

San Diego, California

Indicators Report

by
The National Economic Education Delegation (NEED)

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

This report was produced by the:

National Economic Education Delegation
271 Arias St.
San Rafael, CA 94903
415-336-5705
www.NEEDEcon.org
Contact: Jon@NEEDEcon.org

Executive Summary

Assessing the City with Indicators

About this Report

This report provides background or summary information for the city of San Diego (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 San Diego. These indicators are compared to San Diego 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 San Diego 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 San Diego 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 San Diego, 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 San Diego, but do not necessarily live in San Diego.
- **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 San Diego's population are fundamental indicators of the city's growth potential.

A Demographic Snapshot

Statistic	2022	2019
POPULATION		
Population Estimate (#)	1,381,182.0	1,423,852.0
Veterans (#)	69,177.0	78,228.0
Foreign born persons (%)	24.6	25.2
Population age 25+ (#)	971,806.0	989,949.0
AGE AND SEX		
Persons under 5 years (%)	5.1	5.7
Persons under 18 years (%)	18.2	19.7
Persons 65 years and over (%)	14.4	13.4
Female persons (%)	49.0	49.6
INCOME AND POVERTY		
Median household income (\$)	100,010.0	85,507.0
Per capita income in past 12 months (\$)	52,701.0	43,249.0
Persons in poverty (%)	11.3	11.0
Children age less than 18 in poverty (#)	29,818.0	33,524.0
Children age less than 18 in poverty (%)	12.0	12.1
RACE AND ETHNICITY		
White alone (%)	45.2	65.4
African American alone (%)	5.5	6.1
American Indian or Alaska Native alone (%), 5yr	0.6	0.5
Asian alone (%)	18.2	17.0
Native Hawaiian and Other Pacific Islander alone (%), 5yr	0.4	0.4
Two or More Races (%)	17.8	5.6
Hispanic or Latino (%)	30.3	30.3
White alone, not Hispanic or Latino (%)	39.7	42.6
HOUSING		
Housing units (#)	565,401.0	556,735.0
Owner-occupied housing units (%)	46.9	46.5
Median value of owner-occupied housing units (\$)	905,300.0	658,400.0
Median selected monthly owner costs-with a mortgage (\$)	2,912.0	2,696.0
Median selected monthly owner costs-without a mortgage (\$)	777.0	625.0
Median gross rent (\$)	2,128.0	1,806.0
FAMILIES AND LIVING ARRANGEMENTS		
Households (#)	528,530.0	512,530.0
Persons per household (#)	2.5	2.7
Living in same house 1 year ago, % of persons age 1+	85.0	84.7
EDUCATION		
High school graduate or higher, % of persons age 25+	90.8	89.5
Bachelor's degree or higher, % of persons age 25+	51.2	47.4
HEALTH		
With a disability, under age 65 years (#)	78,849.0	65,334.0
Persons without health insurance, under age 65 years (%)	5.2	7.6
LABOR FORCE		
In civilian labor force, persons age 16+ (%)	68.0	68.5
In civilian labor force, women age 16+ (%)	62.6	62.9
Employed, persons age 16+ (%)	59.8	60.7
Self employed (%)	9.8	10.7
TRANSPORTATION		
Mean travel time to work, workers age 16+ (Mins.)	19.4	24.6
Drive alone in private vehicle (%)	66.8	77.4
Using public transportation (%)	4.7	6.2
Worked from home (%)	22.1	8.5

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				
San Diego	1,368,395	-0.32	-3.73	-3.25
County and Broader Regions				
San Diego County	3,269,755	-0.17	-1.85	-1.90
Southern California	21,794,548	-0.41	-2.24	-2.84
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	Southern California	California
San Diego County	3,275.4	3,269.8	-0.17	-0.41	-0.35
San Diego	1,372.8	1,368.4	-0.32		
Chula Vista	274.1	274.8	0.26		
Oceanside	171.8	171.1	-0.41		
Escondido	150.1	149.8	-0.17		
Carlsbad	114.9	114.5	-0.28		
El Cajon	105.3	104.6	-0.61		
Vista	100.0	99.8	-0.14		
San Marcos	93.8	94.5	0.75		
Encinitas	61.3	61.1	-0.32		
National City	61.3	61.0	-0.54		
La Mesa	60.2	60.4	0.30		
Santee	58.7	59.2	0.88		
Poway	48.5	48.5	-0.04		
Lemon Grove	27.1	27.4	1.22		
Imperial Beach	26.0	25.9	-0.43		
Coronado	22.0	22.1	0.65		
Solana Beach	12.8	12.8	0.05		
Del Mar	3.9	3.9	0.00		

Source: CA DOF; Calculations by National Economic Education Delegation

Figure 1: Population Growth (1)

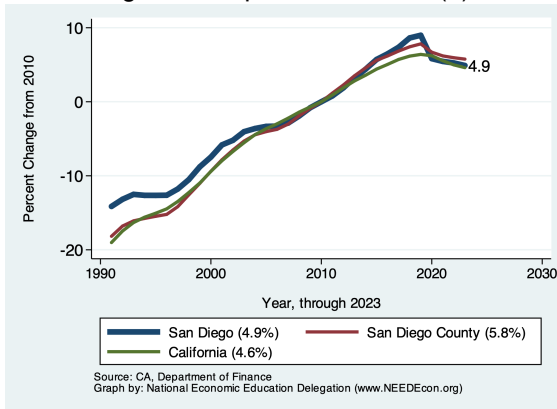


Figure 2: Population Growth (2)

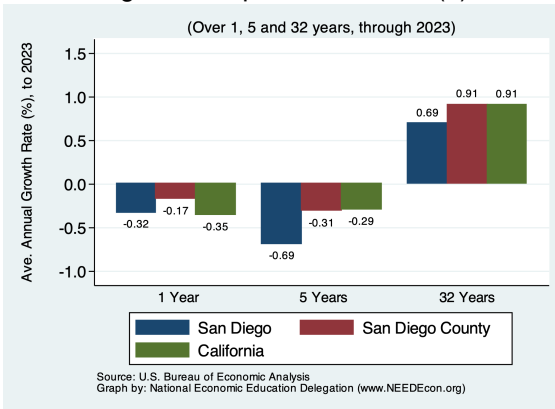


Figure 3: Population by Age - Detailed Age Categories

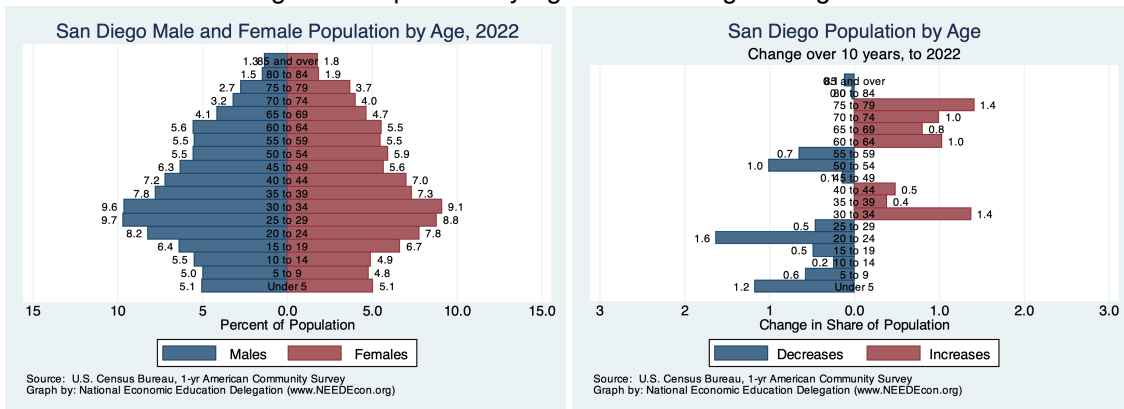


Figure 4: Population by Age - Broad Age Categories

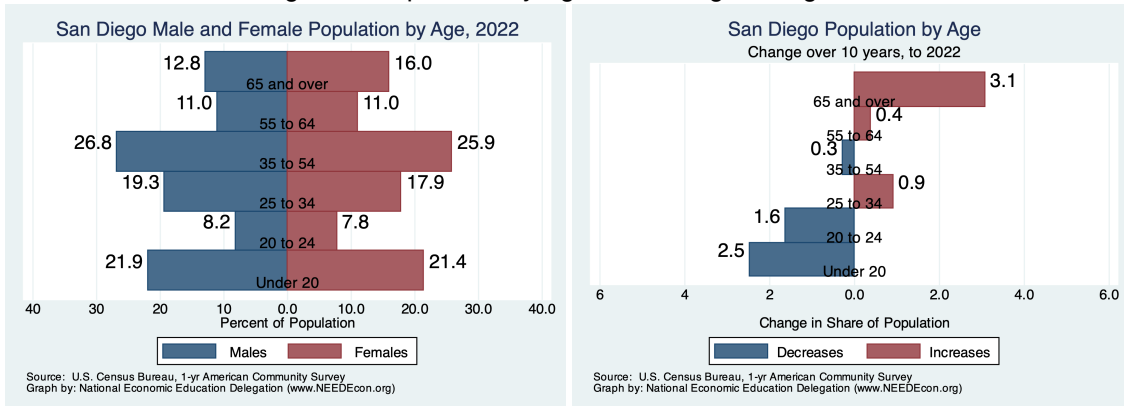


Figure 5: Population by Educational Attainment

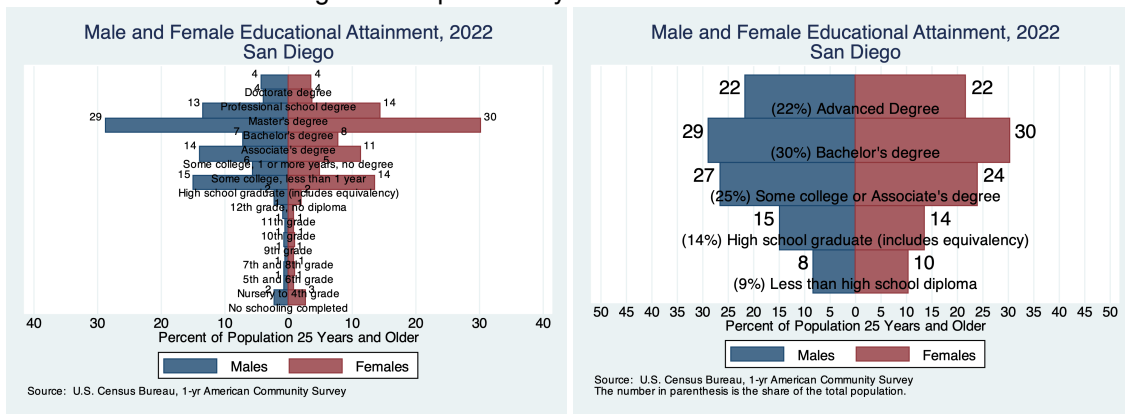


Figure 6: Population by Race/Ethnicity

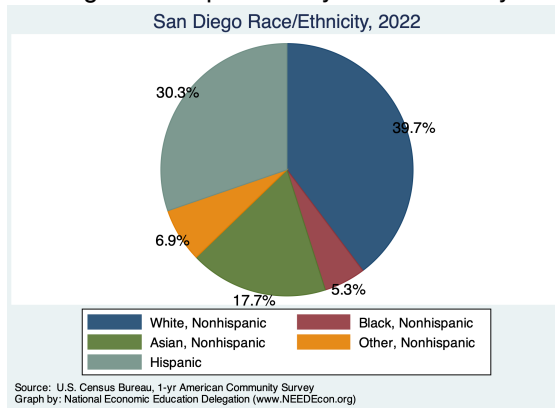
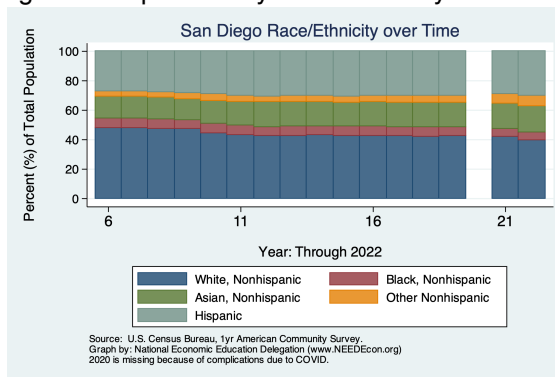


Figure 7: Population by Race/Ethnicity Over Time



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. San Diego 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

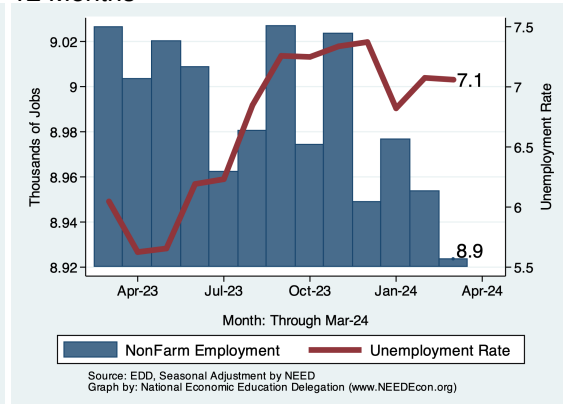


Figure 10: Relative Employment Growth Across Regions - since 2010

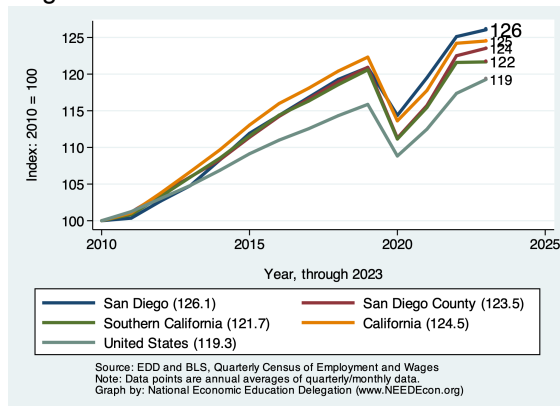
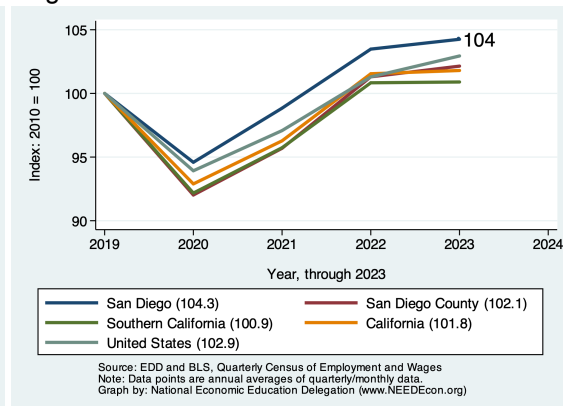


Figure 11: Relative Employment Growth Across Regions - since 2019



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

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

Industry	Employment	Share	Empl Growth	% Growth - Annualized Rate					
				Month	Qtr	6mo	1yr	3yr	5yr
Total Nonfarm	1,562,672	100.0	1,044.9	0.8	0.9	1.2	0.9	3.8	0.9
Total Private	1,307,241	83.7	578.9	0.5	0.5	1.1	0.6	3.9	1.0
Goods Producing	204,267	13.1	1,175.9	7.2	-2.9	-1.1	-0.1	1.3	0.7
Mining, Logging and Construction	91,648	5.9	1,376.4	19.9	0.5	1.4	3.2	3.5	1.9
Mining and Logging	400	0.0	0.0	0.0	0.0	0.0	33.3	11.1	6.7
Construction	91,237	5.8	1,280.2	18.5	0.4	1.5	3.0	3.5	1.8
Manufacturing	112,600	7.2	-248.4	-2.6	-5.1	-3.3	-2.7	-0.4	-0.3
Durable Goods	82,107	5.3	-140.2	-2.0	-5.7	-3.7	-2.6	-0.9	-0.7
Non-Durable Goods	30,572	2.0	-20.8	-0.8	-3.1	-1.5	-2.9	1.1	1.1
Service Providing	1,358,608	86.9	598.0	0.5	1.7	1.5	1.1	4.2	0.9
Trade, Trans & Utilities	222,862	14.3	734.9	4.0	-0.3	-0.1	-0.1	1.1	-0.1
Wholesale Trade	42,238	2.7	45.1	1.3	-4.8	-3.8	-3.1	0.7	-0.9
Retail Trade	139,705	8.9	392.1	3.4	0.8	0.9	0.6	0.4	-0.9
Trans & Warehousing	34,755	2.2	140.0	5.0	-0.2	-1.6	0.1	3.6	3.9
Utilities	6,113	0.4	26.9	5.4	0.7	3.3	5.2	8.2	6.6
Information	21,190	1.4	186.3	11.2	-1.9	-4.6	-4.5	-0.6	-2.0
Financial Activities	71,664	4.6	-13.6	-0.2	-1.4	-0.7	-2.6	-1.7	-1.1
Finance & Insurance	41,316	2.6	8.0	0.2	-2.8	-2.4	-4.4	-3.9	-2.0
Real Estate & Rental & Leasing	30,356	1.9	47.6	1.9	2.1	1.9	-0.1	2.2	0.4
Professional & Business Svcs	269,563	17.3	-1,232.7	-5.3	-2.3	-1.9	-3.8	1.3	1.3
Prof, Sci, & Tech	153,258	9.8	-819.0	-6.2	-3.9	-2.7	-4.2	1.3	1.3
Admin & Support Svcs	90,260	5.8	-413.4	-5.3	0.3	0.7	-3.4	2.7	2.4
Employment Svcs	35,707	2.3	44.4	1.5	1.7	-2.6	-8.4	1.8	4.9
Educational & Health Svcs	253,835	16.2	1,047.7	5.1	7.1	6.0	6.5	6.1	3.6
Education Svcs	30,035	1.9	69.4	2.8	1.5	5.1	5.2	6.5	0.2
Health Care & Social Assistance	223,627	14.3	936.5	5.2	8.0	5.9	6.7	6.1	4.2
Leisure & Hospitality	205,387	13.1	-186.7	-1.1	0.3	2.6	2.8	14.9	0.4
Arts, Entertainment & Recreation	32,811	2.1	8.9	0.3	5.7	13.0	9.4	26.7	1.4
Accommodation & Food Svcs	173,029	11.1	-278.3	-1.9	0.1	1.5	1.5	13.2	0.2
Other Svcs	58,049	3.7	19.8	0.4	2.2	0.4	2.5	10.2	0.7
Government	255,691	16.4	522.3	2.5	3.6	2.8	2.5	3.2	0.4
Federal	47,317	3.0	136.1	3.5	2.2	2.4	-0.0	-0.4	-0.1
State	59,492	3.8	116.8	2.4	2.8	2.3	4.3	7.3	3.0
Local	149,100	9.5	276.0	2.2	5.6	3.3	2.6	3.0	-0.2
County	21,763	1.4	154.6	8.9	12.9	7.4	6.8	1.3	1.7
City	19,757	1.3	75.0	4.7	0.2	2.3	1.6	1.6	0.6
Local Government Education	79,213	5.1	144.5	2.2	2.1	0.9	1.8	4.6	-0.4

Source: EDD, National Economic Education Delegation (NEED)

Some Employee Detail

Employed in San Diego

Figure 12: Employment by Occupation

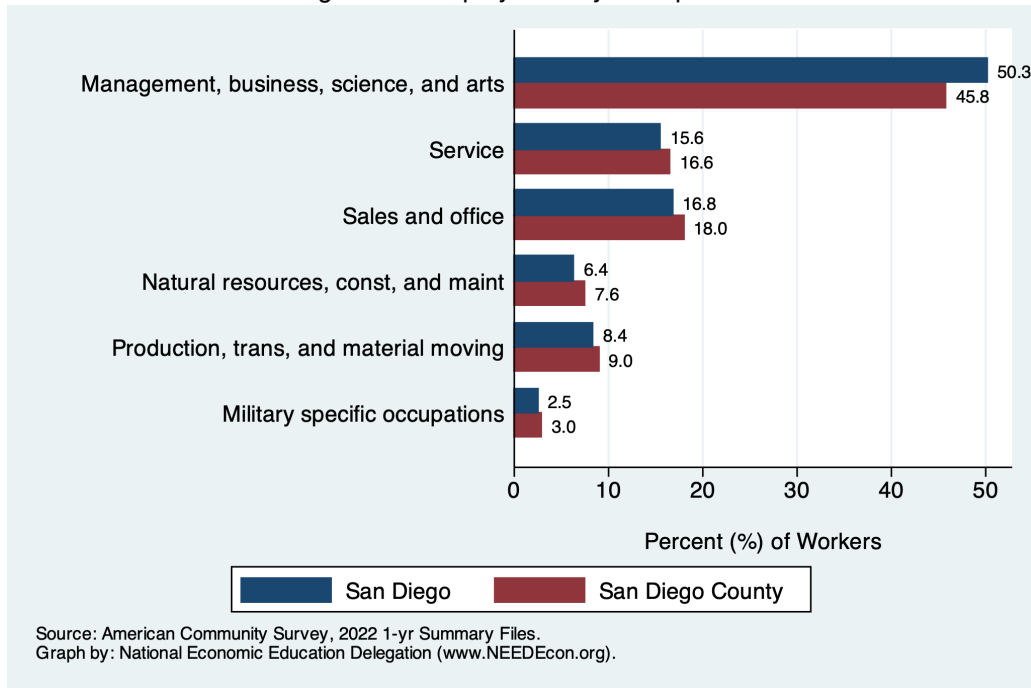


Figure 13: Employment by Industry

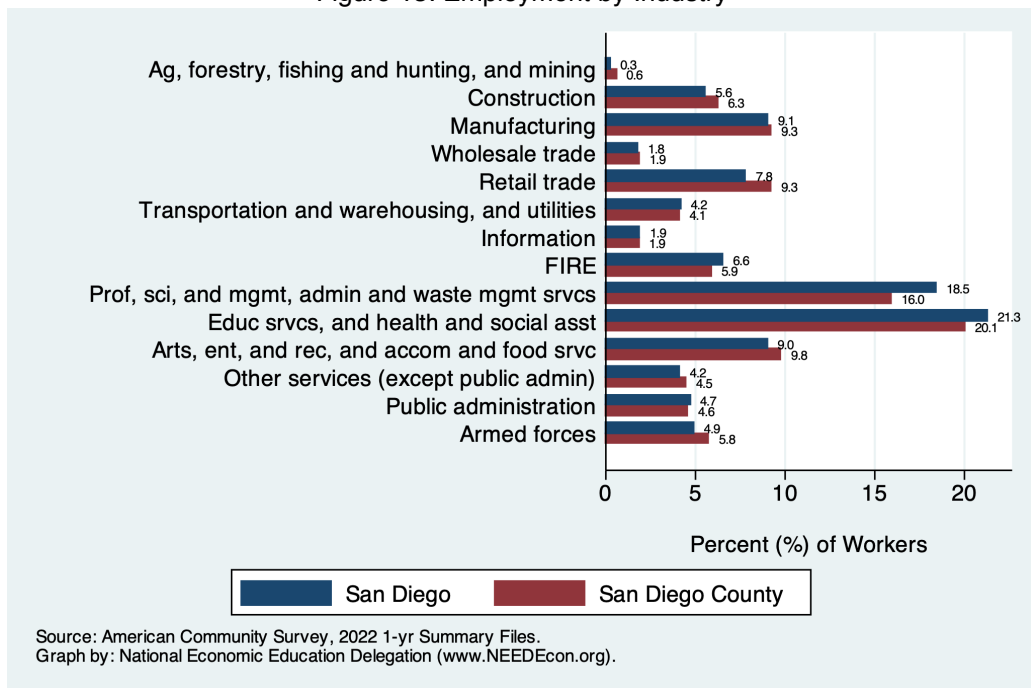


Figure 14: Language Spoken at Home

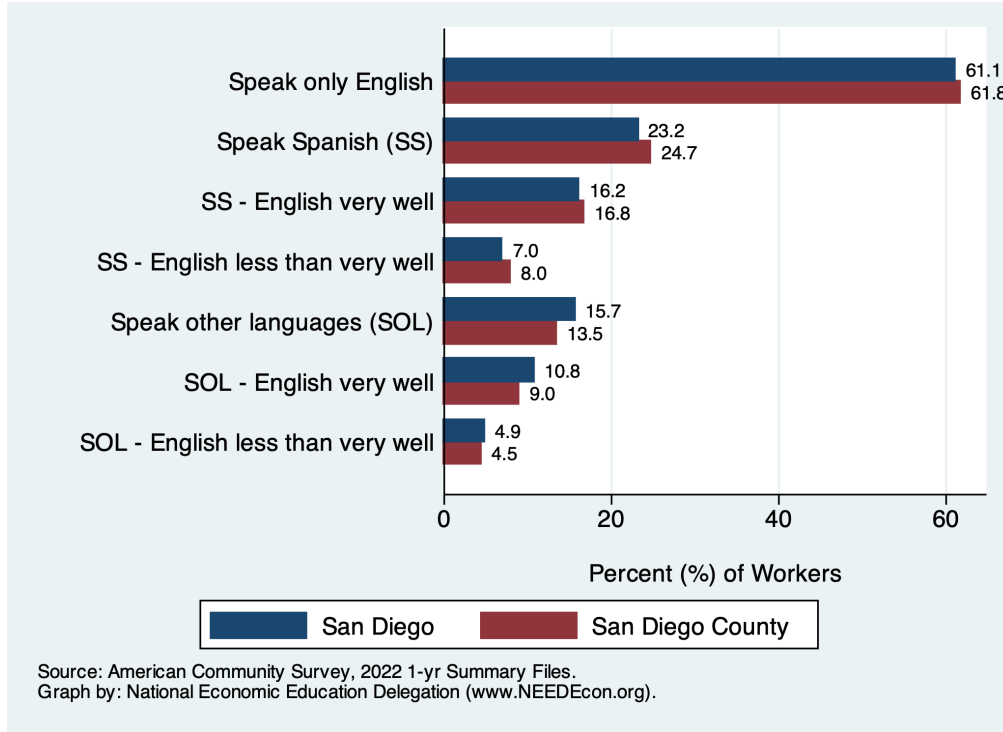
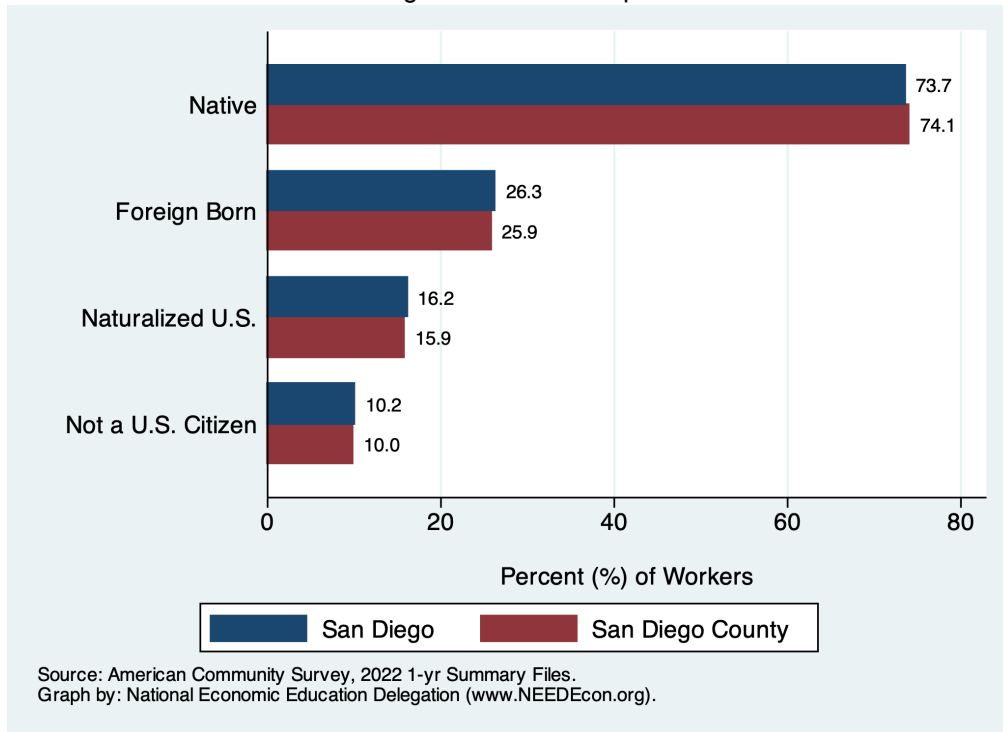


Figure 15: Citizenship



Employed Residents of San Diego

Figure 16: Employment by Occupation

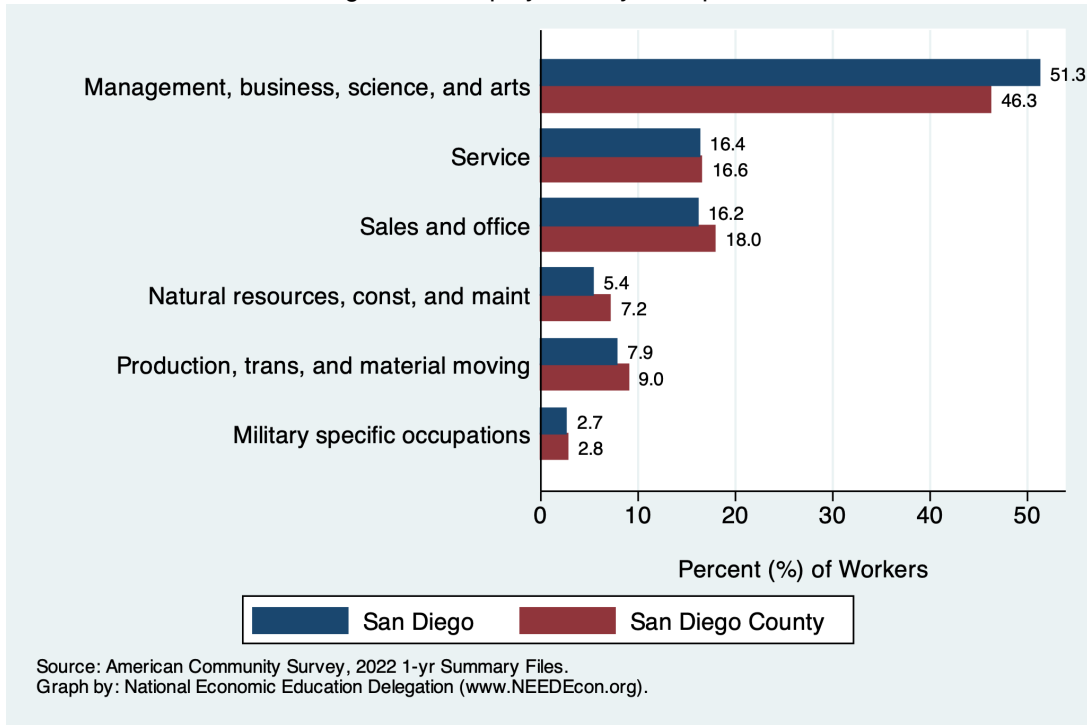


Figure 17: Employment by Industry

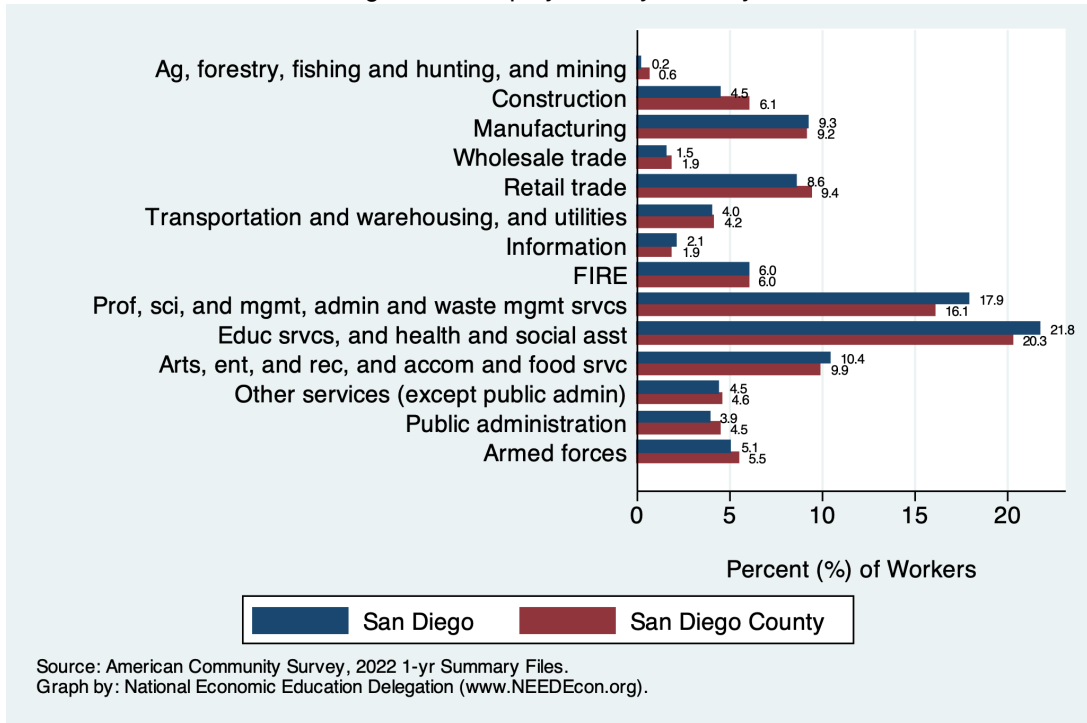


Figure 18: Language Spoken at Home

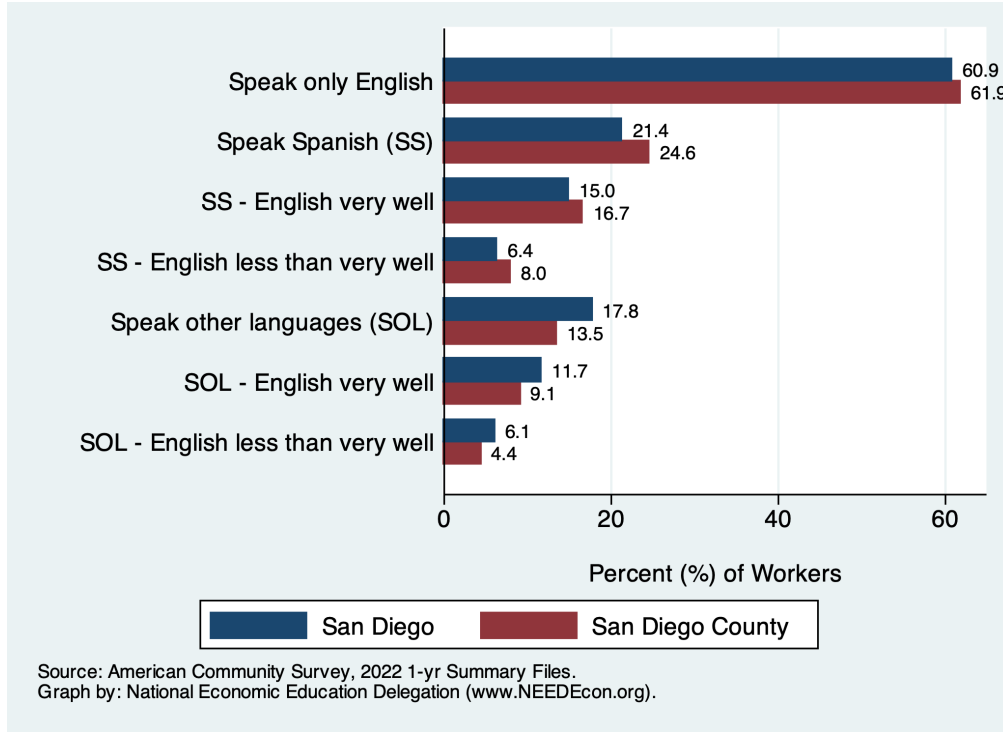
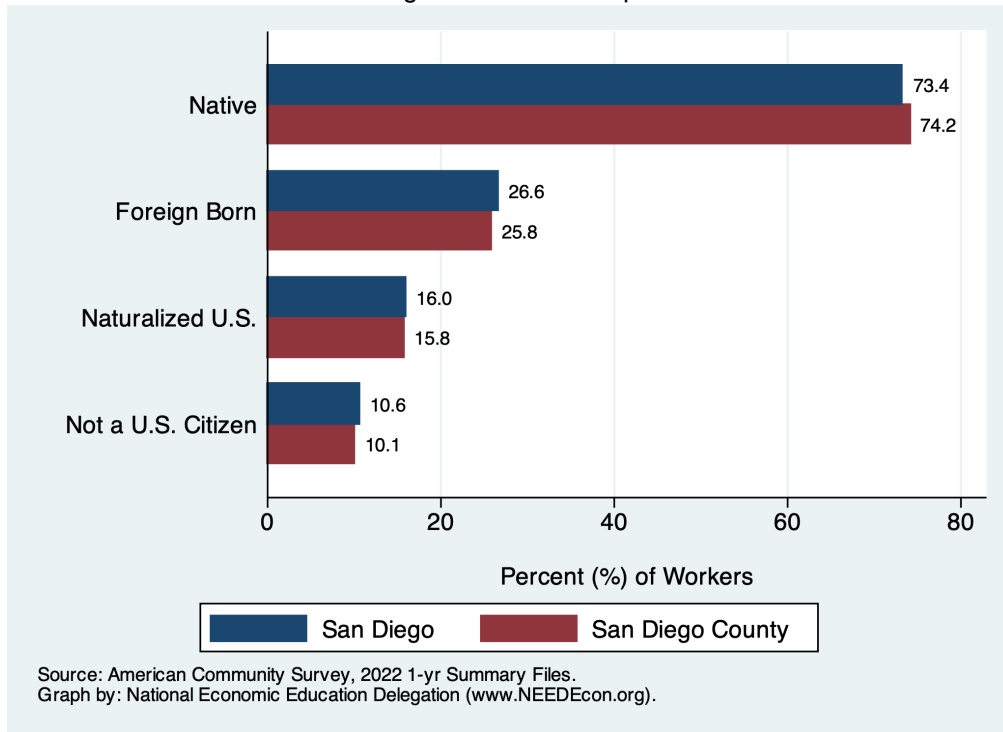


Figure 19: Citizenship



Employed Residents vs Workers in San Diego

Figure 20: Employment by Occupation

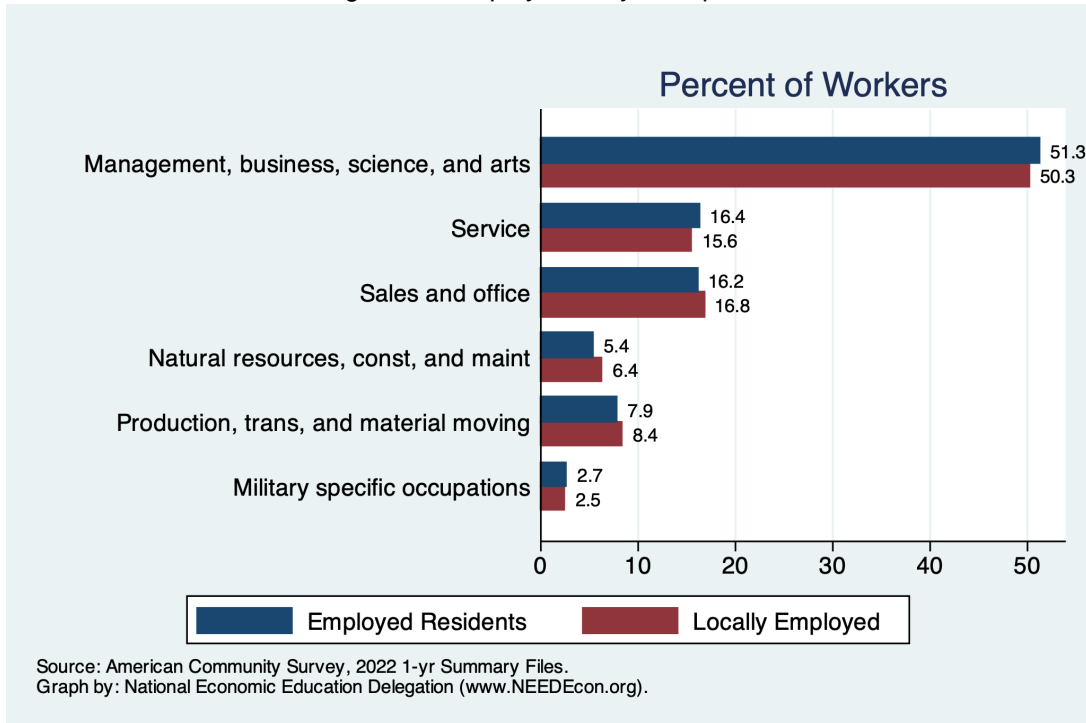


Figure 21: Employment by Industry

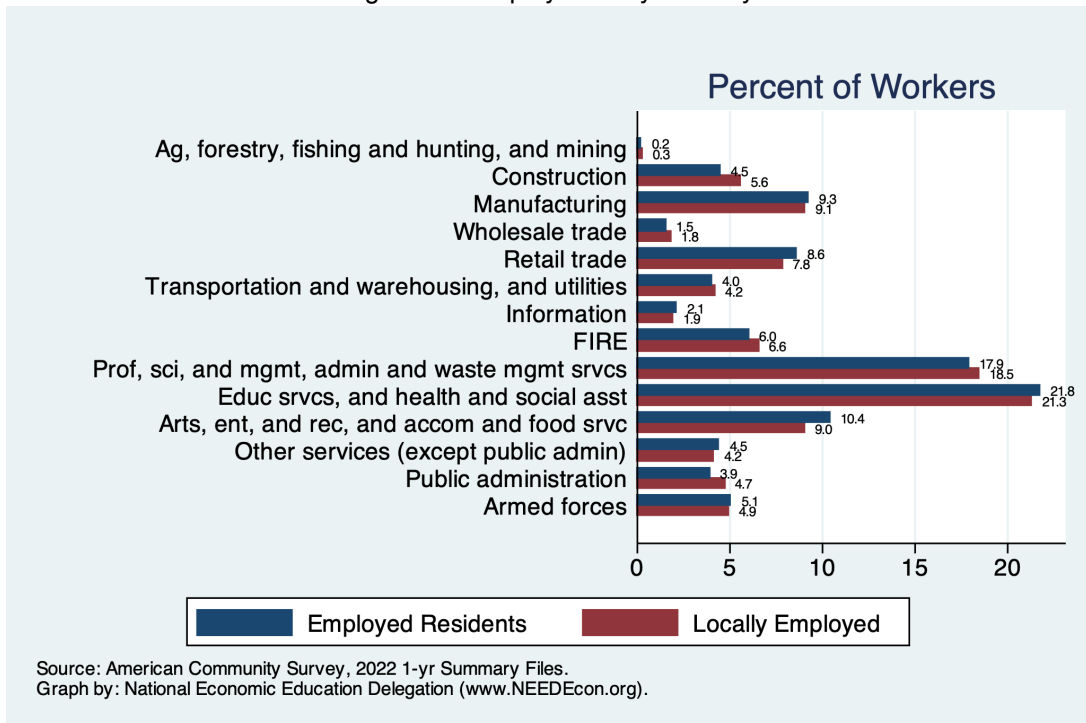


Figure 22: Language Spoken at Home

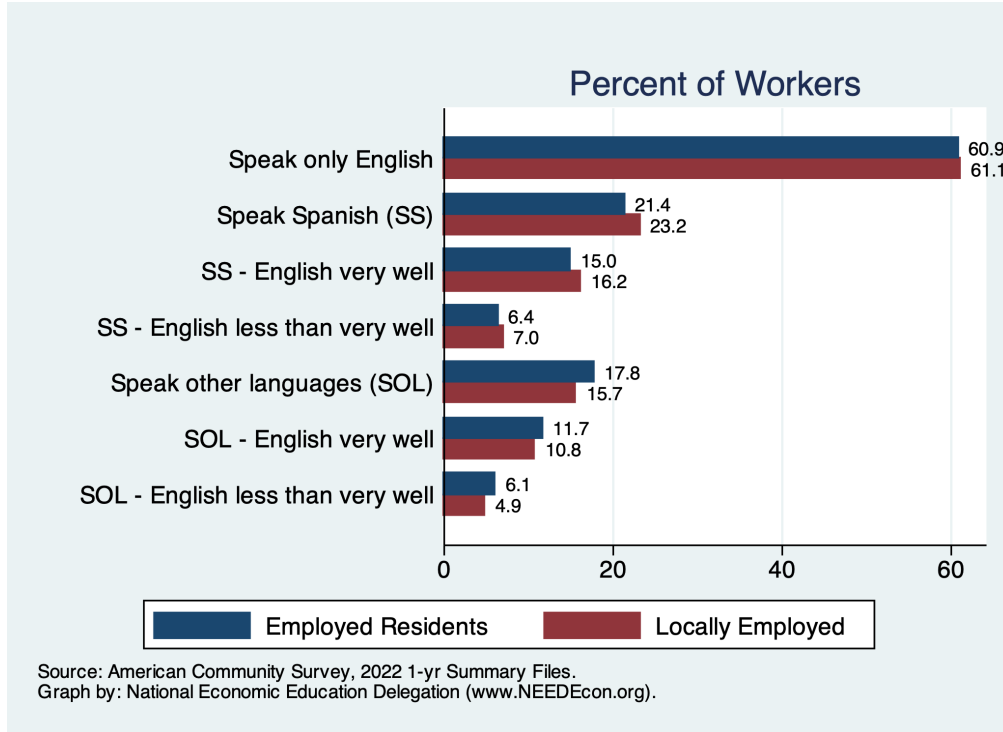
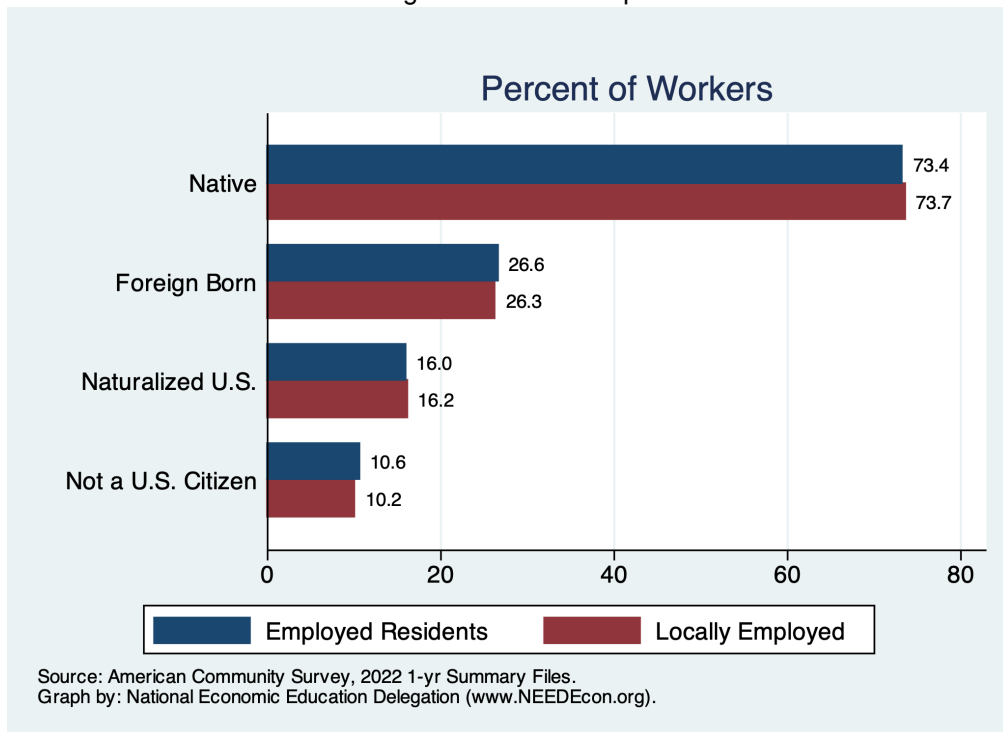


Figure 23: Citizenship



Income and Earnings

Per Capita Income Growth

Definition:

Per capita income is the average income per person in San Diego. 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

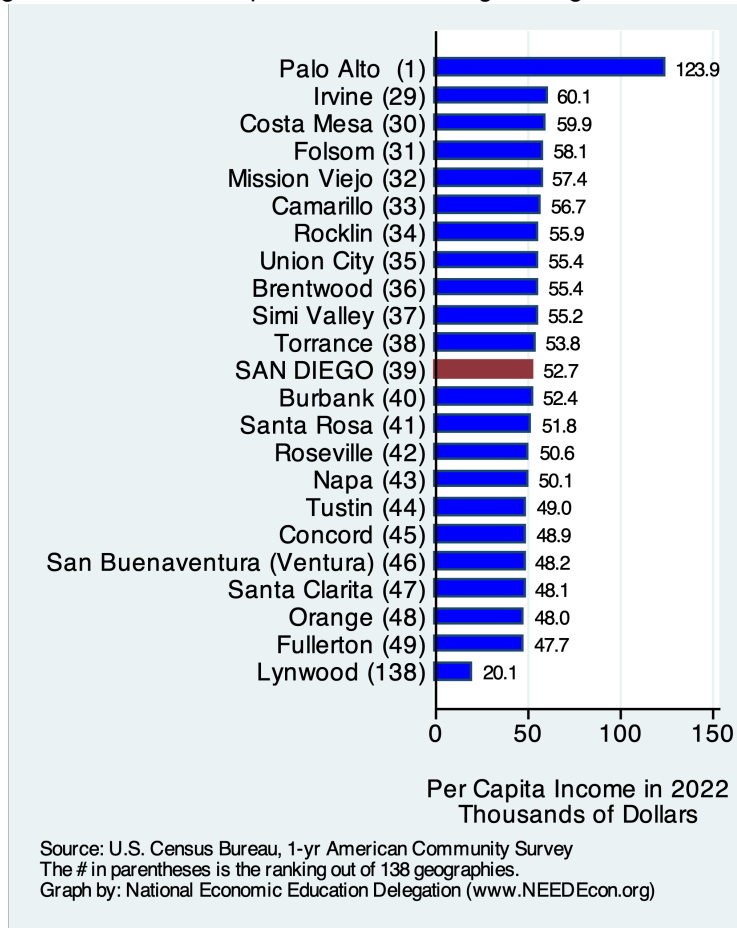
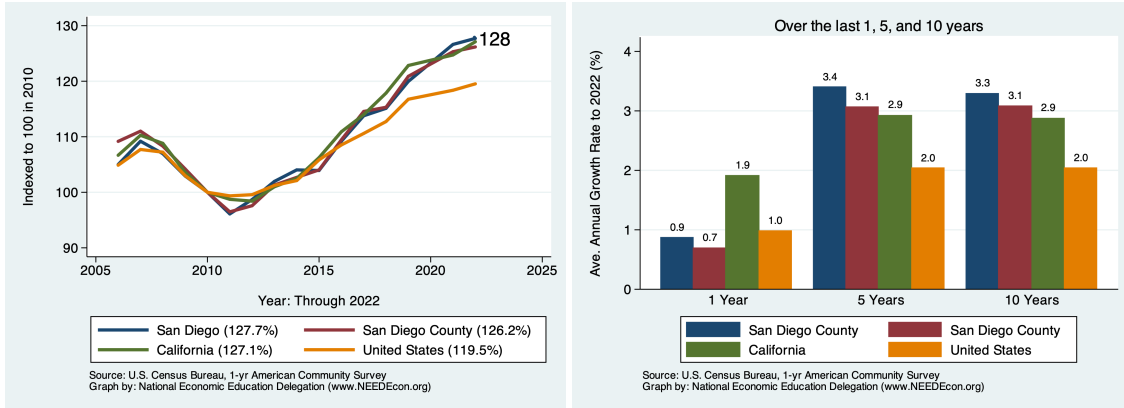


Figure 25: Regional Comparison of Growth over Time



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

Figure 26: Income Levels

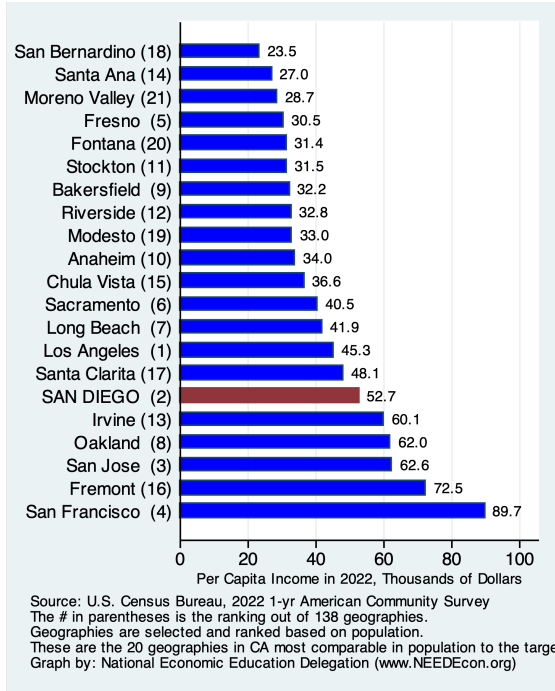
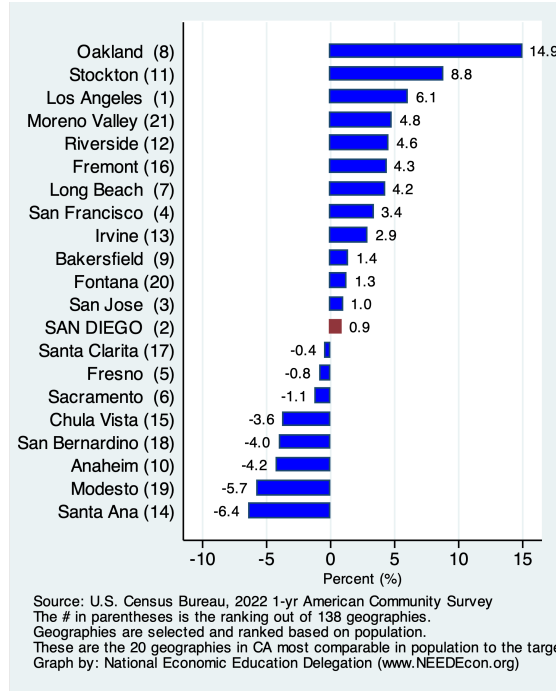


Figure 27: Growth over Time



Real Per Capita Income Ranking Among Cities in San Diego County

Figure 28: Income Levels

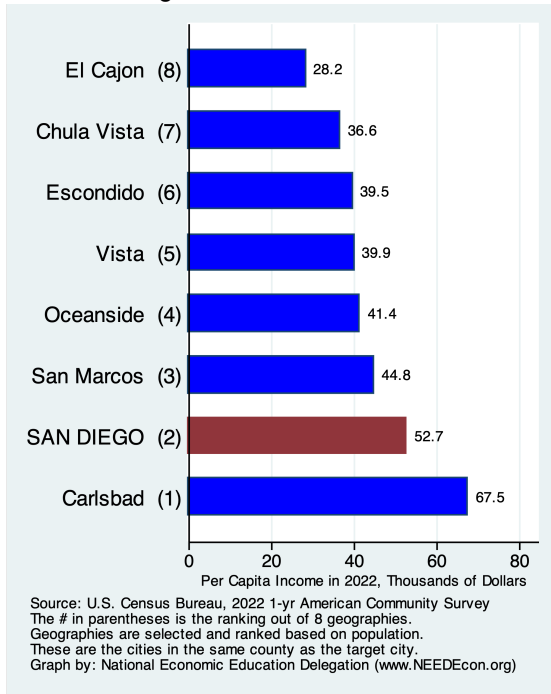


Figure 29: Growth over Time

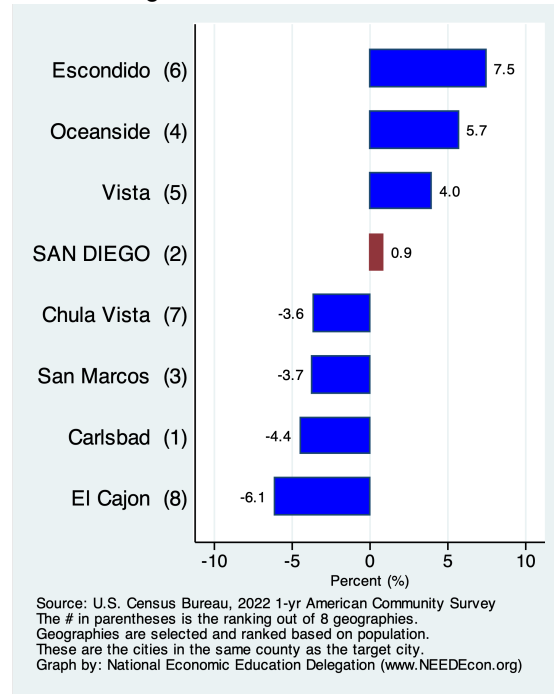
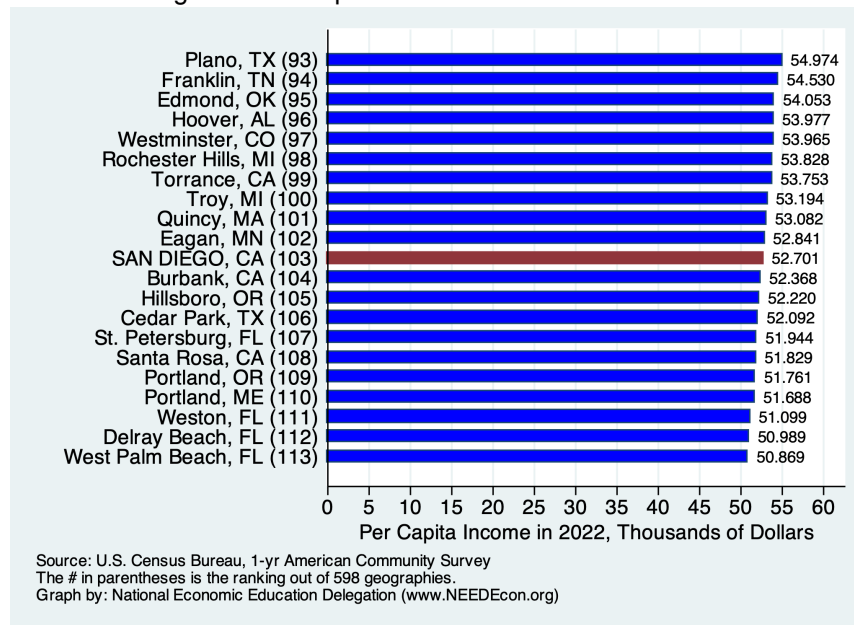


Figure 30: Comparison with All Cities Nationwide



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.

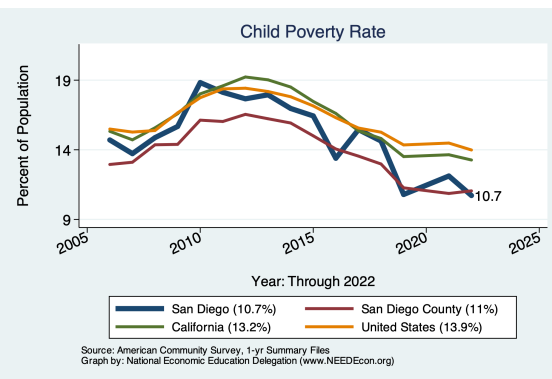
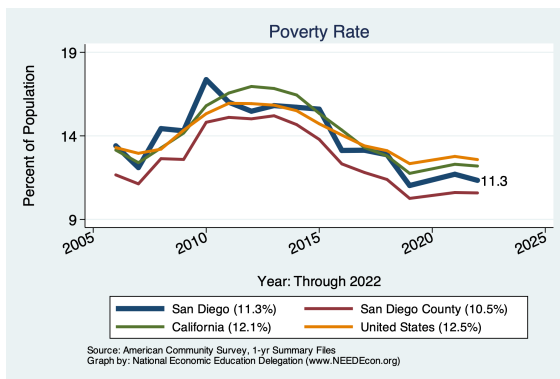


Figure 31: Inequality

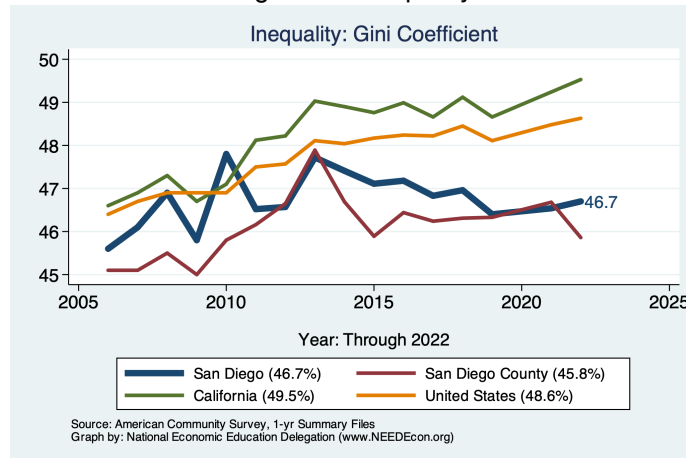


Figure 32: Shares Across the Income Distribution

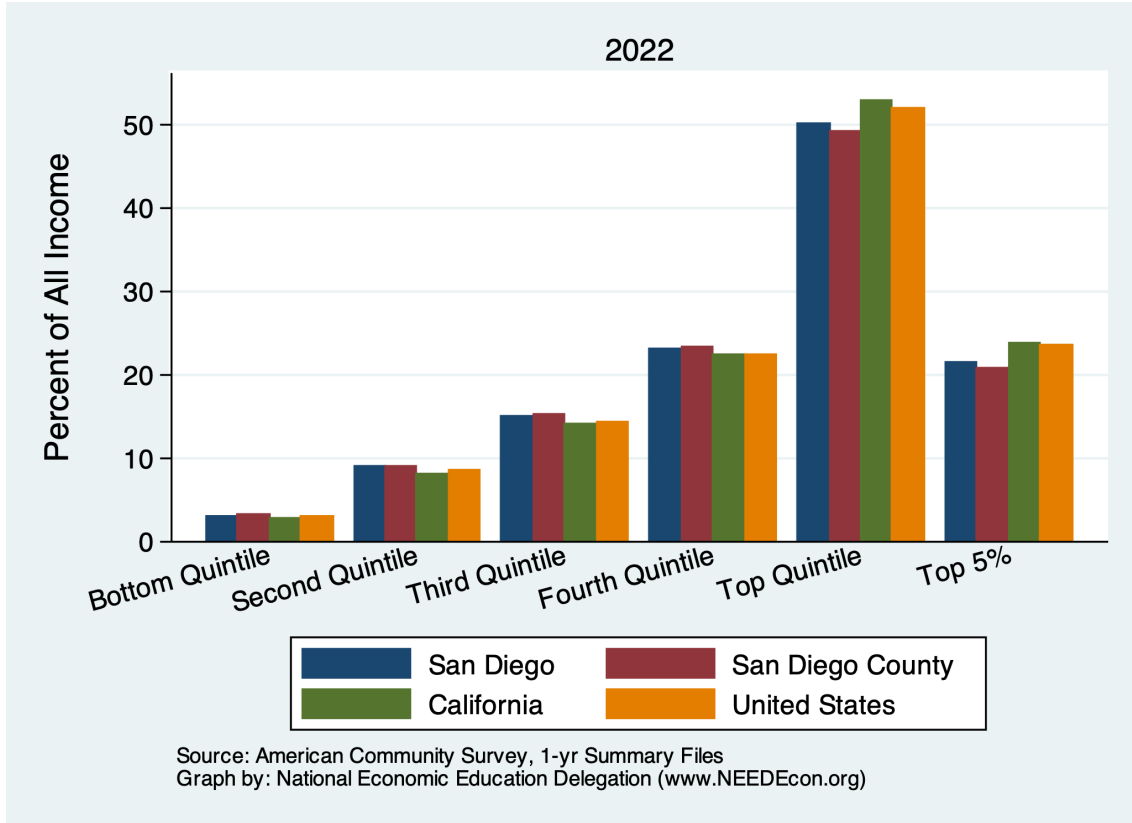
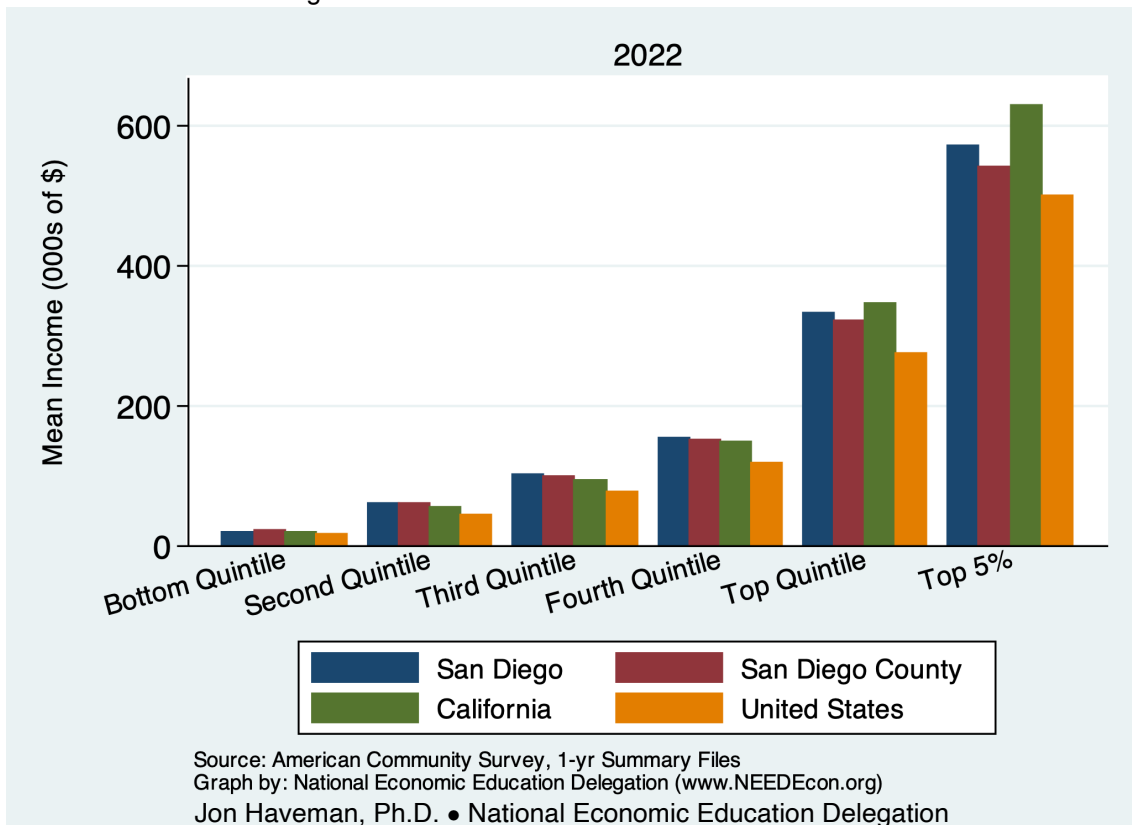


Figure 33: Means Across the Income Distribution



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 San Diego and Broader Regions

Figure 34: Median Home Prices

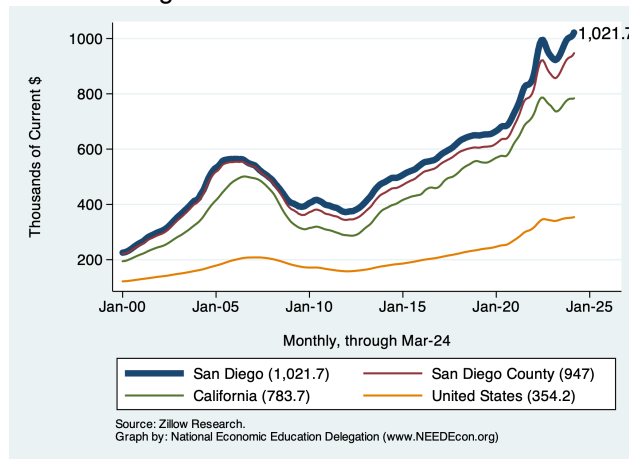
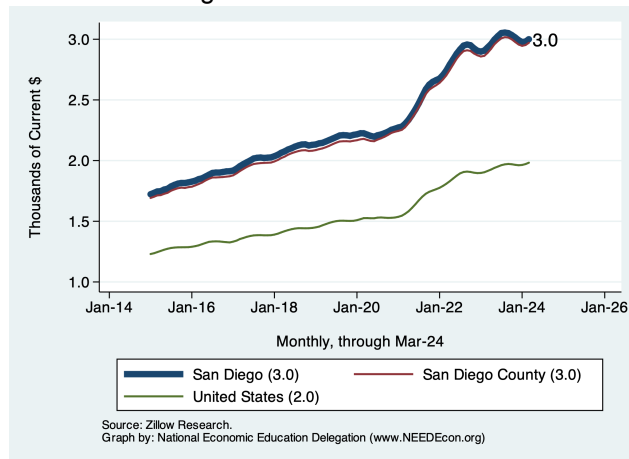


Figure 35: Median Rents



Housing Ownership in San Diego and Broader Regions

Figure 36: Home Ownership Rates

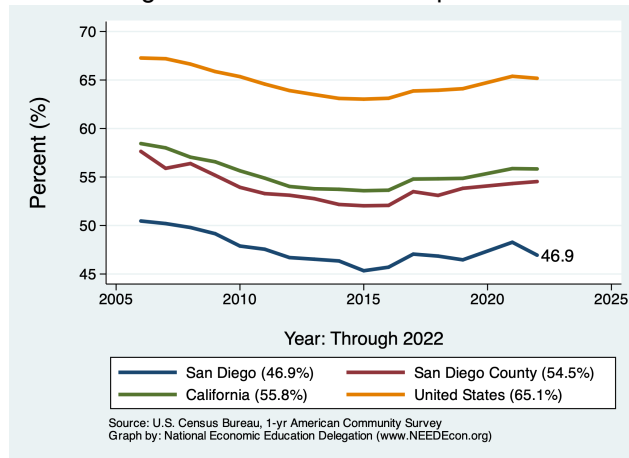


Figure 37: Home Ownership by Age

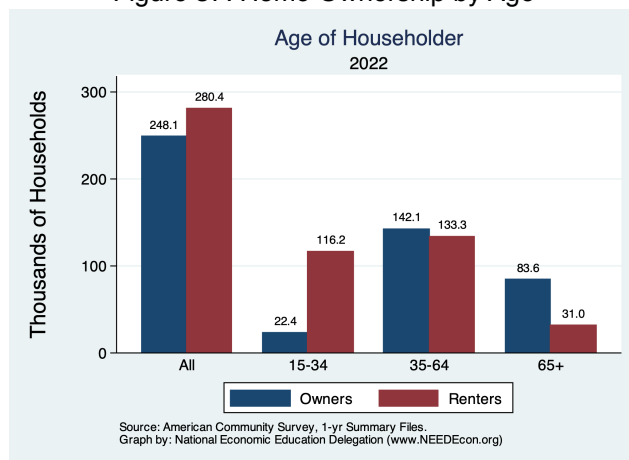


Figure 38: Income by Tenure

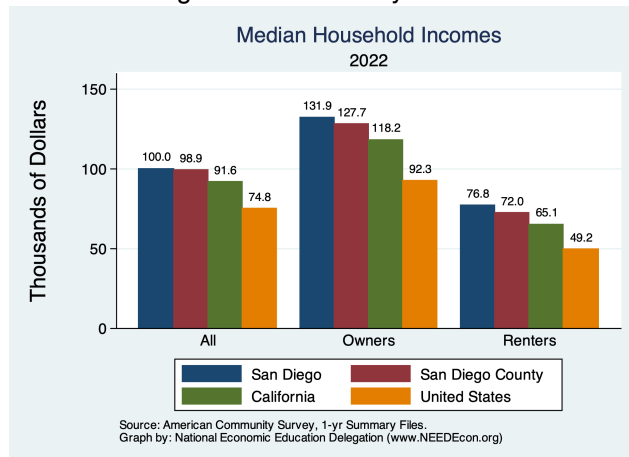


Figure 39: Income Distribution by Tenure

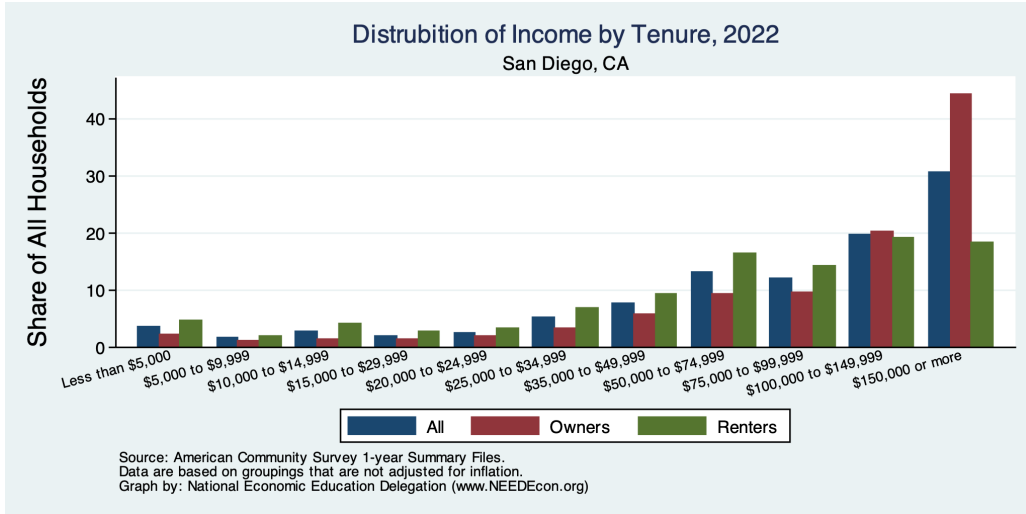


Figure 40: Income Distribution of Home Owners

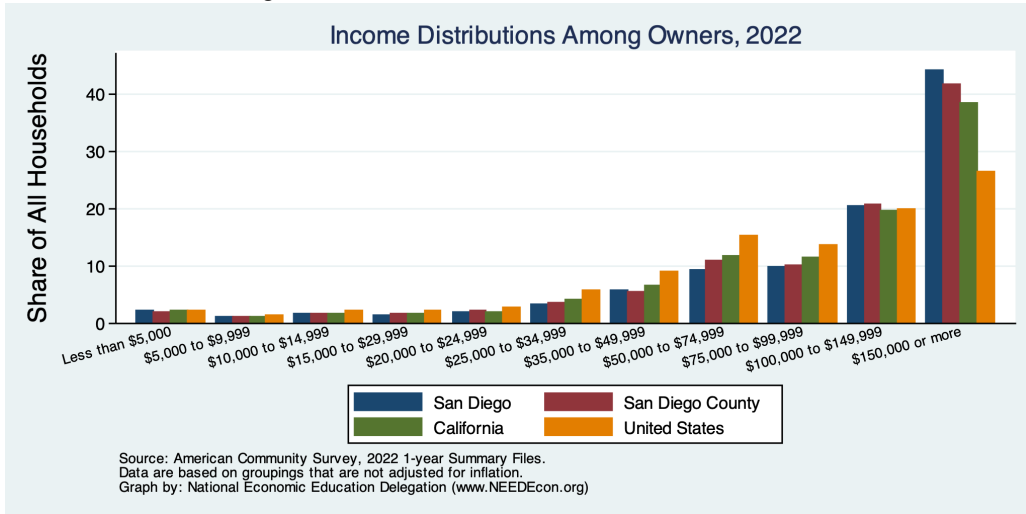
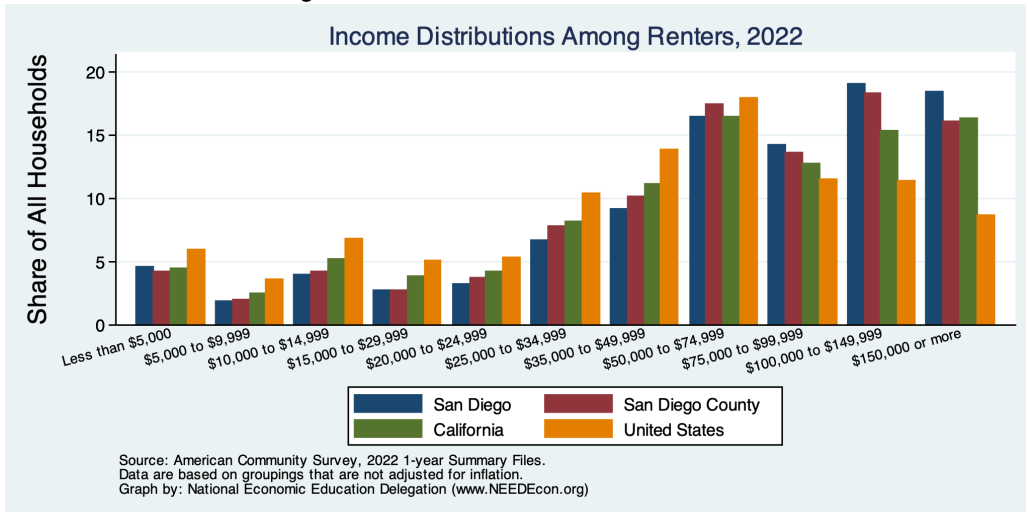


Figure 41: Income Distribution of Renters



Housing Burden in San Diego and Broader Regions

Figure 42: Home Owners w/ A Mortgage

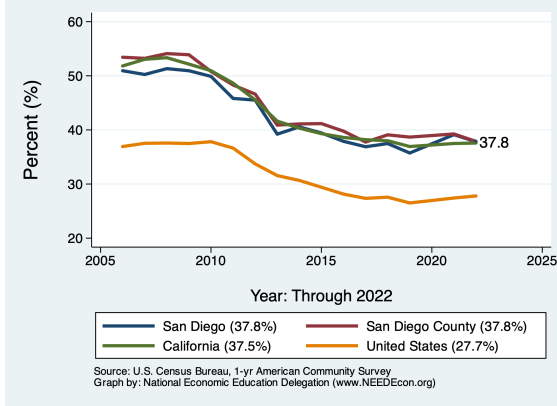


Figure 43: Home Owners w/o A Mortgage

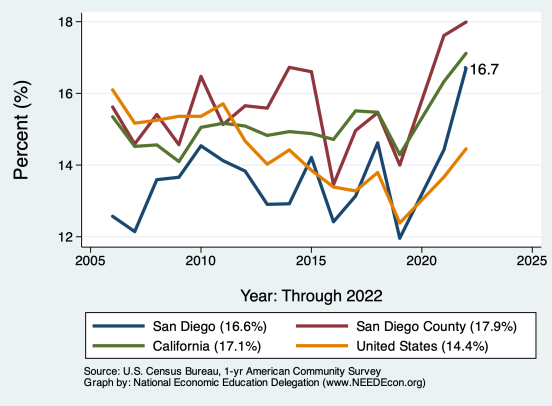


Figure 44: Renters

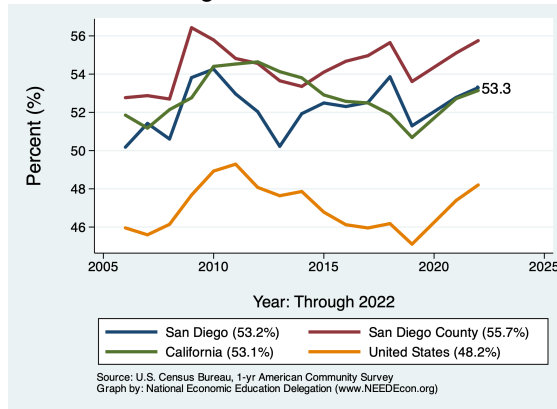
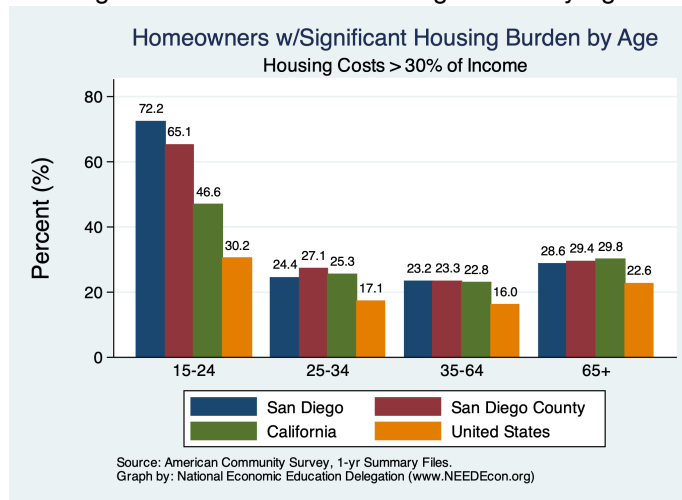


Figure 45: Homeowner Housing Burden by Age



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	1,368,395.0	1,428,600.0	1,301,617.0	-4.2	5.1
Total # of Homes	565,822.0	545,645.0	515,275.0	3.7	9.8
# Occupied Units	531,259.0	519,145.0	482,340.0	2.3	10.1
Persons per Household	2.5	2.6	2.6	-6.9	-5.3
Vacancy Rate (%)	6.1	4.9	6.4	25.8	-4.4

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

Figure 46: Housing Growth

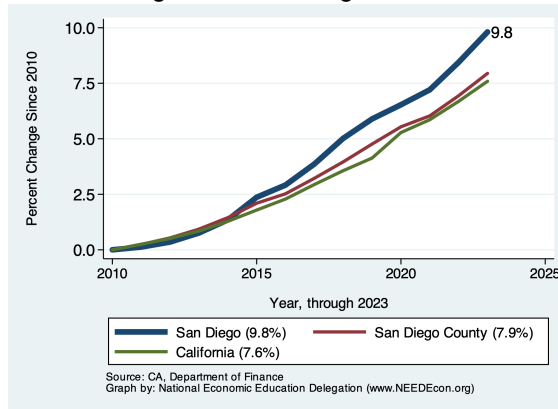


Figure 47: Persons per Household

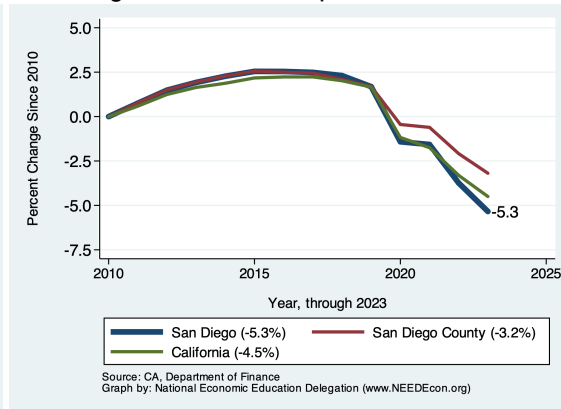


Figure 48: Vacancy Rates

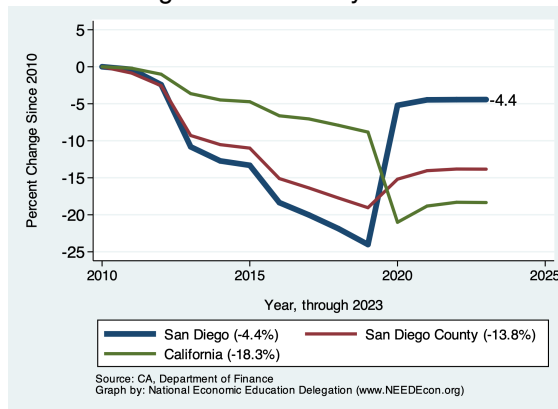
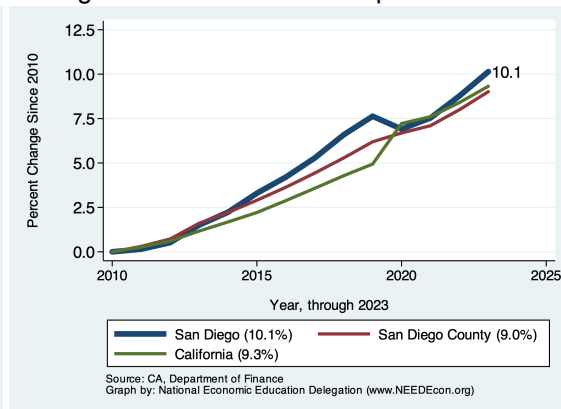


Figure 49: Number of Occupanied Units



Trends in the Growth of Housing by Housing Type

Figure 50: Single Detached Homes

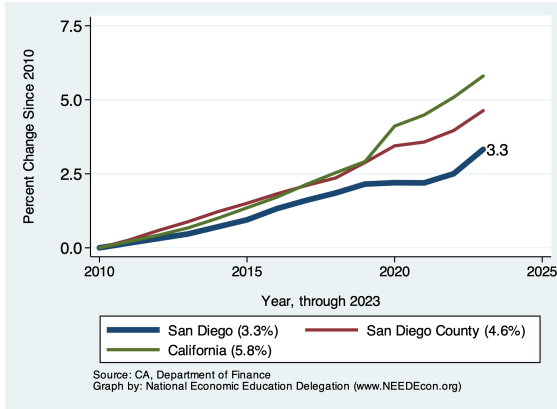


Figure 51: Single Attached Homes

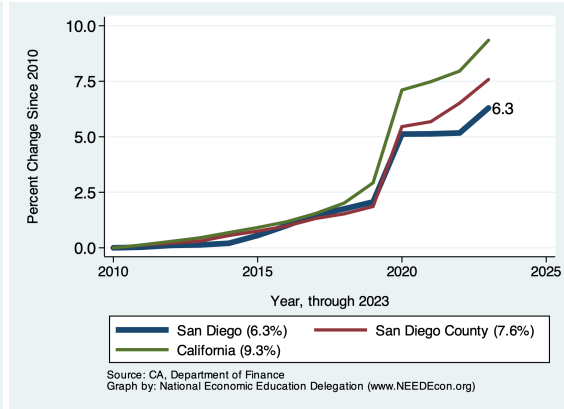


Figure 52: Housing in Buildings with Two to Four Units

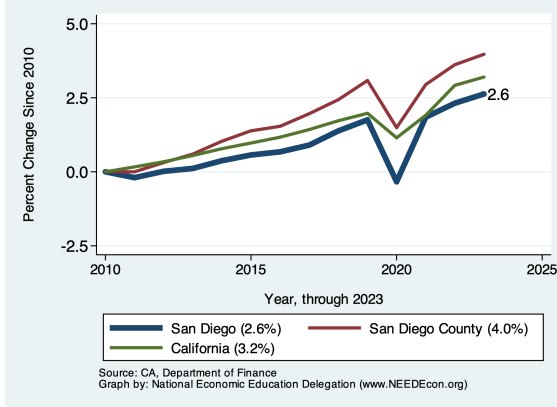
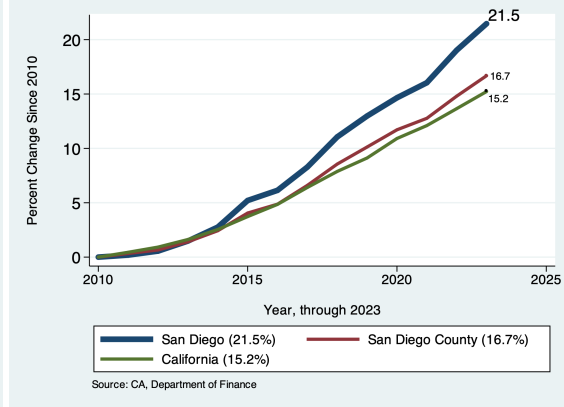


Figure 53: Housing in Buildings with Five or More Units



Vintage of Residential Housing

Why is it important?

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

housing 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

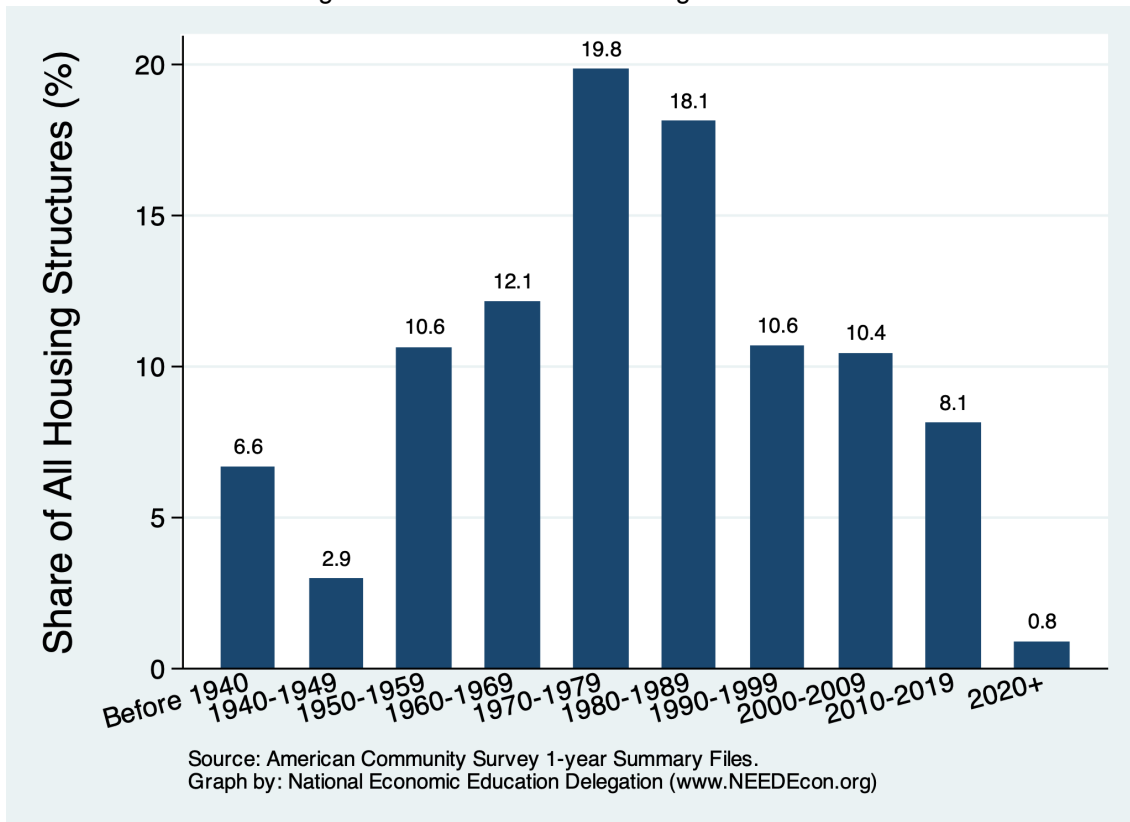


Figure 55: Housing Vintage across Regions

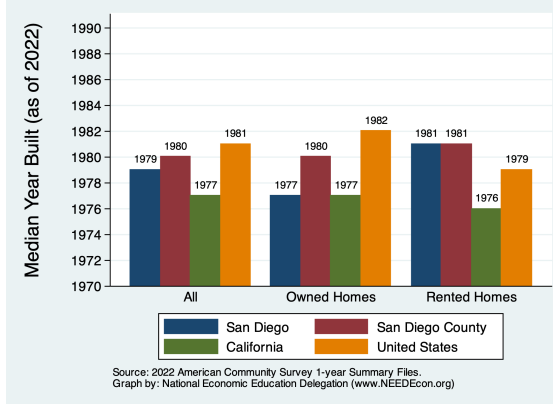


Figure 56: Housing Vintage by Tenure

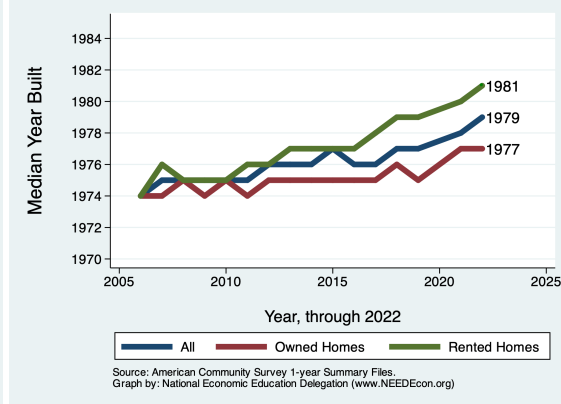


Figure 57: Vintage of Owned Residences

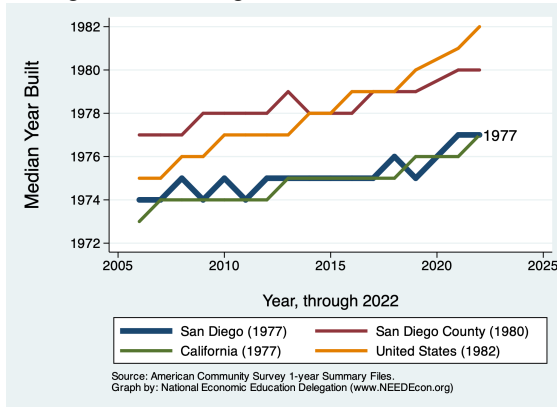


Figure 58: Vintage of Rented Residences

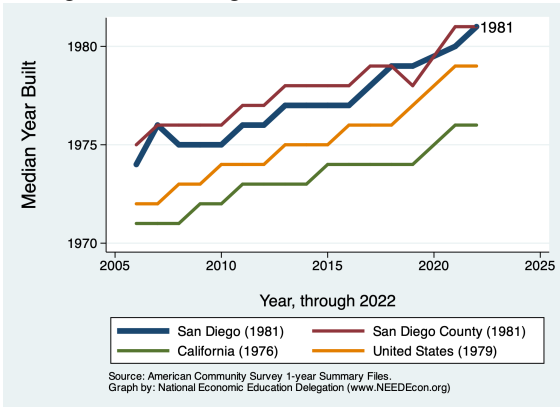
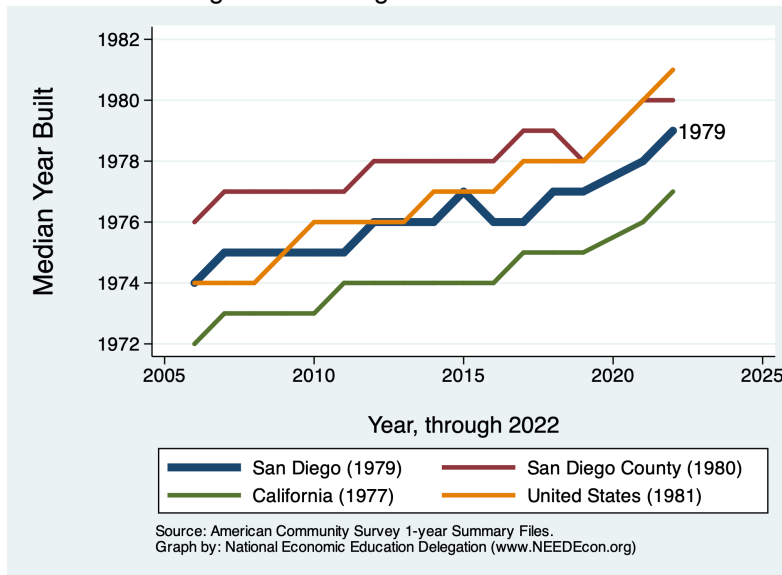


Figure 59: Vintage of All Residences



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

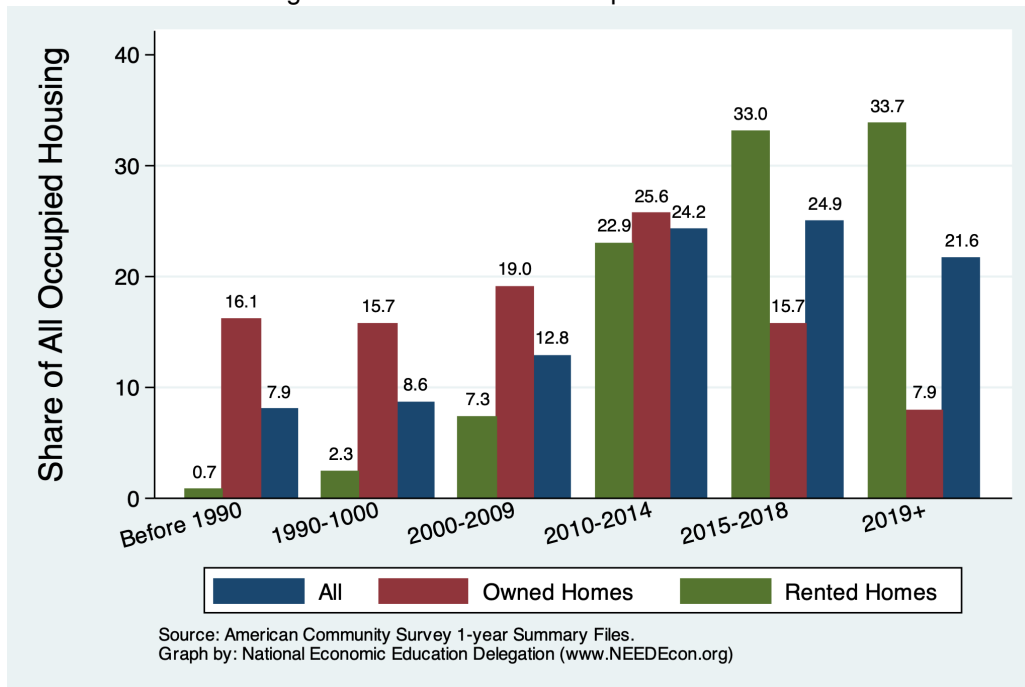


Figure 61: Year Occupied by Current Residents across Regions

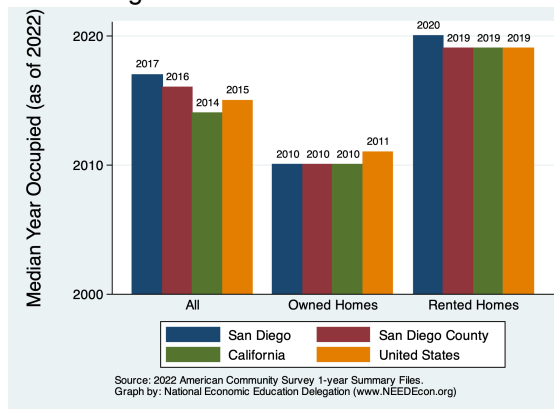


Figure 62: Year Occupied by Current Residents by Tenure

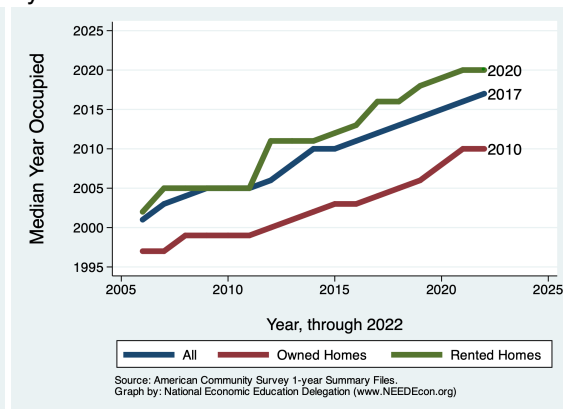


Figure 63: Year Occupied by Current Residents for Owned Housing

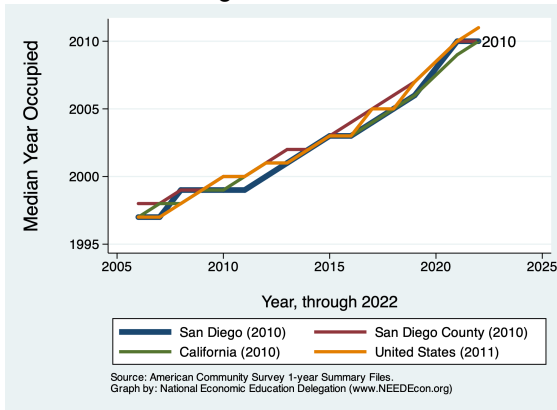


Figure 64: Year Occupied by Current Residents for Rented Housing

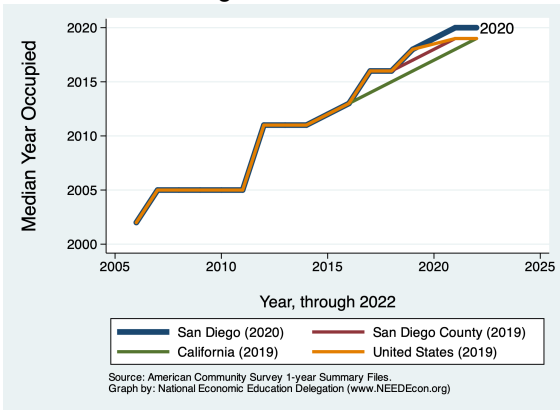
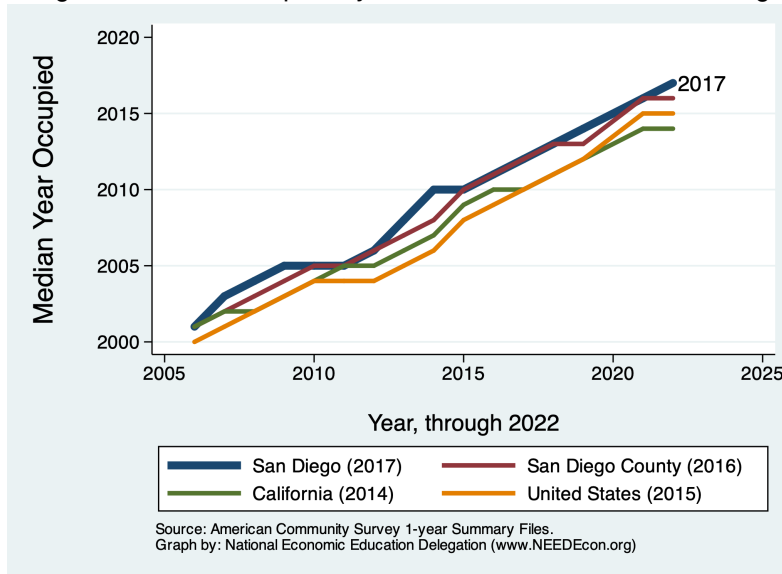


Figure 65: Year Occupied by Current Residents for All Housing



Residential Permitting

Definition:

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

San Diego - Ranking Among Comparables

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

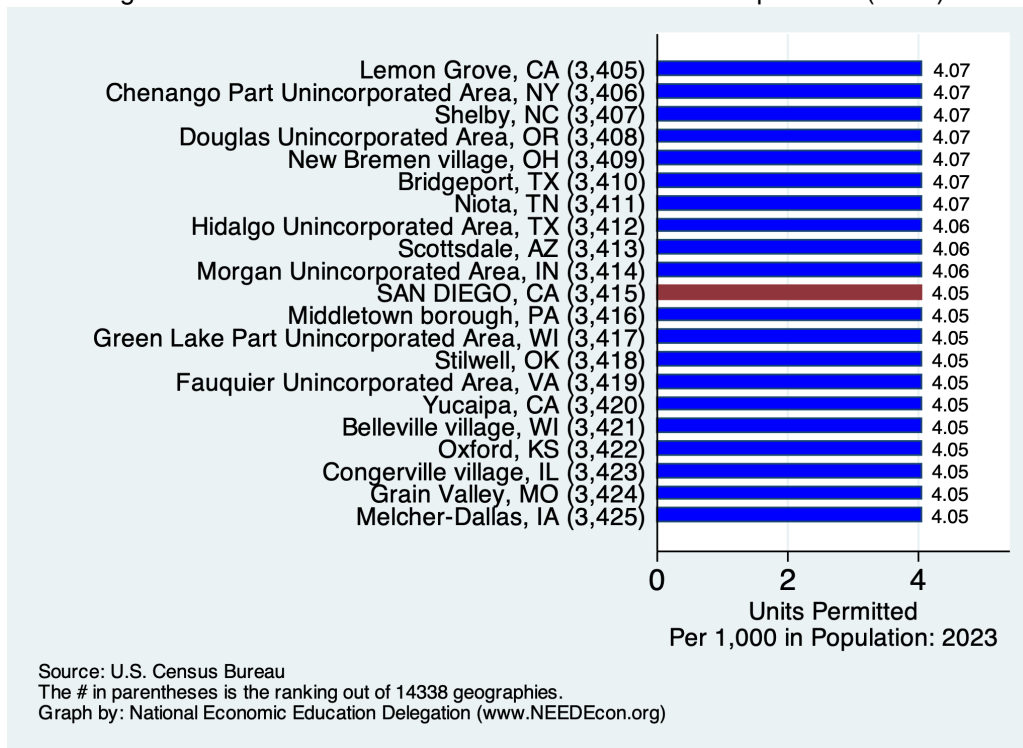
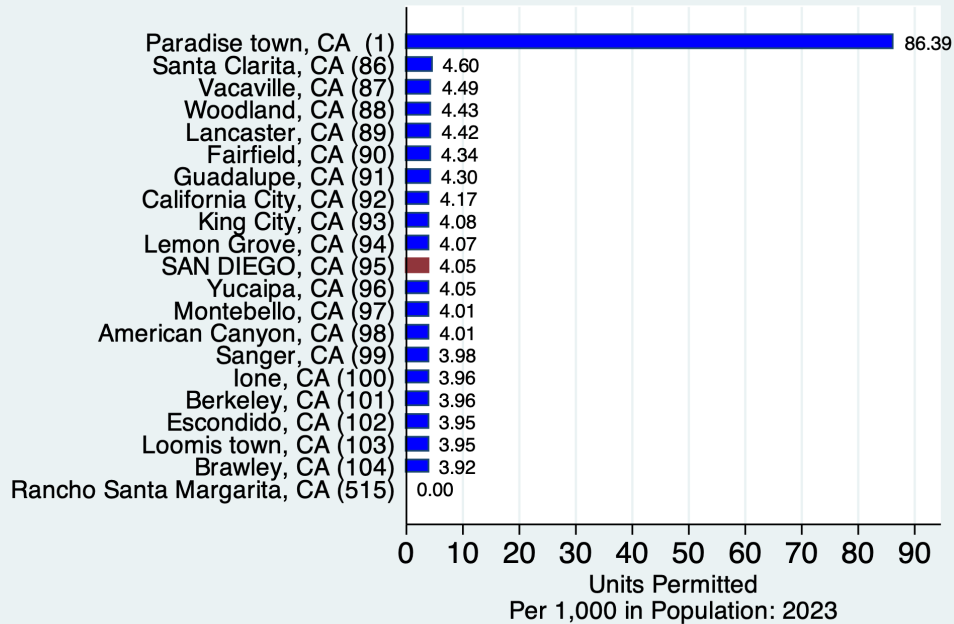
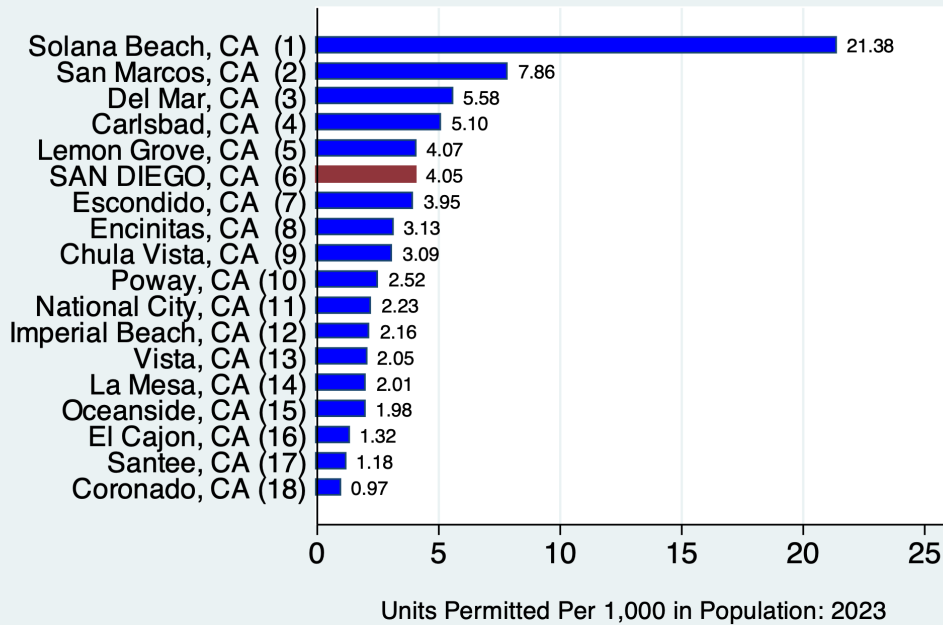


Figure 67: Number of Units Permitted - California Comparables (Rank)



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 Diego County (Rank)



Source: U.S. Census Bureau,
 The # in parentheses is the ranking out of 18 geographies.
 Graph by: National Economic Education Delegation (www.NEEDecon.org)

San Diego - Permitting Activity

Annual Units Permitted - Per Capita in San Diego

Figure 69: Units Permitted Each Year

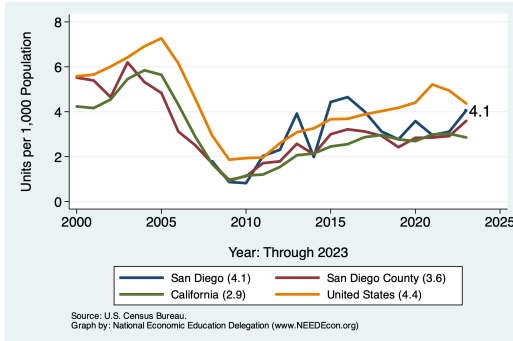
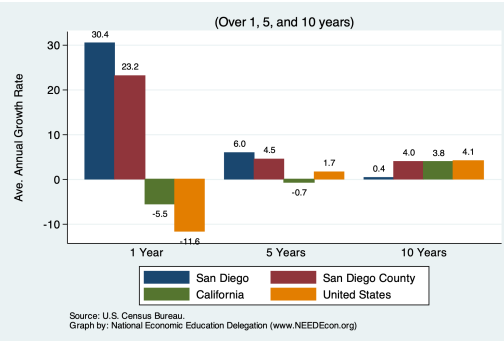


Figure 70: Average Annual Growth in Units Permitted



Annual Number of Buildings Permitted - Per Capita in San Diego

Figure 71: Units Permitted Each Year

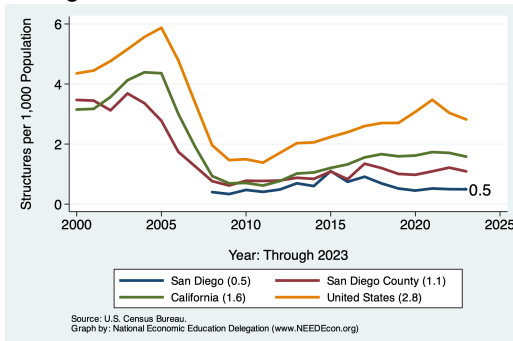
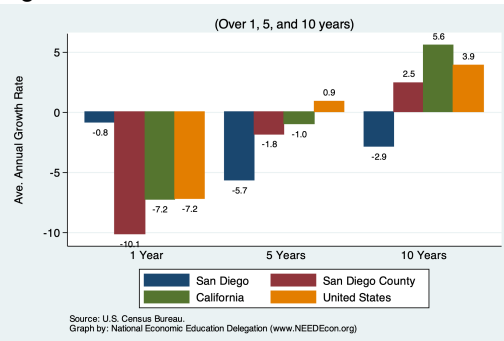


Figure 72: Average Annual Growth in Buildings Permitted



Annual Value of Property Permitted - Per Capita in San Diego

Figure 73: Value Permitted Each Year

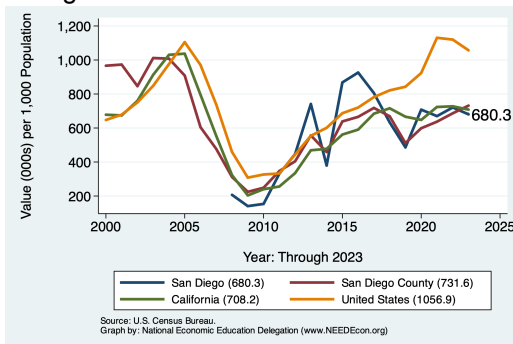
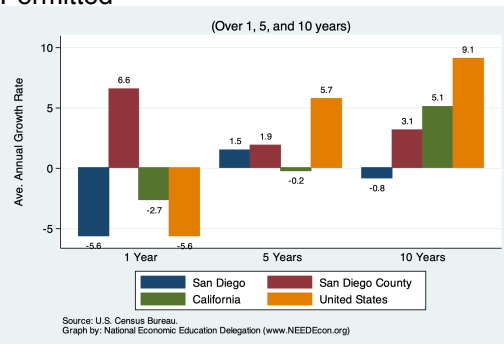


Figure 74: Average Annual Growth in Value Permitted



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

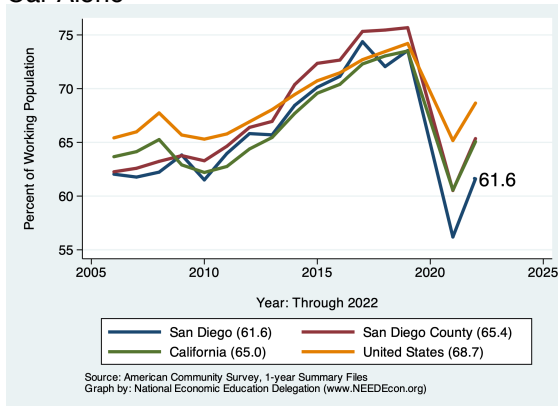


Figure 76: Percent of Workers Commuting by Carpool

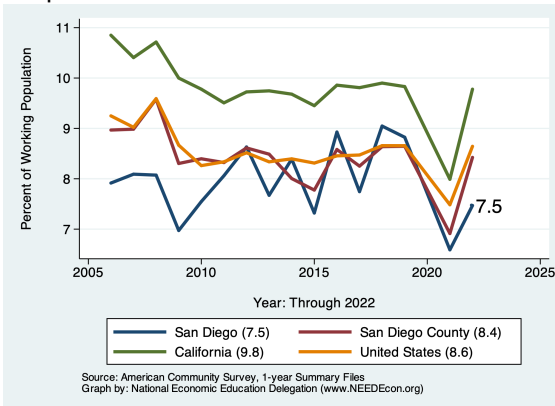


Figure 77: Percent of Workers using Public Transportation

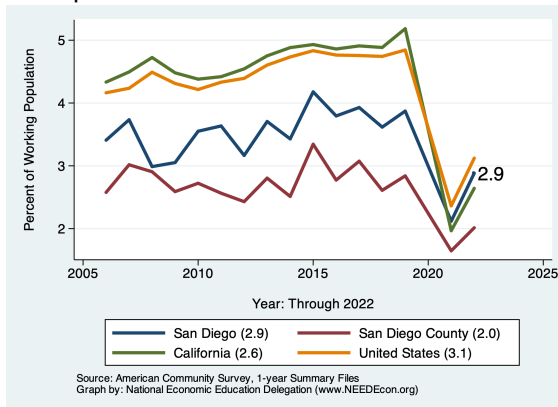
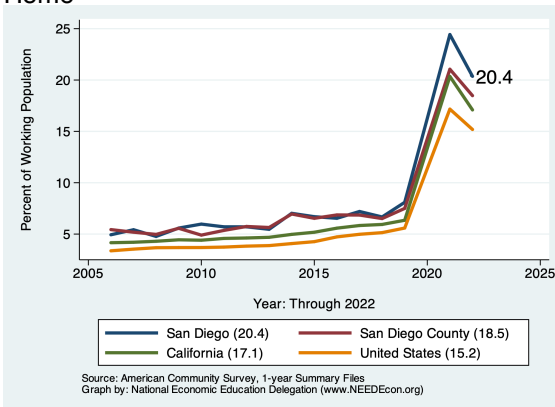


Figure 78: Percent of Workers Who Work From Home



The first table on this page presents data for those who LIVE in San Diego. The second provides data on those who work, but do not necessarily live in San Diego. 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:	290,180	71.0	228,454	66.8	518,634	69.1	75.3
Drove Alone	262,082	64.1	200,468	58.6	462,550	61.6	65.5
Carpooled:	28,098	6.9	27,986	8.2	56,084	7.5	9.8
In 2-person carpool	18,882	4.6	17,367	5.1	36,249	4.8	7.0
In 3-person carpool	4,633	1.1	5,110	1.5	9,743	1.3	1.7
In 4-or-more-person carpool	4,583	1.1	5,509	1.6	10,092	1.3	1.2
Public Transportation (excl Taxi):	10,925	2.7	10,720	3.1	21,645	2.9	2.7
Bus or Trolley Bus	8,655	2.1	8,041	2.4	16,696	2.2	1.8
Streetcar or Trolley Car	368	0.1	224	0.1	592	0.1	0.5
Subway or Elevated	83	0.0	119	0.0	202	0.0	0.2
Railroad	1,754	0.4	2,336	0.7	4,090	0.5	0.1
Ferryboat	65	0.0	0	0.0	65	0.0	0.1
Bicycle	3,567	0.9	1,358	0.4	4,925	0.7	0.7
Walked	14,695	3.6	12,672	3.7	27,367	3.6	2.4
Taxicab, Motorcycle, or other	6,355	1.6	3,492	1.0	9,847	1.3	1.7
Worked at Home	78,849	19.3	74,019	21.6	152,868	20.4	17.2
Total:	404,571	99.0	330,715	96.7	735,286	97.9	

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

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

Mode of Transit	Male		Female		All Workers		All of CA
	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van:	387,856	70.9	297,283	70.8	685,139	70.9	75.3
Drove Alone	347,350	63.5	260,179	62.0	607,529	62.8	65.5
Carpooled:	40,506	7.4	37,104	8.8	77,610	8.0	9.8
In 2-person carpool	29,374	5.4	25,933	6.2	55,307	5.7	7.0
In 3-person carpool	5,317	1.0	6,057	1.4	11,374	1.2	1.7
In 4-or-more-person carpool	5,815	1.1	5,114	1.2	10,929	1.1	1.2
Public Transportation (excl Taxi):	12,901	2.4	12,032	2.9	24,933	2.6	2.6
Bus or Trolley Bus	9,915	1.8	9,036	2.2	18,951	2.0	1.8
Streetcar or Trolley Car	540	0.1	210	0.1	750	0.1	0.5
Subway or Elevated	623	0.1	94	0.0	717	0.1	0.2
Railroad	1,823	0.3	2,610	0.6	4,433	0.5	0.1
Ferryboat	0	0.0	82	0.0	82	0.0	0.1
Bicycle	3,219	0.6	1,301	0.3	4,520	0.5	0.7
Walked	14,459	2.6	13,100	3.1	27,559	2.8	2.4
Taxicab, Motorcycle, or other	8,334	1.5	4,364	1.0	12,698	1.3	1.7
Worked at Home	78,849	14.4	74,019	17.6	152,868	15.8	17.2
Total:	505,618	92.4	402,099	95.8	907,717	93.9	

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

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

Commute Times for Employed Residents

Table 8. SEX OF WORKERS BY TRAVEL TIME TO WORK

Mode of Transit	Male		Female		All Workers		All of CA
	#	(%)	#	(%)	#	(%)	(%)
Less than 5 minutes	5,418	1.4	5,278	1.7	10,696	1.6	2.1
5 to 9 minutes	20,898	5.5	16,378	5.2	37,276	5.4	7.8
10 to 14 minutes	45,645	12.0	40,149	12.8	85,794	12.4	12.4
15 to 19 minutes	60,546	15.9	53,607	17.1	114,153	16.5	15.4
20 to 24 minutes	65,927	17.3	48,079	15.4	114,006	16.5	14.8
25 to 29 minutes	28,651	7.5	18,890	6.0	47,541	6.9	6.4
30 to 34 minutes	52,777	13.9	40,618	13.0	93,395	13.5	15.2
35 to 39 minutes	9,911	2.6	7,016	2.2	16,927	2.5	2.9
40 to 44 minutes	9,510	2.5	7,452	2.4	16,962	2.5	4.1
45 to 59 minutes	12,484	3.3	11,128	3.6	23,612	3.4	8.2
60 to 89 minutes	8,821	2.3	4,926	1.6	13,747	2.0	7.2
90 or more minutes	5,134	1.3	3,175	1.0	8,309	1.2	3.6
Total:	325,722	85.6	256,696	82.1	582,418	84.4	

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

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

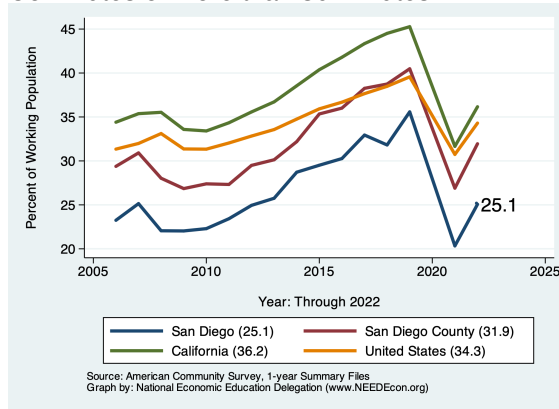


Figure 80: Percent of Employed Population With Commutes of More than 90 Minutes

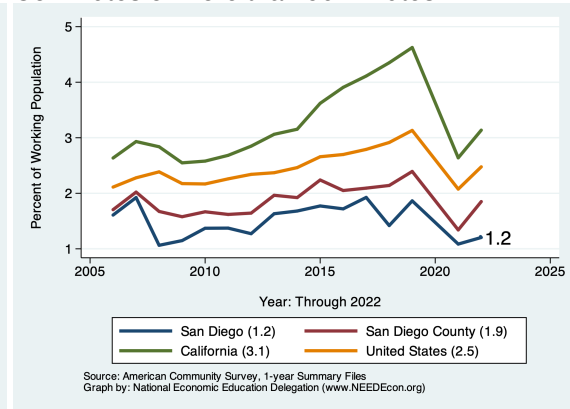
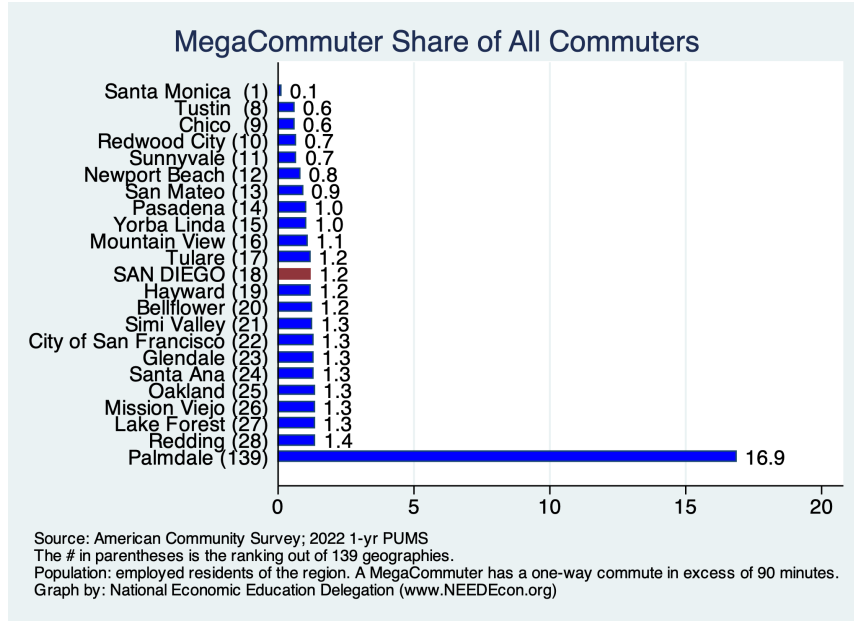


Figure 81: Rank: Share of MegaCommuters Across Similar Geographies



Commute Times for Those Employed in the City

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

Mode of Transit	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Less than 5 minutes	5,828	1.1	5,439	1.4	11,267	1.2	2.1
5 to 9 minutes	21,082	4.1	18,753	4.8	39,835	4.4	7.8
10 to 14 minutes	47,534	9.2	36,570	9.3	84,104	9.3	12.4
15 to 19 minutes	68,057	13.2	55,264	14.1	123,321	13.6	15.3
20 to 24 minutes	75,073	14.6	59,509	15.2	134,582	14.9	14.8
25 to 29 minutes	36,490	7.1	23,869	6.1	60,359	6.7	6.4
30 to 34 minutes	72,795	14.1	58,365	14.9	131,160	14.5	15.2
35 to 39 minutes	14,155	2.7	11,494	2.9	25,649	2.8	2.9
40 to 44 minutes	16,827	3.3	14,541	3.7	31,368	3.5	4.1
45 to 59 minutes	30,310	5.9	20,206	5.2	50,516	5.6	8.2
60 to 89 minutes	25,089	4.9	16,526	4.2	41,615	4.6	7.2
90 or more minutes	13,529	2.6	7,544	1.9	21,073	2.3	3.6
Total:	426,769	82.7	328,080	83.9	754,849	83.3	

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

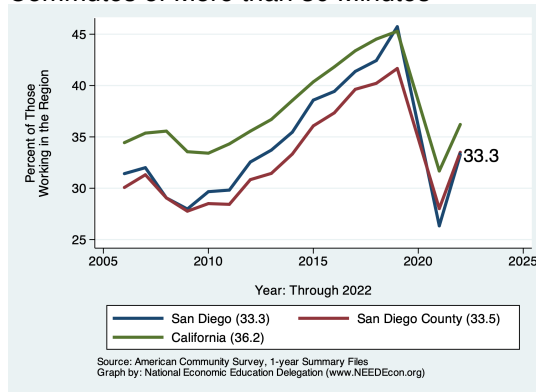


Figure 83: Percent of Local Employees With Commutes of More than 90 Minutes

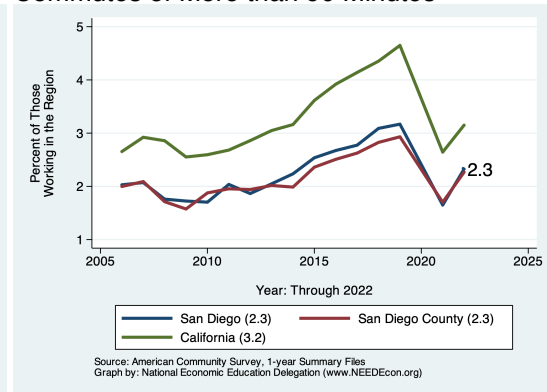
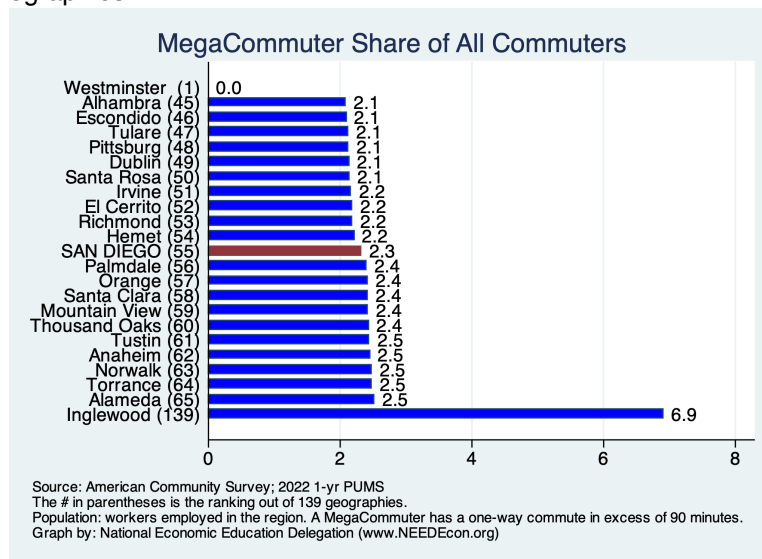


Figure 84: Rank: Share of MegaCommuters Across Similar Geographies



Place of Work

This section provides evidence on where workers living in San Diego work. As evidenced in the first table, some of San Diego'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 San Diego 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:	402,096	98.4	329,388	96.3	731,484	97.4	99.6
Worked in county of residence	398,662	97.5	327,663	95.8	726,325	96.7	85.3
worked outside of county of residence	3,434	0.8	1,725	0.5	5,159	0.7	14.3
Worked outside state of residence	2,475	0.6	1,327	0.4	3,802	0.5	0.4
Total:	404,571	99.0	330,715	96.7	735,286	97.9	

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

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

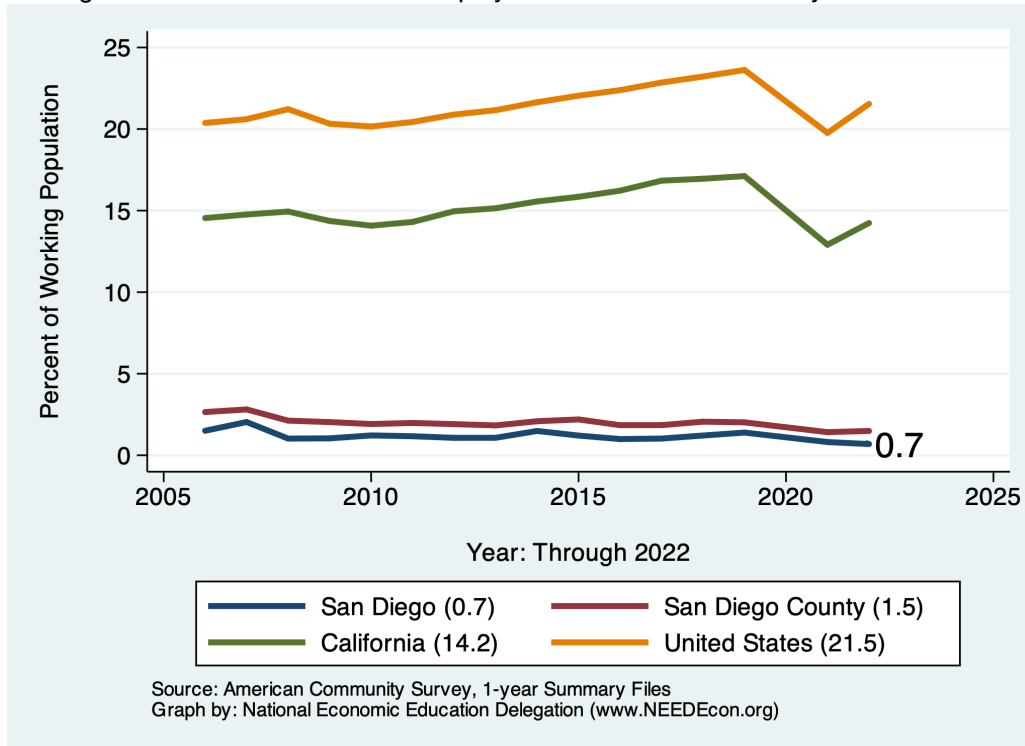
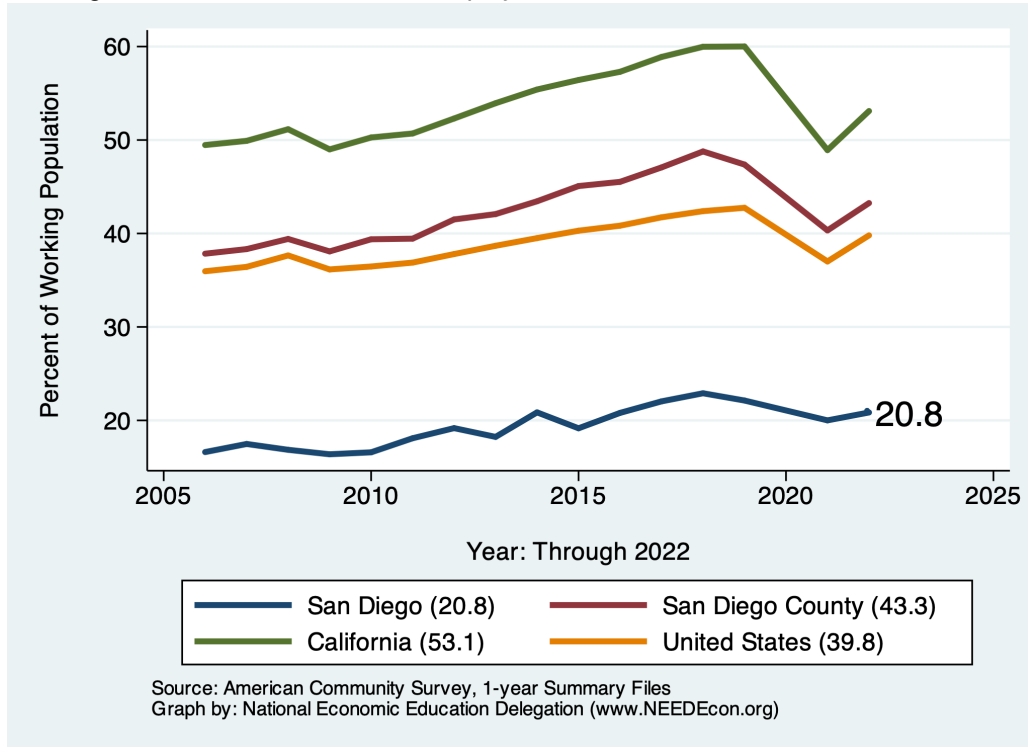


Table 11. SEX OF WORKERS BY PLACE OF WORK-PLACE LEVEL

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Living in a place:	404,571	99.0	330,715	96.7	735,286	97.9	95.8
Worked in place of residence	313,960	76.8	264,799	77.4	578,759	77.1	42.3
Worked outside place of residence	90,611	22.2	65,916	19.3	156,527	20.8	53.4
Not living in a place	0	0.0	0	0.0	0	0.0	4.2
Total:	404,571	99.0	330,715	96.7	735,286	97.9	

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	55,376	48,335	101.2	45,677	99.7
Car, truck, or van - carpoled	34,215	35,926	84.1	34,518	81.5
Public transportation (excluding taxicab)	28,421	34,625	72.5	41,443	56.4
Walked	29,048	30,552	84.0	27,247	87.6
Taxicab, motorcycle, bicycle, or other means	55,214	40,631	120.0	36,218	125.3
Worked from home	80,489	79,738	89.2	69,180	95.6
Total:	56,407	49,818	113.2	46,365	121.7

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	98,172	39.9	156,474	64.7	171,006	62.9	477,074	63.5	68.4
Car, Truck, or Van: Carpoled	18,135	7.4	17,945	7.4	13,834	5.1	58,879	7.8	9.5
Public Transportation (excl Taxi)	10,554	4.3	4,843	2.0	2,880	1.1	22,382	3.0	3.6
Walked	10,238	4.2	4,563	1.9	4,482	1.6	23,970	3.2	2.4
Taxicab, Motorcycle, or other	4,476	1.8	5,518	2.3	5,106	1.9	16,735	2.2	2.4
Worked at Home	22,005	8.9	29,248	12.1	63,024	23.2	121,932	16.2	13.6
Total:	163,580	66.4	218,591	90.4	260,332	95.7	720,972	96.0	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	125,021	42.8	204,567	66.6	235,994	68.5	633,573	65.5	68.5
Car, Truck, or Van: Carpoled	22,044	7.6	24,801	8.1	19,776	5.7	77,896	8.1	9.5
Public Transportation (excl Taxi)	11,832	4.1	6,123	2.0	3,921	1.1	26,448	2.7	3.6
Walked	10,508	3.6	4,824	1.6	4,407	1.3	24,223	2.5	2.4
Taxicab, Motorcycle, or other	4,938	1.7	5,463	1.8	5,948	1.7	18,135	1.9	2.4
Worked at Home	22,005	7.5	29,248	9.5	63,024	18.3	121,932	12.6	13.6
Total:	196,348	67.3	275,026	89.5	333,070	96.7	902,207	93.3	

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

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

Commute Mode by Poverty Status

Table 15. MODE OF TRANSPORTATION TO WORK BY POVERTY STATUS

Mode of Transit	In Poverty		100-149% of Pov		>150% of Pov		All		All of CA (%)
	#	(%)	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van: Drove Alone	19,989	36.0	25,067	54.0	410,656	62.3	455,712	61.7	65.8
Car, Truck, or Van: Carpooled	4,289	7.7	3,319	7.1	46,040	7.0	53,648	7.3	9.8
Public Transportation (excl Taxi)	2,387	4.3	1,380	3.0	16,606	2.5	20,373	2.8	2.6
Walked	2,425	4.4	790	1.7	16,620	2.5	19,835	2.7	2.1
Taxicab, Motorcycle, or other	1,052	1.9	963	2.1	11,775	1.8	13,790	1.9	2.4
Worked at Home	4,989	9.0	3,865	8.3	140,665	21.3	149,519	20.3	17.2
Total:	35,131	63.3	35,384	76.2	642,362	97.4	712,877	96.6	

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

Table 16. MODE OF TRANSPORTATION TO WORK BY POVERTY STATUS FOR WORKPLACE GEOGRAPHY

Mode of Transit	In Poverty		100-149% of Pov		>150% of Pov		All		All of CA (%)
	#	(%)	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van: Drove Alone	24,225	37.6	28,214	52.4	549,109	64.1	601,548	63.5	65.8
Car, Truck, or Van: Carpooled	5,903	9.2	5,559	10.3	63,431	7.4	74,893	7.9	9.8
Public Transportation (excl Taxi)	2,279	3.5	1,565	2.9	20,031	2.3	23,875	2.5	2.6
Walked	2,128	3.3	706	1.3	16,776	2.0	19,610	2.1	2.1
Taxicab, Motorcycle, or other	945	1.5	986	1.8	14,318	1.7	16,249	1.7	2.4
Worked at Home	4,989	7.7	3,865	7.2	140,665	16.4	149,519	15.8	17.2
Total:	40,469	62.7	40,895	75.9	804,330	93.9	885,694	93.5	100.0

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

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

Migration

Overall Migration Flows

Definition:

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

Why is it important?

Having a handle on whether or not San Diego is a net recipient (migration inflows) or donor (migration outflows) of population is very im-

portant 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

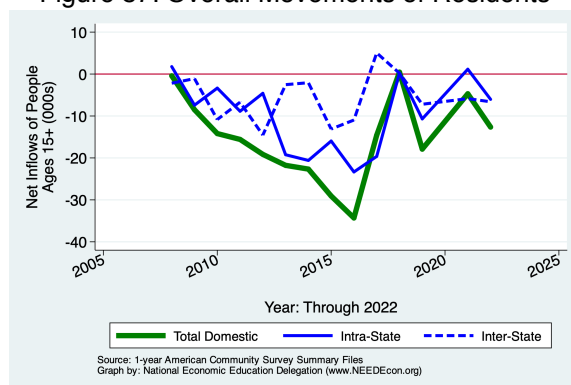


Table 17: Migration by Income

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
No income	161,276	5,425	-694	2,284	-2,074	5,909
With income	1,010,576	-3,077	-10,331	2,707	-4,536	9,083
\$1 to \$9,999 or loss	130,070	3,043	-80	2,624	-977	1,476
\$10,000 to \$14,999	71,227	935	101	943	-873	764
\$15,000 to \$24,999	106,166	490	-2,280	1,556	96	1,118
\$25,000 to \$34,999	103,474	967	290	-17	-192	886
\$35,000 to \$49,999	112,711	-1,154	-726	1,026	-2,008	554
\$50,000 to \$64,999	103,316	-3,426	-3,712	-934	-70	1,290
\$65,000 to \$74,999	56,838	-357	333	-149	-1,189	648
\$75,000 or more	326,774	-3,575	-4,257	-2,342	677	2,347
All:	1,171,852	2,348	-11,025	4,991	-6,610	14,992

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

Note: The data in this and other tables in this section are limited in that there is no information on the City's population that has moved abroad.

The "From Abroad" column is gross movements into the City from abroad.

Figure 88: Overall Movements of Low Income Residents

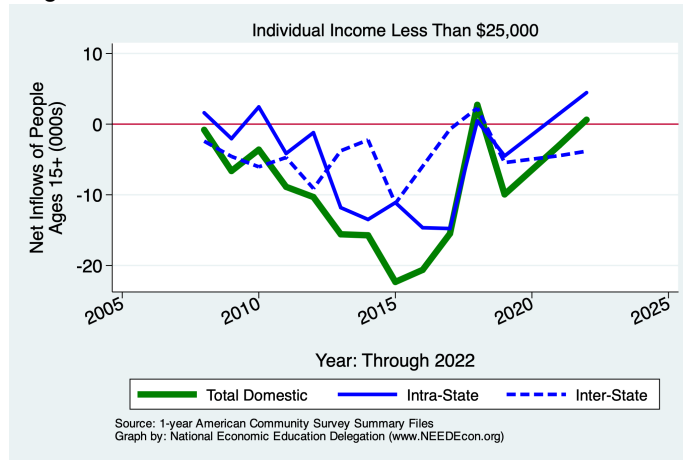


Figure 89: Overall Movements of Middle Income Residents

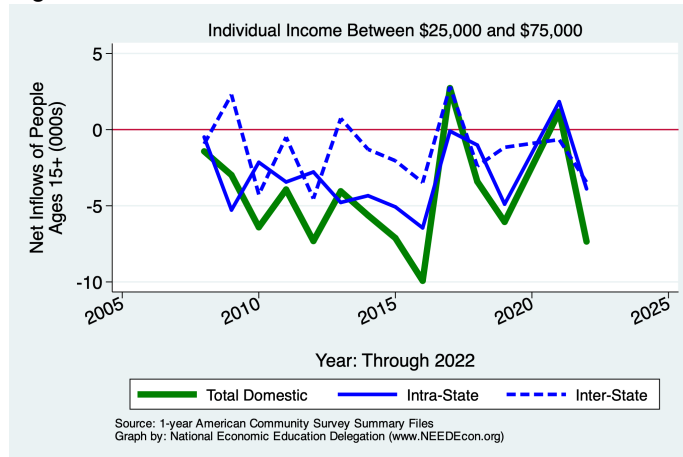
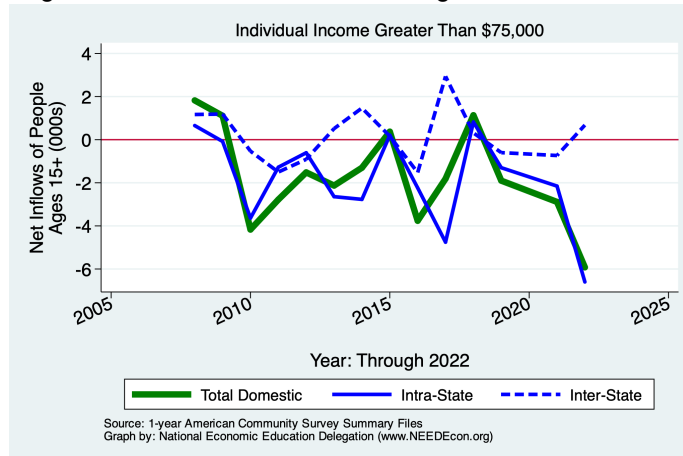


Figure 90: Overall Movements of High Income Residents



Demographics of Migration Flows

Table 18: Migration by Marital Status

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
Never married	494,943	14,719	-608	8,795	-1,807	8,339
Now married, except separated	508,084	-10,207	-10,211	-3,565	-2,438	6,007
Divorced	104,920	-2,235	151	-91	-2,523	228
Separated	20,857	1,223	418	8	701	96
Widowed	43,048	-1,152	-775	-156	-543	322
Total:	1,171,852	2,348	-11,025	4,991	-6,610	14,992

Source: 2022 1-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	659,990	-32,760	-14,231	-8,525	-13,082	3,078
Householder lived in renter-occupied housing units	650,161	20,405	1,582	4,533	2,628	11,662
Total:	1,310,151	-12,355	-12,649	-3,992	-10,454	14,740

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

Figure 91: Domestic Movements of Residents by Tenure

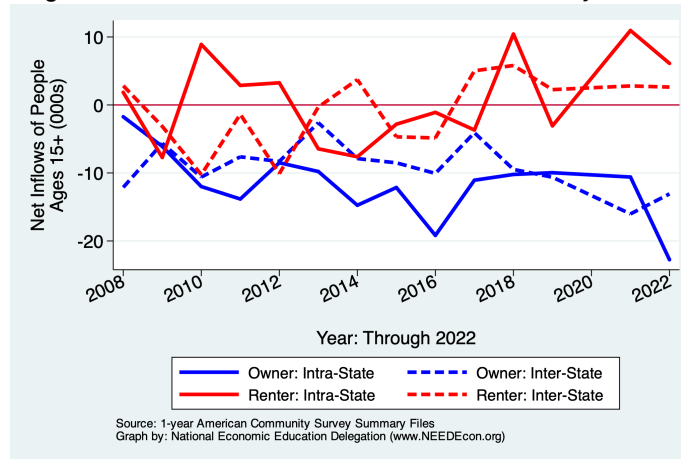


Table 20: Migration by Age

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
1 to 4 years	57,607	1,160	-164	-677	1,114	887
5 to 17 years	182,159	-7,037	-3,216	-2,089	-3,980	2,248
18 and 19 years	47,067	7,540	37	5,181	1,363	959
20 to 24 years	110,275	4,305	-534	1,771	-806	3,874
25 to 29 years	127,695	2,589	-575	-546	1,111	2,599
30 to 34 years	129,528	-1,463	-714	-1,265	-563	1,079
35 to 39 years	104,137	-1,848	-3,320	542	-803	1,733
40 to 44 years	97,929	-1,802	-1,088	-350	-1,175	811
45 to 49 years	82,640	-1,716	-1,783	278	-995	784
50 to 54 years	79,010	-1,576	-771	-322	-1,079	596
55 to 59 years	75,509	-936	-220	-53	-1,170	507
60 to 64 years	76,679	-955	55	-373	-843	206
65 to 69 years	60,579	186	-836	154	554	314
70 to 74 years	49,626	-1,272	-529	-249	-624	130
75 years and over	88,474	112	-279	463	-510	438
Total Population:	1,368,914	-2,713	-13,937	2,465	-8,406	17,165

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

Table 21: Migration by Educational Attainment

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
Less than high school graduate	89,828	-56	-1,025	107	320	542
High school graduate (includes equiv)	138,243	-2,331	-1,714	681	-2,692	1,394
Some college or assoc. degree	246,558	-4,511	-278	-164	-4,725	656
Bachelor's degree	286,704	-2,237	-4,443	402	-1,825	3,629
Graduate or professional degree	210,473	454	-2,600	-2,747	2,825	2,976
Total:	971,806	-8,681	-10,060	-1,721	-6,097	9,197

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

Table 22: Median Income of Migration Flows

Flow	In-Migration	Out-Migration
Same House 1 Year Ago	48,408	48,408
Moved Within Same County	41,434	45,767
Moved to Different County, Same State	22,153	50,354
Moved Between States	48,267	43,417
Moved from Abroad	44,035	
Total Population:	46,904	47,909

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	39.0	39.0
Moved Within Same County	28.8	29.8
Moved to Different County, Same State	24.5	27.5
Moved Between States	28.4	30.2
Moved from Abroad	26.7	
Total Population:	36.5	36.9

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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