

Connect SoCal: Public Health Report Update

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Active Transportation and Special Programs

January 24, 2019



Discussion Areas



- Overview of 2016 RTP/SCS Public Health Appendix
- 2020 SoCal Connect Public Health Report update:
 - Review expanded analysis areas
 - Discuss regional definition of health equity
 - Review proposed Environmental Justice analysis integration

- **2016 Public Health Appendix**



- **Social Determinants of Health**

- Access to Essential Destinations
- Affordable Housing
- Air Quality
- Climate Adaptation
- Economic Opportunity
- Physical Activity
- Transportation Safety

Existing:

- Health in All Policies (HiAP)
- Social Determinants of Health (SDOH)

FIGURE 1 Social Determinants of Health



Source: http://www.cprroundtable.org/media/files/sdoh/CPR_SDOH_2015_Final.pdf

Performance Measures



- Used existing Plan Performance measures
- Used SDOH framework
- Expect to mirror this process for Connect SoCal

TABLE 4 Plan Performance - Accessibility*

| Metric | Result of Plan | |
|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|
| | 2040 Baseline | 2040 Plan |
| Share of growth in High Quality Transit Areas (HQTAs) from Base Year (% of Households in in HQTAs) | 36% | 47% |
| Jobs/Housing Balance in HQTAs | 36% Housing 44% Employment | 46% Housing 55% Employment |
| Average distance for work trips (miles) | 15.1 | 15.5 |
| Average distance for non-work trips (miles) | 7.8 | 7.9 |
| Percent of work trips less than 3 miles | 20.4% | 20.3% |
| Percent of non-work trips less than 3 miles | 41.7% | 41.9% |
| Work Trip Length Duration | Auto 25.3 min Transit 79.9 min Walk 25.7 min Bike 26.9 min | Auto 22.0 min Transit 76.3 min Walk 25.4 min Bike 26.5 min |
| Percentage of PM Peak transit trips <45 min | 26.2% | 30.1% |
| Percentage of PM Peak HOV Trips <45 min | 72.9% | 78.4% |
| Percentage of PM Peak SOV Trips <45 min | 82.2% | 88.6% |

*Please see the Performance Measures Appendix for more information on data sources and methodology used to calculate these outcomes.

2020 Connect SoCal Public Health Framework



- Guiding document for Connect SoCal Public Health integration
- Provide policy frameworks
- Propose performance measures and data sources

Expanded Analysis Areas (Base Year)

- Climate Change
 - Extreme Temperatures
- Affordable Housing
 - Housing Quality
- Access to Essential Services
 - School Access
- Additional Health Outcomes
 - Insured adults



New to Public Health Report: Health Equity Framework

- Health Disparities
- Expanded Base Year SDOH Analysis
- Regional Definition of Health Equity
- Integration of Environmental Justice analyses

State Office of Health Equity (OHE):

- “Health equity refers to efforts to ensure that all people have full and equal access to opportunities that enable them to lead healthy lives.” (CA Health and Safety Code Section 131019.5)

OHE provides guidance for framework:

- **Determinants of Equity**
 - Social, economic, geographic, political and environmental conditions
- **Vulnerable Communities**
 - Including low-income, racial/ethnic groups, etc.
- **Vulnerable Places**
 - Communities with inequities or insufficient capacity to promote health and well-being of residents

Proposed Connect SoCal Health Equity Analysis



- Goal:
 - Explore how the Plan impacts the social determinants of health in vulnerable communities and places.
- Approach:
 - Adopt existing Environmental Justice definitions to capture “vulnerable communities” and “vulnerable places”.
 - Report on Environmental Justice metrics in Public Health Appendix to explore how the plan impacts social determinants of health in EJ communities.

Environmental Justice Definitions



- Environmental Justice Areas
 - Transportation Analysis Zones (TAZs) with high concentrations of minority populations OR low-income households
- SB 535 Disadvantaged Communities
 - Census tracts identified by Cal EPA
- Communities of Concern
 - Census Designated Places with high concentrations of minority populations AND low income households
- Urban Areas
- Rural Areas

- Example: SDOH – Air Quality
 - EJ Metric: Impacts Along Freeways and Highly Traveled Corridors
 - Data Source:
 - Distribution of Environmental Justice Demographic Groups along Freeways and Highly Traveled Corridors (Percentage of Minority Population)

Thank you

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Connect SoCal EJ Outreach Update

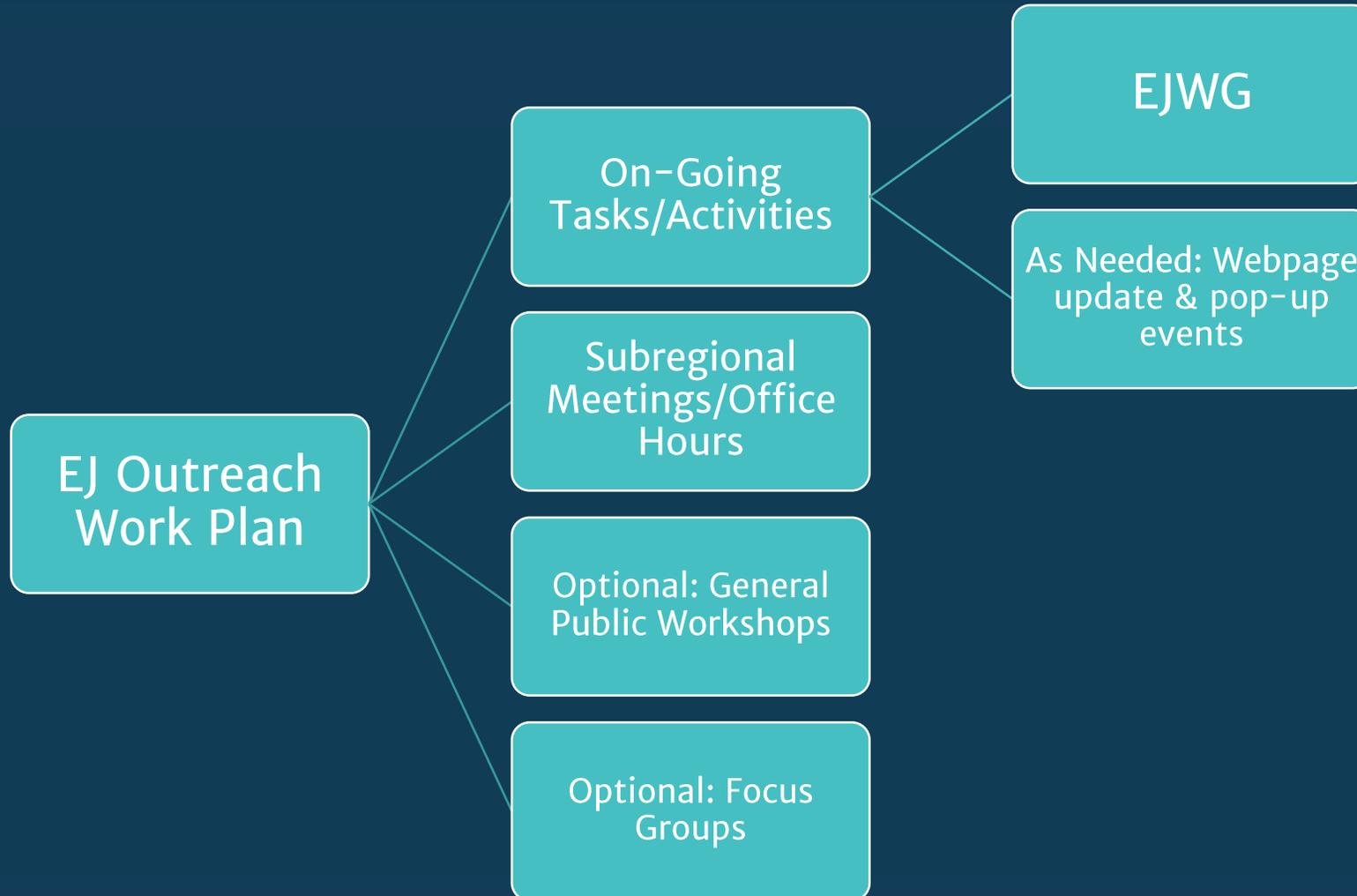
Anita Au

Associate Regional Planner

EJ + PH Working Group,
January 24, 2019



EJ Outreach Work Plan



- Environmental Justice Working Group
 - Meetings held every 2–3 months or based on input and demand from the group
 - Guide development of Connect SoCal EJ technical analysis
 - Platform for EJ information sharing and discussions on different topics
 - With involvement of other SCAG staff with different expertise

AS NEEDED: On-Going Tasks/Activities



- **Webpage Update and Maintenance**
 - Larger online presence
 - Potential enhancements: hub for EJ information, announcements and events

- **Pop-Up Events**
 - Public engagement in existing events, meetings, workshops, activities
 - “Piggy-back” on events

- Subregional Meetings/Office Hours
 - Targeted outreach
 - Regions with less representation at SCAG EJ meetings/activities
 - Smaller, intimate meetings with support from SCAG staff with expertise in different topic areas
 - Utilize “local sponsors” and communicate with CTCs and COGs to prepare for meetings
 - February – March 2019

OPTIONAL: General Public Workshops



- General Public Workshops
 - Dependent on feedback and subregional meeting progress
 - “Piggy-back” on Connect SoCal general outreach efforts (details TBD)
 - Anticipated timeline: May-June 2019

- Focus Groups/Interviews
 - Dependent on feedback and subregional meeting progress
 - Similar to 2016 RTP/SCS approach
 - Hire consultant to administer focus groups for candid input
 - Consider objective of focus groups; how is this different from 2016?
 - Progress report (for post draft outreach)?
 - Possible timeline: June/July 2019 or after draft release

Proposed Timeline



Continuous

- Environmental Justice Working Group

Feb – Mar 2019

- Subregional Meetings

May – Jun 2019

- General Public Workshops (w/ Connect SoCal Workshops)

Jun – Jul 2019

- Focus Groups/Interviews

Thank you

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Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory

Annalisa Schilla

California Air Resources Board, Research Division

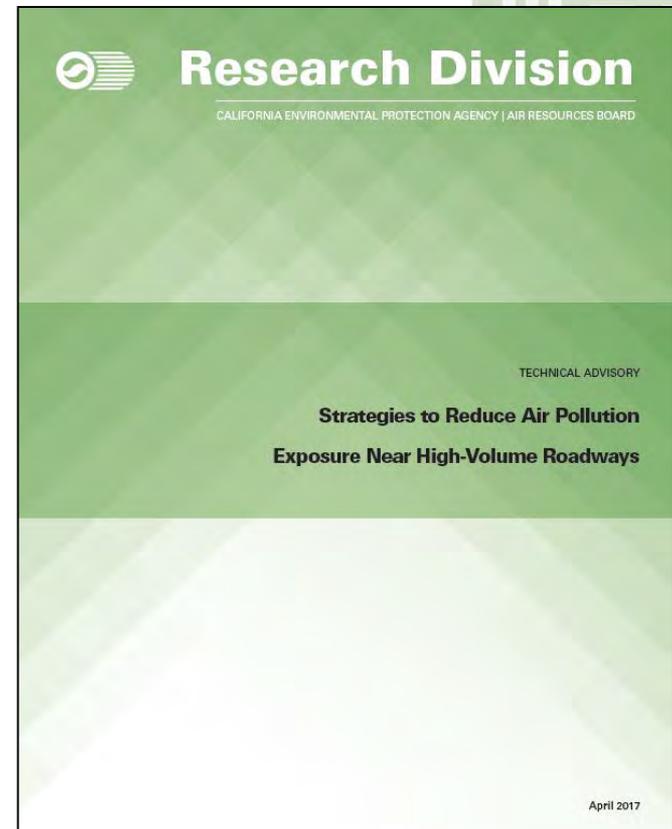
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SCAG Environmental Justice and Public Health Working Group Meeting



What is the “Technical Advisory”?

- A guide intended to provide planners and other stakeholders with:
 - Options for strategies that can be selected based on site/project-specific context
 - Scientific basis and other considerations (tradeoffs, appropriate context, etc.)
- Technical supplement to the 2005 Land Use Handbook

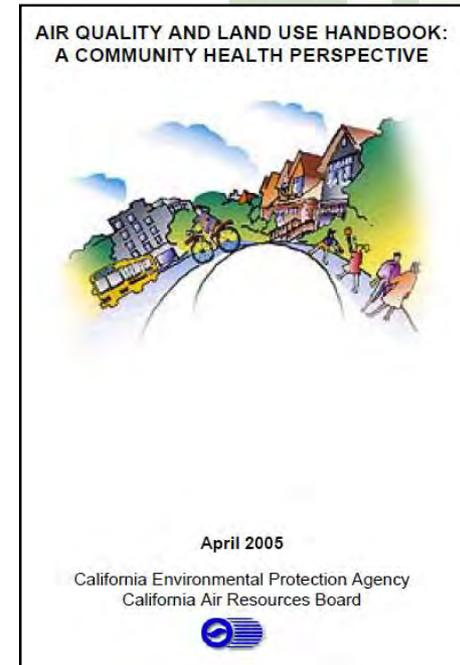


The Technical Advisory and an accompanying fact sheet can be downloaded at:
<https://www.arb.ca.gov/ch/landuse.htm>

Why is it Needed?

1. Supplement CARB's Land Use Handbook

- Land Use Handbook recommendation: “Avoid siting new sensitive land uses within 500 feet of a freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.”¹
- But, what to do for:
 - Existing development w/in 500’?
 - Development where 500’ separation is impractical?
 - Communities where the busy roadway network is dense?



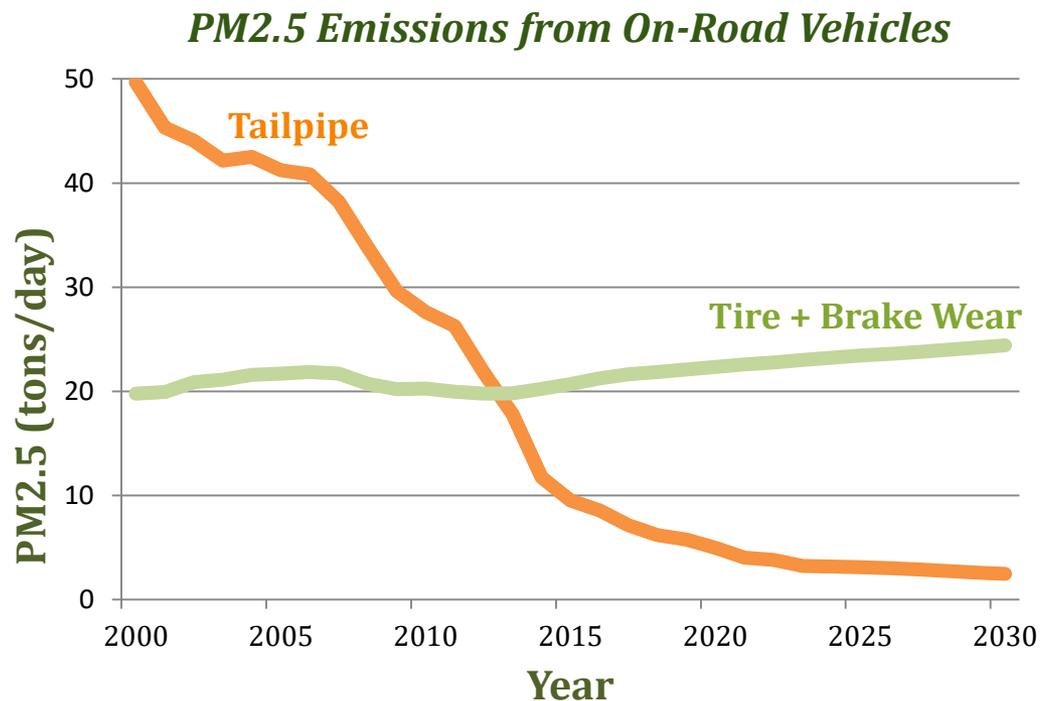
2. Identify ways for reducing exposure in existing and future infill areas

¹ <http://www.arb.ca.gov/ch/handbook.pdf>

Why is it Needed? (Cont.)

3. To provide near term options as near-roadway air quality improves over time

- State regulations, policies, plans are cleaning up the air, but some are phased-in, so full benefits may take time
- Non-tailpipe emissions (e.g., tire and brake wear) may continue to be an issue



Source:
EMFAC2014

How did CARB Identify Strategies?

- Comprehensive literature review: 2013-2016
- Criteria for inclusion:
 1. **Consistent findings from multiple studies** support the strategy as a means for reducing pollution concentrations, or emissions rates, or improving air flow to disperse pollutants.
 2. **Significant evidence of effective** pollutant concentration or exposure reductions.
 3. **Diversity in the study methods** supports consistent findings (such that strategies do not exclusively rely on one method of investigation).



Stakeholder Review

State Agencies



Academic



Federal Gov't



Region 9 +
Office of
Research &
Developm't

International



Germany



Regional Agencies

AIR DISTRICTS



Technical Advisory Strategies

Strategies that reduce traffic emissions

1. Speed reduction mechanisms, including roundabouts
2. Traffic signal management
3. Speed limit reductions on high-speed roadways (>55 mph)

Strategies that increase dispersion of traffic pollution

4. Design that promotes ventilation along street corridors
5. Solid barriers, such as sound walls
6. Vegetation for pollutant dispersion

Strategies that remove air pollution

7. Indoor high efficiency filtration (in buildings)

Strategies that Reduce Traffic Emissions

1. Speed reduction mechanisms, including roundabouts

- Reduce stop-and-go driving and hard accelerations and thereby reduce emission rates by 20% or more
- Roundabouts (in place of stop-controlled intersections)
 - Reduce localized pollutant concentrations, depending on context and site-specific conditions



Strategies that Reduce Traffic Emissions

2. Traffic signal management

- Reduce stop-and-go driving and vehicle idling
- May reduce localized pollutant concentrations by up to 50 percent



Strategies that Reduce Traffic Emissions

3. Speed limit reductions on high-speed roadways

- Per-mile emission rates and fuel consumption are minimized in the optimal average speed range of ~35 to 55 miles per hour



Strategies that Increase Dispersion of Traffic Pollution

4. Design that promotes ventilation along street corridors

- Better dispersion and air quality in street corridors characterized by:
 - Buildings with varying shapes, heights, etc.
 - Spaces that encourage air flow (e.g., parks, wider sidewalks, and bike lanes)



CARB research projects:

- *Identifying urban designs and traffic management strategies for Southern California that reduce air pollution exposure*
- *Effects of complete streets on travel behavior and exposure to vehicular emissions*

Strategies that Increase Dispersion of Traffic Pollution

5. Solid barriers, such as sound walls

- Better vertical dispersion of pollutants
 - Magnitude/spatial extent of reduction depends on the height of the barrier, width of the road, and micrometeorology



CARB research project:

- *Effectiveness of sound wall-vegetation combination barriers as near-roadway pollutant mitigation strategies*

Strategies that Increase Dispersion of Traffic Pollution

6. Vegetation for pollutant dispersion

- Vegetation can alter pollutant transport and dispersion
 - *May* promote particle removal by diffusion and impaction



CARB research project:

- *Effectiveness of sound wall-vegetation combination barriers as near-roadway pollutant mitigation strategies*

Strategies that Remove Air Pollution

7. Indoor high efficiency filtration (in buildings)

- High efficiency filters (in-building ventilation systems and portable air filters) can remove 50-99% of airborne particles



ARB research projects:

- *Benefits of high efficiency filtration to children with asthma*
- *Reducing in-home exposure to air pollution*

Key Overarching Considerations

- Durability of built environment changes
- Holistic and comprehensive planning
- Site-specific considerations
- Role of changing fleets in near-road air quality
- On-roadway exposure to traffic emissions
- Translating research into practice



How should the Technical Advisory be Used?

- Intended audience:
 - Public health, air quality, and planning professionals and policy makers, & other key stakeholders
- Reference when:
 - Developing local policies/plans
 - Weighing options for a specific site



OPR General Plan Guidelines Update

- Update released in 2017 with rolling updates expected moving forward
- Includes reference and links to CARB's Technical Advisory & strategies



Next Steps

- Continued coordination with stakeholders and partners
 - E.g., with OPR on future updates to the General Plan Guidelines
- Track use of Advisory and evaluate need for future guidance and updates
- Continue research on:
 - Exposure hot spots
 - Additional mitigation strategies
 - Analysis of the real-world effectiveness of combinations of strategies



Additional ARB Resources

- Air Quality & Land Use:
 - <https://www.arb.ca.gov/ch/landuse.htm>
- Public Health & the Built Environment:
 - <https://www.arb.ca.gov/research/vprp/vprp.htm>
- Searchable database of CARB-funded research:
 - <https://www.arb.ca.gov/research/projects.htm>
- Additional Information on Filtration:
 - “Air Cleaning Devices for the Home: FAQs”:
<https://www.arb.ca.gov/research/indoor/acdsumm.pdf>
 - CARB-funded research on reducing in-home exposure to air pollution: https://www.arb.ca.gov/research/single-project.php?row_id=65080



Thank You!

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Overview of SCAG Scenario Planning

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1/24/19



Overview of Scenario Planning



- Why does SCAG use scenario planning?
- How is SCAG developing scenarios for Connect SoCal?
- Next Steps

How does SCAG use scenario planning?



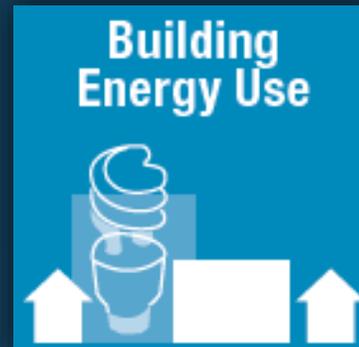
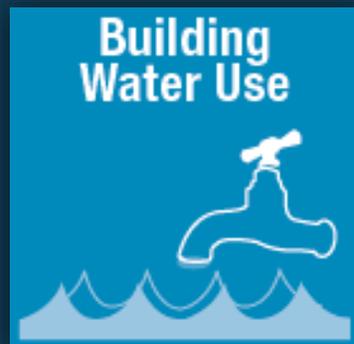
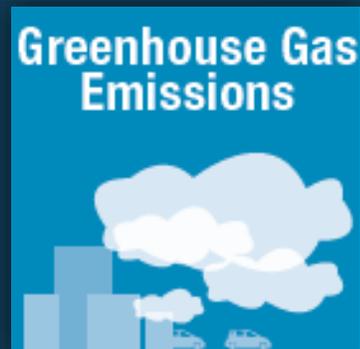
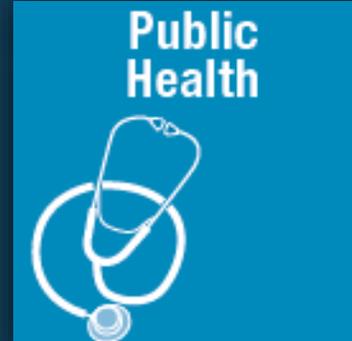
- To develop, evaluate, and consider distinct pathways the region could take to meet *Connect SoCal's* goals.
 - Goals: Mobility, economy, environment, healthy and complete communities
 - 19% GHG reduction by 2035
- To illustrate the impact of distinctive policy and investment choices.

Draft Scenarios



| | Scenario 1 | Scenario 2 | Scenario 3 | Scenario 4 | Scenario 5 |
|-------|------------|-------------------------------|------------|------------|------------|
| Theme | Trend | Local Input “Base Case” | <i>TBD</i> | <i>TBD</i> | <i>TBD</i> |

Scenario Outputs



What scenarios can and cannot tell us:

Scenarios CAN:

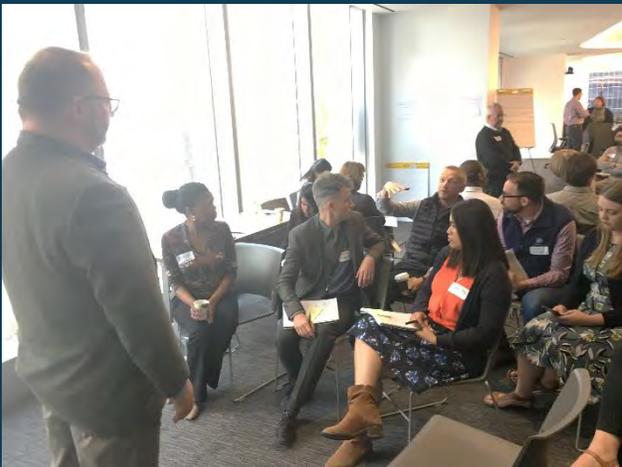
- Highlight impacts of various growth alternatives
- Illustrate trade-offs between policy choices

Scenarios CANNOT:

- Predict the future
- Show which future leads to more affordable housing



What we've heard



- Not all growth can occur near transit, need range of strategies that fit diverse jurisdictions
- Need for better jobs/housing fit and diverse housing types (MF, workforce, affordable)
- Tension between affordable housing development and curbing growth in greenfield areas
- Support for redevelopment of underutilized parcels and spot density in existing urbanized areas
- Increase land use mix near single family areas
- Need more EV infrastructure

Growth Priority Areas:

- **Transit Priority Areas**– 1/2 mile of major transit stop
- **High Quality Transit Area**– 1/2 mile of bus service with 15 minute headways during peak commute hours
- **Livable Corridors**– arterial network, subset of HQTA with improved transit
- **Neighborhood Mobility Areas**– walkable neighborhoods
- **Job centers**– subregional areas with peak job density

Growth Constraints:

- Existing Open Space
- Conserved Land
- Agriculture
- Areas subject to 2 ft. sea level rise
- Housing within 500 ft. buffer of high capacity roadway
- Very high severity fire risk
- Natural lands and habitat corridors

Full methodology can be found here:

<http://www.scag.ca.gov/committees/CommitteeDocLibrary/twg011719fullagn.pdf>

Plan Milestones:

Oct 2018: Local Input Deadline

Nov 2018: Draft County Transportation Commission Input

Now–Mar 2019: Scenario Development

Now– June 2019: Policy Development

May 2019: Public Workshops on Scenario Results

July 2019: Develop Final Preferred Scenario

Oct 2019: Release Draft Connect SoCal

April 2020: Adopt Final Connect SoCal

Announcing: CBO Partnerships



- ❖ Learn more about the RTP/SCS development process
 - ❖ Host workshops with your local community or members
 - ❖ Provide feedback to SCAG on policies and projects in the RTP/SCS
-
- **Partnerships are funded**
 - **Recruitment information coming in February**

Thank you

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Connect SoCal- Base Year Public Health Variables

| Focus Area | Variables | Source | Geography |
|-------------------------------------|-------------------------------------------------------|----------------------------------------|---------------------------------|
| Access to Essential Services | | | |
| | Share of growth in High Quality Transit Areas (HQTAs) | SCAG Performance Measure | Region/County |
| | Jobs/Housing Balance in HQTAs | SCAG Performance Measure | Region/County |
| | Average distance for work trips (miles) | SCAG Performance Measure | Region/County |
| | Average distance for non-work trips (miles) | SCAG Performance Measure | Region/County |
| | Percent of work trips less than 3 miles | SCAG Performance Measure | Region/County |
| | Percent of non-work trips less than 3 miles | SCAG Performance Measure | Region/County |
| | Work Trip Length Duration | SCAG Performance Measure | Region/County |
| | Percentage of PM Peak transit trips | SCAG Performance Measure | Region/County |
| | Percentage of PM Peak HOV Trips | SCAG Performance Measure | Region/County |
| | Percentage of PM Peak SOV Trips | SCAG Performance Measure | Region/County |
| | Automobile Access | American Community Survey | Census Tract |
| | Park Access | CDPH - Healthy Places Index | Census Tract |
| | Supermarket Access | USDA Food Access Research Atlas | Census Tract |
| | Distance to Health Care | SCAG Analysis | Census Tract |
| | Access to Healthy Food | Modified Retail Food Environment Index | Region/County/City/Census Tract |
| | Share of Transportation System Usage | EJ Performance Measure | Region/EJ Communities |
| | Travel Time & Travel Distance Savings | EJ Performance Measure | Region/EJ Communities |
| | Geographic Distribution of Transportation Investments | EJ Performance Measure | Region/EJ Communities |
| | Accessibility to Parks & Natural Lands | EJ Performance Measure | Region/EJ Communities |
| | Accessibility to Employment & Services | EJ Performance Measure | Region/EJ Communities |
| Affordable Housing | | | |
| | Per Household Transportation Costs | SCAG Performance Measure | Region/County |
| | Per Household Utilities | SCAG Performance Measure | Region/County |

Connect SoCal- Base Year Public Health Variables

| Focus Area | Variables | Source | Geography |
|-------------|---------------------------------------------------------------------|----------------------------------|-----------------------|
| | Multifamily Homes as Percentage of all New Home Construction | SCAG Performance Measure | Region/County |
| | Household Cost | Census (American Housing Survey) | Metropolitan Area |
| | Housing & Neighborhood Search | Census (American Housing Survey) | Metropolitan Area |
| | Housing Cost | Census (American Housing Survey) | Metropolitan Area |
| | Housing Quality | Census (American Housing Survey) | Metropolitan Area |
| | Ratio of Value to Household Income | Census (American Housing Survey) | Metropolitan Area |
| | Housing Quality | Census (American Housing Survey) | Metropolitan Area |
| | Home Ownership | American Community Survey | Census Tract |
| | Housing Habitability | HUD CHAS Table 3 | Census Tract |
| | Low-Income Homeowner Severe Housing Cost Burden | HUD CHAS Table 8 | Census Tract |
| | Low-Income Renter Severe Housing Cost Burden | HUD CHAS Table 9 | Census Tract |
| | Cost of Housing and Transportation Analysis | SCAG Analysis | TBD |
| | Jobs-Housing Imbalance | EJ Performance Measure | Region/EJ Communities |
| Air Quality | | | |
| | Air Pollution-related Health Incidences | SCAG Performance Measure | Region/County |
| | Air pollution-related Health Costs | SCAG Performance Measure | Region/County |
| | Share of New Growth Within 500 Feet of Freeway | SCAG Performance Measure | Region/County |
| | Criteria Pollutant and Greenhouse Gas Emissions | SCAG Performance Measure | Region/County |
| | Asthma | CHIS Neighborhood Edition | Region/County |
| | Impacts Along Freeways & Highly Traveled Corridors | EJ Performance Measure | Region/EJ Communities |
| | Criterion Exposure by Geography Relative to All State Census Tracts | EJ Performance Measure | Region/EJ Communities |

Connect SoCal- Base Year Public Health Variables

| Focus Area | Variables | Source | Geography |
|----------------------------------|-------------------------------------------------------------------------------------------|---------------------------------------------|-----------------------|
| | Population in the Highest Regional Exposure Areas by Race/Ethnicity | EJ Performance Measure | Region/EJ Communities |
| | Population in the Highest Regional Exposure Areas by Income Quintile | EJ Performance Measure | Region/EJ Communities |
| | Population in the Highest Regional Exposure Areas by at or near the Federal Poverty Level | EJ Performance Measure | Region/EJ Communities |
| | Population in the Highest Regional Exposure Areas by Age (0-4 and seniors) | EJ Performance Measure | Region/EJ Communities |
| | Population in the Highest Regional Exposure Areas by Disabled Populations | EJ Performance Measure | Region/EJ Communities |
| Climate Change/Adaptation | | | |
| | Greenhouse Gas Emission | SCAG Performance Measure | Region/County |
| | Building Water Use | SCAG Performance Measure | Region/County |
| | Land Consumption | SCAG Performance Measure | Region/County |
| | Extreme Heat Days | CalBRACE Vulnerability Assessment Framework | County |
| | Drought | CalBRACE Vulnerability Assessment Framework | County |
| | Sea level Rise | CalBRACE Vulnerability Assessment Framework | County |
| | Households w/o Air Conditioning | CalBRACE Vulnerability Assessment Framework | County |
| | Tree Canopy | CalBRACE Vulnerability Assessment Framework | County |
| | Impervious Surface Cover | CalBRACE Vulnerability Assessment Framework | County |
| | Ground Level Ozone | CalBRACE Vulnerability Assessment Framework | County |
| | Climate Adaptation | EJ Performance Measure | Region/EJ Communities |

Connect SoCal- Base Year Public Health Variables

| Focus Area | Variables | Source | Geography |
|-----------------------------|----------------------------------------------------------------|---------------------------|-----------------------|
| Economic Opportunity | | | |
| | Additional Annual Jobs Supported by Improving Competitiveness | SCAG Performance Measure | Region/County |
| | Additional Annual Jobs Supported by Transportation Investments | SCAG Performance Measure | Region/County |
| | Percent of Work Trips Less Than 3 Miles | SCAG Performance Measure | Region/County |
| | Percent of Non-work Trips Less Than 3 Miles | SCAG Performance Measure | Region/County |
| | Per Household Transportation Costs | SCAG Performance Measure | Region/County |
| | Per Household Utilities | SCAG Performance Measure | Region/County |
| | Median Household Income | American Community Survey | Census Tract |
| | Child Poverty | American Community Survey | Census Tract |
| | RTP/SCS Revenue Sources in Terms of Tax Burdens | EJ Performance Measure | Region/EJ Communities |
| | RTP/SCS Investments vs. Benefits | EJ Performance Measure | Region/EJ Communities |
| Physical Activity | | | |
| | Percent of non-work trips less than 3 miles | SCAG Performance Measure | Region/County |
| | Per Household Transportation Costs | SCAG Performance Measure | Region/County |
| | Mode share of walking | SCAG Performance Measure | Region/County |
| | Mode share of bicycling | SCAG Performance Measure | Region/County |
| | Obese Population | SCAG Performance Measure | Region/County/City |
| | High Blood Pressure | SCAG Performance Measure | Region/County/City |
| | Heart Disease | SCAG Performance Measure | Region/County/City |
| | Diabetes Type 2 | SCAG Performance Measure | Region/County/City |
| | Hypertension | CHIS Neighborhood Edition | Region/County/City |
| | Stroke | CHIS Neighborhood Edition | Region/County/City |
| | Diabetes | CHIS Neighborhood Edition | Region/County/City |
| | Heart Disease | CHIS Neighborhood Edition | Region/County/City |

Connect SoCal- Base Year Public Health Variables

| Connect SoCal- Base Year Public Health Variables | | | |
|--------------------------------------------------|-----------------------------------------------------------------------|--------------------------------------|-----------------------|
| Focus Area | Variables | Source | Geography |
| | Mental Health | CHIS Neighborhood Edition | Region/County/City |
| | COPD/CLRD | CHIS Neighborhood Edition | Region/County/City |
| Safety | | | |
| | Number of Fatalities by Mode | SCAG Performance Measure | Region/County |
| | Transportation Fatality Rate per 100M VMT | SCAG Performance Measure | Region/County |
| | Number of Serious Injuries by Mode | SCAG Performance Measure | Region/County |
| | Transportation Severe Injury Rate per 100M VMT | SCAG Performance Measure | Region/County |
| | Number of Non–motorized Fatalities and Non–motorized Serious Injuries | SCAG Performance Measure | Region/County |
| | Collision Rates and Income | SCAG Analysis | Census Tract |
| | Crime Rates | American Community Survey | Census Tract |
| | Fatalities by Road Type | SCAG Performance Measure | County |
| | Active Transportation Hazards | EJ Performance Measure | Region/EJ Communities |
| Additional Health Outcomes | | | |
| | Mental Health Not Good | CDC 500 Cities / BRFSS | City Where Available |
| | Insured Adults | American Community Survey | Census Tract |
| | Life Expectancy at Birth | Center for Disease Control (CDC) | Census Tract |
| | Education | American Community Survey | Census Tract |
| | Leading Cause of Death | CDPH - County Health Status Profiles | County |
| | CalEnviroScreen 3.0 Score | CalEnviroScreen 3.0 Score | Census Tract |
| | Gentrification & Displacement | EJ Performance Measure | Region/EJ Communities |
| | Aviation Noise Impacts | EJ Performance Measure | Region/EJ Communities |
| | Roadway Noise Impacts | EJ Performance Measure | Region/EJ Communities |
| | Rail Related Impacts | EJ Performance Measure | Region/EJ Communities |