San Diego International Airport:

Comparative Demographic Analysis

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Executive Summary

The San Diego International Airport at Lindbergh field is fast approaching max capacity and soon will be unable of meeting long-term aviation needs for the San Diego region. By not having a modern airport capable of sustaining future transportation needs, there could be a potential impact on demographics in the San Diego County region.

The objective of this research project is to compare the current demographics in San Diego County and forecast how they will be impacted if SDIA does not modernize its current location and conversely, how the demographics will be impacted if one of the four finalist sites is chosen.

The baseline for demographic trends is established by airports in other metropolitan cities with constraints similar to those that face San Diego International Airport, but carried out extensive renovation plans: including runway expansions, new runway constructions or the construction of an entirely new airport. The demographics are captured at these locations five years prior to airport expansion and up to 15 years after the extensive renovation is completed. Demographic analysis on these sites was used to develop weighted expected demographic trends for each of the demographic characteristics.

When applying the trends to the proposed locations there are a significant shift from the expected demographic forecast.   Areas that are more rural will potentially see a greater change in demographic trends, when compared to areas that are more densely populated.   There are too many external factors that impact demographics to determine that building a runaway in an already established metropolitan area will have any substantial impact on the regions demographics. However, the construction or expansion of any airport will not negatively impact demographic   trends.

Purpose

The San Diego International Airport at Lindbergh field is fast approaching max capacity and soon will be unable of meeting long-term aviation needs for the San Diego region. By not having a modern airport capable of sustaining future transportation needs, there could be a potential impact on demographics in the San Diego County region. The San Diego International Airport (SDIA) has physical constrictions of being only 661 acres with a single runway. Any expansion at its current location is limited due to the developed surrounding areas of downtown San Diego, San Diego Bay, Pt. Loma and the Marine Corps Recruit Depot. This report will evaluate and project potential changes in demographic trends of the expanded or new airport location.

Objective

The objective of this research project is to compare the current demographics in San Diego County and forecast how they will be impacted if SDIA does not modernize its current location and conversely, how the demographics will be impacted if one of the four finalist sites is chosen. The report analyzes the four alternative sites considered by the Airport Site Selection Program (ASSP), which include:

- Camp Pendleton
- MCAS Miramar
- Campo/Boulevard
- Expansion of the current SDIA location

Using comparative airports' changing demographics as a reference, the projected impact of the proposed sites on current demographics are projected. We will project the impact on the current demographics for the proposed area based on the rate of change of comparative airports.

Significance of the Study

This study will provide Southern California civic leaders support in forecasting potential demographic changes of the four counties being researched, should the San Diego Airport Authority choose not to renovate and expand SDIA. In addition, this study provides valuable information on potential demographic changes in the region should the SD Airport Authority choose one of the four final sites presented to the ASSP. This report is not intended to provide a recommendation on which potential airport location leaders should choose. The sole purpose is to provide the estimated changes in demographic trends of the proposed sites based on the data from comparative locations.

Background

San Diego International Airport

SDIA was opened on August 16, 1928. For over fifty years there have been persuasive arguments that San Diego needs a new location for its international airport. San Diego International Airport is the nation's busiest single runway commercial airport which served nearly 17 million passengers in 2011, and employs more than 6,000 people. The San Diego International Airport now contributes nearly $10 billion annually to the regional economy. San Diego International Airport's expansion of Terminal 2, known as The Green Build, opened on August 13, 2013 and added 10 new gates, more dining and shopping options, a new security checkpoint with more security lanes to improve flow of passengers through the terminal, a dual-level roadway and additional aircraft parking (Jones, 2013). These improvements will meet the airport's needs until we reach about 20 – 21 million passengers annually (Airport Project, 2001). The approximately $900M Project does not negate the fact that the current location is not suitable for larger planes and longer runways. For given various constraints, SDIA can no longer support long-term aviation demands. This report considers the conclusions of previous plans to expand or build an airport in San Diego County and forecasts any potential changes in the demographics.

Denver International Airport

The Denver International Airport, it is the only major airport to be built in the United States in the last 25 years. The current facility can accommodate 50 million passengers a year without any additional construction. The airport officially opened on February 28 1995, and is located 23 miles northeast of downtown Denver. The size of the airport is 34,000 acres and consists of five runways that are 12,000 feet long and a sixth runway that is 16,000 feet long ("Denver International Airport," n.d.).

San Jose International Airport

In 1946, the City of San Jose approved development of the San José Municipal Airport and applied for federal aid to build the airport. In 1949, the first commercial airline flight lands at SJC. In 1997, City Council approved a new airport Master Plan to guide long-term expansion. In 2000, during the Silicon Valley dot.com boom passenger traffic hit an all-time high of 14.2 million passengers per year. Airport communication manager, Steve Luckenbach, commented on the benefits of the airport expansion,

> After 12 years, a myriad of hearings and testimony, and 19 months of construction, San Jose International Airport opened a $65 million runway yesterday (August 20, 2001) in an effort to improve reliability and reduce flight delays. The project transformed what was a 4,400-foot strip used by only small private jets to an 11,000-foot runway big enough to handle commercial aircraft. It can handle commercial jets like Boeing 777s and be used simultaneously for landings and takeoffs. Now, we'll have a shorter time for takeoffs and shorter lines of aircraft taxiing on the runway (Armstrong, 2001).

Salt Lake City International Airport

In 1926, the first commercial passenger flight took place at Woodward Field. In 1950, the jet age ushered in major improvements including the upgrading of three runways to support the largest commercial jet aircraft, and equipping the primary runway with a Category II Instrument Landing System (ILS). In 1995, a third air carrier runway, Concourse E and the International Terminal were completed (Airport). During the late 80's and early 1990s, Salt Lake International Airport had been plagued by crowded terminals and two runways that were so close together they could land only one aircraft at a time. The new 2-mile long runway will double Salt Lake International's capacity to 64 landing per hour (Cates, 1995).

Phoenix International Airport

In 1935, Phoenix Sky Harbor International Airport started out with one runway in a rural area and was known by residents as "The Farm." Today, PHX Sky Harbor is one of the ten busiest airports in the United States for passenger traffic. Additionally, it is a significant and vital economic engine to both the Valley of the Sun and the state of Arizona. In September 1960, jet service came to Sky Harbor with American Airlines linking Phoenix with Chicago and New York on a daily basis on the Boeing 720. (Sky, n.d.). Phoenix International Airport constrained with demand opened a new runway in 2000 capable of handling large passenger aircraft.

Guiding Questions

The Research undertaken was guided by four questions:

1. How will a new larger international airport impact the demographics of San Diego?
2. How will the immediate area surrounding the four proposed airport locations be affected?
3. How will the new airport affect the current forecasted demographics of the areas surrounding ten mile radius?
4. How would the demographics be impacted in each specific location if a new airport was built?

In order to create demographic trends, the research project used a comparative case study approach between SDIA and four airports chosen for their similarities to SDIA. The similarities in the comparative analysis will include actual airport attributes as well as the counties surrounding these four airports. All of the airports chosen in this research project have completed or are completing major renovations to the runway within the past 20 years

Limitations

Site Selection

The proposed alternative locations of the SDIA were provided in the 2006 Airport Site Selection Program prepared by The Ricondo & Associates Team. No additional alternative sites were proposed or researched.

The sites included in developing the demographic analysis model had to meet certain requirements. Each airport that was selected needed to be similar in terms of size to that of SDIA, and also it must have completed a runway expansion project within the past 20 years. While some sites did complete expansion to the airport terminals, including San Diego, which

recently completed a billion dollar expansion of Terminal 2, they did not add any additional capacity to handle more flights ("Airport Development Plan," n.d.). Sites that were researched, but not used for analysis include:

- Cleveland Hopkins International Airport
- Lambert-St. Louis International Airport
- Oakland International Airport
- Portland International Airport

Time Constraints

Each of the proposed alternatives sites will not only have an impact on the 10-mile radius surrounding the sites, and San Diego County, but it could potentially change demographic characteristics of neighboring counties. Due to the time constraints to complete the project, analysis was provided for only the demographic changes in San Diego County. No estimated demographic shifts in the areas surrounding San Diego are provided. These include Orange, Los Angeles, and Imperial County and Mexico.

Lack of Available Data

The data used in the report was primarily sourced from ESRI Community Analyst and the U.S. Census Bureau. Yearly data were not available for each of the sites, so the analysis was built around the 10 year intervals of the Census for 1990, 2000, and 2010. This made it difficult to determine what impact a runway expansion had on the demographics of an area 5-year prior, and 10-years after completion. To offset these effects, the average rate of change was determined by taking the rate of change for the period and dividing it by ten. The ESRI data for 2012 and 2017 was included to estimate demographic projections. The variables included in the Census data varied slightly for each time period, and needed to be adjusted to provide a comparison. During the research phase of the project, the Census Bureau's website was taken offline for 17 days due to the government shut-down. This resulted in attempts to procure data through alternative sources. In the end, the Census provided the most comprehensive data for the analysis.

External Factors

A projected growth rate model was developed, that can be used to determine the estimated change in demographics based on each of the proposed sites. This model relied heavily on demographic data of selected comparative regions. There were several important additional factors that had an impact on the U.S. economy and that may have caused rapid or declining growth in the demographic trends of the regions. These events include, the 2001 Dotcom Bubble, the September 11th terrorist attacks on the World Trade Center, the 2008 economic recession, caused by the housing market, and lastly the Baby Boomer generation entering retirement. Each of these events can have substantial impact on a region's demographics profile.

Methodology

The baseline for demographic trends is established by airports in other metropolitan cities with constraints similar to those that face San Diego International Airport, but carried out extensive renovation plans: including runway expansions, new runway constructions or the construction of an entirely new airport. The demographics are captured at these locations five years prior to airport expansion and up to 15 years after the extensive renovation is completed. Demographic analysis on these sites was used to develop weighted expected demographic trends for each of the demographic characteristics. The demographic trends are used to forecast how San Diego's demographics will be impacted if SDIA does not modernize its current location and conversely how the demographics will be impacted if one of the four finalist sites is chosen. The four airports used to establish baseline demographic trends include:

- Mieta San Jose International Airport (SJO)
- Denver International Airport (DIA)
- Salt Lake City International Airport (SLC)
- Phoenix International Airport (PHX)

ESRI Community Analyst was used to find the current demographic information to start the forecasts. A data collection area of a 10 mile radius from the center point of each airport was used to establish demographic trends. Figures 1-4 are the site maps generated through ESRI that show the ten mile radius in which the demographic data were generated for Denver, San Jose, Salt Lake City and Phoenix respectively.

Figure 1: Denver International Airport Area Map
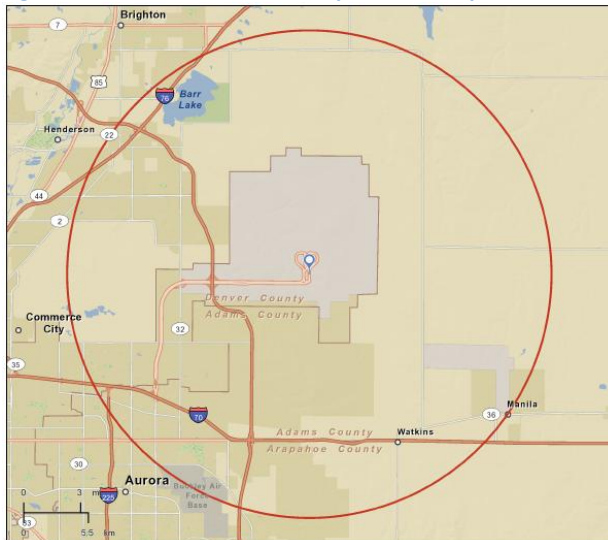
Figure 2: San Jose International Airport Area Map
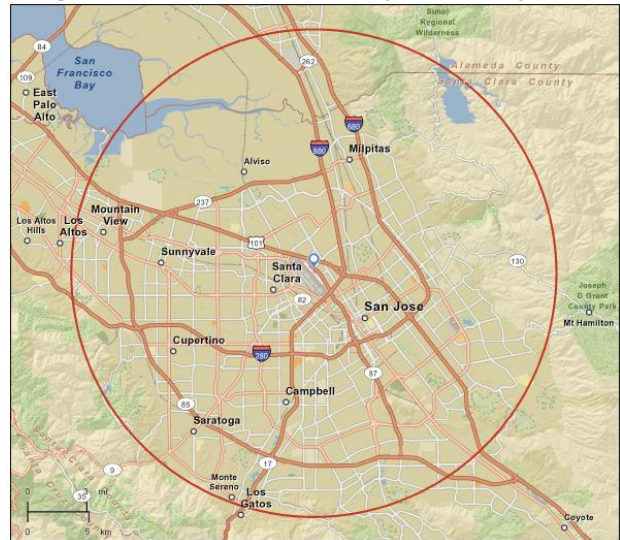
Figure 3: Salt Lake City International Airport Area Map
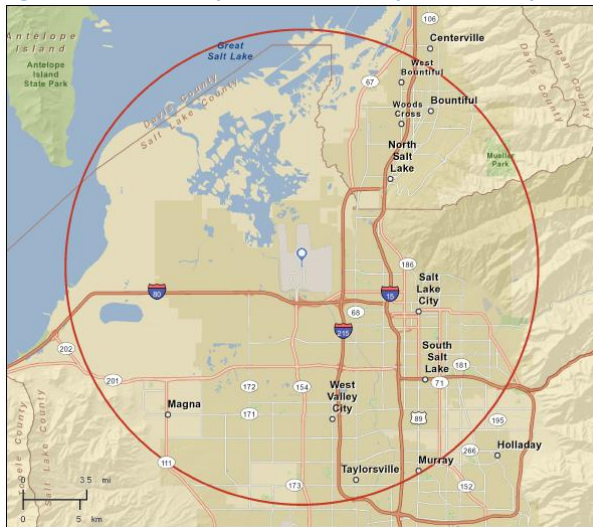
Figure 4: Phoenix International Airport Area Map
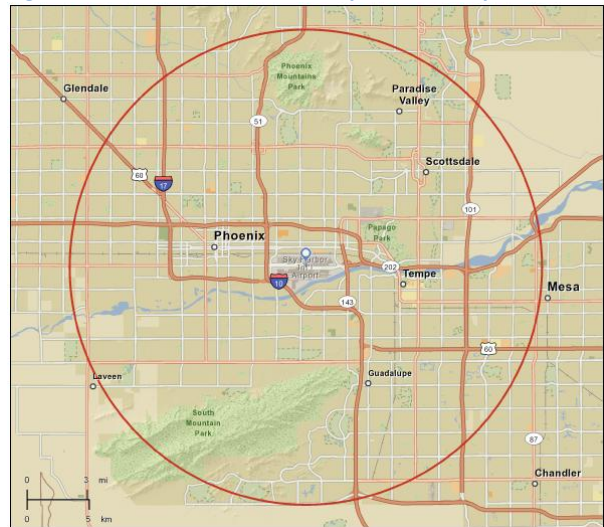
Figure 5: Denver County
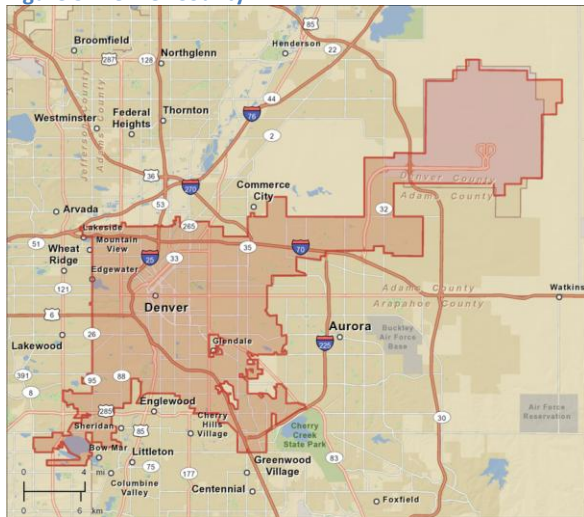
Figure 6: Santa Clara County

Elimination of SLC and PHX

Data were compiled and analyzed for both SLC and PHX and their respective counties. However, researchers decided to eliminate both locations from the study. The majority of the demographic trends for both PHX and SLC closely followed the patterns of SJO. Both PHX and SLC did not build new airports rather they added new runways to improve efficiencies and increase capacity. Therefore, researchers were able to use SJO as a baseline for work done at existing airports while DIA is used to forecast demographic trends if a new airport were to be built.

In addition, Phoenix had many factors affecting their total population and household rates between 2000 and 2010. According to Susan Barfield of Bloomberg Business week, "by 2008 the city was the epicenter of the country's housing market crisis. Prices rose more precipitously and fell faster than most anywhere else. It was among the most overbuilt of the overbuilt sand

cities, optimistic right up until the collapse. Home values fell by 55 percent from 2006 to 2011" (Barfield, 2013).

Gathering San Diego Data from ESRI

For the four proposed San Diego locations (Camp Pendleton, Miramar, San Diego City and Campo) which are the focus sites of this study, demographic characteristics of the areas near these sites were examined. In an effort to forecast any change to the direct area surrounding the potential new airport location, researchers used ESRI Community Analyst to find the current demographics to start the forecasts. Also, demographic information about the entire San Diego County was collected and analyzed as well.

From the center point of the proposed four locations for the new airport, a data collection area of a 10 mile radius was set. The data were organized into a Microsoft Excel spreadsheet so that the information could be easily organized, analyzed and referenced. The report from ESRI Community Analyst was called "Demographic and Income Profile." The reason why this report was chosen was because it had the same demographic characteristic categories for each location which made comparison more complete. ESRI uses US Census data when available along with their own current 2012 estimates and forecast for the year 2017.

The following demographic characteristics were selected as relevant to the analysis:

- Total Population
- Total Households
- Owner and Renter Households
- Median Household Income
- Population by Age
- Race/Ethnicity

ESRI Community Analyst was used to find a data collection area of a 10 mile radius from the center point of each airport. Figures 5-8 are the site maps generated through ESRI that show the ten mile radius in which the demographic data were generated for Campo/Boulevard, Miramar, Camp Pendleton and the city of San Diego respectively. The sample area in the Campo/Boulevard site extends over the US and Mexican border; however the date from Mexico were not collected or analyzed in this report.

Figure 7: Miramar
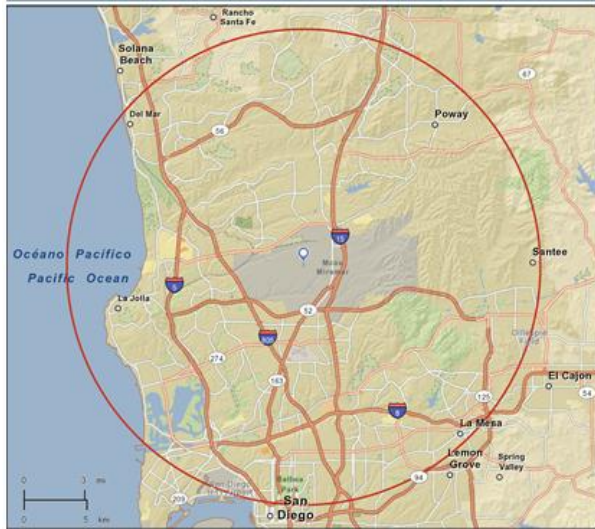
Figure 8: Campo/Boulevard

Figure 9: Camp Pendleton

Figure 10: San Diego
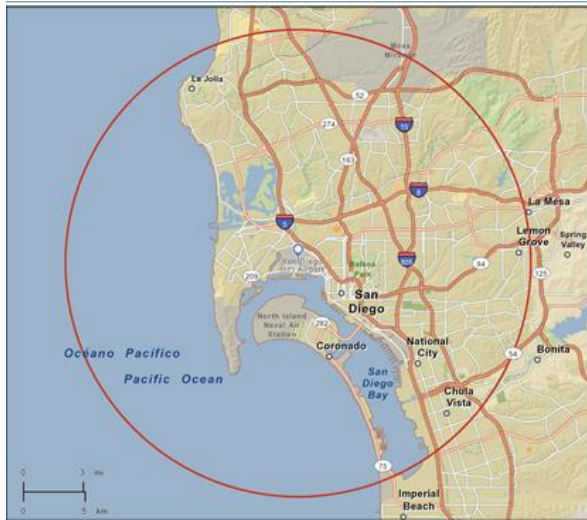
Demographic data for the entire county of San Diego was also collected and analyzed. These data are important to analyze because the county's demographics will change no matter where a new airport would be built. Although the demographic area directly surrounding any new proposed airport site will be most directly affected, the entire county will also be affected. This report also presents findings related to the demographic changes in the county of San Diego.

San Diego Forecasts from SANDAG

The next step in collecting data for projecting future demographics in the San Diego area, the researchers used the SANDAG Data Warehouse tool to find the local forecasted demographics for each area. SANDAG is the San Diego Association of Governments and uses

economic models to forecast future demographics in the San Diego area. Census data is the most comprehensive source of demographic information and SANDAG uses the census as a base to generate accurate data.

In the SANDAG Data Warehouse, San Diego County can be separated into different geographical units. Major Statistical Areas were selected because the sizes of these areas were comparable to the size of the 10 mile radius that was used in current demographic estimates from ESRI. The Major Statistical Areas were chosen and separated based on location to the proposed new airport sites. The ESRI 10 mile radius demographics were matched to The Major Statistical Areas by the following: Campo/Boulevard – East County, Miramar – North San Diego City, San Diego City – Central San Diego, and Pendleton – North County West.

The purpose of getting the estimated demographic forecasts from SANDAG was to use the rate of change from one set of years to another to create a benchmark. The data received from ESRI was exact in location to the proposed new site but lacked a solid future forecast. SANDAG had the forecasted information but lacked the geographical exactness. The research reported here combines the demographic data retrieved from ESRI and then applies the rate of change forecasted by SANDAG.

The data received from SANDAG were age, race/ethnicity, housing, and income. The forecasted years selected were 2015, 2020, 2025, 2030, 2035, 2040, 2045, and 2050. An Excel file was created with the collected data to find the rate of change between each five year increments. Each location was analyzed separately to find the relative rate of change for each demographic characteristic. The rate of change data from SANDAG's current forecast were taken from the Data Warehouse report and applied to the ESRI demographic data. The result was a new chart with the target population and the forecasted demographics with the SANDAG

Trend Analysis of the Comparative Airports

With the Census data gathered from the Denver and San Jose airport locations, a high and low demographic trend was established to forecast the demographic changes for the proposed San Diego locations. The average yearly rate was taken from the Census data from both comparative locations and three points in time were established to measure the chance in demographics relative to the construction and implementation of the new airport.

For forecasting the demographics of San Diego, this report will only focus on population and median income. The other demographic characteristics are too independent from the addition of an airport to the specific location to determine a trend that would be different from what has already been forecasted without the addition of a new airport.

The first point of time chosen was five years before the airport construction was completed. The average yearly rate of increase was taken from this time span and will be applied to each proposed location in San Diego. Comparing the rate of change from these five years will reflect the change on demographics based upon the construction of airport. The second time period will be the first five years after the completion of the airport. The average yearly rate of increase will be found and applied to the proposed San Diego locations. The third time period will be the next five years. The average yearly growth rate will show how the

demographics in each particular location will change with the addition of a new airport in San Diego.

Total Population

The 1990 U.S. Census reported the total population for DIA was 34,847 and SJO's total population was 1,247,265. On February 28, 1995, the Denver International Airport was opened. By 2000, the total population surrounding DIA had a growth rate increase of 59.5%. During this same period of time SJO had growth rate increase of 12.43% increase. From 2000 through 2010, DIA's total population growth rate increase was 79.58%. On August 21, 2001, SJO transformed a 4,400-foot runway used only by small private jets to an 11,000-foot runway large enough to accommodate commercial aircraft.

In 2010, SJO's total population had only a modest growth increase of 5.5%. Between 2010 and 2012 DIA and SJO's population grew an estimated 4.37% in Denver and 2.04% respectively. According to ESRI, the population of DIA is expected to increase 10.85% by 2017. The estimated population increase for SJO between 2012 and 2017 is 4.79%. Figure 11 below depicts population growth for Denver. Figure 12 captures population growth for all four regions:

Figure 11: DIA Total Population Growth
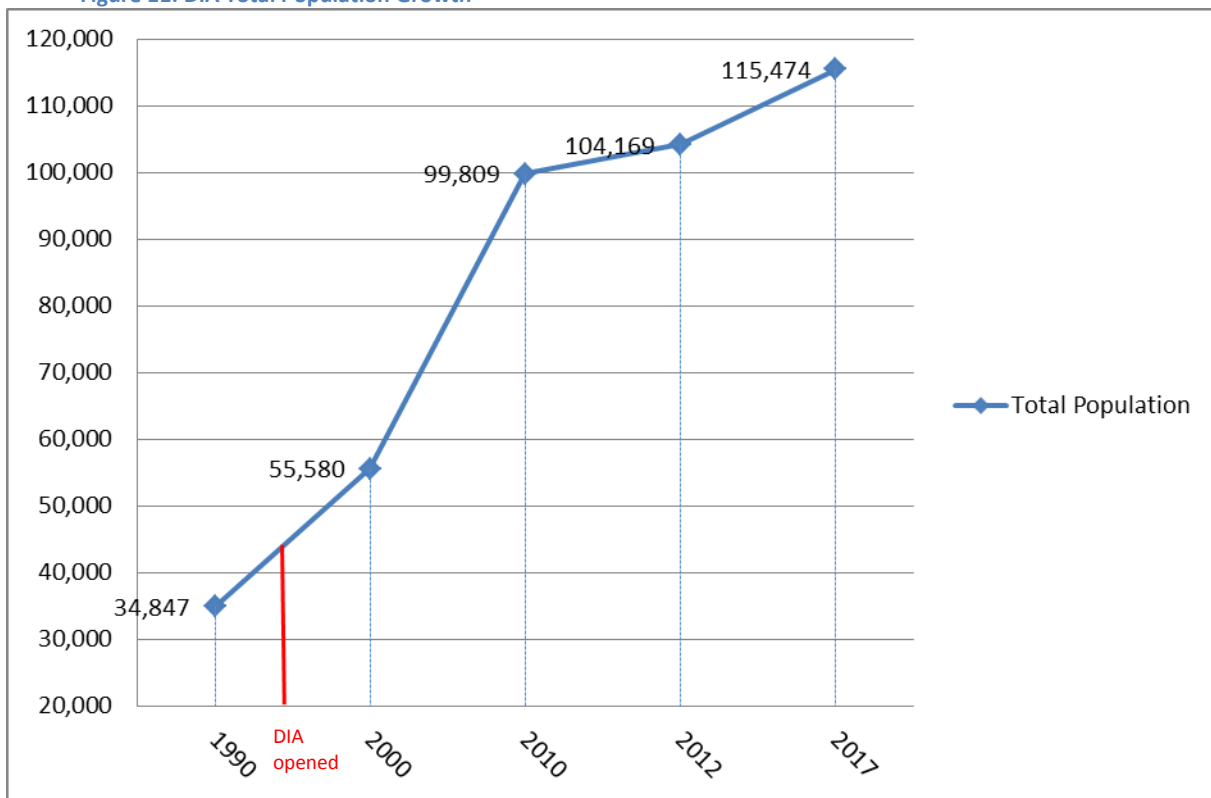
Figure 12: SJO Total Population Growth
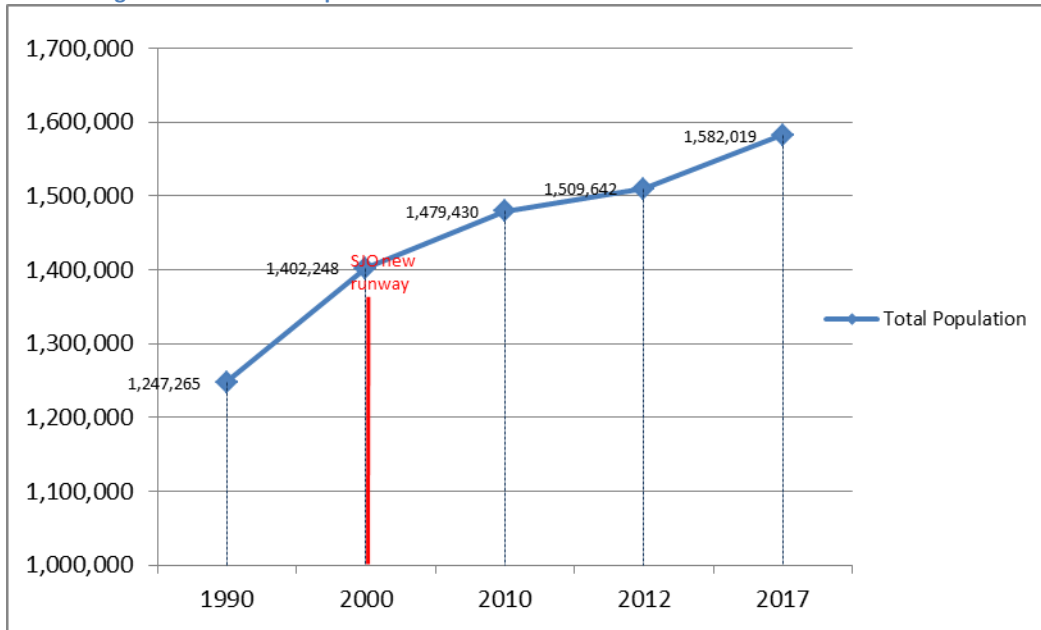
Between 1990 and 2000 DIA's population increased at a rate of 59.5%, while the county increased by a rate of 18.6%. DIA continued to see an increase in population growth from 2000 to 2010, when compared to the rest of the county. The growth rate during this time was 79.6% for DIA, while the county dropped to 8.2%. Since DIA was constructed in a more rural and less populated area, it was expected to see significant in the population as more people moved to the areas for jobs. Now it appears that the region's growth is starting to decelerate and become more in line with the rest of the country for the projected growth of 2012 and 2017. Table 1 depicts the growth rate trends for DIA and Denver County between 1990 and 2017.

Table 1: DIA and Denver County Total Population Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
Denver Airport	59.5%	79.6%	4.4%	10.9%
Denver County	18.6%	8.2%	3.6%	9.7%

San Jose Airport sits within the Santa Clara County boarders. Even though parts of Santa Clara County are rural like Denver County, the location of the airport was built directly in the densely populated area of San Jose, and serves as one of the main airports for the surrounding by Silicon Valley. Unlike Denver which substantial growth in population when compared to its county, the growth rates between San Jose Airport and Santa Clara County are almost identical. Table 2 demonstrates the total population growth rate trends for SJO and Santa Clara County between 1990 and 2017.

Table 2: SJO and Santa Clara County Total Population Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
San Jose Airport	12.4%	5.5%	2.0%	4.8%
Santa Clara County	12.4%	5.9%	2.1%	5.0%

Denver County's total population rate grew at a significant rate of 18.6% compared to the U.S. growth rate of 13.2% between 1990 and 2000. Notwithstanding the growth rate for Denver between 1990 and 2000, both Denver County and Santa Clara County appear to be growing at similar rates to the rest of the U.S, with some periods above and below the U.S.'s rate of change. Table 3 compares Denver and Santa Clara Counties to the U.S.'s total population percent changes between 1990 and 2017.

Table 3: Denver County, Santa Clara County, and United States Total Population Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
Denver County	18.6%	8.2%	3.6%	9.7%
Santa Clara County	12.4%	5.9%	2.1%	5.0%
US	13.2%	9.7%	1.4%	3.5%

At the county level it is difficult to determine if there are any impacts from the airport construction on the population growth. DIA benefited by building 23 miles northeast of downtown Denver and saw a large increase in population within the 10-mile radius of the airport. San Jose on the other hand was constructed in close proximity to other cities in the area, so it did not see a large change in population since the area was already heavily developed.

Households

In 1990, the total number of households in Denver Airport area was 11,667. The total number of households in San Jose Airport area was 432,562. By 2000, the total number of households surrounding DIA grew at a rate of 51.92% and the total households surrounding San Jose increased 8.1%. From 2000 through 2010, DIA experienced a significant total household growth rate of 74.89% compared to SJO's growth rate of 6.6%. Between 2010 and 2012 the total number of households grew an estimated 3.66% and 1.9% for DIA and SJO respectively. According to ESRI the expected number of households in Denver and San Jose area is expected to increase 10.82% and 5.3% between 2012 and 2017.

The significant increase in the number of households surrounding DIA closely follows the trend of total population. This is an important demographic trend that illustrates the dramatic population growth in this area is sustainable with new families establishing households in the area.

San Jose experiences a more modest household increase after their runway expansion for two reasons. First, the surrounding 10 mile radius of San Jose International airport is already heavily developed. Second, the dot.com bust of 2001 halted further economic development in the region through much of the 2000s. "From the mid-1990s to 2001, the new Internet sector, along with its related high-tech industries, rapidly grew, due in large part to widely available venture capital, and created a new wave of growth in Silicon Valley" (Mann, 2009). Figure 13 depicts total household growth in the DIA area. Figure 14 illustrates total household for SJO.

Figure 13: DIA Total Households
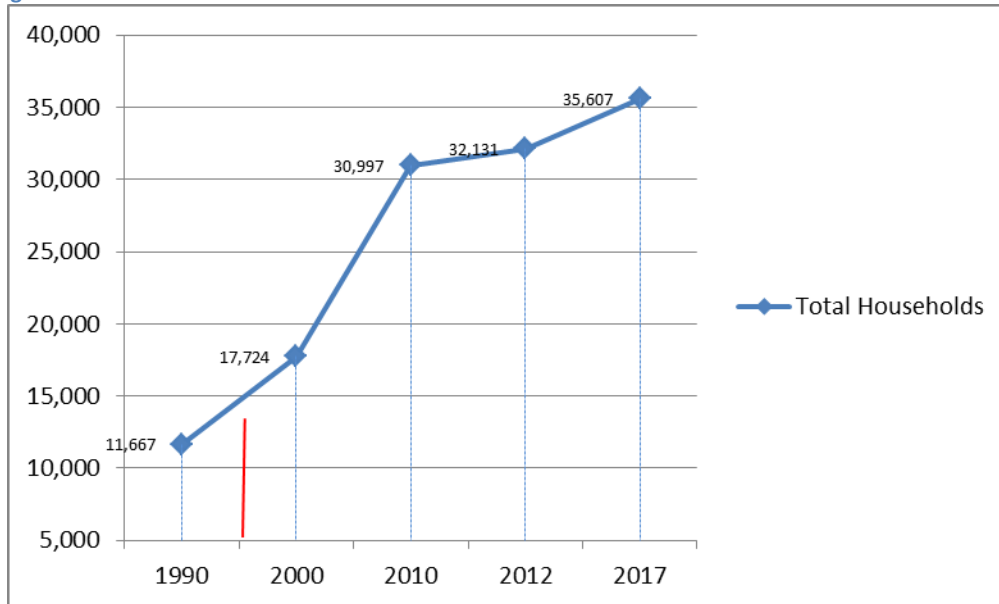
Figure 14: SJO Total Households
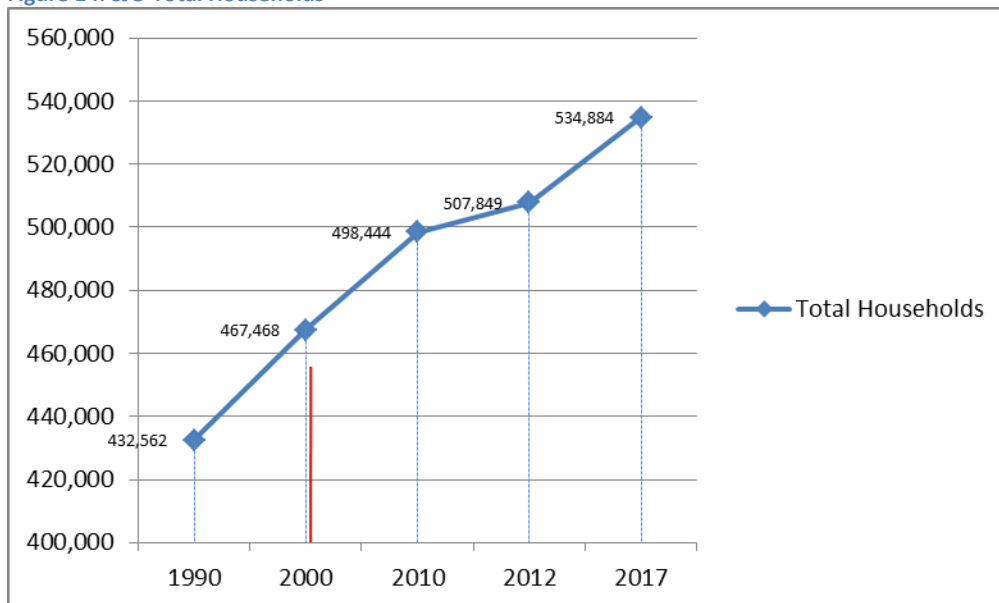
Owner and Renter Occupied Housing

While the number of households in DIA increased by 51.9%, the entire county of Denver increased by a rate of 130.6 percent. This changed from 2000 - 2010, where DIA increased to a rate of 74.9%, and the county actually dropped to 10%. This continues to show that DIA had a significant impact on increase the total number of households in that 10-mile region.   Between

2010 and 2017 both DIA and Denver County had a growth rate that was almost identical.   It appears that the housing growth in DIA had finally reached maturity.

Table 4: DIA and Denver County Total Occupied Housing Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
Denver Airport	51.9%	74.9%	3.7%	10.8%
Denver County	130.6%	10.0%	3.4%	10.8%

SJO and Santa Clara County continued to grow at relatively the same rate during the provided time periods. Referring back to San Jose's population growth in Table 2 (San Jose Population), the rate that San Jose increased in the number of housing units was almost the exact. This makes sense since the more population that enters an area, the more expected occupied housing units would increase.

Table 5: SJO and Santa Clara County Total Occupied Housing Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
San Jose Airport	8.1%	6.6%	1.9%	5.3%
Santa Clara County	8.8%	6.8%	1.9%	5.5%

Comparing Denver County and Santa Clara County to the rest of the U.S, it appears as though the US had greater household growth since it includes more cities.   While Denver and Santa Clara appear to be rebounding from the 2008 recession, the outlook for the U.S. will grow at a slower rate than year prior. Table 6 compares the occupancy rate changes to that of the U.S.

Table 6: Denver County, Santa Clara County and United States Total Occupied Housing Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
Denver County	130.6%	10.0%	3.4%	10.8%
Santa Clara County	8.8%	6.8%	1.9%	5.5%
US	18.3%	8.8%	-0.74%	4.7%

Looking at the difference between owner (table 7) and renter occupied households (table 8) both counties followed the same trend as the rest of the U.S.

Table 7: Denver County, Santa Clara County and United States Owner Occupied Housing Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
Denver County	21.0%	4.8%	-3.5%	11.3%
Santa Clara County	10.2%	2.8%	-1.1%	7.3%
US	18.3%	8.8%	-0.7%	4.7%

Table 8: Denver County, Santa Clara County and United States Renter Occupied Housing Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
Denver County	6.1%	15.7%	10.3%	10.4%
Santa Clara County	6.8%	12.6%	6.0%	3.2%
US	8.3%	14.2%	5.1%	2.2%

Population by Age

The population age range is fragmented into five age segments:

- Segment 1: 0-19 years
- Segment 2: 20 – 34 years
- Segment 3: 35 – 54 years
- Segment 4: 55 – 74 years
- Segment 5: 75+ years

Between 1990 and 2000 the highest age rate of change for DIA was segment 4 with a 73% increase over 1990 and segment 5 with 47% increase in San Jose. Segment 5 had the highest rate of change for both Denver and San Jose between 2000 and 2010 with increases of 133% and 50% respectively. Between 2010 and 2012 segment 5 and segment 4 had the highest rates of change.

To compare the age segments between Denver and San Jose it is looked at from the perspective of percentage of the total population.   During the time period, DIA did not see any major shifts in age demographics.   The biggest change was for age segment 4 (55-74), which is expected to increase from 9.1% in 1990 to 13.6% by 2017.   This is a result of the increasing age of the baby boomer population.   From the Denver county perspective, there was no significant change, and the distribution only changed on average by 0.05%.

Table 9: DIA Population Age Distribution

Population Age	1990	2000	2010	2012	2017
0-19	36.3%	36.3%	36.5%	36.1%	35.9%
20-34	26.0%	24.6%	23.5%	24.0%	23.8%
35-54	28.4%	29.1%	28.0%	27.3%	26.4%
55-74	9.1%	9.8%	11.7%	12.3%	13.6%
75+	0.2%	0.2%	0.3%	0.3%	0.4%

Table 10: Denver County Population Age Distribution

Population Age	1990	2000	2010	2012	2017
0-19	25.7%	25.6%	24.8%	24.3%	24.1%
20-34	29.2%	30.0%	29.4%	29.8%	29.3%
35-54	26.9%	29.6%	28.0%	27.1%	26.0%
55-74	16.6%	13.3%	16.2%	17.0%	18.7%
75+	1.7%	1.6%	1.7%	1.7%	1.8%

San Jose and Santa Clara County again did not differ much in their growth rates. Again this has to due to the fact that San Jose in located in the densely populated area of the county. Just like Denver, along with the rest of the US, San Jose had the largest shift in age in segment 4. However, San Jose also saw a greater drop in age segment 2 (20-34), where Denver did not. When compared to the rest of the U.S., the trend continues where segment 2 is decreasing (25%

to 20.2%) and segment 4 is increasing (13.2% to 19.7%). This reflects that the U.S. is aging as a population.

Table 11: SJO Population Age Distribution

Population Age	1990	2000	2010	2012	2017
0-19	27.5%	28.0%	27.4%	26.9%	26.7%
20-34	31.2%	26.2%	23.0%	23.4%	23.1%
35-54	27.5%	31.5%	31.6%	30.7%	29.4%
55-74	12.9%	13.2%	16.5%	17.4%	19.1%
75+	0.8%	1.0%	1.5%	1.6%	1.7%

Table 12: Santa Clara County Population Age Distribution

Population Age	1990	2000	2010	2012	2017
0-19	27.7%	28.2%	27.6%	27.1%	26.9%
20-34	30.3%	25.3%	22.3%	22.7%	22.3%
35-54	28.0%	31.7%	31.5%	30.6%	29.3%
55-74	13.2%	13.7%	17.0%	17.9%	19.7%
75+	0.8%	1.1%	1.6%	1.7%	1.8%

Table 13: U.S. Population Age Distribution

Population Age	1990	2000	2010	2012	2017
0-19	28.7%	28.6%	27.0%	26.5%	26.2%
20-34	25.0%	20.9%	20.3%	20.6%	20.2%
35-54	25.3%	29.4%	27.9%	27.1%	25.7%
55-74	15.8%	15.2%	18.8%	19.8%	21.7%
75+	5.3%	5.9%	6.0%	6.1%	6.3%

Median Household Income

The highest median household income increases took place between 1990 and 2000. Salt Lake City saw the highest percent increase between 1990 and 2000 at 57%, followed close by San Jose at 53%. From 2000 through 2010 the median household increase drastically decreased. From 2010 through 2012 the economy began to see an increase once again with median household income, with SJO enjoying the largest rate increase at 7%. Figure 15 compares the median household income of SJO to DIA.

Figure 15: DIA and SJO Median Household Income
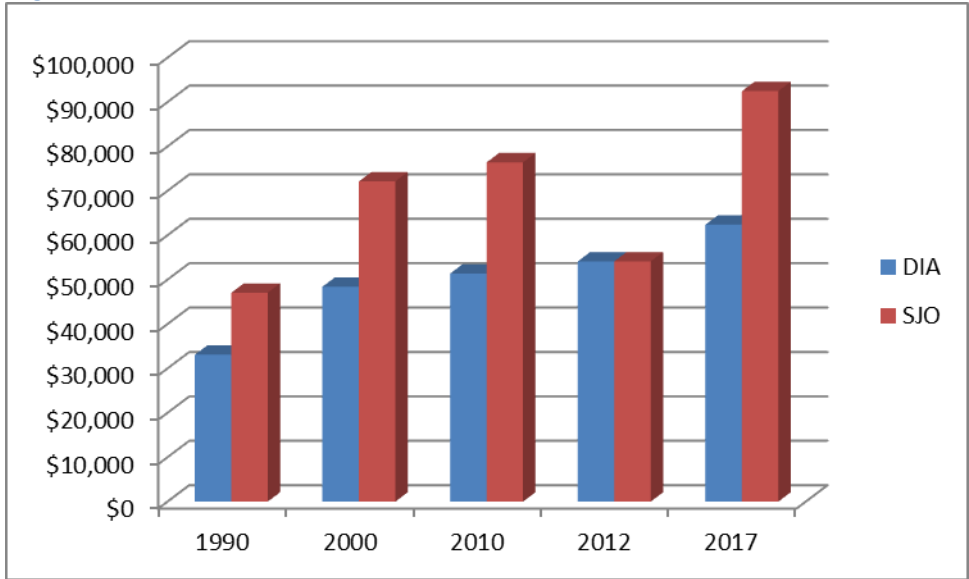
As stated before, the highest increases in median household income took place between 1990 and 2000 at both the airport and county level, where both DIA and San Jose saw an increase of over 50%. However after the turn of the century, the median income for both of these regions both only increased at about 6% each. The same can be seen at the county level, where both areas increased by over 54%, and then dropped to 14% for the next period. In relation to the US, Denver County and Santa Clara County had more growth in 1990 to 2000. This could be because both of these areas saw a lot of growth from adding the airport (Denver) and an increase in the tech sector (San Jose). Again after the turn of the century, DIA and San Jose did not grow at the same rate as their counties. It is possible that income did not increase as much in the area, because of the slowdown in airport operations after the 9/11terrorist attacks.

Table 14: DIA and Denver County Median Income Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
Denver Airport	46.3%	6.1%	5.4%	15.3%
Denver County	57.4%	14.1%	-12.7%	18.8%

Table 15: SJO and Santa Clara County Median Income Grwoth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
San Jose Airport	53.3%	5.9%	-29.2%	70.8%
Santa Clara County	54.7%	14.2%	0.4%	12.5%

Table 16: Denver County, Santa Clara County and United States Median Income Growth Rate

	1990 - 2000	2000 - 2010	2010 - 2012	2012 - 2017
Denver County	57.4%	14.1%	-12.7%	18.8%
Santa Clara County	54.7%	14.2%	0.4%	12.5%
US	40.3%	14.2%	4.2%	13.4%
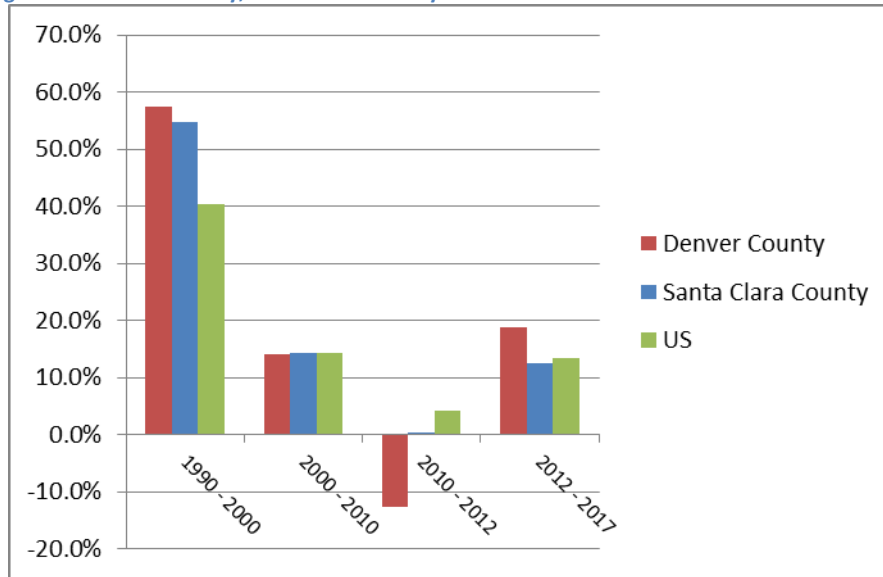
Population by Race

Similar to the age demographic, race is displayed as the total distribution percentage, not as a growth rate. San Jose Airport and Santa Clara County both experienced a 20% drop in white population, which was a result of the increase in the Asian population of the area. While the percentage of white population did not change for DIA or Denver County, they did see a big dip in the amount of African American population with almost half for DIA from 34.86% to 18.48% and a 25% decrease for the county from 12.65% to 8.57%. Each airport, county, and the US saw an increase in population that identify with two or more races. This is suggesting that these areas are becoming more culturally diverse.

Table 17: DIA Race Distribution

	1990	2000	2010	2012	2017
White Alone	54.66%	45.64%	52.15%	52.74%	53.35%
Black or African American Alone	34.86%	31.09%	21.43%	20.27%	18.48%
American Indian or Alaskan Native Alone	0.89%	0.99%	1.10%	1.11%	1.17%
Asian Alone	2.89%	2.88%	3.44%	3.60%	3.96%
Pacific Islander Alone	0.19%	0.27%	0.28%	0.34%	0.47%
Some Other Race Alone	4.63%	14.33%	15.84%	15.98%	16.16%
Two or More Races	1.87%	4.80%	5.76%	5.97%	6.41%

Table 18: Denver County Race Distribution

	1990	2000	2010	2012	2017
White Alone	70.61%	65.30%	68.93%	69.54%	69.78%
Black or African American Alone	12.65%	11.12%	10.24%	9.52%	8.57%
American Indian or Alaskan Native Alone	1.15%	1.31%	1.37%	1.36%	1.39%
Asian Alone	2.28%	2.81%	3.40%	3.56%	4.04%
Pacific Islander Alone	0.08%	0.12%	0.10%	0.12%	0.18%

Some Other Race Alone	11.49%	15.59%	11.86%	11.75%	11.60%
Two or More Races	1.75%	3.75%	4.09%	4.15%	4.43%

Table 19: SJO Race Distribution

	1990	2000	2010	2012	2017
White Alone	65.41%	50.31%	43.32%	42.58%	40.65%
Black or African American Alone	4.03%	2.97%	2.73%	2.84%	3.02%
American Indian or Alaskan Native Alone	0.64%	0.67%	0.72%	0.73%	0.78%
Asian Alone	18.27%	28.31%	35.18%	35.50%	36.69%
Pacific Islander Alone	0.49%	0.37%	0.42%	0.43%	0.45%
Some Other Race Alone	9.55%	12.63%	12.78%	12.97%	13.26%
Two or More Races	1.60%	4.73%	4.84%	4.95%	5.15%

Table 20: Santa Clara Race Distributions

	1990	2000	2010	2012	2017
White Alone	67.53%	53.83%	46.96%	46.17%	44.15%
Black or African American Alone	3.75%	2.80%	2.61%	2.72%	2.90%
American Indian or Alaskan Native Alone	0.62%	0.67%	0.73%	0.74%	0.79%
Asian Alone	16.78%	25.56%	32.02%	32.37%	33.58%
Pacific Islander Alone	0.45%	0.34%	0.40%	0.40%	0.43%
Some Other Race Alone	9.18%	12.13%	12.39%	12.59%	12.92%
Two or More Races	1.70%	4.66%	4.90%	5.01%	5.23%

Table 21: United States Race Distribution

	1990	2000	2010	2012	2017
White Alone	79.10%	75.14%	72.41%	71.95%	70.62%
Black or African American Alone	11.91%	12.32%	12.61%	12.63%	12.77%
American Indian or Alaskan Native Alone	0.78%	0.88%	0.95%	0.96%	1.00%
Asian Alone	2.74%	3.64%	4.75%	4.87%	5.23%
Pacific Islander Alone	0.14%	0.14%	0.17%	0.18%	0.19%
Some Other Race Alone	3.91%	5.46%	6.19%	6.39%	6.88%
Two or More Races	1.41%	2.43%	2.92%	3.03%	3.31%

Forecasting

Campo/Boulevard

For the Campo/Boulevard area, the data pulled from SANDAG and ESRI gives is the baseline for the future forecast of the local demographics. The population is forecasted to grow

up to 5197 people in 2050 from the current estimate of 3213. This is a total of 63% increase over 48 years. The rate of change is increasing until 2030 when the population growth is forecasted to slow down. Figure 17 illustrates the growth rate forecasts from SANDAG.

Figure 17: Campo Total Population Growth Rate
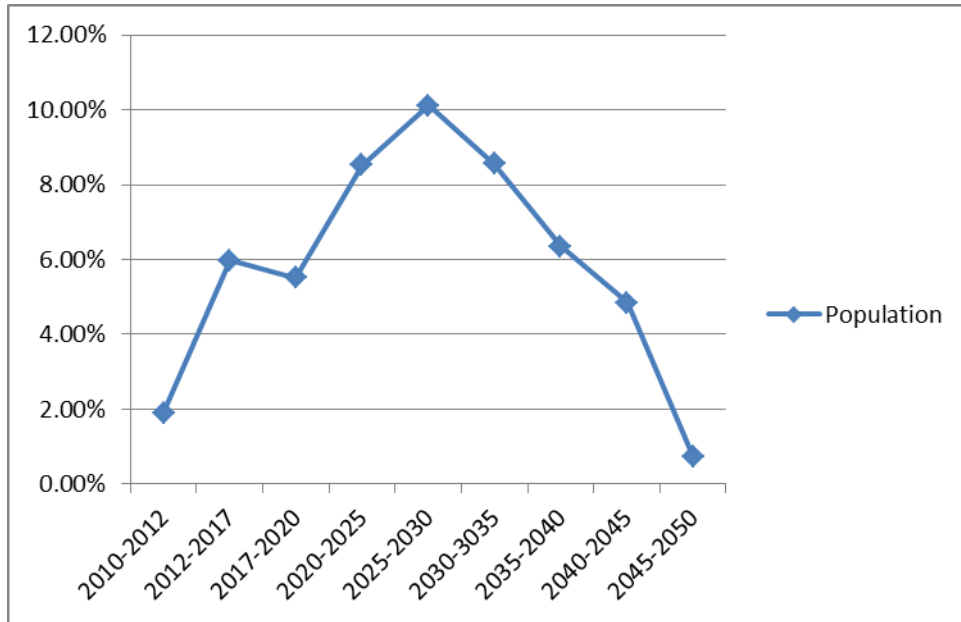
The median household income is expected to increase dramatically in the next 5 years; the current forecast increases the median income by 12.32%. The following years average about 2.31% until 2050 when the forecast ends. Figure 18 illustrates the rate of change for the median household income for the Campo/Boulevard area.

Figure 18: Campo/Boulevard Median Household Income Growth Rate
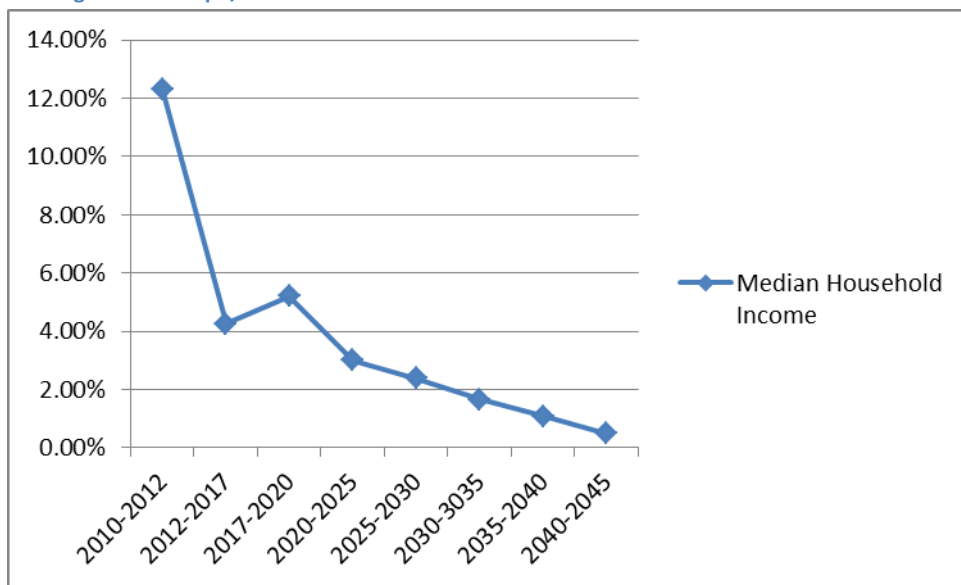
The current age of the population is mostly between the ages of 35-54. This is an older concentration of the population and it is expect to increase the most out of all the other age

groups.   This could be because working generations come to the area to retire. Table 22 shows the current rate of change for the population age.

Table 22: Campo/Boulevard Age Growth Rates

	2010-2012	2012-2017	2017-2020	2020-2025	2025-2030	2030-3035	2035-2040	2040-2045	2045-2050
0-19	-2.17%	14.82%	31.15%	16.56%	23.89%	26.63%	17.78%	8.29%	16.76%
20-34	6.26%	1.02%	3.14%	18.83%	17.83%	16.12%	8.12%	4.65%	12.23%
35-54	-2.19%	-0.72%	-0.47%	7.45%	17.13%	11.79%	16.27%	11.92%	12.25%
55-74	14.50%	35.31%	41.48%	18.85%	14.78%	3.42%	-4.24%	5.09%	14.83%
75+	10.41%	22.53%	30.02%	47.93%	53.12%	59.16%	46.71%	30.09+	28.07%

The race and ethnicity of Campo is not as diverse as other locations in San Diego. The majority of the population is white and then the second greatest majority is Hispanic. The forecasted growth rate is illustrated in table 23 below.

Table 23: Campo/Boulevard Race Growth Rates

Race and Ethnicity	2010-2012	2012-2017	2017-2020	2020-2025	2025-2030	2030-3035	2035-2040	2040-2045	2045-2050
White Alone	0.75%	3.19%	3.91%	5.18%	5.73%	3.85%	1.45%	-0.24%	2.25%
Black Alone	3.66%	10.59%	7.09%	11.31%	11.73%	9.47%	7.56%	6.02%	8.54%
American Indian Alone	2.37%	7.28%	-9.34%	-18.59%	-19.34%	-20.78%	-22.19%	-22.96%	-20.67%
Asian Alone	3.23%	15.63%	30.96%	37.39%	32.42%	25.64%	20.96%	15.96%	16.91%
Pacific Islander Alone	0.00%	8.33%	6.00%	4.55%	10.14%	14.47%	9.20%	5.26%	9.00%
Some Other Race Alone	7.19%	17.57%	-2.86%	-7.50%	5.41%	7.69%	9.52%	4.35%	10.42%
Two or More Races	6.55%	14.53%	6.53%	10.80%	12.26%	10.00%	6.70%	4.37%	7.41%
Hispanic Origin (Any Race)	7.25%	18.81%	8.34%	13.48%	15.78%	13.90%	11.08%	9.34%	11.68%

The forecasted population growth for the Campo area is based up the trend analysis of the comparative airports of Denver and San Jose. The Campo area will grow significantly if an airport is built because of the current demographics. The small town will be completely transformed. Below is a graph of the potential population and median income increase based on the trend analysis.

Figure 19: Campo/Boulevard Population Growth Rate Forecast
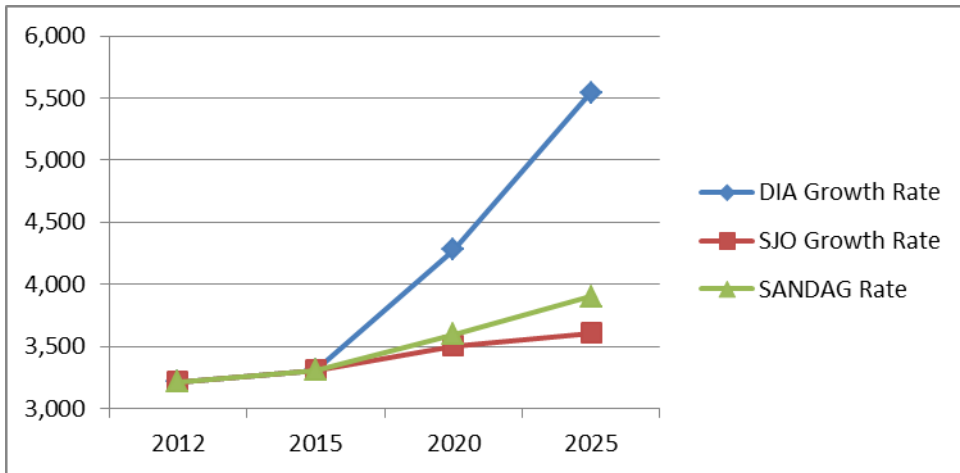
Figure 20: Campo/Boulevard Median Income Growth Rate Forecast
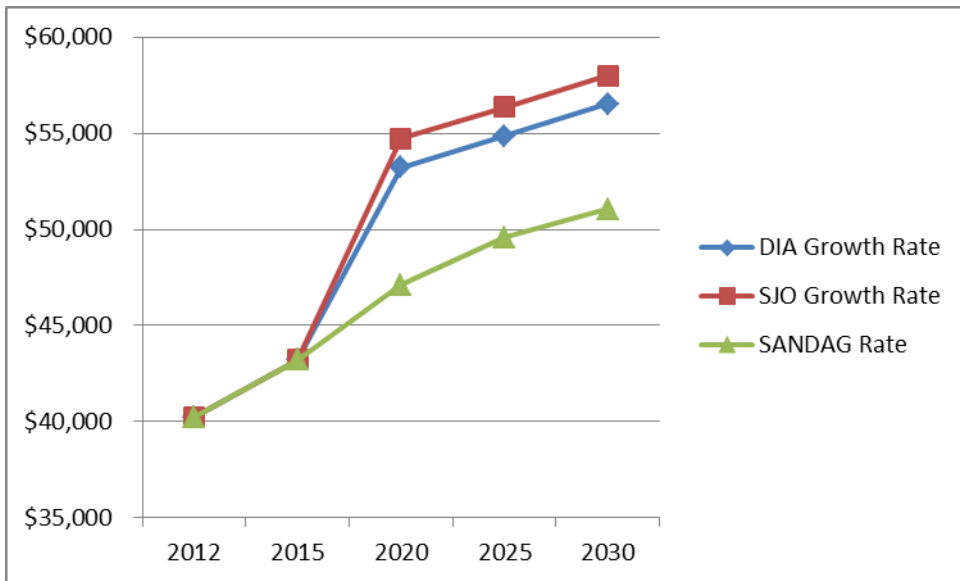
Miramar

The Miramar area is a currently occupied by the military. The surrounding area has a lot of businesses and is very close to the majority of the population of San Diego County. The current population is projected to increase by 26% by the year 2050. Below is a chart showing the percentage of change between population growths for the Miramar area.

Figure 21: Miramar Total Population Growth Rate
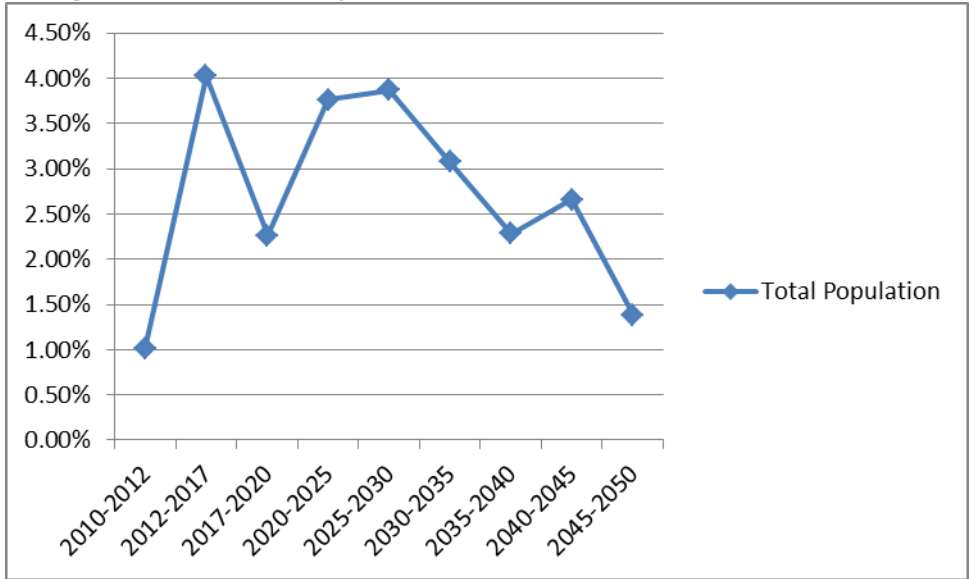
The median household income is projected to increase almost 20% by the year 2017. Miramar is expected to see a large increase which can be attributed to more members of the household joining the work force. Below is a chart showing the median household income growth rate.

Figure 22: Miramar Median Household Income Growth Rate
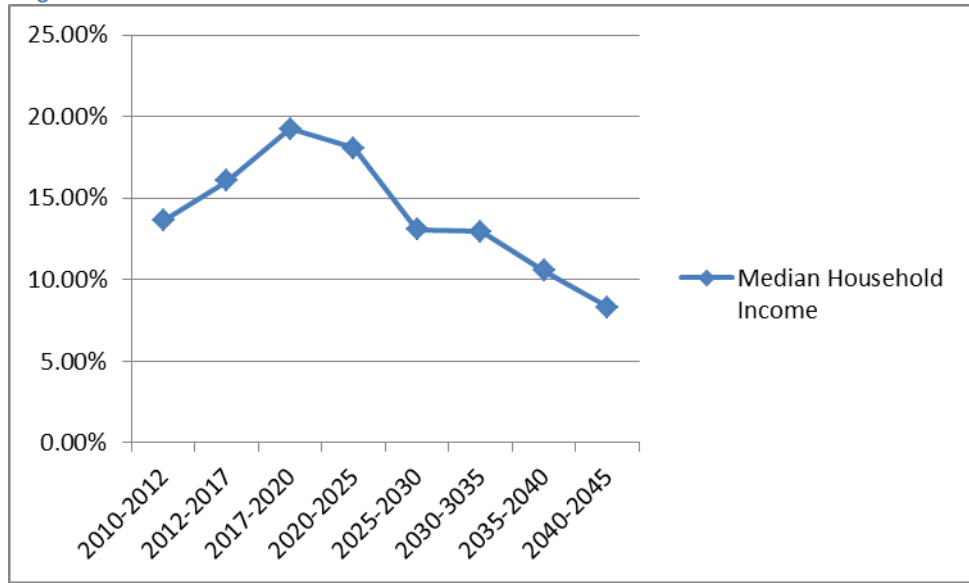
One of the largest age groups for the Miramar area is between the ages of 25-44, this is because of the military base in the area and the high number of young enlisted people working on the base. Many people are of prime working ages in this area and the work force is strong. The age demographics look to stay about the same for the forecasted future. The only exception would be the aging baby boomer generation that is increasing in age. Below is the rate of change forecasted for the age segments in Miramar.

	2010-2012	2012-2017	2017-2020	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
0-19	-3.11%	12.51%	10.60%	5.87%	6.65%	9.27%	6.31%	7.08%	0.74%
20-34	5.05%	2.12%	5.06%	7.71%	5.90%	4.33%	2.22%	2.80%	3.09%
35-54	-4.01%	-1.34%	-11.35%	2.98%	5.63%	6.45%	12.03%	6.86%	2.62%
55-74	12.97%	33.12%	33.12%	11.57%	2.78%	-6.44%	-9.49%	5.72%	5.64%
75+	6.29%	17.64%	16.48%	36.29%	42.81%	48.16%	32.70%	17.24%	4.63%

The race and ethical makeup of the area is mostly White, Hispanic and Asian. The rate of change is moderately increasing for each category. The table below shows the rate of increase for Miramar Race and Ethnicity.

Table 25: Miramar Race Growth Rates

Race and Ethnicity	2010-2012	2012-2017	2017-2020	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
White Alone	-0.26%	0.94%	0.40%	0.69%	0.91%	0.30%	-0.65%	-0.29%	-0.87%
Black Alone	2.20%	5.15%	4.41%	6.66%	5.94%	4.67%	4.07%	4.73%	2.68%
American Indian Alone	1.57%	7.60%	11.84%	12.12%	7.45%	4.30%	2.01%	1.18%	-1.41%
Asian Alone	2.95%	9.60%	3.56%	6.80%	6.07%	4.93%	4.55%	4.80%	3.08%
Pacific Islander Alone	1.98%	7.85%	14.08%	15.55%	12.60%	9.67%	7.96%	7.07%	4.47%
Some Other Race Alone	4.56%	11.49%	8.07%	11.51%	8.93%	6.61%	5.56%	5.14%	3.05%
Two or More Races	4.36%	11.05%	5.05%	9.39%	9.37%	7.90%	6.79%	6.65%	4.95%
Hispanic Origin (Any Race)	4.75%	13.74%	6.49%	8.92%	9.39%	8.14%	6.91%	7.12%	4.28%

If a new airport were to be built in the Miramar area, the population would be affected greatly. Based on the trend analysis from the comparative airports of Denver and San Jose, the population will increase almost 60% more than not having a new airport. Below is a graph of the potential population and median income increase based on the trend analysis.

Figure 23: Miramar Population Growth Rate Forecast
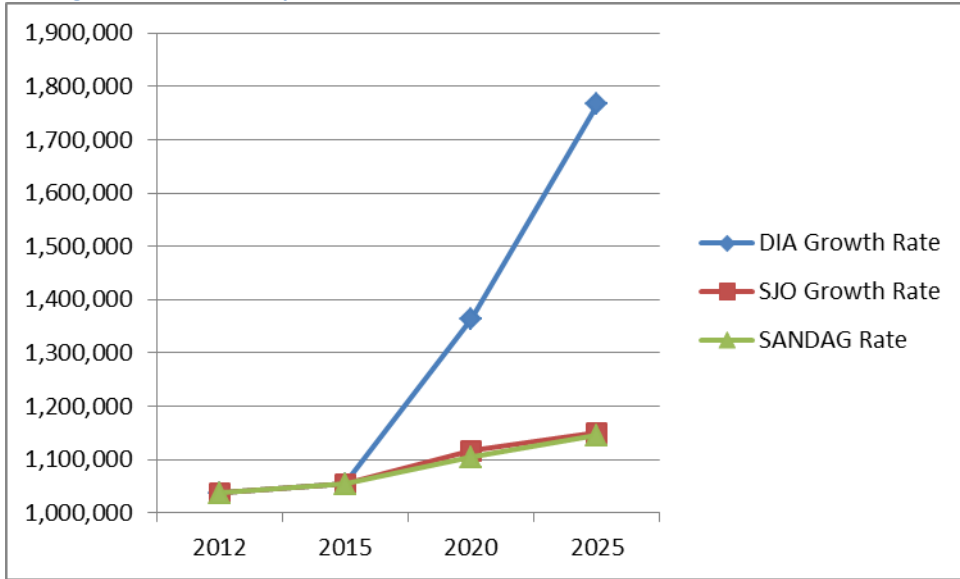
Figure 24: Miramar Median Income Growth Rate Forecast
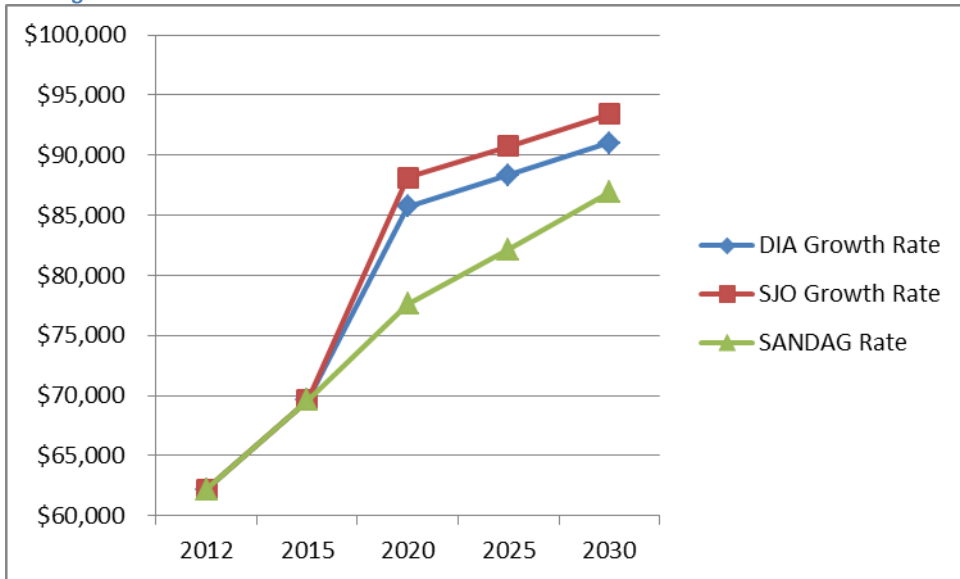
If a new airport were to be built in the Miramar area, the population would be affected greatly. Based on the trend analysis from the comparative airports of Denver and San Jose, the population will increase almost 60% more than not having a new airport.

Camp Pendleton

The Camp Pendleton area is a good candidate for a new airport to serve San Diego County and the counties to the north. The change to the immediate 10 mile radius would be large due to the amount of land available to build and expand with. The population is expected to increase by 17% in 2050. The yearly increase for this area is low for the San Diego area at just over 1% per year. This is still higher than the national rate of .9%.

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With a large military presence, the majority of people fit between 20 and 34 years old. As with other areas, the Baby Boomer generation is increasingly getting older and has the highest rate of change for the older age groups. The upcoming generations are not nearly increasing enough to offset the number of new seniors. Below is a table of the rate of change for the population.

Table 26: Camp Pendelton Age Growth Rates

	2010-2012	2012-2017	2017-2020	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
0-19	-2.40%	14.40%	10.44%	0.80%	3.60%	0.99%	2.20%	0.83%	-1.56%
20-34	5.45%	2.94%	3.27%	4.32%	2.21%	2.01%	0.03%	0.34%	1.73%
35-54	-3.25%	-0.73%	-10.71%	0.29%	4.08%	1.78%	10.82%	4.45%	1.68%
55-74	14.07%	34.61%	34.96%	10.92%	1.99%	-10.21%	-12.63%	2.82%	4.81%
75+	7.07%	17.92%	17.71%	37.30%	42.25%	45.13%	30.46%	13.31%	2.71%

The median income for the area is currently $57,000 which is projected to increase to $73,000 by the year 2020. The income levels will steadily rise as more households have more people going to work. The expected growth rate in median household income is shown below.

Figure 25: Camp Pendleton Median Household Income Growth Rate
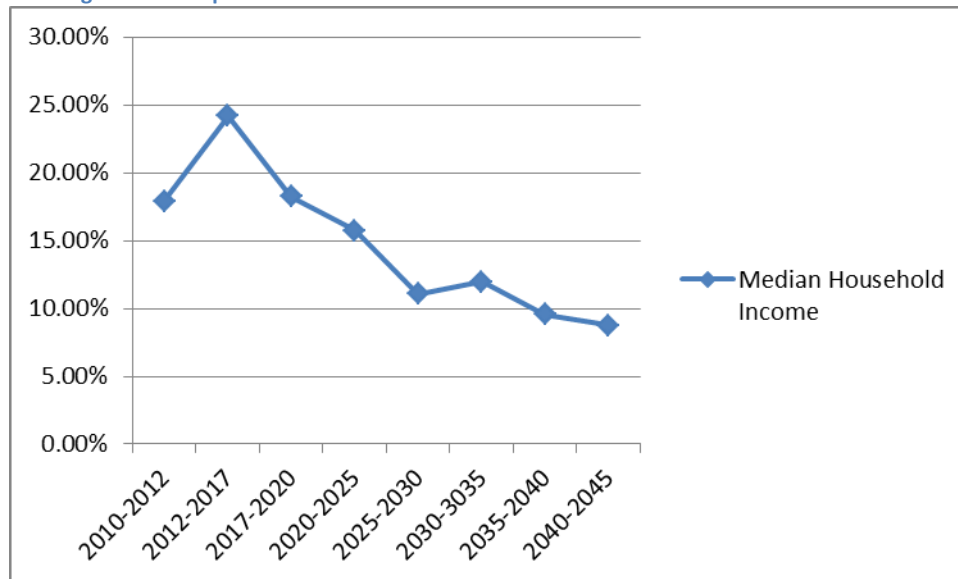
The race and ethnicity of the Camp Pendleton area is mostly White, and Hispanic. The Black population is projected to decrease over the next 40 years at an average rate of 3%. The only demographic projected to have a moderate increase in the area is the Hispanic Origin. The rate of change per demographic is listed below.

Table 27: Camp Pendleton Age Growth Rates

	2010-2012	2012-2017	2017-2020	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
0-19	-2.40%	14.40%	10.44%	0.80%	3.60%	0.99%	2.20%	0.83%	-1.56%
20-34	5.45%	2.94%	3.27%	4.32%	2.21%	2.01%	0.03%	0.34%	1.73%
35-54	-3.25%	-0.73%	-10.71%	0.29%	4.08%	1.78%	10.82%	4.45%	1.68%

							-	-		
55-74	14.07%	34.61%	34.96%	10.92%	1.99%	10.21%	12.63%	2.82%	4.81%
75+	7.07%	17.92%	17.71%	37.30%	42.25%	45.13%	30.46%	13.31%	2.71%

If a new airport were to be built in the Camp Pendleton area, the current population will definitely increase significantly. The public use of the military base and expansion to the surrounding areas would change the demographics by introducing more diversity. The population will grow to over 60% its current size by the year 2030. Based on the trend analysis, Figure 26 below highlights the potential population increase.

Figure 26: Camp Pendleton Population Growth Rate Forecast
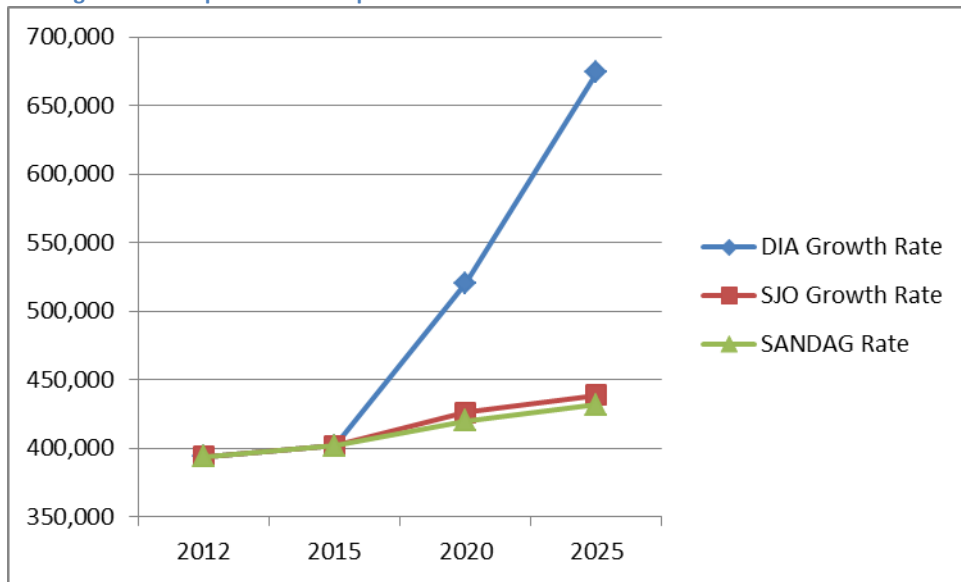
Figure 27: Miramar Median Income Growth Rate Forecast
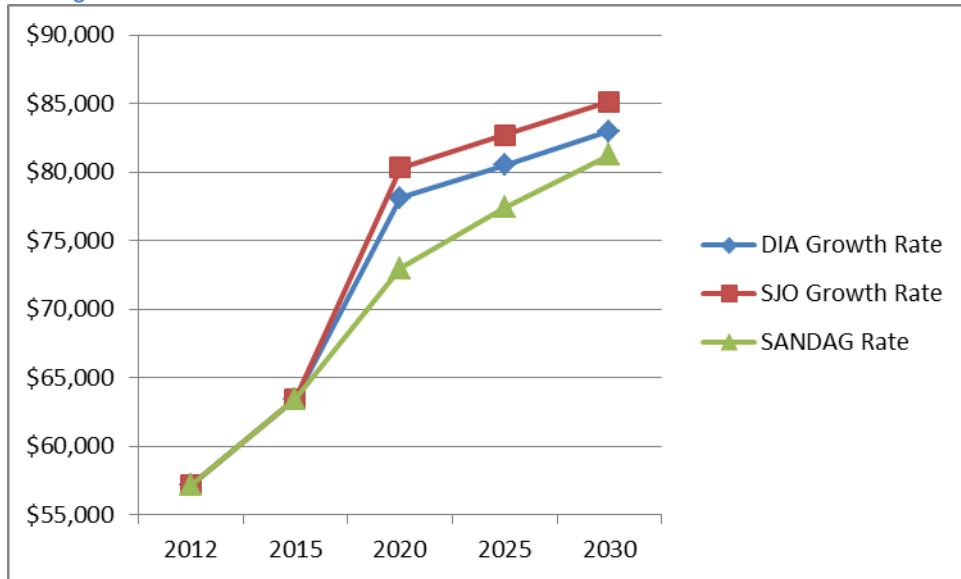
San Diego City

The City of San Diego is very crowded and real estate is sold at a premium. If a new larger airport were to be built in the current airport's location, then the demographics in the surrounding 10 mile radius would be affected. The current population is just over a million people and it is expected to grow at a rate over 1% per year. Figure 28 illustrates the percentage change in the population.

Figure 28: San Diego City Population Growth Rate
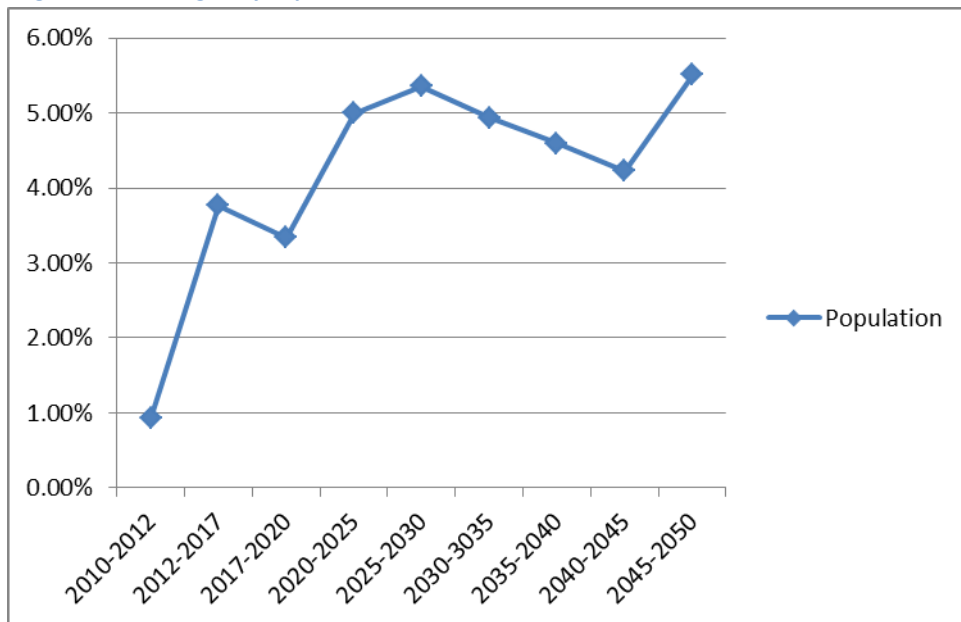
The median income for the City of San Diego is currently at $48,000 but will increase to over $77,000 by 2050. Most of the gains in income will be realized by those making over

$100,000. With higher income comes a stronger economy. Table 31 below illustrates the median income growth rate until the year 2050.

Figure 29: San Diego City Median Household Income Growth Rate
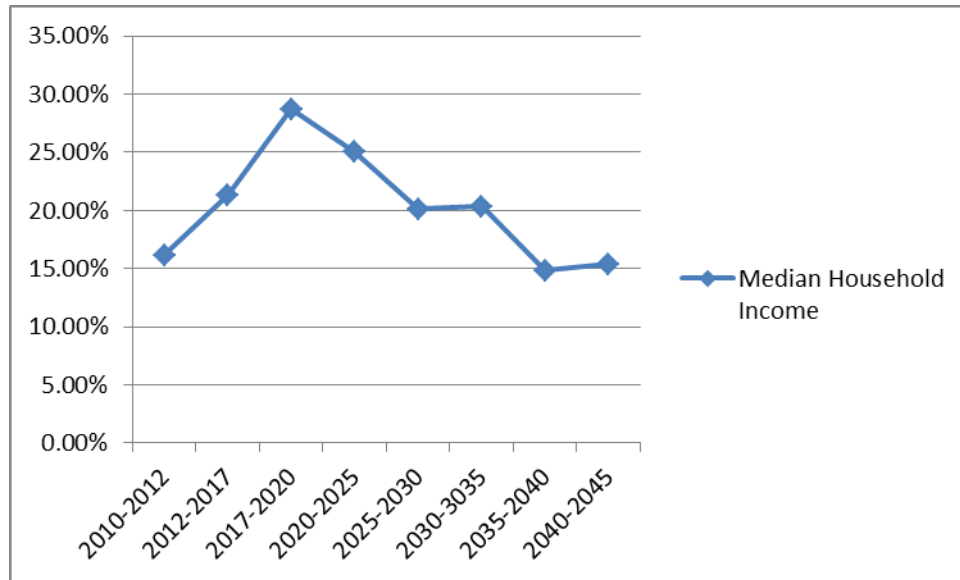
The age demographics in San Diego City are similar to other places in the county mostly because of the aging baby boomer population. The number of senior citizens is increase more than any other age group. The more people leaving the work force will have an effect on the economy. Table 28 shows the percent change in age demographics.

Table 28: San Diego City Age Population Growth Rates

	2010-2012	2012-2017	2017-2020	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
0-19	-3.83%	10.77%	26.29%	13.08%	10.36%	12.31%	12.75%	13.32%	17.79%
20-34	4.77%	2.18%	1.59%	9.77%	11.13%	13.64%	6.77%	4.62%	8.85%
35-54	-4.32%	-1.79%	-2.01%	6.45%	7.76%	3.89%	13.61%	9.97%	11.76%
55-74	12.65%	32.51%	40.32%	20.93%	13.92%	4.74%	0.50%	8.17%	13.11%
75+	5.95%	17.04%	13.99%	31.52%	40.55%	49.23%	40.50%	26.22%	19.61%

The majority of people living in the city of San Diego are mostly White; those of Hispanic origins are second to the majority. The rate of change is highest among the Hispanic group for this area. The White population is forecasted to decrease until 2035 when the population is expected to increase again. Table 29 below is a chart with the racial makeup of the San Diego City area.

Table 29: San Diego City Race Growth Rates

Race and Ethnicity	2010-2012	2012-2017	2017-2020	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
White Alone	-0.16%	1.42%	-0.45%	-1.08%	-0.75%	-1.45%	0.75%	1.25%	1.61%
Black Alone	1.18%	2.81%	0.42%	0.13%	-0.33%	-1.43%	-2.67%	-3.47%	-2.30%
American Indian Alone	1.75%	6.98%	2.93%	3.61%	3.06%	1.61%	0.06%	0.12%	1.49%
Asian Alone	1.92%	7.22%	3.33%	4.05%	4.69%	4.97%	3.49%	3.36%	5.36%
Pacific Islander Alone	1.05%	4.46%	2.71%	2.41%	3.76%	3.56%	2.51%	2.23%	4.49%

Some Other Race Alone	3.39%	8.53%	2.32%	4.28%	6.50%	6.29%	4.75%	5.20%	7.29%
Two or More Races	3.47%	9.09%	4.32%	7.33%	7.89%	7.26%	5.57%	4.33%	6.50%
Hispanic Origin (Any Race)	3.38%	10.10%	6.68%	10.06%	10.02%	9.27%	7.85%	6.93%	8.19%

If a new airport were to be built in the San Diego City location, the population will increase at a greater rate than was predicted. From our trend analysis we can see from comparative cities that new airports attract more people to the immediate location. San Diego City would increase its size by almost 60% more than it would without a new airport. Figure 30 is a graph of the potential population and median income increase based on the trend analysis.

Figure 30: San Diego City Population Growth Rate Forecast
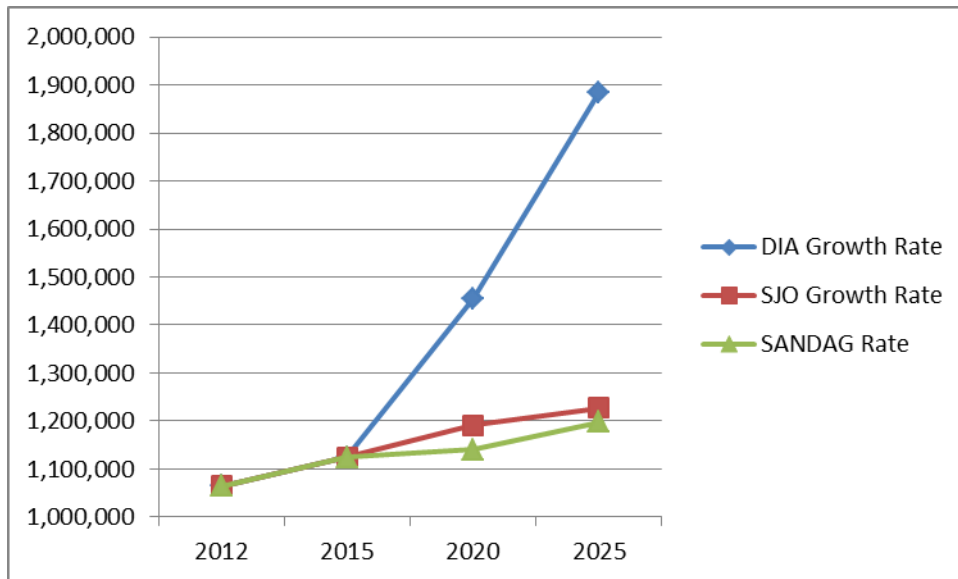
Figure 31: San Diego City Median Income Growth Rate Forecast
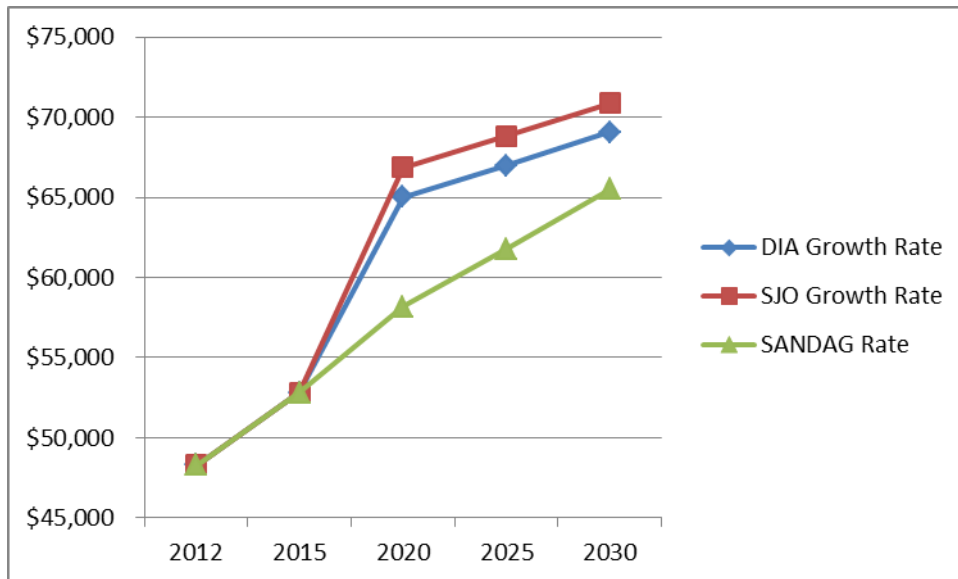
Conclusion

From the research and analysis of the data from the comparative airports it was determined that the model trends may not forecast an accurate change in demographics for the specific selected site. There are too many external factors that influence the demographics of a particular geographic region to project the potential changes in demographic trends of the expanded or new airport location. Any executed airport expansion will not negatively impact the demographics of a region.

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Appendices

Campo

Summary	Census 2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
Population	3153	3213	3405	3592.779	3898.939	4293.56	4660.675	4956.744	5196.834	5235.032
Households	1212	1240	1316	1397.488	1521.415	1689.365	1842.373	1957.63	2057.012	2070.346
Average Household Size	2.48	2.48	2.48	2.467443	2.467443	2.456943	2.446444	2.446444	2.446444	2.454137
Trends: 2012 - 2017 Annual Rate	Area	State								
Population	1.17%	0.67%								
Households	1.20%	0.66%								
Families	1.43%	0.81%								
Owner HHs	1.71%	1.03%								
Median Household Income	2.35%	3.35%								
Households by Income	2012	2017	2020	2025	2030	2035	2040	2045	2050	
<$15,000	303	310	306	303	320	336	351	363	399	
$15,000 - $24,999	109	95	95	95	100	106	110	114	123	
$25,000 - $34,999	105	88	90	93	100	106	110	114	124	
$35,000 - $49,999	234	222	232	249	272	290	303	316	340	
$50,000 - $74,999	276	299	323	358	397	428	451	472	507	
$75,000 - $99,999	85	130	145	168	191	211	227	239	260	
$100,000 - $149,999	77	104	105	105	106	107	108	108	109	
$150,000 - $199,999	40	58	76	98	123	150	172	187	213	
$200,000+	10	12	17	23	33	48	56	65	76	
Median Household Income	$40,236	$45,195	$47,125	$49,576	$51,062	$52,283	$53,149	$53,728	$53,997	
Population by Age	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
0 - 4	173	174	183	187	194	210	225	233	235	242
5 - 9	182	183	191	196	203	216	233	244	247	255
10 - 14	209	209	219	235	239	252	268	283	291	304
15 - 19	212	205	206	245	263	273	287	300	311	328

	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
20 - 24	151	156	150	136	162	178	185	191	195	209
25 - 34	339	349	366	411	411	444	499	522	534	563
35 - 44	388	384	394	391	416	487	503	514	573	619
45 - 54	518	512	495	496	502	502	545	622	624	651
55 - 64	504	534	584	659	663	670	682	664	708	823
65 - 74	316	343	432	556	657	747	760	747	736	726
75 - 84	126	128	143	169	230	304	375	430	435	451
85+	34	37	41	46	51	62	84	111	143	178
Population by Age	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
0-19	776	771	799	863.2337	899.6819	951.6964	1014.062	1059.524	1082.74	1129.302
20-34	490	505	516	547.336	573.1759	622.0037	683.2247	712.9264	729.4348	771.5819
35-54	906	896	889	887.3394	917.7066	989.047	1047.736	1135.45	1197.102	1269.474
55-74	820	877	1016	1214.607	1320.181	1417.348	1441.584	1411.388	1443.929	1548.618
75+	160	165	184	215.206	281.4272	366.2262	459.53	541.129	578.2724	629.5592
Race and Ethnicity	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
White Alone	2,273	2,290	2,363	2455	2583	2731	2836	2877	2870	2935
Black Alone	82	85	94	101	112	125	137	147	156	170
American Indian Alone	295	302	324	294	239	193	153	119	92	73
Asian Alone	31	32	37	48	67	88	111	134	155	182
Pacific Islander Alone	12	12	13	14	14	16	18	20	21	23
Some Other Race Alone	292	313	368	357	331	349	375	411	429	474
Two or More Races	168	179	205	218	242	272	299	319	333	357
Hispanic Origin (Any Race)	828	888	1,055	1143	1297	1502	1711	1900	2077	2320

Miramar

Summary	Census 2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
Population	1,027,506	1,037,878	1,079,676	1104107	1145650	1189973	1226542	1254533	1287915	1305723
Households	403,970	408,773	424,486	436989	451513	466490	479458	487835	499346	506743
Average Household Size	2.47	2.47	2.47	2.45	2.46	2.47	2.48	2.49	2.50	2.49

Trends: 2012 - 2017 Annual Rate	Area	State
Population	0.79%	0.67%
Households	0.76%	0.66%
Families	0.96%	0.81%
Owner HHs	1.14%	1.03%
Median Household Income	3.68%	3.35%

Households by Income	2012	2017	2020	2025	2030	2035	2040	2045	2050
<$15,000	40,189	39,420	37742	34567	32448	30694	28735	27557	26442
$15,000 - $24,999	34,092	28,236	27236	25479	24068	22987	21653	20867	20090
$25,000 - $34,999	35,056	27,721	27279	26288	25430	24719	23685	23109	22491
$35,000 - $49,999	53,288	47,671	47872	47482	47023	46551	45387	44883	44167
$50,000 - $74,999	71,847	70,116	71579	72932	73836	74405	73805	73952	73575
$75,000 - $99,999	52,314	69,534	72584	76297	79323	81710	82872	84451	85211
$100,000 - $149,999	66,127	75,621	80138	86434	92355	97540	102105	106391	109666
$150,000 - $199,999	29,840	36,600	41170	47490	53807	59517	65151	70336	74567
$200,000+	26,013	29,558	34303	40902	48294	54608	61674	68195	73873
Median Household Income	$62,204	$74,538	$77,643	$82,168	$86,922	$90,766	$94,761	$97,833	$100,483

Population by Age	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
0 - 4	61,745	62,060	64,645	65516	67289	69029	70092	70706	71447	71114
5 - 9	56,760	56,918	59,061	57282	58710	60630	61887	62699	63862	63788
10 - 14	56,143	55,732	58,505	60377	58764	60571	62168	63337	64675	65077
15 - 19	67,500	65,360	65,099	70998	73371	71696	73863	75519	77079	77617
20 - 24	97,004	99,539	96,450	91949	99467	102657	100261	101708	103969	105091
25 - 34	180,867	185,277	194,957	213913	212927	218667	233228	235052	236415	241174
35 - 44	146,890	144,149	147,396	139805	148776	163485	162777	166868	177918	178289
45 - 54	141,603	138,571	133,597	125318	121010	115855	123832	135613	135937	139210
55 - 64	107,109	112,862	122,649	131083	126549	120259	116607	111255	119798	131744
65 - 74	57,344	61,701	76,787	96940	111509	120155	116068	110380	108220	103531
75 - 84	37,073	37,206	40,311	46381	61795	78431	90605	97260	94851	90373
85+	17,467	18,503	20,222	20510	21137	24495	32490	40729	48760	53322

Population by Age	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
0-19	242,148	240,070	247,310	254,172	258,134	261,926	268,010	272,262	277,062	277,596
20-34	277,871	284,816	291,407	305,862	312,394	321,324	333,489	336,760	340,385	346,266
35-54	288,493	282,720	280,993	265,122	269,786	279,340	286,609	302,481	313,855	317,499
55-74	164,453	174,563	199,436	228,022	238,057	240,414	232,676	221,635	228,018	235,275
75+	54,540	55,709	60,533	66,892	82,932	102,926	123,095	137,989	143,612	143,695

Race and Ethnicity	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
White Alone	669,205	667,450	673,737	676458	681111	687338	689424	684945	682938	677002
Black Alone	49,497	50,588	53,194	55542	59242	62763	65693	68369	71606	73523

American Indian Alone	5,781	5,872	6,318	7066	7922	8512	8878	9057	9164	9035
Asian Alone	165,623	170,512	186,882	193542	206701	219242	230052	240527	252082	259852
Pacific Islander Alone	3,933	4,011	4,326	4935	5702	6421	7042	7602	8140	8503
Some Other Race Alone	79,828	83,469	93,059	100566	112137	122150	130230	137473	144543	148958
Two or More Races	53,639	55,976	62,160	65302	71433	78125	84296	90021	96006	100756
Hispanic Origin (Any Race)	198,086	207,490	236,004	251323	273750	299443	323829	346190	370833	386712

Camp Pendleton

Summary	Census 2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
Population	388,937	394,101	411,738	420132	431919	444543	450042	456229	461539	464951
Households	130,378	132,532	138,585	142258	146078	149770	150699	151391	152170	152950
Average Household Size	2.86	2.85	2.85	2.83	2.84	2.85	2.86	2.88	2.90	2.90
Trends: 2012 - 2017 Annual Rate	Area	State								
Population	0.88%	0.67%								
Households	0.90%	0.66%								
Families	1.05%	0.81%								
Owner HHs	1.33%	1.03%								
Median Household Income	3.43%	3.35%								
Households by Income	2012	2017								
			2020	2025	2030	2035	2040	2045	2050	
<$15,000	11,536	11,300	10134	9196	8518	7797	7072	6575	6098	
$15,000 - $24,999	12,121	10,099	9431	8796	8293	7724	7129	6713	6302	
$25,000 - $34,999	13,206	10,488	10269	9937	9638	9212	8729	8374	8008	
$35,000 - $49,999	19,987	18,065	18360	18295	18164	17747	17213	16786	16323	
$50,000 - $74,999	25,137	24,937	26130	26680	27045	26903	26610	26314	26002	
$75,000 - $99,999	17,519	23,866	25832	27113	28160	28587	28856	28974	29092	
$100,000 - $149,999	19,620	23,300	24823	26042	27143	27910	28670	29248	29837	
$150,000 - $199,999	7,902	10,040	11917	13542	15099	16244	17440	18405	19389	
$200,000+	5,504	6,489	8059	9529	11028	12247	13712	15024	16336	
Median Household Income	$57,138	$67,635	$73,006	$77,429	$81,266	$85,314	$89,678	$93,042	$96,427	
Population by Age	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
0 - 4	28,423	28,703	30,136	30363	30828	31417	31307	31089	30774	30505
5 - 9	24,850	24,974	26,030	25383	25684	26268	26455	26520	26459	26216
10 - 14	24,409	24,276	25,596	26031	25283	25730	25978	26372	26593	26553
15 - 19	29,355	28,374	28,302	31268	31564	30821	30716	31065	31448	31568
20 - 24	41,389	42,459	41,314	39249	41694	42020	40967	41100	41466	41830
25 - 34	56,600	58,223	61,502	66588	65314	66248	69239	69038	68661	69244
35 - 44	47,120	46,392	47,502	44915	46843	51476	50109	50513	53508	53429
45 - 54	51,169	50,299	48,727	46164	44317	41743	43596	47960	47254	48117
55 - 64	39,252	41,582	45,530	49094	46992	44368	41995	39245	41942	46391
65 - 74	22,453	24,279	30,377	38619	44490	47859	45535	42766	41031	38653
75 - 84	16,149	16,291	17,714	20633	27723	34959	39753	42329	40354	38016
85+	7,768	8,249	9,007	9118	9386	10902	14327	17763	20955	22736

Population by Age	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
0-19	107,037	106,327	110,064	113,044	113,359	114,235	114,456	115,046	115,274	114,842
20-34	97,989	100,682	102,816	105,837	107,008	108,268	110,207	110,138	110,126	111,074
35-54	98,289	96,691	96,229	91,079	91,160	93,219	93,704	98,473	100,761	101,546
55-74	61,705	65,861	75,907	87,712	91,482	92,227	87,529	82,011	82,973	85,043
75+	23,917	24,540	26,721	29,751	37,109	45,861	54,080	60,091	61,309	60,752
Race and Ethnicity	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
White Alone	267,217	267,789	273,170	276370	280183	284030	283800	283974	283366	282821
Black Alone	14,593	14,986	15,907	15806	15523	15180	14535	13883	13223	12519
American Indian Alone	3,683	3,771	4,053	4002	3879	3767	3619	3475	3356	3251
Asian Alone	19,281	19,881	21,940	22896	24149	25494	26431	27396	28345	29061
Pacific Islander Alone	3,289	3,333	3,520	3431	3251	3140	3011	2903	2828	2771
Some Other Race Alone	60,434	63,037	69,625	69525	70863	73039	74043	75130	76218	77556
Two or More Races	20,441	21,305	23,523	24083	25080	26266	26921	27523	27999	28390
Hispanic Origin (Any Race)	139,277	145,066	162,086	168876	179485	191034	199068	207445	215720	221500

San Diego City

Summary	Census 2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
Population	1,054,226	1,063,967	1,104,054	1140862	1197828	1262029	1324384	1385222	1443772	1523370
Households	399,054	403,769	419,137	438048	463932	491062	516473	541567	563781	597425
Average Household Size	2.50	2.50	2.50	2.48	2.46	2.45	2.45	2.44	2.45	2.44
Trends: 2012 - 2017 Annual Rate	Area	State								
Population	0.89%	0.67%								
Households	0.86%	0.66%								
Families	1.02%	0.81%								
Owner HHs	1.25%	1.03%								
Median Household Income	3.48%	3.35%								
Households by Income	2012	2017	2020	2025	2030	2035	2040	2045	2050	
<$15,000	58,401	59,021	57717	55767	54272	52778	51027	49504	48667	
$15,000 - $24,999	45,446	38,554	38646	38529	38502	38406	38053	37736	38052	
$25,000 - $34,999	43,386	35,437	36465	37589	38694	39646	40342	40938	42283	
$35,000 - $49,999	59,828	55,171	58128	61747	65267	68444	71289	73765	77692	
$50,000 - $74,999	69,348	69,586	74811	81684	88466	94731	100760	106062	113567	
$75,000 - $99,999	42,280	58,466	64548	72733	80902	88593	96416	103344	112645	
$100,000 - $149,999	46,948	56,363	59496	64332	69391	74298	79659	84471	90556	
$150,000 - $199,999	20,688	26,281	30985	38332	46235	54157	63140	71179	81141	
$200,000+	17,436	20,250	24565	31613	39530	47489	57153	65627	75715	
Median Household Income	$48,284	$55,806	$58,181	$61,769	$65,490	$68,765	$72,137	$74,919	$77,682	
Population by Age	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
0 - 4	63,973	64,201	66,640	67020	67977	70558	73128	74976	75920	77937
5 - 9	56,340	56,353	58,179	58792	59404	60663	63209	65699	67658	70135
10 - 14	55,705	55,152	57,588	63958	64769	65712	67138	69714	72709	76710
15 - 19	73,265	70,910	70,422	80001	87480	90090	92161	94412	98932	104836

Age										
20 - 24	115,563	118,339	114,884	105989	117917	129229	132928	136038	140428	147387
25 - 34	199,485	204,205	214,616	234641	231155	234698	259990	271496	275290	286007
35 - 44	142,064	139,187	142,075	138710	146368	160563	158692	164292	181634	193013
45 - 54	129,462	126,494	121,604	122046	123183	120792	126898	139687	138875	146511
55 - 64	102,258	107,579	116,611	130919	133022	134065	136082	133971	141467	158827
65 - 74	57,412	61,687	76,563	98037	116981	132345	136629	139432	143017	144214
75 - 84	39,894	39,974	43,203	48446	62396	80150	96206	109487	114095	119258
85+	18,805	19,886	21,669	22070	22672	25414	32835	41600	50757	58414

Population by Age	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
0-19	249,283	246,616	252,829	269,772	279,629	287,023	295,635	304,801	315,218	329,618
20-34	315,048	322,544	329,500	340,630	349,072	363,927	392,918	407,534	415,718	433,394
35-54	271,526	265,681	263,679	260,756	269,551	281,355	285,590	303,978	320,508	339,523
55-74	159,670	169,266	193,174	228,956	250,003	266,410	272,711	273,403	284,484	303,041
75+	58,699	59,860	64,872	70,516	85,068	105,564	129,040	151,086	164,852	177,672

Race and Ethnicity	2010	2012	2017	2020	2025	2030	2035	2040	2045	2050
White Alone	620,596	619,579	628,398	625557	618787	614176	605297	609826	617445	627357
Black Alone	84,970	85,975	88,388	88762	88876	88579	87315	84985	82034	80150
American Indian Alone	7,664	7,798	8,342	8586	8896	9168	9316	9322	9333	9472
Asian Alone	125,536	127,943	137,175	141737	147476	154399	162066	167728	173369	182657
Pacific Islander Alone	5,433	5,490	5,735	5891	6033	6260	6483	6645	6793	7098
Some Other Race Alone	156,418	161,715	175,507	179579	187271	199450	211996	222069	233608	250641
Two or More Races	53,608	55,467	60,511	63124	67749	73093	78400	82765	86351	91965
Hispanic Origin (Any Race)	346,851	358,574	394,807	421188	463569	510020	557297	601044	642678	695303

San Diego County

Summary	Census 2010	2012	2017	2020	2025	2030
Population	3,095,313	3,137,431	3,280,224	3380151	3541580	3700477
Households	1,086,865	1,103,403	1,151,731	1187761	1244270	1299674
Average Household Size	2.75	2.75	2.76	2.75	2.75	2.76
Trends: 2012 - 2017 Annual Rate	Area	State				
Population	0.89%	0.67%				
Households	0.86%	0.66%				
Families	1.02%	0.81%				
Owner HHs	1.25%	1.03%				
Median Household Income	3.48%	3.35%				

Households by Income	2012	2017	2020	2025	2030	2035
<$15,000	112,231	111,613	106714	99791	94369	89737
$15,000 - $24,999	98,712	82,446	80502	77275	74448	72047
$25,000 - $34,999	100,322	80,103	80296	79523	78628	77775
$35,000 - $49,999	150,790	135,943	139622	142513	144484	145934
$50,000 - $74,999	197,313	194,472	203831	214023	222103	228783
$75,000 - $99,999	139,494	187,801	201400	218507	233118	245814
$100,000 - $149,999	168,276	195,038	204738	219432	233369	246214
$150,000 - $199,999	73,192	91,095	104629	125173	145663	164984
$200,000+	63,064	73,211	86266	106965	129520	150594
Median Household Income	$59,031	$70,056	$73,128	$77,949	$82,350	$86,093

Population by Age	2010	2012	2017	2020	2025	2030
0 - 4	203,423	205,487	215,404	217845	223163	230310
5 - 9	194,029	195,381	203,866	203296	207325	212686
10 - 14	198,716	198,055	209,089	216761	215946	220527
15 - 19	225,095	217,922	217,657	235426	249251	248907
20 - 24	270,750	278,339	270,011	258241	288262	303492
25 - 34	470,922	484,788	512,110	542111	535924	548787
35 - 44	420,563	414,828	425,604	416451	439864	484476

45 - 54	430,774	423,474	410,290	404643	401706	387724
55 - 64	329,616	348,744	380,879	401119	393556	389501
65 - 74	180,554	195,181	244,117	284142	333066	366189
75 - 84	116,911	117,825	128,292	139723	185941	236189
85+	53,960	57,407	62,905	63611	66020	75916
Population by Age	2010	2012	2017	2020	2025	2030
0-19	821,263	816,845	846,016	873,328	895,685	912,431
20-34	741,672	763,127	782,121	800,352	824,186	852,279
35-54	851,337	838,302	835,894	821,095	841,570	872,200
55-74	510,170	543,925	624,996	685,261	726,623	755,690
75+	170,871	175,232	191,197	203,335	251,962	312,105
Race and Ethnicity	2010	2012	2017	2020	2025	2030
White Alone	1,981,442	1,986,215	2,027,240	2035050	2048396	2054502
Black Alone	158,213	161,062	167,698	172995	181304	188630
American Indian Alone	26,340	26,798	28,592	28866	28992	28823
Asian Alone	336,091	345,575	376,906	393351	418005	442114
Pacific Islander Alone	15,337	15,543	16,388	17360	18487	19656
Some Other Race Alone	419,465	437,287	481,589	506401	547999	588472
Two or More Races	158,425	164,951	181,811	189738	204557	220418
Hispanic Origin (Any Race)	991,348	1,032,551	1,151,605	1224880	1341745	1462894

Denver International Airport

Summary	1990	2000	2010	2012	2017
Total Population	34847	55580	99809	104169	115474
Total Households	11667	17724	30997	32131	35607
Average Household Size	3	4	3	3	3

Population Age	1990	2000	2010	2012	2017
0-19	12551	20040	35919	37012	40853
20-34	8973	13586	23122	24625	27009
35-54	9803	16083	27575	28022	29963
55-74	3148	5437	11483	12655	15437
75+	80	127	296	350	427
	34555	55273	98395	102664	113689

Households by Household Income	1990	2000	2010	2012	2017
< $15,000	1852	1603		3192	3411
$15,000 - $24,999	2191	1651		2855	2445
$25,000 - $34,999	2132	2413		3272	2705
$35,000 - $49,999	2889	3514		4932	4489
$50,000 - $74,999	2007	4903		7550	7943
$75,000 - $99,999	399	2056		4194	6522
$100,000 - $149,999	103	1204		4298	5590
$150,000+	31	374		1838	2503
Median Household Income	33089	48402	51360	54115	62371
Average Household Income	35514	55190	62460	67800	76830

Population by Race	1990	2000	2010	2012	2017
White Alone	19046	25520	52055	54939	61600
Black or African American Alone	12149	17383	21387	21110	21337
American Indian or Alaskan Native Alone	311	552	1102	1154	1348
Asian Alone	1008	1612	3429	3749	4577
Pacific Islander Alone	66	151	281	351	548
Some Other Race Alone	1614	8015	15809	16646	18659
Two or More Races	653	2686	5746	6220	7405

San Jose International Airport

Summary	1990	2000	2010	2012	2017
Total Population	1247265	1402248	1479430	1509642	1582019
Total Households	432562	467468	498444	507849	534884
Average Household Size	3	3	3	3	3

Population Age	1990	2000	2010	2012	2017
0-19	334869	380757	390885	392034	406955
20-34	379358	355231	328872	341789	352989
35-54	334989	427732	452219	448366	448855
55-74	157197	179638	235615	253180	291707
75+	9711	14227	21371	22937	25256
	1216124	1357585	1428962	1458306	1525762

Households by Household Income	1990	2000	2010	2012	2017
< $15,000	48588	35377		38436	35763
$15,000 - $24,999	45953	28777		32228	25333
$25,000 - $34,999	54946	33225		32818	25000
$35,000 - $49,999	81960	54132		50598	44094
$50,000 - $74,999	104627	91090		78510	74478
$75,000 - $99,999	54748	71216		63155	83118
$100,000 - $149,999	32404	86330		99215	113699
$150,000+	10847	67779		112888	133400
Median Household Income	47044	72130	76415	54115	92451
Average Household Income	55213	91596	98720	105708	122802

Population by Race	1990	2000	2010	2012	2017
White Alone	815857	705280	640907	642774	643105
Black or African American Alone	50243	41585	40414	42913	47779
American Indian or Alaskan Native Alone	7945	9349	10627	11026	12284
Asian Alone	227869	396876	520440	535965	580416
Pacific Islander Alone	6171	5232	6257	6451	7197
Some Other Race Alone	119168	177103	189114	195776	209843
Two or More Races	20012	66336	71671	74738	81395

Phoenix International Airport

	1990	2000	2010	2012	2017
Total Population	856,558	1,061,170	1051316	1072015	1116962
Total Households	335,476	391,847	398236	407111	425797
Average Household Size	2.50	2.64	2.57	2.56	2.56

Population Age	1990	2000	2010	2012	2017
0-19	240082	318467	303881	303483	312045
20-34	249033	289775	270082	279589	285387
35-54	206672	281949	275097	272004	269858
55-74	121730	124200	156165	168751	195545
75+	39042	46781	46089	48190	54127
	856559	1061172	1051314	1072017	1116962

Households by Household Income	1990	2000	2010	2012	2017
< $15,000	85,028	63,128		67376	67346
$15,000 - $24,999	65,703	56,004		49325	39163
$25,000 - $34,999	53,087	55,851		49636	38876
$35,000 - $49,999	56,194	67,582		61965	56031
$50,000 - $74,999	44,174	69,292		68817	89961
$75,000 - $99,999	15,817	34,109		37929	50339
$100,000 - $149,999	9,380	27,001		41520	48238
$150,000+	6,720	18,962		30532	35833
Median Household Income	$27,786	$38,977	40232	42803	52121
Average Household Income	$38,205	$55,357	58563	60750	68658

Population by Race	1990	2000	2010	2012	2017
White Alone	669,356	730,124	677684	683001	691442
Black or African American Alone	46,309	56,936	75053	77178	83467
American Indian or Alaskan Native Alone	21,831	29,824	35344	37834	43363
Asian Alone	16,240	25,393	35254	37080	42463
Pacific Islander Alone	879	1,728	2568	2614	2865
Some Other Race Alone	88,227	180,856	185204	192072	206503
Two or More Races	13,716	36,309	40209	42236	46861

Salt Lake City International Airport

Summary	1990	2000	2010	2012	2017
Total Population	439,036	509,551	551028	563141	598975
Total Households	155,732	176,662	191642	195855	209677
Average Household Size	2.78	2.83	2.83	2.83	2.82

Population Age	1990	2000	2010	2012	2017
0-19	156616	163592	168492	168861	177578
20-34	116727	141574	152102	158146	165485
35-54	94793	125741	132416	131417	134120
55-74	52274	55966	75095	80988	95257
75+	18626	22678	22922	23726	26532
	439036	509551	551027	563138	598972

Households by Household Income	1990	2000	2010	2012	2017
< $15,000	39,653	22,889		27325	29670
$15,000 - $24,999	33,165	23,737		21694	18407
$25,000 - $34,999	29,043	25,411		24809	19652
$35,000 - $49,999	28,126	34,193		33382	30252
$50,000 - $74,999	17,934	37,857		38915	40127
$75,000 - $99,999	4,400	16,871		19543	31075
$100,000 - $149,999	2,138	10,356		18838	25116
$150,000+	1,424	5,609		11349	15377
Median Household Income	$26,490	$41,713	42478	44741	52970
Average Household Income	$32,731	$52,490	57890	59745	68655

Population by Race	1990	2000	2010	2012	2017
White Alone	390,995	419,462	415061	419798	433852
Black or African American Alone	4,662	6,838	11884	12281	13709
American Indian or Alaskan Native Alone	4,968	6,086	6603	7109	8161
Asian Alone	10,353	15,548	20952	22108	25281
Pacific Islander Alone	4,684	9,045	12224	12365	13212
Some Other Race Alone	14,138	36,789	64915	68765	80617
Two or More Races	9,235	15,783	19389	20714	24144

Denver County

Summary	1990	2000	2010	2012	2017
Total Population	467599	554636	600158	621845	682368
Total Households	210949	239235	263107	272066	301578
Average Household Size	2	2	2	2	2

Population Age	1990	2000	2010	2012	2017
0-19	114535	135816	143526	146038	158652
20-34	130165	159210	170518	179137	193101
35-54	119911	157420	162239	163013	171409
55-74	73917	70407	93896	102246	123225
75+	7648	8414	9620	10456	12027
	446176	531267	579799	600890	658414

Households by Household Income	1990	2000	2010	2012	2017
< $15,000	62637	39459	44032	53944	59393
$15,000 - $24,999	42507	31541	32237	35154	30475
$25,000 - $34,999	33709	34121	30141	32206	28040
$35,000 - $49,999	32353	41136	34858	40403	39566
$50,000 - $74,999	24178	43712	41935	42977	46785
$75,000 - $99,999	7478	21836	26996	23142	37105
$100,000 - $149,999	4935	16662	26733	25284	34508
$150,000+	3340	10948	24899	18956	25706
Median Household Income	25106	39520	45,074	39365	46775
Average Household Income	33983	55087	68,342	59009	68663

Population by Race	1990	2000	2010	2012	2017
White Alone	330190	362180	413696	432456	476167
Black or African American Alone	59137	61649	61435	59217	58494
American Indian or Alaskan Native Alone	5380	7290	8237	8449	9471
Asian Alone	10647	15611	20433	22118	27559
Pacific Islander Alone	353	648	607	741	1238
Some Other Race Alone	53725	86464	71191	73054	79180
Two or More Races	8167	20794	24559	25810	30259

Santa Clara County

Summary	1990	2000	2010	2012	2017
Total Population	1497577	1682585	1781642	1819137	1909837
Total Households	520180	565863	604204	615844	649631
Average Household Size	3	3	3	3	3

Population Age	1990	2000	2010	2012	2017
0-19	404578	459612	474506	476277	495369
20-34	442061	411830	382683	397678	411114
35-54	407908	515598	541963	537767	538630
55-74	191855	222211	292067	313992	362378
75+	12164	17987	27475	29453	32363
	1458566	1627238	1718694	1755167	1839854

Households by Household Income	1990	2000	2010	2012	2017
< $15,000	58162	41762	45542	45331	42136
$15,000 - $24,999	53469	34094	41946	38161	29922
$25,000 - $34,999	64170	39417	36553	38483	29290
$35,000 - $49,999	95514	63431	61122	58919	51243
$50,000 - $74,999	124592	106536	82095	91098	86196
$75,000 - $99,999	66624	85163	71908	74921	98215
$100,000 - $149,999	42577	105937	114454	120366	137639
$150,000+	16932	90145	145015	148565	174990
Median Household Income	48115	74419	85,002	85343	96053
Average Household Income	57913	96187	109,698	109969	128342

Population by Race	1990	2000	2010	2012	2017
White Alone	1011252	905660	836616	839961	843172
Black or African American Alone	56187	47182	46428	49417	55418
American Indian or Alaskan Native Alone	9269	11350	12960	13473	15063
Asian Alone	251279	430095	570524	588766	641264
Pacific Islander Alone	6680	5773	7060	7277	8159
Some Other Race Alone	137436	204088	220806	229048	246814
Two or More Races	25474	78437	87248	91195	99947

United States

	1990	2000	2010	2012	2017
Total Population	248,709,873	281,421,906	308745538	313129017	323986227
Total Households	91,947,410	105,480,101		118208713	122665498
Average Household Size	2.63	2.59	2.58	2.58	2.58

Population by Age	1990	2000	2010	2012	2017
0-19	71321886	80473265	83267556	82848381	84788223
20-34	62196244	58855725	62649947	64544496	65396950
35-54	62801989	82826479	86077322	84755768	83153088
55-74	39254481	42665670	58196158	62019030	70322792
75+	13135273	16600767	18554555	18961342	20325174
	248709873	281421906	308745538	313129017	323986227

Households by Household Income	1990	2000	2010	2012	2017
< $15,000	22,347,770	16,724,255		15930921	15673121
$15,000 - $24,999	16,123,742	13,536,965		13235854	10529063
$25,000 - $34,999	14,575,125	13,519,242		12592251	10308687
$35,000 - $49,999	16,428,455	17,446,272		17132127	15844587
$50,000 - $74,999	13,777,883	20,540,604		21990567	24513070
$75,000 - $99,999	4,704,808	10,799,245		13385393	17714618
$100,000 - $149,999	2,593,768	8,147,826		14227290	16490921
$150,000+	1,442,031	4,824,713		9713066	11590187
Median Household Income	$30,056	$42,164	48153	50157	56895
Average Household Income	$38,453	$56,644	66013	68162	77137

Population by Race	1990	2000	2010	2012	2017
White Alone	196,724,522	211,460,626	223553265	225289662	228784341
Black or African American Alone	29,626,216	34,658,190	38929319	39536577	41359936
American Indian or Alaskan Native Alone	1,946,194	2,475,956	2932248	3010559	3244199
Asian Alone	6,813,558	10,242,998	14674252	15239038	16950165
Pacific Islander Alone	354,001	398,835	540013	552594	615508
Some Other Race Alone	9,729,743	15,359,073	19107368	20008464	22299085
Two or More Races	3,515,639	6,826,228	9009073	9492123	10732993

Forecasted Growth Rates

Population

Population
growth rates

	DIA	SJO
5 years before	5.90%	1.20%
5years after	5.90%	0.60%
5 years after that	8%	0.60%

	2012	2015	2020	2025	2030	yearly rate	Yearly rate	yearly rate	yearly rate
Campo population with DEN	3213	3304.5705	4279.419	5541.847	7758.586	0.95%	5.90%	5.90%	8.00%
Campo population with SJO	3213	3304.5705	3502.845	3607.93	3716.168	0.95%	1.20%	0.60%	0.60%
Campo Regular	3213	3304.5705	3593.72	3899.782	4294.861	0.95%	1.75%	1.70%	2.03%

Miramar Population	2012	2015	2020	2025	2030	Yearly rate	Yearly rate	Yearly rate	Yearly rate
DEN Growth rate	1,037,878	1053601.852	1364414	1766917	2473683	0.51%	5.90%	5.90%	8.00%
SCL Growth rate	1,037,878	1053601.852	1116818	1150323	1184832	0.51%	1.20%	0.60%	0.60%
Without	1,037,878	1053601.852	1104107	1145650	1189973	0.51%	0.96%	0.75%	0.77%

Pendleton Population	2012	2015	2020	2025	2030	Yearly rate	Yearly rate	Yearly rate	Yearly rate
DEN Growth rate	394,101	401963.315	520542.5	674102.5	943743.5	0.67%	5.90%	5.90%	8.00%
SCL Growth rate	394,101	401963.315	426081.1	438863.5	452029.5	0.67%	1.20%	0.60%	0.60%
Without	394,101	401963.315	420132	431919	444543	0.67%	0.90%	0.56%	0.58%

San Diego City	2012	2015	2020	2025	2030	Yearly rate	Yearly rate	Yearly rate	Yearly rate
DEN Growth rate	1,063,967	1124134.334	1455754	1885201	2639282	1.89%	5.90%	5.90%	8.00%
SCL Growth rate	1,063,967	1124134.334	1191582	1227330	1264150	1.89%	1.20%	0.60%	0.60%
Without	1,063,967	1124134.334	1140862	1197828	1262029	1.89%	0.30%	1.00%	1.07%

Median Income

	DIA	SJO
5 years before	0.0463	0.0533
5years after	0.0061	0.0059
5 years after that	0.0061	0.0059

	2012	**2015**	**2020**	**2025**	**2030**	**yearly rate**	**Yearly rate**	**yearly rate**	**yearly rate**
Campo population with DEN	3213.00	3304.57	4279.42	4409.94	4544.44	0.95%	5.90%	0.61%	0.61%
Campo population with SJO	3213.00	3304.57	4185.24	4308.70	4435.81	0.95%	5.33%	0.59%	0.59%
Campo Regular	3213.00	3304.57	3593.72	3899.78	4294.86	0.95%	1.75%	1.70%	2.03%

Miramar Population	**2012**	**2015**	**2020**	**2025**	**2030**	**Yearly rate**	**Yearly rate**	**Yearly rate**	**Yearly rate**
DEN Growth rate	1037878.00	1053601.85	1297510.68	1337084.76	1377865.84	0.51%	4.63%	0.61%	0.61%
SCL Growth rate	1037878.00	1053601.85	1334386.75	1373751.15	1414276.81	0.51%	5.33%	0.59%	0.59%
Without	1037878.00	1053601.85	1104107.21	1145650.46	1189972.76	0.51%	0.96%	0.75%	0.77%

Pendleton Population	**2012**	**2015**	**2020**	**2025**	**2030**	**Yearly rate**	**Yearly rate**	**Yearly rate**	**Yearly rate**
DEN Growth rate	394101.00	401963.31	495017.82	510115.87	525674.40	0.67%	4.63%	0.61%	0.61%
SCL Growth rate	394101.00	401963.31	509086.54	524104.59	539565.68	0.67%	5.33%	0.59%	0.59%
Without	394101.00	401963.31	420132.24	431918.54	444543.49	0.67%	0.90%	0.56%	0.58%

San Diego City	**2012**	**2015**	**2020**	**2025**	**2030**	**Yearly rate**	**Yearly rate**	**Yearly rate**	**Yearly rate**
DEN Growth rate	1063967.00	1124134.33	1384371.43	1426594.76	1470105.90	1.89%	4.63%	0.61%	0.61%
SCL Growth rate	1063967.00	1124134.33	1423716.13	1465715.76	1508954.37	1.89%	5.33%	0.59%	0.59%
Without	1063967	1124134.334	1140861.584	1197828.3	1262028.709	1.89%	0.30%	1.00%	1.07%