

Appendix J: Social Equity Assessment

To: San Diego Association of Governments and Caltrans District 11

From: North County Comprehensive Multimodal Corridor Plan (CMCP) Project Team

Date: October 2022

Subject: North County Comprehensive Multimodal Corridor Plan (CMCP) – Social Equity Memorandum

Overview

The North County Comprehensive Multimodal Corridor Plan (CMCP) will identify integrated transportation solutions that enhance the way people travel throughout North County. The following memo summarizes existing conditions data for social equity focus communities within the North County CMCP corridor.

Methodology

This memo first covers existing conditions data findings for social equity focus communities. For the North County CMCP, social equity focus communities are identified as seniors, low-income households, and minority populations. Seniors are defined as those who are 75 or older. Low-income households are defined as households who are making an annual median income at or below 200% of the federal poverty level. Minority populations are defined as all Non-White and Hispanic populations. The definitions for social equity focus communities are based on SANDAG's definitions for seniors, low-income, and minority populations for the 2050 SANDAG Regional Transportation Plan (RTP).

The data analyzed for social equity focus communities are from the US Census Bureau's 2019 American Community Survey (ACS) to understand existing trends in the study area. Geographic Information Systems (GIS) mapping was used to map social equity focus communities by US Census Block Groups as defined by the 2019 ACS. Data were also provided by SANGIS through their Activity Based Model (ABM), based on 2016 baseline data, to show projected demographic information for growth trends in 2050.

This memo also covers existing conditions data on vehicle ownership by occupied units and proximity to high frequency transit stops. Information on vehicle ownership includes the number of 0-car, 1-car, 2 car, and 3+ car households. Data used to analyze for vehicle ownership are from the US Census Bureau's 2019 ACS. GIS mapping was used to map vehicle ownership by US Census Block Groups as defined by the 2019 ACS. In evaluating access, the analysis included and evaluation of key indicators including the following:

- Number of multifamily housing units within .5 miles of a high frequency transit stop,
- Social equity focus communities living within .5 miles of a high frequency transit stop, and
- Residents that can access Tier 1 and 2 employments centers and higher education institutions within 30 and 45 minutes.

Data for these key indicators are from SANDAG's ABM and based on 2016 baseline data. Where projected demographic information is available from the SANDAG model, 2050 data are included for a comparative analysis to understand how the social equity focus communities populations will change in the future.

FINDINGS

The following provides a summary of key findings based on the existing conditions analysis for social equity focus communities in the study area.

Social equity focus communities make up a significant portion of the current population and will continue to grow throughout the region. Over half of the population is defined as minority population and this percentage is expected to grow 67% by 2050. The senior population will also increase by 46% by 2050. Low-income households currently make up 28% of the total population and are expected to decrease by 7% by 2050.

There are no concentrations of senior populations within any of the mobility hubs, or within the study area. Concentrations of minority populations and low-income households are found along the following roads:

In the Oceanside Mobility Hub, concentrations of minority populations are found east of I-5 between Mission Avenue and Oceanside Boulevard. There are also concentrations of minority populations directly adjacent to the west of I-5 to South Coast Highway.

In the Carlsbad Village Mobility Hub, concentrations of minority populations are found west of I-5 to South Coast Highway.

There are no concentrations of minority populations in the Carlsbad-Palomar mobility hub.

In the Vista Mobility Hub, concentrations of minority populations are found directly north along East Vista Way to SR 78.

In the San Marcos Mobility Hub, concentrations of minority populations are found to the west of Twin Oaks Valley Road along Mission Avenue.

In the Escondido Mobility Hub, concentrations of minority populations are found along I-15, between City Center Parkway and Bear Valley Parkway. There is also a concentration of minority populations south of West 2nd Avenue to Bear Valley Parkway.

There are also concentrations of minority populations outside of the mobility hubs. There are concentrations of minority populations directly adjacent along the entirety of the SR 78 corridor within the study area. There is also a concentration of minority populations along North River Road, which is north of SR 76.

Forty-one percent of the total population owns 2 cars in the North County CMCP study area. Twenty-eight percent of households own one car. Less than one percent are 0-car households.

Housing units within a half mile of high frequency transit are expected to jump to 77% by 2050. As of 2016, there are 16,391 housing units (23%) within a ½ mile of high frequency transit. This number is expected to increase significantly to 78,977 housing units (77%) located in close proximity to transit by 2050.ss

By 2050, 31% of the total population in the corridor will live within a half-mile of high frequency transit. Social equity focus communities will also increasingly live near transit by 2050. By 2050, 44% of seniors, 40% of low-income households, and 46% of the minority population will live within a half mile of high frequency transit.

Access to Tier 2 Employment Centers within a 30-minute drive for social equity focus communities is expected to increase by less than 10% by 2050. It is expected that six percent minority and senior populations will have more access to tier 2 employment centers within a 30-minute drive by 2050; and eight percent of low-income households will have more access to tier 2 employment centers within a 30-minute drive by 2050.

Access to Higher Education within a 30-minute drive is expected to increase by less than 10% for social equity focus communities by 2050. About eight percent of minority populations and low-income households are expected to gain more access to higher education within a 30-minute drive by 2050. About seven percent of senior populations will gain more access to higher education within a 30-minute drive by 2050.

Existing Conditions

The following summarizes existing conditions data for social equity focus communities within the SR 78 corridor, providing a baseline of both demographic and access data. This memo also includes a discussion on anticipated growth trends. This information serves as a starting point for an equity analysis and needs assessment to be conducted in subsequent phases of the project.

SOCIAL EQUITY FOCUS COMMUNITIES

There are 660,721 people living within the study area. **Table 1** summarizes demographic information for social equity focus communities within the study area. Of the study area’s total population, .06% of the population is seniors over the age of 75. Twenty-eight percent of the households within the study area are considered low-income. Minority populations make up over half of the total population (52%).

Table 1: Social equity focus communities within the Study Area (2019)

	Population	% of Population in Study Area
Study Area Total Population	660,721	--
Senior Population (75 years of age and older)	40,566	.06%
Low-Income Households (200% of Federal Poverty Level)	62,403*	28%*
Minority Population (Non-White, Hispanic)	346,220	52%

*Note: Number and percentage based on total households within the study area, which is 220,261 total households. Source: 2019 ACS, 5-Year Estimate.

Table 2 breaks down social equity focus communities by each of the identified mobility hubs in the North County CMCP. None of the mobility hubs have a senior (75+) population greater than 10% of the total population for the study area. When looking to low-income households, Oceanside Mobility Hub sees the greatest number of low-income households in the study area at 6,635 households (41%). All

mobility hubs except Carlsbad Palomar have at least 25% or more of their total households identifying as low-income although, the Carlsbad Palomar Mobility Hub follows closely as 24% of their total households are low-income (1,427). When looking at the minority population (non-white, Hispanic) by mobility hubs, Vista Mobility Hub and Escondido Mobility Hub have the highest amount of minority populations at 75% and 70%, respectively (31,292; 85,611). Carlsbad Village Mobility Hub has the lowest amount of those identifying as a minority population living within their mobility hub at 3,734 people (35%). It is important to note that all mobility hubs have a minority population that makes up at least a third or more of their total population with their mobility hub shed.

Table 2. Social equity focus communities by Mobility Hubs (2019)

Mobility Hub*	Number of Senior (75+) Population	% of Senior (75+) Population	Number of Low-Income Households	% of Low-Income Households	Number of Minority Population	% of Minority Population
Escondido	5,972	5%	14,790	40%	85,611	70%
San Marcos	1,873	6%	3,739	36%	23,331	69%
Vista	1,238	3%	3,809	34%	31,292	75%
Oceanside	2,135	5%	6,635	41%	25,088	57%
Carlsbad Village	937	9%	1,408	29%	3,734	35%
Carlsbad Palomar	958	6%	1,427	24%	6,389	42%
Study Area	40,566	6%	62,403	28%	346,220	52%

*Note: Number and percentage for senior and minority populations is based on total population of the study area, which is 660,721. Low-Income households are based on total households within the study area, which is 220,261 total households.

Source: 2019 ACS, 5-Year Estimate.

Figure 1 - Figure 3 provide maps showing the percentage of community of concern by block throughout the study area. Senior populations are mostly concentrated in Oceanside and San Marcos mobility hubs. There are also concentrations of the senior population outside these mobility hubs in unincorporated San Diego County. High concentrations of both low-income households and minority populations exist on the northern side of Oceanside, Vista, San Marcos, and Escondido. Concentrations of low-income households and minority populations are correlated within the mobility hubs and throughout most of North County.

Figure 1. North County CMCP Study Area Senior (75+) Population (2019)

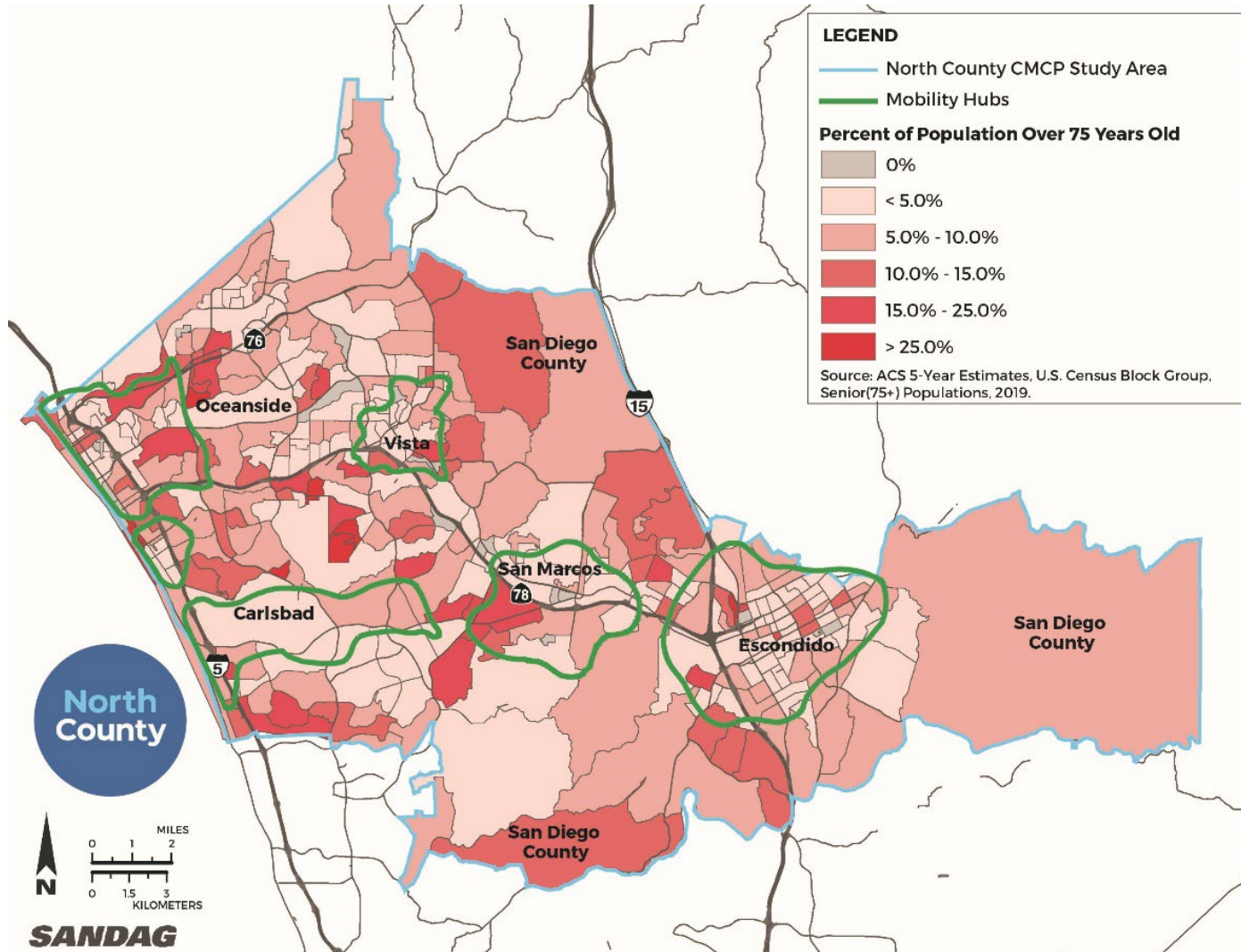


Figure 2. North County CMCP Study Area Low-Income Households Distribution (2019)

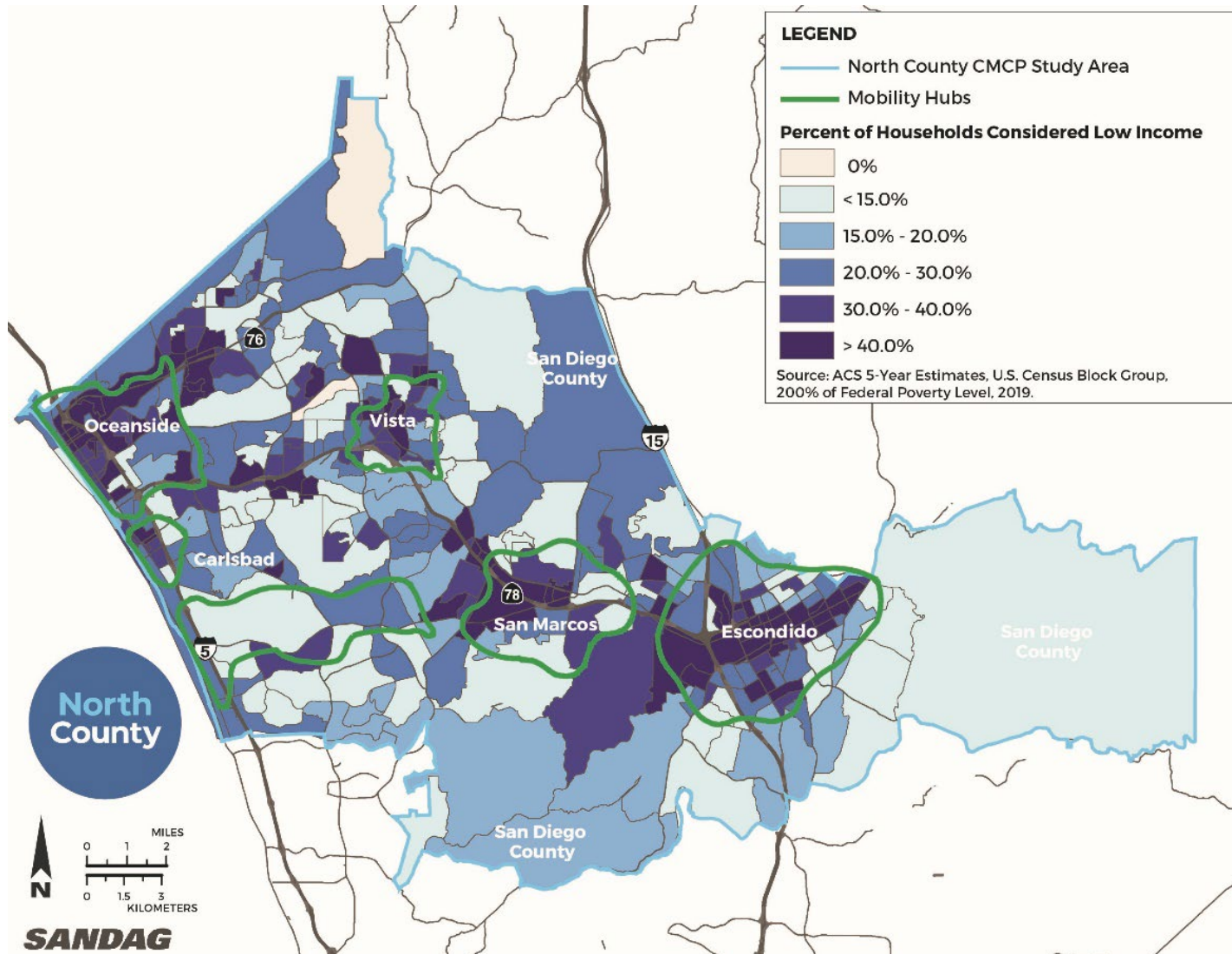
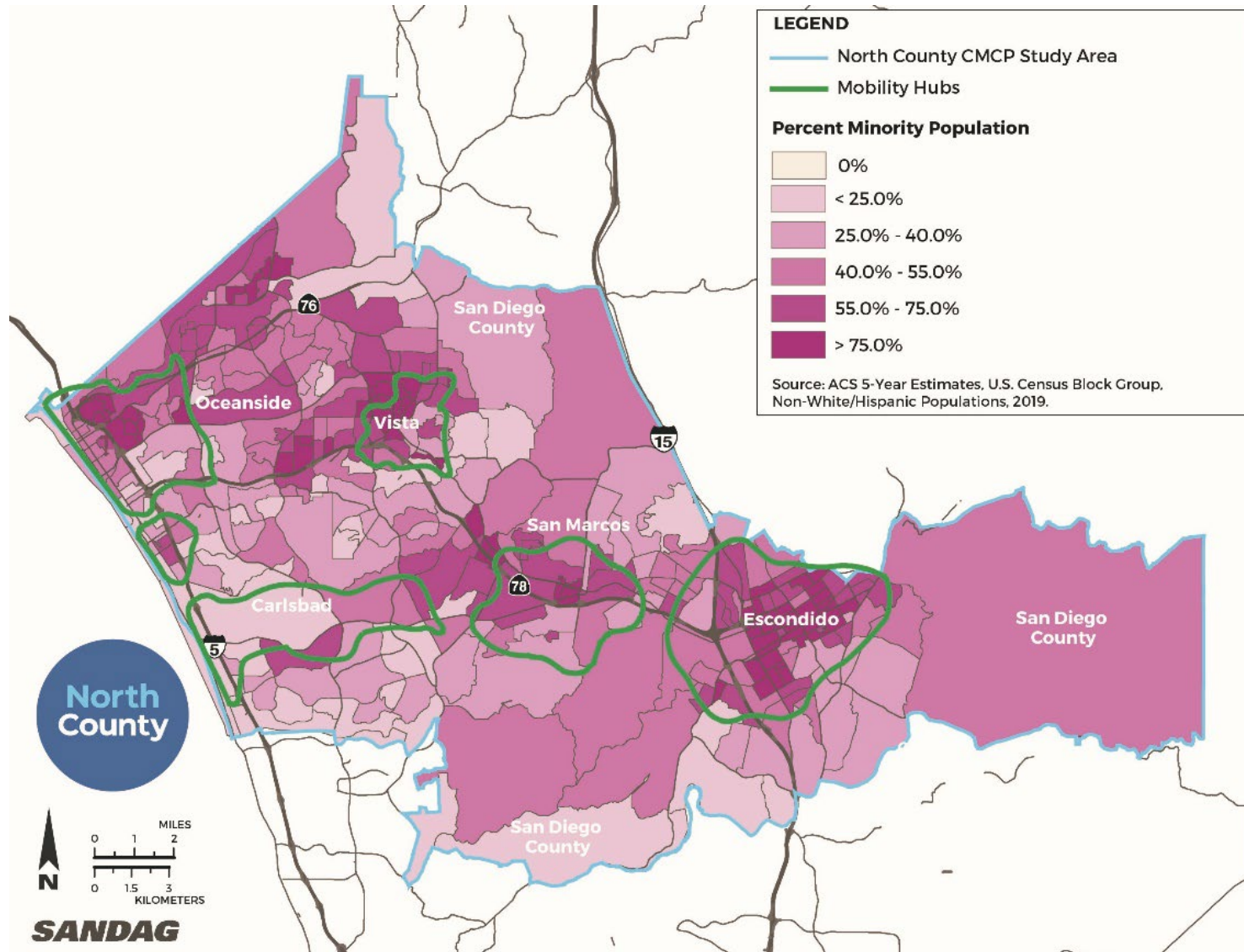


Figure 3. North County CMCP Study Area Minority Population (2019)



Anticipated Growth Trends for Social Equity Focus Communities

Figure 4 to **Figure 9** provide a visual representation of the anticipated population growth across the study area from the baseline year, 2016, to 2050. As seen in **Figure 4** and **Figure 5**, concentrations of the senior population are found in between the Oceanside and Vista Mobility Hubs, and also between the San Marcos and Escondido Mobility Hubs. It is anticipated by 2050 that the senior population will rise in these areas. **Figure 5** also shows higher senior population concentrations within all the mobility hub areas.

In regard to low-income households, **Figure 6** to **Figure 7** show how low-income household distribution is expected to change between 2016 and 2050. It is expected there will not be much change or growth of low-income household distribution across the study area although the data suggests that low-income household distribution will be spread more evenly across the Vista and San Marcos Mobility Hub boundaries.

Minority population growth trends are highlighted in **Figure 8** and **Figure 9**. Currently, much of the minority populations either reside within mobility hubs or in between the mobility hubs, with high concentration in Vista, Escondido, and east of Oceanside. **Figure 9** shows that by 2050, the minority population will grow throughout the North County study area, both within all of the mobility hubs and throughout the more remote parts of the study area.

Figure 4. North County CMCP Study Area Senior (75+) Population (2016)

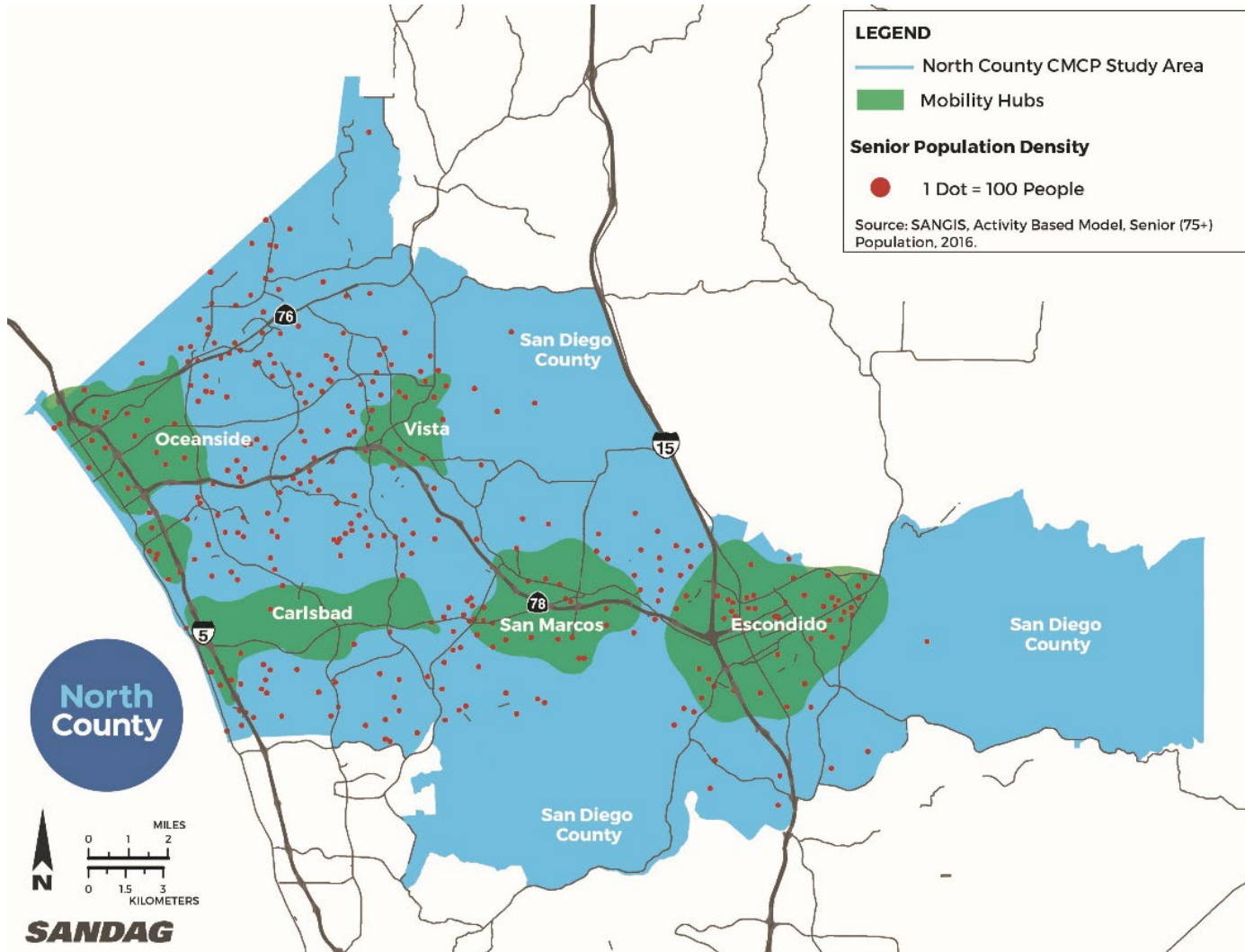


Figure 5. North County CMCP Study Area Senior (75+) Population (2050)

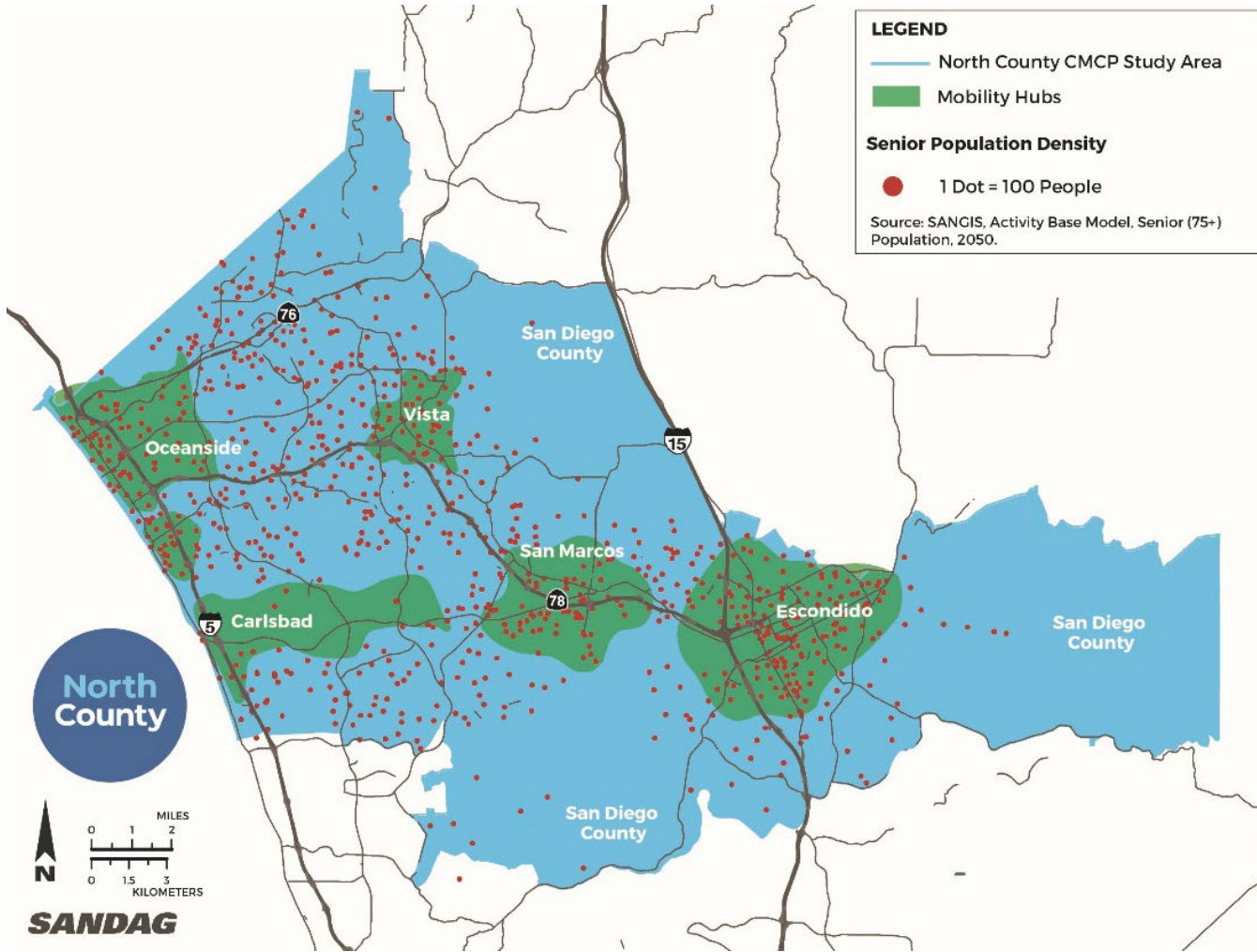


Figure 6. North County CMCP Study Area Low-Income Households Distribution (2016)

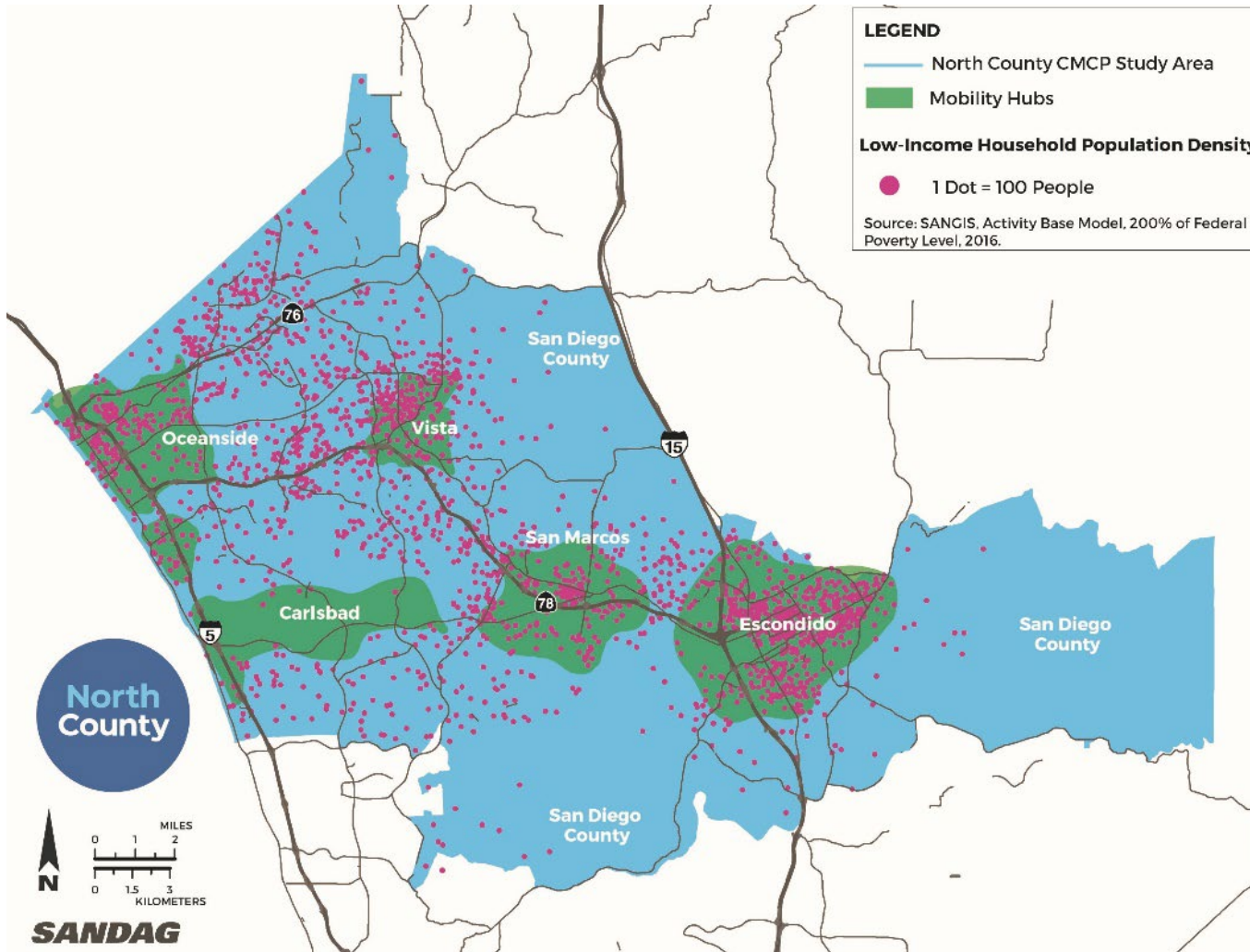


Figure 7. North County CMCP Study Area Low-Income Households Distribution (2050)

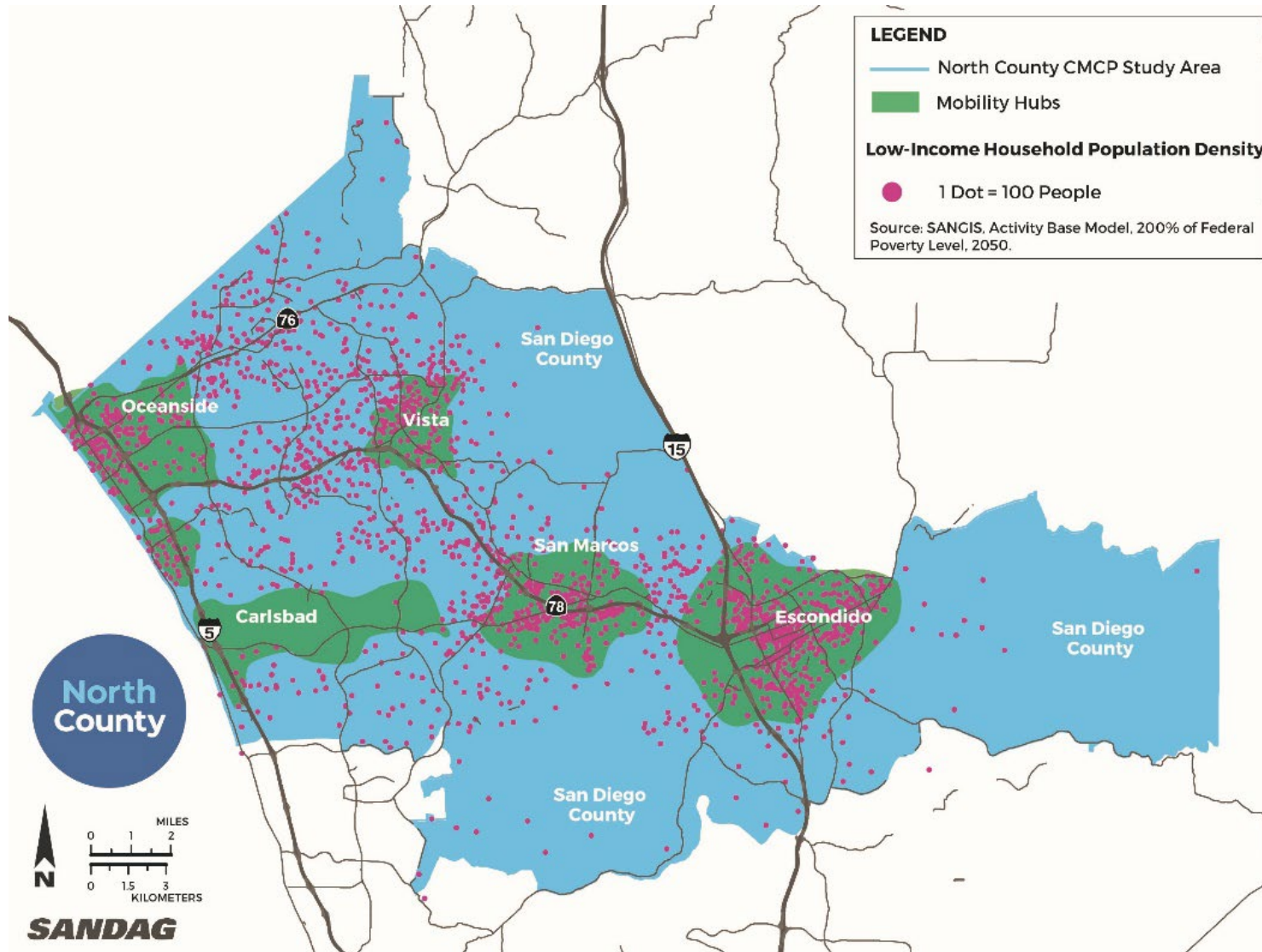


Figure 8. North County CMCP Study Area Minority Population (2016)

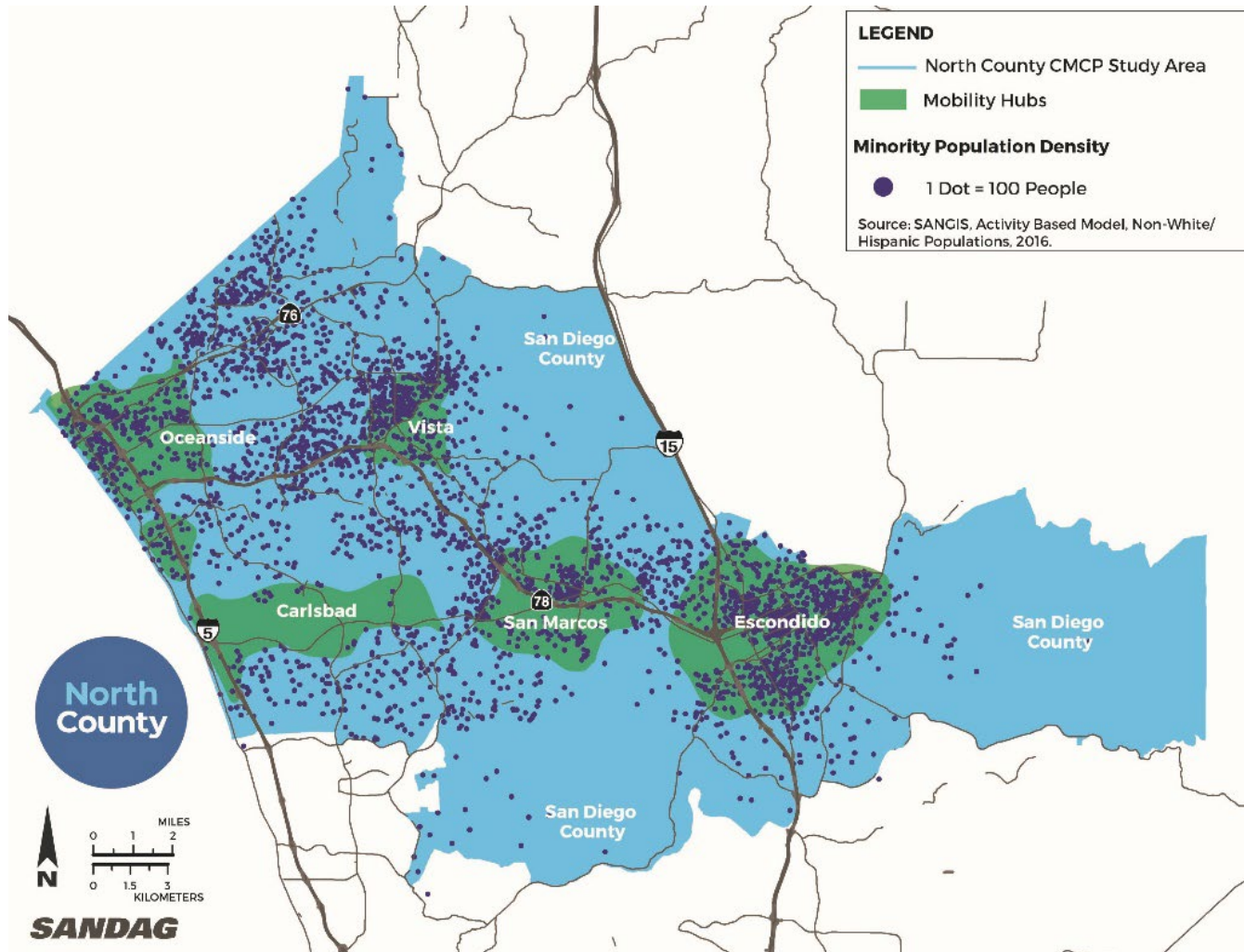
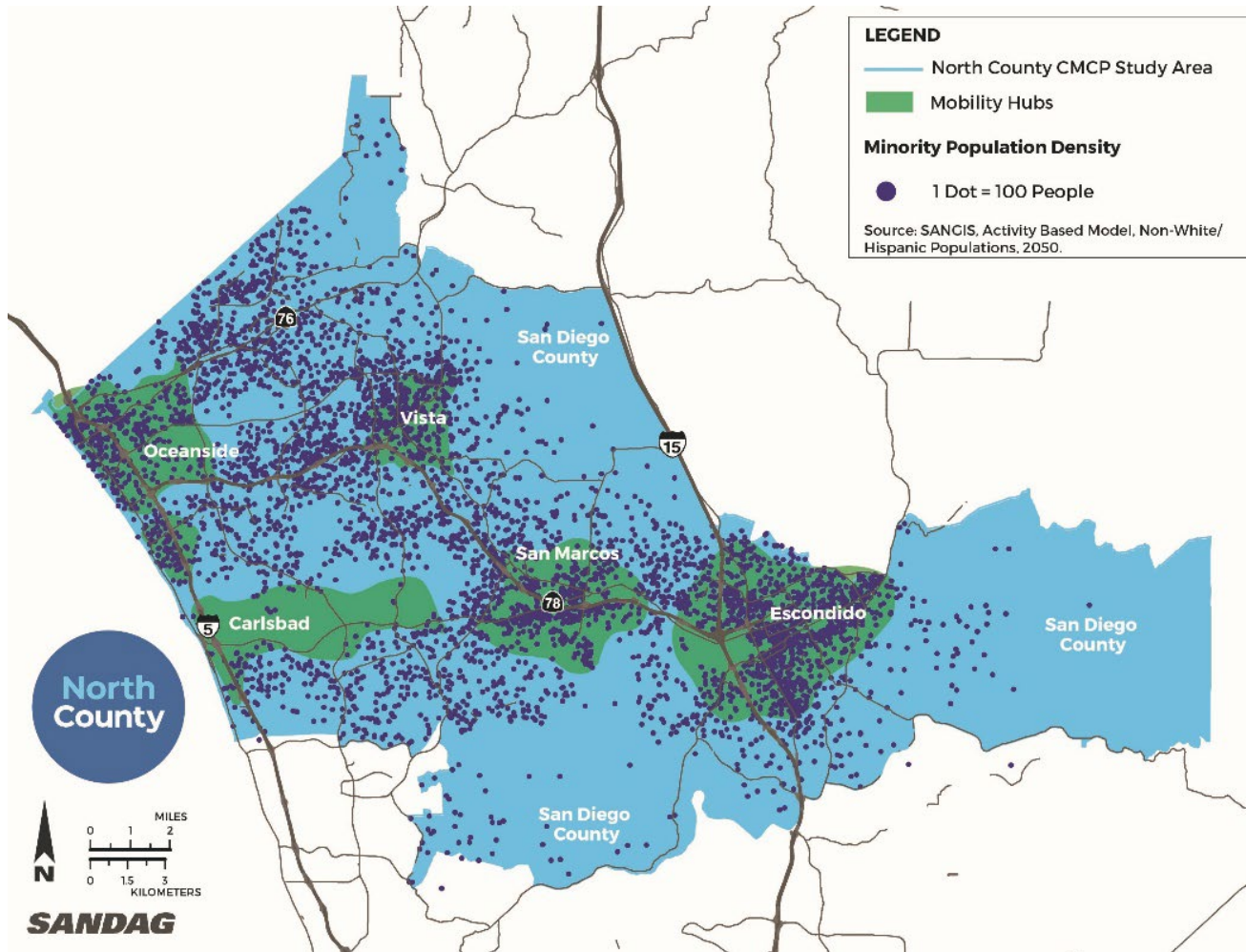


Figure 9. North County CMCP Study Area Minority Population (2050)



Car Ownership by Household

Of the total households within the study area, 9,986 households (.05%) have no car. One-car households account for 28% of the total occupied housing units (61,576). Forty-one percent of households (89,860) own 2 cars. **Table 3** shows the number and percentage of car ownership by households.

Table 3. Car Ownership by Household within the Study Area (2019)

	Number of Households	% of Household
Total Occupied Housing Units	220,261*	--
0-car HH	9,986	.05%
1-car HH	61,576	28%
2-car HH	89,860	41%

Source: US Census, ACS. 2019.

Figure 10 to **Figure 12** provide a visual representation of car ownership by household throughout the North County CMCP study area. Escondido has the greatest proportion of 0-car households in the study area, suggesting a higher number of transit dependent households. There are also higher concentrations of 0-car households in San Marcos and Vista. Figure 11 shows that most of the census blocks have high percentages of having 1-car households. The highest concentration of 1-car households are within or close to mobility hub boundaries. Figure 12 illustrates that the majority of the study area has 2-car households (block groups showing greater than 50%). However, it is important to note that the majority of the census blocks with higher proportions of 2-car households are outside the mobility hub boundaries.

Figure 10. North County CMCP Study Area 0-Car Ownership by Household (2019)

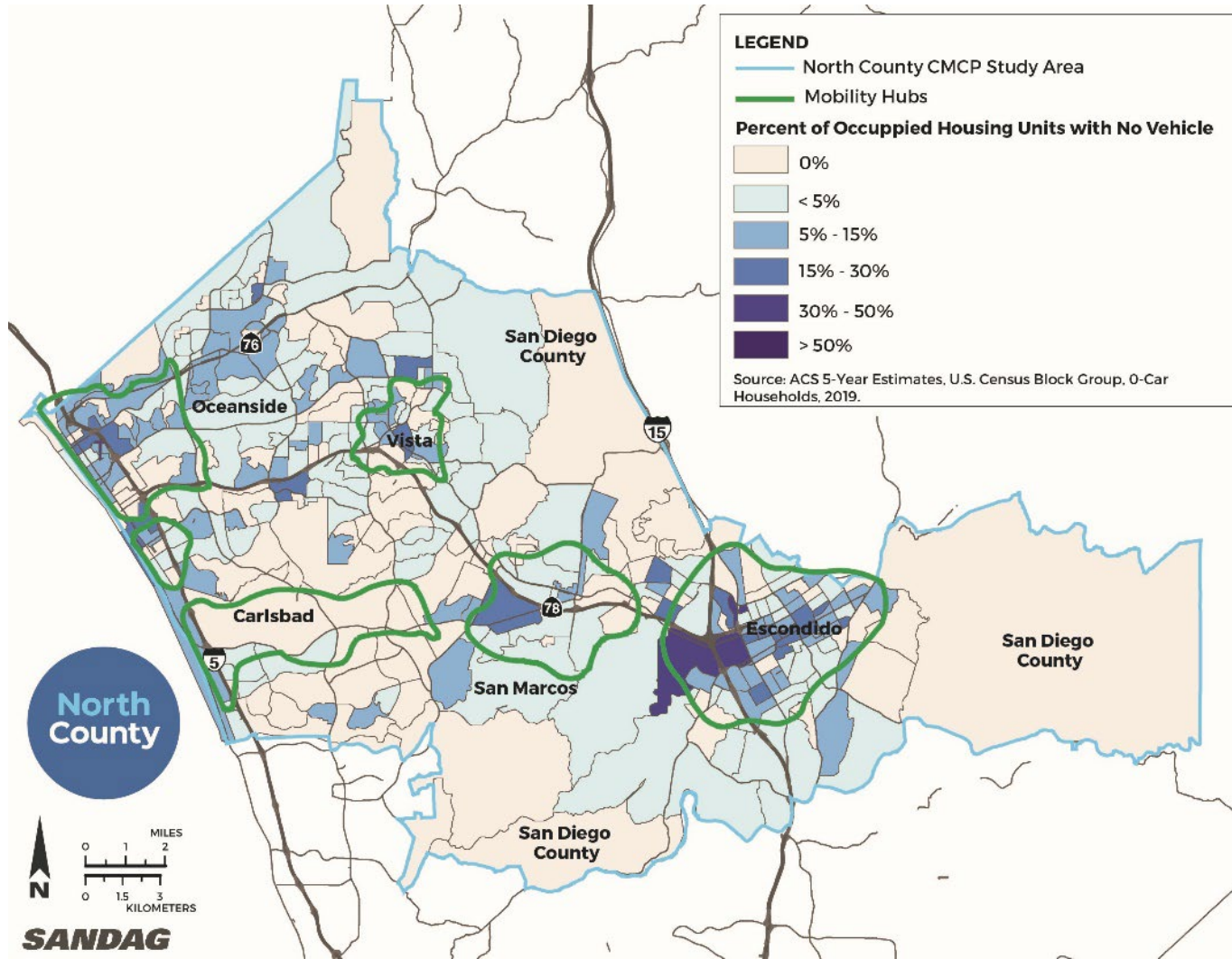


Figure 11. North County CMCP Study Area 1-Car Ownership by Household (2019)

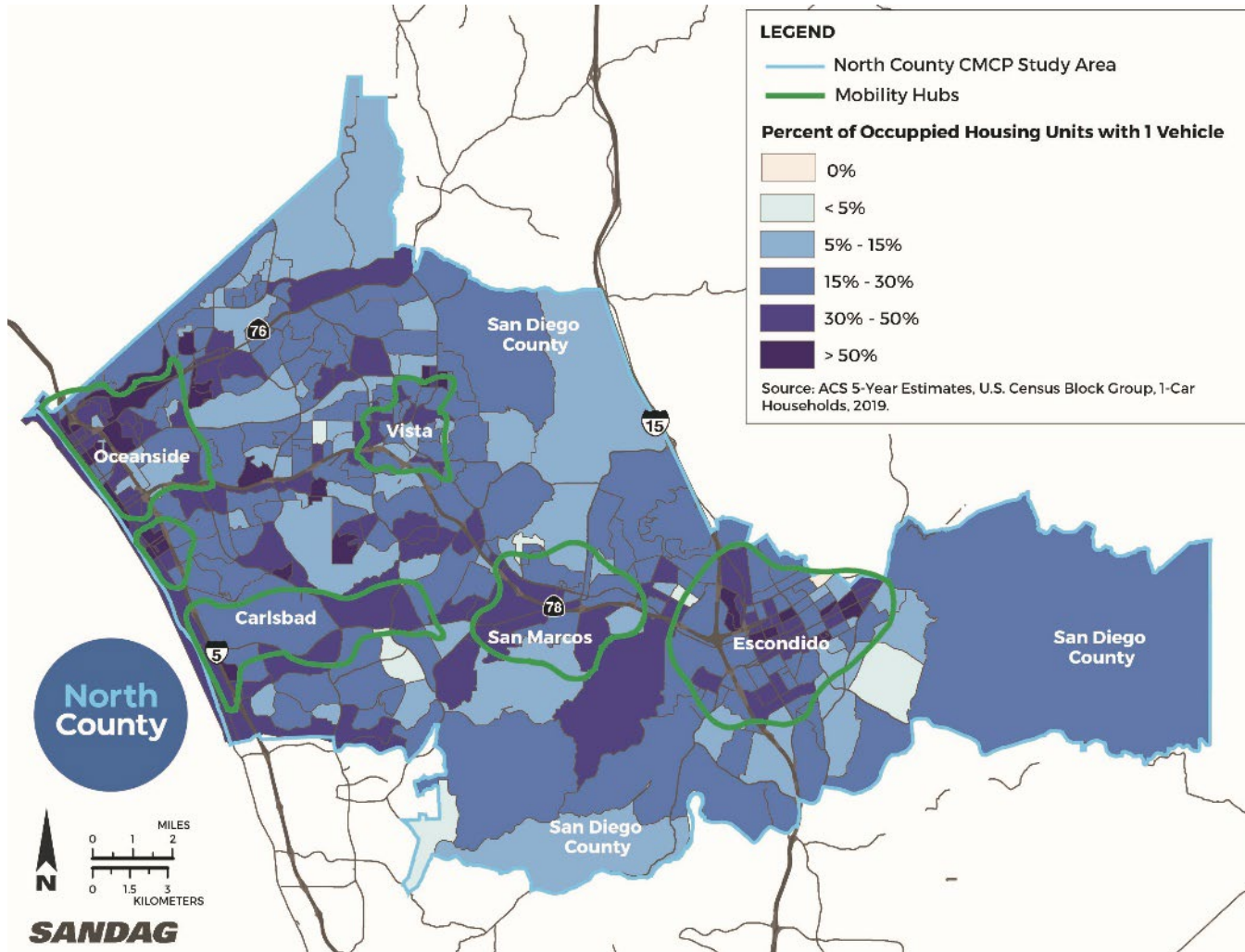
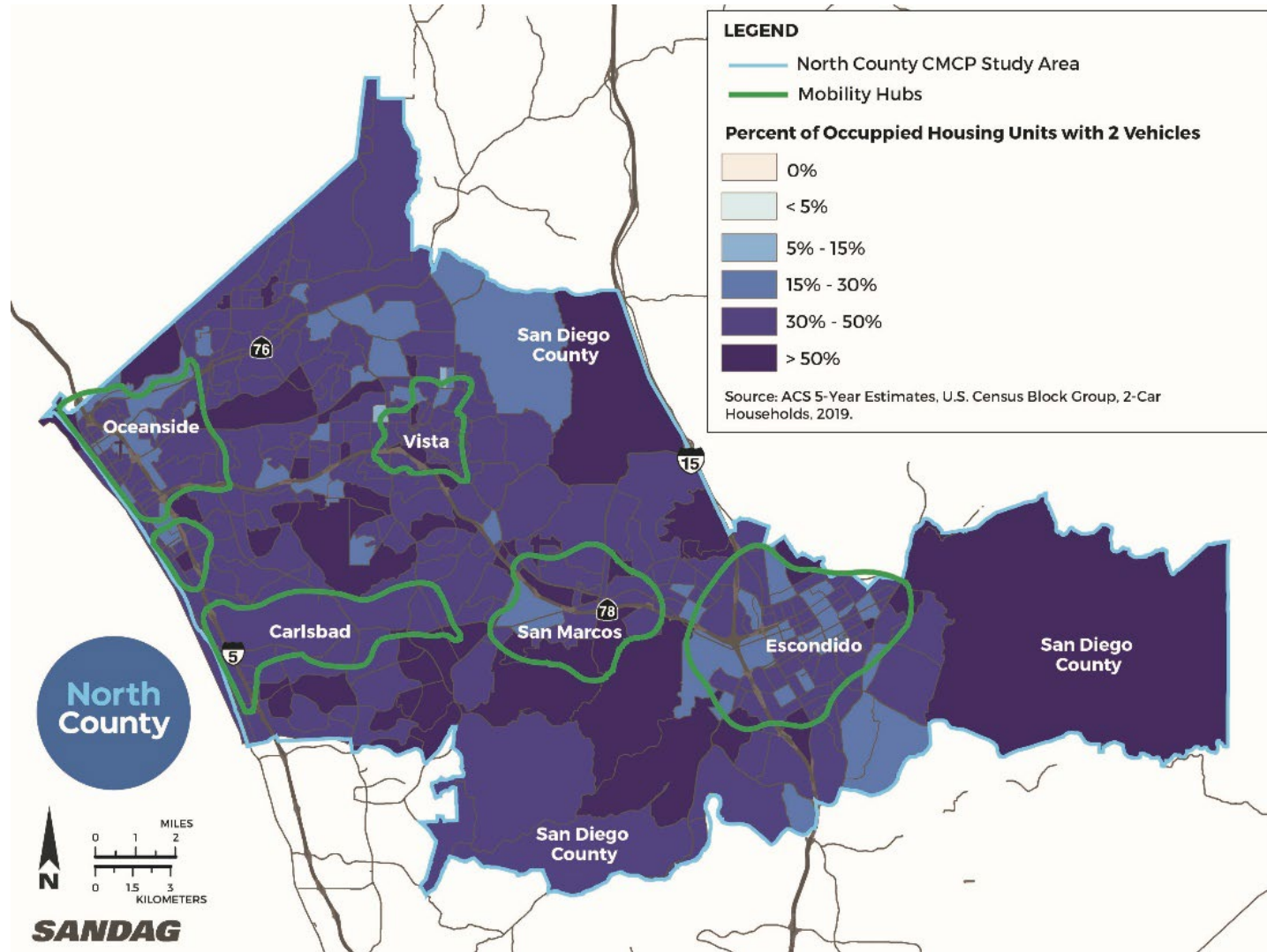


Figure 12. North County CMCP Study Area 2-Car Ownership by Household (2019)



Housing Proximity

Of the total number of housing units within the study area 23% (16,391) are within a half-mile of a high frequency transit stop. It is anticipated that the number of housing units in close proximity to transit will skyrocket to 77% (78,977) by 2050. **Table 4** below summarizes this information.

Table 4. Housing Units within ½ Mile of High Frequency Transit (2016)

	Units (2016)	% of Housing Units (2016)	Units (2050)	% of Housing Units (2050)
Multifamily Units within ½ Mile of High Frequency Transit	16,391	23%	78,977	77%

Source: SANDAG, ABM. 2016 and 2050.

Proximity to Transit

In total 13% of the North County populations lives within a half-mile of a high frequency transit stop. Currently a small percentage of social equity focus communities live near high frequency transit, however these numbers are projected to growth substantially by 2050. Of the total popping near transit reported in 2016, 16% are seniors, 16% are considered low-income, and 11% are minority populations. It is expected that by 2050, 44% of the total study area population will live within a half mile of a high frequency transit stop. This is an increase of about 31% from 2016. It is also expected that social equity focus communities near transit will also grow substantially by 2050. The number of seniors near transit is expected to grow to 41%, low-income households are expected to increase to 40%, and minority populations will grow to 46% by 2050. **Table 5** summarizes information for transit proximity for communities of concern within the study area.

Table 5. Percentage of Population within ½ Mile of High Frequency Transit Stop (2016)

	% of Population (2016)	% of Population (2050)
Study Area Population	13%	44%
Senior Population (75 years of age and older)	16%	41%
Low-Income (200% of Federal Poverty Level)	16%	40%
Minority Population (Non-White, Hispanic)	11%	46%

Source: SANDAG, ABM. 2016, 2050.

Access to Tier 1 and 2 Employment Centers and Higher Education

Table 6 displays access to employment center type and higher education by drive time and COC populations. There is no tier 1 employment centers in the study area, therefore there is no population living within a 30, and less than two percent living within 45 minute drive of a tier 1 employment center. However, there is a significant proportion of minority populations living within a 30-minute drive of a tier 2 employment center (37.8%), as well as senior and low-income households (34.0% and 33.2%, respectively). It is expected that these populations will see less than a 10% increase in access to tier 2 employment centers by 2050. Based on the ABM, minority and senior populations will see about a six percent increase in tier 2 employment center access via a 30-minute drive, and about a seven percent increase for low-income households. When looking at tier 2 employment center access via a 45-minute drive, minority populations are expected to see about a 10% increase in access by 2050. Senior populations will see about a 13% increase in access to a tier 2 employment center by 2050. Low-Income household will see about a 15% increase in access to tier 2 employment centers via a 45-minute drive by 2050.

It is also expected that social equity focus communities will see less than a 10% increase in access to higher education via a 30-minute drive by 2050. Based on the ABM, it is expected that minority and senior populations will see about an eight percent increase in access to higher education via a 30-minute drive by 2050. Low-income households will see about a nine percent increase in access to higher education via a 30-minute drive by 2050. It is also worth noting that less than a third in each identified community of concern will have access to higher education via a 30-minute drive by 2050. When looking at higher education access via a 45-minute drive, there are significant increases for each identified community of concern. Minority populations, senior populations, and low-income households are expected to see an increase in access to higher education via a 45-minute drive by about 20%.

Table 6: Access to Employment Centers and Higher Education by Drive Time and COC Populations

Employment Center or Higher Education by Driving Time	% of Minority Population (2016)	% of Minority Population (2050)	% of Senior Population (2016)	% of Senior Population (2050)	% of Low-Income Population (2016)	% of Low-Income Population (2050)
Tier 1 Employment Center (30 min)	0%	0%	0.1%	0%	0%	0%
Tier 1 Employment Center (45 min)	.8%	1.2%	1.5%	1.9%	.9%	1.3%
Tier 2 Employment Center (30 min)	37.8%	44.1%	34.0%	40.2%	33.2%	40.0%
Tier 2 Employment Center (45 min)	56.3%	68.1%	52.5%	65.7%	52.6%	67.9%
Higher Education (30 min)	20.0%	27.6%	19.9%	27.1%	19.0%	28.1%
Higher Education (45 min)	53.8%	71.3%	51.7%	69.0%	52.0%	70.7%

Source: SANDAG, ABM. 2016, 2050.