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SOCIAL EQUITY
BASELINE REPORT

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COMMITMENT TO EQUITY

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.[1]

INTRODUCTION

Transportation projects have a significant effect on the quality of life for a region's residents by shaping access to jobs, education, housing, services, and recreational opportunities. Without proper planning and development, transportation systems can have a negative impact on communities. The construction of roads, freeways, and rail transit systems have historically placed health and socioeconomic burdens on low-income communities and communities of color. Transportation projects may also physically divide communities, resulting in long-lasting social and economic costs.

It is important to understand the impacts of transportation investments on our most vulnerable communities, which is why San Diego Association of Governments (SANDAG) prioritized equity in the 2021 Regional Plan more than ever before. Adoption of a Commitment to Equity statement, coupled with the Regional Plan's prioritization of equity, lays the foundation for the agency to incorporate diversity, equity, and inclusion in all programs, projects, and policies. SANDAG's transformative 2021 Regional Plan envisions a transportation system that is faster, fairer, and cleaner. The Plan strives to make the region a better place for everyone who lives, works, and travels throughout the Region and shifts attention to communities that face social and economic injustice.

This Social Equity Baseline Report (Report) examines social equity through the context of race and ethnicity and is an early action of the 2021 Regional Plan. This report provides a snapshot of the region, catalogues equity through numerous indicators and thematic topics, and will be referenced during the next planning cycle. While the Report focuses on the San Diego region, it also offers some insights about local jurisdictions. Staff anticipates this report is the first of a series that will be updated as new data and emerging best practices become available.[2]

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[1]About SANDAG. San Diego Forward SANDAG. (n.d.). Retrieved June 7, 2022, from https://sdforward.com/about-san-diego-forward/about-sandag#:~:text=Our%20Commitment%20to%20Equity&text=We%20acknowledge%20we%20have%20much,of%20our%20government%20and%20society.

[2]SANDAG recognizes that the language and terms connected to equity and representation are evolving. The terms used throughout this report are standardized from their data source and may not always represent current best practices.

HISTORICAL CONTEXT

A key racial equity practice is to cultivate a deep and nuanced understanding that goes beyond the question of what inequities exist to grasp why inequities exist. Different levels of government and sectors of society played a role in creating the persistent pattern of racial segregation and economic inequity that exist today. Housing and transportation policies and practices exacerbated racial/ethnic and socioeconomic issues through much of the 20th century. Building of the interstate highway system, for example, "[pushed] expressways through the social and physical fabric of American cities inevitably [resulting] in housing demolition on a large scale, the destruction of entire communities, severe relocation problems, and subsequent environmental damage".[3] Planning practices, such as racial zoning, exclusionary zoning, and urban renewal are at the root of environmental injustice and inequitable development. Another example is the redlining which was established by the Home Owners' Loan Corporation, an agency of the Federal Government. The practice of redlining classified and color-coded neighborhoods by their perceived level of lending risk – the best neighborhoods were labeled in green, while "red" neighborhoods were considered "hazardous". Areas with sizable Black and other minority populations were outlined in red ink, hence the term "redlining". The effect of redlining is that communities of color were isolated to areas that experienced lower levels of investment and less access to opportunity than White communities. These historical inequities matter, as do current and contemporary inequities. In tandem with communities, planners can play a pivotal role in restoring past harm by weaving the region's urban fabric back together.

Communities are empowered to guide government to achieve equitable outcomes by participating in the planning process to influence plans that affect their neighborhoods through community organizing and resident activism. The City Heights community's State Route (SR)-15 Visions Project is one of San Diego's many case studies that shows the successful role that community advocacy can have in physically and culturally reconnecting a community that was divided by the interstate system. This report highlights this story because it is supported by an award-winning City Heights Community Development Corporation documentary featuring in-depth interviews with City Heights community leaders from 1978-2018 that readers can access for more in-depth knowledge.[4] In the mid- 1970s, Caltrans shared initial project plans that would convert 40th Street in City Heights into a freeway. Called the missing link, the two-mile project area was the only incomplete segment of SR-15 between Canada and the San Diego region's South Bay. The trade-off of completing this missing link was that it would physically divide and culturally disconnect City Heights communities. Residents were concerned that construction would come at a cost of eight blocks of homes and businesses, so they began to organize. In 1981, the City Heights Community Development Corporation was formed and launched a community planning process called the Visions Project, which envisioned SR-15 as an underground freeway covered by parks, transit plazas, and included the development of housing and businesses. Although the City of San Diego and Caltrans scaled back City Heights' vision from four blocks of freeway cover to one block, the community considers the downsized version of the Vision Plan to be a success. The plan also included two freeway adjacent parks, two pedestrian bike bridges, two transit plazas, a separated bike path and centerline bus rapid transit stations. The first freeway cover park in California would later be known as Teralta Park.

[3]Mohl, R. A. (2004). Stop the road: Freeway revolts in American cities. Journal of Urban History, 30(5), pg. 674

[4]Torres-Van Vleck, R. (2018). Visions To Victory: A People's History of the SR-15 Freeway. Reel House. Retrieved May 25, 2022, from https://www.reelhouse.org/cityheightscdc/visions-to-victory376/visions-to-victory-a-people-s-history-of

Teralta Park Image Source: San Diego Free Press

Policymakers play a role in addressing past mistakes as well. The Civil Rights Act of 1964 was prompted by calls to end discrimination and racism. The legislation prohibits discrimination based on race, color, religion, sex, or national origin. The nation's benchmark civil rights legislation prohibited discrimination in public accommodations and federally funded programs, such as those that support transportation and housing.[5]

Towards the end of the 20th century, the Federal government directed federal agencies to address negative effects their programs had on People of Color and low-income populations through Executive Order 12898. Environmental justice refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.[6] Environmental justice communities that experience disproportionately high and adverse health and environmental impacts are usually surrounded by freeways and industrial facilities, lack access to clean drinking water or sidewalks, and are excluded from public investments.[7]

The State of California also enacted policies to correct systemic inequities. California extended housing discrimination laws to cover other groups not protected in the Fair Housing Act of 1968. Assembly Bill 686 requires all state and local public agencies to facilitate deliberate action to explicitly address, combat, and relieve disparities resulting from past patterns of segregation. The Bill also creates new requirements that apply to all housing elements of comprehensive plans.[8]

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[5]Legal highlight: The Civil Rights Act of 1964. United States Department of Labor. (n.d.). Retrieved June 7, 2022, from https://www.dol.gov/agencies/oasam/civil-rights-center/statutes/civil-rights-act-of-1964#:~:text=In%201964%2C%20Congress%20passed%20Public,hiring%2C%20promoting%2C%20and%20firing.

[6]Environmental Protection Agency. (n.d.). Environmental Justice. EPA. Retrieved June 7, 2022, from https://www.epa.gov/environmentaljustice

[7]Defining environmental justice communities: Using CalEnviroScreen in State policy. California Environmental Justice Alliance. (2016, November 18). Retrieved June 7, 2022, from https://caleja.org/2016/09/defining-environmental-justice-communities-using-calenviroscreen-in-state-policy/#:~:text=How%20do%20you%20know%20if,and%20excluded%20from%20public%20investments.

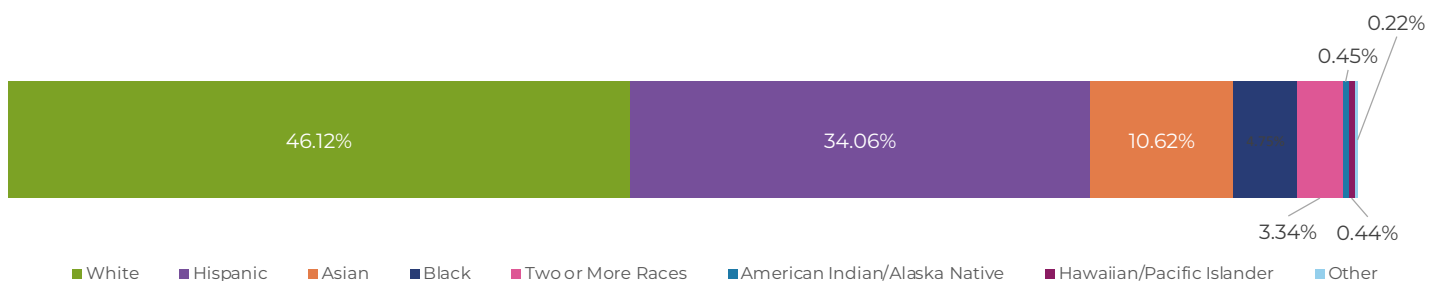[8]California Department of Housing and Community Development - HCD. (n.d.). Affirmatively furthering fair housing in California. AFFH / Fair Housing. Retrieved June 7, 2022, from https://www.hcd.ca.gov/community-development/affh/index.shtml#ab686

DEMOGRAPHICS

Who Calls San Diego Home?

The San Diego region has a total population of more than 3.3 million people and is the second-most populous county in the state. Race and ethnicity play an integral role in the rich, diverse history of San Diego County and should be considered in the planning and development process. This report identifies demographic indicators and sets the stage to highlight connections between certain socioeconomic characteristics and disparities throughout the region.

San Diego Region Population

White	Hispanic	Asian	Black	Two or More Races	American Indian/Alaska Native	Hawaiian/Pacific Islander	Other
46.12%	34.06%	10.62%	3.34%				0.44% 0.45% 0.22%

*Data Source: SANDAG Population and Housing Estimates 2019*

- Hispanic/Latino people make up about one-third of the county's population and nearly 90% of the region's Hispanic/Latino population are of Mexican descent.[9]
- 40% of the region's Asian population are ethnically Filipino.[10]
- San Diego is home to 17 Federally Recognized Tribal Nations and 18 Reservations.
- Almost 54% of the county's population, or more than 1.8 million residents, are People of Color.[11]

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[9]ACS 2019 5-Year Estimates, Table DP05

[10]ACS 2019 5-Year Estimates, Table DP05

[11]People of Color refers to all people who do not identify as White, Non-Hispanic. The term(s) are used as an inclusive and unifying frame across different racial groups that are not White, to address racial inequities.
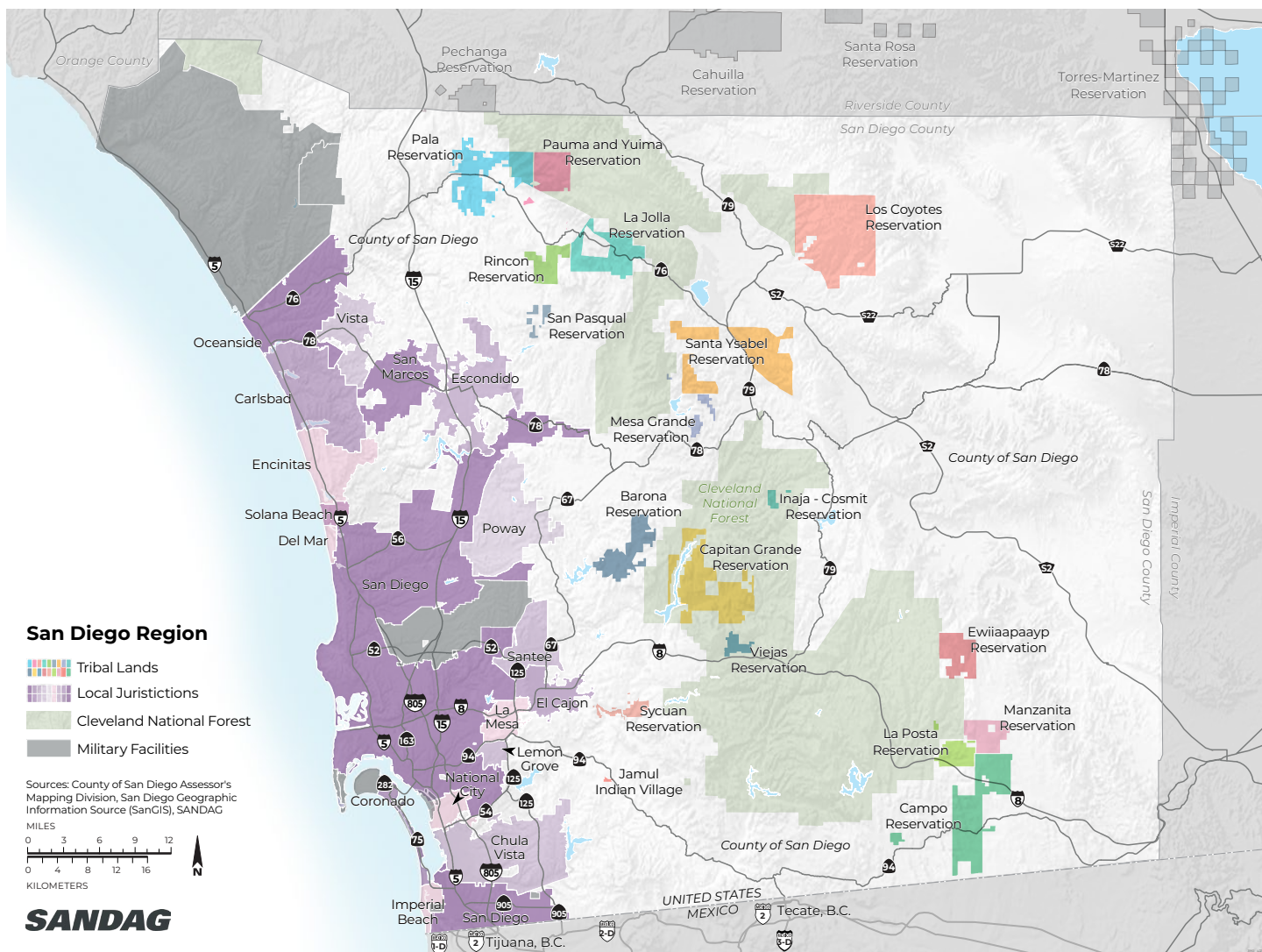
The San Diego region spans approximately 4,261 square miles and is comprised of 18 incorporated cities and unincorporated lands. Almost 80% of the region's land area falls in the Unincorporated County, which mainly consists of rural areas that border Native American reservations, military installations, and other State and Federally-owned lands. Together, the local jurisdictions make up a considerable amount of land cover, however the cities of San Diego and Chula Vista are the largest by size and population. Almost two-thirds of the region's population lives in the City of San Diego, Chula Vista, and unincorporated San Diego County. The data sets for large cities like San Diego are not well-suited to capture the vast disparities in equity outcomes and lived experiences of underserved communities that are nested within much larger jurisdictions.

Tables containing jurisdictional data sets for some of this report's indicators can be accessed in the appendix.

Race/Ethnic Breakdown by Jurisdiction

Judication figures highlighted in purple have higher concentrations of racial/ethnic groups than that of the region.

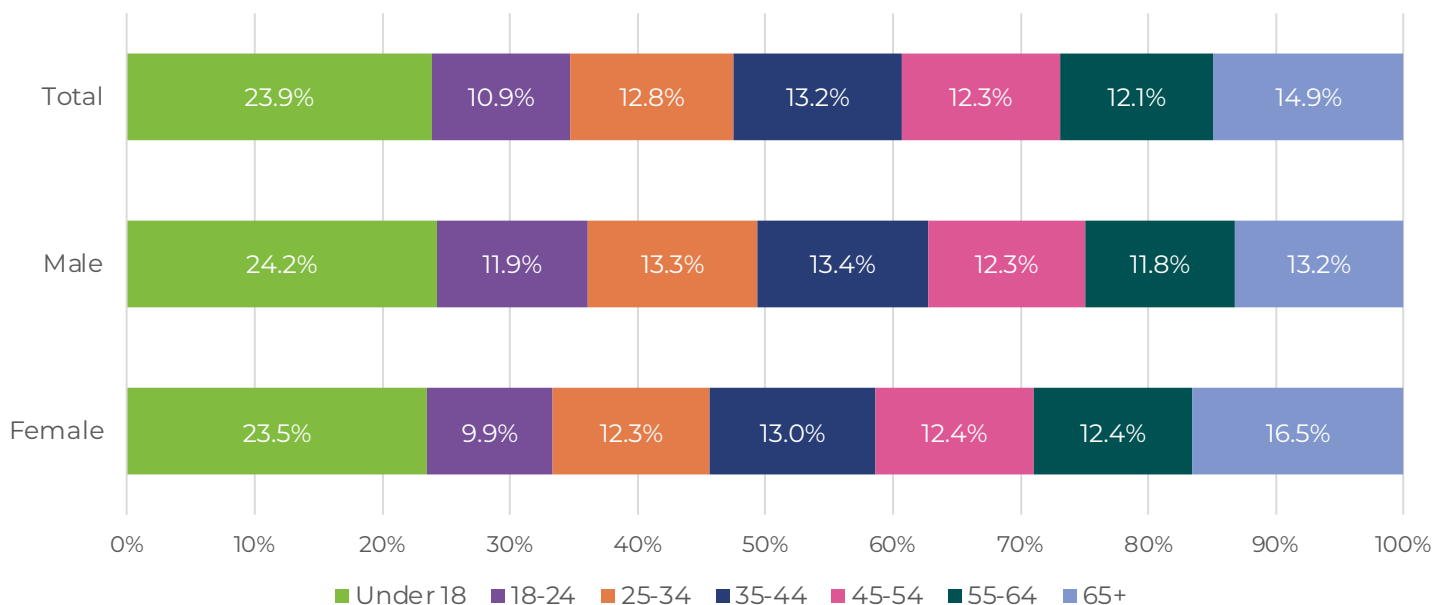|	Total Population	County	Hispanic	American Indian/ Alaska Native	Asian	Black	Hawaiian / Pacific Islander	Other	Two or More	White
San Diego Region	**3,333,319**		**34.06%**	**0.45%**	**10.62%**	**4.75%**	**0.44%**	**0.22%**	**3.34%**	**46.12%**
Carlsbad	113,986	3.4%	18.93%	0.35%	8.06%	1.11%	0.39%	**0.24%**	3.30%	**67.62%**
Chula Vista	271,362	8.1%	**60.06%**	0.34%	**11.92%**	**5.15%**	0.38%	0.15%	2.85%	19.16%
Coronado	23,880	0.7%	17.99%	**0.72%**	3.67%	**5.96%**	**0.52%**	0.18%	2.64%	**68.33%**
Del Mar	4,288	0.1%	11.89%	0.35%	1.70%	0.65%	0.16%	**0.30%**	2.82%	**82.11%**
El Cajon	103,741	3.1%	27.59%	0.42%	4.65%	**5.06%**	**0.50%**	**0.25%**	**3.57%**	**57.97%**
Encinitas	62,296	1.9%	18.07%	0.41%	4.29%	0.56%	0.40%	0.22%	2.44%	**73.62%**
Escondido	151,311	4.5%	**47.90%**	0.40%	5.46%	2.50%	0.40%	0.16%	3.00%	40.18%
Imperial Beach	27,869	0.8%	**51.56%**	0.46%	5.90%	**5.67%**	0.36%	0.13%	3.17%	32.77%
La Mesa	59,833	1.8%	26.98%	0.33%	6.89%	**7.05%**	0.43%	**0.31%**	**3.70%**	**54.32%**
Lemon Grove	26,515	0.8%	**44.74%**	0.36%	5.84%	**14.63%**	**0.49%**	**0.23%**	**3.76%**	29.95%
National City	62,701	1.9%	**59.17%**	0.45%	**14.47%**	**5.59%**	**0.44%**	0.13%	2.84%	16.91%
Oceanside	177,365	5.3%	**36.17%**	0.47%	7.12%	4.35%	**0.50%**	0.20%	**3.39%**	**47.79%**
Poway	49,343	1.5%	17.68%	0.38%	**11.57%**	2.37%	**0.50%**	**0.24%**	**3.71%**	**63.56%**
San Diego	1,421,675	42.7%	30.44%	0.41%	**14.97%**	**5.66%**	0.44%	**0.25%**	**3.54%**	44.29%
San Marcos	96,865	2.9%	**37.74%**	0.48%	9.37%	2.10%	**0.44%**	0.19%	**3.38%**	**46.29%**
Santee	57,308	1.7%	21.46%	**0.52%**	4.55%	2.01%	**0.45%**	0.21%	**3.82%**	**66.99%**
Solana Beach	13,876	0.4%	17.19%	0.40%	6.68%	0.94%	0.40%	**0.30%**	**3.70%**	**70.39%**
Unincorporated	506,828	15.2%	29.77%	**0.67%**	6.01%	4.45%	**0.44%**	0.22%	3.23%	55.21%
Vista	102,277	3.1%	**45.30%**	0.43%	4.99%	3.73%	**0.48%**	0.20%	2.98%	41.88%

Data Source: SANDAG Population and Housing Estimates 2019

- The City of San Diego has the largest percent (42.7%) of the region's population, while Del Mar has the lowest (0.1%).

- Lemon Grove as the highest percentage of Black Residents in the Region.

- Del Mar, Encinitas and Solana Beach all have White populations more than 70%.

- Over 80% of the residents in National City and Chula Vista are People of Color.

Age and Sex

Understanding the age distribution of the region can provide insight into projects and programs that address the varying transportation needs and barriers to mobility that are specific to different age cohorts, such as seniors and youth.

Population by Age and Sex

	Under 18	18-24	25-34	35-44	45-54	55-64	65+
Total	23.9%	10.9%	12.8%	13.2%	12.3%	12.1%	14.9%
Male	24.2%	11.9%	13.3%	13.4%	12.3%	11.8%	13.2%
Female	23.5%	9.9%	12.3%	13.0%	12.4%	12.4%	16.5%

Data Source: SANDAG Population and Housing Estimates 2019

- The San Diego region is 49.6% female and 50.4% male.[12]
- Males comprise a larger percentage of the population in all younger age cohorts and females make up a larger percentage of older age cohorts.[13]
- The age group with the largest female-to-male ratio is the 65+ age group with 81.3 males for every 100 females.[14]
- Chula Vista has the highest percentage of youth under 18 with 28.3%.
- Del Mar has the highest percentage of residents ages 65+ (25.8%).

People with Disabilities

People with disabilities continue to face systemic barriers to resources, services, and opportunities. The American Community Survey identifies disability as serious difficulty with any of the four basic areas of functioning: hearing, vision, cognition, and ambulation.[15]

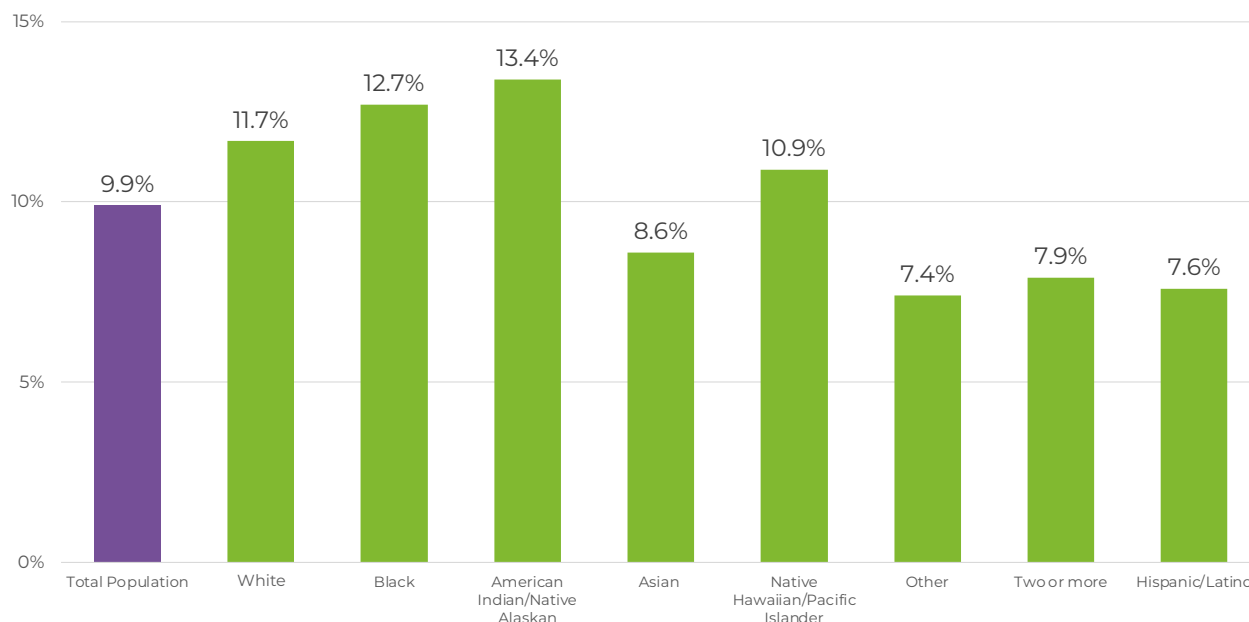[12]SANDAG Population and Housing Estimates 2019

[13]SANDAG Population and Housing Estimates 2019
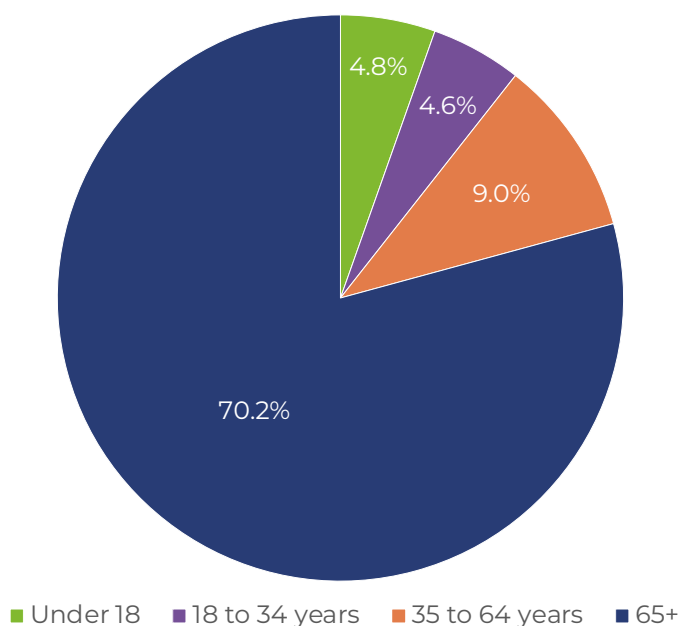
[14]SANDAG Population and Housing Estimates 2019

[15]ACS definition.

Disability by Race/Ethnicity

Disability by Age Range

■ Under 18 ■ 18 to 34 years ■ 35 to 64 years ■ 65+

Data Source: ACS 2019 5-Year Estimates, Table S1810 (Disability Characteristics)

• 9.9% of the region's total civilian noninstitutionalized population has a disability, totaling over 300,000 individuals.

• The disability rate for American Indian/Native Alaskans and Native Hawaiian/Pacific Islanders is high yet the number of individuals is lower than any other group due to their small total population.

• More than 50% of the disabled population is White, and more than 25% are Hispanic/Latino.[16]

• People age 65+ represent 46.2% of those with a disability, yet only 14.9% of the region's total population.

• Del Mar has the highest percentage of the population over 65 and the lowest percentage of people with a disability (5.4%).

• Almost half the regional population aged 75+ has a disability.[17]

• National City, El Cajon, Oceanside, and Lemon Grove have disability rates of more than 12%.

• 9.2% of the population in the City of San Diego has a disability; almost 40% of the region's residents with a disability live in the City.

[16]ACS 2019 5-Year Estimates, Table S1810
[17]ACS 2019 5-Year Estimates, Table S1810

Linguistic Isolation

The rich diversity of the San Diego region is reflected through the wide range of languages spoken by residents. The region's linguistic diversity is something to be celebrated. However, the dominance of English in regional institutions may serve as a barrier to access resources, services, and opportunities for the region's limited-English speaking population.
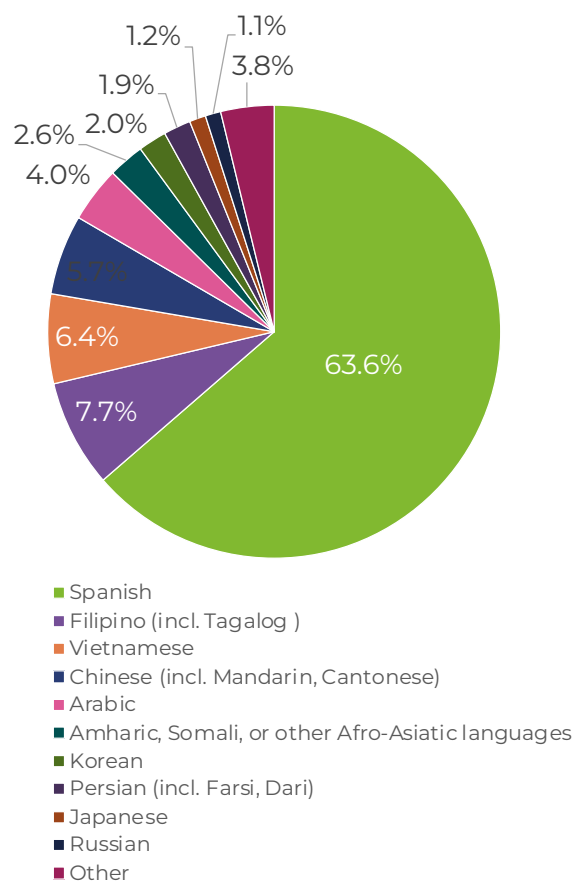
Data Source: ACS 2019 5-Year Estimates, Table S1602 (Limited English-Speaking Households)

Limited English-Speaking Households			
	Total Households	**Limited English Households**	**Percent Composition**
All	1,125,286	71,038	
Spanish Speaking	259,591	39,810	56.0%
Other Indo-European Language Speaking	51,469	6,131	8.6%
Asian and Pacific Island Language Speaking	101,362	19,370	27.3%
Other Language Speaking	19,838	5,727	8.1%

People with Limited English-Proficiency (LEP)

- 38% of households in San Diego speak a language other than English at home. 6.3% qualify as limited English-speaking households.[18]

- More than 12% of the population are people with LEP.[19]

- Spanish is widely spoken by limited-English speakers across the region (63%).

- 23 percent of LEP individuals speak either Tagalog, Vietnamese, Chinese, or Arabic.

- The "other" language category includes and is not limited to Thai, Portuguese, Hindi, Telugu, and Ukrainian.[20]

- Del Mar and Solana Beach have the lowest percentage of limited English-speaking households.

- 16.9% of households in National City are limited English-speaking, which is more than 2.5 times that of the region.

- More than 50% of the region's limited English-speaking households live in the City of San Diego; 7.2% of households in the City are limited English-speaking.

Languages Spoken by LEP individuals

Pie chart values: 63.6%, 7.7%, 6.4%, 5.7%, 4.0%, 2.6%, 2.0%, 1.9%, 1.2%, 1.1%, 3.8%

- Spanish
- Filipino (incl. Tagalog)
- Vietnamese
- Chinese (incl. Mandarin, Cantonese)
- Arabic
- Amharic, Somali, or other Afro-Asiatic languages
- Korean
- Persian (incl. Farsi, Dari)
- Japanese
- Russian
- Other

Data Source: ACS 2019 5-Year Estimates, Table B16001 (Language Spoken at Home by Ability to Speak English for the Population 5 Years and over)

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[18] A "limited English-speaking household" is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well."

[19] People with LEP "includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all."

[20] ACS 2019 5-Year Estimates, Table B16001

ECONOMIC VITALITY

How the region's residents fare economically

In an equitable economy, there would be no systematic differences by race and ethnicity while examining incomes, wages, unemployment rates, and homeownership.
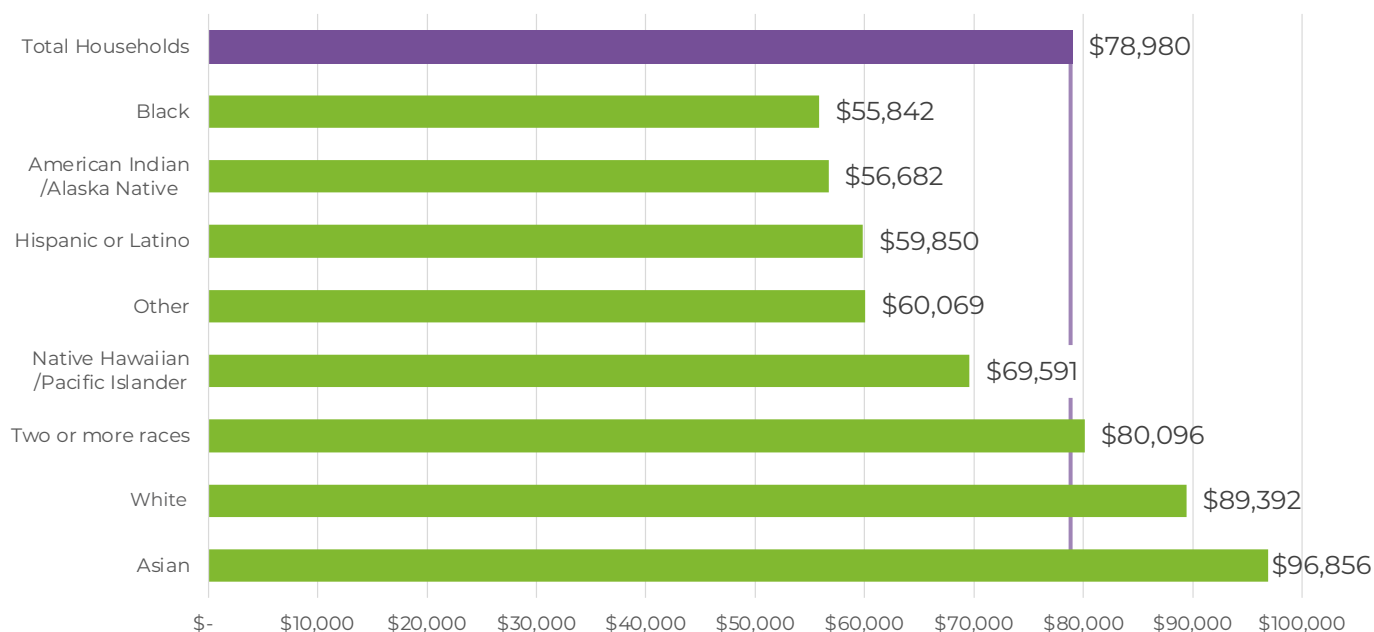
Median Household Income

All workers would earn a living wage regardless of race and ethnicity in an equitable economy. Low wages and pay gaps by race and gender undermine workers and their communities, while reducing local spending and tax revenue.[21]

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[21]National Equity Atlas . (2022). Median Wages. Retrieved May 25, 2022, from https://nationalequityatlas.org/indicators/Wages_Median#/

Median Household Income

Group	Income
Total Households	$78,980
Black	$55,842
American Indian /Alaska Native	$56,682
Hispanic or Latino	$59,850
Other	$60,069
Native Hawaiian /Pacific Islander	$69,591
Two or more races	$80,096
White	$89,392
Asian	$96,856

Data Source: ACS 2019 5-Year Estimates, Table S1903 (Median Income in the Past 12 Months)

- There are significant wage gaps between racial and ethnic groups in the San Diego region.

- The difference in the median income between the highest and lowest earners, the Asian and the Black populations, respectively, is $41,014; the Asian median income is 73.4% higher than the Black median income.

- Black, Native American, and Hispanic/Latino populations have the lowest median income of all groups, earning at least $19,000 less than the regional median income.

- SANDAG's Social Equity Working Group noted the high level of prosperity and household income for the Asian race does not reflect the lived experience of all nationalities and ethnic groups within the Asian community.

- The Asian and White population groups have the highest median income and the highest percent of population age 25+ with at least a Bachelor's degree (51.3% and 48.7%, respectively).[22]

- Del Mar and Encinitas have the highest median incomes of all jurisdictions. (median income for all jurisdictions can be found in the Appendix).

- National City and Imperial Beach have the lowest median household income, which are less than 70% of the region's median income.
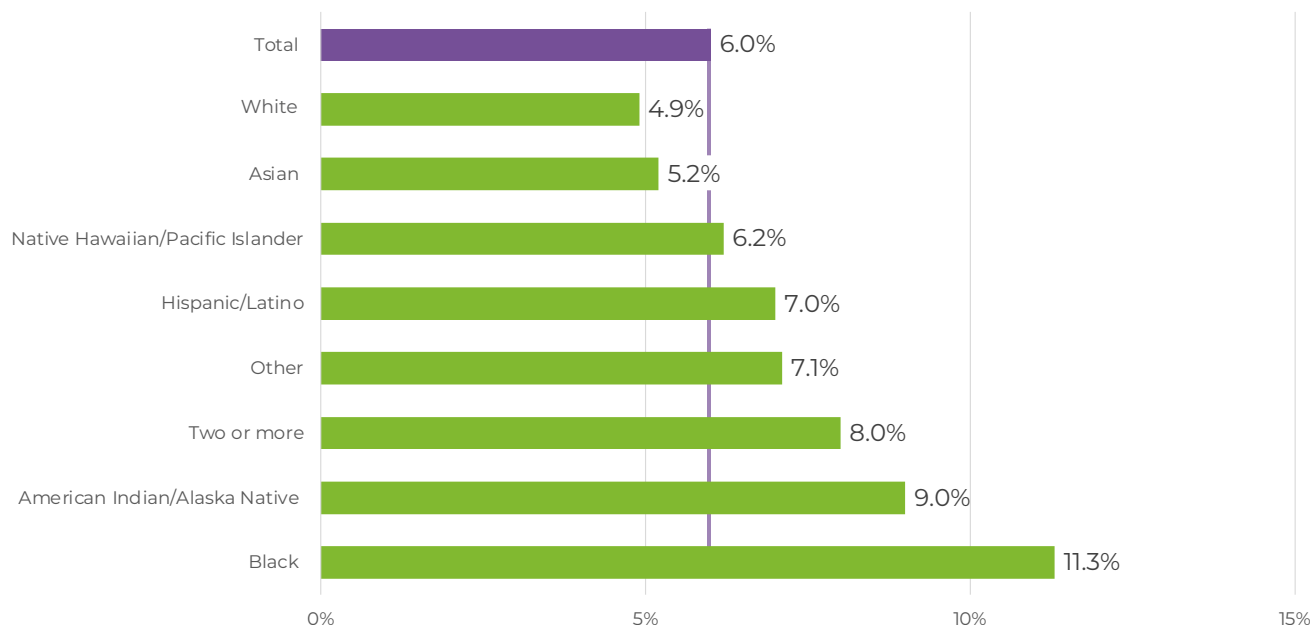
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[22]ACS 2019 5-Year Estimates, Table S1501

Unemployment

Employment is the predominant source of income for many working-age people.[23] In an equitable economy, everyone who wants to work would have a good job.

Unemployment Rate

Category	Rate
Total	6.0%
White	4.9%
Asian	5.2%
Native Hawaiian/Pacific Islander	6.2%
Hispanic/Latino	7.0%
Other	7.1%
Two or more	8.0%
American Indian/Alaska Native	9.0%
Black	11.3%

Data Source: ACS 2019 5-Year Estimates, Table S2301 (Employment Status)

- The region's Black population experiences the highest unemployment rate (11.3%), nearly double the unemployment rate of the total population.

- White and Asian people have the lowest unemployment rates, both less than 6%.

- Chula Vista (9%) and Imperial Beach (8.7%) have the highest unemployment rates.

- Del Mar and Solana Beach have the lowest unemployment rates (3.2%).

- Oceanside's unemployment rate matches that of the region (6%).

Households below 200% poverty

Lack of sufficient income has multiple negative consequences on health, well-being, and economic success. Children who experience poverty are at greater risk of starting school behind their peers, scoring lower on achievement tests, being unemployed, earning less as adults, and having poor health into adulthood.[24]
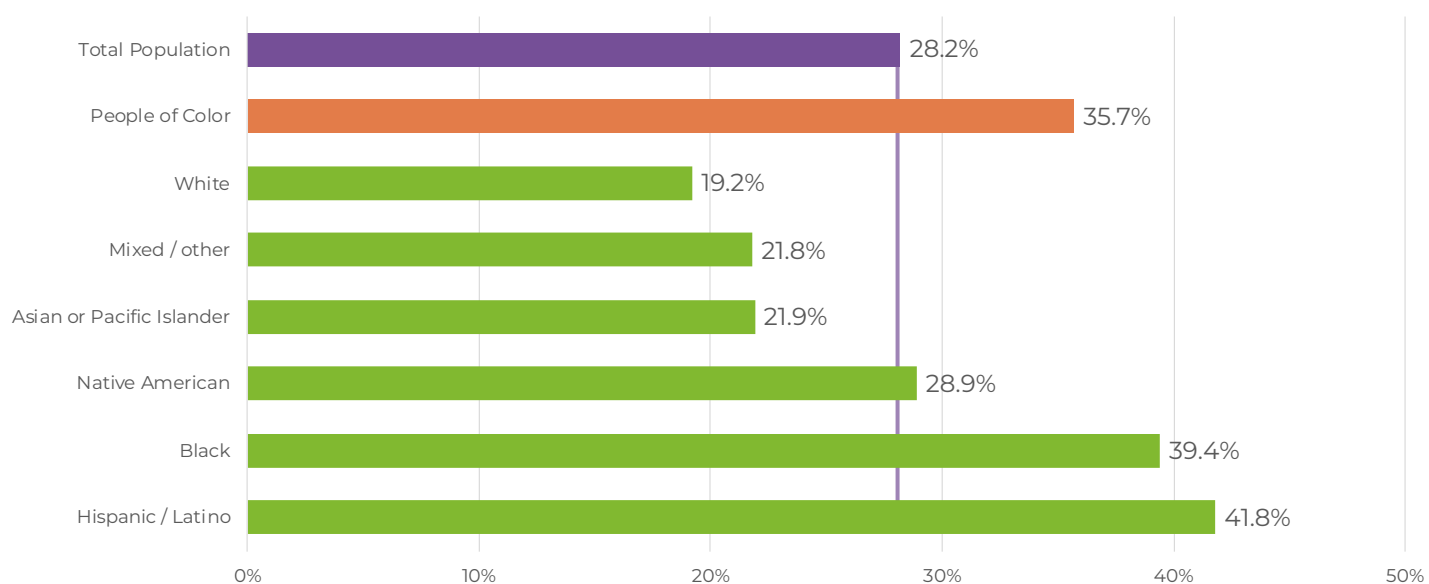
[23]National Equity Atlas. (2022). Unemployment Retrieved May 25, 2022, from https://nationalequityatlas.org/indicators/Unemployment#/?geo=01000000000000000

[24]Hayes, A. (2022, May 25). Federal Poverty Level (FPL) definition. Investopedia. Retrieved May 30, 2022, from https://www.investopedia.com/terms/f/fpl.asp#:~:text=The%20federal%20poverty%20level%20(FPL)%2C%20also%20known%20as%20the,to%20receive%20certain%20welfare%20benefits.

Additionally, full-time jobs might not be enough to pull people from poverty. Many full-time jobs do not pay enough to keep workers out of poverty, leaving them struggling to pay their bills, and unable to invest in their future. Low-wage workers face the challenge of finding affordable childcare and experience greater family instability and overall worse health than higher-wage workers.[25]

The federal poverty level (FPL) is a measure of income that the Department of Health and Human Services (HHS) issues every year. The measure is guided by the yearly total cost that the average person incurs to cover necessities such as food, utilities, and accommodation. Federal poverty levels are used to determine one's eligibility for certain programs and benefits, including saving on Marketplace health insurance, Medicaid, the Children's Health Insurance Program (CHIP), and Supplemental Nutrition Assistance Program (SNAP).[26] SANDAG accounts for the higher than the national average cost of living in the region by using the 200% measure, which better adjusts for the region's high cost of living.[27] The 200% measure refers to double the nationally-averaged yearly total cost that the average person needs to cover their necessities.

Population Below 200% Poverty Level

Category	Percentage
Total Population	28.2%
People of Color	35.7%
White	19.2%
Mixed / other	21.8%
Asian or Pacific Islander	21.9%
Native American	28.9%
Black	39.4%
Hispanic / Latino	41.8%

Data Source: National Equity Indicator, 2019 (Poverty Level: 200%)

[25]National Equity Atlas. (2022). Working Poor. Retrieved May 25, 2022, from https://nationalequityatlas.org/indicators/Working poor#/?geo=01000000000000000

[26]U.S. Centers for Medicare & Medicaid Services. (2022). Federal Poverty Level (FPL) - healthcare.gov glossary. Federal Poverty Level (FPL) - HealthCare. gov Glossary |

[27]Cost of living in San Diego, California. PayScale. (2022). Retrieved May 31, 2022, from https://www.payscale.com/cost-of-living-calculator/California-San-Diego

Working Poor: Full-Time Workers Below 200% of Poverty Level

Category	Value
Total Population	8.6%
People of Color	12.6%
White	4.2%
Mixed / other	5.2%
Asian or Pacific Islander	6.0%
Native American	11.7%
Black	15.1%
Hispanic / Latino	16.1%
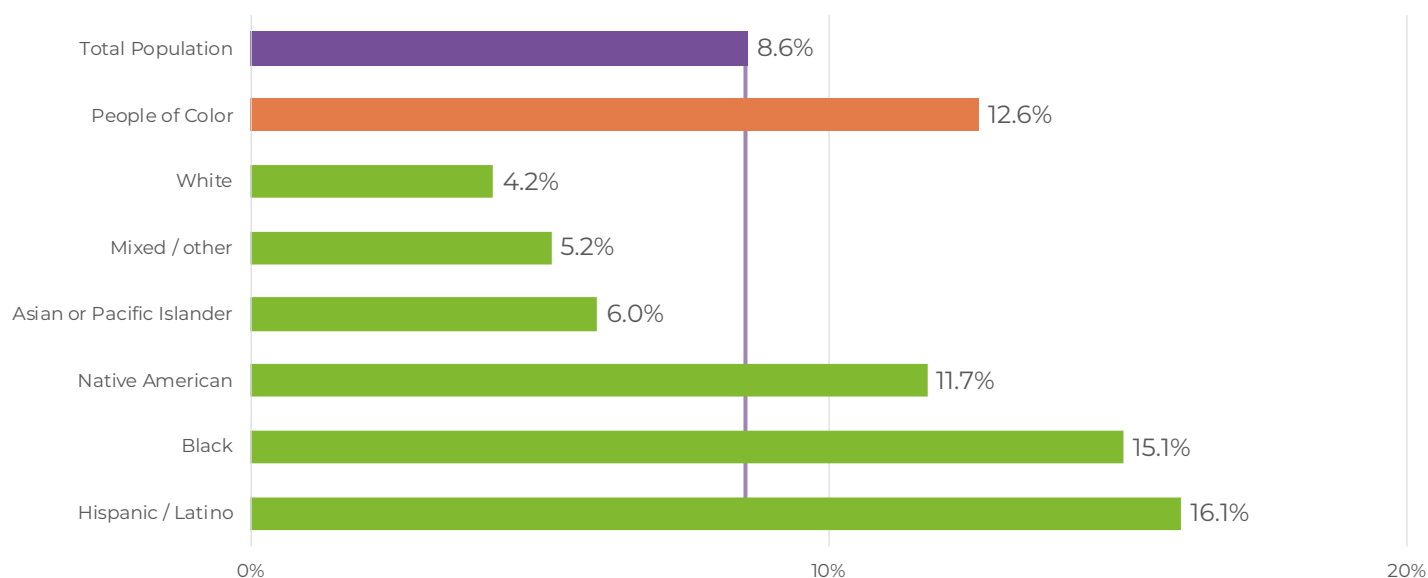
Data Source: National Equity Indicator, 2019 (Working Poor. Poverty: Below 200%; Workers: All workers)
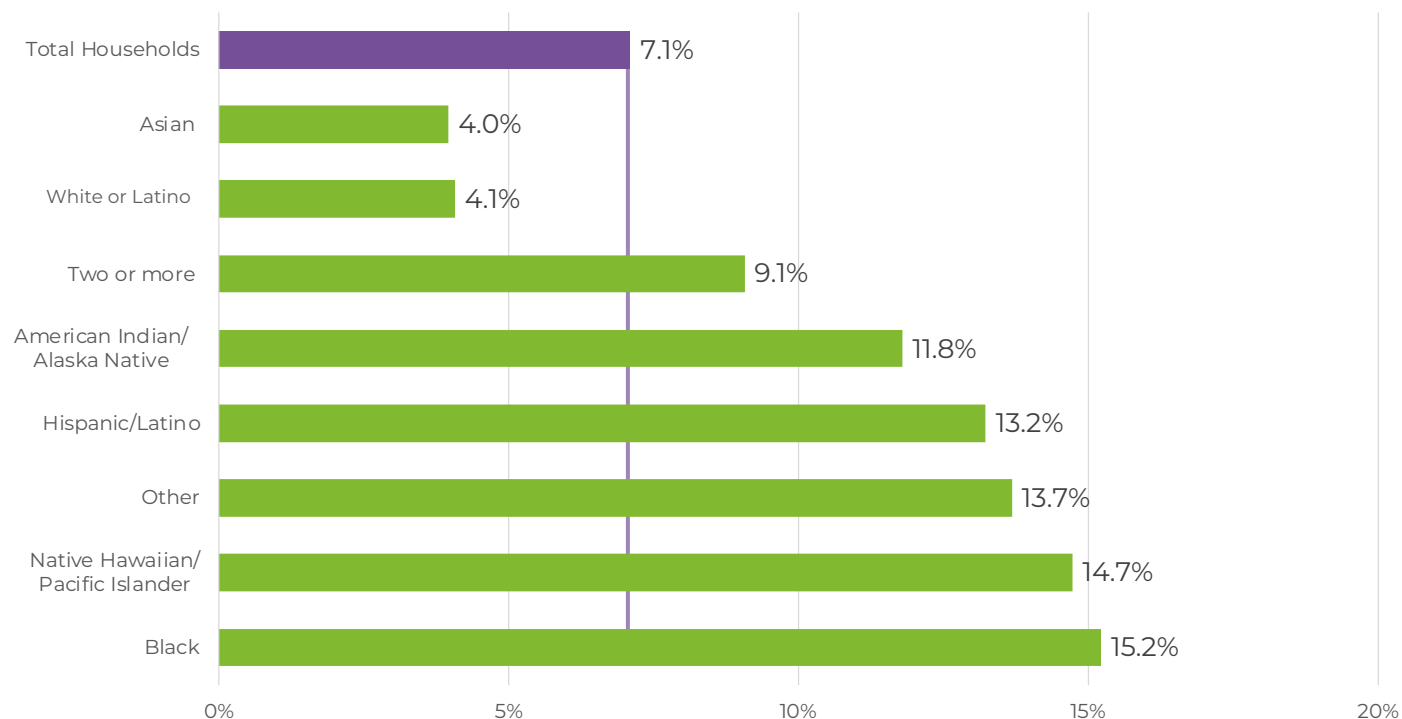
- More than 28% of the total population and 8.6% of full-time workers fall below 200% of the Federal poverty level.

- The region's White population has the lowest percentage of the full-time working population below the 200% poverty line.

- The percentage of People of Color who work full-time and are below 200% Federal poverty level is three times that of their White peers.

- Latino/Hispanic people experience the highest percent of full-time workers below 200% of the Federal poverty level.

- The percent of the population below 200% poverty is over 40% in El Cajon, Imperial Beach, and National City.[28]

SNAP Recipiency

The Supplemental Nutrition Assistance Program (SNAP) is known as CalFresh in California. The program provides important nutritional support for low-income individuals, families, seniors, and people with disabilities living on fixed incomes. The indicator supports a regional understanding of food insecurity; however, actual levels of food insecurity might be higher than what the data reveals since not everyone who experiences food insecurity is a SNAP recipient. To qualify for the program, households generally must be at or below 130% of the poverty line.[29]

Households Receiving SNAP

Category	Percentage
Total Households	7.1%
Asian	4.0%
White or Latino	4.1%
Two or more	9.1%
American Indian/Alaska Native	11.8%
Hispanic/Latino	13.2%
Other	13.7%
Native Hawaiian/Pacific Islander	14.7%
Black	15.2%

Data Source: ACS 2019 5-Year Estimates Table S2201 (Food Stamps/Supplemental Nutrition Assistance Program -SNAP)

- 60% of households receiving SNAP include children under the age of 18.[30]

- Approximately 1 in 3 recipient households have at least one person with a disability.

- Nearly 1 in 3 recipient households includes at least one person 60 years or older.

- Black households make up 5.1% of the county population yet comprise 11% of households that receive SNAP.

- Hispanic/Latino households make up 25.4% of the region's households yet 47.5% of those that receive SNAP.

[29]Policy basics: The Supplemental Nutrition Assistance Program (SNAP). Center on Budget and Policy Priorities. (2019, June 25). Retrieved June 1, 2022, from https://www.cbpp.org/research/food-assistance/the-supplemental-nutrition-assistance-program-snap
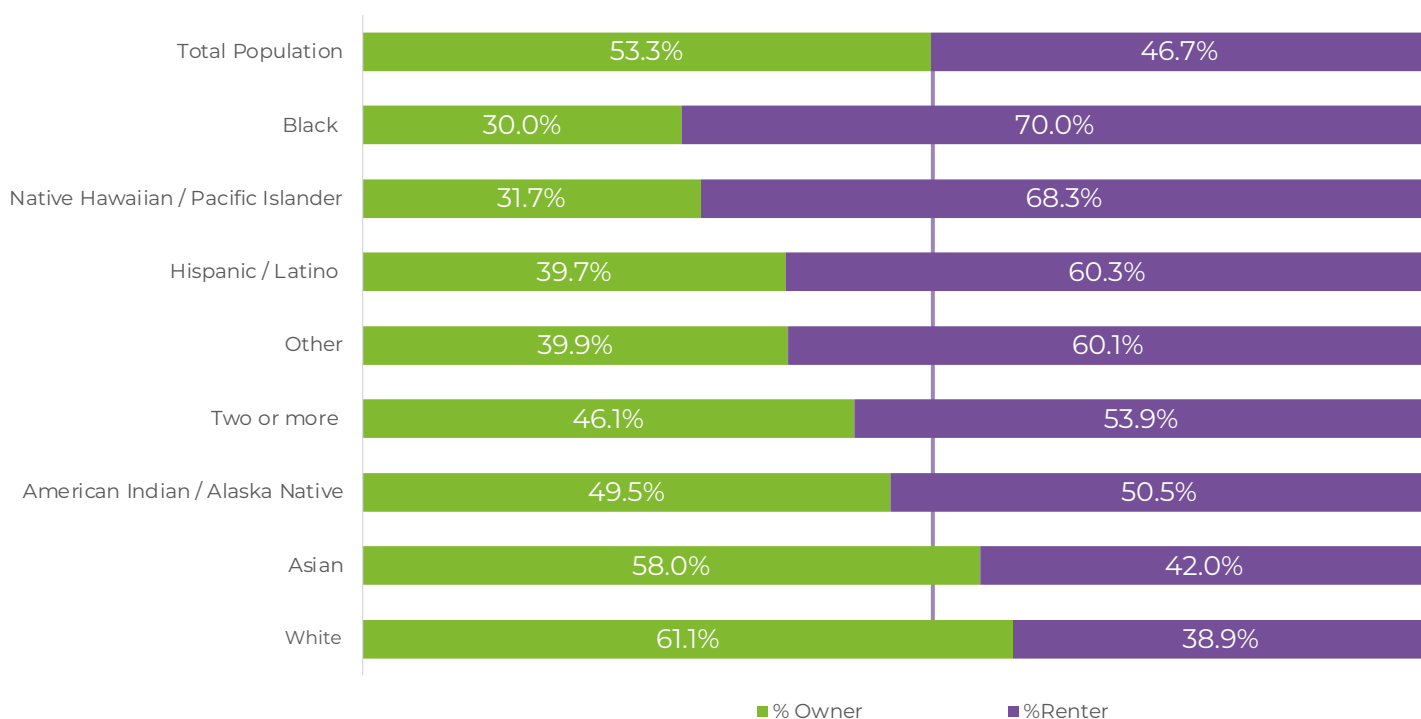
[30]ACS 2019 5-Year Estimates, Table S2201

Occupied Housing Units by Tenure

Homeownership can be a critical pathway to economic security and mobility. Owning a home can serve as a valuable asset to build wealth and create opportunity. However, the ability of homeownership to foster economic mobility depends on access to affordable, sustainable mortgage financing as well as home appreciation, both of which are affected by discriminatory lending practices and racial segregation.[31] Today, more U.S. households are renting than ever before. However, 72% of renters said that they would like to buy a house at some point, according to a 2016 National Pew Research Center survey.[32]

Housing Tenure by Race/Ethnicity

Race/Ethnicity	% Owner	%Renter
Total Population	53.3%	46.7%
Black	30.0%	70.0%
Native Hawaiian / Pacific Islander	31.7%	68.3%
Hispanic / Latino	39.7%	60.3%
Other	39.9%	60.1%
Two or more	46.1%	53.9%
American Indian / Alaska Native	49.5%	50.5%
Asian	58.0%	42.0%
White	61.1%	38.9%

Data Source: 2019 American Community Survey 5 Year Estimates S2502 (Demographic Characteristics for Occupied Housing Units)

- There are more homeowners than renters in the region. Of the estimated 1,125,286 housing units in the region, more than half are owner-occupied.

- The highest rate of homeownership occurs in White households (61.1%), followed by Asian households (58.8%). These are the only two racial/ethnic groups with more homeowners than renters.

- Black households have the lowest rate of homeownership (30%), followed by Native Hawaiian/Pacific Islander (31.7%) and Hispanic/Latino (39.7%).
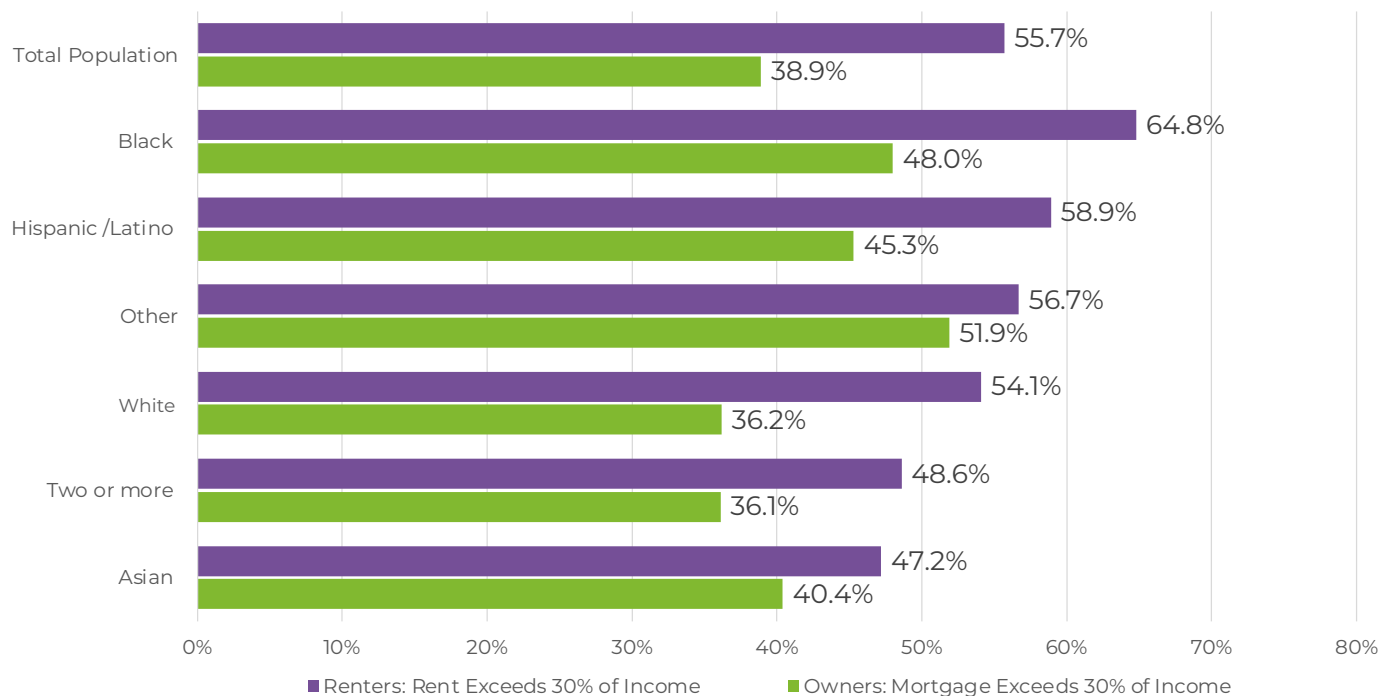
[31]National Equity Atlas. (2022). Homeownership. Retrieved May 25, 2022, from https://nationalequityatlas.org/indicators/Homeownership#/?geo=01000000000000000

[32]Cilluffo, A., Geiger, A. W., & Fry, R. (2020, May 30). More U.S. households are renting than at any point in 50 years. Numbers, Facts and Trends Shaping Your World . Retrieved May 25, 2022, from https://www.pewresearch.org/fact-tank/2017/07/19/more-u-s-households-are-renting-than-at-any-point-in-50-years/

Housing Affordability

A household that spends more than 30% of income on housing is considered cost burdened. All residents should have access to quality, affordable homes. Housing is the single largest expense for households, and far too many pay too much, particularly low-income renters. High housing costs squeeze family budgets and leave few resources to pay for other expenses, save for emergencies, or make long-term investments.[33]

Cost Burdened Households

Group	Renters: Rent Exceeds 30% of Income	Owners: Mortgage Exceeds 30% of Income
Total Population	55.7%	38.9%
Black	64.8%	48.0%
Hispanic /Latino	58.9%	45.3%
Other	56.7%	51.9%
White	54.1%	36.2%
Two or more	48.6%	36.1%
Asian	47.2%	40.4%

■ Renters: Rent Exceeds 30% of Income   ■ Owners: Mortgage Exceeds 30% of Income

Data Source: ACS 2019 1-Year Estimates Table S0201 (Selected Population Profile in the United States – with overlay)

- Households across the region are dealing with affordability issues, regardless of race/ethnicity and whether they rent or own a home.
- Nearly 40% of all demographic groups who own a home and more than 55% of those who rent are housing burdened.
- Households that own their home are less cost burdened than households that rent.
- Almost 65% of Black renter households are cost burdened, which is greater than all other ethnic and racial groups, followed by Hispanic/Latino households at nearly 60%.
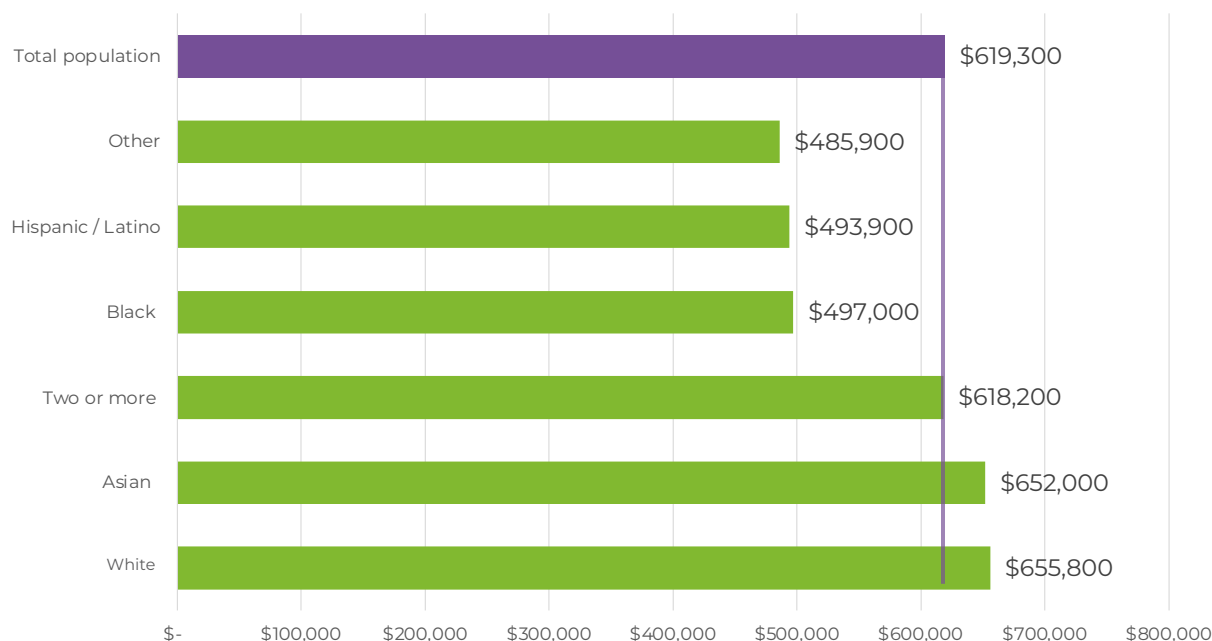
[33]National Equity Atlas. Retrieved May 25, 2022, from https://nationalequityatlas.org/indicators/Housing burden#/?geo=01000000000000000

Owner-Occupied Unit Characteristics

Median Value of Owned Housing Units

Across all homeowners, housing is typically their most valuable asset. The Brookings Institute found that owner-occupied homes in Black neighborhoods are undervalued by an average of $48,000 per home nationally, amounting to $156 billion in cumulative losses. The devaluation of assets in Black neighborhoods limits the ability to create intergenerational wealth.[34] It is important to note that this data does not reflect the highly inflated housing prices of 2022, and it can still be used to compare differences in median value across demographic groups.

Median Home Value

Group	Median Home Value
Total population	$619,300
Other	$485,900
Hispanic / Latino	$493,900
Black	$497,000
Two or more	$618,200
Asian	$652,000
White	$655,800

Data Source: ACS 2019 1-Year Estimates Table S0201 (Selected Population Profile in the United States – with overlay)

- The discrepancy between the median value of owner-occupied housing units of different racial/ethnic groups is significant in San Diego County and the effects of redlining are still visible.

- The median value of Black owner-occupied housing units is $122,000 less than the median value for the total population in the region.

- The median value of Hispanic/Latino owner-occupied housing units in the region is 20% less than the median home value for all demographic groups.

- The median value of a White owner-occupied housing unit is nearly 1/3 higher than Black owned housing units.

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[34]Perry, A. M., Rothwell, J., & Harshbarger, D. (2022, March 9). The devaluation of assets in black neighborhoods. Brookings. Retrieved May 25, 2022, from https://www.brookings.edu/research/devaluation-of-assets-in-black-neighborhoods/
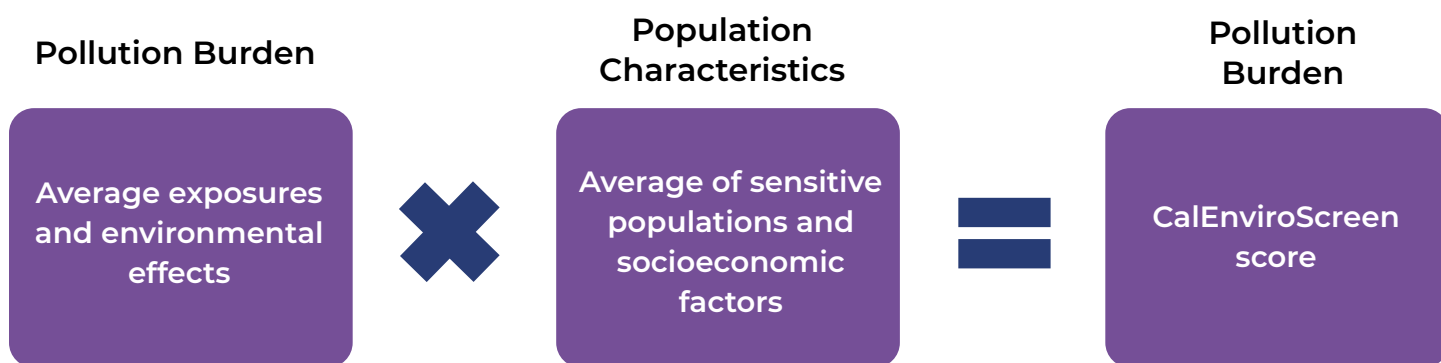
HEALTH AND ENVIRONMENT

How does our environment impact regional health?

The San Diego region is a mosaic of the natural and built environment. The relationship between these two ecosystems has serious health implications that involve trade-offs between levels of mobility and environmental degradation. Air pollution is the easiest cost to identify with our built environment's transportation infrastructure. Reports by the American Public Health Association and others have linked air pollution to negative health outcomes, including asthma, respiratory illness, heart disease, poor birth outcomes, cancer, and premature death. However, transportation infrastructure has a positive effect on public health when it is designed to accommodate or even encourage nonmotorized transportation like biking and walking.[35] An equitable transportation system would balance its environmental costs and benefits throughout its service areas.

CalEnviroScreen Pollution Burden

CalEnviroScreen 4.0 Overview

California Communities Environmental Health Screening Tool, known as CalEnviroScreen, evaluates multiple pollution sources and stressors and considers low-income status to capture socioeconomic and health factors that may increase vulnerability to pollution. CalEnviroScreen 4.0 (CES 4.0) is an index and mapping tool that scores census tracts[36] in the state that meet the pollution exposure and demographic characteristics of a disadvantaged community. This score is determined by multiplying pollution burden by population characteristics. The California Environmental Protection Agency (CalEPA) uses the 25% threshold
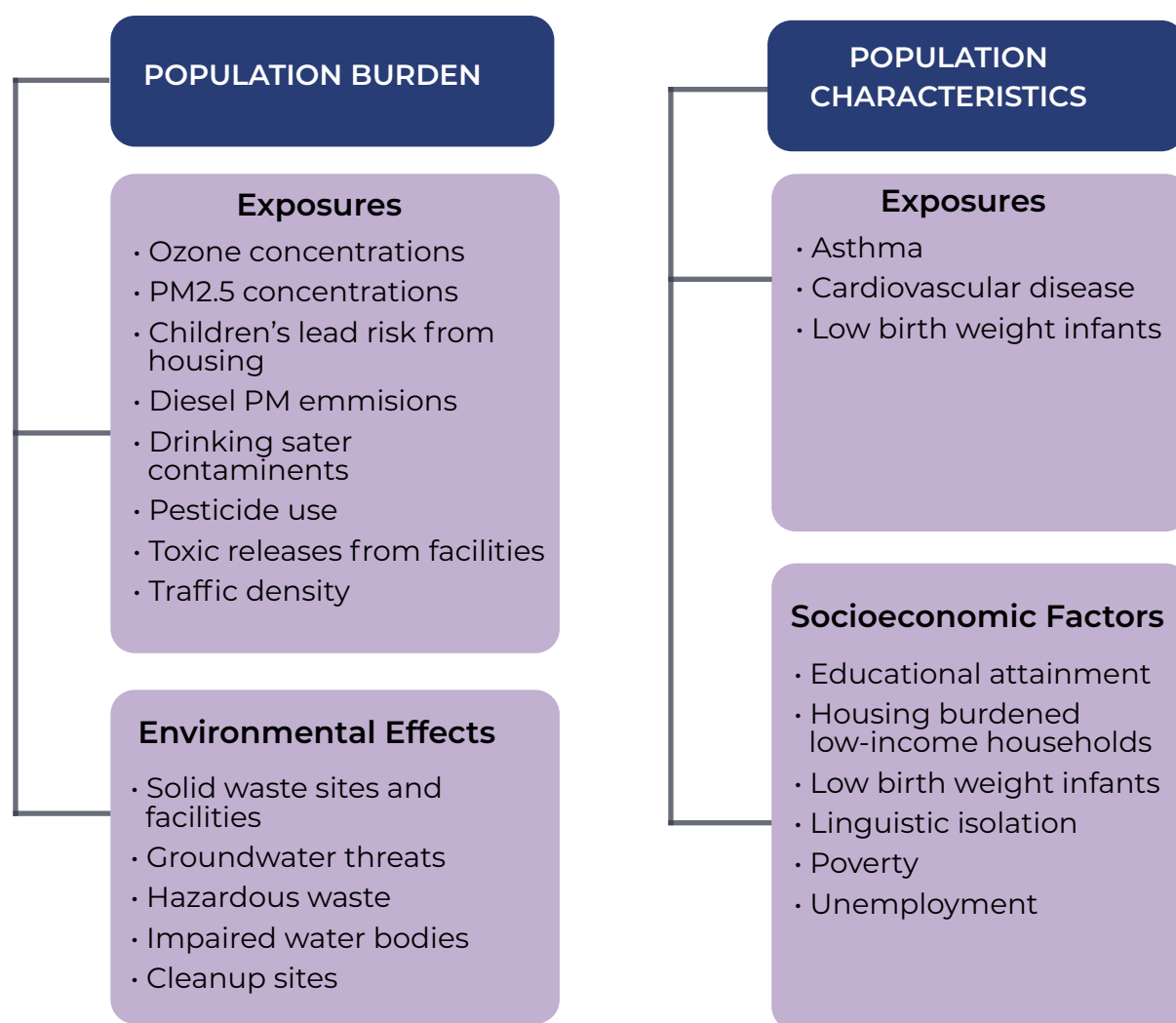
Pollution Burden		Population Characteristics		Pollution Burden
Average exposures and environmental effects	✕	Average of sensitive populations and socioeconomic factors	=	CalEnviroScreen score

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[35]Raynault, E., & Christopher, E. (n.d.). How does transportation affect public health? How Does Transportation Affect Public Health? | FHWA. Retrieved June 8, 2022, from https://highways.dot.gov/public-roads/mayjune-2013/how-does-transportation-affect-public-health#:~:text=Transportation%20also%20is%20a%20source,%2C%20nitrogen%20oxide%2C%20and%20carcinogens.

[36]Census tracts are small subdivisions of a county with a population between 1,200 and 8,000. Boundaries only change every 10 years if there is there is significant population growth or decline. https://www2.census.gov/geo/pdfs/education/CensusTracts.pdf

(most vulnerable) to qualify a community as "disadvantaged". "Disadvantaged communities" in California are specifically targeted for investments aimed at improving public health, quality of life and economic opportunity, while also reducing pollution that contributes to climate change.[37] To account for varying levels of vulnerability and to also elevate the region's standard for measuring environmental vulnerability, SANDAG utilizes the top 50% threshold of CES scores (moderately vulnerable) to qualify an area as a "disadvantaged community" for the purpose of regional planning.[38]

Due to the repeal of California's 1996 Proposition 209 on Affirmative Action in 2020, CES 4.0 does not incorporate race and ethnicity into its cumulative impact scores. However, a report released by the Office of Environmental Health Hazard Assessment (OEHHA) found that areas with the highest percentages of People of Color in the state received the highest pollution burden scores.[39]

POPULATION BURDEN

Exposures

- Ozone concentrations
- PM2.5 concentrations
- Children's lead risk from housing
- Diesel PM emmisions
- Drinking sater contaminents
- Pesticide use
- Toxic releases from facilities
- Traffic density

Environmental Effects

- Solid waste sites and facilities
- Groundwater threats
- Hazardous waste
- Impaired water bodies
- Cleanup sites

POPULATION CHARACTERISTICS

Exposures

- Asthma
- Cardiovascular disease
- Low birth weight infants

Socioeconomic Factors

- Educational attainment
- Housing burdened low-income households
- Low birth weight infants
- Linguistic isolation
- Poverty
- Unemployment

[37]SB 535 Disadvantaged Communities: https://oehha.ca.gov/calenviroscreen/sb535

[38]California Environmental Protection Agency (CalEPA) uses the 25% threshold to qualify a community as disadvantaged

[39]The full report can be accessed on the CES 4.0 web page via the OEHHA website.

CES 4.0 Score Percentage Range	American Indian	Asian	Black	Hispanic/ Latino	Other	Pacific Islander	Two or More	White
Bottom 50% (Least Vulnerable)	76%	83%	65%	73%	81%	75%	82%	84%
Top 50% (Moderately Vulnerable)	24%	17%	35%	34%	19%	25%	18%	16%
Top 25% (Most Vulnerable)	5%	4%	9%	9%	4%	5%	4%	3%

Data Source: Analysis of Race/Ethnicity and CalEnviroScreen 4.0

- The region's White and Asian populations are least vulnerable to pollution burden, while the Black and Hispanic populations are most vulnerable.

- Black and Hispanic populations are three times more likely to live in areas that are most vulnerable to pollution burden compared to the White population in the region.

- 84% of the region's White population live in census tracts that are least vulnerable to pollution exposure.

- Approximately 34% of the region's Black and Hispanic populations live in areas that SANDAG considers to be "disadvantaged".

- Close to a quarter of Pacific Islanders and Native Americans in the region live in areas that SANDAG considers disadvantaged.
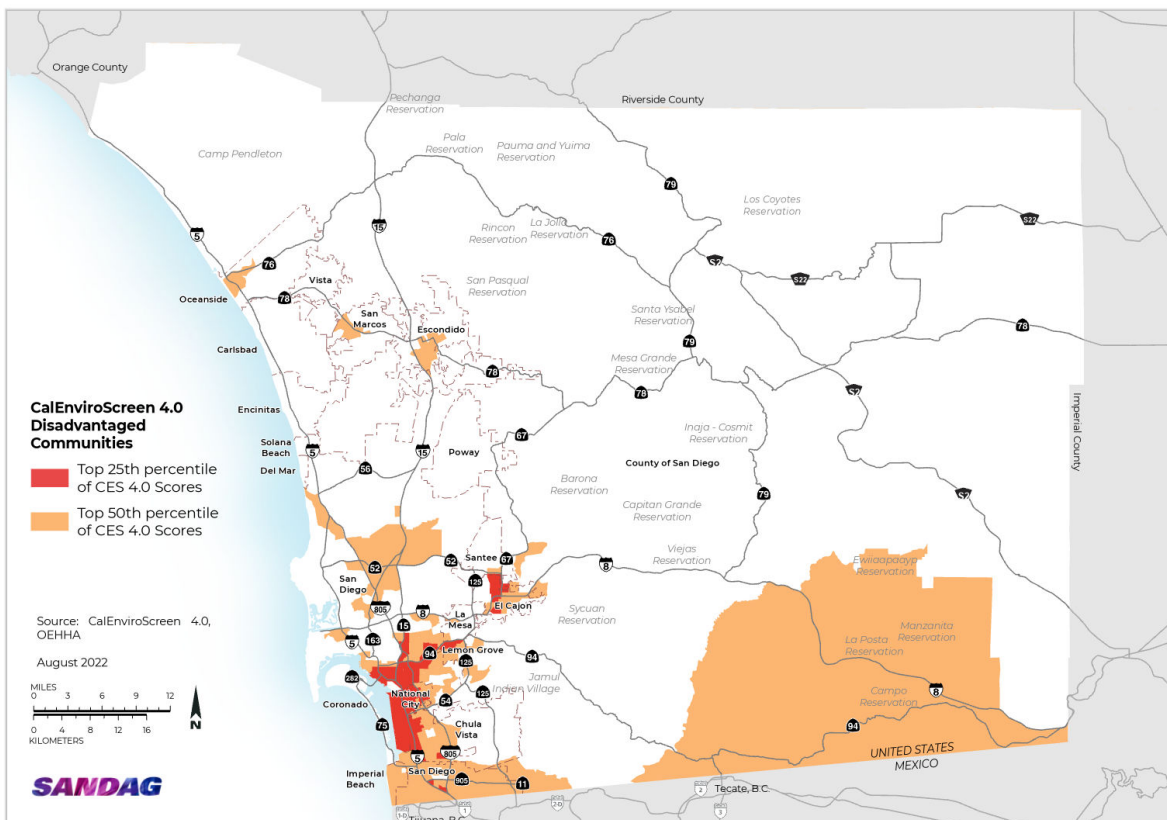
- Vista, Carlsbad, Encinitas, Del Mar, Solana Beach, Poway, and Coronado do not contain any census tracts that are vulnerable to pollution burden.
- The cities of El Cajon, Lemon Grove, San Diego, National City, and Chula Vista contain at least some area of a census tract that is most vulnerable (Top 25%) to pollution burden.

Health

Low Birth Weight Rate

Birth weight rates are used to gauge the health of a community and are directly related to infant mortality. Pregnant women and fetuses are especially sensitive to air pollution due to physiological changes during pregnancy. Several studies have shown that an increase in air pollutants is associated with decreased average birth weight.[40]

Low Birth Weight
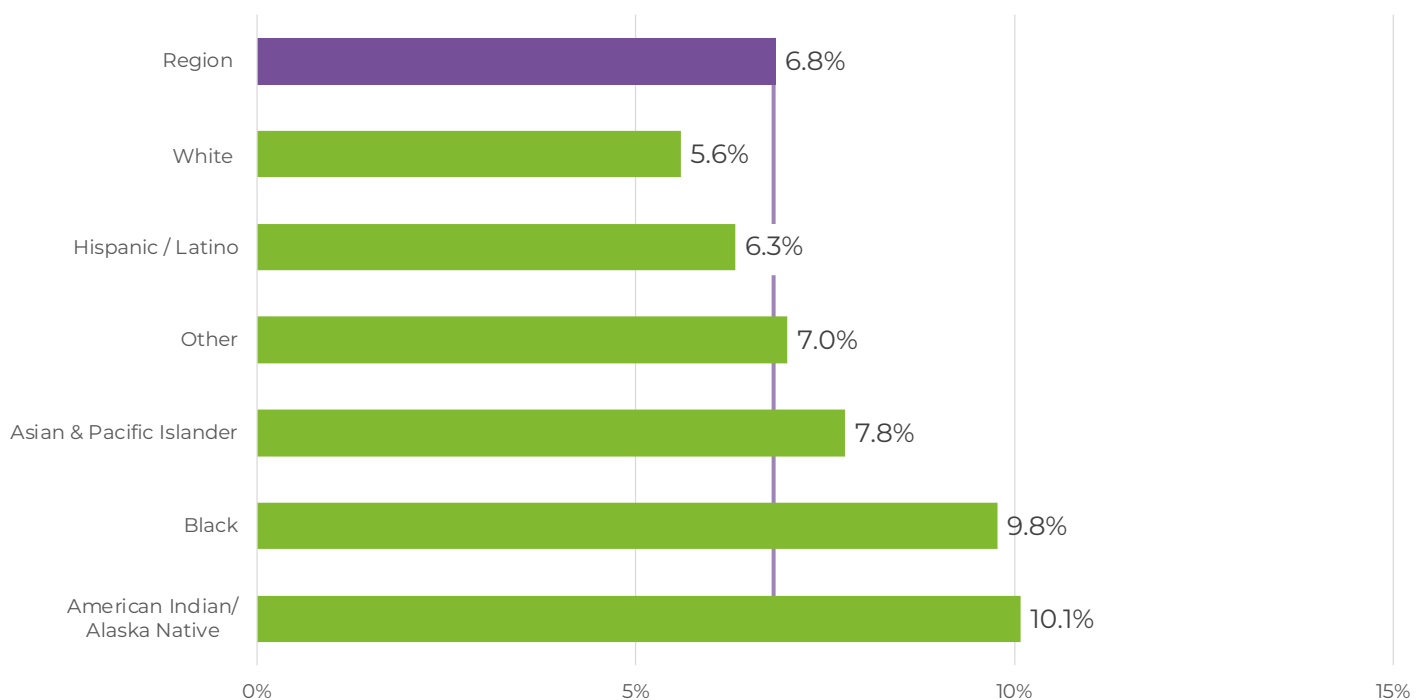
Data source County of San Diego, Health and Human Services Agency, Maternal Child Health, 2019

- 6.8% of babies born in the region in 2019 weighed less than 5 pounds, 8 ounces.
- Approximately 1 in 10 American Indian/Alaska Native and Black newborns had low birth weights.
- Hispanic/Latino and White newborns had the smallest percentage of low birth weights.

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[40]Sarizadeh, R., Dastoorpoor, M., Goudarzi, G., & Simbar, M. (2020). the association between air pollution and low birth weight and preterm labor in Ahvaz, iran. International Journal of Women's Health, Volume 12, 313–325. https://doi.org/10.2147/ijwh.s227049

Asthma Hospitalization

Research shows that air pollution can worsen asthma symptoms. One study that tracked a youth camping trip suggested that children with moderate to severe asthma were 40% more likely to have acute asthma episodes on high pollution summer days than on days with average pollution levels. Additionally, another study found that older adults were more likely to visit the emergency room for breathing problems when summer air pollution was high.[41]

Asthma Hospitalization Rates

(Per 100,000 Population)
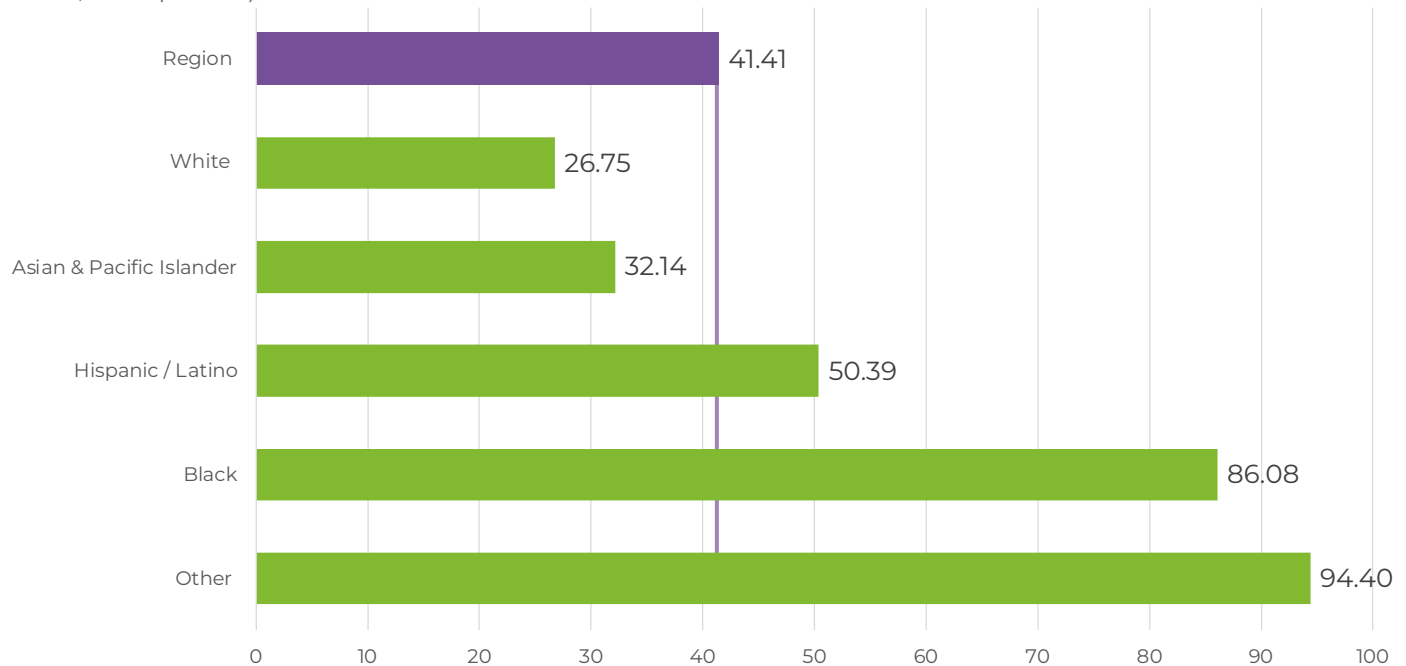
Data source County of San Diego, Health and Human Services Agency, Noncommunicable Chronic Disease, 2019

- The CES (4.0) analysis of race/ethnicity identified that People of Color, particularly Hispanic/Latino and Black people, disproportionately reside in the highest pollution burdened communities and these populations had the highest asthma hospitalization rates.

- The region's lowest median household income earners (Black households) show asthma hospitalization rates that are double the regional average.

- National City (76.43), El Cajon (60.18), and Lemon Grove (66.16) have the highest rates of asthma hospitalization in the region, which is still lower than overall asthma hospitalization rates for the region's Black population (86.08).[42]

[41]Asthma and Allergy Foundation of America. (2015). AAFA. Air Pollution . Retrieved June 9, 2022, from https://www.aafa.org/air-pollution-smog-asthma/

[42] County of San Diego, Health and Human Services Agency, Noncommunicable Chronic Disease, 2019

Diabetes Hospitalization

The built environment consists of features that impact human health, including transportation systems, land development patterns, and microscale urban designs like sidewalks and curbs. Some of these components include infrastructure to enable active transportation and neighborhood walkability, which increases physical activity and lowers risk-factors for developing diabetes.[43] Additionally, an *International Journal of Epidemiology* study concluded that transportation noise may be more relevant than air pollution in the development of diabetes due to noise-induced sleep disturbances.[44]

Diabetes Hospitalization Rate
(per 100,000 population)
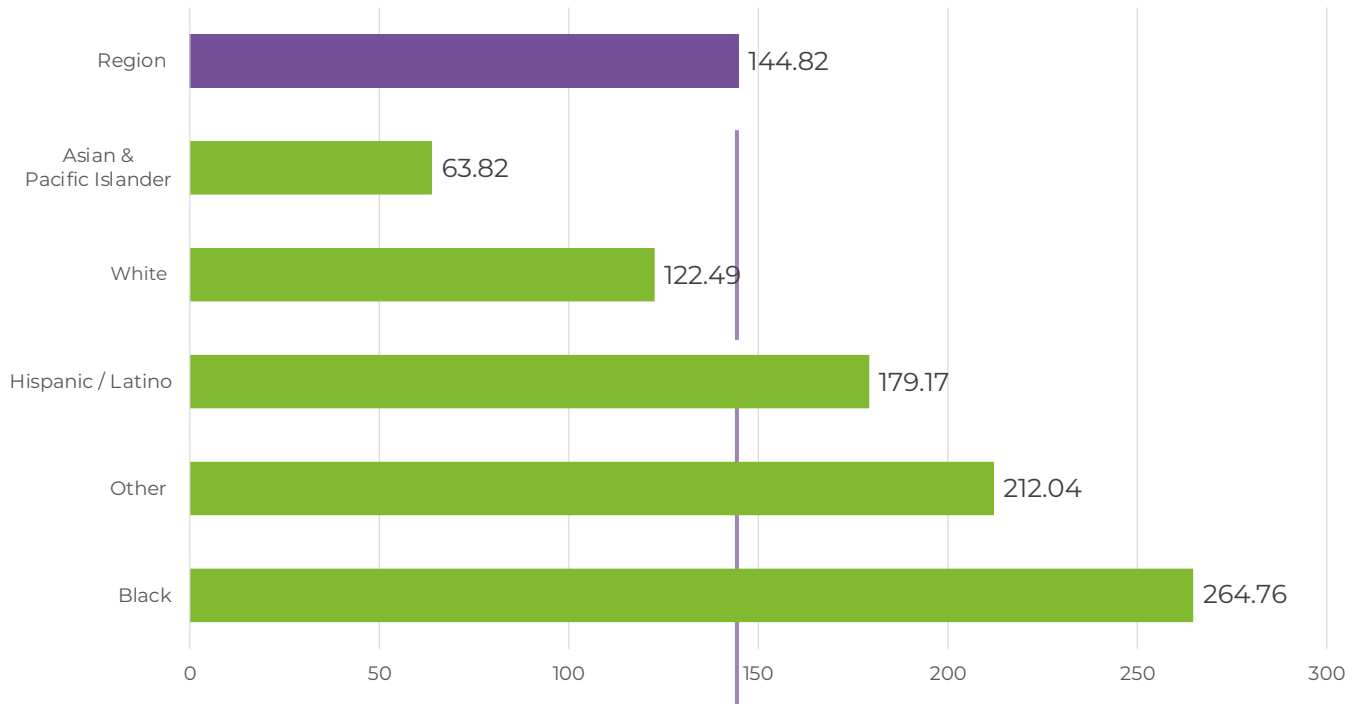
Region: 144.82
Asian & Pacific Islander: 63.82
White: 122.49
Hispanic / Latino: 179.17
Other: 212.04
Black: 264.76

Data source County of San Diego, Health and Human Services Agency, Noncommunicable Chronic Disease, 2019

- The diabetes hospitalization rate for the Black population is nearly double that of the regional average and more than four times higher than the region's Asian & Pacific Islander populations.

- The race/ethnic groups with the highest diabetes hospitalization rate report the lowest median household incomes in the region.

- Lemon Grove has the highest diabetes hospitalization rate (352.84 per 100,000) for the region, which is more than 2.4 times higher than the regional average.[45]

- El Cajon (238.98 per 100,000) and National City (271.26 per 100,000) experience asthma hospitalization rates that are much higher than the regional average (144.82 per 100,000).[46]

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[43]Diabetes Canada . (2020, October). The Built Environment and Diabetes. Retrieved June 9, 2022, from https://www.diabetes.ca/DiabetesCanadaWebsite/media/Advocacy-and-Policy/The-Built-Environment-and-Diabetes-Position-Statement_October-2020.pdf

[44]Eze, I. C., Foraster, M., Schaffner, E., Vienneau, D., Héritier, H., Rudzik, F., Thiesse, L., Pieren, R., Imboden, M., von Eckardstein, A., Schindler, C., Brink, M., Cajochen, C., Wunderli, J.-M., Röösli, M., & Probst-Hensch, N. (2017, March 13). Long-term exposure to transportation noise and air pollution in relation to incident diabetes in the SAPALDIA study. OUP Academic. Retrieved June 9, 2022, from https://academic.oup.com/ije/article/46/4/1115/3067664

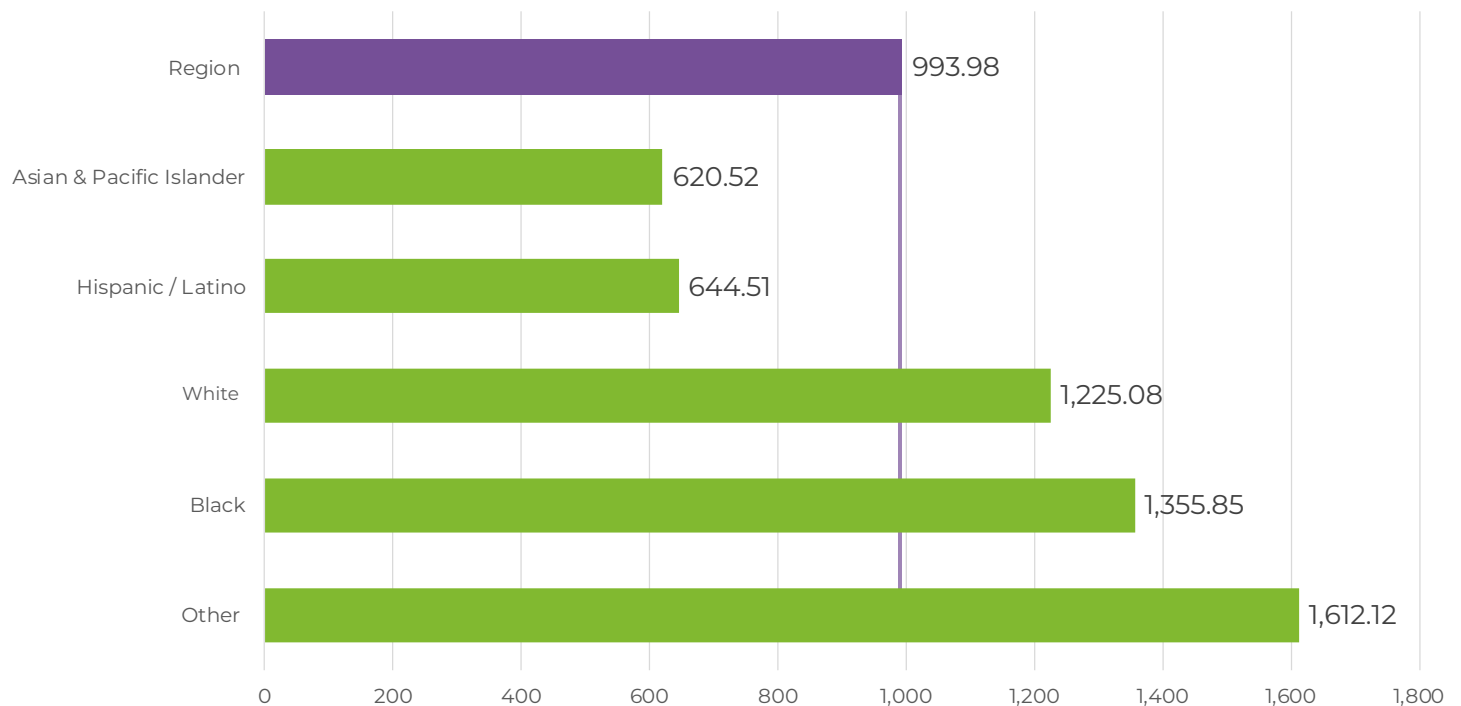[45] County of San Diego, Health and Human Services Agency, Noncommunicable Chronic Disease, 2019

[46] *County of San Diego, Health and Human Services Agency, Noncommunicable Chronic Disease, 2019*

Heart Disease

Transportation planning affects cardiovascular health and its risk factors, including hypertension, physical activity, and obesity. Good evidence exists for a relationship between built environment measures (mixed land use, connectivity and walkability, and physical activity), environmental exposures (green space, air pollution, and noise), and cardiovascular disease and mortality.[47]

Heart Disease Hospitalization Rate
(per 100,000 population)

Data source County of San Diego, Health and Human Services Agency, Noncommunicable Chronic Disease, 2019

- This indicator shows great disparity in heart disease hospitalization between racial/ethnic groups.

- It is unclear which of the main cardiovascular risk factors are coming together to impact heart disease hospitalization rates for different race/ethnicities.

- The rate of heart disease hospitalization rate in National City (1503.69 per 100,000) is significantly higher than the regional rate.[48]
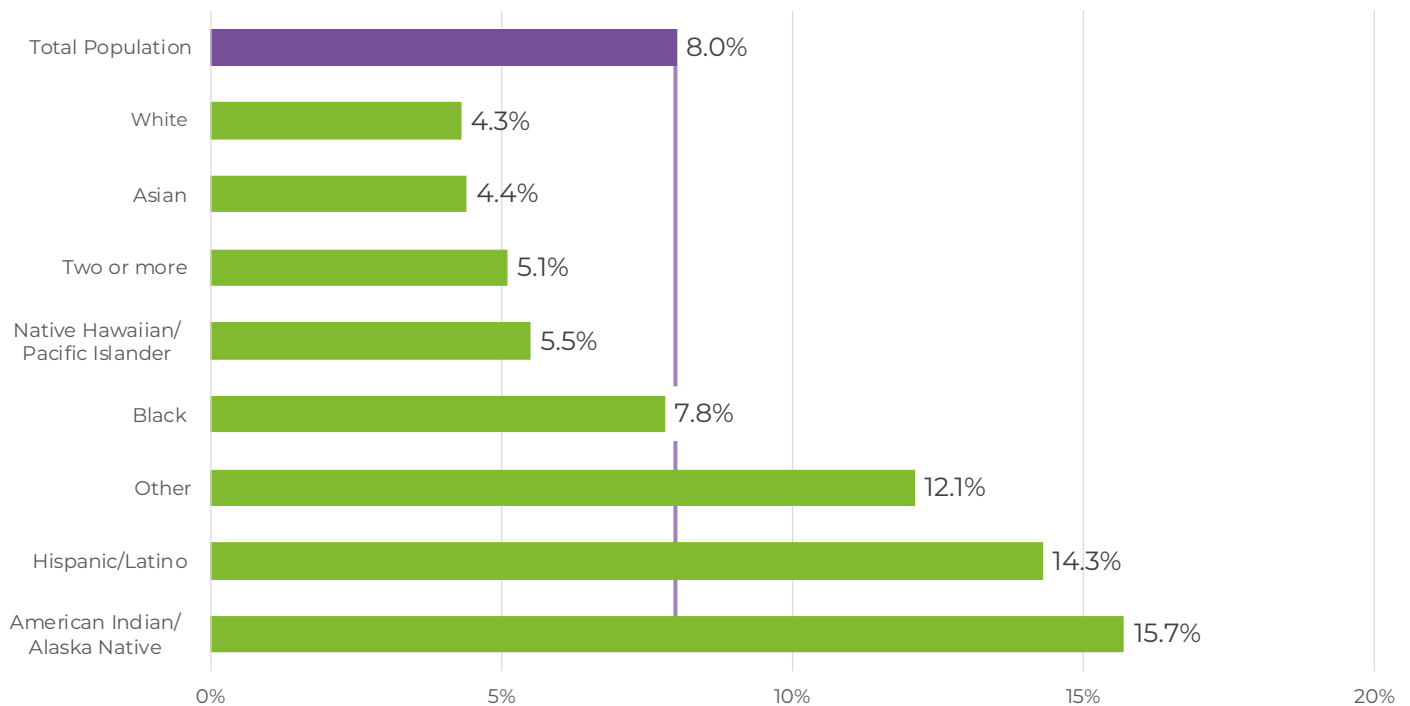
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[47]Nieuwenhuijsen, M. J. (2018, April 13). Influence of urban and Transport Planning and the city environment on cardiovascular disease. Nature News. Retrieved June 14, 2022, from https://www.nature.com/articles/s41569-018-0003-2#:~:text=Urban%20and%20 transport%20planning%20has,effects%3B%20and%20increases%20green%20space.

[48]County of San Diego, Health and Human Services Agency, Noncommunicable Chronic Disease, 2019

Health Insurance Coverage

People who lack health care coverage may lack access to basic needs and be less willing to seek care when health issues arise.

Population Without Health Insurance

Group	Percentage
Total Population	8.0%
White	4.3%
Asian	4.4%
Two or more	5.1%
Native Hawaiian/Pacific Islander	5.5%
Black	7.8%
Other	12.1%
Hispanic/Latino	14.3%
American Indian/Alaska Native	15.7%

Data Source, American Community Survey 1 Year Estimates 2019 Table S2701 (Selected Characteristics of Health Insurance Coverage in the United States)

- There is a significant disparity in health insurance coverage between racial/ethnic groups in the San Diego region.

- American Indians/Alaska Natives have the highest percentage of population without health insurance followed by Hispanics/Latinos, and the number of uninsured between the two groups is significantly different (3,500 vs almost 160,000).[49]

- The percentage of Hispanic/Latino population that does not have health insurance coverage is more than three times higher than the rate for the region's White and Asian populations.
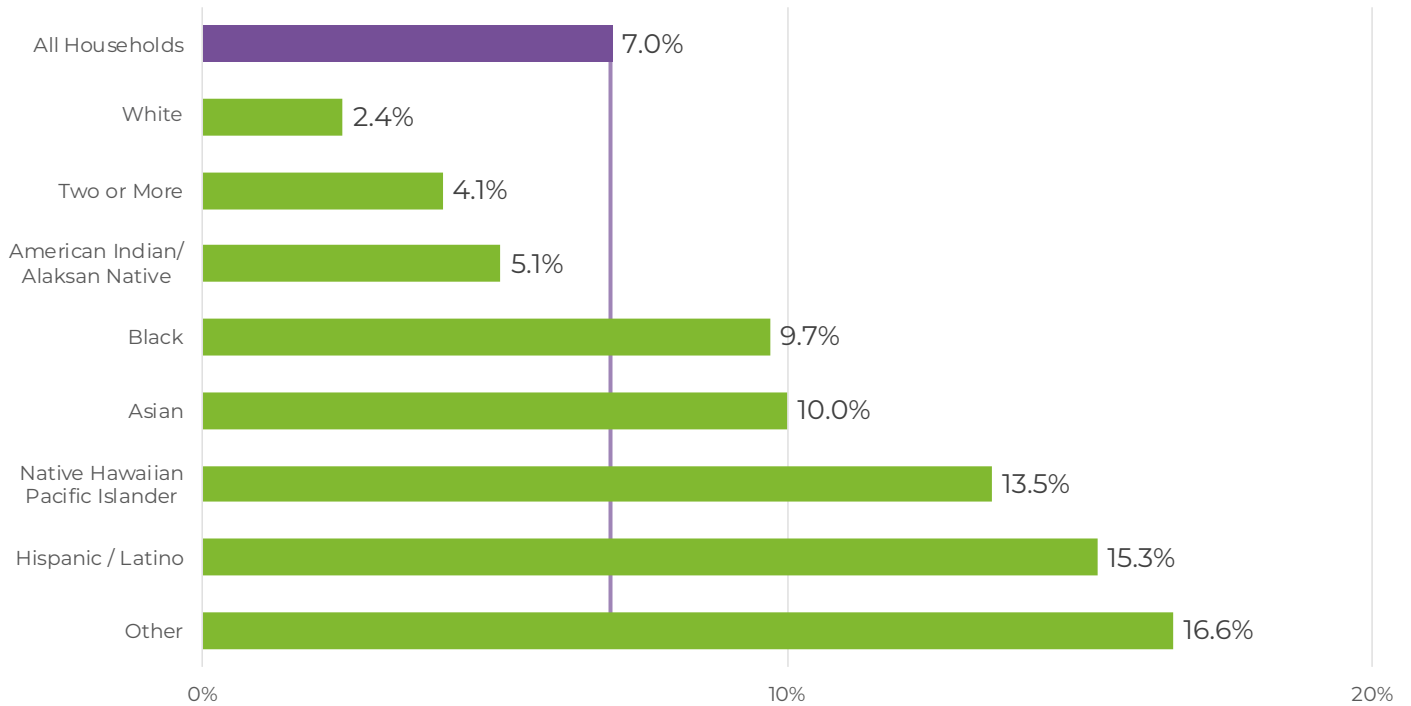
Overcrowded households

The U.S. Census defines an overcrowded unit as one occupied by 1.01 persons or more per room. Overcrowding increases health and safety concerns and stresses the condition of the housing stock and infrastructure. Overcrowding is strongly related to household size (particularly for large and very large households) and the availability of suitably sized housing. This indicator should be considered in the context

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[49]ACS 1-Year Estimates Table S2701

of the pandemic. One study done by the Royal Society for Public Health concluded areas in New York City with higher proportions of overcrowding were associated with increased rates of suspected severe COVID-19 cases because of the lack of space to physically distance during periods of home isolation.[50]

Percent of Overcrowded Households

Category	Percent
All Households	7.0%
White	2.4%
Two or More	4.1%
American Indian/ Alaksan Native	5.1%
Black	9.7%
Asian	10.0%
Native Hawaiian Pacific Islander	13.5%
Hispanic / Latino	15.3%
Other	16.6%

Data Source: 2019 American Community Survey 1 Year Estimates B25014 A,B,C,D,E,F,G,I (Occupants per Room)

• Of the 1,132,434 occupied housing units in the San Diego region, 79,461 or 7% are overcrowded.

• Hispanic/Latino households are among the most overcrowded households in the region.

• Overcrowding impacts both owners and renters; however, renters are generally more significantly impacted.[51] In the San Diego region, 3.1% of owner-occupied housing units are overcrowded vs. 11.1% of rental units.[52]

• National City (14.6%) and Vista (12.8%) have the highest rates of overcrowding.[53]

• Del Mar (1%) and Coronado (1.1%) have the lowest rates of overcrowding.[54]

• The rate of overcrowding in the City of San Diego is 3.5%, which is lower than the rate of the region.[55]

[50]Ghosh, A. K., Venkatraman, S., Soroka, O., Reshetnyak, E., Rajan, M., An, A., Chae, J. K., Gonzalez, C., Prince, J., DiMaggio, C., Ibrahim, S., Safford, M. M., & Hupert, N. (2021, September). Association between overcrowded households, multigenerational households, and covid-19: A cohort study. Public health. Retrieved June 14, 2022, from https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8328572/#:~:text=In%20this%20ecological%20analysis%20of,increase%20the%20risk%20of%20infection

[51]Office of Policy Development and Research, Blake, K., Simic, A., & Kellerson, R., Measuring Overcrowding in Housing 2–8 (2007). Fairfax, Virginia ; ICF International.

[52]ACS 5-Year Estimates Table B25014

[53]ACS 5-Year Estimates Table CP04

[54]ACS 5-Year Estimates Table CP04

[55]ACS 5-Year Estimates Table CP04

Life Expectancy

Life expectancy is a marker for how the built environment and systemic injustices can result in varying health outcomes within different areas and populations. The Harvard School of Public Health published a study in 2020 that found significant disparities in U.S. life expectancy at census-tract level. Data on many public health indicators is gathered and analyzed at the county or state level, which may fail to highlight significant health disparities at the local level. This practice has important implications because legislation, policies, and programs that provide health care, economic assistance, and social services are often administered and implemented at the county and state level. In an equitable society, disparities in life expectancies would not exist between race/ethnicity and socioeconomic classes.[56]

Race / Ethnicity	Life Expectancy
All	80.96
Native American	76.43
Black	77.12
White	80.46
Hispanic/Latino	81.86
Asian or Pacific Islander	83.58

Data Sources: National Equity Atlas, Center for Disease Control (CDC), 2016 (Life Expectancy)[57]

- The Asian or Pacific Islander and Hispanic/Latino populations have the highest life expectancies throughout the region, both 80 years and older.

- Black and Native American people have the shortest life expectancy in the region at less than 80 years old.

- The life expectancy of Asian or Pacific Islander people is more than 7 years longer than Native American people.

[56]Rura , N. (2020, July 22). Significant disparities in U.S. life expectancy found at census-tract level. News. Retrieved June 14, 2022, from https://www.hsph.harvard.edu/news/press-releases/significant-disparities-in-u-s-life-expectancy-found-at-census-tract-level/

[57]The data for this indicator is a 2012-2016 average.

ACCESSIBILITY AND OPPORTUNITY
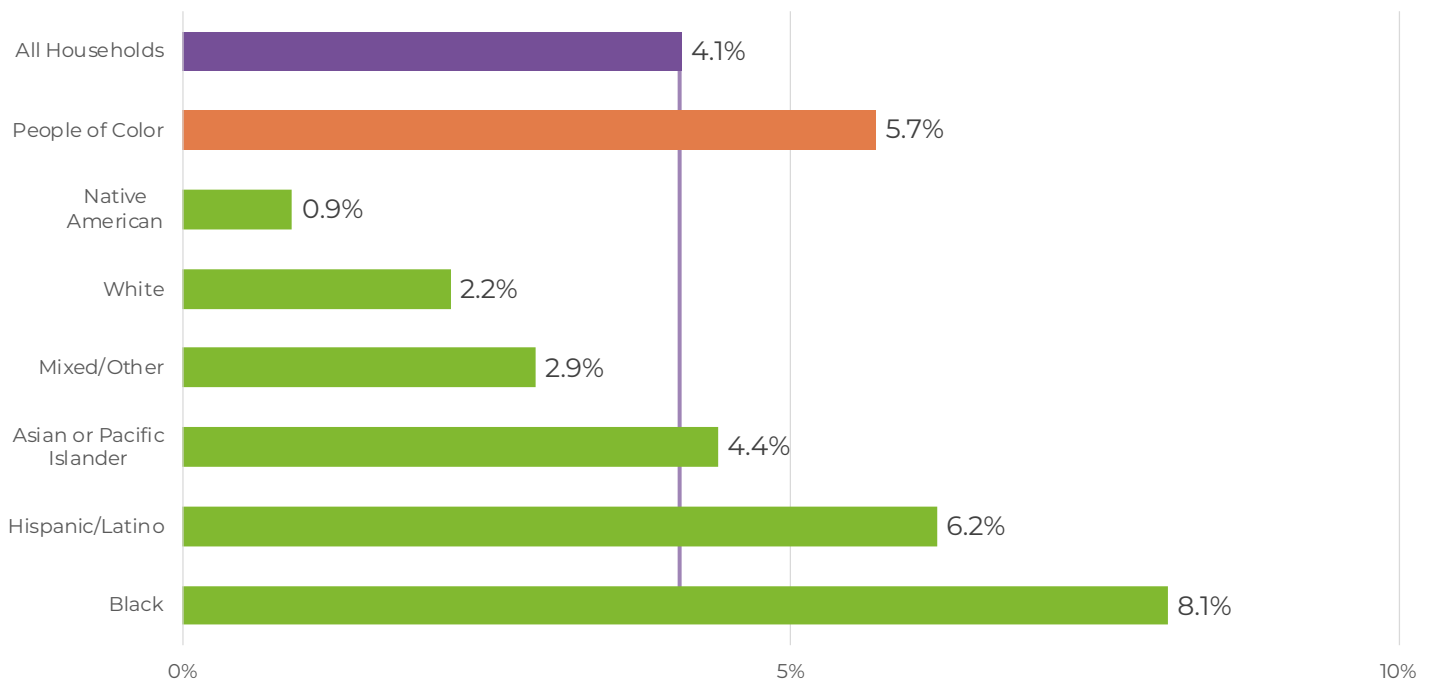
Who has access to opportunities in the region?

Accessibility refers to people's overall ability to reach desired services and activities, which together are called opportunities. Accessibility is the goal of most transportation planning activities and is affected by factors like mobility, geographic proximity, connectivity, affordability, convenience, and social acceptance. Planning decisions often involve trade-offs between different forms of accessibility. For example, traffic engineers might design roads to be wider to maximize automobile traffic speeds. The trade-off is that wider roads create barriers to walking and biking. Additionally, the trade-off for improvements to walking, biking, and public transit accessibility is often a reduction in automobile travel speeds and parking supply. An equitable approach to accessibility and opportunity balances its evaluation and consideration of different accessibility factors so that planning paradigms can be more comprehensive.

Households living in High-Poverty Neighborhoods

All neighborhoods should be communities of opportunity. People who live in high-poverty neighborhoods, which is defined as a census tract with a poverty rate of 30% or more, have less access to jobs, services, high-quality education, parks, safe streets, and other essential ingredients of economic and social success. People of Color are significantly more likely than their White counterparts to live in high-poverty neighborhoods, even if they themselves are not poor.[58]

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[58]National Equity Atlas.(2022). Neighborhood poverty. Retrieved May 25, 2022, from https://nationalequityatlas.org/indicators/Neighborhood_poverty#/?geo=01000000000000000

Percent of Households that live in High Poverty Neighborhoods

Category	Percent
All Households	4.1%
People of Color	5.7%
Native American	0.9%
White	2.2%
Mixed/Other	2.9%
Asian or Pacific Islander	4.4%
Hispanic/Latino	6.2%
Black	8.1%

Data Source: National Equity Atlas, 2019 (Neighborhood Poverty)

- The percent of Black households that live in high-poverty neighborhoods is almost double the rate for the region as a whole and close to four times higher than White households.

- The percent of People of Color households is higher than the percent of households in neighborhoods for the region as a whole.

- Less than 1% of Native Americans in the region live in high-poverty neighborhoods compared to 10.3% for the same demographic in the state of California.[59] This might not reflect the lived experiences of the region's Native American population who belong to different tribal nations that have vast disparities in reservation size, population, and institutional capabilities. It's possible that data collection for this indicator is a better representation of Native Americans who live off-reservation in either nearby unincorporated San Diego County or one of the region's local jurisdictions. Another possible explanation could be that many Native Americans live in geographically large census tracts that also include wealthy pockets of communities in unincorporated San Diego County near the Cleveland National Forest.[60]

Households without Vehicle Access

Everyone needs safe, reliable, and affordable transportation to fulfill basic needs and access opportunities. However, the region's land use pattern is historically characterized by sprawl which created a dependency on cars. Aggressive state climate goals are designed to transition development away from sprawl, increase transportation options, and decrease traffic congestion and air pollution.

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[59]National Equity Atlas, 2019 (Neighborhood Poverty)

[60]This requires further investigation. It is unclear whether Native Americans/American Indians around San Diego fair better than others in the states or if living conditions are not accurately represented because most Tribal Nations in the Region are included in large Census Tracts.
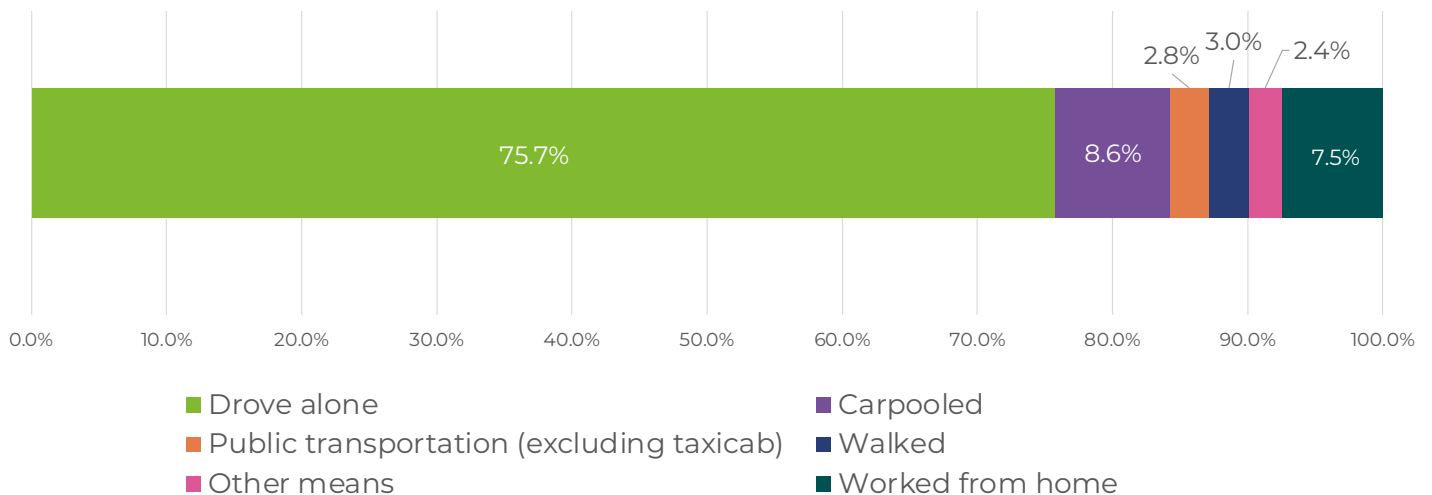
Percent of Households with No Vehicle
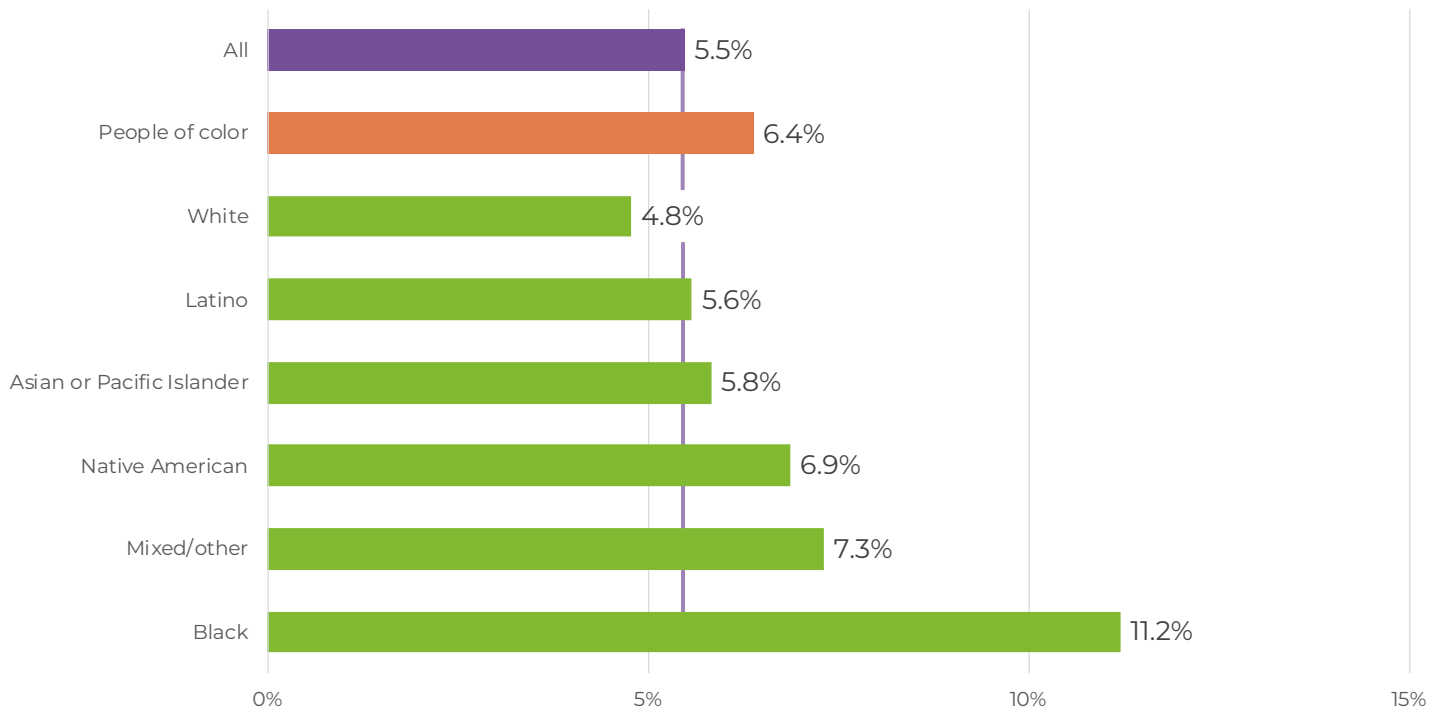
Data Source: National Equity Atlas (Car access)

- Less than 5% of White households do not have access to a car while more than 11% of Black households do not.

- National City (11.2%), La Mesa (8.0%), and El Cajon (9.2%) have the highest percent of households with no vehicle.[61]

- Del Mar has the lowest percent of households with no vehicle (2.9%).[62]
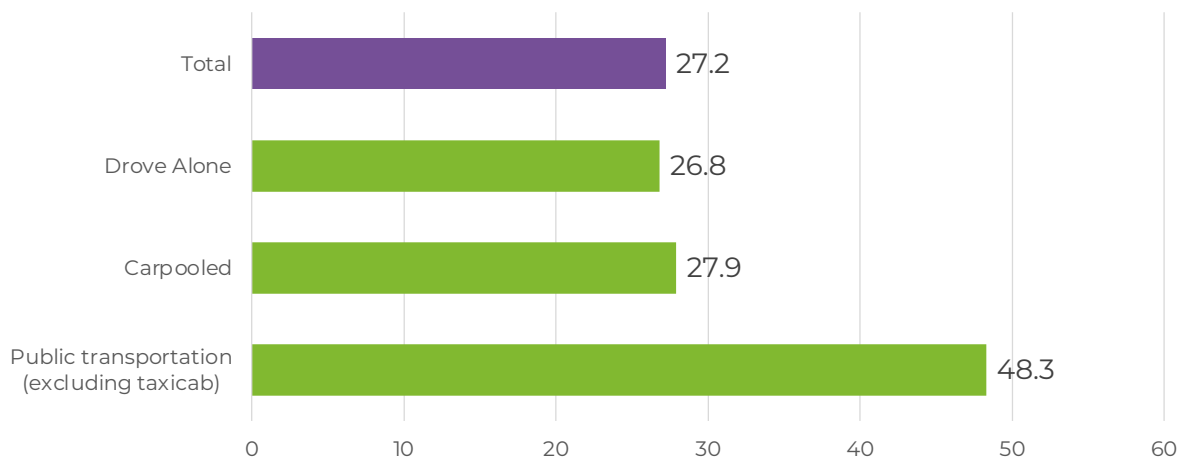
Commuting to Work

- Drove alone
- Carpooled
- Public transportation (excluding taxicab)
- Walked
- Other means
- Worked from home

Data Source: ACS 1-Year Estimates Comparison Profiles – Table CP03 (Comparative Economic Characteristics)

Indicator: Mean Travel Time to Work
(In Minutes)

Data Source: ACS 1-Year Estimates Comparison Profiles – Table S0802 (Means of Transportation to Work by Selected Characteristics)

- There are more than 1.6 million workers 16 years and older in San Diego and 7.5% of them work from home.

- More than 80% of the population in the region commutes to work in a personal vehicle.

- More than 40% of workers who take transit are Hispanic/Latino and more than 45% of those who drive alone are White.[63]

- Approximately 80% of workers who take public transportation make less than $50,000 a year.[64]

- Almost 20% of workers who take public transportation do not have a vehicle available.

- The mean travel time for workers who take public transportation is more than 20 minutes longer than for those who commute in a vehicle.

- More than 39% of those who use public transit have commutes of 60 minutes or more.[65]

Traffic Violence

Motor Vehicle injuries and traffic deaths should not be considered an inevitable consequence of road travel. In Southern California, traffic collisions are one of the top causes of injury and death. Pedestrians are among the most vulnerable road users.

Injuries to Motorists & Pedestrians			
	Death	**Hospitalization**	**ED Discharge**
Injuries to Motorist	258	2,349	19,340
Injuries to Pedestrian	84	890	301

Data source County of San Diego, Health and Human Services Agency, Injury, 2019

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[63]ACS 1-Year Estimates Table 0802
[64]ACS 1-Year Estimates Table 0802
[65]ACS 1-Year Estimates Table 0802

Motorist Injuries (Rates per 100,000)			
	Death	**Hospitalization**	**Emergency Department Discharge**
Total Rate	7.70	70.08	577.01
White	7.61	**71.44**	427.12
Black	**14.84**	**89.04**	**1,116.62**
Hispanic/Latino	8.51	**63.20**	**677.99**
Asian/Pacific Islanders	3.39	35.30	307.09
Other	7.26	**162.66**	**1,382.65**

Motorist Caused Injuries to Pedestrians (Rates per 100,000)			
	Death	**Hospitalization**	**Emergency Department Discharge**
Total Rate	2.51	26.55	8.98
White	2.05	18.21	7.22
Black	**6.53**	**52.24**	**21.37**
Hispanic/Latino	**8.51**	**32.65**	**9.05**
Asian/Pacific Islanders	3.20	13.58	5.88

Data source County of San Diego, Health and Human Services Agency, Injury, 2019

Figures in purple indicate racial/ethnic groups that have a higher rate of than that of the total rate.

- In 2019, 258 people were killed while using our roads and over 20,000 people went to the hospital due to their motor-vehicle related injury.

- Motor vehicle related injuries disproportionately impact People of Color.

- Black and Hispanic/Latino pedestrians have higher rates of death, hospitalization and emergency department discharge than the region.

Connectivity

Indicator: Broadband Access

The digital divide is the growing gap between people with and without reliable access to broadband service and an adequate device for connecting to the internet. These disparities have heavily impacted unserved and underserved San Diego County residents, especially seniors, low-income households, rural communities, and people on tribal lands.

Broadband Subscription
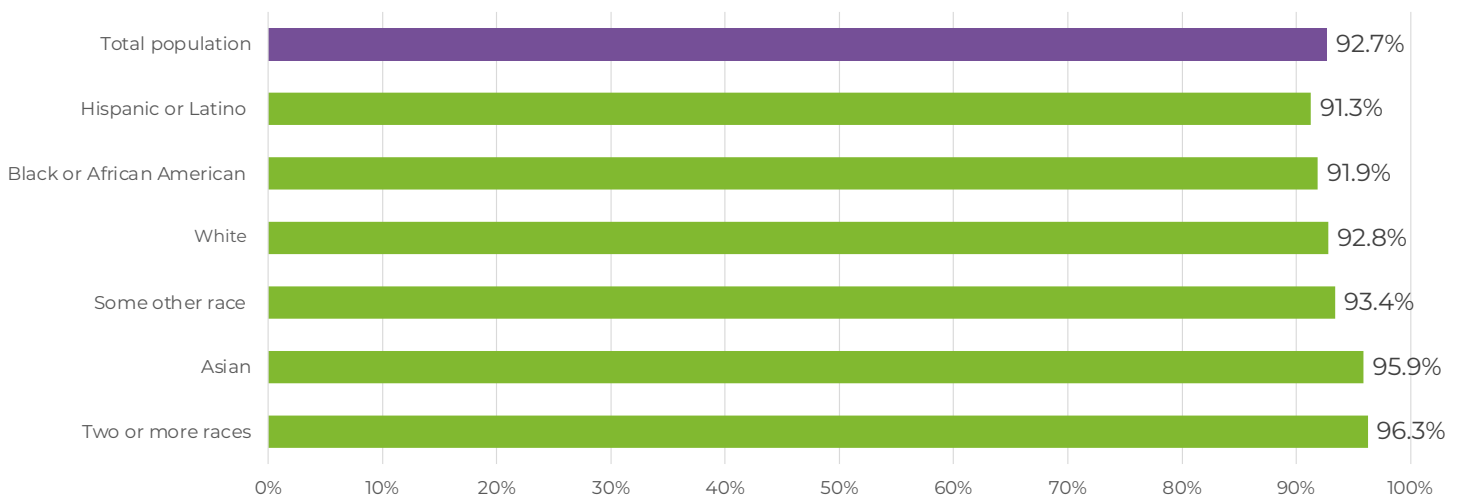
Data Source: ACS 2019 5-Year Estimates Table S2802

- This data does not capture broadband connection speed or cost.

- Over 17% of American Indian/Alaska Native population in households with a computer does not have a broadband subscription.

- Almost 17% of the senior (65+) population in households with a computer does not have a broadband subscription.[66]

- This data is limited because it shows broadband subscription rates among those who own or use computers but does not capture broadband subscriptions of those people who do not own computers.

CONCLUSION

This report used 25 indicators to measure the state of equity within the San Diego region and found significant differences in outcomes across each thematic area. These differences were most obvious in the Economic Vitality thematic area. The consequences of decades of intentional actions to cut off low-income, minority, and most notably Black communities from lending, investment, and social participation is reflected in today's data. As of 2019, only 30% of the region's Black population owned a home. Today, communities are still disconnected from each other due to physical barriers in the built environment - like highways and interstates - and financially through the concentration of poverty in some neighborhoods and not others. There are ways that SANDAG and its member agencies can act to improve equitable outcomes across all demographics and socio-economic statuses in the region, and examples of where SANDAG has already invested in weaving our region's diverse communities back together.

A recent example of transportation infrastructure bringing communities back together can be observed through the Mid-Coast extension of the UC San Diego Blue Line Trolley, which runs between Downtown San Diego and La Jolla to connect corridor residents with other Trolley lines serving Mission Valley, East County, and South County. As an extension of the existing Metropolitan Transit System Blue Line Trolley, it offers a one-seat (no transfer) ride from the U.S./Mexico Border and connects environmental justice communities south of Downtown San Diego to the University City Community.

SANDAG also has invested in the region's youth through the pilot Youth Opportunity Pass, approved by the Board of Directors in October 2021, which offers free fares for anyone 18 years or younger throughout all the region's transit network. This pilot program provides youth from transit-dependent communities with access to opportunities outside of their communities and connects them to high-opportunity neighborhoods and amenities. It also includes improvements on high-demand routes, increases in bus frequency, and access to night services on certain lines.

SANDAG is taking its commitment to equity seriously and is embarking on planning activities not previously taken on by the agency and that go beyond state or federal law. For example, the agency started to analyze its Regional Transportation Improvement Program (RTIP) through an equity lens to map out where and how much is being invested in transportation infrastructure throughout environmental justice communities. This baseline report is another example of SANDAG's increased and proactive strides towards equity.

SANDAG will not stop there. The agency acknowledges that there is still much left to learn and change and will continue to make investments that reduce the inequitable socio-economic and health outcomes that redlining, segregation, and other practices brought to the region. The agency will do this by implementing the Regional Social Equity Planning Framework throughout all SANDAG's projects, programs, and activities. The Framework is a key pillar of the 2021 Regional Plan and will be included in the development of the next Regional Plan. The Framework is comprised of five inter-reliant actions: engagement, data accountability, measuring impact, prioritizing investments, and monitoring and evaluation. Together, SANDAG strives to uplift the region to be a place where everyone has an opportunity to thrive.
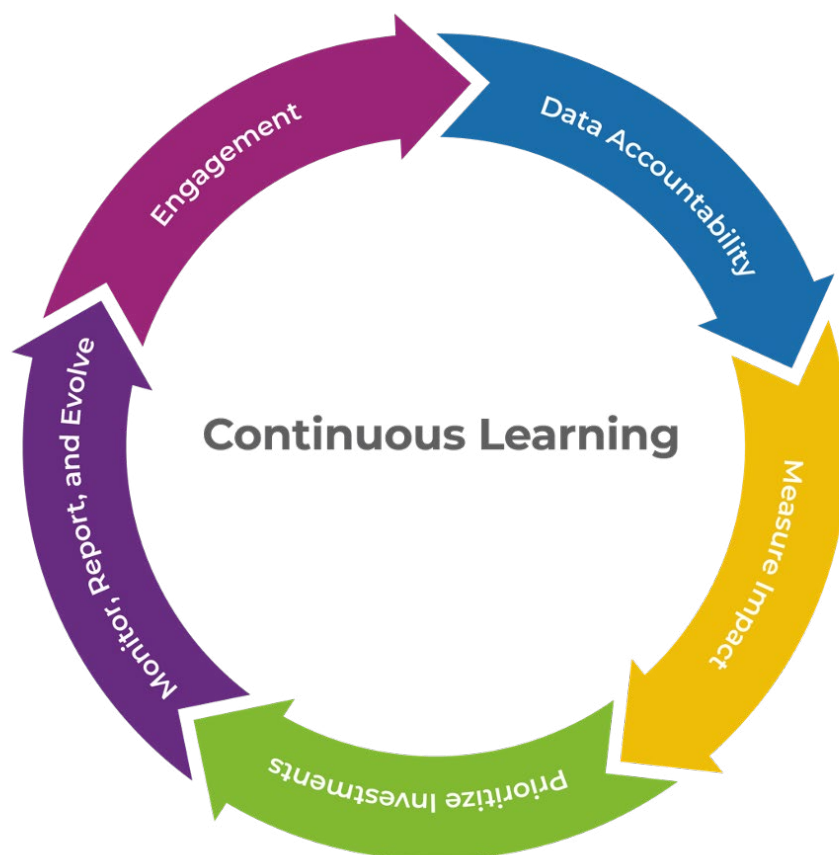
Regional Social Equity Planning Framework: Five Inter-reliant Actions

OPPORTUNITIES FOR IMPROVEMENT

Recommendations Based on Demographic Insights

• Standardize an explicit and inclusive definition of racial/ethnic categories that discourages the use of 'other' category due to the difficulty of drawing conclusions from the entire dataset.

• Delineate between White, Hispanic/Latino and Hispanic/Latino populations that fall in other racial categories due to possible differences in lived experiences.

• Find and standardize the use of data sources that can disaggregate the Asian racial group into those nationalities and ethnic groups of the Asian diaspora that are prominent to the San Diego region.

• Include a separate Native American population whenever data is available and avoid grouping the population within another category, especially considering that San Diego County is home to the most Federally Recognized Tribes in the country.

• Incorporate gender into demographic analyses and show respect to the region's non-binary population through use of inclusive language.

• Focus the 2021 Regional Plan's Flexible Fleets strategy to address the mobility needs of an aging population with disabilities by expanding transportation options.

• Build on the research component of SANDAG's Public Involvement Plan by collecting more robust data about public participation to ensure broad and diverse representation.

• Continue engagement with underserved populations to elevate the agency's responsiveness to community accessibility needs and overall barriers to transportation-related resources, services, and opportunities.

• Verify that transportation project outcomes do not negatively impact the region's most vulnerable areas.

Recommendations Based on Economic Vitality Insights

• Strategize a comprehensive evaluation of affordability with updated data that measures housing and transportation costs relative to someone's income.

• Investigate census tracts with higher-than-average unemployment rates to determine if these areas are disconnected from employment centers or lack broadband capacity for remote work.

• Encourage implementation of SB 9 and SB 10 and support local jurisdictions to add new housing in the region's most sought-after neighborhoods.

• Educate communities about how collectively limiting housing supply in some places constrains economic opportunities and enforces racial segregation.

• Investigate data sources that can provide "median" indicators, such as median household income and median home value, for the Unincorporated County for comparison to the other jurisdictions.

Recommendations Based on Environment and Health Insights

- Continue to build a variety of strategies that reduce Vehicle Miles Traveled (VMT) and improve roadway operations to reduce air pollution, greenhouse gas emissions and fuel use from transportation.

- Include congestion relief projects and incentives to encourage people to bike and walk, expansion of commuter choices, workplace flexibility to reduce commutes, and value pricing in strategies to reduce VMT.

- Ensure future development does not increase pollution burden in the region's most vulnerable areas.

- Expand climate-resiliency documents to go beyond addressing climatic impacts on regional transportation infrastructure to examine areas and demographics that are especially vulnerable.

Accessibility and Opportunity Recommendations

- Include a more comprehensive analysis of accessibility in planning that expands the scope of potential solutions to transportation problems through creativity and judgement, incorporating new accessibility factors.

- Include a more integrated analysis of connectivity among non-auto modes.

- Consider the distances between activities, and therefore development density and mix through more comprehensive analysis of land use accessibility.

- Consider a more comprehensive analysis of the density of roadway connections and directness of travel between destinations by considering impacts to accessibility.

- Improve understanding of the mobility and access choices that people would make in specific conditions by conducting more comprehensive travel surveys, statistics and analysis of travel demands.

- Include more multimodal evaluation (speed, convenience, comfort, safety, etc.) of walking, biking, public transit, taxi, and ride hailing, etc.

- Continue applying transportation management strategies to increase system efficiency.

- Investigate how the region could better support local jurisdictions identify and resolve safety issues that disproportionally affect low-income communities and communities of color.

A GLOSSARY OF KEY TERMS

SANDAG recognizes the ever-evolving language and terms connected to equity and racial and ethnic groups. The terms used throughout this report are drawn from numerous sources, including the U.S. Census, ACS Community Survey They may not always represent current best practice, and may in fact be offensive, triggering, or erasing to some communities. SANDAG's use of these terms is done out of a need for consistency with data and information used is not intended to cause offense or harm.

Equity

Fairness and justice in policy, practice, and opportunity consciously designed to address the distinct challenges of non-dominant social groups, with an eye to equitable outcomes.[67]

Racial Equity

Racial equity is the condition that would be achieved if one's racial identity no longer predicted, in a statistical sense, how one fares. Racial equity describes the actions, policies, and practices that interrupt bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life.[68]

Race

Race refers to the group or groups that a person self-identifies with as having similar physical traits that are regarded common among people of a shared ancestry. In the context of the U.S. Census, race reflects a self-identification within its social definitions. It does not attempt to define race biologically, anthropologically, or genetically.[69]

Ethnicity

A social construct that divides people into smaller social groups based on characteristics such as shared sense of group membership, values, behavioral patterns, language, political and economic interests, history, and ancestral geographical base.[70]

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[67]City of Alexandria Virgina, 2022
[68]Southern California Association of Governments , 2021
[69]United States Census Bureau , 2022, Department of Labor and Workforce Development, 1990
[70]Southern California Association of Governments, 2021

Demographic Categories:

Source: U.S. Census Bureau

- **Black** – A person having origins in any of the Black racial groups of Africa.

- **White** – A person having origins in any of the original peoples of Europe, the Middle East, or North Africa.

- **Asian** – A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

- **Other** – A person who identifies as Other includes people who do not identify as any of the racial categories listed.

- **Mixed/Two or more** – A person who identifies as two or more races of the racial categories listed.

- **American Indian and Alaska Native (AIAN)** – A person having origins in any of the original peoples of North and South America (including Central America) and who maintains tribal affiliation or community attachment.

- **Native Hawaiian and Other Pacific Islander (NHPI)** – A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

- **Hispanic** – A person whose heritage, nationality, lineage, or country of birth is a Spanish-speaking country. People who identify as Hispanic, Latino, or Spanish may be any race.

- **Latino** – A person having origins in any of the racial groups of Latin America, some sovereign Caribbean nations, and Puerto Rico. People who identify as Latino may be any race. Most people who identify as Latino speak Spanish or Portuguese.

Diversity

Diversity includes all the ways in which people differ, and it encompasses all the different characteristics that make one individual or group different from another. It is all-inclusive and recognizes everyone and every group as part of the diversity that should be valued. A broad definition includes not only race, ethnicity, and gender—the groups that most often come to mind when the term "diversity" is used—as well as age, national origin, religion, disability, sexual orientation, socioeconomic status, education, marital status, language, and physical appearance. It also involves different ideas, perspectives, and values.[71]

Discrimination

The unequal treatment of members of various groups based on race, gender, social class, sexual orientation, physical ability, religion, and other categories.[72]

Disability

A disability is considered one in which a person has serious difficulty with any of the four basic areas of functioning: hearing, vision, cognition, and ambulation.[73]

Limited English Speaking Proficient (LEP)

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or "LEP."[74]

Poverty

In this report, and to adjust for the high cost of living in San Diego, poverty is 200% below the Federal Poverty Line (FPL), which is estimated to be 47% higher than the national average, according to payscale.com.[75]

Exclusionary Zoning

The illegal practice of excluding low-income and minority residents under the guise of zoning use classifications – which municipalities, planners, and the legal system are challenged by in contemporary community development and planning.[76]

Community-Based Organizations (CBOs) and Collaboratives

- **Community-Based Organizations** –For benefit service providers that work with target populations in their communities and are part of the community fabric, and advocate for their needs. CBO staff often reflect the demographics of the communities they serve.[77]

- **Collaboratives** – broader organizations made up of a variety of organizations, including social service providers, ethnic associations, schools, churches, chambers of commerce, and other CBOs within an underserved and systemically marginalized identified community, including low-income communities and communities of color.[78]

People of Color / Communities of Color

The collective term referring to all people who do not identify as White, Non-Hispanic. The term(s) are used as an inclusive and unifying frame across racial groups that are not White, to address racial inequities.

Redlining

The color-coded system established by the Home Owners' Loan Corporation to classify neighborhoods by their perceived level of lending risk. This system formed the basis for the color-coding of neighborhoods as such: green for "best", blue for "still desirable", yellow for "definitely declining", and red for "hazardous". Areas with sizable Black and other minority populations were outlined in red ink, which is where the term "redlining" came from.

[71] MP Associates, Center for Assessment and Policy, Development, and World Trust Education Services, 2021
[72] MP Associates, Center for Assessment and Policy, Development, and World Trust Educational Services, 2021
[73] San Diego Association of Governments SANDAG, 2021
[74] U.S. Department of Justice, 2022.
[75] Dotdash Meredeith - Investopedia, 2022, Payscale, 2022
[76] UC Berkeley College of Environmental Design, 2008
[77] San Diego Association of Governments (SANDAG), 2021
[78] San Diego Association of Governments (SANDAG), 2021

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APPENDIX

SOCIAL EQUITY BASELINE REPORT
APPENDIX

Appendix – Selected Jurisdiction Data

Age							
	Under 18	**18-24**	**25-34**	**35-44**	**45-54**	**55-64**	**65+**
Carlsbad	21.6%	8.7%	11.3%	12.6%	13.7%	14.1%	17.9%
Chula Vista	28.3%	11.1%	13.0%	12.6%	12.4%	10.9%	11.8%
Coronado	14.2%	22.0%	15.8%	11.8%	9.9%	10.5%	15.8%
Del Mar	14.8%	6.1%	11.4%	13.8%	13.3%	14.9%	25.8%
El Cajon	24.8%	9.6%	12.0%	12.3%	12.3%	13.0%	16.0%
Encinitas	20.2%	8.0%	11.0%	13.4%	13.6%	14.5%	19.3%
Escondido	27.8%	10.4%	12.2%	12.3%	11.9%	11.4%	14.0%
Imperial Beach	25.5%	11.1%	13.2%	13.8%	11.9%	11.9%	12.5%
La Mesa	19.8%	7.9%	13.6%	14.6%	13.1%	13.6%	17.3%
Lemon Grove	26.0%	10.6%	12.8%	12.9%	12.0%	12.4%	13.4%
National City	27.3%	15.9%	14.4%	11.5%	10.5%	9.5%	10.9%
Oceanside	25.0%	9.6%	12.8%	12.5%	12.0%	12.4%	15.7%
Poway	23.9%	9.5%	11.6%	10.8%	11.9%	14.8%	17.5%
San Diego	22.6%	10.9%	13.2%	14.5%	12.6%	11.8%	14.5%
San Marcos	27.0%	11.3%	12.3%	12.1%	12.5%	10.9%	14.0%
Santee	23.0%	9.2%	12.1%	12.6%	13.0%	13.7%	16.4%
Solana Beach	18.4%	7.5%	11.7%	14.3%	13.0%	13.9%	21.2%
Vista	27.4%	10.6%	13.1%	12.2%	11.8%	11.6%	13.3%
Unincorporated	23.6%	12.1%	12.3%	11.5%	11.6%	12.7%	16.2%
County Total	23.9%	10.9%	12.8%	13.2%	12.3%	12.1%	14.9%

Data Source: SANDAG Population and Housing Estimates 2019

Disability				
	Non-institutionalized Population	**Population with a Disability**	**% of Jurisdiction**	**% of Region**
Carlsbad	113,484	9,834	8.7%	3.1%
Chula Vista	264,327	25,515	9.7%	8.0%
Coronado	19,259	1,558	8.1%	0.5%
Del Mar	4,331	235	5.4%	0.1%
El Cajon	101,356	12,622	12.5%	4.0%
Encinitas	62,274	5,476	8.8%	1.7%
Escondido	149,990	15,698	10.5%	4.9%
Imperial Beach	26,346	3,056	11.6%	1.0%
La Mesa	58,193	6,332	10.9%	2.0%
Lemon Grove	26,378	3,253	12.3%	1.0%
National City	55,546	7,078	12.7%	2.2%
Oceanside	172,681	21,368	12.4%	6.7%
Poway	49,164	5,295	10.8%	1.7%
San Diego	1,372,837	125,899	9.2%	39.6%
San Marcos	94,936	8,323	8.8%	2.6%
Santee	55,366	6,247	11.3%	2.0%
Solana Beach	13,329	802	6.0%	0.3%
Vista	477,809	52,946	11.1%	16.7%
Unincorporated	98,720	6,387	6.5%	2.0%
County Total	3,216,326	317,924	9.9%	100.0%

Data Source: ACS 2019 5-Year Estimates, Table S1810 (Disability Characteristics)

Limited English-Speaking Households				
	Total Households	**Limited English Speaking**	**% of Jurisdiction**	**% of County**
Carlsbad	43,531	1,007	2.3%	1.4%
Chula Vista	79,671	7,685	9.6%	10.8%
Coronado	8,435	134	1.6%	0.2%
Del Mar	2,008	0	0.0%	0.0%
El Cajon	32,950	3,964	12.0%	5.6%
Encinitas	24,422	492	2.0%	0.7%
Escondido	47,101	4,363	9.3%	6.1%
Imperial Beach	9,547	669	7.0%	0.9%
La Mesa	23,288	938	4.0%	1.3%
Lemon Grove	8,494	454	5.3%	0.6%
National City	16,658	2,812	16.9%	4.0%
Oceanside	61,600	2,590	4.2%	3.6%
Poway	15,946	665	4.2%	0.9%
San Diego	507,580	36,300	7.2%	51.1%
San Marcos	29,771	1,956	6.6%	2.8%
Santee	19,200	441	2.3%	0.6%
Solana Beach	5,571	49	0.9%	0.1%
Vista	159,345	5,123	3.2%	7.2%
Unincorporated	30,168	1,396	4.6%	2.0%
County Total	1,125,286	71,038	6.3%	100.0%

Data Source: ACS 2019 5-Year Estimates, Table S1602 (Limited English Speaking Households)

Median Household Income	
	Median Household Income[79]
Carlsbad	$97,929
Chula Vista	$69,066
Coronado	$93,106
Del Mar	$104,728
El Cajon	$50,267
Encinitas	$98,834
Escondido	$57,989
Imperial Beach	$48,214
La Mesa	$59,149
Lemon Grove	$57,329
National City	$43,108
Oceanside	$62,591
Poway	$94,512
San Diego	$70,123
San Marcos	$67,893
Santee	$74,818
Solana Beach	$95,807
Vista	$62,119
Unincorporated	$71,899
County Total	$69,256

Data Source: SANDAG Population and Housing Estimates 2019

Unemployment Rate	
	Rate
Carlsbad	4.9%
Chula Vista	9.0%
Coronado	4.3%
Del Mar	3.2%
El Cajon	8.0%
Encinitas	3.8%
Escondido	4.7%
Imperial Beach	8.7%
La Mesa	7.0%
Lemon Grove	8.1%
National City	6.6%
Oceanside	6.0%
Poway	5.6%
San Diego	5.8%
San Marcos	3.9%
Santee	5.3%
Solana Beach	3.2%
Vista	4.4%
Unincorporated	6.6%
County Total	6.1%

Data Source: ACS 2019 5-Year Estimates, Table DPO3 (Selected Economic Characteristics)

[79](SANDAG does not break down median household income data by race/ethnicity, which explains discrepancies in average household income between this chart and the median household income chart on page 14

Households Below 200% Poverty	
	Percent Population Below 200% Poverty
Carlsbad	14.4%
Chula Vista	25.8%
Coronado	13.5%
Del Mar	10.6%
El Cajon	41.7%
Encinitas	14.8%
Escondido	37.0%
Imperial Beach	42.0%
La Mesa	29.1%
Lemon Grove	34.0%
National City	44.9%
Oceanside	27.2%
Poway	17.3%
San Diego	28.5%
San Marcos	29.4%
Santee	18.4%
Solana Beach	15.6%
Unincorporated	24.8%

Data Source: ACS 2019 5-Year Estimates, Table S1701 (Poverty Status in the Past 12 Months)

Median Home Vaue	
	Median Home Value
Carlsbad	$814,700
Chula Vista	$492,700
Coronado	$1,617,000
Del Mar	$2,000,000+
El Cajon	$445,600
Encinitas	$947,700
Escondido	$450,200
Imperial Beach	$563,600
La Mesa	$530,400
Lemon Grove	$432,000
National City	$402,000
Oceanside	$492,600
Poway	$686,400
San Diego	$602,600
San Marcos	$538,200
Santee	$445,500
Solana Beach	$1,192,600
Unincorporated[80]	

Data Source: ACS 2019 5-Year Estimates, Table DP04 (Selected Housing Characteristics)

[80]Median Home Value for the Unincorporated County is not available. ACS only provides data for the jurisdictions (Census defined places). The unincorporated area is calculated by subtracting the total of jurisdictions (18 Cities) from the total of all census tracts (County Total).