

RACIAL EQUITY BASELINE CONDITIONS REPORT

A Preliminary Baseline Assessment of
Racial Equity in Southern California

NOVEMBER 2022



SCAG™

INNOVATING FOR A BETTER TOMORROW



ABOUT SCAG

SCAG is the nation's largest metropolitan planning organization (MPO), representing six counties, 191 cities and more than 19 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future.

VISION

Southern California's Catalyst for a Brighter Future

MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.



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INTRODUCTION

In July 2020, SCAG's Regional Council made a commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. For the region to become healthy, livable, sustainable, and economically resilient, SCAG needs to dramatically improve outcomes for low-income families and people of color. To that end, SCAG's core function, its planning work, must directly address the long-standing systemic and institutional barriers that have fostered inequities in health, wealth, and opportunities. SCAG adopted its [Racial Early Action Plan](#) in May 2021 to help facilitate the consistent integration of equity into its planning work. The Racial Equity Baseline Conditions Report, first released in March 2021, and subsequent updates will continue to help stakeholders develop a deeper understanding of disparities and monitor progress toward addressing them by highlighting past transportation and housing policies and practices and providing a snapshot of current existing inequitable conditions. These inequitable conditions fall into categories aligned with the goals of SCAG's long-range plan, Connect SoCal: economy, communities, mobility, and environment.

The 2022 Racial Equity Baseline Conditions Update includes updated data from the U.S. Census Bureau, American Community Survey 5-Year Public Use Microdata from 2016-2020, which will be referred to as 2020 data throughout the report, an updated list of indicators to reflect internal and external stakeholder input and ensure alignment with SCAG's current and future EJ and equity efforts, and new county level narratives. The county level narratives include a subset of equity indicators to provide an overview of baseline conditions for each county. Not all county level data are published in the report but are available upon request. Differences from the 2021 Racial Equity Baseline Conditions Report, with 2018 data, and this update are also provided in the summary bullet points throughout the report.

BRIEF HISTORY AND BACKGROUND

People of color currently comprise seventy percent (69.7 percent) of the region's population and are expected to make up an even larger share by 2050, when people of color are expected to comprise 77 percent of the population (2020 U.S. Decennial Census and SCAG Preliminary 2024 RTP/SCS Projection). A range of economic and social impacts such as health outcomes,

education, employment, housing conditions, rates of incarceration, and life expectancy, vary vastly in this region based on race, income, and census tract. For example, according to the 2020 Census, there is a disproportionate burden of poverty on people of color compared to their White counterparts: the highest rates of poverty are experienced by Hispanic (Latino) (40 percent), Native American (39 percent), and Black (38 percent) communities, compared to 20 percent of the White population and 26 percent of an aggregated Asian population. It should be noted that larger Census groupings conceal income inequalities within categories, depending on a variety of factors such as ethnic origin, experience (e.g., education), immigration status, length of time individuals and their families have lived in the US, and gender. For example, although Asians overall rank as the highest earning racial and ethnic group in the US, it is not a status shared by all Asians: nearly one in four Asians in California are working but struggling with poverty. The 2019 Asian American and Pacific Islander Workers Survey revealed that when split into individual communities, certain Asian communities experience a disproportionate burden of poverty. Institutional and systemic racism experienced by these communities continues to impact their access to more mobile, sustainable, and prosperous futures in Southern California. The history of both the United States of America and California shows how race has played a role in the disparities and inequities that people of color face today.

HOW TRANSPORTATION AND HOUSING POLICIES IN THE 20TH CENTURY EXACERBATED INEQUITY

While the 14th Amendment, ratified in 1868, provided equal protection under the law, and the 15th and 19th Amendments, ratified in 1870 and 1920 respectively, guaranteed citizens the right to vote, people of color, as well as low-income individuals, have not consistently seen the full benefits of these rights. In 1896, the United States Supreme Court upheld the constitutionality of "separate but equal" laws in the case of Plessy v. Ferguson, ushering in the Jim Crow Era of racial segregation and disenfranchisement.

During this era, federal funding in California stimulated major expansions in transportation infrastructure. In 1911, the newly established California Highway Commission, under federal policy direction, created the Interstate Highway System, which included the 1921 and 1944 Federal Aid Highway Acts. The Commission determined

project locations, and both state and local officials routed new freeways through existing communities of color, displacing thousands of households through eminent domain. Much of this freeway construction was in service of a suburban housing boom that was explicitly segregationist. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services.

In 1934, the Federal Housing Administration (FHA) was established to facilitate numerous tasks, including home financing, improving housing standards, making housing and mortgages more affordable, and increasing employment in the home construction industry in the wake of the Great Depression. However, while its core function was to insure home mortgage loans by banks and private lenders, encouraging them to make more loans to prospective home buyers, the FHA refused to insure mortgages in Black neighborhoods, often forcing them to move into urban housing projects, and leaving them unable to build wealth typically associated with home ownership. This FHA home-valuation system was known as “redlining” because maps created by Home Owners Loan Corp. and the FHA used red to color code neighborhoods where people of color lived to indicate these areas were too risky to insure mortgages. The FHA also tacitly endorsed the use of restrictive covenants, which were private agreements attached to property deeds to prevent the purchase of homes by Black, Mexican, and Asian Americans and Indigenous people.

Though the FHA announced that it would not insure mortgages with restrictive covenants in 1950, redlining lasted until the mid-1960s. In addition to redlining, people of color still faced many challenges, such as negligent landlords and chronic disinvestment, which intersected with an influx of Black Americans seeking homes as a part of the “Second Great Migration,” when major populations of Black Americans migrated West during World War II. People of color had few choices on where to live, and neighborhoods where they were allowed became overcrowded and unhealthy. In Los Angeles County, this included neighborhoods such as South Central Los Angeles and the San Fernando Valley. Many of these neighborhoods were located next to polluting industrial infrastructure, such as the burgeoning industrial factories in the defense, garment, and automobile industries. Many of the highway infrastructure projects not only made existing neighborhoods less desirable to live in, but also contributed to heavy air pollution that has led to ongoing

asthma and other chronic health conditions among remaining residents.

Even in neighborhoods where people of color found housing, they were threatened by violence and urban renewal policies. The Federal Housing Acts of 1949 and 1954 led to the demolition of neighborhoods inhabited by people of color. The Acts enabled the clearing of blighted areas and destroyed affordable housing units in urban areas. A core example of the impacts of the 1954 Federal Housing Act is the clearance of Chavez Ravine, a self-sufficient Mexican American community that for generations ran their own schools and churches and grew their own food. The City of Los Angeles approved the construction of thousands of housing units in Chavez Ravine (which was deemed blighted), and residents were forced out through various means. While residents were told that they would have first choice for homes in the proposed new development, public housing was never built, and the remains of Chavez Ravine instead became the site of Dodgers Stadium.

ADDRESSING PAST POLICIES AND PRACTICES

Attempts have been made through various federal and state laws and regulations to identify and rectify inequities, including the Civil Rights Act of 1964, Title VI, Consideration of Environmental Justice, which discloses the benefits and burdens of proposed projects on minority populations and bars discrimination that is intentional and has unjustified disparate impact (policies that are, at face value, neutral, but discriminate against protected groups). Other examples include Senate Bill 115 (1999) which calls for “the fair treatment of people of all races, cultures and income with respect to development, adoption and implementation of environmental laws, regulations and policies” to be included in the development of General Plans.

Most recently, Executive Order 14008 (2021) established the first ever White House Environmental Justice Advisory Council to fulfill President Biden’s and Vice President Harris’s commitment to confronting longstanding environmental injustices. Executive Order 14008 directs that marginalized, underserved, and overburdened communities have greater input on Federal policies, and establishes the Justice40 Initiative, which commits to delivering 40 percent of the overall benefits of Federal climate, clean energy, affordable and sustainable housing, clean water, and other investments to disadvantaged communities that have been historically marginalized, underserved, and overburdened by pollution. This

executive order revises Executive Order 12898 (1994), which requires that every federal agency make environmental justice a part of its mission by identifying and addressing effects of all programs, policies and activities on underrepresented groups and low-income populations.

As a regional planning organization, understanding the disparities and inequities resulting from geography and the built environment is central to SCAG's work to plan for a more racially just, equitable future. Connect SoCal 2020 included an extensive [Environmental Justice \(EJ\) Technical Report](#) with detailed analyses on current conditions and the consequences of the region's transportation projects on low-income communities and people of color. Connect SoCal 2020 also included a robust, data-driven [Public Health Technical Report](#) which is grounded in the Social Determinants of Health, a public health framework which is centered on the built environment and conditions in which we live, work, play and age. Connect SoCal 2024 will continue to focus on EJ and equity within its goals and policies and shift to a robust equity analysis aims to meaningfully evaluate inequities in the region.

As a government agency focused on planning, SCAG has the opportunity, and in some cases the legal obligation, to analyze and address the inequities that government and the planning profession have created by systemically driving and perpetuating societal differences along racial lines that have resulted in vastly different living and social conditions and access to opportunities. While SCAG considers impacts on low-income families and people of color in our regional growth, transportation, and economic development planning and analysis, SCAG recognizes that more affirmative approaches that seek to counter the effects of historic practices, like those being pursued through state housing law to overcome patterns of segregation and foster inclusive communities, are needed to advance equity and social justice across the region.

A NOTE ON TERMINOLOGY

Language and terms are intricately connected to equity and representation and are continually evolving. The names of indicators used in this report are drawn from the terminology used in the data source they are taken from like the Census Bureau. They do not always represent current best practice, and may in fact be offensive, triggering or erasing to some communities. The list below includes the U.S. Census demographic

categories that are used in the following sections regarding the region's existing conditions.

- Asian/Pacific Islander includes the categories Asian (not Hispanic or Latino) and Native Hawaiian and Other Pacific Islander (not Hispanic or Latino). Select analyses only address the category Asian (not Hispanic or Latino) and will be noted as such.
- Black includes the category, Black or African American (not Hispanic or Latino), as defined by the U.S. Census.
- Hispanic (Latino) includes all populations that identify as Hispanic or Latino.
- Mixed/Other includes the categories Some Other Race (not Hispanic or Latino) and Two or More Races (not Hispanic or Latino).
- Native American includes the U.S. Census category, American Indian and Alaskan Native, not Hispanic or Latino.
- White includes the Census category White (not Hispanic or Latino).
- The designation "people of color" indicates the percentage of the population that does not identify as non-Hispanic White, inclusive of the following categories: Black, Hispanic (Latino), Asian/Pacific Islander, and Mixed/Other. People of color is both a helpful and unhelpful term: people of color puts anyone besides non-Hispanic white into one group, hiding the unique disparities that differ greatly among various populations. Yet at the same time, the term people of color recognize the significant disparities that have endured over time as a result of historical discrimination and racism and highlights these inequities against non-white populations. This report uses this term to highlight the stark inequities in the region, while also further breaking down each indicator by race/ethnicity.

DEMOGRAPHICS

WHO CONSIDERS THE SCAG REGION HOME?

The six county SCAG region was home to roughly 19 million people, about half the entire state's population. One of the region's greatest assets is its diversity, not just in its geography, but in its people. People of color represented about seventy percent (69.7 percent) of the region's population and by 2045 are expected to grow to nearly eighty percent (77 percent). In reviewing our current demographics, SCAG relied on data provided through the U.S. Census Bureau and American Community Survey Five-Year Public Use Microdata (PUMS).

TOTAL POPULATION

With about 10 million residents, 53.5 percent of the SCAG region population live in Los Angeles County. Orange County, with a population of 3.2 million, had the region's second highest population. The Inland Empire counties of Riverside (2.4 million) and San Bernardino (2.2 million) combined for a total of about 25 percent (24.3 percent) of the regional population. The counties of Ventura (845,000) and Imperial (180,000) were the least populated of the six counties that comprise the SCAG region.

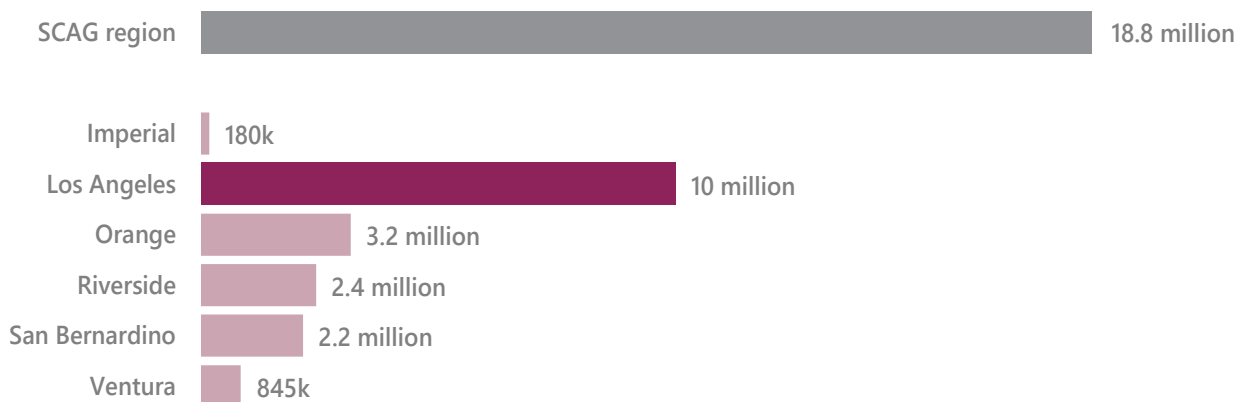
RACIAL/ETHNIC DISTRIBUTION

People of color made up 70 percent of the region's population compared to 40 percent of the national population. The table below provides the race/ethnicity population breakdown by county in the region. As indicated in the table, persons of Hispanic/Latino descent comprise the highest regional population share (46.7 percent) among the six ethnic categories reported in this analysis, with White (30.3 percent) and Asian/Pacific Islander (13.5 percent) populations representing the second and third highest shares, respectively. Black populations comprise 6.2 percent of the SCAG regional population.

Among the six counties, Imperial had the highest proportion of Hispanic/Latino population at 84.6 percent, with Orange County reporting the lowest share of Latinos at 33.8 percent. Los Angeles County reported the highest share of Black population at 7.8 percent, with San Bernardino following closely at 7.7 percent. Orange County had the highest proportion of persons of Asian/Pacific Islander descent at 21.1 percent, while Imperial County reported the lowest share at 1.4 percent. Combined, non-White populations in the SCAG region represented a significant majority of nearly 70 percent (69.7 percent) of the total regional population. With its predominantly Hispanic/Latino population, Imperial County featured the highest share of people of color among the six counties of the SCAG region at nearly 90 percent (89.8 percent). Los Angeles County had the second highest share of non-White population at 74.1 percent. Ventura County reported the lowest

Total Population

Nearly 19 million people live in the SCAG region



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

proportion of persons of color at 55 percent, although still comprising a majority of the county's population.

AGE DISTRIBUTION

The majority of SCAG region residents (63 percent) were between the ages of 18 and 64, with 23 percent under 18 years, and the remaining 14 percent over 65 years of age. Among the counties, Imperial (29 percent) and San Bernardino (26 percent) had the highest shares of younger (under 18) residents, while Ventura (16 percent) and Orange (15 percent) reported the highest

proportions of older (over 65) residents.

When considering age distribution by race and ethnicity, Mixed/Other and Hispanic (Latino) residents had the highest shares of younger residents (37 percent and 29 percent, respectively) and lowest shares older residents (seven percent and eight percent, respectively) while White residents had the highest proportion of older residents (22 percent). As the region's population ages, enhanced accessibility to essential services will be needed to ensure equitable access to opportunity and resources among older residents.

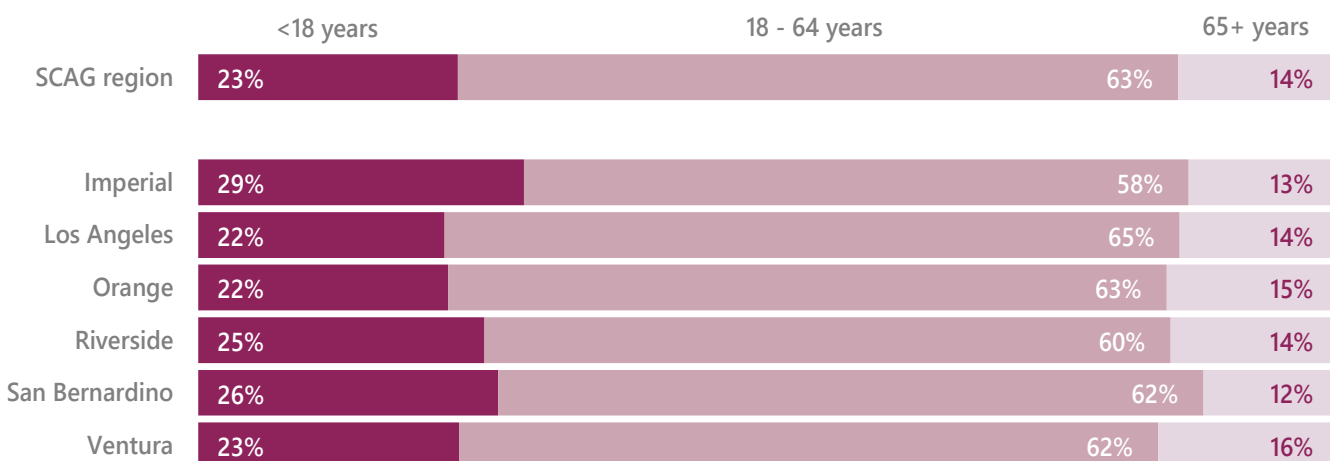
Racial/Ethnic Distribution

RACE/ETHNICITY	IMPERIAL	LOS ANGELES	ORANGE	RIVERSIDE	SAN BERNARDINO	VENTURA	SCAG REGION
Asian/Pacific Islander	1.4%	14.8%	21.1%	6.8%	7.4%	7.3%	13.5%
Black	2.3%	7.8%	1.5%	6.1%	7.7%	1.7%	6.2%
Hispanic (Latino)	84.6%	48.3%	33.8%	49.4%	53.8%	42.7%	46.7%
Mixed/Other	0.9%	2.9%	3.6%	3.0%	3.2%	3.0%	3.1%
Native American	0.6%	0.2%	0.2%	0.4%	0.3%	0.3%	0.2%
White	10.2%	25.9%	39.8%	34.4%	27.6%	45.0%	30.3%
People of color	89.8%	74.1%	60.2%	65.6%	72.4%	55.0%	69.7%

Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

Age Distribution

About 60 percent of SCAG residents are between the ages of 18 and 64.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

FEMALE-HEADED HOUSEHOLDS

Households headed by females typically indicate single parent families with a single income and therefore are often vulnerable to poverty and other burdens associated with limited income. This is particularly relevant in communities of color, where nearly 50 percent of Black households in the region are female headed. Native American communities also have a disproportionate share of female-headed households at 36 percent, as compared to the composite regional share of 30 percent.

NATIONAL ORIGIN

People who identify as foreign-born are more likely to experience greater disparities in access to opportunities due to cultural and institutional barriers. 30 percent of SCAG residents are foreign-born, much higher compared to 13 percent of U.S. residents. Of the six counties, Los Angeles County reported the highest share of population born in another country, at 34 percent. The counties of Riverside, San Bernardino, and Ventura each reported foreign-born population shares of just over 20 percent.

Female-Headed Households

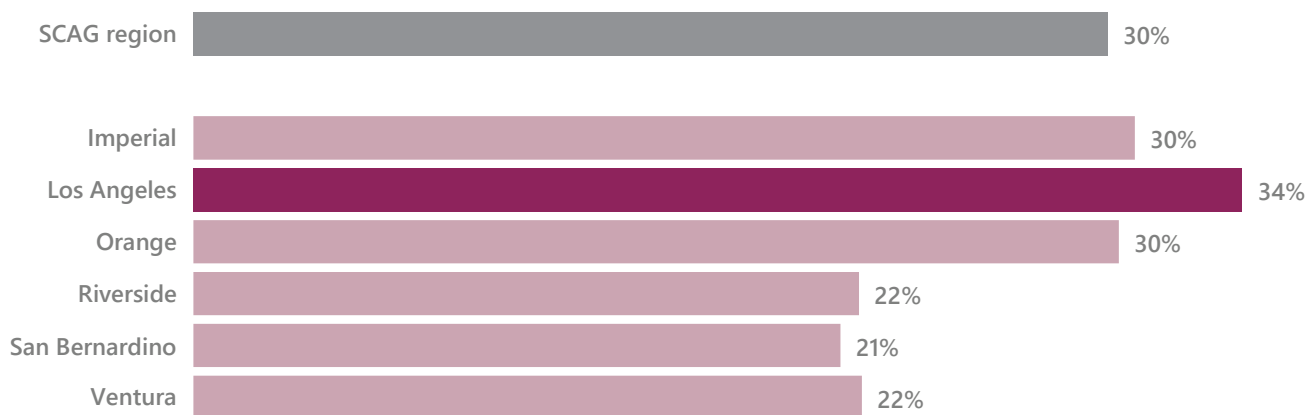
Regionally, 30% of households are female-headed households



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

National Origin

Nearly 30% of the region was born outside of the United States.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

LIMITED ENGLISH PROFICIENCY

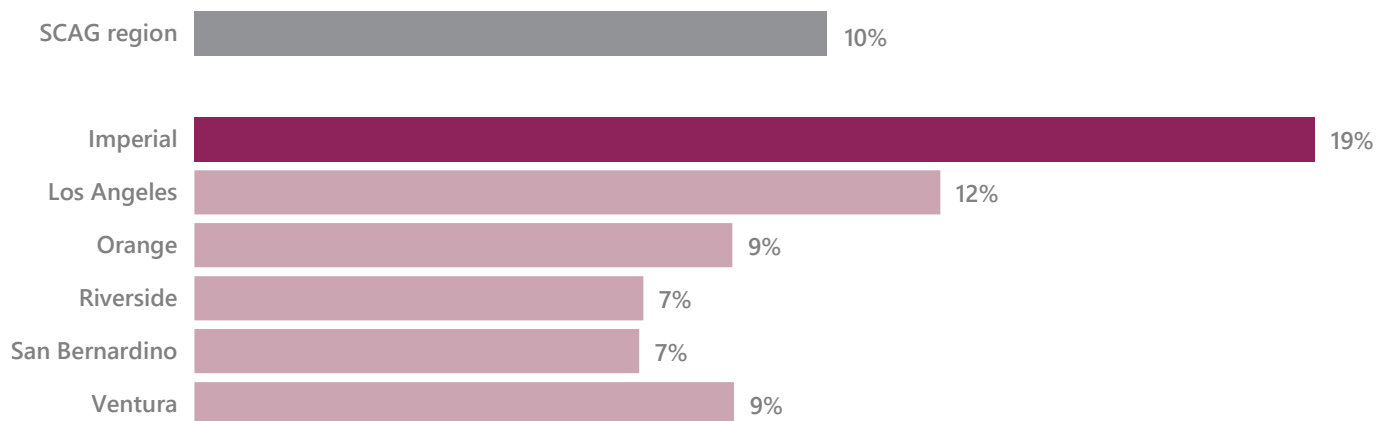
People with limited English proficiency (age 5 and above) are more likely to experience greater disparities in opportunity as it can be more difficult to access resources, employment, healthcare, and other needs, furthering inequitable outcomes. Among the SCAG region counties, Imperial County has the highest proportion of persons with limited English language proficiency at 19 percent, which is nearly twice the share for the SCAG region overall (10 percent) and much lower than the national average of 8.2 percent.

PEOPLE WITH DISABILITIES

The Center for Disease Control and Prevention (CDC) has reported that people with disabilities often face increased systemic barriers to resources and opportunities. These barriers might be compounded when people with disabilities also experience racism and/or live in poverty. Regionally, nearly one in ten residents in the SCAG region identify as having a disability (11 percent).

Limited English Proficiency

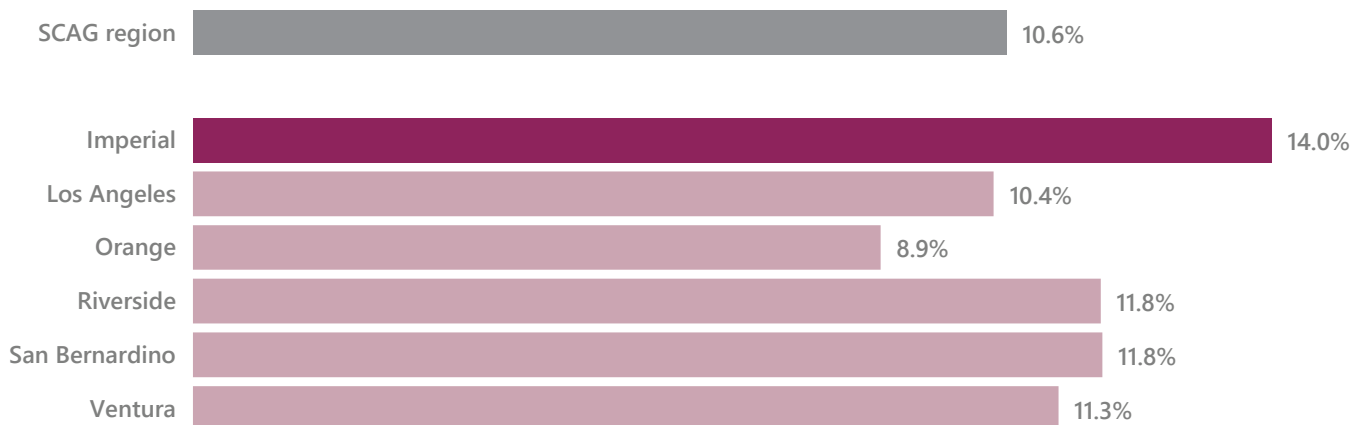
Over 10% of the region's population have limited English proficiency.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

People with Disabilities

Over 10% of people in the region have one or more disabilities.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

SUMMARY

In summary, an assessment of the demographic context occurring in the SCAG region and at the county level serves to identify existing and emergent trends in population growth, cultural transition, and brings focus to the future needs of an aging population.

The data provided in this report may be used to help better inform policy makers, community advocacy organizations, and members of the public of current demographic trends occurring in the SCAG region and provide a data-based foundation for proactive regional decision-making to effectively plan for the region's future as the needs and desires of a changing demographic environment and an evolving cultural context become prominent.

ECONOMY

Impacts from the COVID-19 pandemic brought increased recognition that improving economic health and achieving equity will require new approaches and strategies that address the various social and environmental factors that influence the economy. The pandemic continues to disproportionately impact the least advantaged and most at-risk residents in the SCAG region, and lower-resourced jurisdictions experience greater impacts. Lower-income segments of the regional population have experienced dramatically higher job losses and economic disruptions related to the pandemic, frequently among people who were already experiencing significant economic difficulties before the pandemic. As the region moves forward in building an inclusive economic recovery strategy, efforts must be made to ensure that the region’s most economically vulnerable and disadvantaged populations are provided unimpeded access to economic opportunities.

Economy indicators examine whether all people regardless of race, gender, or nativity have access to high-quality jobs, economic security, increased incomes, and entrepreneurship opportunities. They also measure income inequality and job and wage growth in relation to overall economic growth. In the following section,

economy indicators are highlighted to provide a current regional economic snapshot, with data provided by race and ethnicity. Indicators disaggregated at the county level are available in the County Narratives section of the report. To identify and better understand existing regional economic disparities, SCAG utilized the U.S. Census Bureau and American Community Survey Five-Year Public Use Microdata Sample (PUMS) for these indicators.

A note for interpreting the figures that follow: the designation “people of color” indicates the percentage of population that does not identify as non-Hispanic White, inclusive of the following categories, Black, Hispanic (Latino), Asian/Pacific Islander, Native American, and Mixed/Other.

INDICATOR 1: EDUCATIONAL ATTAINMENT

DO WORKERS HAVE THE EDUCATION NEEDED FOR THE JOBS OF THE FUTURE?

When considering economic impacts on vulnerable populations, educational attainment may be viewed as a primary factor in securing high-paying jobs which may lead to homeownership and, ultimately, economic prosperity. This indicator was added to help better

Indicator 1: Educational Attainment

RACE/ETHNICITY	LESS THAN HS DIPLOMA	HS DIPLOMA	SOME COLLEGE	AA DEGREE	BA DEGREE	MA DEGREE
Asian/Pacific Islander	11%	14%	14%	8%	36%	17%
Black	10%	24%	29%	10%	18%	10%
Hispanic (Latino)	35%	27%	19%	6%	10%	4%
Mixed/Other	6%	16%	24%	9%	29%	16%
Native American	15%	30%	26%	10%	14%	6%
White	5%	18%	23%	9%	27%	17%
People of color	26%	23%	19%	7%	17%	8%
SCAG region	19%	22%	20%	8%	21%	11%

Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

understand access to economic opportunity for low-income residents and for people of color. For this indicator, educational attainment is defined as the highest level of education completed for individuals 25 years or older.

- Overall, the percentage of people of color with an associate degree or higher (32 percent) was significantly lower than the regional average (40 percent) and for White residents (53 percent).
- Hispanic (Latino) (62 percent), Native American (45 percent), and Black (34 percent) populations were most likely to have no college experience compared to all other racial and ethnic groups in the region.
- In Imperial County, people of color were significantly less likely to obtain higher education compared to the region overall. This trend was particularly pronounced for Black residents: only five percent of Black residents held an associate degree or higher, compared to 19 percent for all people of color in Imperial County, and 40 percent regionally.

INDICATOR 2: MEDIAN HOURLY WAGE

DO ALL WORKERS EARN A LIVING WAGE?

Higher wages improve living standards, provide greater workforce stability, reduce reliance on social safety-net services, and increase the tax base. Unsurprisingly, low wages and pay gaps by race and gender challenge workers and their communities, while also reducing local spending and tax revenue. Increased wages for low-

wage workers will boost disposable incomes, resulting in more consumer spending that supports regional business growth and job creation. For this indicator, median hourly wage was measured as the distribution of wages based on data collected from employers in all industries for civilian wage and salary workers between the ages of 25 and 64.

- Within the SCAG region, workers of color earned \$9 less in median hourly wage (\$18) than their White counterparts (\$27). Assuming a 40-hour workweek, this equated to a nearly \$19,000 deficit of pre-tax annual income.
- When looking at median hourly wages, Hispanic (Latino) workers continued to make the lowest median hourly wage at \$15 in 2020.
- Compared to the previous Baseline Conditions Report with 2018 data, median hourly wages increased slightly across the region and for all racial and ethnic groups in 2020 except for Hispanic (Latino) workers, who remained the same, and for Native American workers which decreased by \$1.

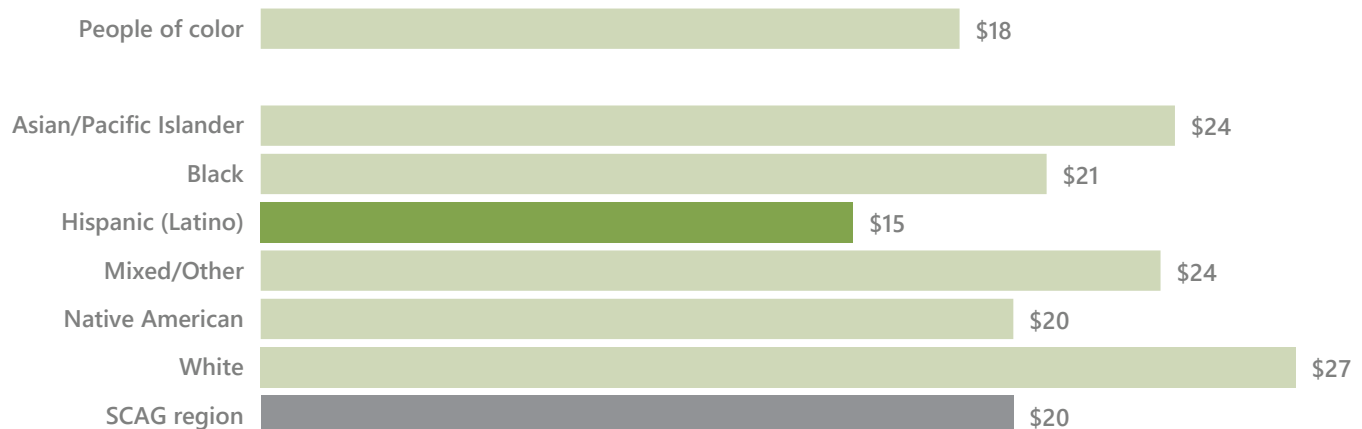
INDICATOR 3: MEDIAN HOUSEHOLD INCOME

DO HOUSEHOLDS EARN ENOUGH TO SUPPORT THEIR FAMILIES?

The income of a household is significantly impacted by housing costs in the SCAG region, which may divert income from other important obligations and necessities

Indicator 2: Median Hourly Wage

Workers of color earn close to \$10 less than their White counterparts.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

such as healthcare and education. While Asian/Pacific Islander households had higher incomes across the region (though not as high as White households), other communities of color such as Black, Hispanic (Latino), and Native American households tended to earn much less. That remains to be a significant concern because household income is a primary determinant of the ability to purchase a home. For this indicator, median household income is defined as the sum of the annual income of all people 15 years or older living in a household.

- The median household income for White households (\$90,021) was the highest across the region, followed closely by Asian/Pacific Islander households at nearly \$87K. This was nearly \$40,000 more than the median income for Black households, the lowest of all racial or ethnic groups in the region.
- While Orange County had the highest median household income (\$93,990) compared to all other counties, Black, Hispanic (Latino) and Native Americans still earned less than their White counterparts, a difference of \$20,084 for Hispanic (Latino) households, \$13,563 for Black households, and \$13,472 for Native American households.

Indicator 3: Median Household Income

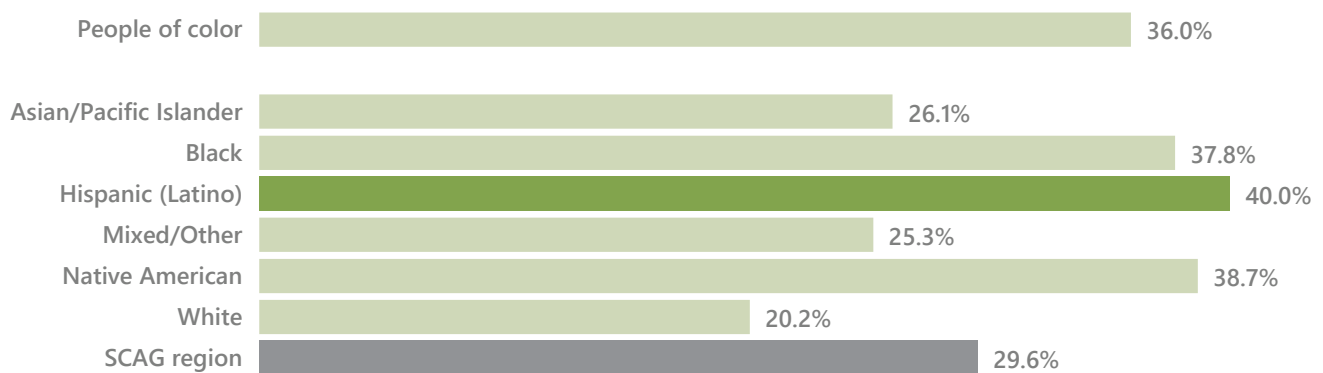
The median household income for Black households is less than 60 percent than that of the median household income for white households.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

Indicator 4: Poverty

40 percent of Hispanic (Latino) households lived below 200 percent of the poverty line in 2020.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

- Black households had the lowest median household income (\$53,908) compared to all other racial and ethnic groups.

INDICATOR 4: POVERTY

WHO IS MOST LIKELY TO LIVE IN POVERTY?

Lack of sufficient income has multiple negative consequences on health, well-being, and economic opportunity. Children who experience poverty are at greater risk of starting school behind their peers academically, scoring lower on achievement tests, being unemployed and earning less as adults, and having poor health outcomes throughout life. For this indicator, poverty is defined as the percentage of people with incomes below 200 percent of the Federal Poverty Level (FPL).

The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income needed for individuals and families to pay for essentials, such as shelter, food, clothing, and transportation. The FPL accounts for the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold is based on family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200 percent of the federal poverty threshold was about \$50,000). In California, 200 percent of the FPL was \$52,400 for a family of four.

- People of color bore a disproportionate burden of poverty relative to their White counterparts: regionally, 36 percent of people of color lived in poverty.
- Overall, the percentage of residents that fall under 200 percent of the Federal Poverty Line was significantly higher in every county for people of color than for the White population.
- Hispanic (Latino) (40 percent) and Native American (39 percent) populations experienced the highest rates of poverty compared to all other racial and ethnic groups in the region in 2020.
- Imperial County had the highest rates of poverty, with over 68 percent of Black residents and 51 percent of Hispanic (Latino) residents living below the poverty line, compared to all other counties while Ventura County had the lowest rates of poverty, with 16 percent of Asian/Pacific Islander and White residents living below the poverty line.
- From 2018 to 2020, rates of poverty have slightly decreased for all race and ethnic groups, but Hispanic (Latino) and Native American residents still experienced the highest levels of poverty compared to all other racial and ethnic groups.

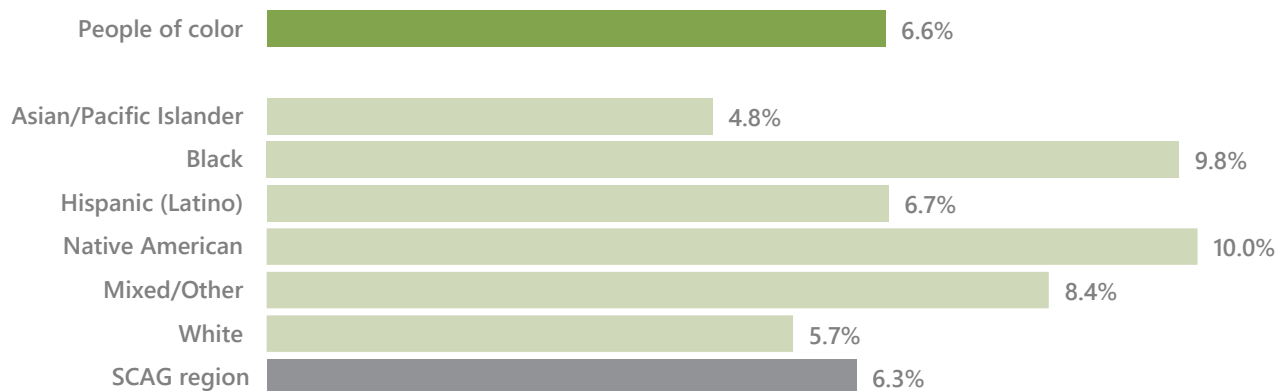
INDICATOR 5: UNEMPLOYMENT

DO ALL RESIDENTS HAVE ACCESS TO EMPLOYMENT?

Employment is the predominant source of income for the vast majority of working-age people, and unemployment

Indicator 5: Unemployment

Black and Native American residents experienced higher rates of unemployment, almost twice that of White residents.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

is strongly associated with poverty as well as physical and mental illness, drug addiction, and suicide. A reduced unemployment rate would help reduce racial inequities and create a stronger regional economy. For this indicator, unemployment is defined as the number of unemployed people as a percentage of the labor force (the labor force is the sum of the employed and unemployed).

- In 2020, the unemployment rate people of color was seven percent, slightly higher than the regional average of 6.3 percent. However, it should be noted that rates of unemployment have been in flux due to the COVID-19 pandemic.
- Unemployment rates for Black and Native American residents were significantly higher than the rate for their White counterparts: 10 percent compared to six percent.
- This disparity was particularly exemplified in Ventura County where Native Americans experienced a 14 percent unemployment rate, nearly three times that of White residents (five percent).
- Unemployment declined from seven percent to six percent from 2018 to 2020, and Native American unemployment was reduced from 15 percent to 10 percent in the region. However, unemployment for Black residents grew from eight percent to 10 percent over that two-year timeframe.

INDICATOR 6: WORKING POOR

DO ALL JOBS PROVIDE LIVING WAGES?

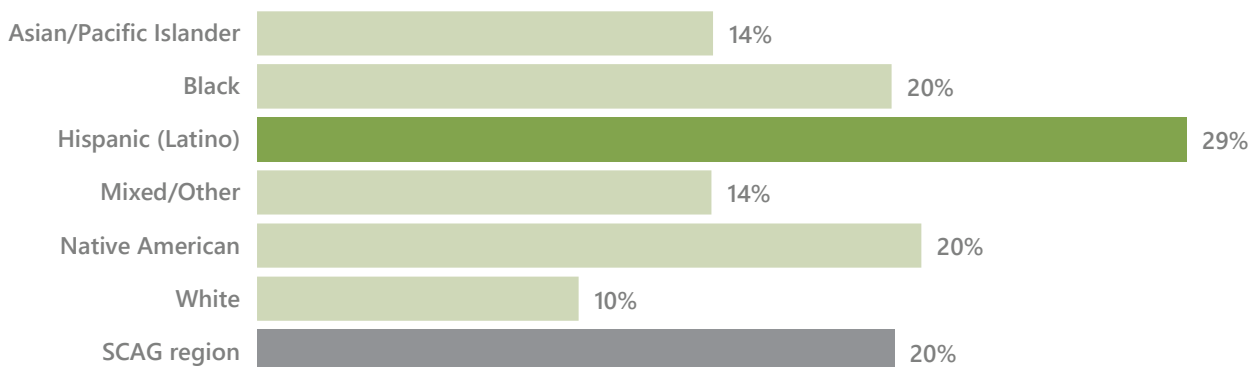
Many full-time jobs do not pay enough to keep workers out of poverty, leaving them struggling to pay bills and unable to invest in their future. Low-wage workers face the challenge of finding affordable childcare and experience greater family instability and worse health outcomes than higher-wage workers. For this indicator, working poor is defined as full-time workers living below the Federal Poverty Level.

The Federal Poverty Level (FPL) is a measurement of the minimum amount of annual income needed for individuals and families to pay for essentials, such as shelter, food, clothing, and transportation. The FPL accounts for the number of people in a household, their income, and the state in which they live. The percentage of the population living below the indicated federal poverty threshold is based on family income, size, and composition. The federal poverty threshold in 2017 for a family of four with two children was about \$25,000 per year (thus, 200% of the federal poverty threshold was about \$50,000). In California, 200 percent of the FPL was \$52,400 for a family of four.

- Regionally, people of color (29 percent) were nearly three times more likely to be considered working poor than that of the White population (10 percent) in 2020.

Indicator 6: Working Poor

Hispanic (Latino) full time workers were three times more likely to be living in poverty than White full time workers.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

- In 2020, across all race/ethnicity groups, Hispanic (Latino) workers were most likely to be considered working poor, with over 29 percent of full-time workers still living below 200 percent of the FPL. Hispanic (Latino) workers were most likely to be identified as working poor in Los Angeles County (30 percent), Orange County (26 percent), Riverside County (27 percent), and Ventura County (26 percent) as compared to other races/ethnicities.
- In Imperial County, Native American populations were significantly more likely than any other race or ethnic group to be identified as working poor at 50 percent, 30 percent higher than the regional average of working poor. Black populations followed closely behind at 43 percent.
- Orange County had the lowest percentage of working poor (nearly 15 percent), followed by Ventura County (over 15 percent), for all residents as compared to the rest of the region.
- The percentage of full-time workers categorized as working poor for the entire region had nearly doubled from 2018 (11 percent) to 2020 (20 percent). Still, Hispanic (Latino) workers continued to have the highest percentage categorized as working poor while White workers had the lowest percentage categorized as working poor.

SUMMARY

In summary, the economic indicators evaluated accessibility to high-quality jobs, economic security, increased incomes, and entrepreneurship opportunities, from household income, educational attainment, unemployment rates and other indicators, for all people regardless of race, gender, or nativity. Findings in this section showed that people of color were more likely to have lower levels of educational attainment, wages, and median household income while also experiencing higher rates of poverty and unemployment. While there have been slight improvements when comparing the economic indicators from 2018 to 2020, this report should function as an overview of existing conditions to enable reviewers to use these statistics to better inform policy development and promote advocacy to support improvements in regional economic outcomes, particularly among communities of color.

COMMUNITIES

SCAG’s long-range plan, Connect SoCal, charts a path toward a more mobile, sustainable, and prosperous region, and includes the goal of developing more healthy and complete communities. Analysis of regional conditions reinforce the fact that where a person lives matters. A range of economic and social impacts such as public health, educational attainment, employment opportunity, housing condition, the likelihood of incarceration, and life expectancy, vary significantly in the region based on race, income, and location (census tract). A significant link has been established between public health outcomes and characteristics of the built environment such as housing quality. Communities (one of Connect SoCal’s core goals) indicators assess existing public health and housing conditions in the region, with a specific focus on how these outcomes vary between different communities. It should also be noted that many of these disparities were further exacerbated during the COVID-19 pandemic.

In the following section, Communities indicators, which focus on public health and housing, are highlighted, providing a regional snapshot of current conditions disaggregated by race and ethnicity. Indicators disaggregated at the county level are available in the County Narratives section of this report. To identify and better understand existing regional housing and public health disparities, SCAG consulted data from the U.S. Census and American Community Survey Five-Year Public Microdata and the Healthy Places Index.

INDICATOR 1: ACCESS TO OPEN SPACE AND PARKS

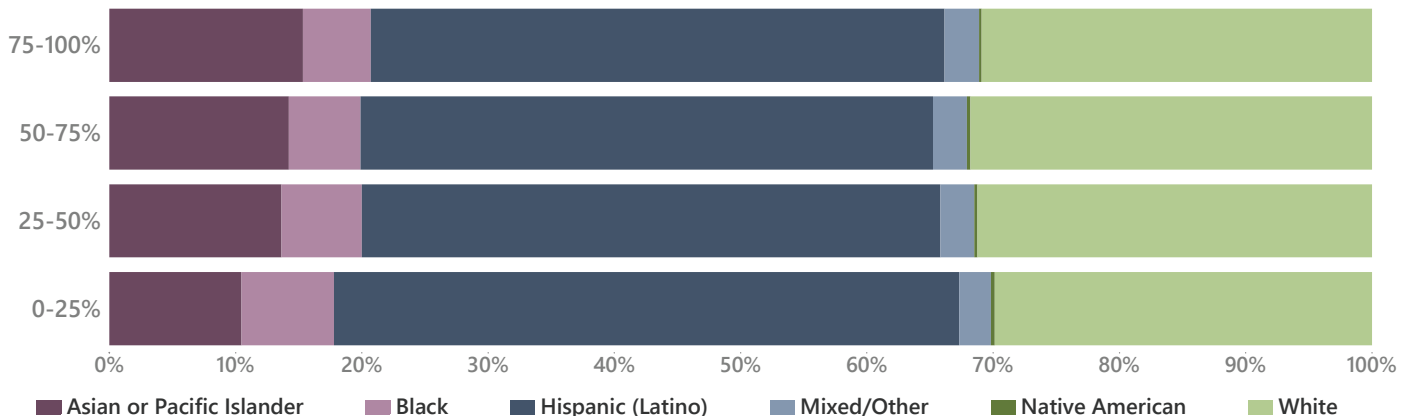
DO ALL RESIDENTS HAVE ACCESS TO OPEN SPACE AND PARKS?

Local parks and other natural lands are important amenities for residents’ quality of life. Residents who live near parks have easier access to recreation and other outdoor activities (e.g. walking, biking, hiking, etc.), providing numerous physical, mental, and social benefits. The SCAG region is diverse in its open space resources and offers a wide variety of public parks as well as national parks, state parks, and numerous county parks. Not all parks are created equal, however, and many neighborhoods do not have access to a variety of public resources. For instance, some neighborhoods have more natural lands, some parks are better maintained, some are equipped so that persons with disabilities can enjoy them, and some parks are safer. In addition, there is a greater need for urban green spaces and trees to cool and offset warming temperatures from the impacts of climate change which are known to disproportionately impact communities of color and low-income populations.

For this indicator, access to open space and parks refers to the percentage of people living within a half-mile of a park, beach, or open space, as defined by the [Healthy Places Index \(HPI\)](#), broken down by quantile.

Indicator 1: Access to Open Space and Parks

Native American residents were the least likely to live within 0.5 miles of a park compared to other racial and ethnic groups.



Source: Healthy Places Index 3.0

- HPI measured the percentage of people living within a half mile of a park by census tract, then broken down by racial and ethnic groups. Overall, Native American residents and Mixed/Other residents had the least access to a park within a half mile walk.
- When considering census tracts that had between zero to 25 percent of its population living within a half mile to a park, Hispanic (Latino) residents represented half of the population (49 percent), followed by White residents at 31 percent. Other racial and ethnic groups were at 10 percent or below.
- When considering the highest park accessibility, between 75 to 100 percent, Hispanic (Latino) residents still represented close to half at 45 percent and White residents remained at 31 percent. There was a slight increase in representation for Asian/Pacific Islanders at 15 percent, but other racial and ethnic group representation were minimal.
- Throughout the six counties, the demographic distribution for park access was similar to the region; Hispanic (Latino) and White residents represented over half of the populations living within a half mile of a park at all levels of access while other racial and ethnic groups covered a minimal proportion.

minimum speeds of 25/3 Mbps. Broadband includes both wired and wireless technologies and has become as essential to daily life as electricity during the pandemic. Schooling, jobs, government services, medical care, grocery shopping, and many other activities that were previously performed in-person are now increasingly conducted through the internet. This growing dependence on the internet for core daily functions has exposed a digital divide. Though internet usage and broadband access are at all-time highs, according to the Public Policy Institution of California, only 74 percent of households in California have access to broadband at home – the type of internet speed people need to effectively engage in online activities such as school or work.

Gaps in access to broadband persist among low-income, less educated, rural, Black, and Hispanic (Latino) households because it is expensive, there inadequate infrastructure investments or infrastructure in certain areas are expensive to maintain. For example, cost of service in Imperial County or rural communities are more expensive than compared to Los Angeles County yet have lower speeds. Based on [SCAG's Broadband Data Analysis](#), Imperial County and San Bernardino County have the highest cost of broadband plan. It is becoming clear that after the pandemic, access to high-speed internet will remain crucial for daily life, and households without broadband access will be greatly disadvantaged.

As of July 2022, the FCC is considering revising the speed threshold to access with a minimum speeds of 100/20 Mbps. Should this proposed revision be implemented,

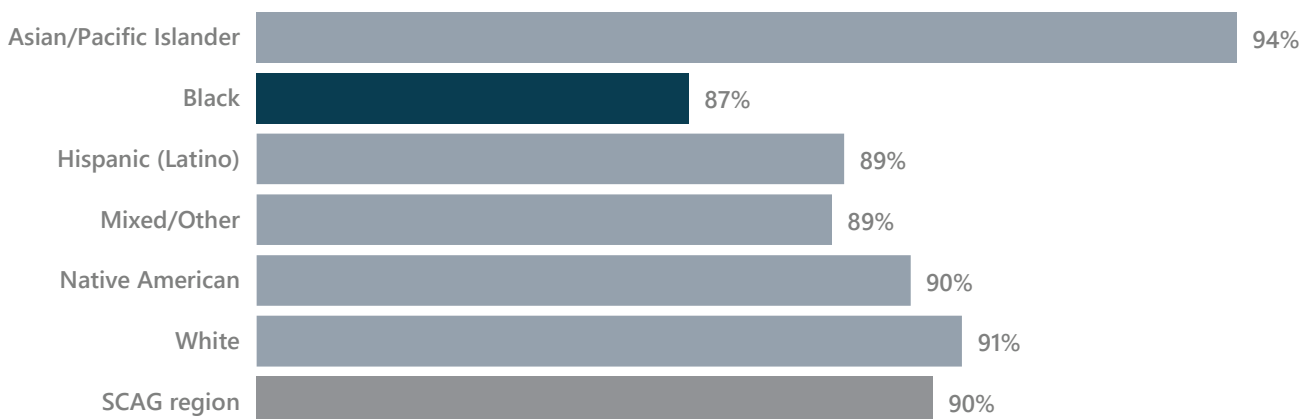
INDICATOR 2: BROADBAND ACCESS

WHO HAS ACCESS TO HIGH-SPEED INTERNET?

High speed internet access, referred to generically as “broadband”, is currently defined by the Federal Communications Commission (FCC) as access with

Indicator 2: Broadband Access

9 out of 10 households in the SCAG region had access to high-speed internet.



Source: U.S. Census Bureau; 2016–2020 American Community Survey 5-Year Estimates

the digital divide metrics will significantly widen as the thresholds have increased. However, for the purpose of this report, broadband access refers to the percentage of individuals living in housing units with access to broadband (high speed) internet service (wired or wireless) within minimum speeds of at least 25/3 Mbps.

- Across the region, in 2020, nine out of ten households (90 percent) had access to high-speed internet, a slight increase from the regional average of 86 percent in 2018 as presented in the 2020 Racial Equity Baseline Conditions Report.
- Access to broadband varied slightly across racial and ethnic groups; Black (87 percent) and Hispanic (Latino) (88 percent) households had the lowest rates of access to high-speed internet.
- Residents in Imperial County experienced particularly low broadband access, with 88 percent of households with access to high-speed internet at home compared to the 90 percent regionally. Orange County residents had the highest percentage of broadband access at 94 percent.

INDICATOR 3: HEALTH INSURANCE

DO ALL RESIDENTS HAVE ACCESS TO HEALTHCARE?

Unsurprisingly, insured individuals have better health outcomes as they have more access to health services and a greater variety of health services available to them. Insured individuals are less likely to use emergency

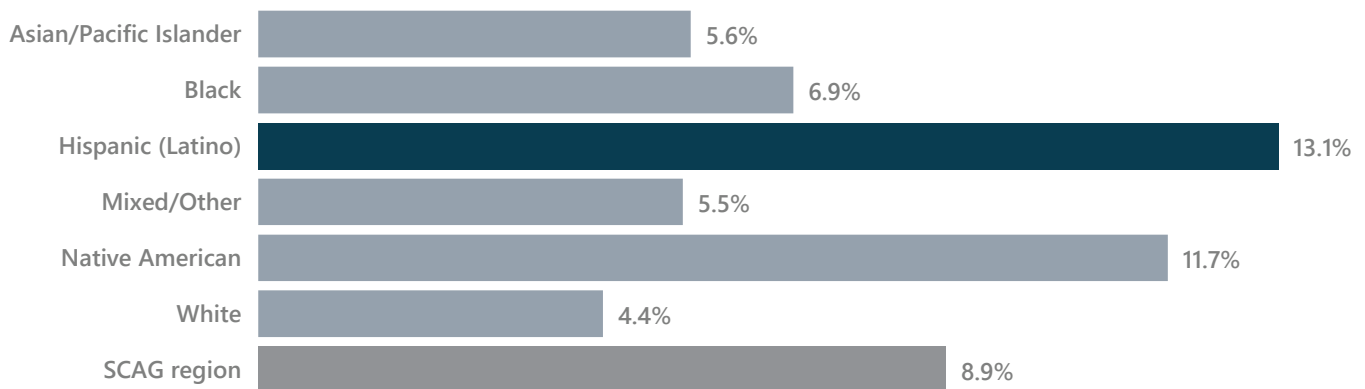
services for routine procedures or conditions. Without access to primary care services, uninsured individuals are more likely to utilize emergency services for routine procedures, and the overutilization of emergency services can lead to an increase in overall health care spending.

For this indicator, health insurance is measured as having comprehensive coverage (private or public insurance) at any time during the calendar year for the civilian, noninstitutionalized population. Comprehensive health insurance covers basic healthcare needs. This definition excludes single service plans such as accident, disability, dental, vision, or prescription medicine plans.

- Almost a quarter (24 percent) of Native Americans in Riverside County did not have health insurance coverage—the highest percentage of any group, in any county.
- Los Angeles County and San Bernardino County experienced the highest rates of missing health insurance coverage at nearly ten percent each (9.3 percent and 9.5 percent respectively).
- The Hispanic (Latino) population was the most uninsured in four of the region’s six counties (Los Angeles, Orange, San Bernardino, and Ventura Counties), yet continued to work essential jobs with high COVID-19 exposure rates and continued to be disproportionately represented in the state’s COVID-19 positive cases and deaths.

Indicator 3: Health Insurance

Across the region, a larger percentage of the Hispanic (Latino) and Native American populations do not have health insurance when compared to the White population.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

- While the proportion of uninsured individuals slightly decreased from 2018 to 2020, there are still significant disparities between those who have insurance and those who do not, especially for people of color, specifically Hispanics (Latinos) and Native Americans.

INDICATOR 4: HOMEOWNERSHIP

WHO IS MOST LIKELY TO OWN THEIR HOME?

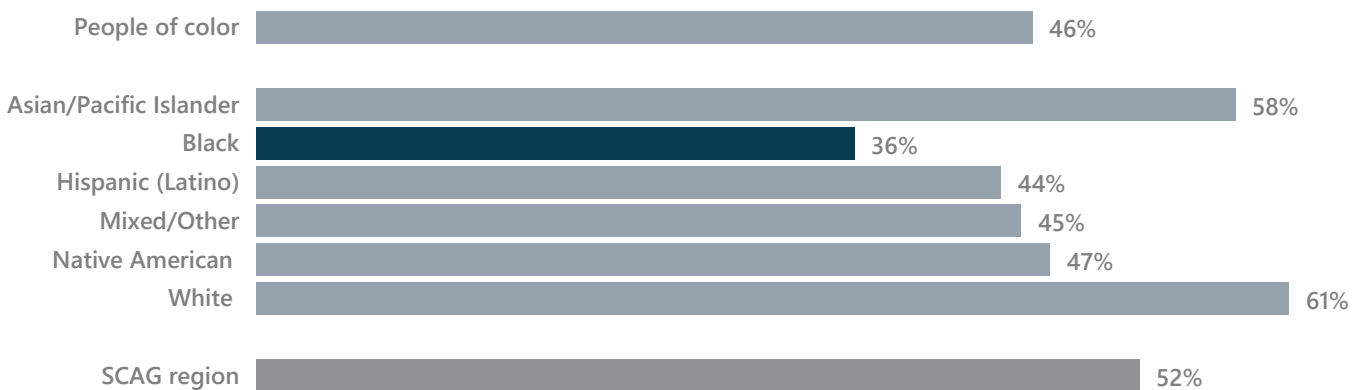
Homeownership is a significant contributor to wealth building. Due to a history of restrictive covenants and discriminatory lending practices, many households of color have been locked out of owning a home and thus an opportunity to maintain and increase wealth between generations. The Great Recession of 2008 exacerbated many existing inequities and set back communities of color in both homeownership rates and household wealth. For this indicator, homeownership is defined as the percentage of owner-occupied households as opposed to rented households and is computed by dividing the number of owner-occupied housing units by the total number of occupied housing units or households.

- Overall, there were more homeowners than renters in the region: 52 percent of households were owner-occupied in 2020.

- White households continued to lead the proportion of owner-occupied households (61 percent), while less than half of people of color were homeowners (46 percent). Asian/Pacific Islander households were similarly likely to own their own home at 58 percent.
- 36 percent of Black households owned their own home, followed by 44 percent of Hispanic (Latino) households, 45 percent of Mixed/Other households, and 47 percent of Native American households.
- The only county that had more renters than homeowners was Los Angeles County (45 percent homeowners). In Los Angeles County, where only 45 percent of households are owner-occupied, Black households experience the lowest rates of homeownership at 33 percent, followed closely by Hispanic (Latino) households at 38 percent, Mixed/Other households at 38 percent, and Native American households at 40 percent.
- Compared to 2018, the rate of homeownership held constant across the region; White households continued to experience the highest rates of homeownership while Black households were still the least likely to own a home.

Indicator 4: Homeownership

61 percent of white households own their homes, nearly two times as many than that of Black households (36 percent).



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

INDICATOR 5: HOUSING COST BURDEN

WHO IS SHOULDERING A DISPROPORTIONATE AMOUNT OF HOUSING COST?

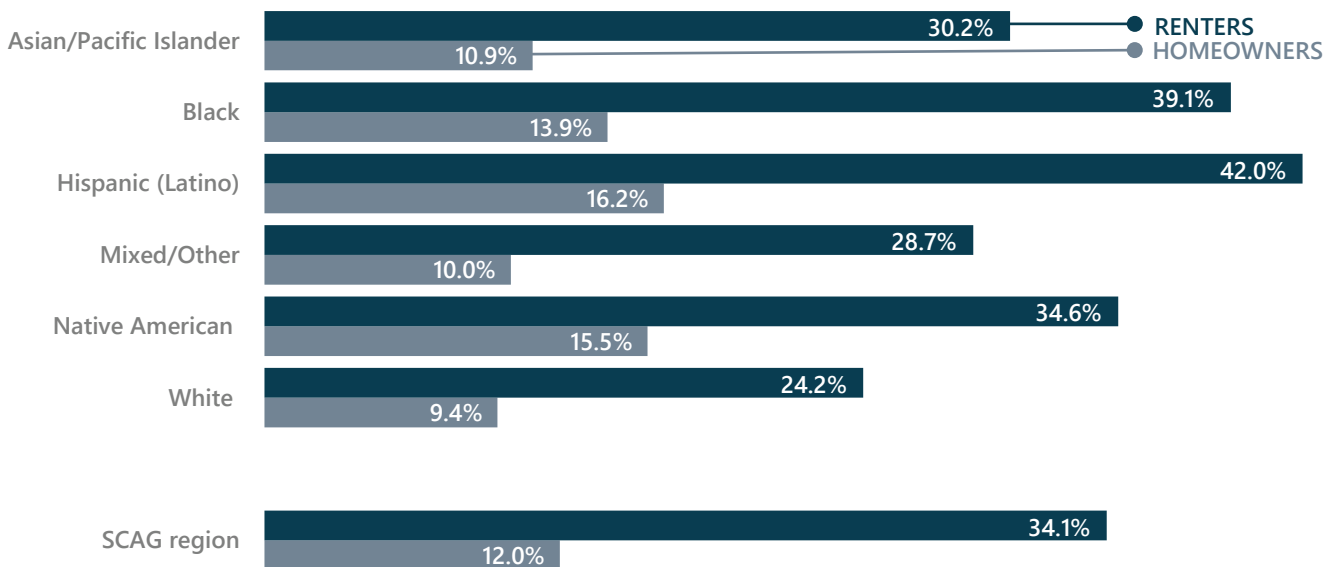
The U.S. Census Bureau defines housing cost burden as households spending more than 30 percent of their household income to housing- and rent-related costs and severe cost burdened households spend over 50 percent of their household income to housing- and rent-related costs. Low-income households that are housing cost burdened often spend less on food and healthcare costs, which can result in increased negative health outcomes. Cost burdened households also tend to choose housing in areas that may be lower cost but have longer commute times to jobs and urban centers with job opportunities.

As highlighted in SCAG’s Connect SoCal 2020 [Public Health Technical Report](#), this causes increased expenditures in transportation-related costs, resulting in households having less to spend on healthcare and food related costs. For this indicator, housing cost burden is referred to as households that spend 30 percent or more of their household income on housing- and rent-related costs and make less than 200 percent of the Federal Poverty Line.

- Across the region, Black, Hispanic (Latino), and Native American households, regardless of whether they own or rent their homes, experienced the greatest housing cost burdens among households below 200 percent of the Federal Poverty Line: 42 percent of renting Hispanic (Latino) households, 39 percent of renting Black households, and 35 percent of renting Native American households spent over 30 percent of their incomes on housing costs as compared to 24 percent of renting White households in 2020.
- The high burden of housing costs carried over to households that own their homes: 16 percent of Hispanic (Latino) home-owning households, 14 percent of Black home-owning households, and 16 percent of Native American home-owning households spent over 30 percent of their incomes on housing among households below 200 percent of the Federal Poverty Line as compared to nine percent of White home-owning households.
- In Imperial County, where 84 percent of the population is Hispanic (Latino), almost 50 percent of households spent over 30 percent of their income on housing costs.

Indicator 5: Housing Cost Burden

Hispanic (Latino) households experienced the greatest housing burdens, regardless of whether they rent or own their homes, among those living below 200% of the Federal Poverty Line.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

- From 2018 to 2020, housing burdens for homeowners and renters remained similar but Hispanic (Latino) residents, both homeowners and renters, experienced the highest housing cost burden compared to all other racial and ethnic groups.

INDICATOR 6: HOUSING QUALITY

WHO HAS ACCESS TO ESSENTIAL KITCHEN FACILITIES AND SAFE SANITATION?

In addition to the affordability of housing, the essential amenities offered by a housing unit matters greatly in being able to maintain sanitation and quality of life. The availability of plumbing facilities provides insight on who has access to necessary sanitation that helps keep residents safe and healthy. This is a particularly critical issue considering the pandemic. In addition, families living without proper kitchen facilities, which include a sink with running water, a stove or range, and a refrigerator, are less likely to prepare nutritious food and maintain adequate sanitation, which may lead to increased food insecurity and poorer health outcomes. For this indicator, housing quality refers to the percentage of households without complete kitchen and plumbing facilities.

- In the SCAG region, greater proportions of Native American residents (0.54 percent) and Black residents (0.46 percent) live in housing units without complete facilities, compared to 0.2 percent of White residents.
- In Riverside County, 1.4 percent of Native Americans lived in housing without complete plumbing and kitchen facilities (by comparison, every other group was below 0.32 percent).
- In San Bernardino County, White households were the most likely to be living in a housing unit without a kitchen or complete plumbing facilities at 0.27 percent compared to other racial and ethnic groups.

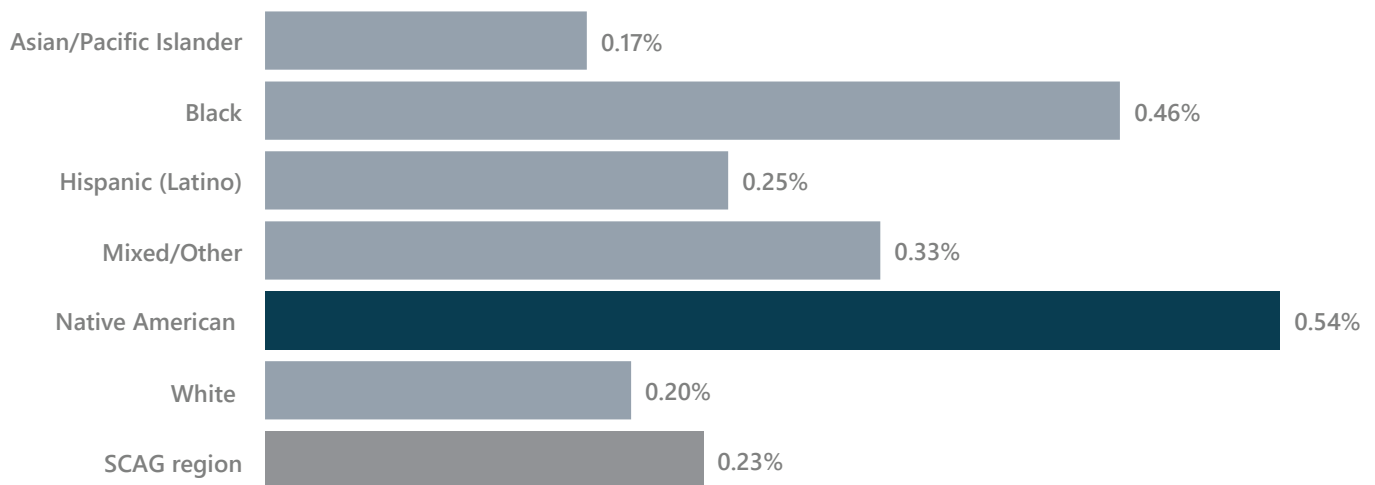
INDICATOR 7: LIFE EXPECTANCY

WHO HAS ACCESS TO GREATER OPPORTUNITY AND RESOURCES FOR LONGER LIFE?

While life expectancy is represented by a number, and a number cannot provide the full context of unequal access to opportunities, life expectancy may be used to highlight how health outcomes vary between different communities of people. While the gap between the life expectancies of Black, Hispanic (Latino), and Native Americans generally narrowed over the years reported, it is likely that COVID-19 has disrupted these gains as Black, Hispanic (Latino), and Native Americans across the country were approximately three times more likely to die of COVID-19 than Whites (as of December 2020). For

Indicator 6: Housing Quality

Native American households were most likely to live in a housing unit without complete kitchen and plumbing facilities compared to all other racial and ethnic groups.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

this indicator, life expectancy is defined as the average number of years of life a person can expect to live.

- In 2019, White individuals had an average life expectancy of 79 years in the SCAG region, compared to Asian/Pacific Islanders, who had an average life expectancy of 84 years—the highest in the region.
- Native Americans in the SCAG region experienced consistent decreases in average life expectancy, from 78.7 in 2005, to 78.2 in 2010, and 78.0 in 2015. Native Americans experienced a significant drop in life expectancy from 2015 to 2019 (75.3 years).
- Black residents were the only racial and ethnic group that experienced increases in life expectancy while all other groups saw a decrease in 2019.

INDICATOR 8: OVERCROWDING

WHO HAS ENOUGH ROOM AT HOME?

Households that are housing cost burdened are also at an increased risk of living in poor quality housing, overcrowded housing and living in housing located near high-volume roadways, as these options are typically less expensive. All these situations increase the risk of negative health outcomes. The cost of housing can lead to choices to live in unsafe or poor-quality housing that

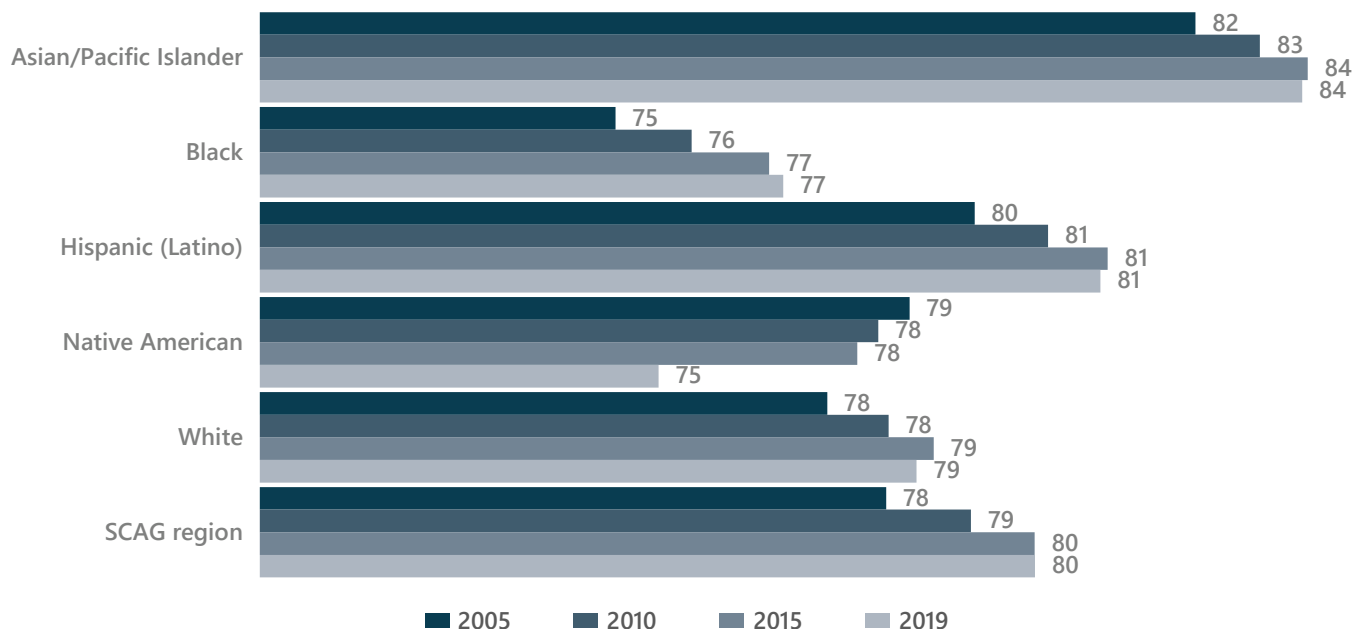
can expose residents to toxins and other conditions that may be harmful to public health.

Overcrowded housing can also lead to unsafe living conditions. Housing is considered overcrowded when there is more than one person per room in a household (PPR). Severe overcrowding is defined as having more than 1.5 PPR in a household. The Census Bureau notes that persons-per-room is a common measure for assessment of overcrowding in housing and 1.5 is a widely accepted threshold above which there are impacts on health and personal safety. Overcrowded housing is a dangerous public health issue, as it increases risk of infection from communicable diseases, prevalence of respiratory issues, and vulnerability to homelessness. For this indicator, overcrowding is measured as the percentage of housing units that are considered overcrowded or have more than 1.01 persons per room (excluding bathrooms and kitchens).

- Hispanic (Latino) residents (20 percent) were 10 times more likely to be living in overcrowded housing compared to White residents (two percent) in the region.

Indicator 7: Life Expectancy

In 2019, the average life expectancy for Native Americans was 75 years, which was the lowest of any racial and ethnic group in the SCAG region.



Source: National Equity Atlas, 2019

- Los Angeles County had the highest rates of overcrowding (11 percent) compared to all other counties and was the only county to have a higher rate of overcrowding than the regional average of 10 percent.
- Hispanic (Latino) households had the highest rates of overcrowding in all counties.
- The rate of overcrowding remained relatively the same from 2018 to 2020. However, Hispanic (Latino) households were still the most likely to live in overcrowded conditions by a significant margin as compared to all racial and ethnic groups, in all counties.

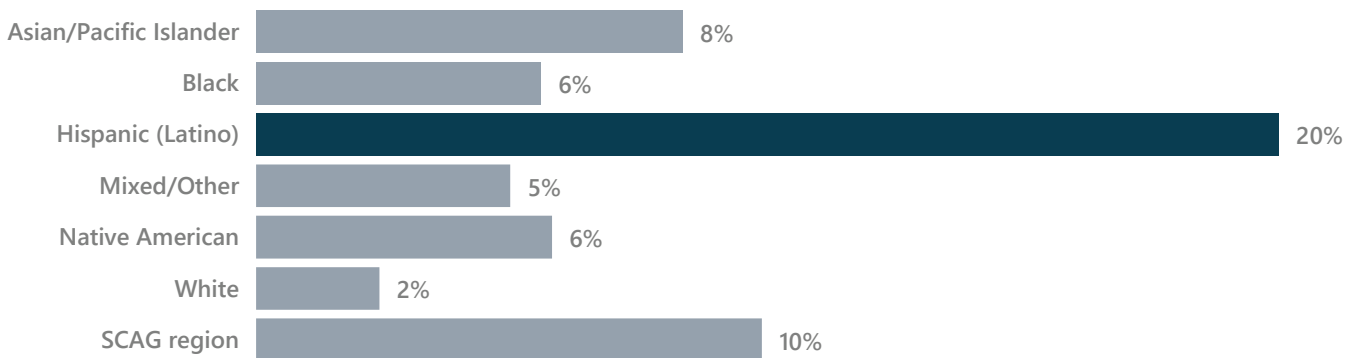
The data presented in this report is intended to promote the development of local and regional policies and strategies to improve the housing and public health conditions currently experienced by many communities of color in the SCAG region, and to enhance living conditions for all residents of the region, regardless of race, gender, or nativity.

SUMMARY

The Communities indicators were used to examine existing conditions for public health and housing in the SCAG region and how various communities were differentially impacted, particularly during the COVID-19 pandemic. Findings showed that people of color continued to have the least access to broadband and health insurance, are less likely to own a home and are more likely to live in a housing unit without adequate kitchen and plumbing facilities. Persons of color in the SCAG region are also more likely to live in overcrowded housing, and to experience higher housing cost burdens.

Indicator 8: Overcrowding

Hispanic (Latino) residents were twice as likely to experience overcrowding compared to other racial and ethnic groups in the region.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

MOBILITY

It is widely understood that transportation and land use decisions determine access to opportunities and have far-reaching effects on equity and social justice. Transportation links people to places, allowing them to move between home, work, play, and community services. A community's land use pattern determines the distribution of these activities and destinations which, when combined with transportation options, impacts the ability of a household to meet their daily needs. Historically, patterns such as racial segregation, gentrification, and displacement have limited communities of color accessibility to essential services and overall mobility.

Mobility indicators measure access to job opportunities, transportation, parks, and more. In the following section, mobility indicators are highlighted, providing a regional snapshot disaggregated by race and ethnicity. Indicators disaggregated at the county level are available in the County Narratives section this report. To understand existing regional mobility disparities, SCAG analyzed data from the Transportation Injury Mapping System (TIMS), Statewide Integrated Traffic Records System (SWITRS), U.S. Census and American Community Survey Five-Year

Public Use Microdata, and the SCAG Regional Travel Demand Model, Socioeconomic Growth Forecast and Regional Household Travel Survey.

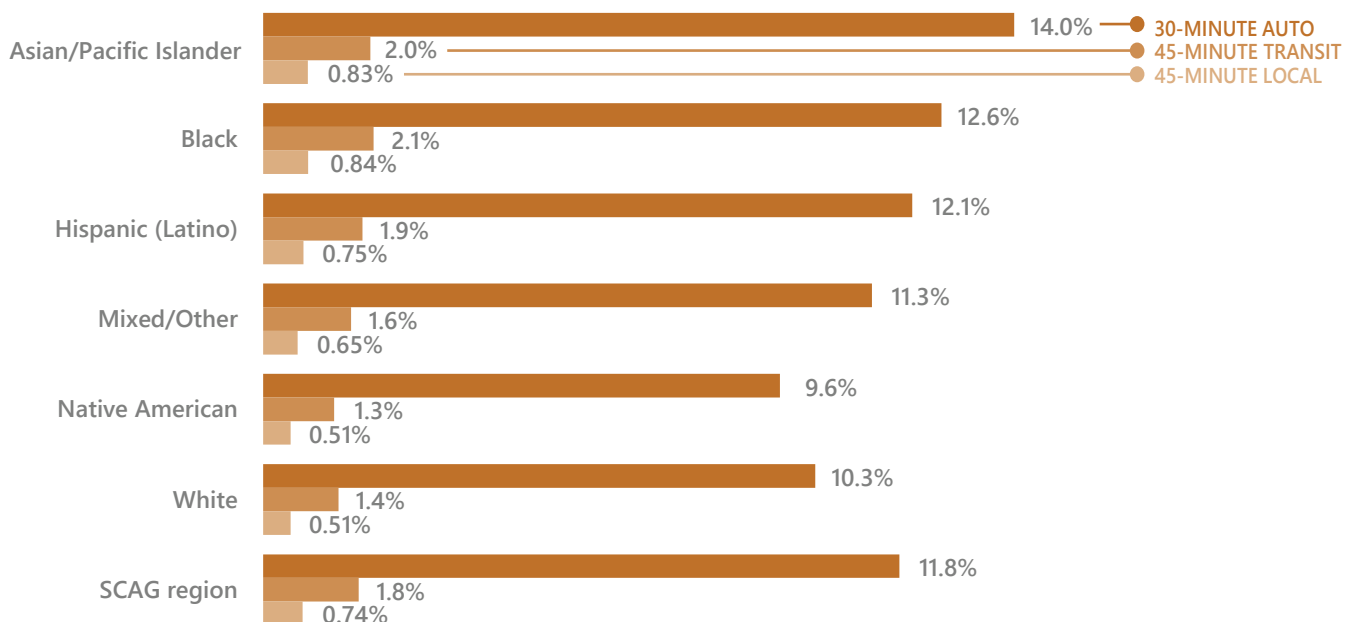
INDICATOR 1: ACCESS TO EMPLOYMENT

DO ALL RESIDENTS HAVE ACCESS TO EMPLOYMENT?

Accessibility to various destinations, specifically employment opportunities, is foundational for maintaining the social and economic interactions required to meet basic needs. Accessibility is measured by the spatial distribution of potential destinations, the ease of reaching each destination, and the magnitude, quality, and character of activities available at destination sites. The number of destination choices that people have is equally crucial: the more destinations and the more varied the destinations, the higher the level of accessibility. While not included in the data provided below, travel cost is also an important element of accessibility. This methodology also does not differentiate between high versus low wage employment; according to a 2015 study by Kneebone and Holmes, individuals are more likely to commute farther for higher wage jobs. For this indicator, access to employment refers to the share of regional

Indicator 1: Access to Employment

Native Americans can reach the lowest percent of employment opportunities in the region via all transportation modes compared to all other racial/ethnic groups.



Source: SCAG Regional Travel Model and Socioeconomic Growth Forecast

employment, including retail employment, reachable from home within 30 minutes by automobile, 45 minutes by transit, and 45 minutes by local bus during morning peak periods (6 - 9 a.m.).

- Across the region, within a 30-minute drive, Native Americans had the lowest accessibility to employment compared to other racial and ethnic groups, with 9.6 percent of employment opportunities within reach. Within a 45-minute transit commute, only 1.3 percent of employment was accessible within the region for Native Americans, and by local bus, this share dropped to only 0.51 percent.
- Residents faced the least accessibility to jobs in the region by a 30-minute car ride in Imperial County (0.7 percent of all employment), followed by Ventura County (3.3 percent), and Riverside County (four percent).
- Imperial County had the lowest accessibility to jobs via a 45-minute bus/transit ride (0 percent). However, regionally, all employment within a 45-minute commute by transit is marginal, with less than three percent (2.7 percent) of all employment within reach for any demographic group.

- Regionally, Asian/Pacific Islanders had the greatest accessibility to employment, accessing 14 percent of all employment sites via a 30-minute drive, followed by Black residents at 13 percent.
- Employment accessibility remained relatively constant from 2018 to 2020: Asian/Pacific Islanders experienced the greatest accessibility to employment via all modes, while Native Americans had the least accessibility to employment opportunities.
- Orange County provided the greatest employment accessibility within a 30-minute drive to the largest number of jobs in the region. Overall, nearly 17 percent of the regional share of all employment can be reached.

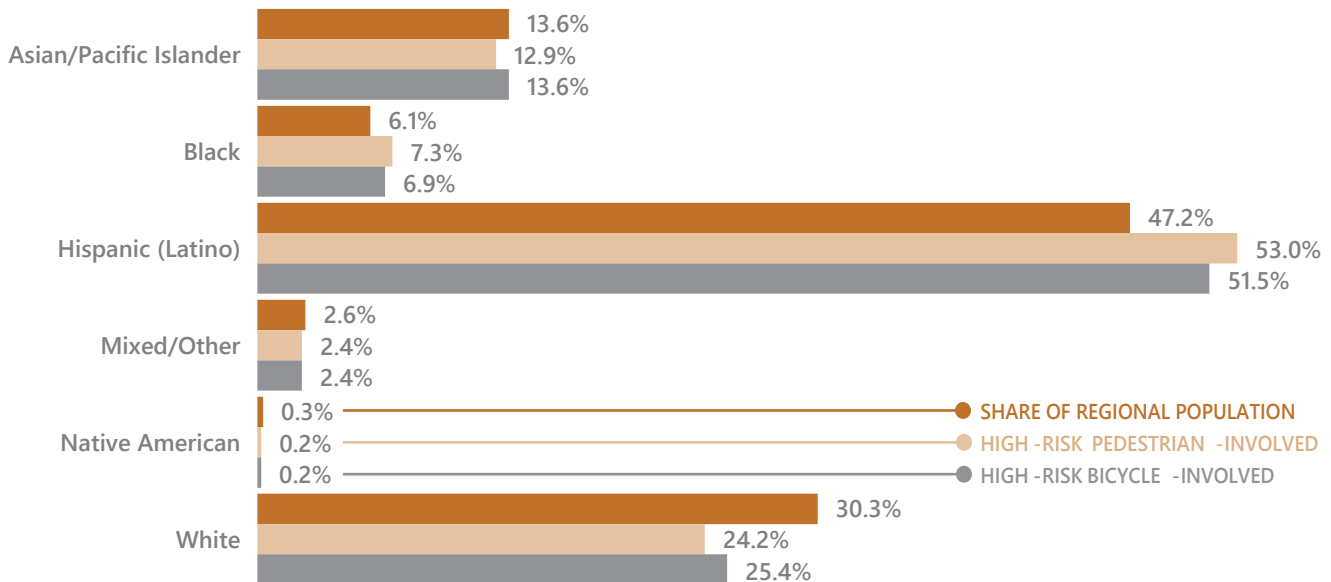
INDICATOR 2: BIKE AND PEDESTRIAN COLLISIONS

WHO IS AT THE HIGHEST RISK FOR A COLLISION?

Making walking and bicycling safer and providing more convenient transportation options is key to encouraging more people to choose healthy and more sustainable travel alternatives. Bicycling or walking along roadways near motor vehicles is often perceived as dangerous and reducing hazards in the pedestrian and bicycling

Indicator 2: Bike and Pedestrian Collisions

Hispanic (Latino) residents were the most likely to live in high-risk areas for pedestrian- or bike-involved collisions as compared to all other racial and ethnic groups.



Source: SCAG, TIMS, 2020

environment is a primary strategy toward achieving the region's goal of promoting healthier, more active communities. This indicator is used to identify patterns of active transportation hazards and potential risk disparities among various communities in the region through evaluating incidences of motor vehicle collisions involving bicyclists and pedestrians.

To identify where most of the collisions are occurring, SCAG created a High Injury Network at a regional scale. High Injury Networks identify stretches of roadways where the highest concentrations of collisions occur on the transportation network. Currently, the majority of the High Injury Network is in areas identified as being disadvantaged communities, with approximately 66 percent of auto-pedestrian and auto-bicycle fatal and serious injury collisions occurring in these areas. Improving transportation safety in these areas is particularly critical when considering the higher non-motorized mode share of people of color.

- Hispanic (Latino) residents were at a significantly higher risk for a pedestrian-involved (53 percent) or bicyclist-involved (51.5 percent) collision than any other racial/ethnic group in the region, disproportionately higher than their share of the overall population (47.2 percent).
- Native American residents had the lowest risk for a pedestrian-involved (0.2 percent) or bicyclist-involved (0.2 percent) collision than any other racial/ethnic group in the region.

- Compared to 2018, the percentage of Hispanic (Latino) residents living in areas for high-risk pedestrian- and bicyclist-involved collisions decreased by about 10 percent (60 percent to 53 percent for pedestrian-involved and 62 percent to 52 percent for bicyclist-involved), they were still disproportionately located in transportation hazard areas. Percentages for White residents living in areas for high-risk pedestrian- and bicyclist-involved collisions more than doubled (from 10 percent to 24 percent for pedestrian-involved and from 11 percent to 25 percent for bicyclist-involved).

INDICATOR 3: COMPACT COMMUTING

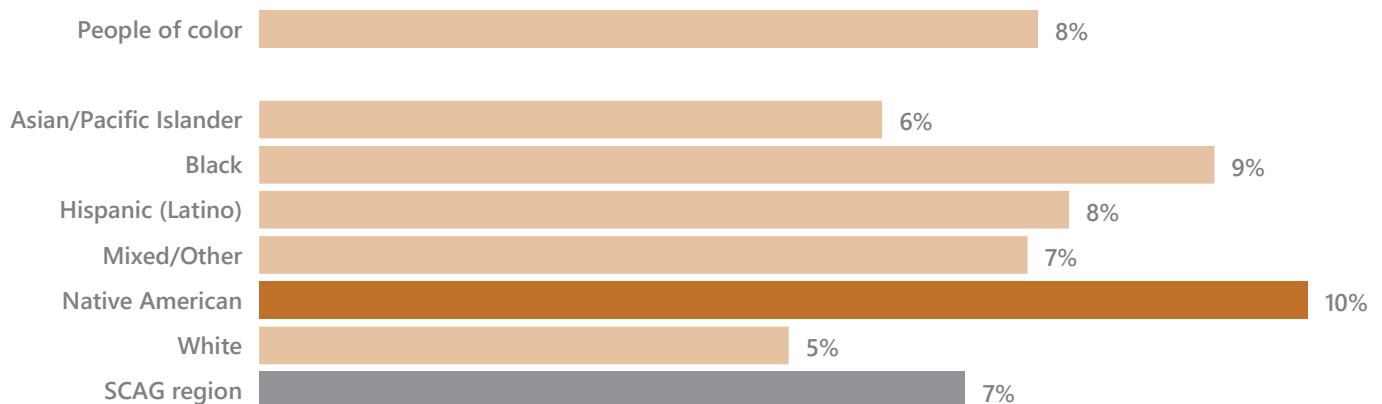
WHO IS ACTIVELY COMMUTING TO WORK?

Compact commuting, or actively commuting by transit, walking, and biking, was coined by Professor Dowell Myers of the University of Southern California who studied commuting and housing opportunities for Hispanic (Latino) communities. Dr. Meyer's study demonstrated that Hispanic (Latino) residents have bigger families, live closer together and frequently use public transportation and suggests planning and urban design should implement higher density and multi-family housing located near public transportation.

For this indicator, compact commuting is defined as the percentage of workers (16 years and older) that commute to work by walking, bicycling, or taking transit (excluding working from home). The Southern California region has long been known for its expansive highway network and the accompanying heavy traffic volumes moving

Indicator 3: Compact Commuting

Native American commuters were twice as likely to actively commute to work than their White counterparts.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

along those roadways to get from one place to another. In a region as large as SCAG, commute distances from home to the workplace are often excessive, resulting in a spatial mismatch commonly referred to as jobs/housing imbalance. Because of the long commute distances and travel times that are engendered by conditions of jobs/housing imbalance that have become prevalent in many areas of the SCAG region, a significant majority of commuters are necessarily dependent on driving alone in a motor vehicle over a long distance to get to work and back each day. The results of this land use and transportation disparity include high levels of air pollution and greenhouse gas (GHG) emissions contributing to the climate crisis, congested highways, reduced quality of life for commuters, and dependency on single occupancy vehicle (SOV) travel.

For these reasons, it is imperative that commuters in the region are provided feasible alternatives to SOV travel, specifically bicycle, pedestrian, and transit options. This new indicator was added to help identify disparities experienced among the various racial and ethnic communities that comprise the SCAG region and provides some comparative insights into existing active or compact commuting patterns in the region, in specific regard to historically underserved communities. This indicator is similar to the Transportation System Mode Share (Indicator 6) but only examines active transportation and transit.

- In the SCAG region overall, 6.8 percent of commuters actively commuted (transit, bicycling, or walking) to work. Los Angeles County (9.4 percent) had the highest share of active commuters among the six SCAG region counties, as compared to 2.6 percent in Riverside County which reported the lowest percentage.
- Among the racial and ethnic groups, Native American and Black commuters had the highest shares of compact commuters in the region, at 10.1 and 9.2 percent, respectively. White commuters were the least likely to use transit, walk or bike, at 5.1 percent.
- Looking only at transit mode share, Black commuters reported the highest transit use, at 6.8 percent, compared to the overall regional transit mode share of 3.9 percent. By comparison, only 1.9 percent of White commuters used transit.

- For combined bicycle and walking modes, Native Americans had the highest commute share at 5.3 percent, as compared to 2.9 percent for the SCAG region overall. Black commuters reported the lowest bicycle/walk mode share at 2.4 percent, although Hispanic (2.7 percent) and Asian/Pacific Islanders (2.8 percent) commuters also reported bicycle/pedestrian mode shares below the regional share.

INDICATOR 4: COMMUTE TIME

DO WORKERS HAVE SHORT COMMUTES TO THEIR JOBS?

All workers should have reasonable commutes. Studies have shown that long commutes are linked with worse physical and mental health, including higher rates of obesity, stress, and depression. Employers also suffer from high turnover and employee dissatisfaction, and the public is affected by more air pollution, congestion, and climate impacts. People of color experience longer travel times and distances using public transportation than by auto, specifically for Hispanic (Latino) and Black populations; the opposite pattern is shown for White and Asian/Pacific Islander populations. For this indicator, commute times are calculated as the average travel time to work (in minutes) by various travel modes (bike, walk or other; bus, rail, taxi, or ferry; car or motorcycle; any other form of transportation).

- Regionally, the average commute time was 29 minutes for all transportation modes, with only slight variations between racial and ethnic groups. Black residents experienced the highest commute time of 32 minutes while their White counterparts had the lowest commute time of 28 minutes.
- Black residents had the longest commute times across the region across modes except for bus, rail, taxi, or ferry. However, compared to the previous update, Black residents experienced a dramatic decrease in commute times on public transit (bus, rail, taxi, and ferry) from over one hour (61.7 minutes) to 44 minutes. This represents the lowest commute time for public transit compared to all other racial and ethnic groups.
- Interestingly, commute times vary widely by racial and ethnic groups within each county; in Riverside County, it took an average of 71 minutes for Native American residents and an hour for Black residents to travel to work by transit, while only taking 45 minutes for Hispanic (Latino) residents.

- On average, Hispanic (Latino) residents tended to have shorter commutes than other racial and ethnic groups, by biking, walking or other (18 minutes), car or motorcycle (29 minutes), bus, rail, taxi, or ferry (48 minutes), and overall, any form of transportation (29 minutes).

INDICATOR 5: HOUSEHOLDS WITHOUT A VEHICLE

DO ALL HOUSEHOLDS HAVE RELIABLE TRANSPORTATION?

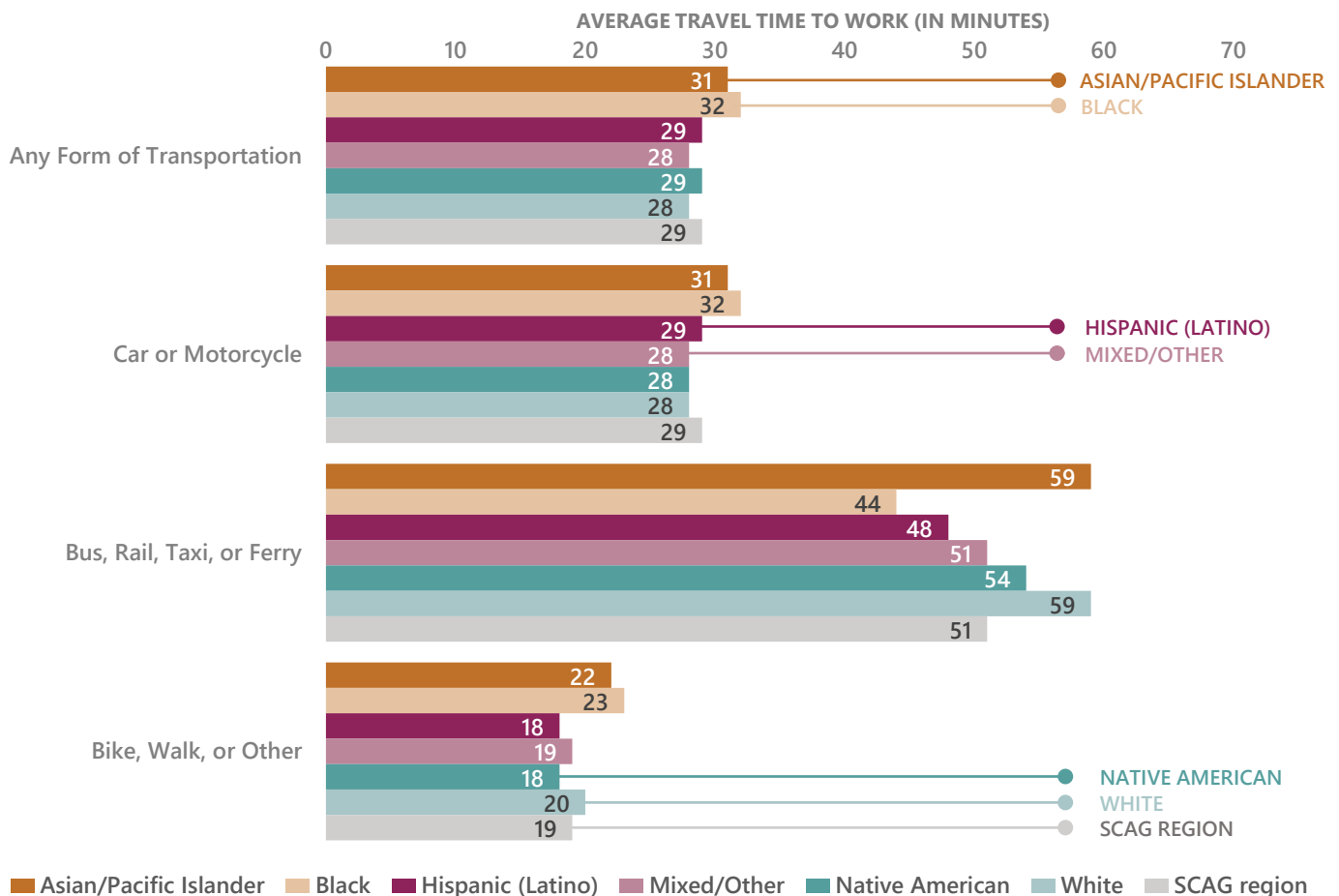
Everyone needs reliable transportation access and in most American communities that means having a car. Reliable and affordable transportation is critical for meeting daily needs and accessing educational and employment opportunities located throughout the region. Throughout the region, the share of households

without a vehicle has gone down substantially since 2000, from 10 percent to seven percent. For households in regions without robust transit systems, access to a car is critical, but lower-income people and people of color are more likely to be carless.

Although a private vehicle should not be a requirement for full participation in social, civic, and economic life, until alternative travel modes become more viable, all households still need to have access to reliable and affordable transportation to strengthen equitable outcomes for all race/ethnicity groups. Vehicle ownership is one reliable transportation option, although it must be recognized that this is not an affordable option for many and in many cases is not environmentally friendly. For this indicator, households without a vehicle is defined as the percentage of households without access to an automobile.

Indicator 4: Commute Time

Asian/Pacific Islander and White residents who took the bus, rail, taxi, or ferry to work experienced the longest commute at just under an hour compared to all other racial and ethnic groups and transportation types.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

- Across the region seven percent of households do not own a vehicle, with households of color at a slightly higher percentage of 10 percent. This represents an increase of four percent of households of color from 2018 to 2020.
- Black households are more than twice as likely to not own a vehicle compared to their White counterparts; 14 percent compared to six percent. This trend remains for Native American households, 13 percent of households did not own a vehicle.
- Vehicle ownership varied across the region; in Los Angeles County, 18 percent of Native American households and 16 percent of Hispanic households did not own a vehicle while a majority of White households did. Only about eight percent of White households did not own a vehicle.
- Imperial County had vastly different outcomes than the rest of the region; 21 percent of Black households did not own a vehicle compared to one percent of Asian households and six percent of White households, despite the fact that 89 percent of county residents use car or motorcycle to commute.

in the SCAG region toward improving access to alternative travel options to the use of a SOV. While the earlier section focused specifically on active commuting, this assessment will look at all transportation mode options to discern the relative availability and feasibility of various travel options among various racial and ethnic communities in the SCAG region.

Overall, people of color are more likely to use transit and active transportation modes to reach destinations as compared to White residents. As indicated previously, communities of color and low-income households have been shown to have higher rates of walking and bicycling, yet also experience higher rates of transportation related fatalities and collisions. For this indicator, transportation system mode share examines the share of transportation system use by mode, including automobile, transit (bus, commuter rail, and urban rail), non-motorized (bicycle and pedestrian), and other modes (including home-based/non-commuting mode share).

- The private automobile is the predominant travel mode (by a significant margin) in all six counties of the SCAG region with a 92 percent mode share. Relatively minimal variation is observed among the counties for automobile travel mode share, with Riverside County (96 percent) and San Bernardino County (96 percent) reporting the highest shares; and Los Angeles County (89 percent) and Orange County (94 percent) having the lowest shares.

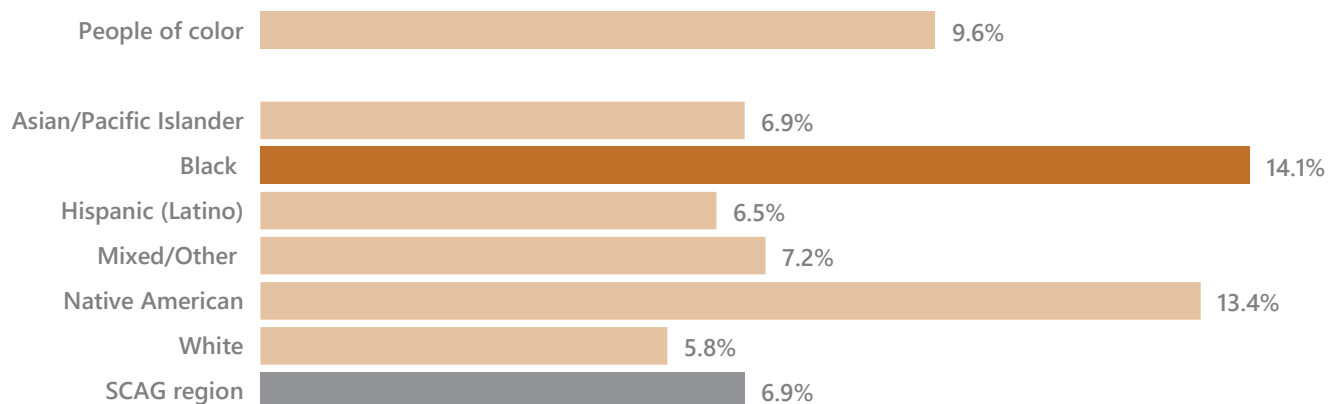
INDICATOR 6: TRANSPORTATION SYSTEM MODE SHARE

WHO USES DIFFERENT TRANSPORTATION MODES?

Similar to the previous discussion on active commuting, the assessment of transportation system mode share provides a more complete depiction of trends occurring

Indicator 5: Households Without a Vehicle

Black households were more than twice as likely not to own a vehicle in the SCAG region.



Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

- Among the various ethnic groups, White commuters had the highest automobile mode share in the SCAG region at 94 percent, with Asian/Pacific Islanders having the second highest share at 93 percent. The lowest automobile mode shares were reported for Black commuters (89 percent) and Native American commuters (89 percent).
- Black and Native American commuters had the highest share of transit use (all modes minus automobile mode) at 11 percent each. White and Asian/Pacific Islander commuters reported the lowest transit mode share among ethnic groups at seven percent each.
- Native Americans commuters reported the highest share for active transportation modes (bicycle and pedestrian) in the SCAG region at five percent. Mixed/Other residents had the second highest active transportation commute mode share at four percent. The lowest active transportation mode share among the various ethnic groups was for Black residents at two percent. Asian/Pacific Islanders, Hispanic (Latino), and White commuters were tied for having the second lowest active transportation mode share at three percent.
- Home-based employment represents a growing share of the workforce in the SCAG region, which should be expected to increase in the post-pandemic work environment. Regionally, 7.9 percent of the workforce worked from home in 2020, with Orange County reporting the highest share at 9.1 percent, and Imperial County having the smallest share of home-based workers at six percent, reflective of the predominantly agricultural economic environment in that county.
- Among racial and ethnic groups in the SCAG region, 12.4 percent of White workers were home-based, in contrast to only 7.3 percent among Black workers and 4.6 percent for Hispanics. This significant disparity represents differential access among these groups to jobs that offer opportunities to work from home, while also highlighting the critical need for improved equity in accessibility to the high-quality broadband infrastructure required to make home-based work a feasible option.

Indicator 6: Transportation System Mode Share

RACE/ETHNICITY	AUTO MODE	BUS	COMMUTER RAIL	URBAN RAIL	NON-MOTORIZED	OTHER	TOTAL USAGE
Asian/Pacific Islander	93%	2%	0%	0%	3%	1%	14%
Black	89%	5%	1%	1%	2%	2%	6%
Hispanic (Latino)	91%	4%	0%	0%	3%	1%	47%
Mixed/Other	91%	2%	0%	1%	4%	2%	3%
Native American	89%	4%	1%	0%	5%	1%	0%
White	94%	1%	0%	0%	3%	1%	13%
People of color	91%	4%	0%	0%	3%	2%	35%
SCAG region	92%	3%	0%	0%	3%	1%	43%

Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

SUMMARY

In summary, mobility indicators help identify trends in accessibility to essential services, commute patterns and travel times, and transportation safety for all residents. This report demonstrates that people of color tend to have the least access to employment and parks and are also most reliant on public transit and are least likely to own a car. It is essential to plan for a region that provides equitable mobility opportunities to all residents regardless of race, gender, income, or national origin.

The data provided in this report may be used to help better inform policy makers, community advocacy organizations, and members of the public of mobility disparities that currently exist in the SCAG region and provide a foundation for effective regional decision-making to help improve this outcome as we move forward toward creating a more inclusive, equitable, and sustainable region.

ENVIRONMENT

Historically, people of color have been provided less protection from poor environmental conditions, and have lived in closer proximity to highways, highly traveled roads, industrial plants, and other sources of pollutants. The most disadvantaged bear the consequences of environmental degradation, even if many contribute little to the underlying causes.

Environment indicators evaluate climate vulnerability and pollution exposure, representing a subset of issues negatively impacting communities of color. In the following section, environment indicators are highlighted, providing a regional snapshot, disaggregated by race and ethnicity. Indicators disaggregated at the county level are available in the County Narratives section of this report. To understand existing environmental disparities, SCAG consulted data from the California Department of Forestry and Fire Protection (CALFIRE), California Communities Environmental Health Screening

Tool (CalEnviroScreen 4.0), U.S. Environmental Protection Agency, and the U.S. Census and American Community Survey Five-Year Public Microdata.

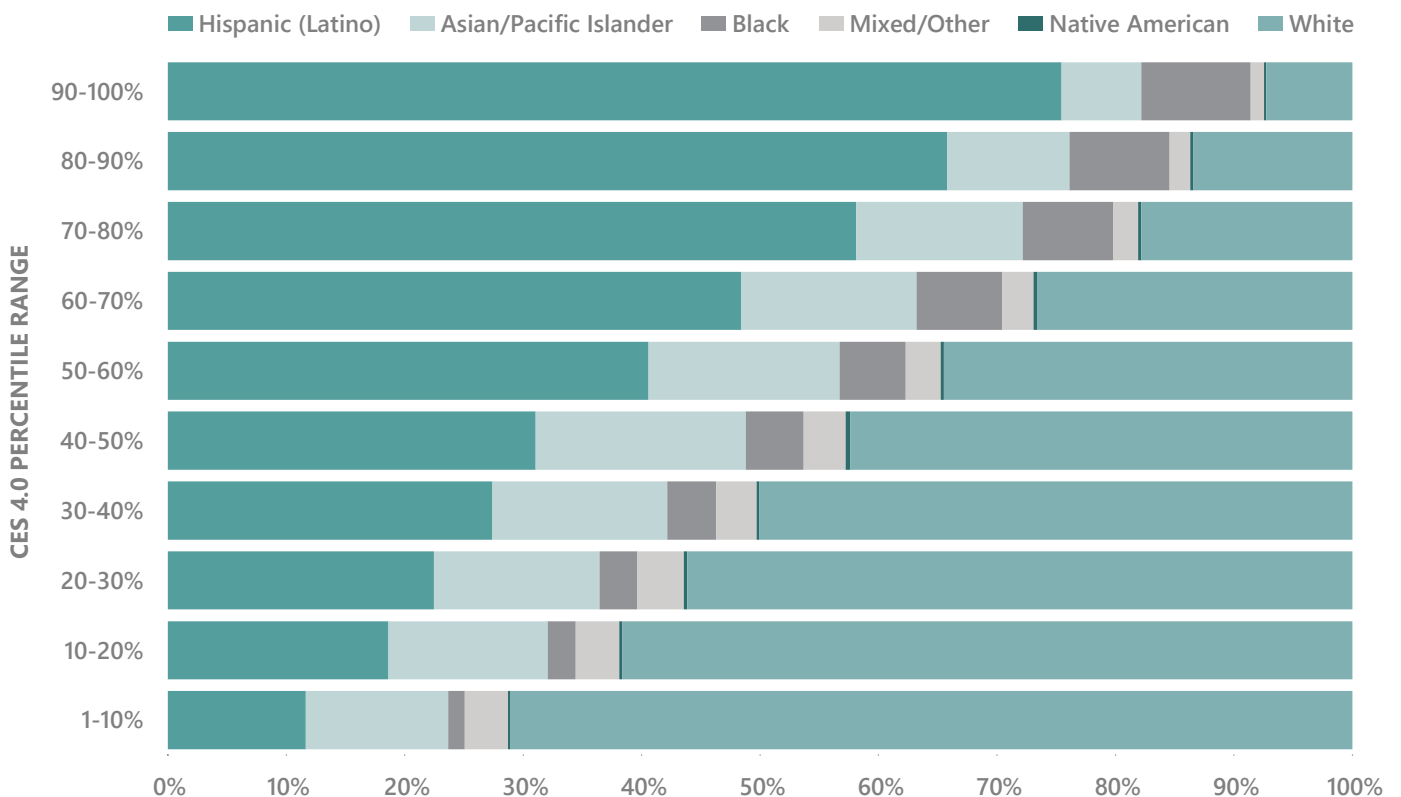
INDICATOR 1: CALENVIROSCREEN 4.0 SCORE

WHO IS MOST BURDENED BY POLLUTION?

Pollution continues to be a major public health concern in the region, as air pollutants exacerbate chronic conditions and disproportionately affect people of color and other vulnerable populations (children, pregnant women, older adults, outdoor workers, and populations with a disability). In general, rates of chronic diseases related to air quality in the region have been on the rise or remained constant for at least the past five years. In addition, impacts from climate change further exacerbate air quality issues and affect the well-being of residents. Assessment of relative pollution burden aims to capture the disproportionate impacts on disadvantaged communities, measuring a combined score that includes

Indicator 1: CalEnviroScreen 4.0 Score

Across the region, Hispanic (Latino) residents make up the largest percentage of residents in census tract with the highest CalEnviroScreen scores.



Source: CalEnviroScreen 4.0, SCAG

indicators of potential exposure to pollutants and environmental conditions (e.g. ozone, pesticides, toxic releases, traffic, hazardous waste).

The California Communities Environmental Health Screening Tool, also known as the CalEnviroScreen 4.0 (CES) score, provides a weighted value that considers a series of pollution burden indicators and population characteristics to calculate a score based on the average of exposures and environmental effects and of sensitive populations and socioeconomic factors. Higher percentile values (95 – 100th percentile as the highest) represent a greater pollution burden and a higher vulnerability to pollution burden due to sensitive populations and socioeconomic factors. The overall percentile score, PM2.5 percentile and pollution burden percentile were considered for this indicator.

- Across the region, Hispanic (Latino) residents made up the largest percentage of residents in census tracts with CES scores in the highest percentiles, exposing the inequitable distribution of pollution burden across race and ethnicity groups. Hispanic (Latino) residents made up nearly eighty percent (76 percent) of residents in the top 90 - 100th percentile, despite comprising only 47 percent of the overall population.
- White residents disproportionately lived in the census tracts with the lowest CES scores in 1 – 10th percentile. Census tracts with the lowest scores were comprised of 71 percent White residents, despite White residents making up only 30.3 percent of the overall population. This pattern of people of color in the census tracts with the greatest pollution burden reaffirmed the historical environmental risks experienced by communities of color.
- Overall, Imperial County had the highest CES score of the counties at just over forty (40.4), in the 73.2 percentile. Over eighty percent (84.6 percentile) of residents in Imperial County are Hispanic (Latino), burdened with the greatest pollution of all racial/ethnic groups in the region.
- Ventura County had the lowest CES score across the region at the 37.5 percentile.

CLIMATE VULNERABILITY INDICATORS

Existing conditions show that people of color and low-income populations are at a greater risk for experiencing adverse impacts from climate change, such as extreme heat, flood, and other events. These populations have fewer resources to respond or adapt to climate-related

issues, and often have higher rates of chronic diseases, which increases their susceptibility to climate threats. For example, lack of air conditioning and transportation options may exacerbate vulnerability in heat prone areas, and access to cooling centers may be limited. The ability to adapt to climate change is critical to prevent further heightened disparities in health outcomes across different communities. The climate vulnerability indicators examine populations most vulnerable to the adverse impacts of climate change as related to extreme heat and tree canopy, flood hazard risks, and wildfire risk.

INDICATOR 2: EXTREME HEAT AND TREE CANOPY

WHO IS MOST VULNERBLE TO EXTREME HEAT AND INADEQUATE TREE CANOPY?

Extreme heat conditions—defined as weather that is substantially hotter than average for a specific time and place—is considered a public health problem exacerbated by global warming, urbanization, and an aging population. Extreme heat events, or heat waves, have been increasing at an alarming rate. Based on SCAG's [Extreme Heat and Public Health Report](#) (2020), California is expected to have an increase in annual average temperatures of five degrees Fahrenheit by 2030 and 10 degrees Fahrenheit by the end of the century. The SCAG region is projected to experience an average increase of 35 annual extreme heat days from 2040 to 2060 and extreme heat days are expected to more than double by 2085 across the entire region. As a result, many health consequences caused by extreme heat exposure, such as heat exhaustion, heat stroke, respiratory illnesses, and even death, are impacting the most vulnerable populations like young children, older adults, low-income communities, and people of color.

According to the U.S. Environmental Protection Agency, one of the most useful ways to mitigate extreme heat conditions is through increasing tree and vegetation coverage to lower surface and air temperatures by providing shade and evapotranspiration. However, many areas may not have adequate tree canopy or vegetation coverage. For this section of the report, the number of projected extreme heat days are reported by county and the percentage of tree canopy coverage is analyzed by census tracts.

- The SCAG region is projected to experience an average increase of 35 annual extreme heat days from 2040-2060; with the counties of Imperial (43 extreme heat days), Riverside (42 extreme heat days), and San Bernardino (41 extreme heat days) having the highest projections, followed by Los Angeles County at 37 extreme heat days and Ventura County at 32 extreme heat days; Orange County has the lowest projection of 15 extreme heat days.
- Counties with the largest proportions of persons of color (e.g., Imperial and San Bernardino) are projected to have more extreme heat days, whereas counties with the smallest proportions of persons of color (e.g., Orange and Ventura) are projected to have fewer extreme heat days.
- When considering tree canopy coverage, on average, census tracts with majority people of color (2.4 percent) were almost 2.5 times less likely to have tree canopy coverage compared to census tracts with majority non-Hispanic White residents (6.9 percent).

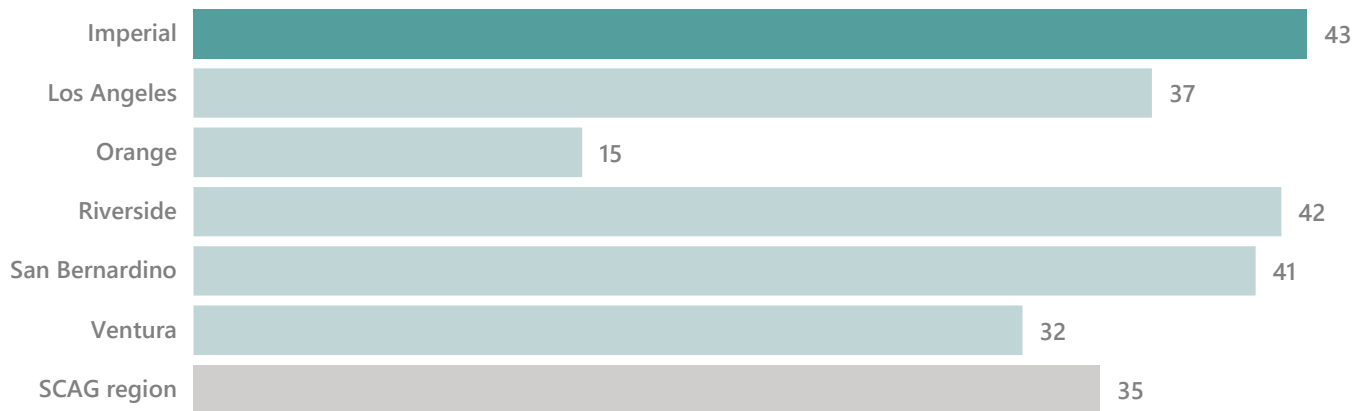
INDICATOR 3: FLOOD HAZARD AREAS

WHO LIVES IN A FLOOD HAZARD AREA?

Climate change is projected to alter precipitation patterns, increase the intensity of major storm events, and increase risk of flooding throughout the region. Consequently, many communities are at risk for devastation from floods, especially people of color and low-income communities. Flooding may cause serious health impacts and risks that include death and injury, contaminated drinking water, hazardous material spills, and increases in the populations of disease-carrying insects and rodents. Other negative impacts can include damage to critical infrastructure, as well as community disruption and displacement. For this indicator, flood hazard areas refer to the percentage of population living within a 100-year flood plain.

Indicator 2: Extreme Heat and Tree Canopy

Imperial, Riverside, and San Bernardino counties are projected to have over 40 extreme heat days per year from 2040 - 2060.



Source: Healthy Places Index 2.0, SCAG Extreme Heat and Public Health Report

	PERCENTAGE OF TREE CANOPY COVER
Census tracts with majority people of color	2.40%
Census tracts with majority White residents	6.90%
All census tracts in SCAG region	1.60%

Source: Southern California Association of Governments (SCAG), 2020

- People of color, representing about 70 percent of the regional population, had the highest percentage of population living in a 100-year flood hazard area at 64 percent. When considering racial and ethnic groups, Hispanic (Latino) communities were the most likely to reside in a 100-year flood hazard zone, making up 43 percent of residents at high risk while making up 47 percent of the overall population.
- White residents, while making up 30 percent of the overall population, were the second most likely to live in a 100-year flood hazard area compared to other racial and ethnic groups. 36 percent of those in a flood hazard area were White residents.
- Compared to 2018, the percentage of residents of color living in flood hazard areas had slightly decreased and the percentage of White residents living in flood hazard areas slightly increased.

INDICATOR 4: WILDFIRE RISK

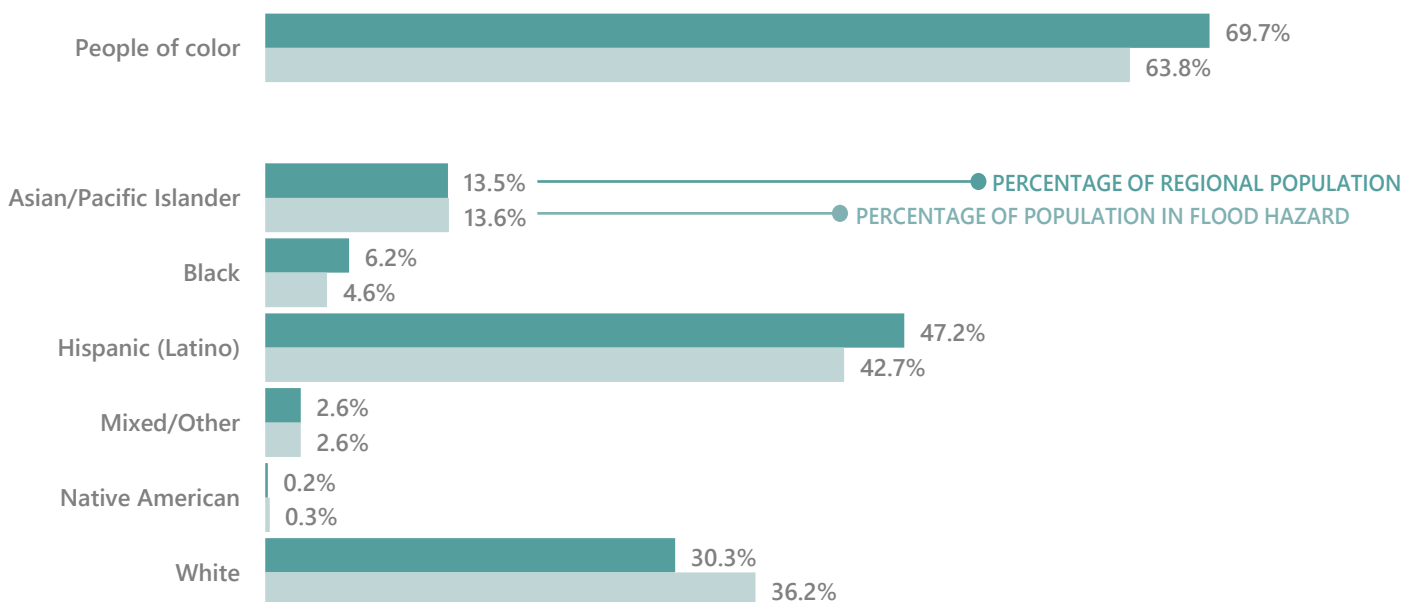
WHO IS AT RISK FOR A WILDFIRE?

Warmer temperatures combined with longer dry seasons have resulted in more wildfires in recent years. Large fires statewide are anticipated to increase from roughly 58 percent to 128 percent over the next several years. As a result, air quality, water quality and even food production and energy pricing will be affected. These extra costs are expected to impact low-income communities more severely, in turn disproportionately impacting people of color.

The climate in Southern California continues to be increasingly susceptible to wildfires. Smoke from wildfires can contain over 10,000 substances (particulate matter and gaseous products of combustion) and expose the population to PM2.5 for months at a time. PM2.5 from wildfires increases the amount of hospital visits and the risk of mortality. Air pollution from wildfires is estimated to cause 339,000 deaths per year worldwide. According to the California Department of Public Health, there are around 1.5 million people who live in fire hazard zones who are at a higher risk of being exposed to the effects of PM2.5.

Indicator 3: Flood Hazard Areas

People of color are disproportionately more likely to live in a 100-year Flood Hazard Zone at 64 percent while making up 70 percent of the overall population.



Source: Southern California Association of Governments (SCAG); FEMA Effective: 100-Year Floodplains, 2017, FEMA

- Across the region, 25 percent of SCAG residents were exposed to wildfire risk, representing over 4.9 million people. 3.8 million Los Angeles County residents and 450,000 San Bernardino County residents lived in high wildfire risk areas.
- Hispanic (Latino) residents were more likely exposed to wildfire risk as nearly half (47 percent) of them lived in wildfire risk areas. This is proportional to the regional racial ethnic demographics but is still a significant increase from 2018.
- Almost nine out of 10 residents in Imperial County living in wildfire hazard areas were people of color, with 84 percent of them being Hispanic (Latino) residents.
- White residents in Orange County (42 percent) and Ventura County (47 percent) were the most likely to live in wildfire hazard areas compared to all other racial and ethnic groups and other counties.

SUMMARY

In summary, environmental indicators identify climate vulnerability and pollution exposure impacts in vulnerable communities. This report demonstrates that people of color, particularly Hispanics (Latinos), tend to be the most vulnerable and live in areas with highest environmental pollution, flood risk, and wildfire hazards. It is essential to plan for a region that provides equitable opportunities and environmental protections to all residents regardless of race, gender, income, or national origin.

The data presented in this report is intended to inform policy makers, community advocacy organization, and members of the public on those that are most impacted by the consequences of environmental degradation and to provide a foundation for effective regional decision-making to help improve this outcome as we move forward toward creating a more inclusive, equitable, and sustainable region.

Indicator 4: Wildfire Risk

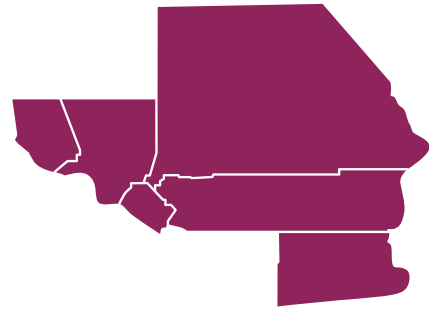
RACE/ETHNICITY	IMPERIAL	LOS ANGELES	ORANGE	RIVERSIDE	SAN BERNARDINO	VENTURA	SCAG REGION
People of color	89%	76%	58%	73%	69%	53%	73%
Asian/Pacific Islander	2%	18%	22%	5%	7%	8%	16%
Black	2%	7%	2%	4%	9%	1%	7%
Hispanic (Latino)	84%	48%	31%	61%	51%	40%	47%
Mixed/Other	1%	3%	3%	2%	3%	3%	3%
Native American	1%	0.20%	0.20%	0.30%	0.30%	0.20%	0.20%
White	11%	24%	42%	27%	31%	47%	27%
Total Population Exposure	7%	37%	12%	5%	20%	17%	25%

Source: Southern California Association of Governments (SCAG); Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE; Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE; Wildland Urban Interface, 2020, CAL FIRE

COUNTY NARRATIVES

The County Narratives section provide a snapshot of existing conditions in 2020 for each of the six counties in the SCAG region. A subset of equity indicators was selected for each county narrative to measure opportunity, economic vitality, access, housing affordability and quality, transportation safety, environmental health, and climate vulnerability. Data for all equity indicators at the county level are available upon request.

The figures in this two-page spread provide a snapshot of existing conditions in 2020 for the SCAG region using the same subset of equity indicators in the county narratives.



NEARLY 19 MILLION
residents lived in the SCAG region.

DEMOGRAPHICS (2020)



People of color made up almost **70%** of the region's population.



1 IN 10 residents have limited English proficiency.



30% of households were female-headed households.



OVER 10% of people in the region had **ONE OR MORE DISABILITIES**.

ECONOMY



Only a **THIRD** of residents of color had an associate degree or above, while over **HALF** of White residents had an associate degree or above.



HISPANIC (LATINO) FULL-TIME WORKERS were **THREE TIMES MORE LIKELY TO BE LIVING IN POVERTY** than White full-time workers.

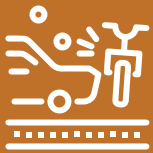


The median household income for **BLACK HOUSEHOLDS** was **LESS THAN 60 PERCENT** than that of White households.

MOBILITY



NATIVE AMERICANS had the least access to employment opportunities via all transportation modes compared to all other racial and ethnic groups.



HISPANIC (LATINO) residents were most likely to live in high-risk areas for pedestrian- or bicyclist-involved collisions.



ASIAN/PACIFIC ISLANDER and **WHITE** residents who took the bus, rail, taxi, or ferry to work experienced the longest commute at just under an hour compared to all other race/ethnic groups and transportation types.

ENVIRONMENT



HISPANIC (LATINO) residents had the highest exposure to environmental hazards according to CalEnviroScreen.



The region is projected to have **35** extreme heat days per year from 2040-2060.



HISPANIC (LATINO) residents were more likely to live in wildfire risk areas.

COMMUNITIES



BLACK households were the least likely to have broadband access compared to other racial and ethnic groups.



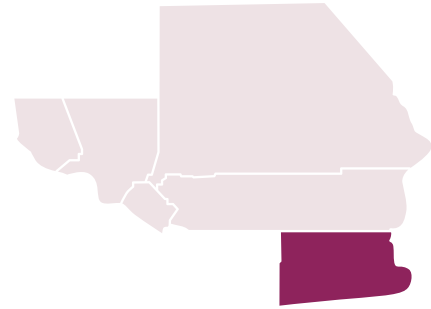
Nearly 40% of **HISPANIC (LATINO)** and Black renters were overburdened with housing costs.



NATIVE AMERICANS were twice as likely to live in housing units without complete plumbing or kitchen facilities than the rest of the region.

IMPERIAL COUNTY

Imperial County is located in the southeastern corner of California and borders Riverside County to the north, San Diego County to the west, Yuma County, Arizona, to the east, and Mexico to the south. With 4,284 square miles of land, it is slightly larger than Los Angeles County (4,057), but has a much smaller population, at just over 180,000 residents. There are seven cities and eight unincorporated communities within the county.



DEMOGRAPHICS

Total Population & Racial/Ethnic Distribution: Imperial County had a population of 180,714 residents in 2020, making up about one percent of SCAG’s total population. People of color made up nearly 90 percent of the county’s population, significantly higher than the region at just under 70 percent people of color. The county also had the highest percentage of Hispanic (Latino) residents (84.6 percent) compared to all other counties in the region. The table below provides the racial/ethnic breakdown for the county compared to the region.

Limited English Proficiency: The percentage of residents with limited English proficiency (18.6 percent) in Imperial County was almost two times the regional average (10 percent) with nearly one in five residents experiencing limited English proficiency. Asian/Pacific Islander (24 percent) and Hispanic (Latino) (21.4 percent) residents were more likely to experience a language barrier compared to other racial and ethnic groups.

Female-Headed Households: Within the county, one in three households (33 percent) were headed by females, similar to the regional average of 30 percent. Most notably, over half of Native American households were female-headed households (56 percent) while just 10 percent of Mixed/Other households were female-headed

180,714 residents lived in Imperial County, or **1%** of SCAG’s total population.

DEMOGRAPHICS (2020)



People of color made up almost **90%** of the County’s population.



1 IN 5 residents in the county had limited English Proficiency.



Within Imperial County, **1 IN 3** households were female-headed households.



14% of people in the County had **ONE OR MORE DISABILITIES.**

Total Population & Racial/Ethnic Distribution

RACE/ETHNICITY	ASIAN/ PACIFIC ISLANDER	BLACK	HISPANIC (LATINO)	MIXED/ OTHER	NATIVE AMERICAN	WHITE	PEOPLE OF COLOR
Imperial County	1.4%	2.3%	84.6%	0.9%	0.6%	10.2%	89.8%
SCAG region	13.5%	6.2%	46.7%	3.1%	0.2%	30.3%	69.7%

Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

households. Other racial and ethnic groups had similar distributions to the county average, ranging from 24 percent to 33 percent.

Persons with Disabilities: Fourteen percent of residents in the county identified as having one or more disabilities, slightly higher than the regional average of 11 percent. Approximately one in four Native American residents, one in five White residents, and one in five Black residents identified as having one or more disabilities.

ECONOMY

Economic indicators seek to evaluate whether all people have access to high-quality jobs, economic security, higher incomes, and entrepreneurship opportunities. This section examined educational attainment, the percentage of full-time workers experiencing poverty, and median household income in Imperial County.

Educational Attainment: Educational attainment is a primary factor in determining lifetime economic opportunities, including access to high-paying employment which may lead to homeownership and wealth accumulation. Educational attainment is defined as the highest level of education completed for individuals 25 years of age and older.

In 2020, 70 percent of Imperial County residents had a high school diploma or higher, significantly lower than the regional average of 81 percent. Across all racial/ethnic groups, Hispanic (Latino) residents had the lowest proportion of adults with at least a high school diploma (66 percent), followed by Black residents (73 percent), and Native American residents (74 percent). The percentage of residents with higher education (associate degree or higher) dropped to 22 percent, compared to the regional average of 40 percent. People of color, especially Black residents, were significantly less likely to obtain higher education; only five percent of Black residents in Imperial County had an associate degree or higher, compared to 19 percent of people of color in Imperial County.

Working Poor: Holding a full-time job does not ensure that workers do not live in poverty if it does not pay sufficiently to support a family. Low-wage workers face the challenge of obtaining affordable, high-quality childcare and experience other income related obstacles to accessing opportunities and daily life necessities.

ECONOMY



1 OUT OF 5 residents of color had an associate degree or above while **1 IN 3** White residents had an associate degree or above.



HISPANIC (LATINO) FULL-TIME WORKERS were **THREE TIMES MORE LIKELY TO BE LIVING IN POVERTY** than White full-time workers.



The median household income for **BLACK HOUSEHOLDS** was **LESS THAN 40 PERCENT** than that of the median household income for White households.

In Imperial County, 30 percent of full-time workers experienced poverty, significantly higher than the regional average of 19 percent. Most notably, workers of color experienced much higher rates of poverty than their White counterparts (13.5 percent) in the county: Native American workers (50.3 percent), Black workers (42.6 percent), Hispanic (Latino) workers (31.7 percent), and Asian/Pacific Islander workers (29.9 percent) experienced poverty despite working full time.

Median Household Income: Household income in the SCAG region is significantly impacted by high housing costs, which divert income from other obligations and necessities, including healthcare, quality food, and education. In Imperial County, the median household income in 2020 was \$46,448, significantly lower than the region's median household income of \$74,147. Within the county, Asian/Pacific Islander households had the highest median income of \$78,116, while Black households had the lowest median income of \$24,559. Notably, the median income Black households (\$24,559) was less than 40 percent than that of the median income for White households (\$65,406).

COMMUNITIES

Communities' indicators are used to assess existing public health and housing conditions and how they vary between different communities. This section examined broadband access, housing cost burden, and housing quality in Imperial County.

Broadband Access: Broadband, or high-speed internet, access is now considered just as essential to a household as electricity for the conduct daily activities, including work, education, shopping, and healthcare among many other activities. Broadband access became even more critical during the pandemic when many essential daily activities were no longer able to be conducted in-person. For this report, broadband access refers to the percentage of individuals living in housing units that have access to broadband internet service, including wired and wireless technologies.

In Imperial County, 88 percent of all households had access to broadband service in 2020, the lowest compared to all other counties in the region. Asian/Pacific Islander households (91 percent), Mixed/Other households (89 percent) and Hispanic (Latino) households (88 percent) were at or above the county average. Native American households (76 percent) and Black households (83 percent) were below the county average and had the least access compared to all racial and ethnic groups in all counties. White households with high-speed internet access within the county were slightly below the county average at 87 percent.

Housing Cost Burden: Households experiencing housing burden are defined as those that spend 30 percent or more of total household income on housing and/or

rent-related expenses. Allocating an excessive amount of income on housing costs leaves less money available for essential food, healthcare, education, and daycare expenditures. Households burdened by housing costs are often forced to choose lower cost housing in more distant areas that require longer commute times to jobs and other opportunities located in urban centers.

Forty-seven percent of renters and 18 percent of homeowners in Imperial County were burdened by housing costs in 2020, significantly more than the regional averages of 34 percent of renters and 12 percent of homeowners. When looking at renters, nearly two-thirds of Black renters were overburdened with housing costs (61 percent), followed by 49 percent of Hispanic (Latino) renters paying more than 30 percent of their income to housing costs. Homeowners had similar patterns: nearly 33 percent of Black homeowners and 20 percent of Hispanic (Latino) homeowners were spending more than 30 percent of their income on housing costs. Native American households experienced the lowest rates of housing burden in the county: 16 percent of Native American renters and four percent of homeowners spent more than 30 percent of their income on housing.

Housing Quality: Adequate plumbing facilities are necessary for clean water and sanitation in housing units and are considered essential for the health and safety of residents. Families living without proper kitchen facilities - a sink with running water, a stove or range, and a refrigerator - may be less likely to maintain sanitation or prepare nutritious meals, which can increase risk for hunger and vulnerability to illness. For this indicator, housing quality refers to the percentage of households without complete plumbing and kitchen facilities.

COMMUNITIES



Only **88%** of Imperial County residents had access to broadband.



2 OUT OF 3 BLACK RENTERS in Imperial County were overburdened by housing costs.



HISPANIC (LATINO) households were more likely to live in housing units without complete plumbing or kitchen facilities.

In Imperial County, 0.05 percent of households were living in housing units without complete plumbing and kitchen facilities, significantly lower than the regional average of 0.23 percent. However, the 0.05 percentage was exclusively represented by Hispanic (Latino) households suggesting all households that do not have plumbing and kitchen facilities in the county were Hispanic (Latino).

MOBILITY

Mobility indicators examine accessibility to employment opportunities, transportation, parks, and other essential services. This section of the report analyzed access to employment, commute time, and high risk areas for bicyclist- and pedestrian-involved collisions in Imperial County.

Access to Employment: Access to employment opportunities is foundational for social and economic interactions to meet basic needs. Overall, in the SCAG region, residents could access an average of 12 percent of employment opportunities within a 30-minute drive and an average of 3 percent within a 45-minute transit or local bus ride. In Imperial County, these values were much lower with residents accessing 0.7 percent of employment opportunities within a 30-minute drive and zero percent of employment opportunities within a 45-minute transit or local bus ride.

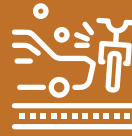
Imperial County had the lowest percentage of jobs accessible by automobile, transit or local bus compared to other counties. Asian/Pacific Islander and Hispanic (Latino) residents could access 0.8 percent of employment opportunities via a 30-minute car ride, while Black residents could access 0.5 percent of employment opportunities. Zero percent of jobs were accessible within a 45-minute transit or local bus ride for any racial or ethnic groups within Imperial County.

Bike and Pedestrian Collisions: Making walking and bicycling safer and providing more convenient transportation options is key to encouraging more people to choose healthy and more sustainable travel alternatives. Bicycling or walking along roadways near motor vehicles is often perceived as dangerous and reducing hazards in the pedestrian and bicycling environment is a primary strategy toward achieving the region's goal of promoting healthier, more active communities. This indicator is used to identify patterns of active transportation hazards and potential risk disparities among various communities.

MOBILITY



BLACK residents had the lowest job accessibility by automobile compared to other racial and ethnic groups.



Within Imperial County, **HISPANIC (LATINO)** residents were most likely to live in high-risk areas for pedestrian- or bicyclist-involved collisions.



HISPANIC (LATINO) RESIDENTS had the longest commute of 30 minutes by public transit and **ASIAN/PACIFIC ISLANDER RESIDENTS** had the longest commute by car or motorcycle at 30 minutes as well.

Within Imperial County, while Hispanic (Latino) residents represented 83 percent of the county population, they were still at higher risk for pedestrian- (88.3 percent) and bicyclist-involved (85 percent) collisions compared to all other racial and ethnic groups. All other racial and ethnic groups had a proportionate share of risk for pedestrian- and bicyclist-involved collisions.

Commute Time: The time required for a person to travel from home to the workplace impacts a wide range of lifestyle and opportunity costs. Time spent travelling to work and back means less time available to spend with family or engaging in other activities that are important to a maintaining a healthy lifestyle including physical exercise and community interaction. Southern California has earned a reputation for its traffic congestion, urban sprawl, and the resultant extended commute times. For the SCAG region overall the average travel time to work, including all travel modes, was 29.1 minutes in 2020. For public transit, the average commute time increased to 51.2 minutes.

In Imperial County, the average commute time was at 22.8 minutes for all travel modes, 23.1 minutes by car or motorcycle, and 29.2 minutes by public transit. All commute times were significantly less than the

region's average. When looking at commutes by car or motorcycle, Asian/Pacific Islander residents had the longest commutes at 29.6 minutes compared to other racial/ethnic groups. In contrast, Mixed/Other residents had the shortest average commute for all travel modes at only 13.2 minutes and just 14.1 minutes by car or motorcycle.

ENVIRONMENT

Environment indicators evaluate climate vulnerability and pollution exposure, representing a subset of issues negatively impacting communities of color. This section of the county narrative explored CalEnviroScreen (CES) scores to measure environmental health and extreme heat, tree canopy, and wildfire risk to measure climate vulnerability.

CES 4.0 Score: The California Environmental Protection Agency (Cal EPA) developed CES, a tool that analyzes a combination of several pollution burden indicators and population characteristics to calculate a score to assess environmental risk for disadvantaged communities within a particular area. Higher CES scores represent higher pollution burden and a higher vulnerability to pollution burden due to sensitive populations and socioeconomic factors. In the SCAG region, Hispanic (Latino) residents made up the largest percentage of residents in census tracts with the highest CES scores while White residents disproportionately lived in census tracts with the lowest CES scores. The average CES score for Imperial County census tracts was 40.4, significantly higher than the regional average score of 33.4 and the highest compared to all counties in the region. The average score in the county was higher than 73 percent of census tracts in the state of California.

Extreme Heat and Tree Canopy: Extreme heat is increasingly becoming a significant public health issue that causes or exacerbates many serious illnesses and disproportionately impacts the most vulnerable populations like young children, old adults, low-income communities, and people of color. The SCAG region is projected to have an average increase of 35 extreme heat days from 2040 to 2060 and extreme heat days are expected to more than double by 2085 across the entire region. As a result, many serious illnesses caused by extreme heat exposure, such as heat exhaustion, heat stroke, respiratory illnesses, and even death, are impacting the most vulnerable populations like young children, older adults, low-income communities, and people of color. One way to mitigate

ENVIRONMENT



The average CES score for Imperial County census tracts was **40.4**, much higher than the regional average and highest compared to all counties in the region.



The County is projected to have **43** extreme heat days per year from 2040-2060; the highest projection compared to all other counties.



PEOPLE OF COLOR were more likely to live in high-risk wildfire areas within the county.

extreme heat conditions is to increase tree canopy and vegetation coverage but communities of color often do not have adequate tree canopy coverage. This indicator examines the number of projected extreme heat days per county and the percentage of tree canopy coverage by census tract.

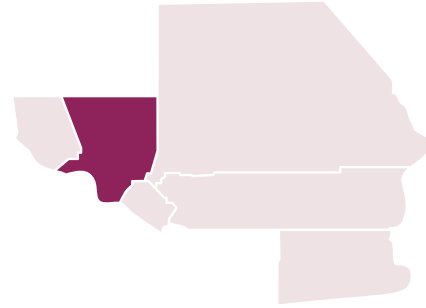
Imperial County is projected to have 43 extreme heat days per year from 2040-2060. The county is also projected to have 194.2 days above 90-degrees Fahrenheit from 2035-2064 while the average projected average annual number of days above 90-degrees for California is 78.8. When considering tree canopy coverage, census tracts with majority people of color (2.4 percent) were almost 2.5 times less likely to have tree canopy coverage compared to census tracts with majority White residents (6.9 percent).

Wildfire Risk: As Southern California continues to become drier and warmer, the region is increasingly vulnerable to wildfire risk. In addition to the immediate risk to life and property generated by the fire itself, wildfire smoke contains large volumes of unhealthy particulate matter (PM) and other harmful air pollutants that expose the population to unhealthy air quality and dangerous levels of PM over significant periods of time. In the SCAG region, one in four residents live in a wildfire hazard area.

In Imperial County, seven percent of residents lived in a wildfire hazard area, significantly less than the regional average of 25 percent. Residents that lived in high-risk wildfire areas were 89 percent people of color similar to their population share in the county at nearly 90 percent.

LOS ANGELES COUNTY

Los Angeles County borders the counties of Kern to the north, Orange to the southeast, San Bernardino to the east and Ventura to the northwest. To the west, Los Angeles borders 70 miles of the Pacific Ocean. As the most populous county in the United States, Los Angeles County covers 4,058 square miles of land and is home to 88 incorporated cities and many unincorporated communities.



DEMOGRAPHICS





Total Population & Racial/Ethnic Distribution: As the most populous county in the region, Los Angeles County had a total population of over 10 million in 2020 (10,041,094 residents), making up a little over half of the region’s population. People of color made up 74 percent of the county’s population, slightly higher than the region at just under 70 percent. Los Angeles County also had the highest percentage of Black residents (7.8 percent) of all counties in the region. The table below provides the racial/ethnic breakdown for the county compared to the region.

Limited English Proficiency: The percentage of residents in Los Angeles County that experienced limited English proficiency was 12.4 percent in 2020, slightly higher than the region at 10 percent. Hispanic (Latino) (18.2 percent) and Asian/Pacific Islander (17.6 percent) residents were more likely to experience a language barrier compared to other racial and ethnic groups.

Female-Headed Households: One in three households (32 percent) were headed by females in the county, similar to the regional average of 30 percent. Most notably, 50 percent of Black households and 40 percent of Native American households were headed by a female. Other racial and ethnic groups had similar distributions to the

10,041,094 residents lived in Los Angeles County, or **53%** of SCAG’s total population.

DEMOGRAPHICS (2020)

- 
People of color made up **74%** of the County’s population.
- 
12.4% of residents in the county had limited English Proficiency.
- 
Within Los Angeles County, **1 IN 3** households were female-headed households.
- 
10% of people in the County had **ONE OR MORE DISABILITIES.**

Total Population & Racial/Ethnic Distribution

RACE/ETHNICITY	ASIAN/ PACIFIC ISLANDER	BLACK	HISPANIC (LATINO)	MIXED/ OTHER	NATIVE AMERICAN	WHITE	PEOPLE OF COLOR
Los Angeles County	14.80%	7.80%	48.30%	2.90%	0.20%	25.90%	74.10%
SCAG region	13.50%	6.20%	46.70%	3.10%	0.20%	30.30%	69.70%

Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

county average, ranging from 28 percent to 35 percent.

People with Disabilities: In Los Angeles County, one in 10 residents identified as having one or more disabilities, similar to the regional average of 11 percent. Black residents had the highest percentage of individuals who identified as having one or more disabilities at 15.8 percent.

ECONOMY

Economic indicators seek to evaluate whether all people have access to high-quality jobs, economic security, higher incomes, and entrepreneurship opportunities. This section examined educational attainment, the percentage of full-time workers experiencing poverty, and median household income in Los Angeles County.

Educational Attainment: Educational attainment is a primary factor in determining lifetime economic opportunities, including access to high-paying employment which may lead to homeownership and wealth accumulation. Educational attainment is defined as the highest level of education completed for individuals 25 years of age and older.

In 2020, 80 percent of Los Angeles County residents had a high school diploma or higher, similar to the regional average of 81 percent. Across all racial/ethnic groups, Hispanic (Latino) residents had the lowest percentage of adults with a high school diploma or higher (63 percent) while White residents had the highest percentage of 95 percent. When considering higher education, 41 percent of all residents had an associate degree or higher but only a third (33percent) of residents of color had an associate degree or higher.

Working Poor: Holding a full-time job does not ensure that workers do not live in poverty if it does not pay sufficiently to support a family. Low-wage workers also face the challenge of obtaining affordable, high-quality childcare and experience other income related obstacles to accessing opportunities and daily life necessities. In the SCAG region, about 20 percent of full-time workers experience poverty, with Hispanic communities experiencing the highest working poor rate among all reported ethnic groups at nearly 29 percent, compared to only ten percent for White workers.

In Los Angeles County, 21 percent of all full-time workers were living in poverty in 2020, slightly higher than the regional average of 19.4 percent. However, the

ECONOMY



HISPANIC (LATINO) residents had the lowest percentage with high school diploma or higher while **WHITE** residents had the highest percentage.



HISPANIC (LATINO) FULL-TIME WORKERS were **THREE TIMES MORE LIKELY TO BE LIVING IN POVERTY** than White full-time workers.



BLACK households had the lowest median household income compared to other racial and ethnic groups.

percentage of Hispanic (Latino) workers living in poverty were much higher compared to all other racial and ethnic groups within the county at 30.1 percent. White workers were the least likely to be living in poverty at 10.4 percent. And almost one in five Black workers (19.5 percent) were living in poverty.

Median Household Income: Household income in the SCAG region is significantly impacted by high housing costs, which divert income from other obligations and necessities, including healthcare, quality food, and education. In Los Angeles County, the median household income in 2020 was \$70,645, which was slightly lower compared to the SCAG regional median of \$74,147. White households had the highest median household income of \$90,761 while Black households had the lowest median household income of \$51,138, almost a \$40,000 difference.

COMMUNITIES

The 'Communities' indicators provided in this report are used to assess existing public health and housing conditions and how they vary between different communities. This section specifically evaluated broadband (internet) availability as a measure of access to essential services, and housing cost burden and housing quality as measures of housing affordability and housing adequacy in Los Angeles County.

Broadband Access: Broadband access is now considered just as essential to a household as electricity for the conduct daily activities, including work, education, shopping, and healthcare among many other activities. Broadband access became even more critical during the pandemic when many essential daily activities were no longer able to be conducted in-person. For this report, broadband access refers to the percentage of individuals living in housing units that lack access to broadband internet service, including wired and wireless technologies.

89 percent of all households in Los Angeles County had access to broadband service in 2020, slightly lower than the 90 percent reported for the SCAG region overall. Asian/Pacific Islander households (93 percent), Native American households (89 percent), and Mixed/Other households (88 percent) were at or above the county average. Hispanic (Latino) households (87 percent) and Black households (85 percent) were least likely to have internet access. White households with high-speed internet access within the county were slightly above the county average at 91 percent.

Housing Cost Burden: Households considered excessively burdened by housing costs are those that spend 30 percent or more of total household income on housing and/or rent-related expenses. Allocating an excessive amount of income on housing costs leaves less money available for essential food, healthcare, education, and daycare expenditures. Households burdened by housing costs are often forced to choose lower cost housing in more distant areas that require longer commute times to jobs and other opportunities located in urban centers.

12 percent of Los Angeles County homeowners and 34 percent of renters experienced an excessive housing cost burden in 2020, which was the same as regional percentages. When considering renters, Hispanic (Latino) residents experienced the highest levels of housing burden at 42 percent. Black renters (38 percent) and Native American renters (37 percent) were also experiencing excessive housing cost burdens compared to the county average. When considering homeowners, Hispanic (Latino) residents (16percent), Black residents (15percent), and Native American residents (13percent) were more likely to experience housing cost burdens compared to other racial and ethnic groups in the county. White homeowners and renters experienced the least housing burdens at nine percent and 24 percent.

Housing Quality: The provision of basic amenities in a housing unit is of significant relevance to the discussion of equity and the assessment of disparities experienced among communities of color. The availability of adequate plumbing facilities is necessary for the maintenance of sanitation and clean water for a housing unit and is

COMMUNITIES



BLACK households were least likely to have broadband access compared to other racial and ethnic groups.



Over 40% of **HISPANIC (LATINO)** renters were overburdened with housing costs compared to 9% of White homeowners.



HISPANIC (LATINO) households were more likely to live in housing units without complete plumbing or kitchen facilities.

essential to the safety and health of residents. In addition, families living without proper kitchen facilities, which include a sink with running water, a stove or range, and a refrigerator, are less likely to prepare nutritious food and maintain adequate sanitation, which may lead to increased food insecurity and poorer health outcomes. For this indicator, housing quality refers to the percentage of households without complete plumbing and kitchen facilities.

In Los Angeles County, 0.29 percent of households were living in housing units without complete plumbing and kitchen facilities, higher than the regional average of 0.23 percent. Black residents and Native American residents were more likely to live in housing units without any plumbing and kitchen facilities, at 0.56 percent for both. Asian/Pacific Islander residents were least likely to experience these housing quality conditions compared to all other racial and ethnic groups in the county at 0.21 percent.

MOBILITY

Mobility indicators seek to assess accessibility to employment opportunities, transportation, parks, and other essential services. This section of the report evaluated access to employment and commute time to measure accessibility to essential services, and bike and pedestrian collisions to measure safety in Los Angeles County.

Access to Employment: Access to employment opportunities is foundational for social and economic interactions to meet basic needs. Overall, in the SCAG region, residents could access an average of 12 percent of employment opportunities within a 30-minute car ride and an average of 2.7 percent within a 45-minute transit or local bus ride. In Los Angeles County, this value was slightly higher at 14.2 percent within a 30-minute car ride and slightly lower at 2.6 percent within a 45-minute transit or local bus ride.

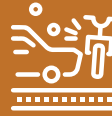
Job accessibility by automobile for all racial and ethnic groups were very similar, ranging from 12.2 percent for White residents to 16 percent for Black residents. Job accessibility by transit or local bus for all racial and ethnic groups were also very similar in Los Angeles County, ranging from 2.3 percent for White and Native American residents to three percent for Black residents.

Bike and Pedestrian Collisions: Making walking and bicycling safer and providing more convenient

MOBILITY



WHITE residents had the lowest job accessibility by automobile and transit compared to other racial and ethnic groups.



Within Los Angeles County, **HISPANIC (LATINO)** residents were most likely to live in high-risk areas for pedestrian- or bicyclist-involved collisions.



BLACK commuters had the longest overall travel times compared to other racial and ethnic groups at nearly 34 minutes and had the longest public transit travel time at 56 minutes.

transportation options is key to encouraging more people to choose healthy and more sustainable travel alternatives. Bicycling or walking along roadways near motor vehicles is often perceived as dangerous and reducing hazards in the pedestrian and bicycling environment is a primary strategy toward achieving the region's goal of promoting healthier, more active communities. This indicator is used to identify patterns of active transportation hazards and potential risk disparities among various communities.

Within Los Angeles County, while Hispanic (Latino) residents represented 48.7 percent of the county population, they were still at higher risk for pedestrian- (52.4 percent) and bicyclist-involved (53.8 percent) collisions compared to all other racial and ethnic groups. Black residents were also at a higher risk for pedestrian- (8.9 percent) and bicyclist-involved (8.6 percent) collisions despite representing only 7.3 percent of the county population. All other racial and ethnic groups had a proportionate share of risk for pedestrian- and bicyclist-involved collisions.

Commute Time: The time required for a person to travel from home to the workplace impacts a wide range of lifestyle and opportunity costs. Time spent travelling to work and back means less time available to spend with family or engaging in other activities that are important

to a maintaining a healthy lifestyle including physical exercise and community interaction. Southern California has earned a reputation for its traffic congestion, urban sprawl, and the resultant extended commute times. For the SCAG region overall the average travel time to work, including all travel modes, was 29.1 minutes in 2020. For public transit, the average commute time increased to 51.2 minutes.

In Los Angeles County, the average travel time to work for all travel modes was 31.7 minutes and 51.1 minutes for public transit trips only. Black residents had the highest overall travel times for all modes and public transit at 33.8 minutes and 56.3 minutes, respectively, compared to all other racial and ethnic groups. White residents (30.8 minutes for all modes and 49.9 minutes for transit) and Mixed/Other residents (31.3 minutes for all modes and 49.3 minutes for transit) experienced the lowest commute times compared to all other racial and ethnic groups.

ENVIRONMENT

Environment indicators evaluate climate vulnerability and pollution exposure, representing a subset of issues negatively impacting communities of color. This section of the county narrative explored CalEnviroScreen (CES) 4.0 scores to measure environmental health and extreme heat and wildfire risk to measure climate vulnerability.

CES 4.0 Score: The California Environmental Protection Agency (Cal EPA) developed CES, a tool that analyzes a combination of several pollution burden indicators and population characteristics to calculate a score to assess environmental risk for disadvantaged communities within a particular area. Higher CES scores represent higher pollution burden and a higher vulnerability to pollution burden due to sensitive populations and socioeconomic factors. In the SCAG region, Hispanic (Latino) residents made up the largest percentage of residents in census tracts with the highest CES scores while White residents disproportionately lived in census tracts with the lowest CES scores. The average CES score for Los Angeles County census tracts was 38, which was higher than the regional average score of 33.4 and the second highest compared to all counties in the region.

Extreme Heat and Tree Canopy: Extreme heat is becoming a public health issue that causes or exacerbates many serious illnesses and disproportionately impacts the most vulnerable populations like young children, old adults, low-income communities, and people of

ENVIRONMENT



The average CES score for Los Angeles County census tracts was **38**, higher than the regional average and the second highest compared to all counties in the region.



The County is projected to have **37** extreme heat days per year from 2040-2060; higher than the projection for the region.



ASIAN/PACIFIC ISLANDER residents were more likely to live in a high-risk wildfire area in Los Angeles County.

color. The SCAG region is projected to have an average increase of 35 extreme heat days from 2040 to 2060 and extreme heat days are expected to more than double by 2085 across the entire region. As a result, many serious illnesses caused by extreme heat exposure, such as heat exhaustion, heat stroke, respiratory illnesses, and even death, are impacting the most vulnerable populations like young children, older adults, low-income communities, and people of color. One way to mitigate extreme heat conditions is to increase tree canopy and vegetation coverage but communities of color tend to not have adequate tree canopy coverage. This indicator examines the number of projected extreme heat days per county and percentage of tree canopy coverage by census tract.

Los Angeles County is projected to have 37 extreme heat days per year from 2040-2060. The county is also projected to have 73.6 days each year above 90-degrees Fahrenheit from 2035-2064 which is slightly lower than

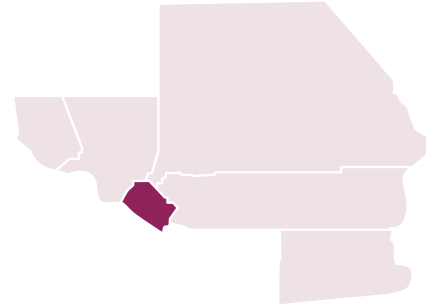
the California average projected annual number of days above 90-degrees of 78.8. When considering tree canopy coverage, census tracts with majority people of color (2.4 percent) were almost 2.5 times less likely to have tree canopy coverage compared to census tracts with majority White residents (6.9 percent).

Wildfire Risk: As Southern California continues to become drier and warmer, the region becomes increasingly vulnerable to wildfire risk. In addition to the immediate risk to life and property generated by the fire itself, wildfire smoke contains large volumes of unhealthful particulate matter (PM) and other harmful air pollutants that expose the population to unhealthy air quality and dangerous levels of PM over significant periods of time. In the SCAG region, 1 in 4 residents live in a wildfire hazard area while nearly 3 in 4 residents of color reside in wildfire hazard areas.

In Los Angeles County, 37 percent of its residents lived in a wildfire hazard area which was higher than the regional average of 25 percent. People of color were more likely to live in high-risk wildfire areas within the county at 76 percent. Nearly half (48 percent) of residents that lived in wildfire hazard areas were Hispanic (Latino) residents, which is significantly higher than their White counterparts (24 percent).

ORANGE COUNTY

Orange County borders the counties of Los Angeles in the northwest, Riverside in the east, San Bernardino in the northeast, and San Diego in the south. To the west, Orange County borders 42 miles of the Pacific Ocean. Orange County is the third most populous county in California and includes 34 incorporated cities within its 799 square mile boundary.



DEMOGRAPHICS

Total Population & Racial/Ethnic Distribution: Orange County had a total population of nearly 3.2 million (3,170,158 residents), making up 16.8 percent of the region's population. Approximately 60 percent of the county's population were people of color, significantly lower than the region at 70 percent. Orange County also had the highest percentage of Asian/Pacific Islander residents (21.2 percent) compared to all other counties in the region. The table below provides the racial/ethnic breakdown for the county compared to the region.

Limited English Proficiency: Nearly one in 10 residents in Orange County experienced limited English proficiency (8.9 percent), slightly lower than the region at 10 percent. Asian/Pacific Islander residents (16.4 percent) and Hispanic (Latino) residents (14.8 percent) were more like to experience a language barrier compared to other racial and ethnic groups in the county.

Female-Headed Households: Within the county, 27 percent of households were headed by females, slightly lower than the regional average of 30 percent. Black households had the highest percentage of female-headed households at 37 percent. Other racial and ethnic groups had similar distributions to the county average, ranging from 24 percent to 28 percent.

People with Disabilities: Nearly nine percent of

3,170,158 residents lived in Orange County, or **17%** of SCAG's total population.

DEMOGRAPHICS (2020)



People of color made up almost **60%** of the County's population.



Nearly **1 IN 10** residents in the county had limited English Proficiency.



Within Orange County, **27%** of households were female-headed households.



9% of people in the County had **ONE OR MORE DISABILITIES.**

Total Population & Racial/Ethnic Distribution

RACE/ETHNICITY	ASIAN/PACIFIC ISLANDER	BLACK	HISPANIC (LATINO)	MIXED/OTHER	NATIVE AMERICAN	WHITE	PEOPLE OF COLOR
Orange County	21.10%	1.50%	33.80%	3.60%	0.20%	39.80%	60.20%
SCAG region	13.50%	6.20%	46.70%	3.10%	0.20%	30.30%	69.70%

Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

Orange County residents had one or more disabilities (8.9 percent), slightly lower than the regional average of 11 percent. Native American residents had the highest percentage of individuals who identified as having one or more disabilities at 14.6 percent compared to all other racial and ethnic groups in the county.

ECONOMY

Economic indicators seek to evaluate whether all people have access to high-quality jobs, economic security, higher incomes, and entrepreneurship opportunities. This section examined educational attainment, the percentage of full-time workers experiencing poverty, and median household income in Orange County.

Educational Attainment: Educational attainment is a primary factor in determining lifetime economic opportunities, including access to high-paying employment which may lead to homeownership and wealth accumulation. Educational attainment is defined as the highest level of education completed for individuals 25 years of age and older.

In 2020, 86 percent of Orange County residents had a high school diploma or higher, which was slightly higher compared to the regionally reported 81 percent. People of color were less likely to obtain a high school diploma or higher compared to their White counterparts, at 78 percent and 97 percent, respectively. When considering higher education, people of color continued to underperform compared to White residents in the county. 41 percent of residents of color had an associate degree or higher and 59 percent of White residents had an associate degree or higher.

Working Poor: Holding a full-time job does not ensure that workers do not live in poverty if it does not pay sufficiently to support a family. Low-wage workers also face the challenge of obtaining affordable, high-quality childcare and experience other income related obstacles to accessing opportunities and daily life necessities. In the SCAG region, about 20 percent of full-time workers experience poverty, with Hispanic communities experiencing the highest working poor rate among all reported ethnic groups at nearly 29 percent, compared to only ten percent for White workers.

In Orange County, about 15 percent (14.8 percent) of all full-time workers were living in poverty in 2020, slightly lower than the regional average of 19.4 percent. Hispanic (Latino) workers were more likely to be living in poverty

ECONOMY



41% of residents of color had an associate degree or above while **59%** of White residents had an associate degree or above.



HISPANIC (LATINO) FULL-TIME WORKERS were **THREE TIMES MORE LIKELY TO BE LIVING IN POVERTY** than **WHITE** full-time workers.



HISPANIC (LATINO) households had the lowest median household income compared to other racial and ethnic groups.

at 25.9 percent while White workers were the least likely to be living in poverty at 7.5 percent. Almost one in five Black workers (17.8 percent) were living in poverty.

Median Household Income: Household income in the SCAG region is significantly impacted by high housing costs, which divert income from other obligations and necessities, including healthcare quality food, and education. In Orange County, the median household income in 2020 was \$93,990, which was the highest compared to all counties in the SCAG region (\$74,147). White households (\$104,433) and Mixed/Other households (\$102,164) had the highest median household incomes while Hispanic (Latino) households (\$73,906) had the lowest median household income, nearly a \$30,000 difference.

COMMUNITIES

The 'Communities' indicators provided in this report are used to assess existing public health and housing conditions and how they vary between different communities. This section specifically evaluated broadband (internet) availability as a measure of access to essential services, and housing cost burden and housing quality as measures of housing affordability and housing adequacy in Orange County.

Broadband Access: Broadband access is now considered just as essential to a household as electricity for the conduct daily activities, including work, education, shopping, and healthcare among many other activities. Broadband access became even more critical during the pandemic when many essential daily activities were no longer able to be conducted in-person. For this report, broadband access refers to the percentage of individuals living in housing units that lack access to broadband internet service, including wired and wireless technologies.

In Orange County, 94 percent of households had access to broadband service in 2020, the highest compared to all other counties. Asian/Pacific Islander households (95 percent) and White households (94 percent) were at or above the county average while other racial and ethnic groups, Native American (93 percent), Black (92 percent), Hispanic (Latino) (91 percent), and Mixed/Other (91 percent) were below the county average but above the regional average of 90 percent.

Housing Cost Burden: Households considered excessively burdened by housing costs are those that spend 30 percent or more of total household income on housing and/or rent-related expenses. Allocating an excessive amount of income on housing costs leaves less money available for essential food, healthcare, education, and daycare expenditures. Households burdened by housing costs are often forced to choose lower cost housing in more distant areas that require longer commute times to jobs and other opportunities located in urban centers.

Nine percent of Orange County homeowners and 28 percent of renters experienced an excessive housing cost burden in 2020, which was lower compared to 12 percent regionally for homeowners and 34 percent regionally for renters. Specifically, Hispanic (Latino) renters (38 percent), Asian/Pacific Islander renters (31 percent), and Native American renters (29 percent) were more likely to experience housing cost burdens than other racial and ethnic group within the county. For homeowners, Hispanic (Latino) residents (11percent) and Black residents (10 percent) had the highest housing cost burdens in the county. Native American homeowners (5 percent) and White renters (19 percent) were less likely to experience housing cost burdens.

Housing Quality: The provision of basic amenities in a housing unit is of significant relevance to the discussion of equity and the assessment of disparities experienced among communities of color. The availability of adequate plumbing facilities is necessary for the maintenance of sanitation and clean water for a housing unit and is essential to the safety and health of residents. In addition, families living without proper kitchen facilities, which

COMMUNITIES



HISPANIC (LATINTO) AND MIXED/OTHER households were least likely to have broadband access compared to other racial and ethnic groups.



HISPANIC (LATINO) renters were twice as likely to be overburdened by housing cost compared to White renters.



MIXED/OTHER households were 4 times more likely to live in households without complete plumbing or kitchen facilities compared to the rest of the county.

include a sink with running water, a stove or range, and a refrigerator, are less likely to prepare nutritious food and maintain adequate sanitation, which may lead to increased food insecurity and poorer health outcomes. For this indicator, housing quality refers to the percentage of households without complete plumbing and kitchen facilities.

In Orange County, 0.12 percent of households are living in housing units without complete plumbing and kitchen facilities, lower than the regional average of 0.23 percent. Mixed/Other households were the most likely to be living in housing units with any plumbing and kitchen facilities at 0.52 percent while Native American residents (0 percent), White residents (0.08 percent) and Black residents (0.08 percent) experienced relatively low rates of inadequate housing conditions.

MOBILITY

Mobility indicators seek to assess accessibility to employment opportunities, transportation, parks, and other essential services. This section of the report evaluated access to employment and commute time to measure accessibility to essential services, and bike and pedestrian collisions to measure safety in Orange County.

Access to Employment: Access to employment opportunities is foundational for social and economic interactions to meet basic needs. Overall, in the SCAG region, residents could access an average of 12 percent of employment opportunities within a 30-minute car ride and an average of 2.7 percent within a 45-minute transit or local bus ride. In Orange County, these values were slightly higher at 16.9 percent within a 30-minute car ride and slightly lower at 1.7 percent within a 45-minute transit or local bus ride.

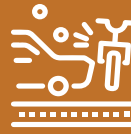
Orange County had the highest job accessibility by automobile compared to all other counties. Job accessibility by automobile for all racial and ethnic groups were very similar, ranging from 15.5 percent for White residents to 18.2 percent for Hispanic (Latino) residents. Job accessibility by transit or local bus for all racial and ethnic groups were also very similar, ranging from 1.4 percent for White residents to 2.1 percent for Hispanic (Latino) residents.

Bike and Pedestrian Collisions: Making walking and bicycling safer and providing more convenient transportation options is key to encouraging more people to choose healthy and more sustainable travel

MOBILITY



WHITE residents had the lowest job accessibility by automobile and transit compared to other racial and ethnic groups.



Within Orange County, **HISPANIC (LATINO)** residents were most likely to live in high-risk areas for pedestrian- or bicyclist-involved collisions.



WHITE and **ASIAN/PACIFIC ISLANDERS** had the longest public transit commute of nearly an hour, almost twice the average county commute time.

alternatives. Bicycling or walking along roadways near motor vehicles is often perceived as dangerous and reducing hazards in the pedestrian and cycling environment is a primary strategy toward achieving the region's goal of promoting healthier, more active communities. This indicator is used to identify patterns of active transportation hazards and potential risk disparities among various communities.

Within Orange County, Hispanic (Latino) residents were at higher risk for pedestrian- (45.1 percent) and bicyclist-involved (41 percent) collisions compared to all other racial and ethnic groups despite only having a county population share of 34.3 percent. All other racial and ethnic groups had a proportionate share of risk for pedestrian- and bicyclist-involved collisions.

Commute Time: The time required for a person to travel from home to the workplace impacts a wide range of lifestyle and opportunity costs. Time spent travelling to work and back means less time available to spend with family or engaging in other activities that are important to a maintaining a healthy lifestyle including physical exercise and community interaction. Southern California has earned a reputation for its traffic congestion, urban sprawl, and the resultant extended commute times. For the SCAG region overall the average travel time to work, including all travel modes, was 29.1 minutes in 2020. For public transit, the average commute time increased

to 51.2 minutes.

In Orange County, the average travel time to work for all travel modes was 27.8 minutes and 51.1 minutes for public transit trips only. When considering public transit commute times only, White residents (57.8 minutes), Asian/Pacific Islander residents (56.9 minutes), and Native American residents (54.9 minutes) had the longest commute times compared to all other racial and ethnic groups within the county. Hispanic (Latino) residents had the lowest commute times for all modes at 26.6 minutes compared to all other racial and ethnic groups in the county.

ENVIRONMENT

Environment indicators evaluate climate vulnerability and pollution exposure, representing a subset of issues negatively impacting communities of color. This section of the county narrative explored CalEnviroScreen (CES) scores to measure environmental health and extreme heat and wildfire risk to measure climate vulnerability.

CES 4.0 Score: The California Environmental Protection Agency (Cal EPA) developed, CES, a tool that analyzes a combination of several pollution burden indicators and population characteristics to calculate a score to assess environmental risk for disadvantaged communities within a particular area. Higher CES scores represent higher pollution burden and a higher vulnerability to pollution burden due to sensitive populations and socioeconomic factors. In the SCAG region, Hispanic (Latino) residents made up the largest percentage of residents in census tracts with the highest CES scores while White residents disproportionately lived in census tracts with the lowest CES scores. The average CES score for Orange County census tracts was 23.6, which is lower than the regional average score of 33.4.

Extreme Heat and Tree Canopy: Extreme heat is becoming a public health issue that causes or exacerbates many serious illnesses and disproportionately impacts the most vulnerable populations like young children, old adults, low-income communities, and people of color. The SCAG region is projected to have an average increase of 35 extreme heat days from 2040 to 2060 and extreme heat days are expected to more than double by 2085 across the entire region. As a result, many serious illnesses caused by extreme heat exposure, such as heat exhaustion, heat stroke, respiratory illnesses, and even death, are impacting the most vulnerable populations like young children, older adults, low-income communities,

ENVIRONMENT



The average CES score for Orange County census tracts was **23.6**, lower than the regional average.



The County is projected to have **15** extreme heat days per year from 2040-2060; the lowest projection and significantly less compared to all other counties.



2 OUT OF 5 WHITE residents in Orange County were living in a high-risk wildfire area, the highest percentage of any racial/ethnic group in the county.

and people of color. One way to mitigate extreme heat conditions is to increase tree canopy and vegetation coverage but communities of color tend to not have adequate tree canopy coverage. This indicator examines the number of projected extreme heat days per county and percentage of tree canopy coverage by census tract.

Orange County is projected to have 15 extreme heat days per year from 2040-2060, the lowest compared to all other counties. The county is also projected to have 46.6 annual days above 90-degrees Fahrenheit from 2035-2064 which is significantly lower than the California average projected annual number of days above 90-degrees of 78.8. When considering tree canopy coverage, census tracts with majority people of color (2.4 percent) were almost 2.5 times less likely to have tree canopy coverage compared to census tracts with majority

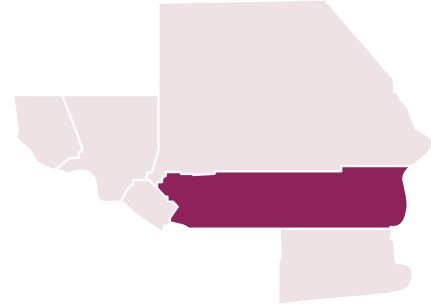
White residents (6.9 percent).

Wildfire Risk: As Southern California continues to become drier and warmer, the region becomes increasingly vulnerable to wildfire risk. In addition to the immediate risk to life and property generated by the fire itself, wildfire smoke contains large volumes of unhealthful particulate matter (PM) and other harmful air pollutants that expose the population to unhealthy air quality and dangerous levels of PM over significant periods of time. In the SCAG region, 1 in 4 residents live in a wildfire hazard area while nearly 3 in 4 residents of color reside in wildfire hazard areas.

In Orange County, 12 percent of its residents lived in a wildfire hazard area which was significantly less than the regional average of 25 percent. Hispanic (Latino) residents (31 percent), White residents (42 percent), and Asian/Pacific Islander residents (22 percent) were more likely to be living in wildfire hazard areas compared to all other racial and ethnic groups in the county. Native American residents were the least likely to be living in wildfire hazard areas at 0.2 percent.

RIVERSIDE COUNTY

Riverside County is located in southeastern California and borders San Bernadino County to the north, San Diego County to the south, La Paz County, Arizona, to the east and Orange County to the west. With 7,303 square miles of land, it is the second largest county in the SCAG region, second only to San Bernadino County.



2,437,849 residents lived in Riverside County, or **13%** of SCAG's total population.

DEMOGRAPHICS

Total Population & Racial/Ethnic Distribution:

Riverside County was home to over 2.4 million residents (2,437,849), making up 13 percent of the region's total population. People of color made up 66 percent of the county's population, slightly lower than the regional average of nearly 70 percent. Almost half of the county's population was Hispanic (Latino) (49 percent), slightly higher than the regional average of 46.7 percent. The table below provides the racial/ethnic demographic breakdown of the county compared to the region.

Limited English Proficiency: Approximately seven percent of residents in the county experienced limited English proficiency in 2020, significantly lower than the regional average of 10 percent. However, Hispanic (Latino) and Asian/Pacific Islander residents were more likely to experience limited English proficiency at 13 percent and 11 percent, respectively, while just 0.4 percent of White and Black residents experienced limited English proficiency.

Female-Headed Households: Within the county, 27 percent of households were headed by females, slightly lower than the regional average of 30 percent. Black households had the highest percentage of female-headed households at 40 percent compared to other racial/ethnic groups, followed by Native American households at 37 percent.

DEMOGRAPHICS (2020)



People of color made up almost **65%** of the County's population.



7% of residents in the county had limited English Proficiency.



Within Riverside County, **27%** of households were female-headed households.



12% of people in the County had **ONE OR MORE DISABILITIES.**

Total Population & Racial/Ethnic Distribution

RACE/ETHNICITY	ASIAN/PACIFIC ISLANDER	BLACK	HISPANIC (LATINO)	MIXED/OTHER	NATIVE AMERICAN	WHITE	PEOPLE OF COLOR
Riverside County	6.80%	6.10%	49.40%	3.00%	0.40%	34.40%	65.6%
SCAG region	13.5%	6.2%	46.7%	3.1%	0.2%	30.3%	69.7%

Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

People with Disabilities: In Riverside County, 12 percent of residents identified as having one or more disabilities, similar to the regional average of 11 percent. White residents had the highest percentage of individuals who identified as having one or more disabilities at 16.6 percent compared to all other racial and ethnic groups in the county.

ECONOMY

Economic indicators seek to evaluate whether all people have access to high-quality jobs, economic security, higher incomes, and entrepreneurship opportunities. This section examined educational attainment, the percentage of full-time workers experiencing poverty, and median household income in Riverside County.

Educational Attainment: Educational attainment is a primary factor in determining lifetime economic opportunities, including access to high-paying employment which may lead to homeownership and wealth accumulation. Educational attainment is defined as the highest level of education completed for individuals 25 years of age and older.

In 2020, 83 percent of Riverside County residents had a high school diploma or higher compared the regionally reported 81 percent. Residents of color in Riverside County were less likely to have a higher education, 18 percent of people of color had a bachelor's degree or higher compared to the county average of 23 percent and the regional average of 33 percent. Educational outcomes within the county were inequitably distributed; 31 percent of Hispanic (Latino) residents had less than a high school diploma compared to their White and Black counterparts, in which only seven percent of either community had less than a high school diploma.

Working Poor: Holding a full-time job does not ensure that workers do not live in poverty if it does not pay sufficiently to support a family. Low-wage workers also face the challenge of obtaining affordable, high-quality childcare and experience other income related obstacles to accessing opportunities and daily life necessities. In the SCAG region, about 20 percent of full-time workers experience poverty, with Hispanic communities experiencing the highest working poor rate among all reported ethnic groups at nearly 29 percent, compared to only ten percent for White workers.

ECONOMY



31% OF HISPANIC (LATINO)

residents had less than a high school diploma which is much higher compared other racial and ethnic groups.



HISPANIC (LATINO) FULL-TIME WORKERS were almost **THREE TIMES MORE LIKELY TO BE LIVING IN POVERTY** than White full-time workers.



NATIVE AMERICAN residents had the lowest median household income of **\$45,914** which was **35%** less than the county average.

In Riverside County, 20 percent of full-time workers fell under the working poor category, the same as the regional average. Riverside County had similar racial/ethnic breakdowns as the rest of the regional averages. Hispanic (Latino) residents made up the majority of the working poor within the county with about one in four or 27 percent of full-time Hispanic workers living in poverty. Native American workers, in which a little over one in five or 23 percent, also tended to live in poverty. By contrast, only 11 percent of full-time White workers were living in poverty.

Median Household Income: Household income in the SCAG region is significantly impacted by high housing costs, which divert income from other obligations and necessities, including healthcare quality food, and education. In Riverside County, the median household income in 2020 was \$70,430, compared to the SCAG regional median household income of \$74,147. Within the county, Asian/Pacific Islander residents had the highest median household income of \$92,666 while Native American residents had the lowest median household income of \$45,914 which was 35 percent less than the county average.

COMMUNITIES

The 'Communities' indicators provided in this report are used to assess existing public health and housing conditions and how they vary between different communities. This section specifically evaluated broadband (internet) availability as a measure of access to essential services, and housing cost burden and housing quality as measures of housing affordability and housing adequacy in Riverside County.

Broadband Access: Broadband access is now considered just as essential to a household as electricity for the conduct daily activities, including work, education, shopping, and healthcare among many other activities. Broadband access became even more critical during the pandemic when many essential daily activities were no longer able to be conducted in-person. For this report, broadband access refers to the percentage of individuals living in housing units that have access to broadband internet service, including wired and wireless technologies.

In Riverside County, 92 percent of households had access to high-speed internet access, the second highest compared to other counties in the region. Native American communities had the lowest access to broadband at 90 percent followed by Black households, Hispanic (Latino) households, and Mixed/Other households all at 91 percent. Asian/Pacific Islander households (96 percent) and White households (92 percent) were above the county and regional average.

Housing Cost Burden: Households considered excessively burdened by housing costs are those that

spend 30 percent or more of total household income on housing and/or rent-related expenses. Allocating an excessive amount of income on housing costs leaves less money available for essential food, healthcare, education, and daycare expenditures. Households burdened by housing costs are often forced to choose lower cost housing in more distant areas that require longer commute times to jobs and other opportunities located in urban centers.

In 2020, 38 percent of renters in Riverside County were overburdened by housing costs compared to the region's 34 percent. Riverside homeowners had similar rates to the rest of the region at 14 and 12 percent, respectively. Native American (45 percent), Hispanic (Latino) (44 percent), and Black (40 percent) renters were particularly strained by housing costs while White residents were less likely to be overburdened with housing costs at 30 percent. While homeowners were less burdened by housing cost, Native American and Hispanic (Latino) residents had a higher burden of cost than the rest of the county average at 20 percent and 19 percent, respectively. Black homeowners experienced the lowest housing cost burden in Riverside County at 11 percent.

Housing Quality: Households considered excessively burdened by housing costs are those that spend 30 percent or more of total household income on housing and/or rent-related expenses. Allocating an excessive amount of income on housing costs leaves less money available for essential food, healthcare, education, and daycare expenditures. Households burdened by housing costs are often forced to choose lower cost housing in more distant areas that require longer commute times to

COMMUNITIES



NATIVE AMERICAN households were least likely to have broadband access compared to other racial and ethnic groups.



45% of **NATIVE AMERICAN** renters and 44% of **HISPANIC (LATINO)** renters were overburdened with housing costs.



NATIVE AMERICAN households were seven times more likely to live in a housing unit without complete plumbing or kitchen facilities compared to the county average.

jobs and other opportunities located in urban centers.

In Riverside County, most housing units had the basic amenities of plumbing and kitchen facilities, only 0.2 percent of Riverside County houses lacking basic needs compared to the regional average of 0.23 percent. However, Native American houses in Riverside County had the highest percentage of housing that lacked basic amenities in the SCAG region at 1.45 percent. While this represents a relatively small number of houses, this percentage is more than six times the county average. Riverside County was home to the second largest population of Native Americans in the region, with 8.7 thousand residents, second only to Los Angeles's 20 thousand residents. This disparate outcome was highlighted when compared to other racial ethnic groups; Asian/Pacific Islanders and White residents had the highest access to basic household amenities. Only 0.14 percent of Asian/Pacific Islander and 0.17 percent of White household's lacked these basic amenities.

MOBILITY

Mobility indicators seek to assess accessibility to employment opportunities, transportation, parks, and other essential services. This section of the report evaluated access to employment and commute time to measure accessibility to essential services, and bike and pedestrian collisions to measure safety in Riverside County.

Access to Employment: Access to employment opportunities is foundational for social and economic interactions to meet basic needs. Overall, in the SCAG region, residents could access an average of 12 percent of employment opportunities within a 30-minute car ride and an average of 2.7 percent within a 45-minute transit or local bus ride. In Riverside County, these values were significantly lower at four percent within a 30-minute car ride and 0.2 percent within a 45-minute transit or local bus ride.

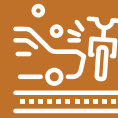
Job accessibility by automobile for all racial and ethnic groups were very similar, ranging from 3.6 percent for White residents to 4.5 percent for Asian/Pacific Islander residents. Job accessibility by transit or local bus for all racial and ethnic groups were also very similar, ranging from 0.1 percent for Native American residents to 0.2 percent for all other racial and ethnic groups.

Bike and Pedestrian Collisions: Making walking and bicycling safer and providing more convenient

MOBILITY



WHITE residents had the lowest job accessibility by automobile and **NATIVE AMERICAN** residents had the lowest job accessibility by transit compared to other racial and ethnic groups.



Within Riverside County, **HISPANIC (LATINO)** residents were most likely to live in high-risk areas for pedestrian- or bicyclist-involved collisions.



NATIVE AMERICAN residents had the longest commute by public transit, car or motorcycle compared to other racial and ethnic groups.

transportation options is key to encouraging more people to choose healthy and more sustainable travel alternatives. Bicycling or walking along roadways near motor vehicles is often perceived as dangerous and reducing hazards in the pedestrian and cycling environment is a primary strategy toward achieving the region's goal of promoting healthier, more active communities. This indicator is used to identify patterns of active transportation hazards and potential risk disparities among various communities.

Within Riverside County, Hispanic (Latino) residents were at higher risk for pedestrian- (55.9 percent) and bicyclist-involved (52.4 percent) collisions compared to all other racial and ethnic groups despite only having a county population share of 49.4 percent. All other racial and ethnic groups had a proportionate share of risk for pedestrian- and bicyclist-involved collisions.

Commute Time: The time required for a person to travel from home to the workplace impacts a wide range of lifestyle and opportunity costs. Time spent travelling to work and back means less time available to spend with family or engaging in other activities that are important to a maintaining a healthy lifestyle including physical exercise and community interaction. Southern California has earned a reputation for its traffic congestion, urban sprawl, and the resultant extended commute times. For

the SCAG region overall the average travel time to work, including all travel modes, was 29.1 minutes in 2020. For public transit, the average commute time increased to 51.2 minutes.

For Riverside County, the average commute time of all transit types was 34 minutes, 5 minutes longer than the regional average. Residents driving cars or motorcycles similarly took 34 minutes and residents taking bus, rail, streetcar, ferry, or taxi took 54 minutes, 20 minutes longer than the county average, and 25 minutes longer than the regional average. However, White commuters had the lowest overall commute time of 31 minutes while Native American and Black residents had the highest overall commute time of 39 minutes and 38 minutes, respectively. Looking further into these disparities, Native American public transit users had an average commute of 71 minutes, more than twice the county and regional average. Black public transit commuters had an hour-long commute which was twice the regional average.

ENVIRONMENT

Environment indicators evaluate climate vulnerability and pollution exposure, representing a subset of issues negatively impacting communities of color. This section of the county narrative explored CalEnviroScreen (CES) scores to measure environmental health and extreme heat and wildfire risk to measure climate vulnerability.

CES 4.0 Score: The California Environmental Protection Agency (Cal EPA) developed CES, a tool that analyzes a combination of several pollution burden indicators and population characteristics to calculate a score to assess environmental risk for disadvantaged communities within a particular area. Higher CES scores represent higher pollution burden and a higher vulnerability to pollution burden due to sensitive populations and socioeconomic factors. In the SCAG region, Hispanic (Latino) residents made up the largest percentage of residents in census tracts with the highest CES scores while White residents disproportionately lived in census tracts with the lowest CES scores. The average CES score for Riverside County census tracts was 26.8, which is lower than the regional average score of 33.4.

Extreme Heat and Tree Canopy: Extreme heat is increasingly becoming a public health issue that causes or exacerbates many serious illnesses and disproportionately impact the most vulnerable populations like young

ENVIRONMENT



The average CES score for Riverside County census tracts was **26.8**, lower than the regional average.



The County is projected to have **42** extreme heat days per year from 2040-2060; the second highest projection compared to all other counties.



HISPANIC (LATINO) residents were more likely to live in high-risk wildfire areas within the county.

children, old adults, low-income communities, and people of color. The SCAG region is projected to have an average increase of 35 extreme heat days from 2040 to 2060 and extreme heat days are expected to more than double by 2085 across the entire region. As a result, many serious illnesses caused by extreme heat exposure, such as heat exhaustion, heat stroke, respiratory illnesses, and even death, are impacting the most vulnerable populations like young children, older adults, low-income communities, and people of color. One way to mitigate extreme heat conditions is to increase tree canopy and vegetation coverage but communities of color tend to not have adequate tree canopy coverage. This indicator examines the number of projected extreme heat days per county and percentage of tree canopy coverage by census tract.

Riverside County is projected to have 42 extreme heat days per year from 2040-2060 which is the second

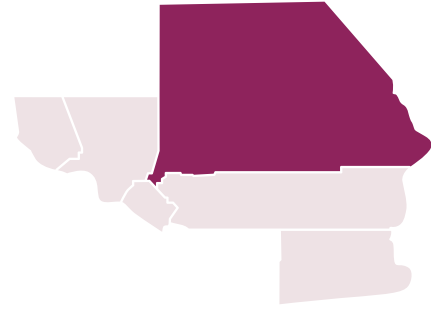
highest number compared to all counties. The county is also projected to have 154 days above 90-degrees Fahrenheit from 2035-2064 which is almost double the California average projected annual days above 90-degrees of 78.8. When considering tree canopy coverage, census tracts with majority people of color (2.4 percent) were almost 2.5 times less likely to have tree canopy coverage compared to census tracts with majority White residents (6.9 percent).

Wildfire Risk: As Southern California continues to become drier and warmer, the region becomes increasingly vulnerable to wildfire risk. In addition to the immediate risk to life and property generated by the fire itself, wildfire smoke contains large volumes of unhealthful particulate matter (PM) and other harmful air pollutants that expose the population to unhealthy air quality and dangerous levels of PM over significant periods of time. In the SCAG region, 1 in 4 residents live in a wildfire hazard area.

While Riverside County made up 13 percent of the SCAG population, only five percent of the County's population was exposed to wildfire risk, comparatively smaller than the region's 25 percent exposure. However, there were disparate exposure to wildfire risk across races and ethnicities. While Hispanic (Latino) residents made up nearly half of the population, they accounted for 61 percent of the people exposed to wildfire risk which is the highest exposure of any racial ethnic group to wildfire in the county. White residents were also more likely to be exposed to wildfire risk at 37 percent while making up 35 percent of the county population.

SAN BERNARDINO COUNTY

San Bernardino County is an inland county in Southern California located east of Los Angeles County, sharing borders with Riverside County and Orange County to the south; Kern County to the west; Inyo County to the north; and Mohave County and La Paz County, Arizona to the east. San Bernardino County also shares an approximately 70-mile boundary with Clark County, Nevada to the northeast. With 20,057 square miles of land area, San Bernardino is the largest county in the United States. For perspective, the area of Orange County could fit within its boundaries 25 times! San Bernardino County includes 24 incorporated cities and a total 2020 population of 2,175,424, about 14 percent of which reside in the county's unincorporated areas.



2,175,424 residents lived in San Bernardino County, or **7%** of SCAG's total population.

DEMOGRAPHICS

Total Population & Racial/Ethnic Distribution: San Bernardino County had a total population of 2,175,424 in 2020, representing an increase of nearly seven percent (6.9%) since 2010. Persons of Hispanic/Latino ethnic heritage comprised a majority of San Bernardino County's population in 2020 which, at nearly 54 percent, was the second highest share among the six SCAG region counties. People of color represented more than 72 percent of the County's population, slightly higher than the reported regional average of 69.7 percent.

Limited English Proficiency: Seven percent Persons with limited English language proficiency were more likely to experience significant challenges in accessing employment, healthcare, and other essential resources, furthering inequitable outcomes. Seven percent of San Bernardino County residents had limited English language proficiency in 2020, three percentage points lower than for the SCAG region overall (10 percent).

DEMOGRAPHICS (2020)



People of color made up almost **72%** of the County's population.



Nearly **1 IN 3** residents in the county had limited English Proficiency.



Within Imperial County, **12%** of households were female-headed households.



12% of people in the County had **ONE OR MORE DISABILITIES.**

Total Population & Racial/Ethnic Distribution

RACE/ETHNICITY	ASIAN/ PACIFIC ISLANDER	BLACK	HISPANIC (LATINO)	MIXED/ OTHER	NATIVE AMERICAN	WHITE	PEOPLE OF COLOR
San Bernardino County	7.40%	7.70%	53.80%	3.20%	0.30%	27.60%	72.40%
SCAG region	13.50%	6.20%	46.70%	3.10%	0.20%	30.30%	69.70%

Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

Female-Headed Households: 29 percent of households in San Bernardino County were female-headed in 2020, which was consistent with the SCAG regional share of 30 percent.

Persons with Disabilities: Persons with disabilities frequently experience significant systemic barriers in accessing needed resources and opportunities. These barriers may be further compounded by racial discrimination and conditions of poverty. In San Bernardino County, twelve percent (12%) of residents were living with a disability in 2020, only slightly higher than the eleven percent (11%) share reported for the SCAG region overall.

ECONOMY

Economic indicators seek to evaluate whether all people have access to high-quality jobs, economic security, higher incomes, and entrepreneurship opportunities. This section examined educational attainment, the percentage of full-time workers experiencing poverty, and median household income in San Bernardino County.

Educational Attainment: Educational attainment is a primary factor in determining lifetime economic opportunities, including access to high-paying employment which may lead to homeownership and wealth accumulation. Educational attainment is defined as the highest level of education completed for individuals 25 years of age and older.

In 2020, 79.2 percent of San Bernardino residents had a high school diploma or higher, compared to a 77.5 percent share reported in 2010. Nearly twenty percent (19.8 percent) of county residents held a bachelor's degree or higher in 2020, compared to 18.4 percent reported in 2010. In the SCAG region, people of color had significantly lower rates of educational attainment compared to the White population, with 74 percent of residents of color holding a high school diploma or higher compared to about 95 percent for White residents. Further, about 25 percent of non-White residents in the SCAG region held at least a bachelor's degree in 2020, compared to 44 percent of the White population.

Working Poor: Holding a full-time job does not ensure that workers do not live in poverty if it does not pay sufficiently to support a family. Low-wage workers also face the challenge of obtaining affordable, high-quality childcare and experience other income related obstacles to accessing opportunities and daily life necessities.

ECONOMY



1 IN 3 residents of color had less than a high school diploma while less than **1 IN 10** White residents had a high school diploma.



HISPANIC (LATINO) FULL-TIME WORKERS were **TWO TIMES MORE LIKELY TO BE LIVING IN POVERTY** than White full-time workers.



BLACK households had the lowest median household income compared to other racial and ethnic groups.

In the SCAG region, about 20 percent of full-time workers experience poverty, with Hispanic communities experiencing the highest working poor rate among all reported ethnic groups at nearly 29 percent, compared to only ten percent for White workers.

In San Bernardino County, about 22 percent (21.6 percent) of all full-time workers were living in poverty in 2020, however, the figures were considerably higher for communities of color. 26.6 percent of Latino full-time workers and 24.5 percent of Black full-time workers experienced poverty in 2020, compared to 13.2 percent for White full-time workers.

Median Household Income: Household income in the SCAG region is significantly impacted by high housing costs, which divert income from other obligations and necessities, including healthcare quality food, and education. In San Bernardino County, the median household income in 2020 was \$65,134, compared to the SCAG regional median of \$74,147. Household income disparities for communities of color were evident in the county, with Black households producing a median annual income of \$49,995, and \$52,321 for Native Americans. As a comparison, White households reported an annual median income of \$70,645, while Asian/Pacific Islanders had the highest median household income in San Bernardino County at \$81,820.

COMMUNITIES

The 'Communities' indicators provided in this report are used to assess existing public health and housing conditions and how they vary between different communities. This section specifically evaluated broadband (internet) availability as a measure of access to essential services, and housing cost burden and housing quality as measures of housing affordability and housing adequacy in San Bernardino County.

Broadband Access: Broadband access is now considered just as essential to a household as electricity for the conduct daily activities, including work, education, shopping, and healthcare among many other activities. Broadband access became even more critical during the pandemic when many essential daily activities were no longer able to be conducted in-person. For this report, broadband access refers to the percentage of individuals living in housing units that have access to broadband internet service, including wired and wireless technologies.

90 percent of all households in San Bernardino County had access to broadband service in 2020, similar to the SCAG regional average. Black households (88 percent), Hispanic (Latino) households (89 percent), Mixed/Other households (89 percent), and Native American households (89 percent) were at or below the county average. Asian/Pacific Islander (95 percent) and White households (91 percent) were above the county average.

Housing Cost Burden: Households considered excessively burdened by housing costs are those that

spend 30 percent or more of total household income on housing and/or rent-related expenses. Allocating an excessive amount of income on housing costs leaves less money available for essential food, healthcare, education, and daycare expenditures. Households burdened by housing costs are often forced to choose lower cost housing in more distant areas that require longer commute times to jobs and other opportunities located in urban centers.

40.1 percent of San Bernardino County renters experienced an excessive housing cost burden in 2020, compared to 14.2 percent of homeowners. For the SCAG region overall, these figures were 34.1 percent and 12.0 percent, respectively. Among San Bernardino County communities of color, 43.1 percent of Hispanic (Latino) renters experienced excessive housing burden, compared to 16.8 percent of Hispanic (Latino) homeowners. Among Black renters, the housing burden was 48.5 percent, and 13.9 percent for Black homeowners. These values indicate a substantial disparity in comparison with White households, where the rate of housing burden among White renters is 32.2 percent and 11.6 percent for White homeowners. For Asian/Pacific Islander households in San Bernardino County, the renter housing burden share was 33.8 percent, and 15.2 percent for homeowners.

Housing Quality: The provision of basic amenities in a housing unit is of significant relevance to the discussion of equity and the assessment of disparities experienced among communities of color. The availability of adequate plumbing facilities is necessary for the maintenance of sanitation and clean water for a housing unit and is essential to the safety and health of residents. In addition,

COMMUNITIES



BLACK households were least likely to have broadband access compared to other racial and ethnic groups.



Nearly half of all **BLACK** renters in San Bernardino County were overburdened by housing costs and **NATIVE AMERICAN** homeowners were two times more likely than White homeowner to be overburdened with housing costs.



WHITE households were more likely to live in housing units without complete plumbing or kitchen facilities.

families living without proper kitchen facilities, which include a sink with running water, a stove or range, and a refrigerator, are less likely to prepare nutritious food and maintain adequate sanitation, which may lead to increased food insecurity and poorer health outcomes. For this indicator, housing quality refers to the percentage of households without complete plumbing and kitchen facilities.

In San Bernardino County, 0.16 percent of housing units were of inadequate quality in accordance with this metric. For the SCAG region overall, the share of low-quality housing was slightly higher at 0.19 percent. By the various ethnic groups in San Bernardino County, Black households experienced the highest share of inadequate housing at 0.21 percent, followed by White households at 0.20 percent, and Latino households at 0.16 percent. The lowest shares of inadequate housing quality in the county were reported for Native Americans at zero percent, and for Asian/Pacific Islanders at 0.01 percent.

MOBILITY

Mobility indicators seek to assess accessibility to employment opportunities, transportation, parks, and other essential services. This section of the report evaluated access to employment and commute time to measure accessibility to essential services, and bike and pedestrian collisions to measure safety in San Bernardino County.

Access to Employment: Access to employment opportunities is foundational for social and economic interactions to meet basic needs. Overall, in the SCAG region, residents could access an average of 12 percent of employment opportunities within a 30-minute car ride and an average of 2.7 percent within a 45-minute transit or local bus ride. In San Bernardino County, these values were significantly lower at 6.6 percent within a 30-minute car ride and 0.4 percent within a 45-minute transit or local bus ride.

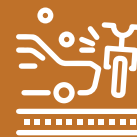
Job accessibility by automobile for all racial and ethnic groups were very similar, ranging from three percent for Hispanic (Latino) residents to 3.6 percent for Asian/Pacific Islander residents. Job accessibility by transit or local bus for all racial and ethnic groups were also very similar, ranging from 0.3 percent for White and Native American residents to 0.5 percent for Hispanic (Latino) and Asian/Pacific Islander residents.

Bike and Pedestrian Collisions: Making walking

MOBILITY



HISPANIC (LATINO) residents had the lowest job accessibility by automobile and **NATIVE AMERICAN** residents had the lowest job accessibility by transit compared to other racial and ethnic groups.



Within San Bernardino County, **HISPANIC (LATINO)** residents were most likely to live in high-risk areas for pedestrian- or bicyclist-involved collisions.



NATIVE AMERICAN residents had the longest commute by public transit and **WHITE** residents had the longest commute by car or motorcycle.

and bicycling safer and providing more convenient transportation options is key to encouraging more people to choose healthy and more sustainable travel alternatives. Bicycling or walking along roadways near motor vehicles is often perceived as dangerous and reducing hazards in the pedestrian and cycling environment is a primary strategy toward achieving the region's goal of promoting healthier, more active communities. This indicator is used to identify patterns of active transportation hazards and potential risk disparities among various communities.

Within San Bernardino County, Hispanic (Latino) residents were at higher risk for pedestrian- (62.7 percent) and bicyclist-involved (56.5 percent) collisions compared to all other racial and ethnic groups while only representing 54 percent of the county population. All other racial and ethnic groups had a proportionate share of risk for pedestrian- and bicyclist-involved collisions.

Commute Time: The time required for a person to travel from home to the workplace impacts a wide range of lifestyle and opportunity costs. Time spent travelling to work and back means less time available to spend with family or engaging in other activities that are important to a maintaining a healthy lifestyle including physical

exercise and community interaction. Southern California has earned a reputation for its traffic congestion, urban sprawl, and the resultant extended commute times. For the SCAG region overall the average travel time to work, including all travel modes, was 29.1 minutes in 2020. For public transit, the average commute time increased to 51.2 minutes.

As an inland, largely suburban county, San Bernardino County experienced a longer average commute time relative to the region, at 32 minutes, and an average public transit time of 68.1 minutes, which is the longest among the six counties of the SCAG region. Average commute times in the county by all travel modes did not reveal significant disparities among the various ethnic groups, with Black and White commuters having nearly identical average travel times of 34.1 minutes and 34.3 minutes, respectively. Native American commuters had the shortest travel time (25.4 minutes) while White commuters had the longest (34.3 minutes). However, for public transit, the variations become more considerable, with Native Americans (90 minutes), Mixed/Other (87 minutes), and Asian/Pacific Islanders reporting significantly longer commute times than their White (64 minutes), Black (65 minutes), and Latino (69 minutes) counterparts.

ENVIRONMENT

Environment indicators evaluate climate vulnerability and pollution exposure, representing a subset of issues that negatively impact communities of color. This section of the report explored CalEnviroScreen (CES) scores to measure environmental health, and extreme heat and wildfire risk factors to measure climate vulnerability.

CES 4.0 Score: The California Environmental Protection Agency (Cal EPA) developed CES a tool that analyzes a combination of several pollution burden indicators and population characteristics to calculate a score to assess environmental risk for disadvantaged communities within a particular area. Higher CES scores represent higher pollution burden and a higher vulnerability to pollution burden due to sensitive populations and socioeconomic factors. In the SCAG region, Hispanic (Latino) residents made up the largest percentage of residents in census tracts with the highest CES scores while White residents disproportionately lived in census tracts with the lowest CES scores. The average CES score for San Bernardino County census tracts was 33.7, which was slightly higher than the regional average score of 33.4

ENVIRONMENT



The average CES score for San Bernardino County census tracts was **33.7**, slightly higher than the regional average.



The county is projected to have **41** extreme heat days per year from 2040-2060; higher than the projection for the region.



HISPANIC (LATINO) households were more likely to live in high-risk wildfire areas within the county.

Extreme Heat and Tree Canopy: Extreme heat is increasingly becoming a public health issue that causes and exacerbates many serious illnesses and disproportionately impacts the most vulnerable populations like young children, old adults, low-income communities, and people of color. The SCAG region is projected to have an average increase of 35 extreme heat days from 2040 to 2060 and extreme heat days are expected to more than double by 2085 across the entire region. As a result, many serious illnesses caused by extreme heat exposure, such as heat exhaustion, heat stroke, respiratory illnesses, and even death, are impacting the most vulnerable populations like young children, older adults, low-income communities, and people of color. One way to mitigate extreme heat conditions is to increase tree canopy and vegetation coverage but communities of color tend to not have adequate tree canopy coverage. This indicator examines

the number of projected extreme heat days per county and percentage of tree canopy coverage by census tract.

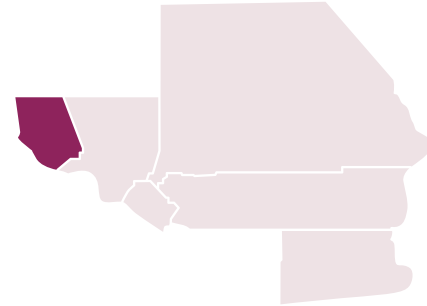
San Bernardino County is projected to have 41 extreme heat days per year from 2040-2060. The county is also projected to experience 131.1 days above 90-degrees Fahrenheit from 2035-2064 which is higher than the California average projected annual days above 90-degrees of 78.8. When considering tree canopy coverage, census tracts with majority people of color (2.4 percent) were almost 2.5 times less likely to have tree canopy coverage compared to census tracts with majority White residents (6.9 percent).

Wildfire Risk: As Southern California continues to become drier and warmer, the region becomes increasingly vulnerable to wildfire risk. In addition to the immediate risk to life and property generated by the fire itself, wildfire smoke contains large volumes of unhealthful particulate matter (PM) and other harmful air pollutants that expose the population to unhealthy air quality and dangerous levels of PM over significant periods of time. In the SCAG region, 1 in 4 residents live in a wildfire hazard area while nearly 3 in 4 residents of color reside in wildfire hazard areas.

In San Bernardino County, 20 percent of residents lived in a wildfire hazard area which is slightly lower than the regional average of 25 percent. Hispanic (Latino) residents (51 percent) and White residents (31 percent) were more likely to be living in wildfire hazard areas compared to all other racial and ethnic groups in the county. Native American residents were the least likely to be living in wildfire hazard areas at 0.3 percent.

VENTURA COUNTY

Ventura County is located on California's central coast, with Santa Barbara County to the north and Los Angeles County to the east and south. Ventura County covers over 1,875 square miles and is home to 10 cities and over 845 thousand people.



DEMOGRAPHICS

Total Population & Racial/Ethnic Distribution: Ventura County was home to 845,306 residents, making up about four percent of SCAG's total population. People of color made up more than half the county's population (55 percent) which was significantly less compared to the regional SCAG average of 70 percent. The table below provides the racial/ethnic breakdown for the country compared to the region.

Limited English Proficiency: Ventura County had similar rates of limited English proficiency as the rest of the region, 8.9 percent to 10.5 percent, respectively. Both Asian/Pacific Islanders and Hispanic (Latino) residents experienced English language barriers. Nearly 19 percent of Hispanic (Latin) residents had limited English proficiency and 8.7 percent of Asian/Pacific Islander residents had limited English proficiency compared to 0.6 percent of White residents.

Female-Headed Households: The county had similar rates of female-headed households at 27 percent compared to the region's 30 percent. Most notably, Black residents and Mixed/Other residents had slightly higher rates at 35 percent and 33 percent, respectively.

Persons with Disabilities: Both Ventura County and the SCAG region had similar rates of disabled population, with each reporting 11 percent of its population living with one or more disabilities. Native American communities had the highest rate of

845,306 residents lived in Ventura County, or **4%** of SCAG's total population.

DEMOGRAPHICS (2020)



People of color made up almost **55%** of the County's population.



Almost **1 IN 10** residents in the county had limited English Proficiency.



Within Ventura County, **1 IN 3** households were female-headed households.



11% of people in the County had **ONE OR MORE DISABILITIES.**

Total Population & Racial/Ethnic Distribution

RACE/ETHNICITY	ASIAN/PACIFIC ISLANDER	BLACK	HISPANIC (LATINO)	MIXED/OTHER	NATIVE AMERICAN	WHITE	PEOPLE OF COLOR
Ventura County	7.30%	1.70%	42.70%	3.00%	0.30%	45.00%	55.00%
SCAG region	13.5%	6.2%	46.7%	3.1%	0.2%	30.3%	69.7%

Source: U.S. Census Bureau; American Community Survey (ACS), Five-Year Public Use Microdata (PUMS), 2016-2020

disability at 26 percent, more than twice the county and regional average.

ECONOMY

Economic indicators seek to evaluate whether all people have access to high-quality jobs, economic security, higher incomes, and entrepreneurship opportunities. This section examined educational attainment, the percentage of full-time workers experiencing poverty, and median household income in Ventura County.

Educational Attainment: Educational attainment is a primary factor in determining lifetime economic opportunities, including access to high-paying employment which may lead to homeownership and wealth accumulation. Educational attainment is defined as the highest level of education completed for individuals 25 years of age and older.

In 2020, 86 percent of Ventura County residents had a high school diploma or higher, similarly to the regionally reported 81 percent. One in four people of color in the county did not have a high school diploma; 33 percent of Hispanic (Latino) residents as well as 14 percent of Native American residents did not have a high school diploma. This is comparatively higher than their White counterparts for which only three percent of White residents did not have a high school diploma. These lower rates of educational attainment were congruent with the rest of the SCAG region in which 35 percent of Hispanic (Latino) residents and 15 percent of Native American residents did not have a high school diploma. 43 percent of Ventura County residents had a bachelor's degree or higher, comparatively higher than the 32 percent for the region overall.

Working Poor: Holding a full-time job does not ensure that workers do not live in poverty if it does not pay sufficiently to support a family. Low-wage workers also face the challenge of obtaining affordable, high-quality childcare and experience other income related obstacles to accessing opportunities and daily life necessities. In the SCAG region, about 20 percent of full-time workers experience poverty, with Hispanic communities experiencing the highest working poor rate among all reported ethnic groups at nearly 29 percent, compared to only 10 percent for White workers.

In Ventura County, 15 percent of full-time workers fell under the working poor category, a lower percentage compared to the regional average of 19.4 percent.

ECONOMY



1 OUT OF 5 residents of color had an associate degree or above while **1 IN 3** White residents had an associate degree or above.



HISPANIC (LATINO) FULL-TIME WORKERS were **THREE TIMES MORE LIKELY TO BE LIVING IN POVERTY** than **WHITE** and **ASIAN/PACIFIC ISLANDER** full-time workers.



The median household income for **HISPANIC (LATINO)** households was **28 PERCENT LOWER** than that of the median household income for White households.

Hispanic (Latino) workers were three times more likely to be living in poverty while working full time compared to their White and Asian/Pacific Islander counterparts (eight percent). Mixed/Other workers made up the second largest group of working poor at 12 percent. At two percent, Native American workers were the least likely to be among the working poor in Ventura County.

Median Household Income: Household income in the SCAG region is significantly impacted by high housing costs, which divert income from other obligations and necessities, including healthcare quality food, and education. In Ventura County, the median household income in 2020 was \$88,305, compared to the SCAG regional median household income of \$74,147. Within the county, Asian/Pacific Islander residents had the highest median household income of \$113,931 while Hispanic (Latino) residents had the lowest median household income of \$70,645. Most notably, the median household income for Hispanic (Latino) households (\$74,147) was 28 percent lower than that of the median household income for White households (\$98,555).

COMMUNITIES

The 'Communities' indicators provided in this report are used to assess existing public health and housing conditions and how they vary between different communities. This section specifically evaluated broadband (high speed internet) availability as a measure of access to essential services, and housing cost burden and housing quality as measures of housing affordability and housing adequacy in Ventura County.

Broadband Access: Broadband access is now considered just as essential to a household as electricity for the conduct daily activities, including work, education, shopping, and healthcare among many other activities. Broadband access became even more critical during the pandemic when many essential daily activities were no longer able to be conducted in-person. For this report, broadband access refers to the percentage of individuals living in housing units that lack access to broadband internet service, including wired and wireless technologies.

In Ventura County, 91 percent of all households had access to broadband service in 2020, slightly higher than the regional average. Native American households (77 percent), Hispanic (Latino) households (87 percent) were much lower than the county and regional average. Asian/Pacific Islander households had the highest percentage of access (97 percent) compared to all racial and ethnic groups for all counties.

Housing Cost Burden: Households considered excessively burdened by housing costs are those that spend 30 percent or more of total household income on housing and/or rent-related expenses. Allocating an

excessive amount of income on housing costs leaves less money available for essential food, healthcare, education, and daycare expenditures. Households burdened by housing costs are often forced to choose lower cost housing in more distant areas that require longer commute times to jobs and other opportunities located in urban centers.

Nine percent of Ventura County homeowners and 20 percent of renters experienced an excessive housing cost burden in 2020, compared to 12 percent regionally for homeowners and 34 percent regionally for renters. Nearly a third of all Black renters in Ventura County were overburdened with housing costs at 30 percent. Hispanic (Latino) renters had the highest housing burden in the county at 39 percent. Black and Asian/Pacific Islander homeowners had the least housing cost burden in the county at three percent and seven percent, respectively.

Housing Quality: The provision of basic amenities in a housing unit is of significant relevance to the discussion of equity and the assessment of disparities experienced among communities of color. The availability of adequate plumbing facilities is necessary for the maintenance of sanitation and clean water for a housing unit and is essential to the safety and health of residents. In addition, families living without proper kitchen facilities, which include a sink with running water, a stove or range, and a refrigerator, are less likely to prepare nutritious food and maintain adequate sanitation, which may lead to increased food insecurity and poorer health outcomes. For this indicator, housing quality refers to the percentage of households without complete plumbing and kitchen facilities.

In Ventura County, 0.27 percent of households were living

COMMUNITIES



NATIVE AMERICAN households were least likely to have broadband access compared to other racial and ethnic groups.



HISPANIC (LATINO) renters in Ventura County were the most likely to be overburdened by housing costs compared to other racial and ethnic groups.



MIXED/OTHER households were more likely to live in housing units without complete plumbing or kitchen facilities.

in housing units without complete plumbing and kitchen facilities, a slightly higher than the regional average of 0.23 percent. However, Mixed/Other residents nearly had twice the regional average at 0.41 percent, followed by White residents with 0.31 percent. All Black and Native American Ventura County residents reportedly had the basic amenities of plumbing and kitchens.

MOBILITY

Mobility indicators seek to assess accessibility to employment opportunities, transportation, parks, and other essential services. This section of the report evaluated access to employment and commute time to measure accessibility to essential services, and bike and pedestrian collisions to measure safety in Ventura County.

Access to Employment: Access to employment opportunities is foundational for social and economic interactions to meet basic needs. Overall, in the SCAG region, residents could access an average of 12 percent of employment opportunities within a 30-minute car ride and an average of 2.7 percent within a 45-minute transit or local bus ride. In Imperial County, these values were much lower at 3.3 percent within a 30-minute car ride and 0.3 percent within a 45-minute transit or local bus ride.

Job accessibility by automobile for all racial and ethnic groups were very similar, ranging from three percent for Hispanic (Latino) residents to 3.6 percent for Asian/Pacific Islander residents. Job accessibility by transit or local bus for all racial and ethnic groups were the same at 0.3 percent.

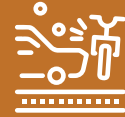
Bike and Pedestrian Collisions: Making walking and bicycling safer and providing more convenient transportation options is key to encouraging more people to choose healthy and more sustainable travel alternatives. Bicycling or walking along roadways near motor vehicles is often perceived as dangerous and reducing hazards in the pedestrian and cycling environment is a primary strategy toward achieving the region's goal of promoting healthier, more active communities. This indicator is used to identify patterns of active transportation hazards and potential risk disparities among various communities.

Within Ventura County, Hispanic (Latino) residents were at higher risk for pedestrian- (53.7 percent) and bicyclist-involved (48.4 percent) collisions compared to all other racial and ethnic groups despite having a county population share of 44.1. All other racial and ethnic

MOBILITY



HISPANIC (LATINO) residents had the lowest job accessibility by automobile compared to other racial and ethnic groups.



Within Ventura County, **HISPANIC (LATINO)** residents were most likely to live in high-risk areas for pedestrian- or bicyclist-involved collisions.



WHITE residents had the longest commute by public transit at over an hour and **BLACK** residents had the longest commute by car or motorcycle at 28 minutes.

groups had a proportionate share of risk for pedestrian- and bicyclist-involved collisions.

Commute Time: The time required for a person to travel from home to the workplace impacts a wide range of lifestyle and opportunity costs. Time spent travelling to work and back means less time available to spend with family or engaging in other activities that are important to maintaining a healthy lifestyle including physical exercise and community interaction. Southern California has earned a reputation for its traffic congestion, urban sprawl, and the resultant extended commute times. For the SCAG region overall the average travel time to work, including all travel modes, was 29.1 minutes in 2020. For public transit, the average commute time increased to 51.2 minutes.

For Ventura County, the average commute times in 2020 were 26 minutes for all travel modes, 26 minutes for car or motorcycle, and 53 minutes for public transit. Within the County, White residents had the longest commute by public transit at 65 minutes, twice that of the county average. Asian/Pacific Islander and Black residents had the longest commute by car or motorcycle at 28 minutes. In contrast, Mixed/Other, Hispanic (Latino), and Native American residents had the shortest commute of 25 minutes for all travel modes.

ENVIRONMENT

Environment indicators evaluate climate vulnerability and pollution exposure, representing a subset of issues negatively impacting communities of color. This section of the county narrative explored CalEnviroScreen (CES) scores to measure environmental health and extreme heat and wildfire risk to measure climate vulnerability.

CES 4.0 Score: The California Environmental Protection Agency (Cal EPA) developed CES, a tool that considers a combination of several pollution burden indicators and population characteristics to calculate a score to assess environmental risk for disadvantaged communities within a particular area. Higher CES scores represent higher pollution burden and a higher vulnerability to pollution burden due to sensitive populations and socioeconomic factors. In the SCAG region, Hispanic (Latino) residents made up the largest percentage of residents in census tracts with the highest CES scores while White residents disproportionately lived in census tracts with the lowest CES scores. The average CES score for Ventura County census tracts was 20.8, which was lower than the regional average score of 33.4 and the lowest compared to all counties in the region.

Extreme Heat and Tree Canopy: Extreme heat is increasingly becoming a public health issue that causes or exacerbates many serious illnesses and disproportionately impacts the most vulnerable populations like young children, old adults, low-income communities, and people of color. The SCAG region is projected to have an average increase of 35 extreme heat days from 2040 to 2060 and extreme heat days are expected to more than double by 2085 across the entire region. As a result, many serious illnesses caused by extreme heat exposure, such as heat exhaustion, heat stroke, respiratory illnesses, and even death, are impacting the most vulnerable populations like young children, older adults, low-income communities, and people of color. One way to mitigate extreme heat conditions is to increase tree canopy and vegetation coverage but communities of color tend to not have adequate tree canopy coverage. This indicator examines the number of projected extreme heat days per county and percentage of tree canopy coverage by census tract.

Ventura County is projected to have 32 extreme heat days per year from 2040-2060. The county is also projected to experience 45.6 days above 90degrees Fahrenheit each year from 2035-2064 which is much lower than the California average projected annual days above

ENVIRONMENT



The average CES score for Ventura County census tracts was **20.8**, much lower than the regional average and lowest compared to all counties in the region.



The County is projected to have **32** extreme heat days per year from 2040-2060; the second lowest projection compared to all other counties.



HISPANIC (LATINO) and **WHITE** residents were more likely to live in high-risk wildfire areas within the county.

90-degrees of 78.8 and the lowest compared to all SCAG region counties. When considering tree canopy coverage, census tracts with majority people of color (2.4 percent) were almost 2.5 times less likely to have tree canopy coverage compared to census tracts with majority White residents (6.9 percent).

Wildfire Risk: As Southern California continues to become drier and warmer, the region becomes increasingly vulnerable to wildfire risk. In addition to the immediate risk to life and property generated by the fire itself, wildfire smoke contains large volumes of unhealthy particulate matter (PM) and other harmful air pollutants that expose the population to unhealthy air quality and dangerous levels of PM over significant periods of time. In the SCAG region, one in four residents live in a wildfire hazard area.

In Ventura County, 17 percent of its residents live in a

wildfire hazard area which was less than the regional average of 25 percent. Hispanic (Latino) and White residents had the highest exposure to wildfire risk at 44 percent and 47 percent, respectively. Native American and Black residents were the least exposed to wildfire risk at 0.2 and one percent, respectively.

EQUITY KEY TERMS & CONCEPTS

By defining key terms and concepts, the quality of dialogue and discourse on equity can be enhanced. Many of these key terms and concepts have evolved over time. The key terms and concepts listed below are intended to reflect current usage. Preferred language is always evolving and each person's identities, life experiences, and understandings will influence the preference for a given term.

DISCRIMINATION

The unequal treatment of members of various groups based on race, gender, social class, sexual orientation, physical ability, religion, and other categories. In the United States the law makes it illegal to discriminate against someone based on race, color, religion, national origin, or sex. The law also makes it illegal to retaliate against a person because the person complained about discrimination, filed a charge of discrimination, or participated in an employment discrimination investigation or lawsuit. (Institute for Democratic Renewal and Project Change Anti-Racism Initiative. A Community Builder's Tool Kit; U.S. Equal Employment Opportunity Commission, "Laws Enforced by EEOC")

DIVERSITY

A multiplicity of races, genders, sexual orientations, classes, ages, countries of origin, educational status, religions, physical, or cognitive abilities, documentation status, etc. within a community, organization or grouping of some kind. Pop wisdom: Achieving diversity is not the same thing as achieving inclusion or equity. (University of Washington Diversity and Social Justice Glossary)

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. See also: Racial equity. (University of Washington Diversity and Social Justice Glossary)

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. (Teaching for Diversity and Social Justice: A Sourcebook. Marianne Adams, Lee Anne Bell, and Pat Griffin, editors. Routledge, 1997)

EXPLICIT BIAS

Explicit biases are negative associations that people knowingly hold. They are expressed with conscious awareness. Example: sign in the window of an apartment building reads: "Whites only." (Government Alliance for Race and Equity)

IMPLICIT BIAS

Also known as unconscious or hidden bias, implicit biases are negative associations that people unknowingly hold. They are expressed automatically, without conscious awareness. Implicit biases have been shown to trump individuals' stated commitments to equality and fairness, thereby producing behavior that diverges from the explicit attitudes that many people profess. (State of the Science Implicit Bias Review 2013, Cheryl Staats, Kirwan Institute, The Ohio State University)

INCLUSION

Authentically bringing traditionally excluded individuals and/or groups into processes, activities, and decision/policy making in a way that shares power. (University of Washington Diversity and Social Justice Glossary)

INSTITUTIONAL RACISM

Institutional racism refers specifically to the ways in which institutional policies and practices create different outcomes for different racial groups. The institutional policies may never mention any racial group, but their effect is to create advantages for Whites and oppression and disadvantage for people of color. (Racial Equity Tools Glossary, 2019)

Examples: Government policies, known as red-lining, that explicitly restricted the ability of people to get loans to buy or improve their homes in neighborhoods with high concentrations of Black people. City sanitation department policies that concentrate trash transfer stations and other environmental hazards disproportionately in communities of color.

INTERSECTIONALITY

A term created by Black lawyer and scholar Kimberlé Williams Crenshaw to describe how race, class, gender, age, and other aspects of identity intersect and inform the experience of individuals or groups of people. For example, a Black woman in America does not experience gender inequalities in the same way as a White woman, nor racial oppression in the same way as does a Black man. Each intersection produces a distinct life experience. (Intergroup Resources, 2012, Kimberlé Williams Crenshaw)

PEOPLE OF COLOR

Often the preferred collective term for referring to non-White racial groups. Racial justice advocates have been using the term “people of color” (not to be confused with the pejorative “colored people”) since the late 1970s as a unifying frame across different racial groups that are not White, to address racial inequities. While “people of color” can be a politically useful term, it is also important whenever possible to identify people through their own racial/ethnic group, as each has its own distinct experience and meaning and may be more appropriate. (Racial Equity Tools Glossary, 2019)

POWER

Power is unequally distributed globally and in U.S. society; some individuals or groups wield greater power than others, thereby allowing them greater access to and control over resources. Wealth, whiteness, citizenship, patriarchy, heterosexism, and education are a few key social mechanisms through which power operates. (University of Washington Diversity and Social Justice Glossary)

PREJUDICE

A pre-judgment or unjustifiable, and usually negative, attitude of one type of individual or groups toward another group and its members. Such negative attitudes are typically based on unsupported generalizations (or stereotypes) that deny the right of individual members of certain groups to be recognized and treated as individuals with individual characteristics. (Institute for Democratic Renewal and Project Change Anti-Racism Initiative, A Community Builder’s Tool Kit)

PRIVILEGE

Advantages and benefits systemically accorded, often by default, to a person or group. Privilege is best understood intersectionality because colorism, documentation status, economic class, and education, can all accord distinct privilege within racial and ethnic groups. (Colors of Resistance Archive)

RACE

For many people, it comes as a surprise that racial categorization schemes were invented by scientists to support worldviews that viewed some groups of people as superior and some as inferior. There are three important concepts linked to this fact: Race is a made-up social construct, and not an actual biological fact. Race designations have changed over time. Some groups that are considered “white” in the United States today were considered “nonwhite” in previous eras, in census data and in mass media and popular culture (for example, Irish, Italian, and Jewish people). The way in which racial categorizations are enforced (the shape of racism) has also changed over time. For example, the racial designation of Asian American and Pacific Islander changed four times in the 19th century. That is, they were defined at times as white and at other times as not white. (Racial Equity Tools Glossary, 2019)

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 eliminate 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. (Source: Center for Assessment and Policy Development)

RACISM

Racism is different from racial prejudice, hatred, or discrimination. Racism involves one group having the power to carry out systematic discrimination through the institutional policies and practices of the society and by shaping the cultural beliefs and values that support those racist policies and practices. Other ways to consider racism include: Racism = race prejudice + social and institutional power; Racism = a system of advantage based on race; Racism = a system of oppression based on race; Racism = a White supremacy system. (Racial Equity Tools Glossary, 2019)

RACIAL JUSTICE

The systematic and proactive fair treatment of people of all races, resulting in equitable opportunities and outcomes for all. Racial justice—or racial equity—goes beyond anti-racism. It is not just the absence of discrimination and inequities, but also the presence of deliberate systems and supports to achieve and sustain racial equity. (Racial Equity Tools Glossary, 2019)

SOCIAL JUSTICE

Justice in terms of distribution of wealth, opportunities, and privileges within a society for all social identity groups. (Racial Equity Tools Glossary, 2019)

STRUCTURAL RACISM

The normalization and legitimization of processes and dynamics that provide advantage to White people while producing cumulative and chronic adverse outcomes for people of color. Structural racism may be difficult to locate in an institution because it involves the reinforcing effects of multiple institutions and cultural norms. (Racial Equity Tools Glossary, 2019)

Examples: We can see structural racism in the many institutional, cultural, and structural factors that contribute to lower life expectancy for Black and Native American men, compared to White men. These include higher exposure to environmental toxins, dangerous jobs, and unhealthy housing stock; higher exposure to and more lethal consequences for reacting to violence, stress, and racism; lower rates of health care coverage, access, and quality of care; and systematic refusal by the nation to fix these things.

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