

San Joaquin, California

Indicators Report

by
The National Economic Education Delegation (NEED)

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

This report was produced by the:

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Executive Summary

Assessing the City with Indicators

About this Report

This report provides background or summary information for the city of San Joaquin (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 Joaquin. These indicators are compared to Fresno 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 Joaquin 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 Joaquin 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 Joaquin, 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 Joaquin, but do not necessarily live in San Joaquin.
- **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.

Contents

Executive Summary	1
Assessing the City with Indicators	1
Demographics	3
A Demographic Snapshot	3
Current Population	5
Employment Report	8
Citywide Employment and Unemployment	8
County Employment by Industry	9
Some Employee Detail	10
Income and Earnings	16
Per Capita Personal Income Growth	16
Poverty and Inequality	19
Housing	21
Housing Costs and Affordability	21
Housing Picture	25
Vintage of Residential Housing	27
Occupation of Residential Housing	29
Residential Permitting	31
Commute Patterns	34
Mode of Transportation	34
Commute Times for Employed Residents	36
Commute Times for Those Employed in the City	37
Place of Work	38
Commute Mode by Income	40
Commute Mode by Poverty Status	41
Migration	42
Overall Migration Flows	42
Demographics of Migration Flows	44
References and Sources	46

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 Joaquin's population are fundamental indicators of the city's growth potential.

A Demographic Snapshot

Statistic	2022	2019
POPULATION		
Population Estimate (#, 5yr)	3,725.0	4,020.0
Veterans (#, 5yr)	15.0	20.0
Foreign born persons (% , 5yr)	39.1	47.9
Population age 25+ (#, 5yr)	1,822.0	2,144.0
AGE AND SEX		
Persons under 5 years (% , 5yr)	11.6	9.7
Persons under 18 years (% , 5yr)	38.8	35.6
Persons 65 years and over (% , 5yr)	5.4	6.9
Female persons (% , 5yr)	52.1	51.8
INCOME AND POVERTY		
Median household income (\$, 5yr)	43,750.0	34,426.0
Per capita income in past 12 months (\$, 5yr)	13,002.0	12,263.0
Persons in poverty (% , 5yr)	33.2	30.3
Children age less than 18 in poverty (#, 5yr)	635.0	619.0
Children age less than 18 in poverty (% , 5yr)	44.0	43.3
RACE AND ETHNICITY		
White alone (% , 5yr)	34.6	68.3
African American alone (% , 5yr)	3.2	1.2
American Indian or Alaska Native alone (% , 5yr)	0.8	0.0
Asian alone (% , 5yr)	0.0	0.0
Native Hawaiian and Other Pacific Islander alone (% , 5yr)	0.0	0.0
Two or More Races (% , 5yr)	14.7	0.5
Hispanic or Latino (% , 5yr)	95.0	97.1
White alone, not Hispanic or Latino (% , 5yr)	0.3	1.7
HOUSING		
Housing units (#, 5yr)	850.0	1,043.0
Owner-occupied housing units (% , 5yr)	37.4	36.6
Median value of owner-occupied housing units (\$, 5yr)	220,000.0	164,900.0
Median selected monthly owner costs-with a mortgage (\$, 5yr)	1,165.0	1,070.0
Median selected monthly owner costs-without a mortgage (\$, 5yr)	-666,666,666.0	
Median gross rent (\$, 5yr)	971.0	675.0
FAMILIES AND LIVING ARRANGEMENTS		
Households (#, 5yr)	812.0	987.0
Persons per household (#, 5yr)	4.6	4.1
Living in same house 1 year ago, % of persons age 1+ (5yr)	92.3	90.0
EDUCATION		
High school graduate or higher, % of persons age 25+ (5yr)	45.9	36.4
Bachelor's degree or higher, % of persons age 25+ (5yr)	2.7	2.6
HEALTH		
With a disability, under age 65 years (#, 5yr)	94.0	138.0
Persons without health insurance, under age 65 years (% , 5yr)	8.0	11.4
LABOR FORCE		
In civilian labor force, persons age 16+ (% , 5yr)	52.5	58.2
In civilian labor force, women age 16+ (% , 5yr)	34.0	42.8
Employed, persons age 16+ (% , 5yr)	41.1	49.5
Self employed (% , 5yr)	2.2	1.5
TRANSPORTATION		
Mean travel time to work, workers age 16+ (Mins., 5yr)	21.6	23.6
Drive alone in private vehicle (% , 5yr)	74.2	73.5
Using public transportation (% , 5yr)	0.0	0.0
Worked from home (% , 5yr)	6.5	2.4

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 Joaquin	3,608	-0.72	-12.79	-14.10
County and Broader Regions				
Fresno County	1,011,499	0.17	-0.86	0.42
South Central Valley	3,534,481	0.01	-0.90	0.05
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	South Central Valley	California
Fresno County	1,009.8	1,011.5	0.17	0.01	-0.35
Fresno	542.8	543.4	0.11		
Clovis	123.5	124.5	0.80		
Sanger	26.3	26.2	-0.23		
Reedley	24.9	25.4	1.75		
Selma	24.4	24.3	-0.22		
Coalinga	17.3	17.2	-0.52		
Kerman	16.6	17.0	2.11		
Parlier	14.5	14.4	-0.48		
Kingsburg	12.4	12.9	3.48		
Mendota	12.5	12.5	-0.10		
Orange Cove	9.5	9.5	-0.71		
Firebaugh	8.4	8.5	0.89		
Fowler	6.9	7.2	3.34		
Huron	6.2	6.1	-0.71		
San Joaquin	3.6	3.6	-0.72		

Source: CA DOF; Calculations by National Economic Education Delegation

Figure 1: Population Growth (1)

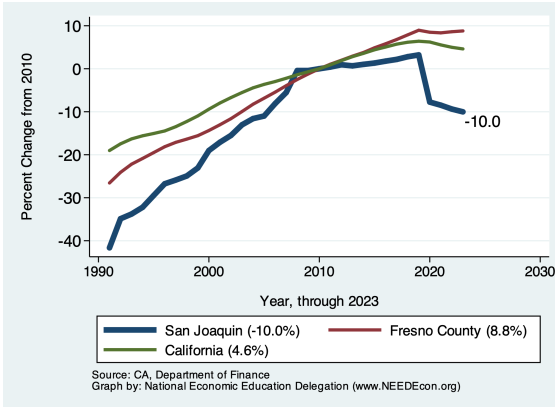


Figure 2: Population Growth (2)

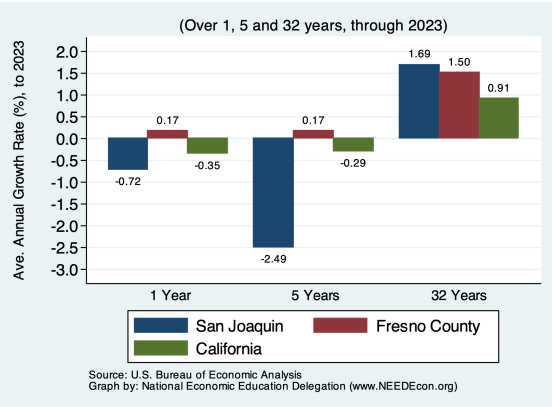


Figure 3: Population by Age - Detailed Age Categories

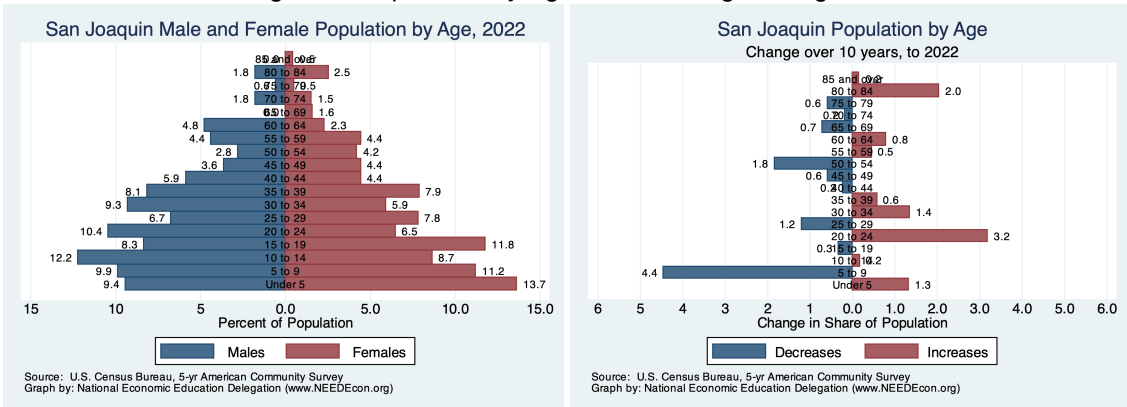


Figure 4: Population by Age - Broad Age Categories

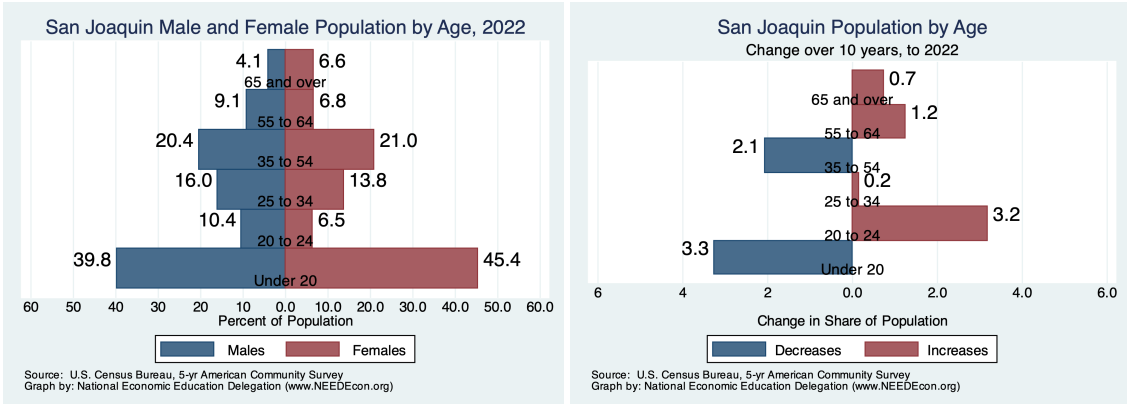


Figure 5: Population by Educational Attainment

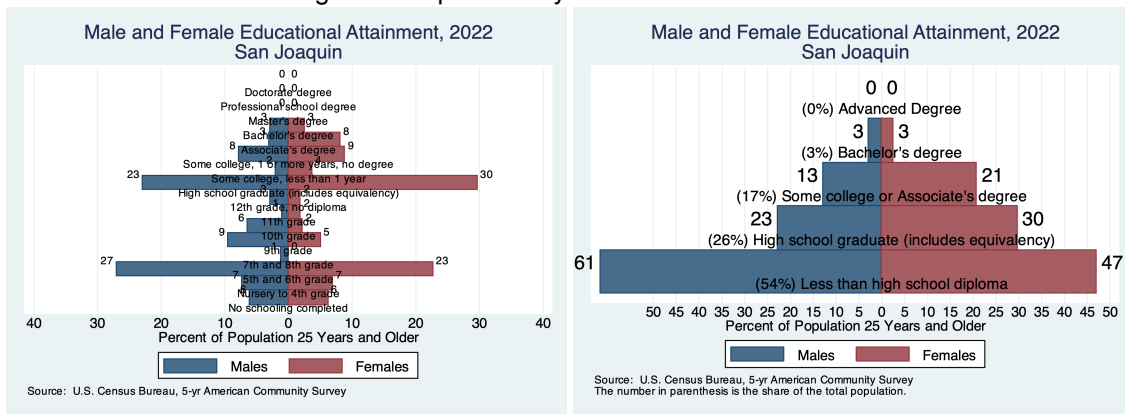


Figure 6: Population by Race/Ethnicity

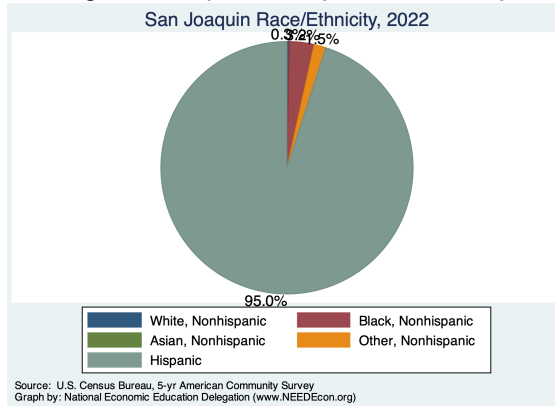
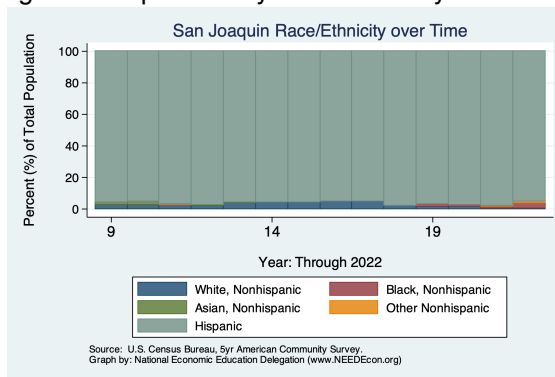


Figure 7: Population by Race/Ethnicity Over Time



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 Joaquin 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

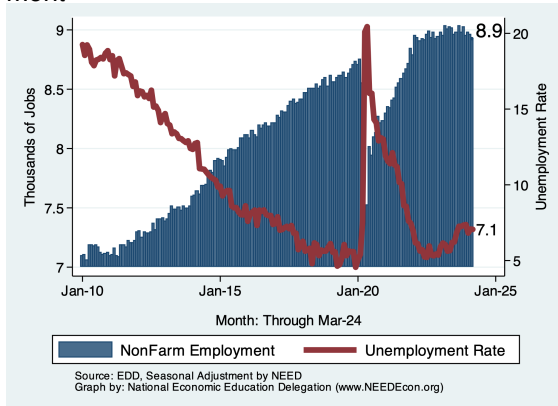


Figure 9: Employment and Unemployment - Last 12 Months

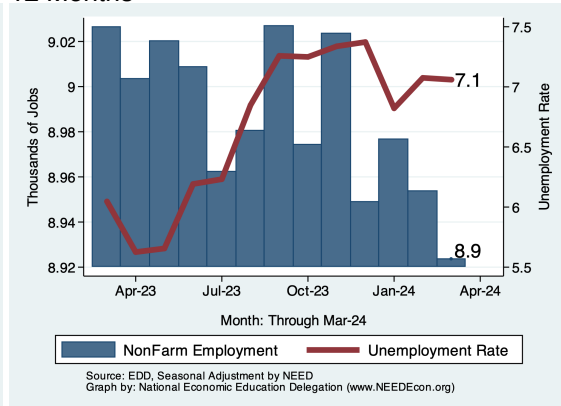


Figure 10: Relative Employment Growth Across Regions - since 2010

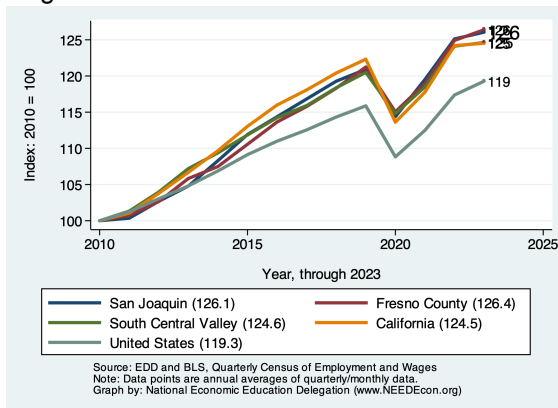
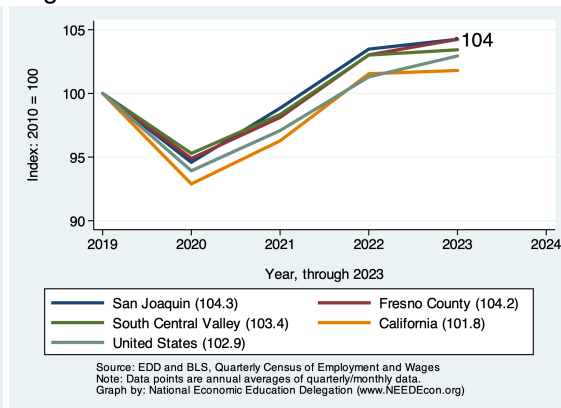


Figure 11: Relative Employment Growth Across Regions - since 2019



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

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

Industry	Employment	Share	Empl Growth	% Growth - Annualized Rate					
				Month	Qtr	6mo	1yr	3yr	5yr
Total Nonfarm	394,605	100.0	1,539.3	4.8	3.3	3.8	2.9	4.3	1.9
Total Private	315,531	80.0	1,168.0	4.6	1.4	3.3	2.4	4.2	2.1
Goods Producing	50,339	12.8	-22.4	-0.5	-3.7	2.3	3.7	3.4	2.4
Mining, Logging and Construction	23,356	5.9	355.8	20.2	-0.8	2.0	5.3	5.9	4.8
Mining and Logging	300	0.1	0.0	0.0	0.0	0.0	50.0	16.7	10.0
Construction	23,137	5.9	412.6	24.1	0.8	2.4	4.9	5.7	4.7
Manufacturing	27,237	6.9	-2.5	-0.1	-1.6	5.0	2.3	1.7	0.9
Durable Goods	8,650	2.2	-40.4	-5.4	-5.0	-3.9	-3.3	-1.4	-0.8
Non-Durable Goods	18,549	4.7	31.5	2.1	-0.2	9.0	5.1	3.4	1.8
Service Providing	343,681	87.1	1,093.8	3.9	3.9	3.6	2.7	4.4	1.8
Trade, Trans & Utilities	77,528	19.6	307.8	4.9	2.2	3.7	1.8	2.3	2.4
Wholesale Trade	15,900	4.0	0.0	0.0	0.0	-2.5	0.6	3.5	2.4
Retail Trade	40,665	10.3	212.8	6.5	1.1	1.8	1.2	1.7	1.0
Trans & Warehousing	18,062	4.6	149.5	10.5	13.3	11.2	5.3	3.4	6.3
Information	2,700	0.7	200.0	151.8	16.3	-7.0	-18.2	-1.2	-4.1
Financial Activities	12,450	3.2	-19.8	-1.9	-16.1	-2.4	0.1	-2.2	-2.6
Finance & Insurance	7,265	1.8	50.6	8.8	-21.8	-3.7	-1.3	-5.0	-4.6
Real Estate & Rental & Leasing	5,135	1.3	-97.0	-20.1	-8.2	-2.4	2.0	2.8	1.2
Professional & Business Svcs	33,264	8.4	368.7	14.3	4.8	4.9	-0.1	2.0	-0.7
Prof, Sci, & Tech	11,725	3.0	-93.1	-9.1	-0.0	-2.9	-1.7	1.1	0.5
Admin & Support Svcs	16,767	4.2	387.7	32.4	5.4	9.9	-0.9	1.7	-2.9
Educational & Health Svcs	86,081	21.8	254.2	3.6	5.4	4.1	4.6	5.7	3.9
Education Svcs	4,635	1.2	-100.1	-22.6	-13.1	-9.7	-3.3	12.0	3.0
Health Care & Social Assistance	81,407	20.6	302.9	4.6	7.0	4.9	5.2	5.4	4.0
Leisure & Hospitality	38,392	9.7	-87.5	-2.7	-2.7	1.1	1.6	9.4	1.6
Accommodation & Food Svcs	32,848	8.3	-108.5	-3.9	-4.3	-1.6	-0.6	6.7	0.6
Other Svcs	14,494	3.7	43.6	3.7	4.5	4.2	2.8	9.7	4.5
Government	78,831	20.0	161.0	2.5	6.3	5.8	4.7	4.5	0.9
Federal	9,622	2.4	9.7	1.2	3.1	-0.5	1.4	-2.1	-1.0
State	12,792	3.2	-16.2	-1.5	0.2	1.1	2.4	2.3	0.1
Local	56,423	14.3	175.5	3.8	8.3	8.0	5.9	6.6	1.6
County	8,245	2.1	168.4	28.1	12.6	10.1	6.3	1.5	1.1
City	6,666	1.7	-9.3	-1.7	4.1	10.1	6.4	6.0	3.3
Local Government Education	38,286	9.7	90.1	2.9	7.9	5.7	6.1	7.8	1.5

Source: EDD, National Economic Education Delegation (NEED)

Some Employee Detail

Employed in San Joaquin

Figure 12: Employment by Occupation

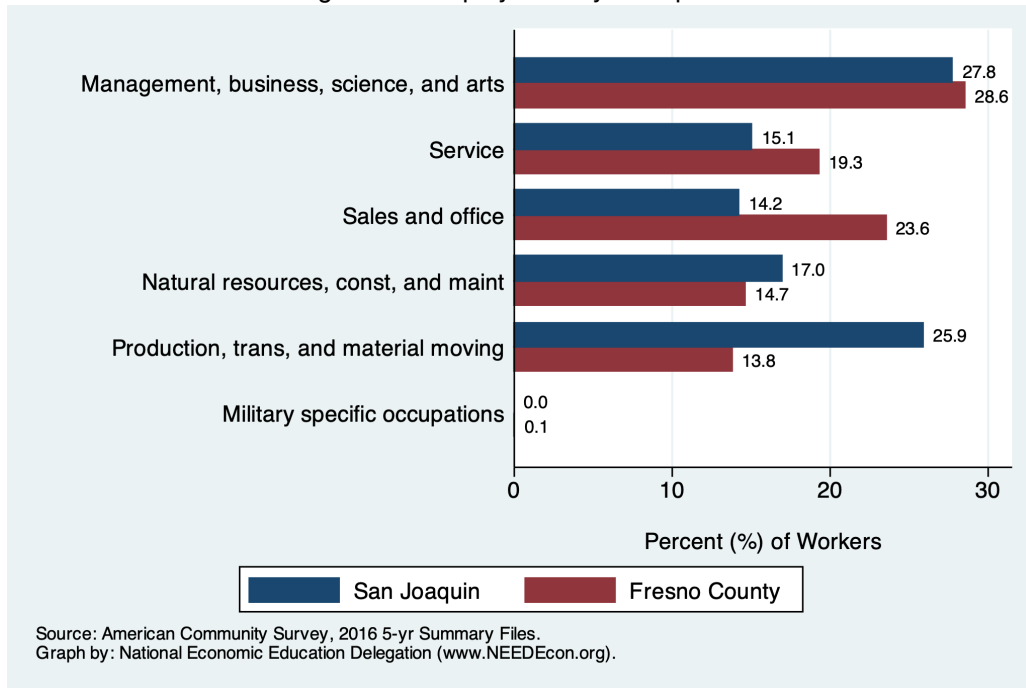


Figure 13: Employment by Industry

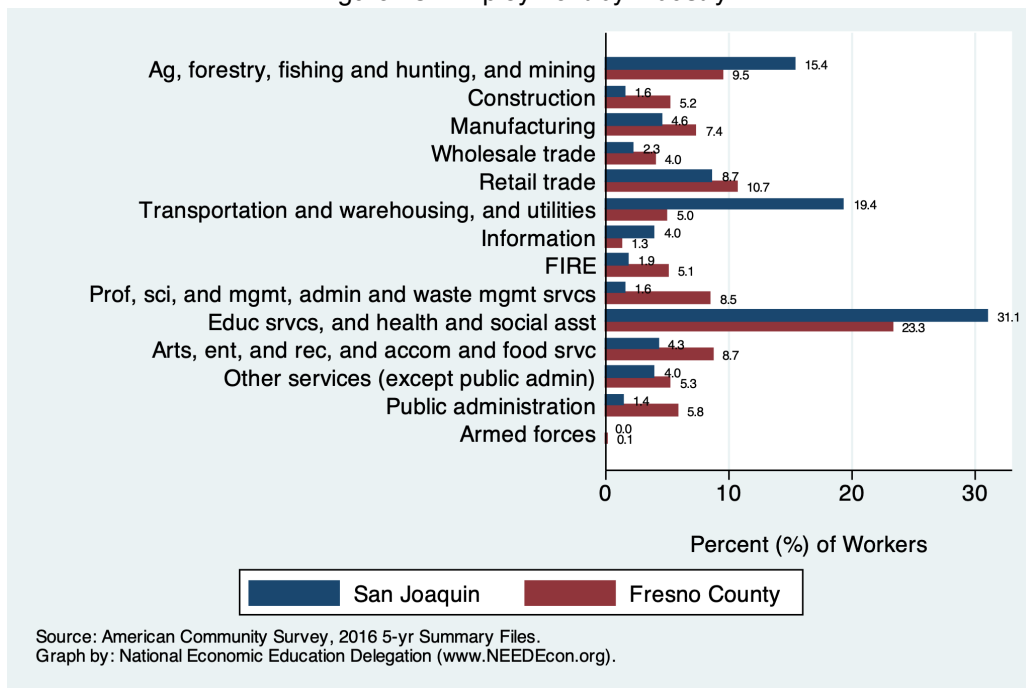


Figure 14: Language Spoken at Home

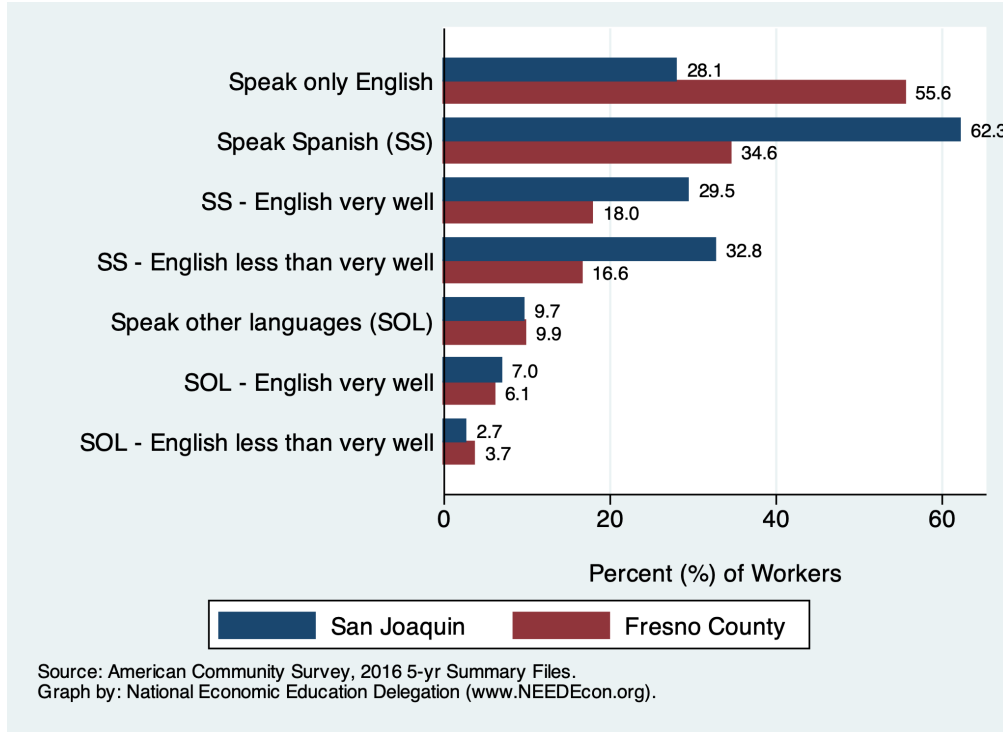
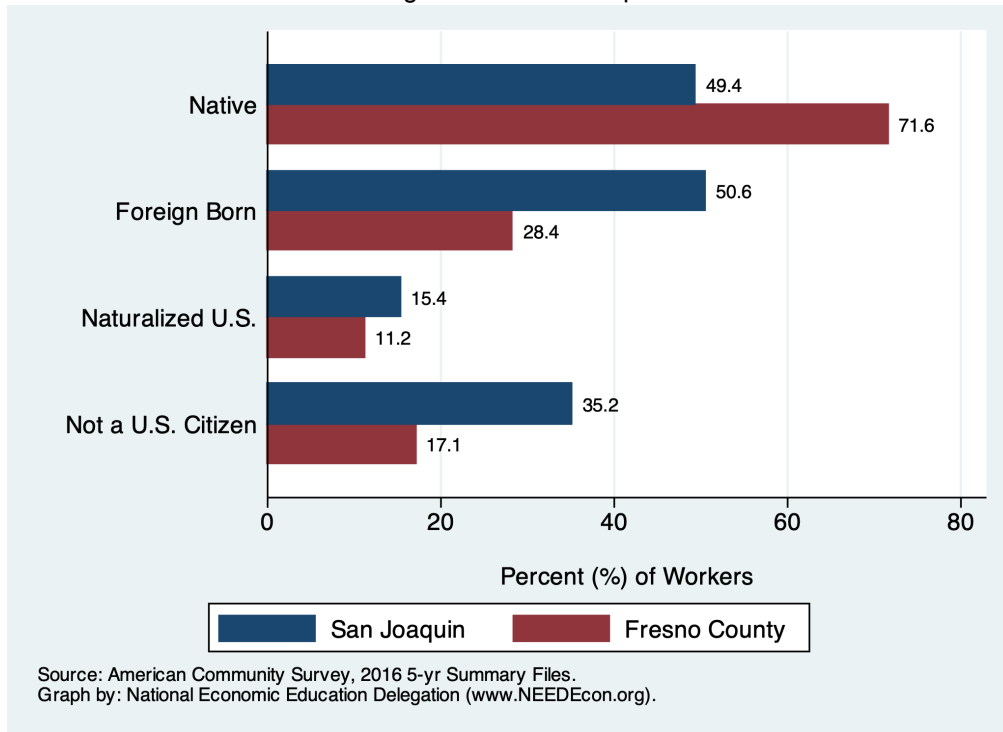


Figure 15: Citizenship



Employed Residents of San Joaquin

Figure 16: Employment by Occupation

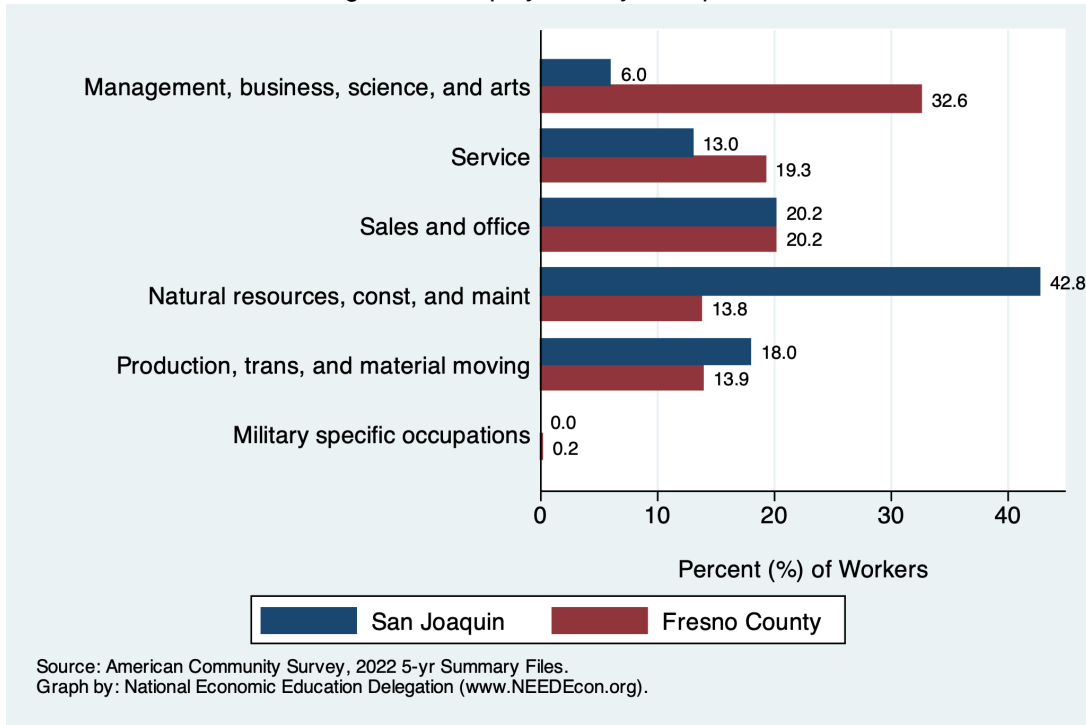


Figure 17: Employment by Industry

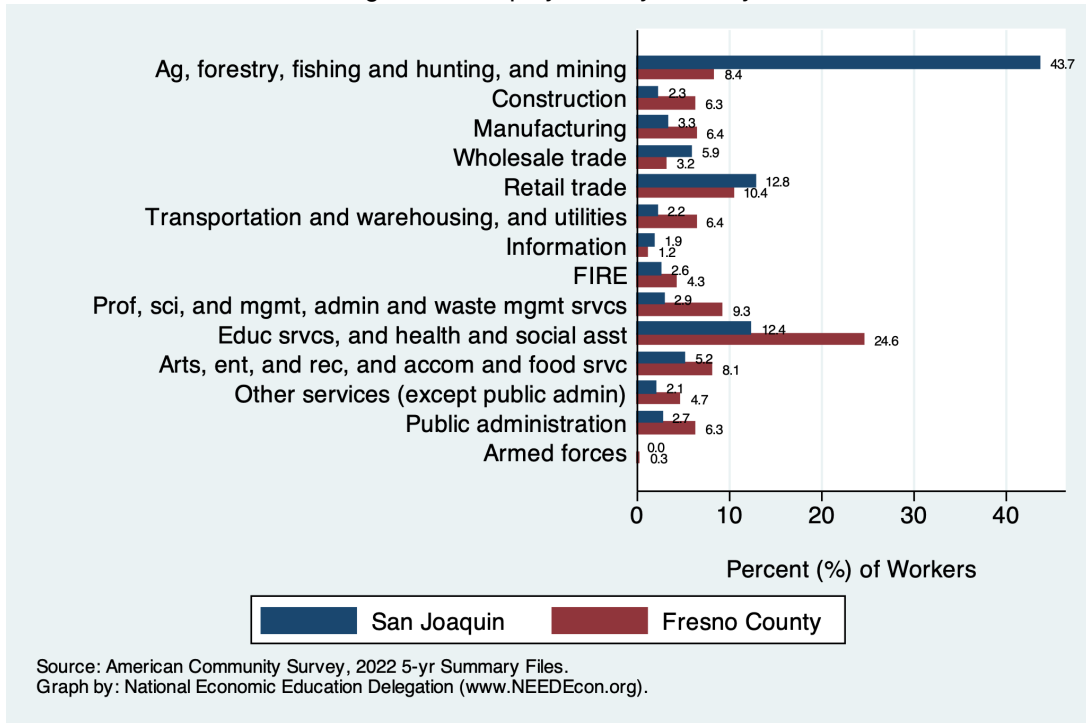
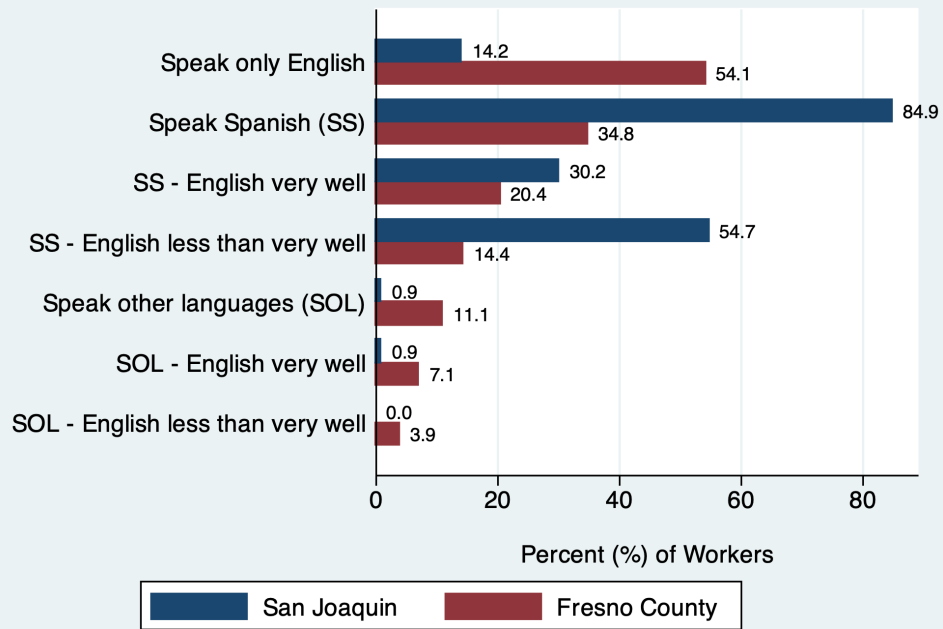
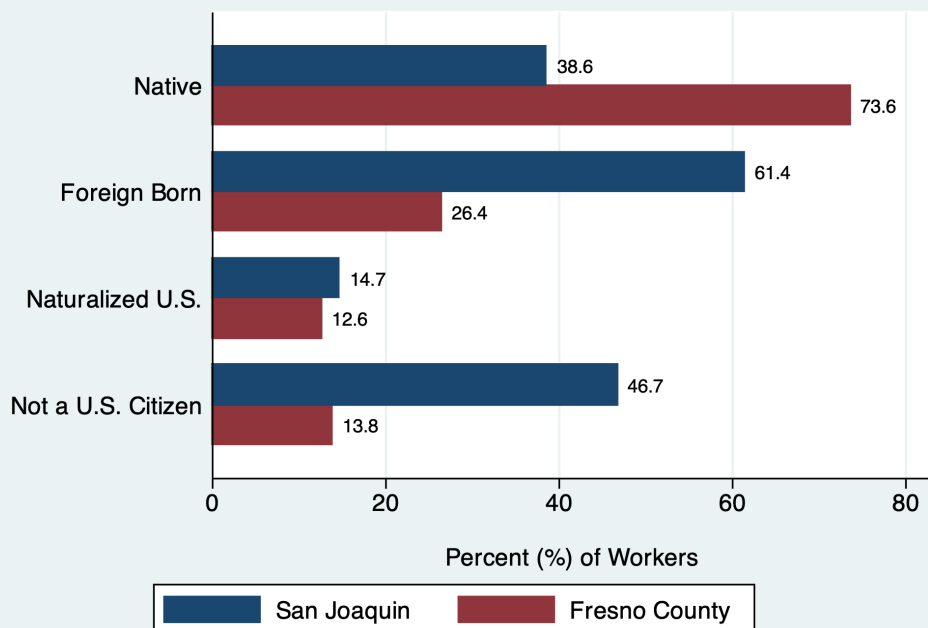


Figure 18: Language Spoken at Home



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

Figure 19: Citizenship



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

Employed Residents vs Workers in San Joaquin

Figure 20: Employment by Occupation

N/A

Figure 21: Employment by Industry

N/A

Figure 22: Language Spoken at Home

N/A

Figure 23: Citizenship

N/A

Income and Earnings

Per Capita Income Growth

Definition:

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

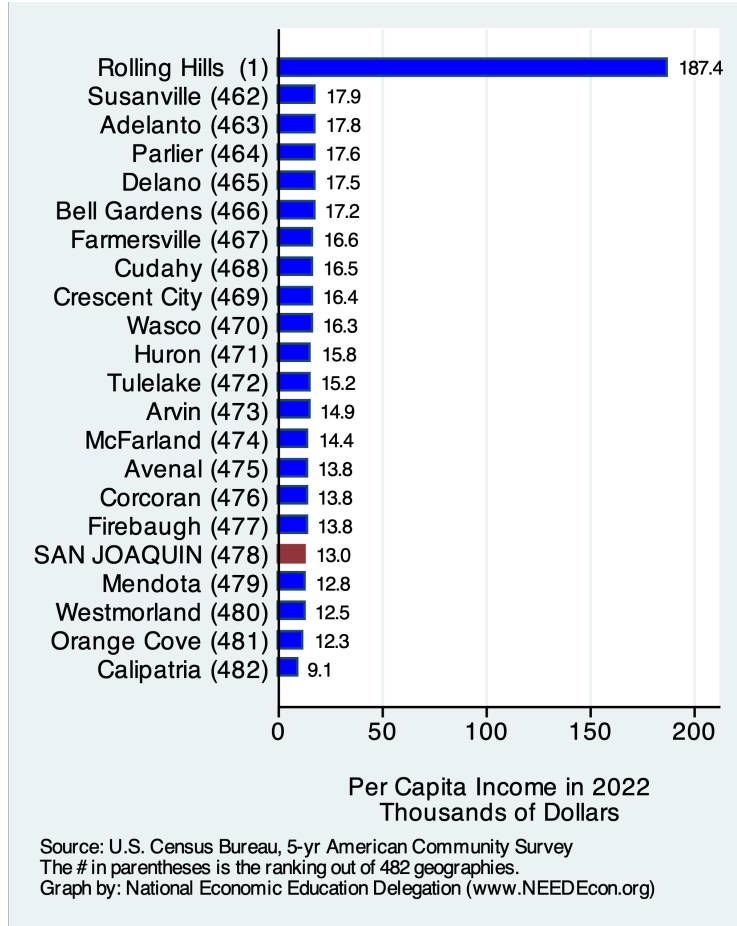
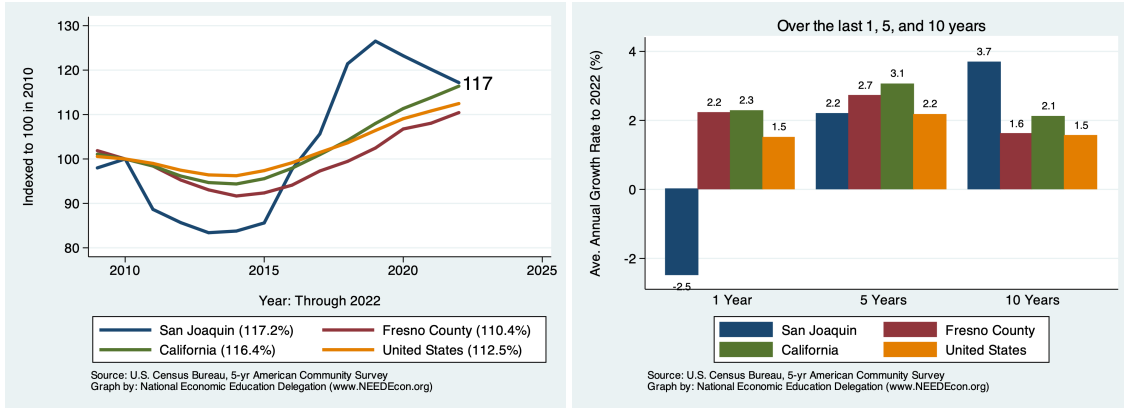


Figure 25: Regional Comparison of Growth Over Time



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

Figure 26: Income Levels

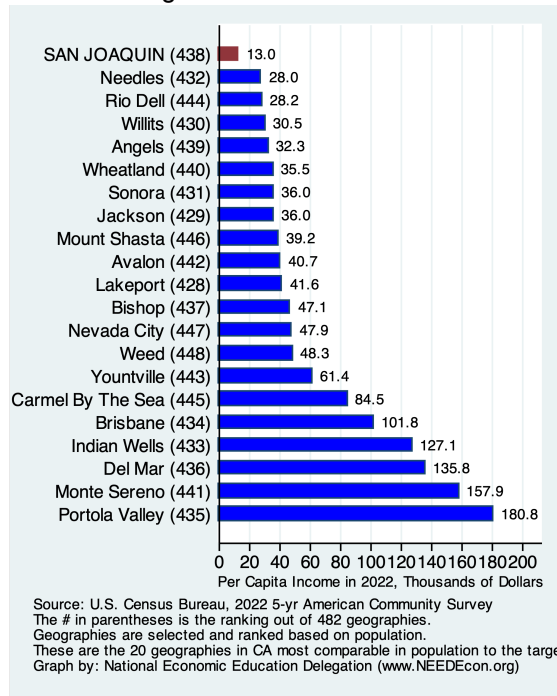
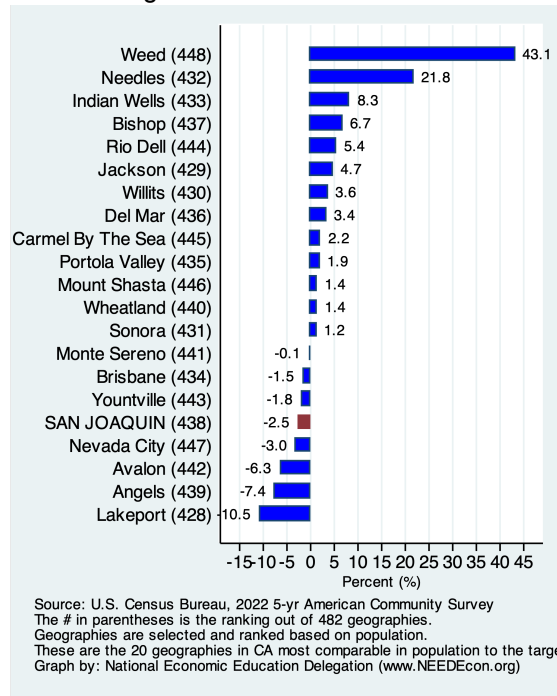


Figure 27: Growth over Time



Real Per Capita Income Ranking Among Cities in Fresno County

Figure 28: Income Levels

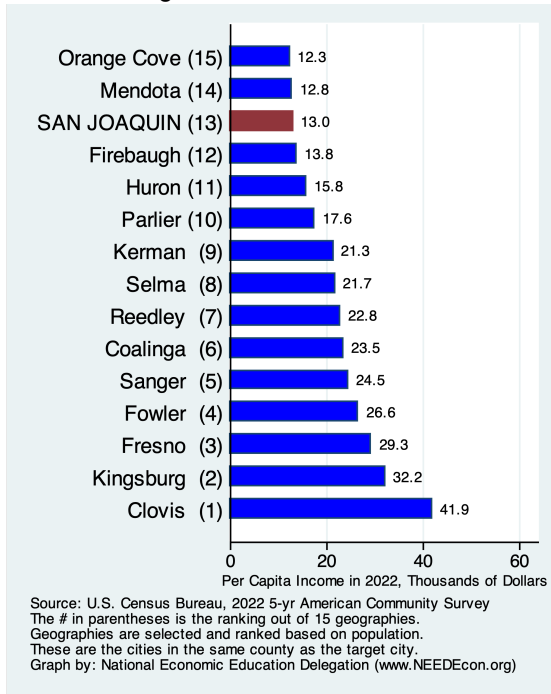


Figure 29: Growth over Time

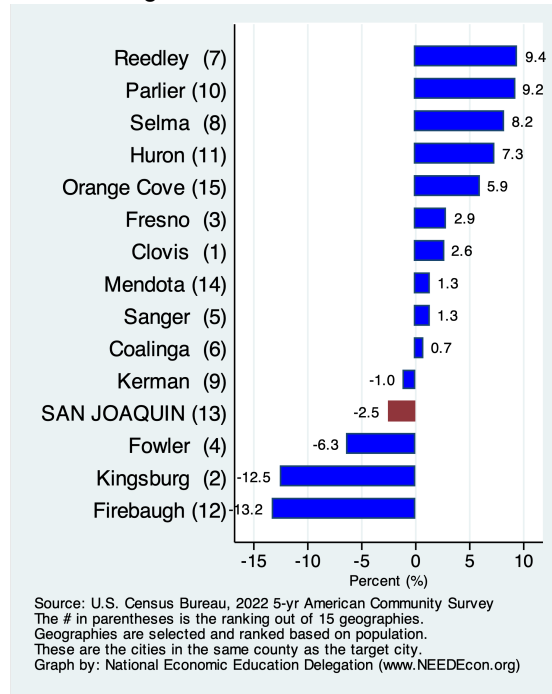
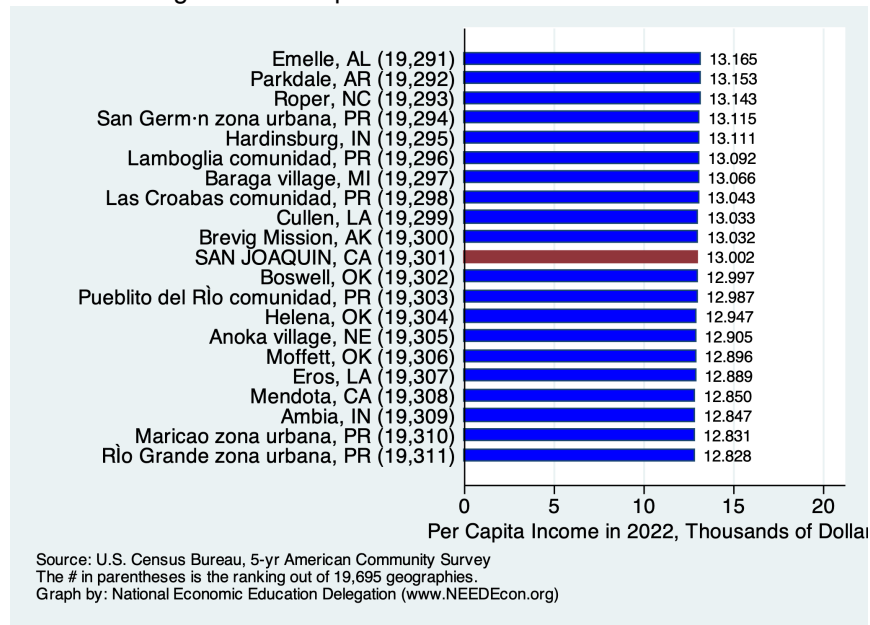


Figure 30: Comparison with All Cities Nationwide



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.

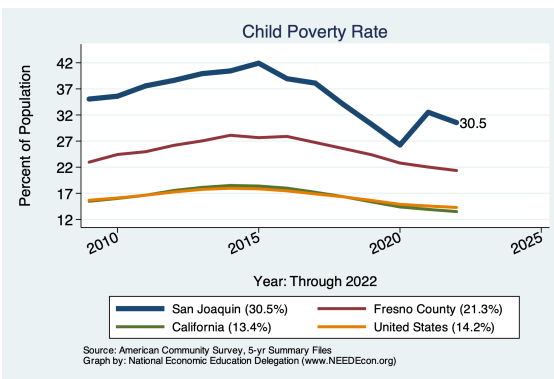
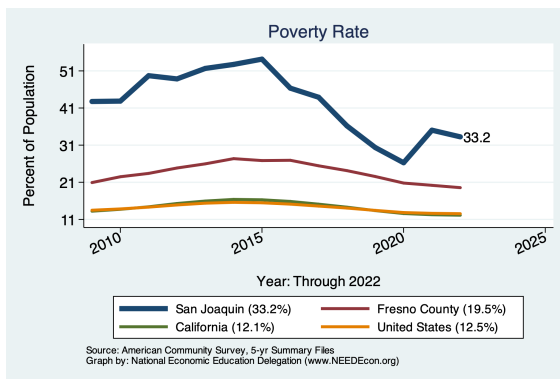


Figure 31: Inequality

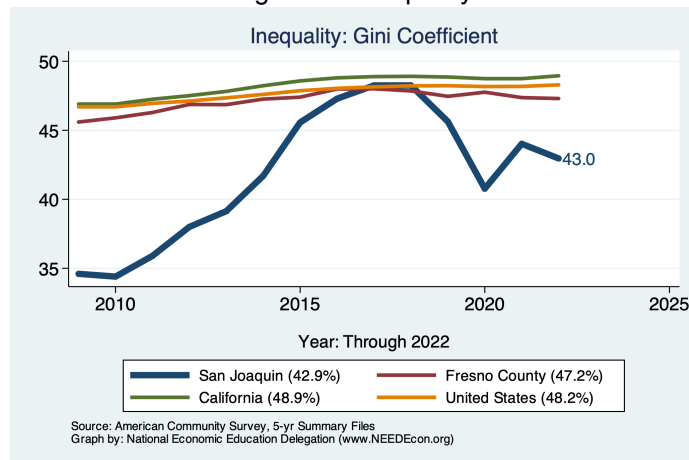


Figure 32: Shares Across the Income Distribution

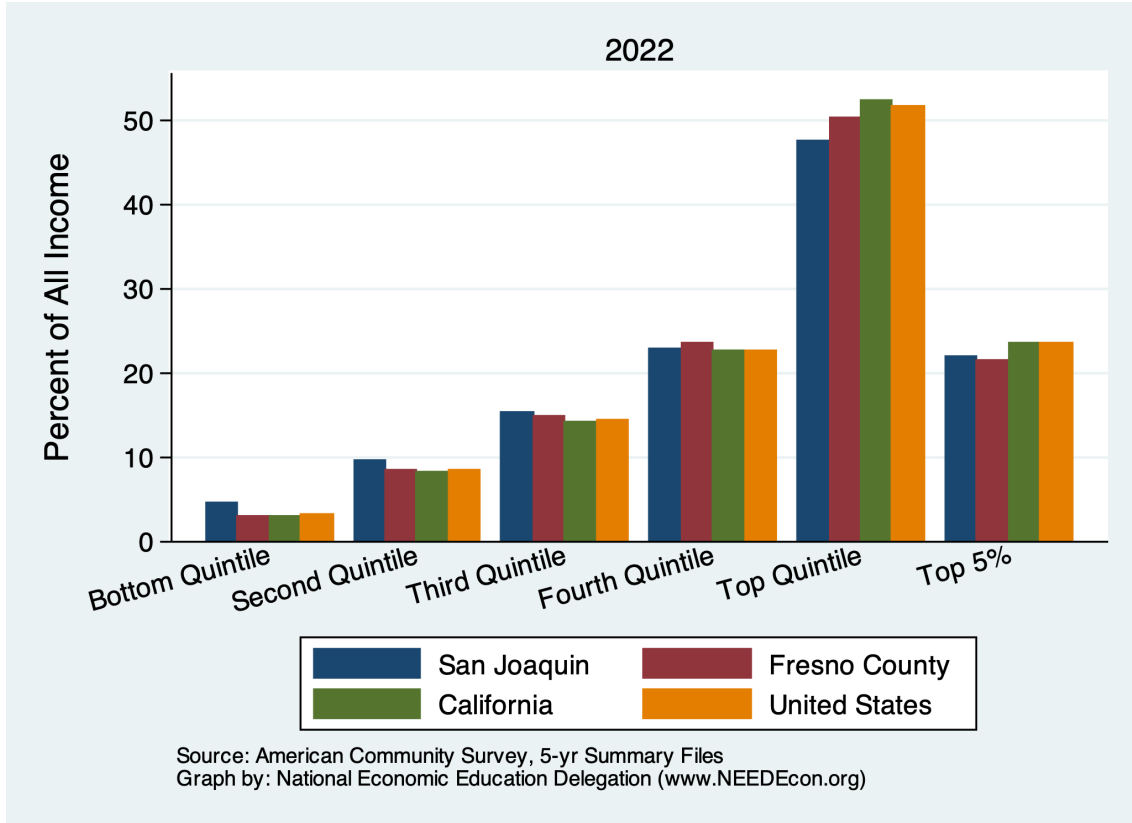
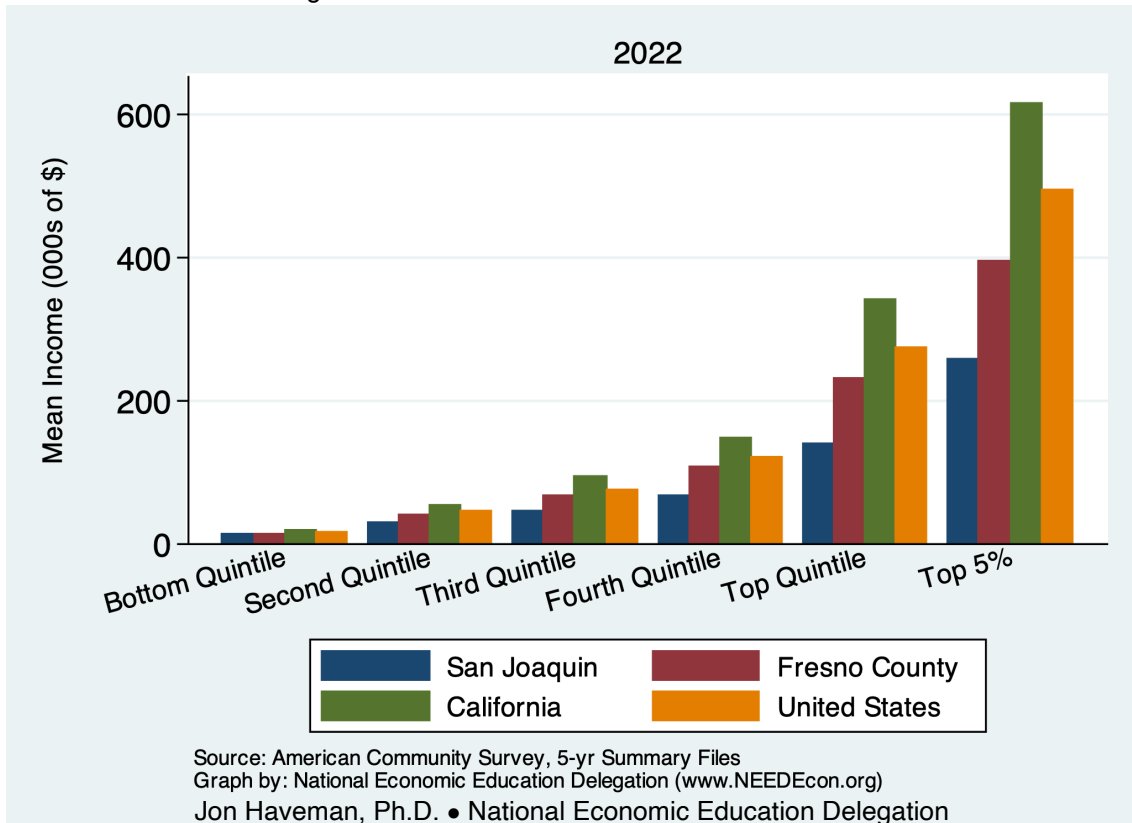


Figure 33: Means Across the Income Distribution



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 Joaquin and Broader Regions

Figure 34: Median Home Prices

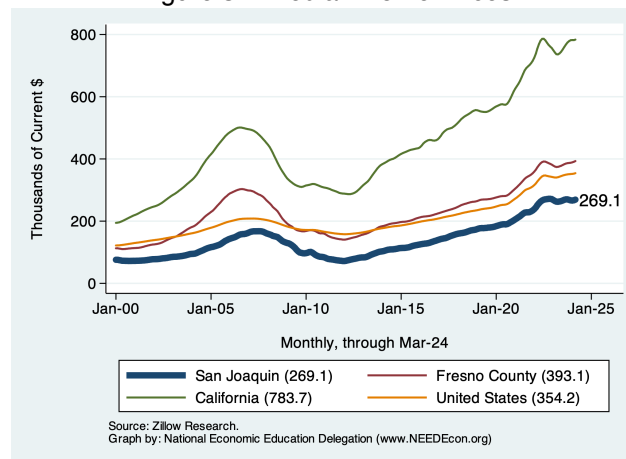


Figure 35: Median Rents

N/A

Housing Ownership in San Joaquin and Broader Regions

Figure 36: Home Ownership Rates

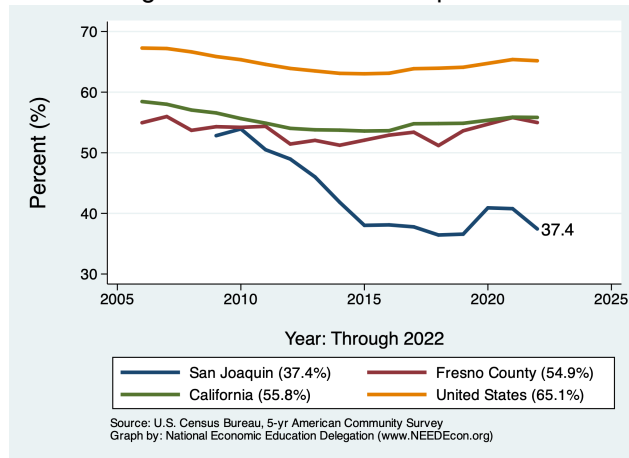


Figure 37: Home Ownership by Age

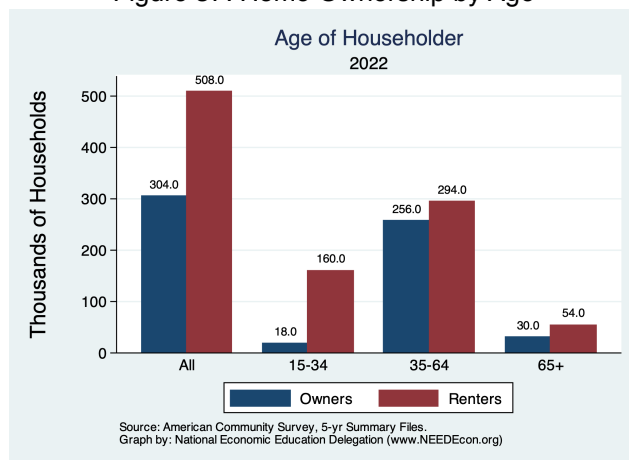


Figure 38: Income by Tenure

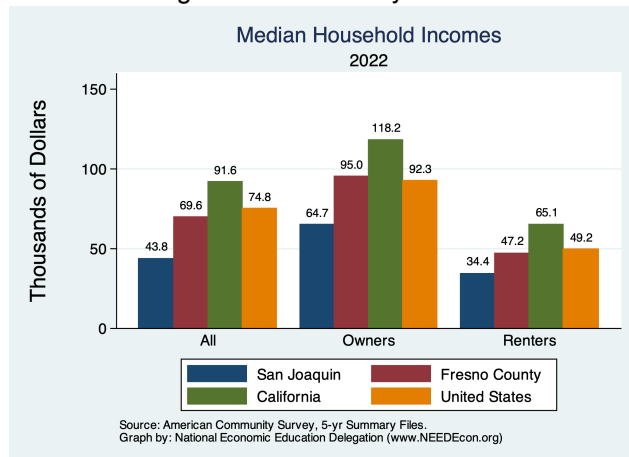


Figure 39: Income Distribution by Tenure

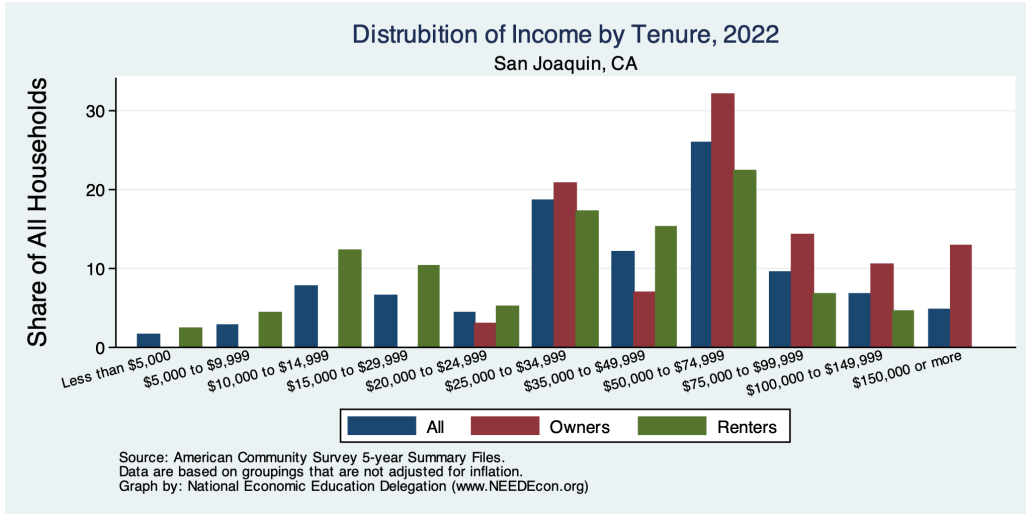


Figure 40: Income Distribution of Home Owners

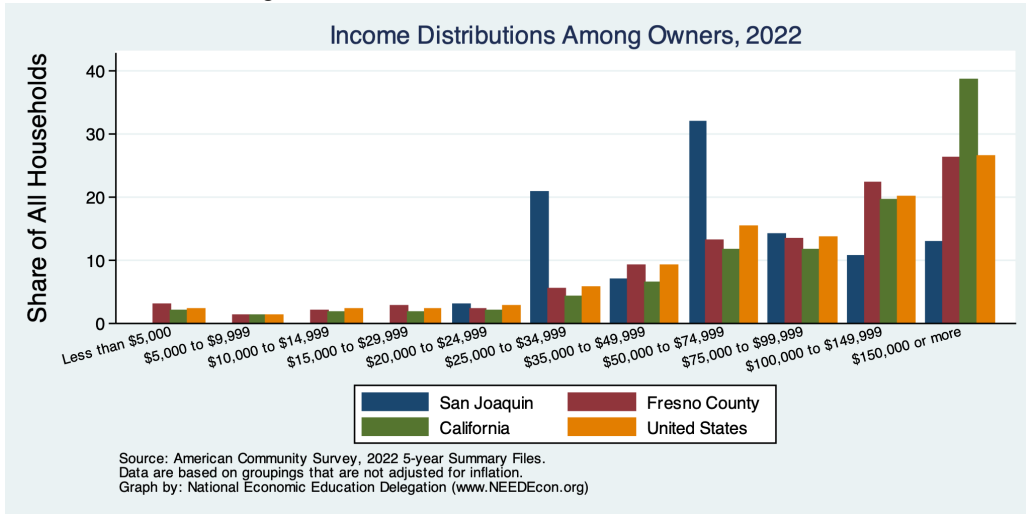
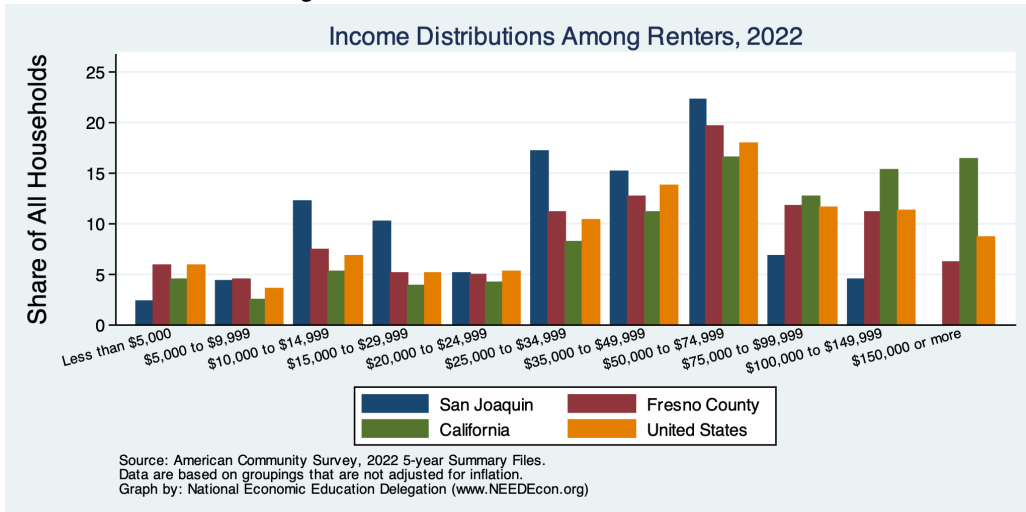


Figure 41: Income Distribution of Renters



Housing Burden in San Joaquin and Broader Regions

Figure 42: Home Owners w/ A Mortgage

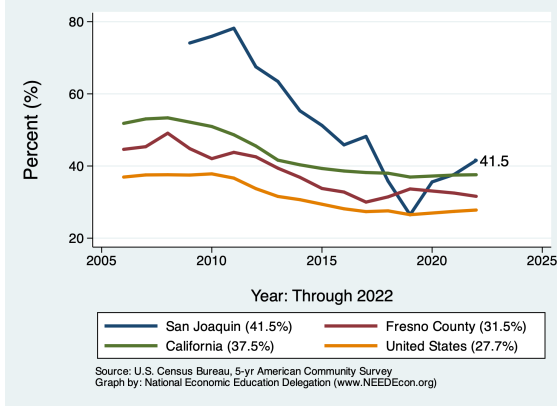


Figure 43: Home Owners w/o A Mortgage

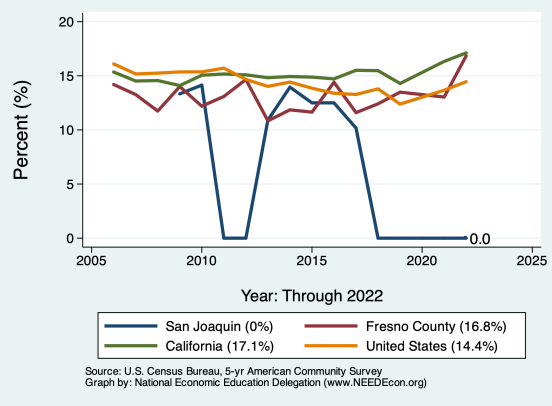


Figure 44: Renters

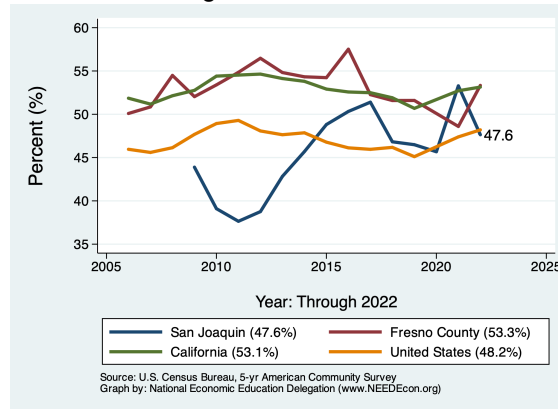
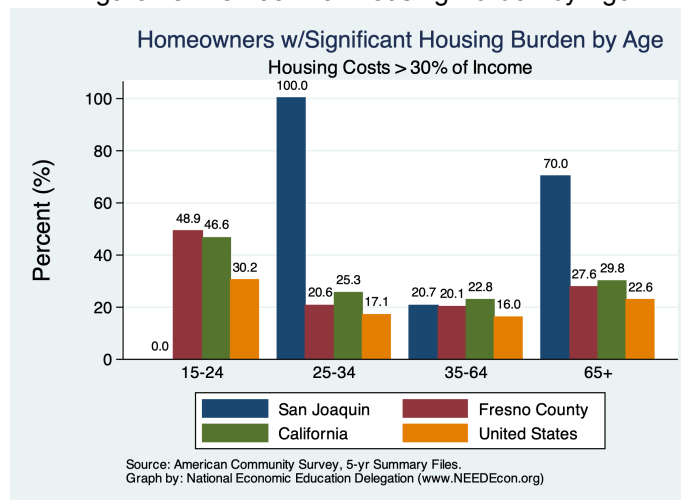


Figure 45: Homeowner Housing Burden by Age



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	3,608.0	4,144.0	4,001.0	-12.9	-9.8
Total # of Homes	937.0	932.0	934.0	0.5	0.3
# Occupied Units	899.0	899.0	882.0	0.0	1.9
Persons per Household	4.0	4.6	4.5	-12.9	-11.5
Vacancy Rate (%)	4.1	3.5	5.6	14.5	-27.2

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

Figure 46: Housing Growth

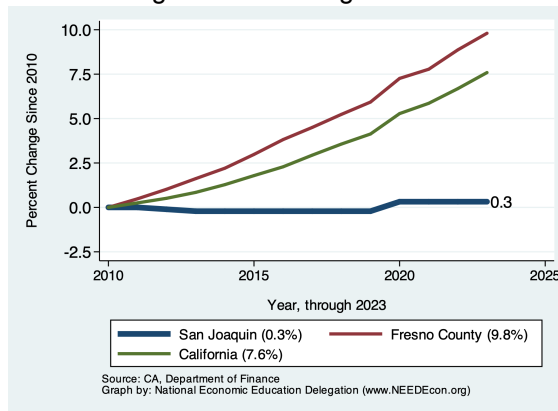


Figure 47: Persons per Household

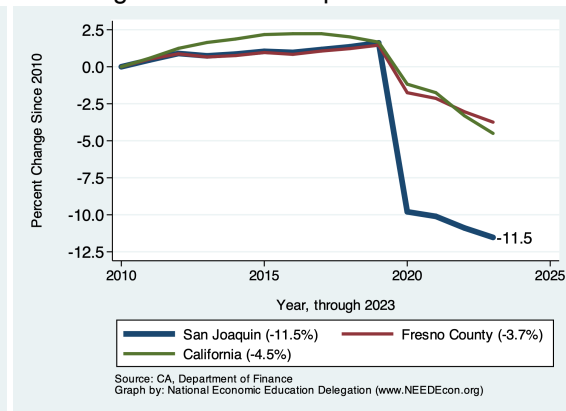


Figure 48: Vacancy Rates

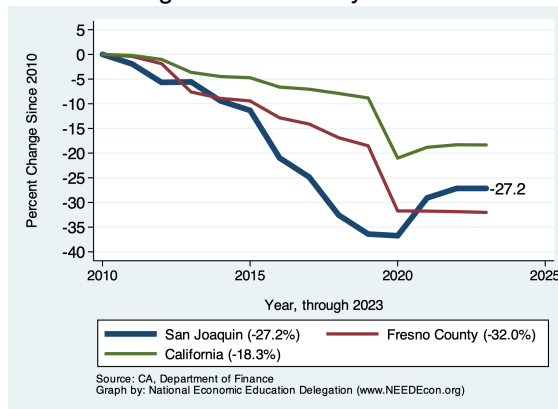
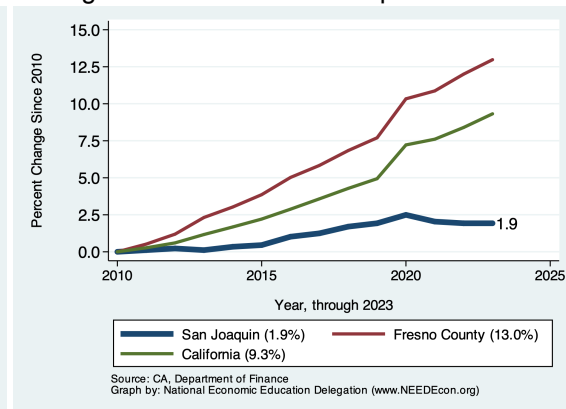


Figure 49: Number of Occupanied Units



Trends in the Growth of Housing by Housing Type

Figure 50: Single Detached Homes

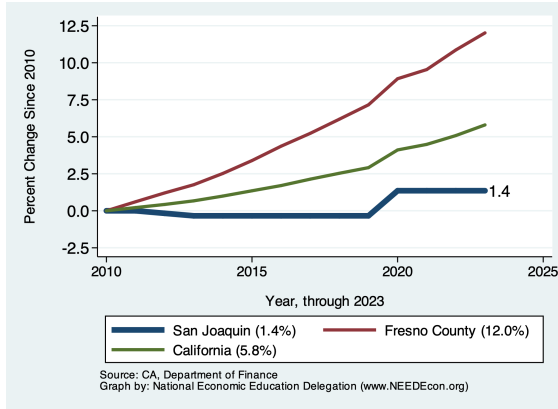


Figure 51: Single Attached Homes

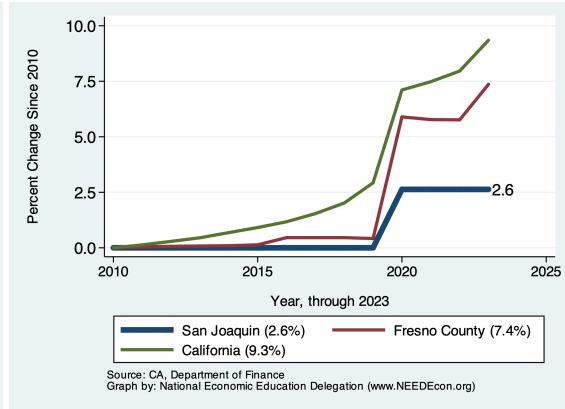


Figure 52: Housing in Buildings with Two to Four Units

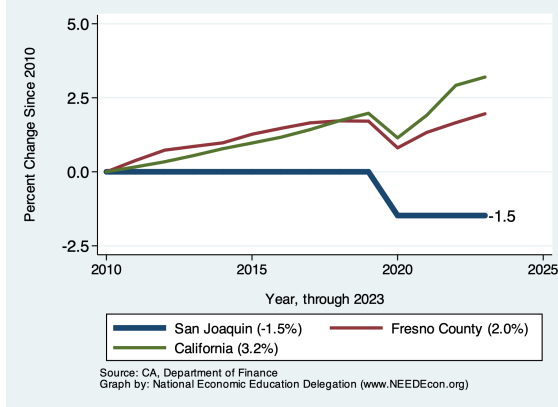
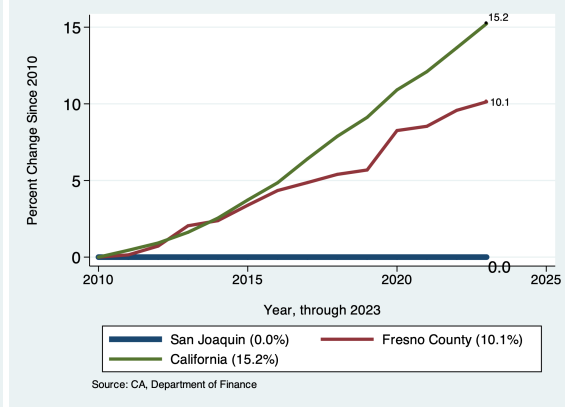


Figure 53: Housing in Buildings with Five or More Units



Vintage of Residential Housing

Why is it important?

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

ing. 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

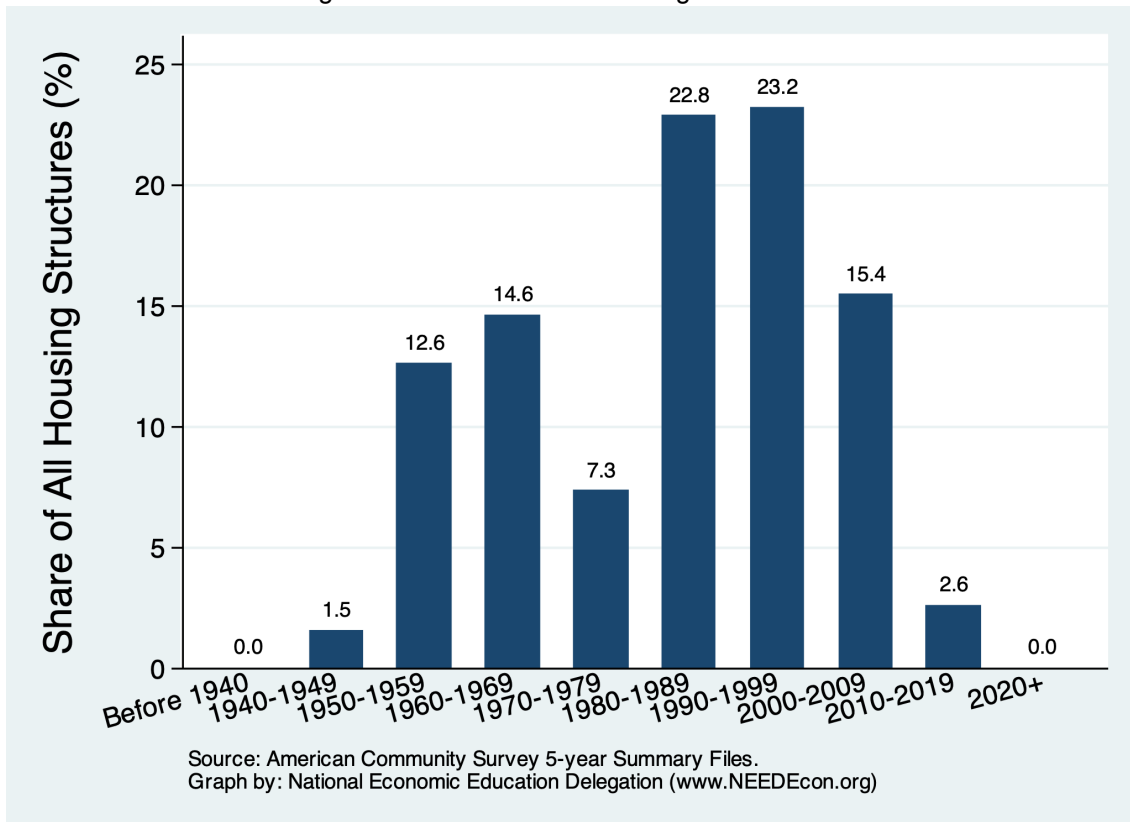


Figure 55: Housing Vintage across Regions

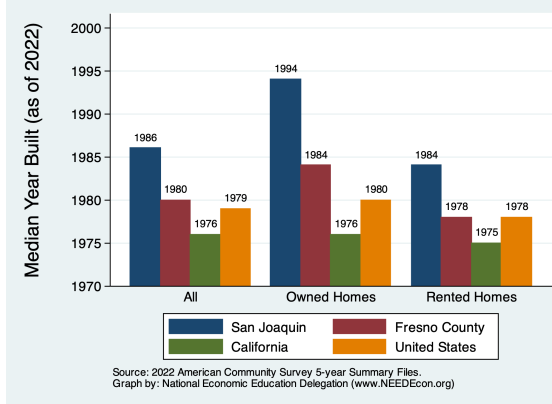


Figure 56: Housing Vintage by Tenure

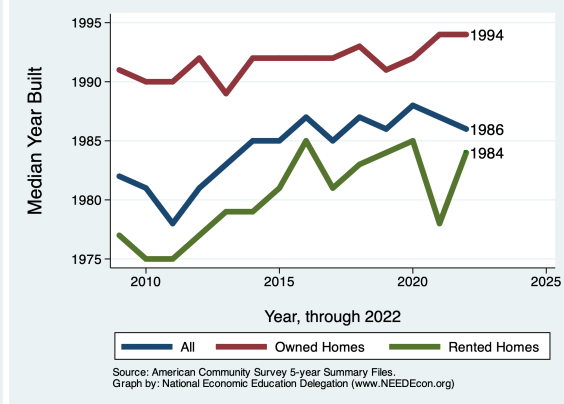


Figure 57: Vintage of Owned Residences

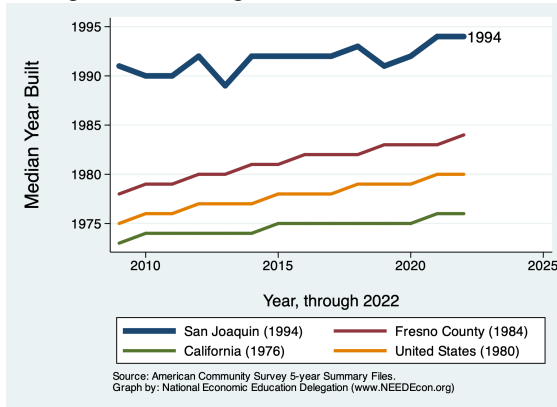


Figure 58: Vintage of Rented Residences

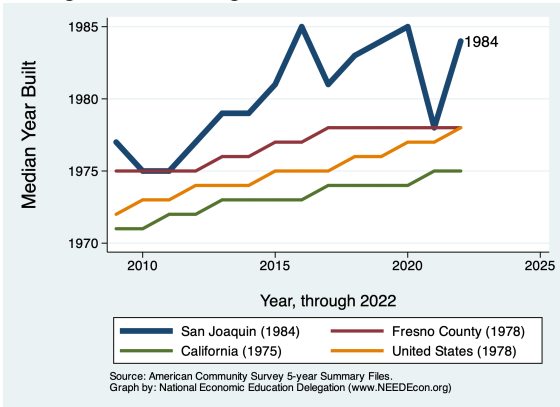
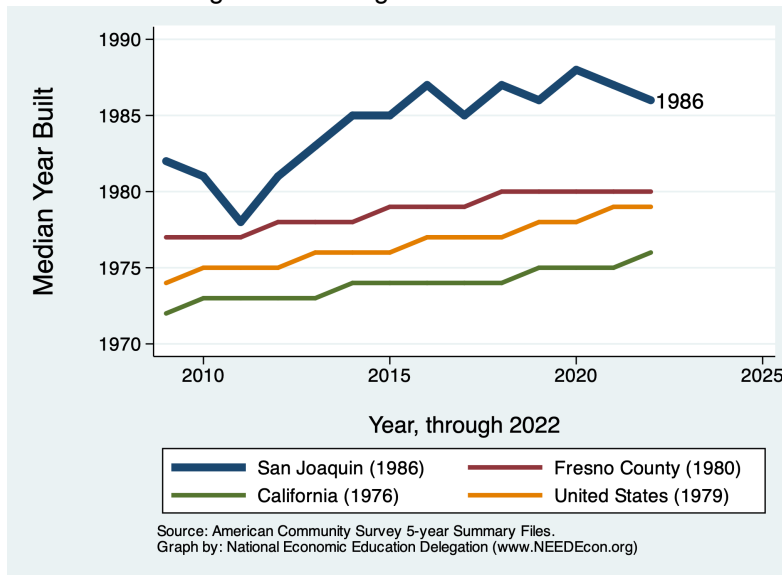


Figure 59: Vintage of All Residences



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

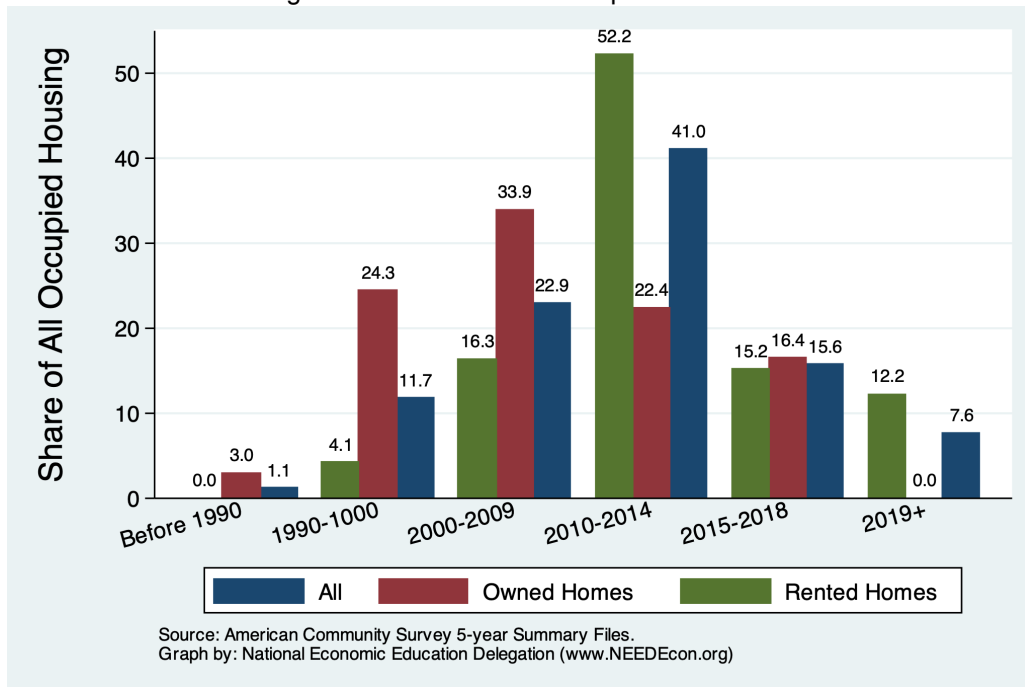


Figure 61: Year Occupied by Current Residents across Regions

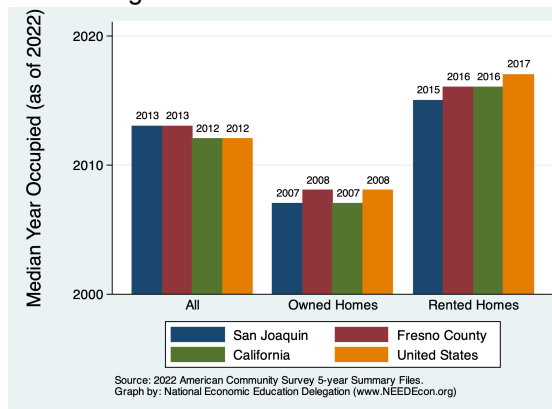


Figure 62: Year Occupied by Current Residents by Tenure

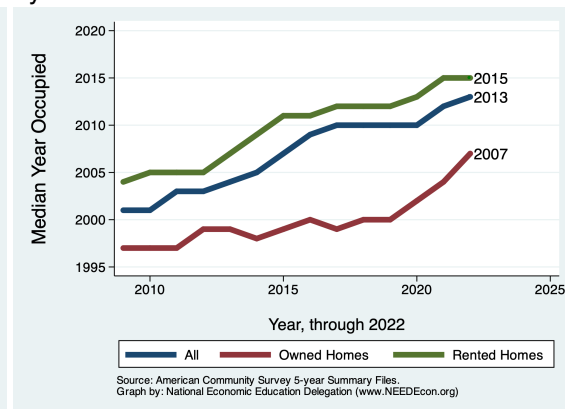


Figure 63: Year Occupied by Current Residents for Owned Housing

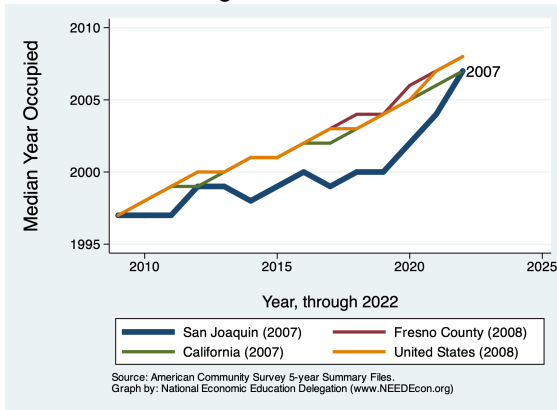


Figure 64: Year Occupied by Current Residents for Rented Housing

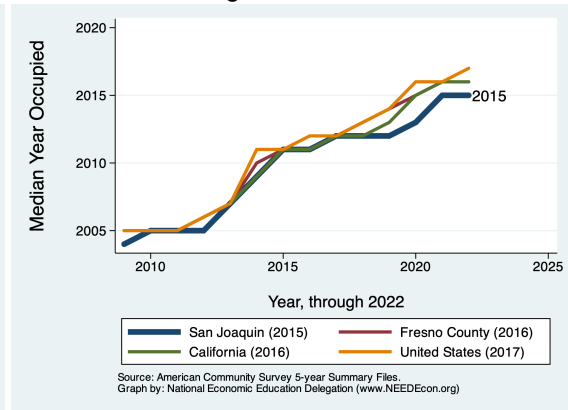
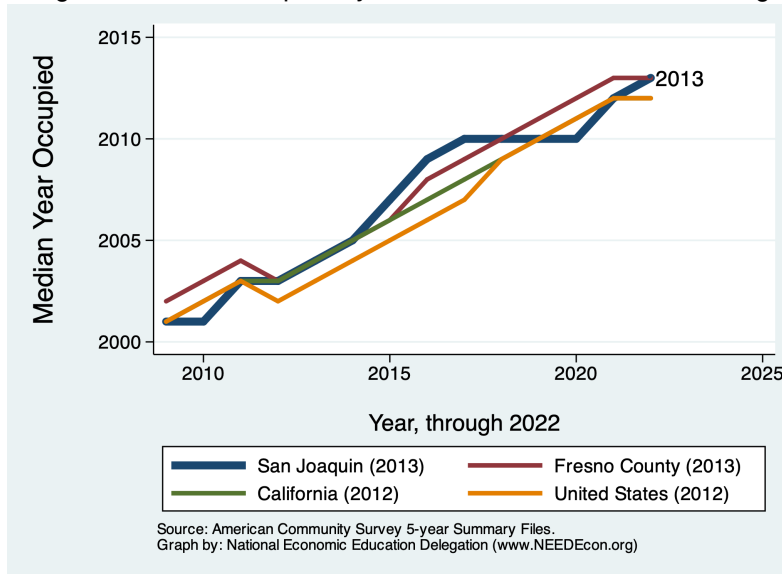


Figure 65: Year Occupied by Current Residents for All Housing



Residential Permitting

Definition:

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

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

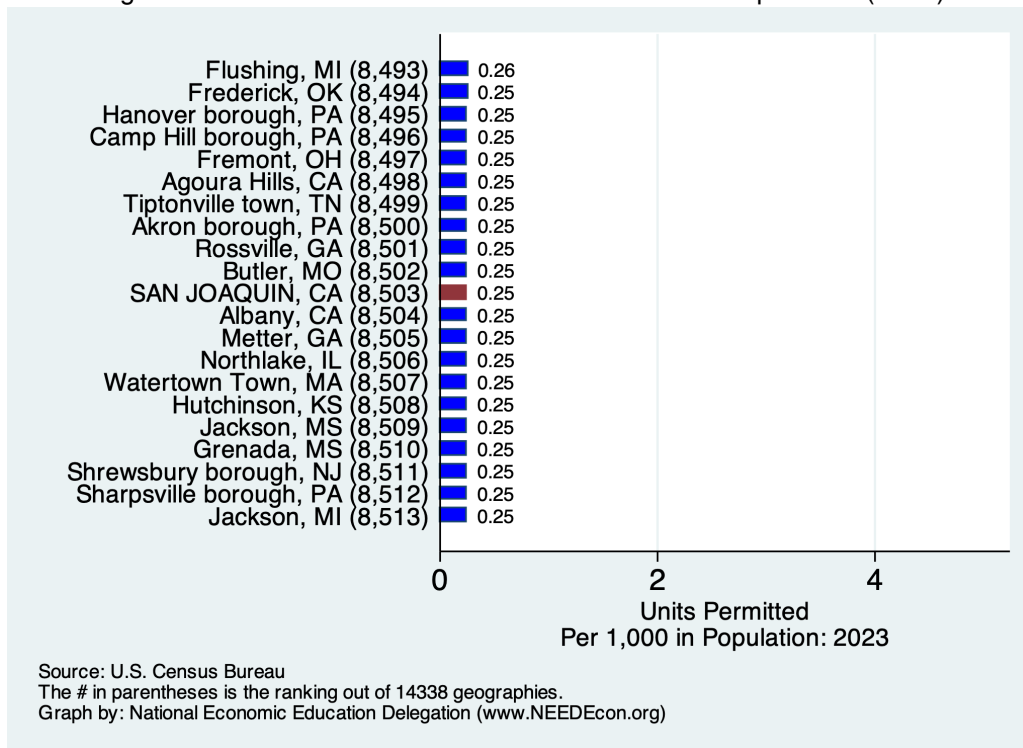
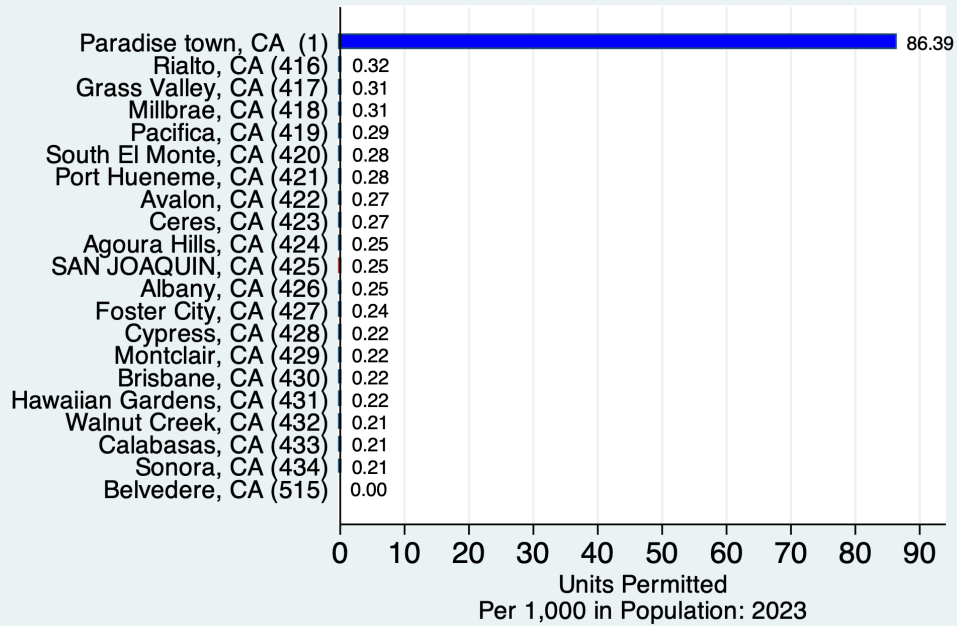
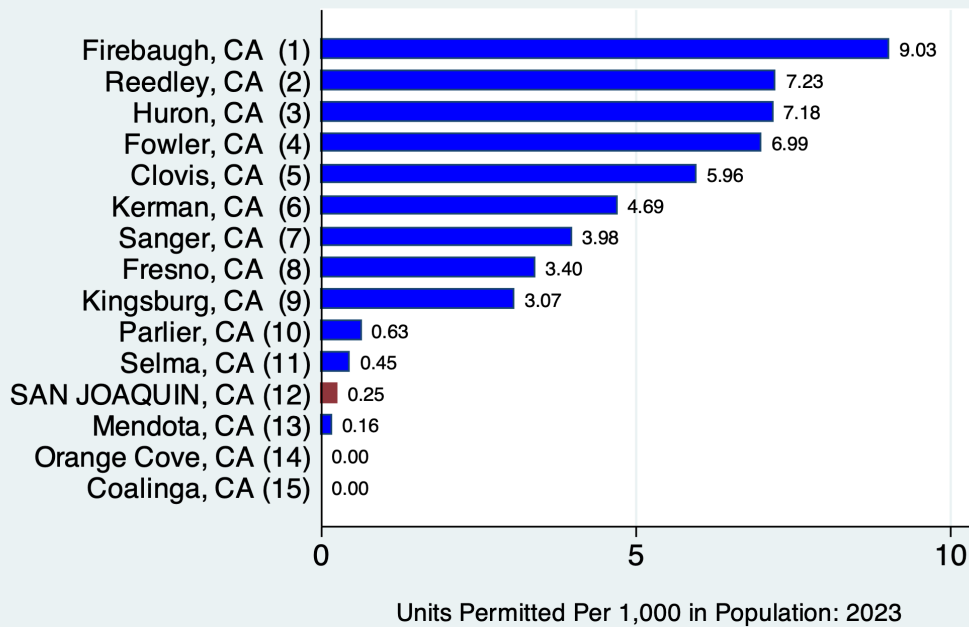


Figure 67: Number of Units Permitted - California Comparables (Rank)



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 Fresno County (Rank)



Source: U.S. Census Bureau,
 The # in parentheses is the ranking out of 15 geographies.
 Graph by: National Economic Education Delegation (www.NEEDecon.org)

San Joaquin - Permitting Activity

Annual Units Permitted - Per Capita in San Joaquin

Figure 69: Units Permitted Each Year

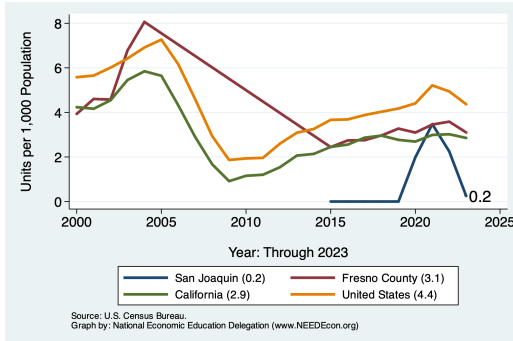
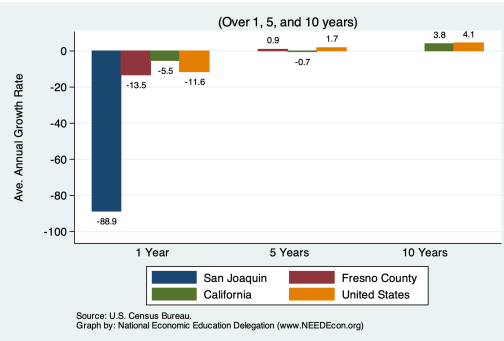


Figure 70: Average Annual Growth in Units Permitted



Annual Number of Buildings Permitted - Per Capita in San Joaquin

Figure 71: Units Permitted Each Year

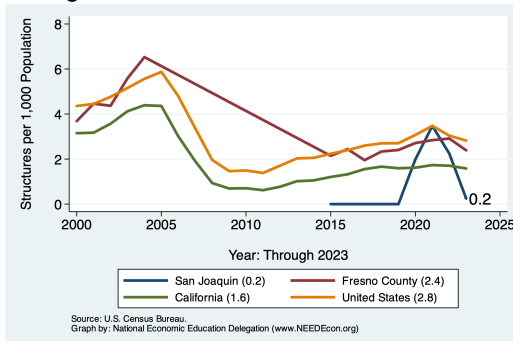
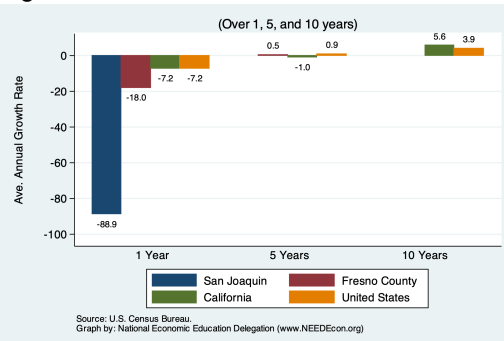


Figure 72: Average Annual Growth in Buildings Permitted



Annual Value of Property Permitted - Per Capita in San Joaquin

Figure 73: Value Permitted Each Year

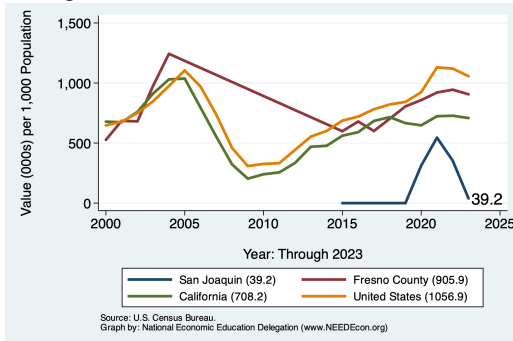
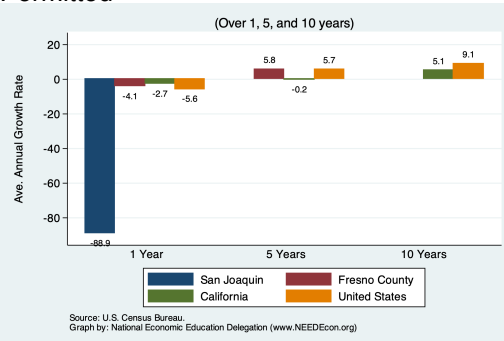


Figure 74: Average Annual Growth in Value Permitted



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

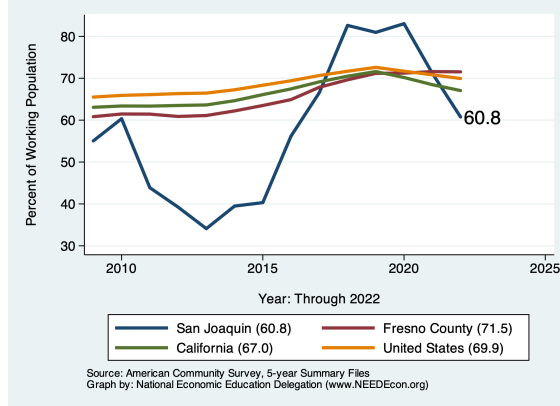


Figure 76: Percent of Workers Commuting by Carpool

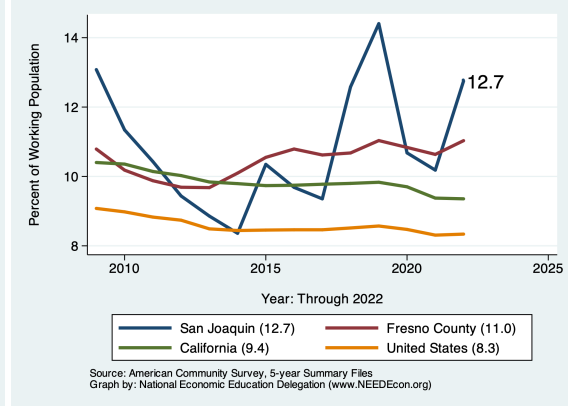


Figure 77: Percent of Workers using Public Transportation

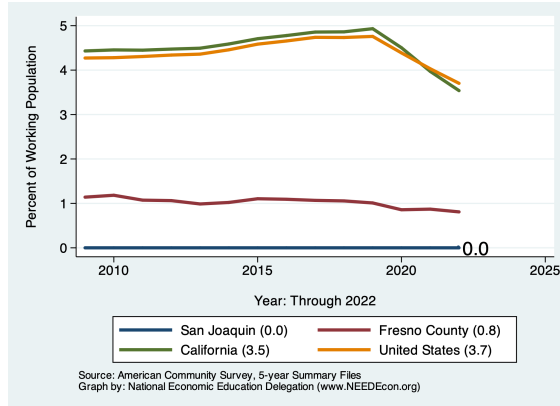
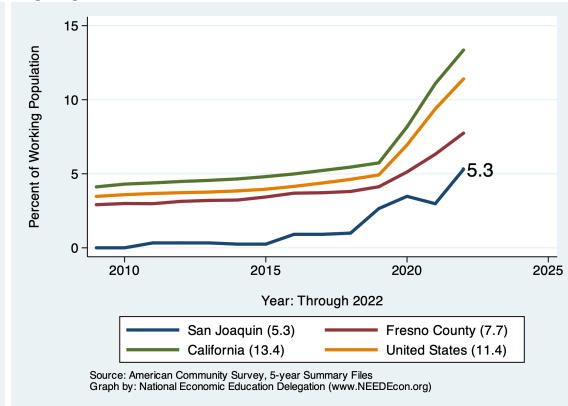


Figure 78: Percent of Workers Who Work From Home



The first table on this page presents data for those who LIVE in San Joaquin. The second provides data on those who work, but do not necessarily live in San Joaquin. 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:	623	79.1	265	55.6	888	73.5	78.0
Drove Alone	497	63.1	237	49.7	734	60.8	68.4
Carpooled:	126	16.0	28	5.9	154	12.7	9.5
In 2-person carpool	51	6.5	9	1.9	60	5.0	6.9
In 3-person carpool	0	0.0	0	0.0	0	0.0	1.5
In 4-or-more-person carpool	75	9.5	19	4.0	94	7.8	1.1
Public Transportation (excl Taxi):	0	0.0	0	0.0	0	0.0	3.6
Bus or Trolley Bus	0	0.0	0	0.0	0	0.0	2.3
Streetcar or Trolley Car	0	0.0	0	0.0	0	0.0	0.8
Subway or Elevated	0	0.0	0	0.0	0	0.0	0.3
Railroad	0	0.0	0	0.0	0	0.0	0.2
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	0	0.0	0	0.0	0	0.0	0.7
Walked	9	1.1	0	0.0	9	0.7	2.4
Taxicab, Motorcycle, or other	0	0.0	0	0.0	0	0.0	1.7
Worked at Home	18	2.3	46	9.6	64	5.3	13.6
Total:	650	82.5	311	65.2	961	79.6	

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:	389	66.0	278	77.4	667	70.4	84.1
Drove Alone	300	50.9	269	74.9	569	60.0	73.5
Carpooled:	89	15.1	9	2.5	98	10.3	10.6
In 2-person carpool	72	12.2	0	0.0	72	7.6	7.9
In 3-person carpool	0	0.0	0	0.0	0	0.0	1.6
In 4-or-more-person carpool	17	2.9	9	2.5	26	2.7	1.1
Public Transportation (excl Taxi):	0	0.0	0	0.0	0	0.0	5.2
Bus or Trolley Bus	0	0.0	0	0.0	0	0.0	3.5
Streetcar or Trolley Car	0	0.0	0	0.0	0	0.0	0.1
Subway or Elevated	0	0.0	0	0.0	0	0.0	1.1
Railroad	0	0.0	0	0.0	0	0.0	0.4
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	0	0.0	0	0.0	0	0.0	1.1
Walked	0	0.0	24	6.7	24	2.5	2.7
Taxicab, Motorcycle, or other	0	0.0	0	0.0	0	0.0	1.4
Worked at Home	11	1.9	0	0.0	11	1.2	5.4
Total:	400	67.9	302	84.1	702	74.1	

Source: 2016 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	17	2.2	11	2.4	28	2.4	2.0
5 to 9 minutes	113	14.9	20	4.3	133	11.3	7.5
10 to 14 minutes	108	14.3	0	0.0	108	9.2	12.2
15 to 19 minutes	48	6.3	31	6.7	79	6.7	15.0
20 to 24 minutes	97	12.8	71	15.3	168	14.3	14.3
25 to 29 minutes	10	1.3	46	9.9	56	4.8	6.3
30 to 34 minutes	121	16.0	44	9.5	165	14.0	15.0
35 to 39 minutes	26	3.4	0	0.0	26	2.2	2.9
40 to 44 minutes	0	0.0	0	0.0	0	0.0	4.3
45 to 59 minutes	34	4.5	24	5.2	58	4.9	8.6
60 to 89 minutes	58	7.7	18	3.9	76	6.5	7.9
90 or more minutes	0	0.0	0	0.0	0	0.0	4.0
Total:	632	83.5	265	57.0	897	76.3	

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

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

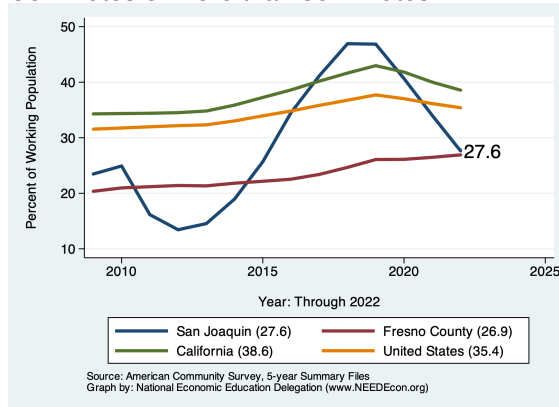


Figure 80: Percent of Employed Population With Commutes of More than 90 Minutes

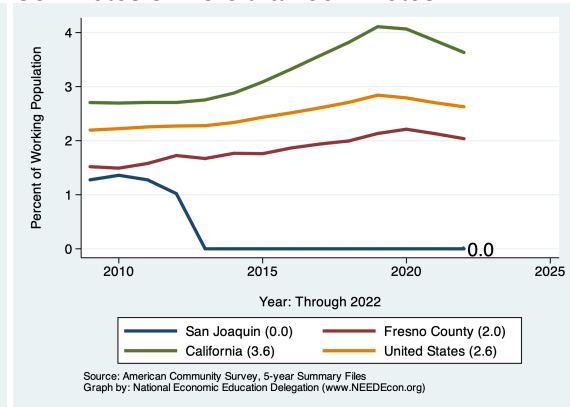
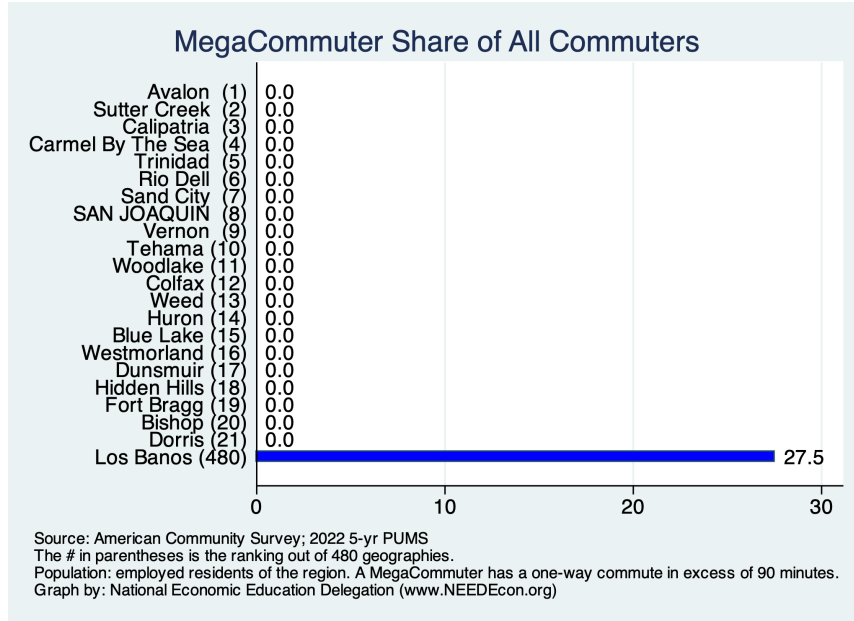


Figure 81: Rank: Share of MegaCommuters Across Similar Geographies



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	0	0.0	36	10.0	36	3.8	1.9
5 to 9 minutes	19	3.2	27	7.5	46	4.9	8.0
10 to 14 minutes	24	4.1	91	25.3	115	12.1	12.9
15 to 19 minutes	43	7.3	36	10.0	79	8.3	15.1
20 to 24 minutes	61	10.4	37	10.3	98	10.3	14.5
25 to 29 minutes	0	0.0	9	2.5	9	0.9	5.9
30 to 34 minutes	66	11.2	46	12.8	112	11.8	15.0
35 to 39 minutes	0	0.0	0	0.0	0	0.0	2.6
40 to 44 minutes	72	12.2	0	0.0	72	7.6	4.2
45 to 59 minutes	94	16.0	20	5.6	114	12.0	8.5
60 to 89 minutes	10	1.7	0	0.0	10	1.1	7.7
90 or more minutes	0	0.0	0	0.0	0	0.0	3.6
Total:	389	66.0	302	84.1	691	72.9	

Source: 2016 5-year American Community Survey, Summary File
The results in this table are for those who work in the region, regardless of the location of their residence.

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

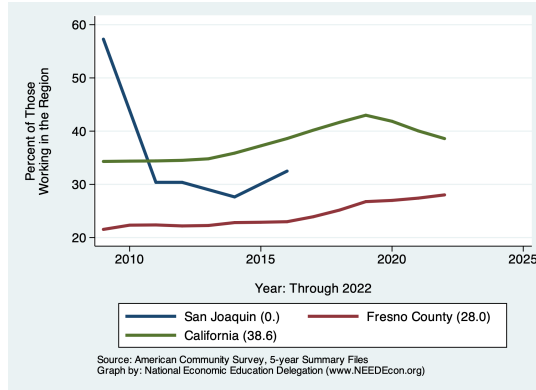


Figure 83: Percent of Local Employees With Commutes of More than 90 Minutes

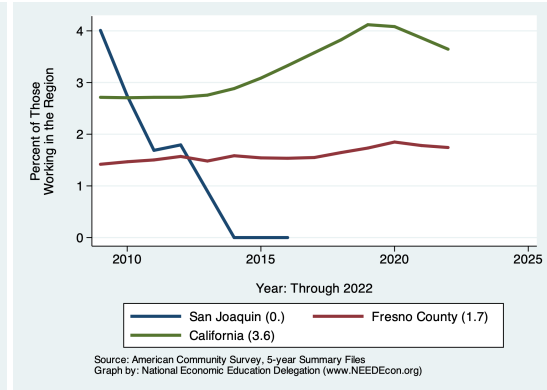
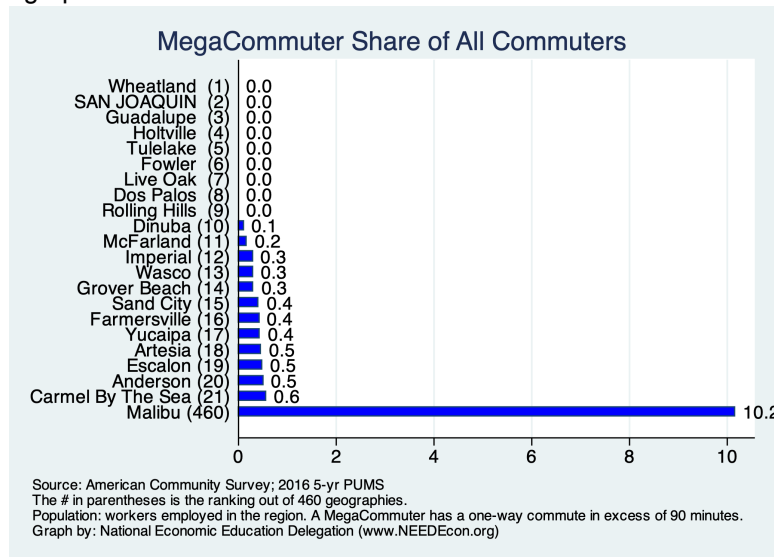


Figure 84: Rank: Share of MegaCommuters Across Similar Geographies



Source: American Community Survey; 2016 5-yr PUMS
The # in parentheses is the ranking out of 460 geographies.
Population: workers employed in the region. A MegaCommuter has a one-way commute in excess of 90 minutes.
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

Place of Work

This section provides evidence on where workers living in San Joaquin work. As evidenced in the first table, some of San Joaquin’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 Joaquin 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:	650	82.5	311	65.2	961	79.6	99.6
Worked in county of residence	572	72.6	272	57.0	844	69.9	84.1
worked outside of county of residence	78	9.9	39	8.2	117	9.7	15.4
Worked outside state of residence	0	0.0	0	0.0	0	0.0	0.4
Total:	650	82.5	311	65.2	961	79.6	

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

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

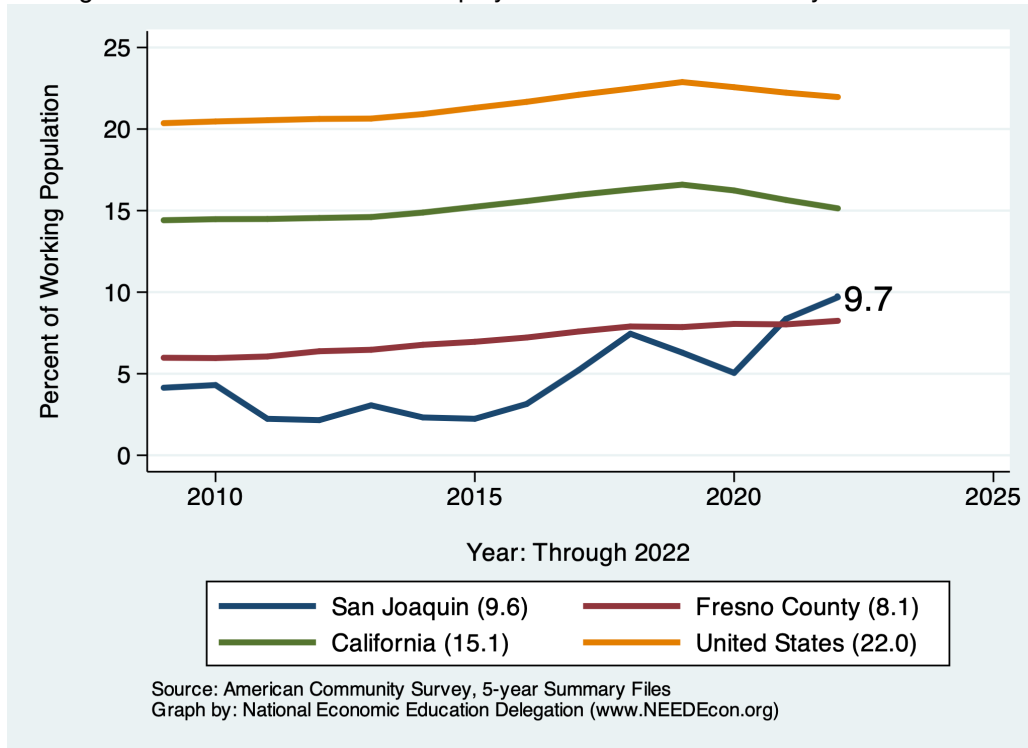
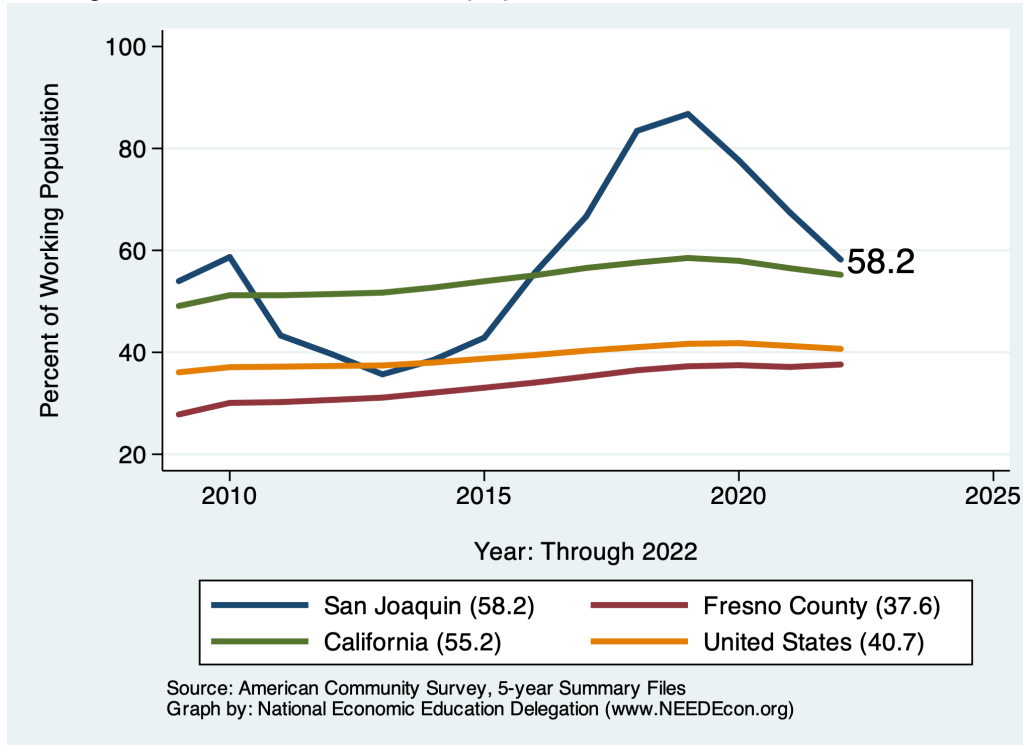


Table 11. SEX OF WORKERS BY PLACE OF WORK-PLACE LEVEL

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Living in a place:	650	82.5	311	65.2	961	79.6	95.9
Worked in place of residence	193	24.5	65	13.6	258	21.4	39.5
Worked outside place of residence	457	58.0	246	51.6	703	58.2	56.4
Not living in a place	0	0.0	0	0.0	0	0.0	4.1
Total:	650	82.5	311	65.2	961	79.6	

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

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



Commute Mode by Income

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

	City		California	United States	
	Median	Median	Ratio	Median	Ratio
Car, truck, or van - drove alone	28,393	48,566	102.1	46,171	101.5
Car, truck, or van - carpooled	28,583	36,463	136.8	34,487	136.8
Public transportation (excluding taxicab)		40,179		45,100	
Walked		29,366		27,142	
Taxicab, motorcycle, bicycle, or other means		40,433		36,140	
Worked from home		75,153		67,180	
Total:	27,926	48,747	57.3	46,099	60.6

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

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

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

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

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

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

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

Mode of Transit	< \$25,000		\$25,000-\$74,999		\$75,000+		All		All of CA
	#	(%)	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van: Drove Alone	283	45.4	231	75.0	36	76.6	734	60.8	68.4
Car, Truck, or Van: Carpooled	50	8.0	49	15.9	11	23.4	154	12.7	9.5
Public Transportation (excl Taxi)	0	0.0	0	0.0	0	0.0	0	0.0	3.6
Walked	9	1.4	0	0.0	0	0.0	9	0.7	2.4
Taxicab, Motorcycle, or other	0	0.0	0	0.0	0	0.0	0	0.0	2.4
Worked at Home	38	6.1	0	0.0	0	0.0	64	5.3	13.6
Total:	380	61.0	280	90.9	47		961	79.6	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	300	55.0	113	36.5	76		569	60.0	73.5
Car, Truck, or Van: Carpooled	98	18.0	0	0.0	0	0.0	98	10.3	10.6
Public Transportation (excl Taxi)	0	0.0	0	0.0	0	0.0	0	0.0	5.2
Walked	24	4.4	0	0.0	0	0.0	24	2.5	2.7
Taxicab, Motorcycle, or other	0	0.0	0	0.0	0	0.0	0	0.0	2.5
Worked at Home	0	0.0	11	3.5	0	0.0	11	1.2	5.4
Total:	422	77.4	124	40.0	76		702	74.1	100.0

Source: 2016 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	120	64.2	121	45.0	493	61.3	734	60.8	68.7
Car, Truck, or Van: Carpooled	28	15.0	31	11.5	95	11.8	154	12.7	9.5
Public Transportation (excl Taxi)	0	0.0	0	0.0	0	0.0	0	0.0	3.6
Walked	9	4.8	0	0.0	0	0.0	9	0.7	2.1
Taxicab, Motorcycle, or other	0	0.0	0	0.0	0	0.0	0	0.0	2.4
Worked at Home	0	0.0	20	7.4	44	5.5	64	5.3	13.6
Total:	157	84.0	172	63.9	632	78.6	961	79.6	

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	72	52.2	148	62.2	349	54.4	569	60.0	73.9
Car, Truck, or Van: Carpooled	7	5.1	72	30.3	19	3.0	98	10.3	10.6
Public Transportation (excl Taxi)	0	0.0	0	0.0	0	0.0	0	0.0	5.2
Walked	11	8.0	0	0.0	13	2.0	24	2.5	2.4
Taxicab, Motorcycle, or other	0	0.0	0	0.0	0	0.0	0	0.0	2.5
Worked at Home	0	0.0	0	0.0	11	1.7	11	1.2	5.4
Total:	90	65.2	220	92.4	392	61.2	702	74.1	100.0

Source: 2016 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 San Joaquin 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

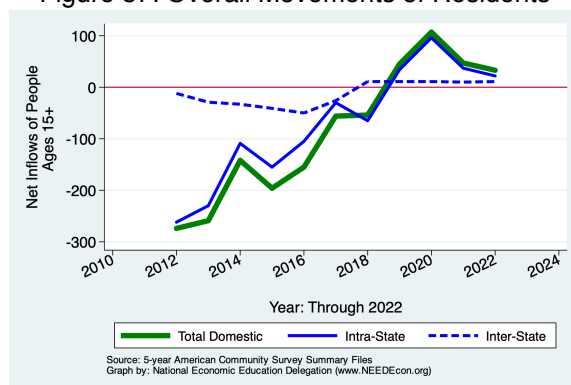


Table 17: Migration by Income

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
No income	701	44	50	-26	0	20
With income	1,811	9	39	-41	11	0
\$1 to \$9,999 or loss	302	-8	-19	0	11	0
\$10,000 to \$14,999	296	0	0	0	0	0
\$15,000 to \$24,999	453	-24	0	-24	0	0
\$25,000 to \$34,999	375	42	42	0	0	0
\$35,000 to \$49,999	227	13	16	-3	0	0
\$50,000 to \$64,999	93	0	0	0	0	0
\$65,000 to \$74,999	9	0	0	0	0	0
\$75,000 or more	56	-14	0	-14	0	0
All:	2,512	53	89	-67	11	20

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

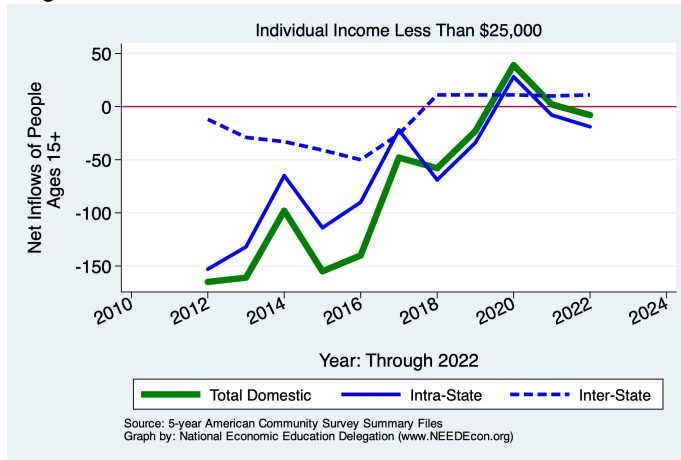


Figure 89: Overall Movements of Middle Income Residents

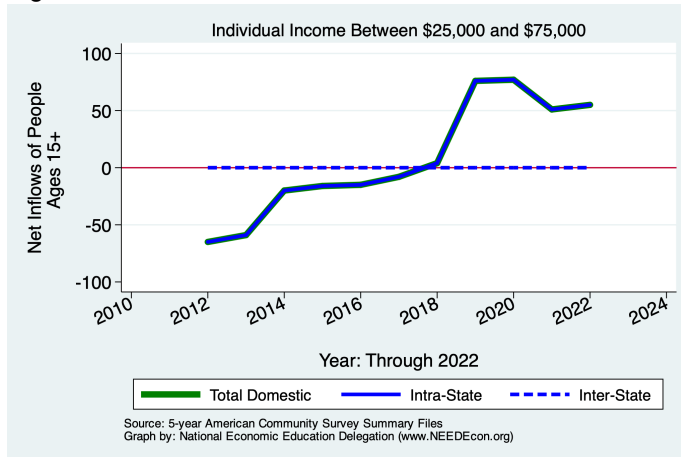
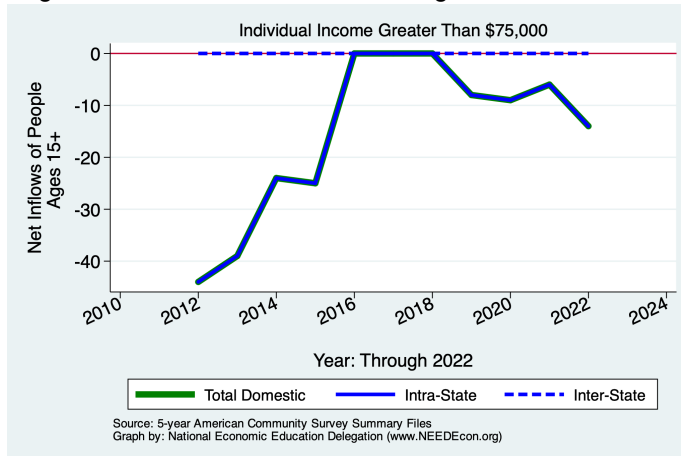


Figure 90: Overall Movements of High Income Residents



Demographics of Migration Flows

Table 18: Migration by Marital Status

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
Never married	975	-22	16	-49	11	0
Now married, except separated	1,367	79	73	-14	0	20
Divorced	79	0	0	0	0	0
Separated	30	-4	0	-4	0	0
Widowed	61	0	0	0	0	0
Total:	2,512	53	89	-67	11	20

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

Table 19: Migration by Tenure

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
Householder lived in owner-occupied housing units	1,503	121	108	-24	0	37
Householder lived in renter-occupied housing units	2,146	2	-19	0	21	0
Total:	3,649	123	89	-24	21	37

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

Figure 91: Domestic Movements of Residents by Tenure

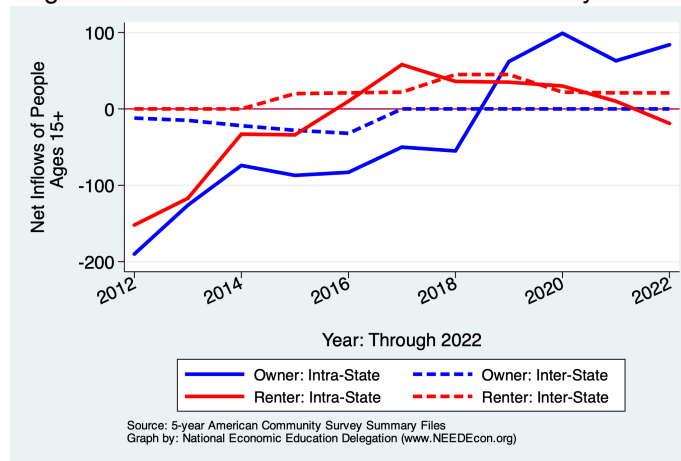


Table 20: Migration by Age

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
1 to 4 years	357	17	0	0	0	17
5 to 17 years	1,011	28	18	0	10	0
18 and 19 years	147	17	17	0	0	0
20 to 24 years	312	1	-19	0	0	20
25 to 29 years	272	-28	21	-49	0	0
30 to 34 years	281	32	21	0	11	0
35 to 39 years	298	0	0	0	0	0
40 to 44 years	191	0	0	0	0	0
45 to 49 years	151	0	0	0	0	0
50 to 54 years	132	-4	0	-4	0	0
55 to 59 years	164	31	31	0	0	0
60 to 64 years	130	0	0	0	0	0
65 to 69 years	31	0	0	0	0	0
70 to 74 years	62	0	0	0	0	0
75 years and over	110	-14	0	-14	0	0
Total Population:	3,649	80	89	-67	21	37

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

Table 21: Migration by Educational Attainment

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
Less than high school graduate	985	49	52	-3	0	0
High school graduate (includes equiv)	480	-1	21	-22	0	0
Some college or assoc. degree	308	-31	0	-42	11	0
Bachelor's degree	49	0	0	0	0	0
Graduate or professional degree	0	0	0	0	0	0
Total:	1,822	17	73	-67	11	0

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	21,298	21,298
Total Population:	21,326	20,630

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

Table 23: Median Age of Migration Flows

Flow	In-Migration	Out-Migration
Same House 1 Year Ago	24.7	24.7
Moved Within Same County	35.0	82.6
Total Population:	25.0	25.4

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

References and Sources

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

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

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

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

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

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