3
Total:	42,993	49,818	86.3	46,365	92.7

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

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

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

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

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

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

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

Mode of Transit	< \$25,000		\$25,000-\$74,999		\$75,000+		All		All of CA
	#	(%)	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van: Drove Alone	5,741	52.7	8,004	78.3	5,828	78.4	22,711	78.0	68.4
Car, Truck, or Van: Carpooled	987	9.1	1,051	10.3	615	8.3	3,087	10.6	9.5
Public Transportation (excl Taxi)	39	0.4	17	0.2	0	0.0	124	0.4	3.6
Walked	330	3.0	62	0.6	44	0.6	513	1.8	2.4
Taxicab, Motorcycle, or other	67	0.6	86	0.8	71	1.0	353	1.2	2.4
Worked at Home	455	4.2	850	8.3	877	11.8	2,318	8.0	13.6
Total:	7,619	69.9	10,070	98.5	7,435		29,106		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	6,955	60.2	8,136	81.9	5,125	77.1	23,719	79.6	68.5
Car, Truck, or Van: Carpooled	1,060	9.2	801	8.1	465	7.0	2,796	9.4	9.5
Public Transportation (excl Taxi)	32	0.3	8	0.1	17	0.3	89	0.3	3.6
Walked	317	2.7	45	0.5	46	0.7	475	1.6	2.4
Taxicab, Motorcycle, or other	83	0.7	94	0.9	116	1.7	398	1.3	2.4
Worked at Home	455	3.9	850	8.6	877	13.2	2,318	7.8	13.6
Total:	8,902	77.1	9,934		6,646		29,795		

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	991	33.0	1,381	46.5	20,339	78.4	22,711	78.0	68.7
Car, Truck, or Van: Carpooled	229	7.6	305	10.3	2,553	9.8	3,087	10.6	9.5
Public Transportation (excl Taxi)	1	0.0	36	1.2	87	0.3	124	0.4	3.6
Walked	63	2.1	70	2.4	380	1.5	513	1.8	2.1
Taxicab, Motorcycle, or other	17	0.6	5	0.2	331	1.3	353	1.2	2.4
Worked at Home	21	0.7	52	1.8	2,245	8.7	2,318	8.0	13.6
Total:	1,322	44.0	1,849	62.3	25,935		29,106		

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	1,643	61.9	1,453	63.8	20,623	79.5	23,719	79.6	68.7
Car, Truck, or Van: Carpooled	195	7.3	312	13.7	2,289	8.8	2,796	9.4	9.5
Public Transportation (excl Taxi)	1	0.0	0	0.0	88	0.3	89	0.3	3.6
Walked	87	3.3	67	2.9	321	1.2	475	1.6	2.1
Taxicab, Motorcycle, or other	0	0.0	23	1.0	375	1.4	398	1.3	2.4
Worked at Home	21	0.8	52	2.3	2,245	8.7	2,318	7.8	13.6
Total:	1,947	73.4	1,907	83.7	25,941		29,795		

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 Lodi 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

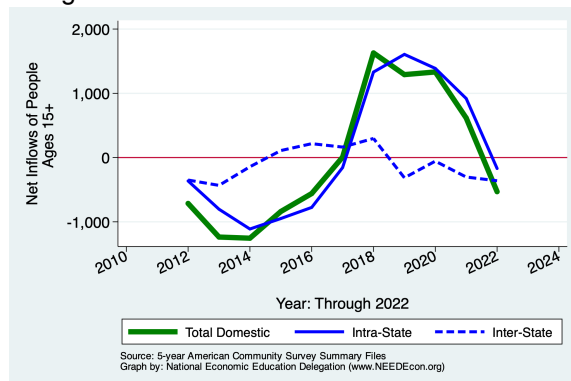


Table 17: Migration by Income

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
No income	7,803	-1	-74	30	-4	47
With income	44,812	-372	-381	255	-357	111
\$1 to \$9,999 or less	5,851	-130	64	-169	-45	20
\$10,000 to \$14,999	3,253	-80	4	-59	-25	0
\$15,000 to \$24,999	6,600	-96	-35	68	-171	42
\$25,000 to \$34,999	5,789	-82	-204	82	40	0
\$35,000 to \$49,999	6,579	55	72	-67	35	15
\$50,000 to \$64,999	4,699	159	-5	202	-53	15
\$65,000 to \$74,999	2,377	28	3	-31	56	0
\$75,000 or more	9,664	-226	-280	229	-194	19
All:	52,615	-373	-455	285	-361	158

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

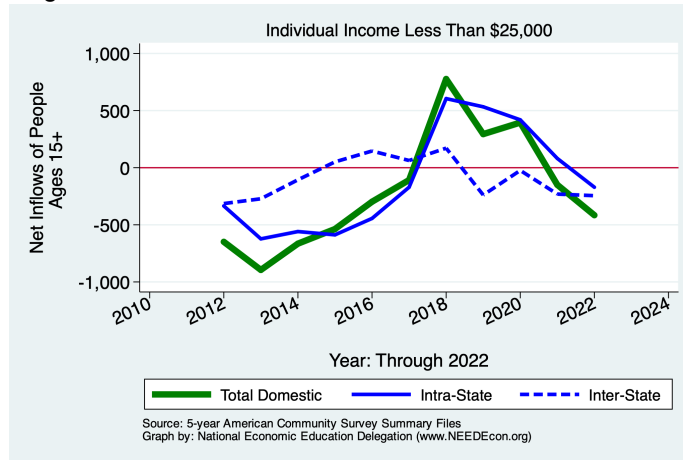


Figure 89: Overall Movements of Middle Income Residents

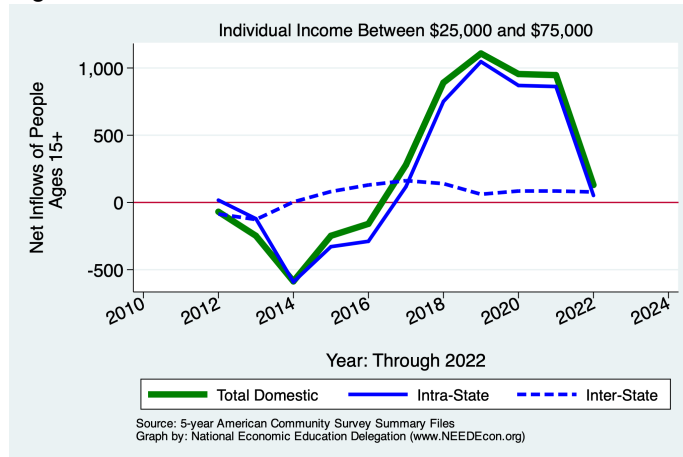
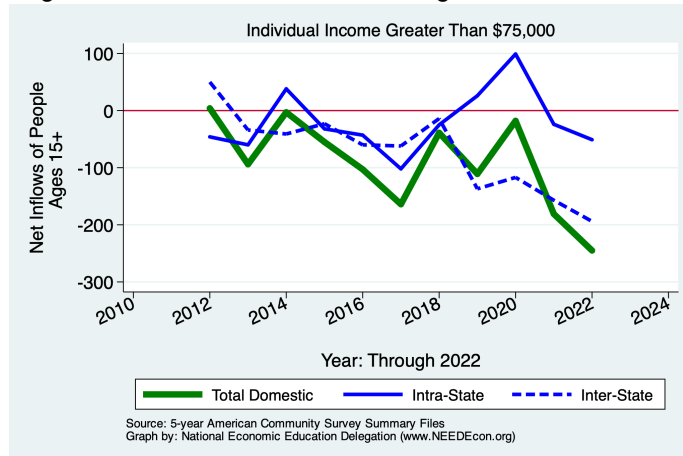


Figure 90: Overall Movements of High Income Residents



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	17,906	-135	-170	-32	26	41
Now married, except separated	25,329	-392	-429	364	-423	96
Divorced	5,337	37	26	-19	18	12
Separated	1,037	94	50	26	18	0
Widowed	3,006	23	68	-54	0	9
Total:	52,615	-373	-455	285	-361	158

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	37,575	-3,860	-3,342	-26	-552	60
Householder lived in renter-occupied housing units	28,045	-1,614	-1,065	46	-632	37
Total:	65,620	-5,474	-4,407	20	-1,184	97

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

Figure 91: Domestic Movements of Residents by Tenure

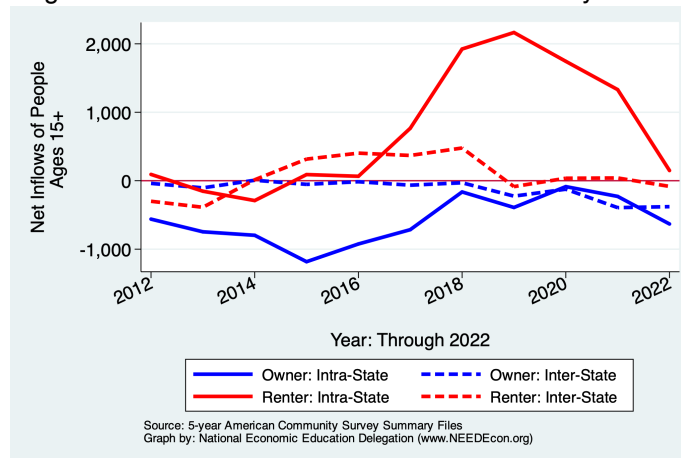


Table 20: Migration by Age

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
1 to 4 years	3,378	-402	-374	-15	-25	12
5 to 17 years	12,904	-90	-47	-11	-91	59
18 and 19 years	1,469	-308	-131	-99	-93	15
20 to 24 years	4,831	-238	-78	-282	68	54
25 to 29 years	5,079	-22	-99	157	-89	9
30 to 34 years	4,624	-106	-64	24	-66	0
35 to 39 years	4,500	-73	-178	85	20	0
40 to 44 years	4,153	50	-70	60	60	0
45 to 49 years	3,747	311	83	145	38	45
50 to 54 years	3,718	135	-20	162	-26	19
55 to 59 years	3,859	33	89	-40	-16	0
60 to 64 years	3,659	-10	6	82	-98	0
65 to 69 years	3,163	-10	-30	23	-3	0
70 to 74 years	2,332	-130	27	-26	-138	7
75 years and over	4,379	-39	46	-37	-57	9
Total Population:	65,795	-899	-840	228	-516	229

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	7,817	281	103	188	-45	35
High school graduate (includes equiv)	11,273	-73	-68	135	-152	12
Some college or assoc. degree	14,132	90	-150	248	-27	19
Bachelor's degree	6,592	-131	6	-11	-140	14
Graduate or professional degree	3,399	-28	-101	75	-11	9
Total:	43,213	139	-210	635	-375	89

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	38,556	38,556
Moved Within Same County	18,482	31,729
Moved to Different County, Same State	51,518	27,264
Total Population:	36,897	36,982

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

Table 23: Median Age of Migration Flows

Flow	In-Migration	Out-Migration
Same House 1 Year Ago	38.6	38.6
Moved Within Same County	26.3	28.9
Moved to Different County, Same State	46.5	21.8
Moved from Abroad	71.6	
Total Population:	37.8	36.3

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

References and Sources

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

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

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

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

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