Mobility Zones - Phase 1 Zones

Information
Author: Justine Recio-Patel
Attachments: Yes   **Referring Committee:** Not Applicable

Issue:
SACOG staff—in partnership with city and county staff, regional partners, and community members—have developed 23 Mobility Zones and prioritized ten Phase 1 Mobility Zones.

Request:
Review & Discuss at Meeting

Recommendation for Board:
None; this is for information only.

Recommendation for Committee:
None; this is for information only.

Background:
In January 2024, SACOG launched the Mobility Zones project, a three-year, six-county effort funded by a $5 million federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to improve clean, shared, and active transportation in equity-priority areas. SACOG has a signed grant agreement and the federal funds are fully obligated.

Building on the Green Means Go and Engage, Empower, Implement (EEI) programs, the project takes a place-based, community co-creation approach, working closely with residents to shape decisions and priorities. Over three years, SACOG will identify ten Mobility Zones, analyze transportation challenges, prioritize projects, and advance at least one project in each county. The project engages 70+ agency staff and 30+ community leaders across seven advisory committees and a Task Force.

SACOG introduced the project to the Board in April 2024, highlighting its phased approach and equity-driven goals. In December 2024, the board adopted an Equity Priority Communities map for the project, incorporating resident input and built-environment data to identify areas with high transportation and quality-of-life needs. This map, developed with agency and community partners, serves as the foundation for selecting Mobility Zones for further study and investment.

Discussion/Analysis:

The Mobility Zones project is a community-centered approach to addressing transportation equity gaps often overlooked by traditional planning models. By integrating ground-truth data, community-led decision-making, and place-based planning, this initiative ensures transportation investments align with local needs.

Recap: Mobility Zones 101
Last month staff outlined Mobility Zones' technical analysis and mapping process. The multiphase process layers information about equity needs and transportation needs to identify places in the region that have high needs in both. The process uses a bottom-up approach, listening to communities about their unique needs and tailoring the analysis to reflect the differences of each county and community. Ultimately this process identified 23 Mobility Zones across the region. More detailed information about this analysis is available in the Technical Methodology (Attachment E).

Prioritization Process
While all 23 Mobility Zones have distinct challenges, this first phase of the Mobility Zones program is only scoped to analyze 10 places. Through a structured community engagement process, these 23 Mobility Zones were evaluated using ranked-choice voting and consensus-building to identify 10 Phase 1 Mobility Zones to move forward at this time. The five Community Committees, along with Municipal and Technical Committees, reviewed demographic, transportation, and land use data, prioritizing two to three zones per county. Attachment C includes a roster of organizations represented on each Mobility Zones Committee. Ultimately, the collaborative prioritization process with community members and agency staff selected 10 Phase 1 Mobility Zones for further analysis and pilot project implementation:

- **El Dorado County:** Georgetown/Coloma/Kelsey
- **Yolo County:** Woodland, Bryte/Broderick
- **Yuba County:** Brownsville, Linda/Olivehurst
- **Sutter County:** South Yuba City
- **Placer County:** North Auburn
- **Sacramento County:** Florin, Ben Ali/Swanston, Rosemont/Western Rancho Cordova

Staff anticipates returning to the remaining 13 Mobility Zones in future phases of the Mobility Zones program. An online map showing the general location of all 23 Mobility Zones, including the Phase 1 Mobility Zones, is available at this link: https://experience.arcgis.com/experience/43a15dd7933a451eb6808643536223ab

This iterative, community-driven process ensures that planning efforts reflect local priorities while aligning with regional and municipal initiatives. Several Phase 1 Mobility Zones overlap with ongoing SACOG and partner initiatives, such as SACOG's Green Zones program, which focuses on sustainable land use and economic development. Some Mobility Zones also serve as site locations for REAP Offsite Board Tours. Additionally, all of them have been recognized or designated by State and Federal Priority Programs, including Federal Opportunity Zones, AB 1550 California Climate Investments Priority Populations, and SB 535 Disadvantaged Communities.

Next Steps

Staff work is currently focused on defining discrete boundaries for each of the ten Phase 1 Mobility Zones (the boxes shown on the map just indicate general areas). Staff, in partnership with Civic Thread, Breathe California Sacramento Region, California Health Collaborative, Health Education Council, Camptonville Community Partnership, and Sacramento ACT, has also conducted outreach in each area to better understand

the community's needs and inform zone boundaries. Staff will return in May with the 23 Mobility Zones, including the proposed Phase 1 Mobility Zones and their boundaries, for the Board to consider adopting. The May presentation will also reflect community engagement results and feedback from agency partners.

If the board adopts all 23 Mobility Zones, including the ten Phase 1 Mobility Zones with boundaries in May, Staff will conduct finer grain analysis in each zone and begin working with community and agencies to identifying projects that address transportation challenges for communities in the Phase 1 Mobility Zones.

Fiscal Impact/Grant Information:
Staff and consultant work on Mobility Zones is included in the adopted Overall Work Program and Budget.

List of Attachments:
Attachment A: Presentation Slides
Attachment B: Mobility Zones Committee Roster
Attachment C: 23 Mobility Zone Profiles
Attachment D: Summary of the Zone Selection Process
Attachment E: Technical Methodology Memo
Attachment F: Comments on the Committee Process

MOBILITY ZONES

PHASE 1 MOBILITY ZONES | TRANSPORTATION COMMITTEE | 3 APRIL 2025

Presentation Agenda

1. Last Month: Mobility Zones 101
- Project Purpose
- Technical Analysis

2. The Prioritization Process
- Committee Engagement
- Community-Centered Approach

3. Phase 1 Mobility Zones

4. What's Next?

Mobility Zones 101

Recap on Project Purpose and Technical Analysis

Last Month: Mobility Zones 101

How do we identify Mobility Zones?

Areas with
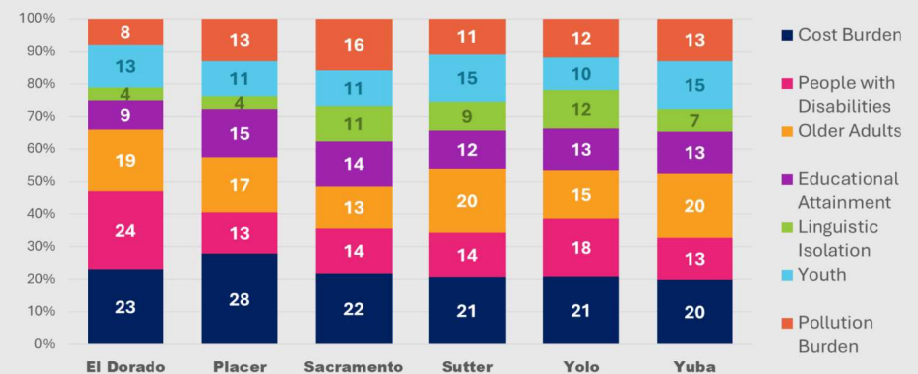Equity Needs

+
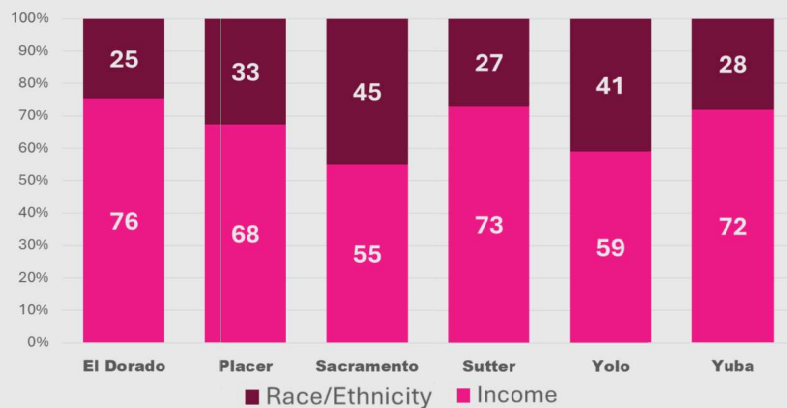
Areas with
transportation
needs

=

Areas that could
be 'Mobility
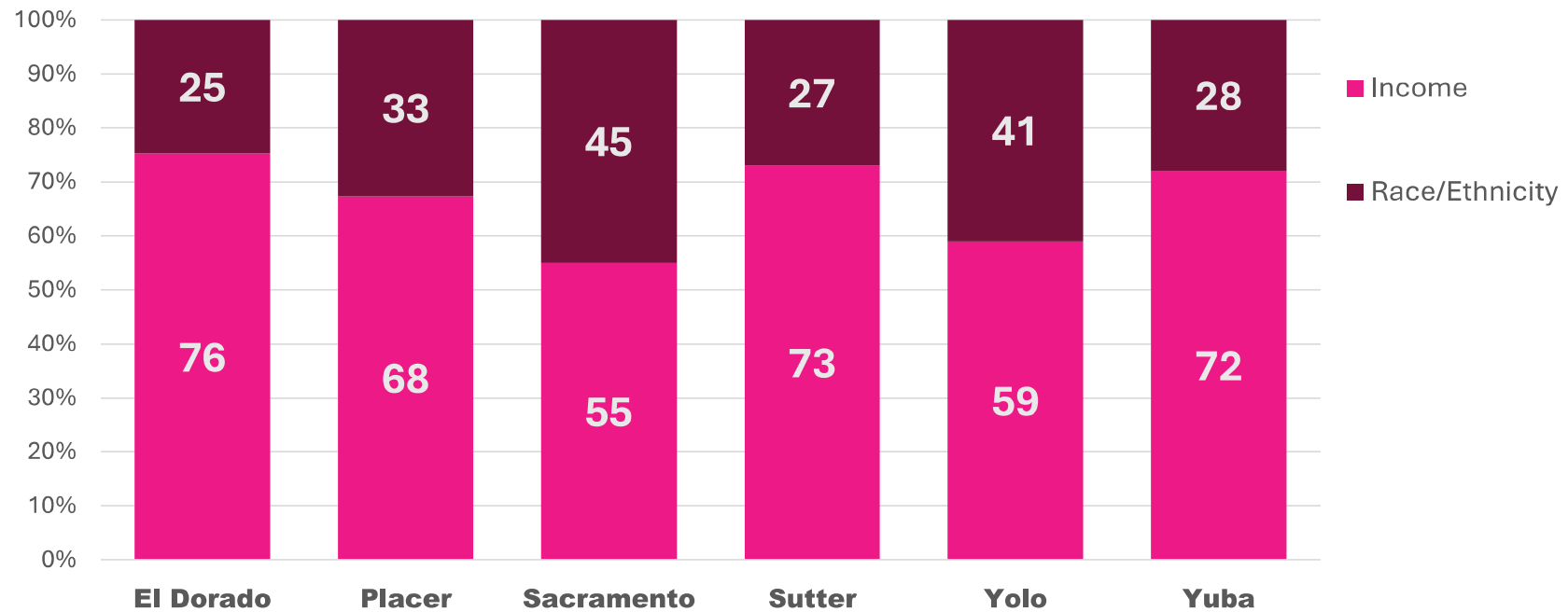Zones'

Last Month: Mobility Zones 101

How much of an effect do these topics have on quality of life in your community?
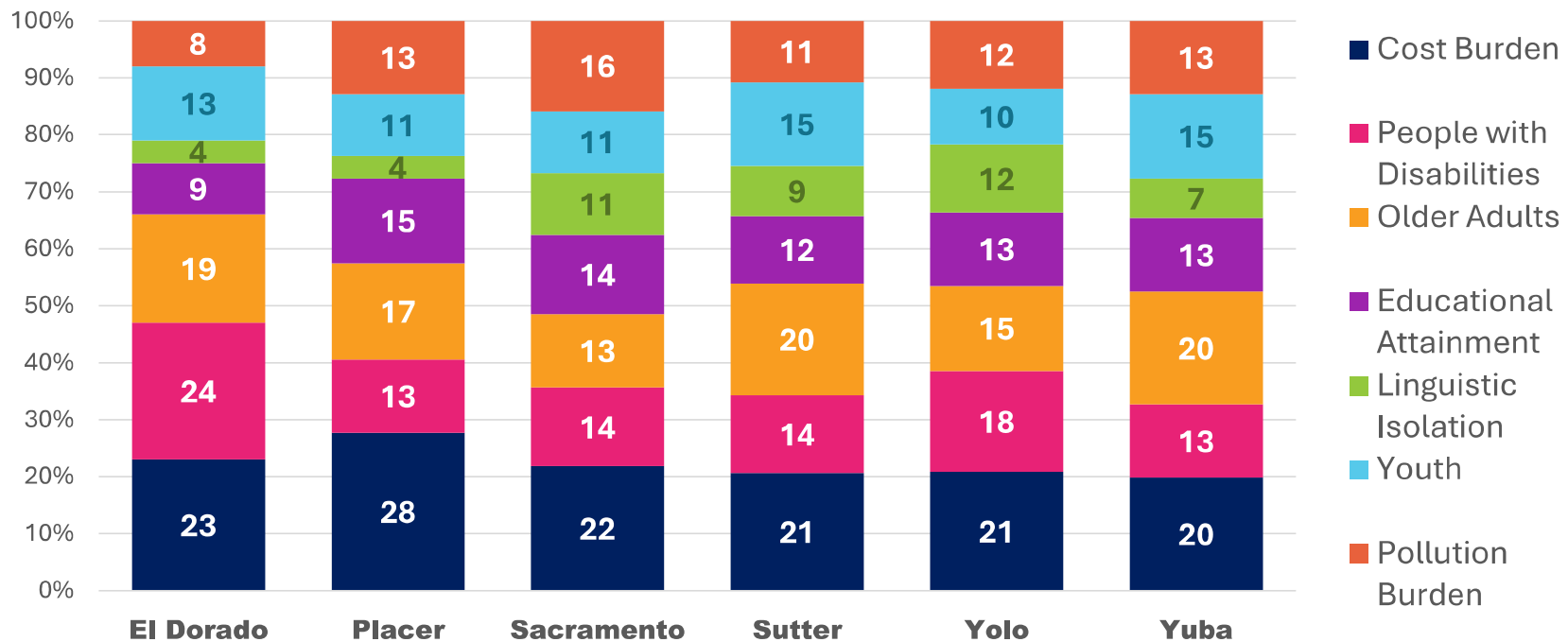
Bottom-up approach: equity priorities as defined by the community.

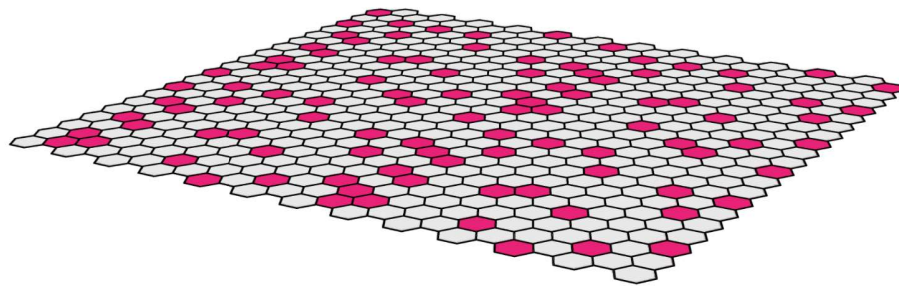How much of an effect do these topics have on quality of life in your community?

- Income
- Race/Ethnicity

	El Dorado	Placer	Sacramento	Sutter	Yolo	Yuba
Race/Ethnicity	25	33	45	27	41	28
Income	76	68	55	73	59	72

How much of an effect do these topics have on quality of life in your community?
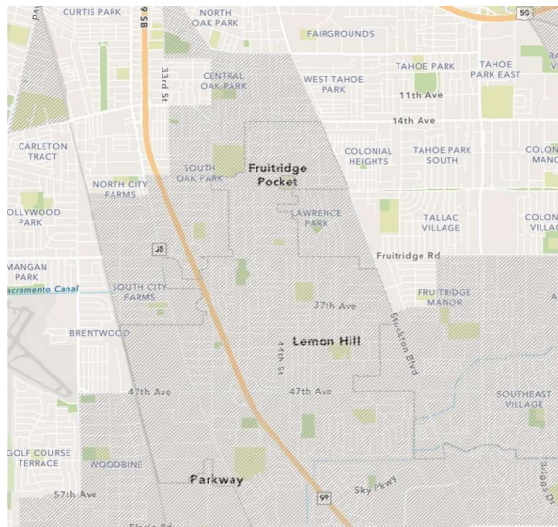
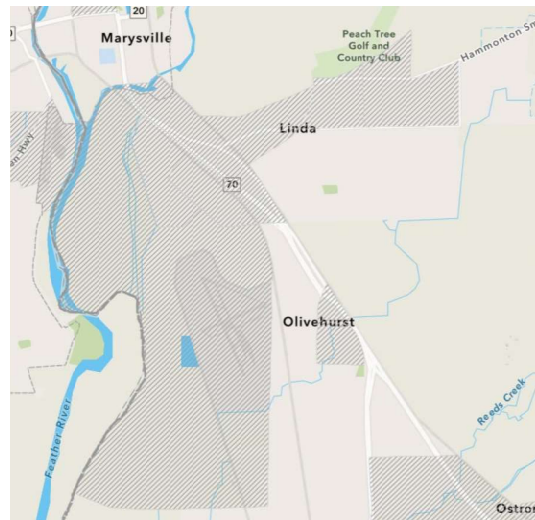# Last Month: Mobility Zones 101

Areas with equity needs

Last Month: Mobility Zones 101

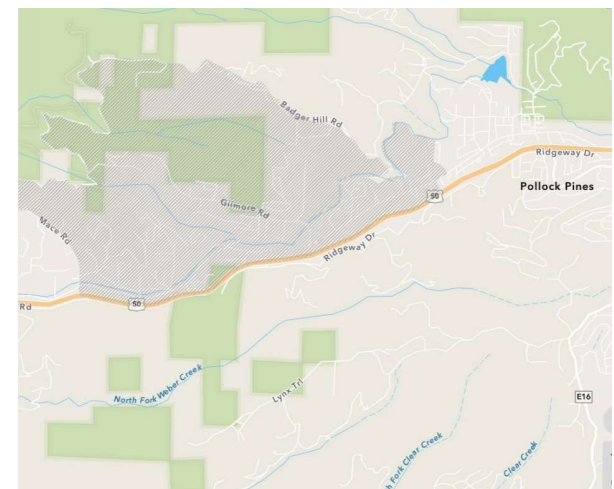## Examples of areas with high equity need
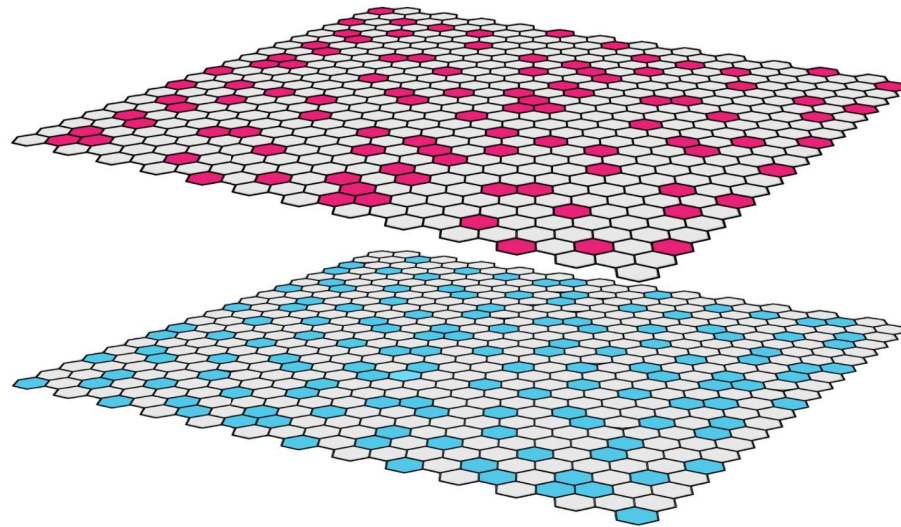
**Fruitridge Pocket /
Lemon Hill**

Linda / Olivehurst

Pony Express/Pollock Pines

Last Month: Mobility Zones 101

Areas with equity needs

Areas with transportation needs and opportunities

Last Month: Mobility Zones 101

Barriers to Transportation Access and Quality of Life

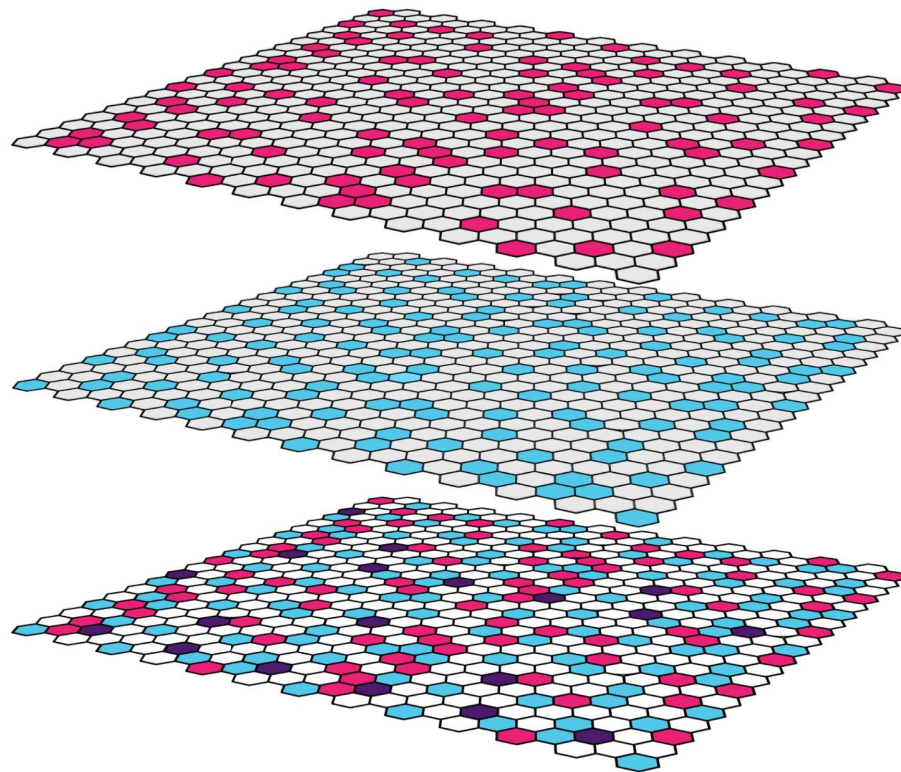| Criteria	Sub-Criteria
High Transit Dependency	• % HH with more workers than vehicles available
	• Higher daily trips on transit
Limited Transit Access	• Longer distance to a transit station from BG's population-weighted centroid
	• Rural Transit Access – distance to LRT or a bus stop with >60 min headway
Access to Community Resources	• Higher access to retail/restaurants, parks, community centers and libraries
High pollution burden	• High Percentile for CalEnviroScreen
	• Higher Traffic Congestion Intensity during 4 Slowest Weekday Hours <0.4 by Link
	• Arterial truck volumes are > 1,500 vehicles daily
	• Highway truck volumes are > 3000 vehicles daily
Lack of Safety	• More crash hotspots
	• More bike-ped crash hotspots
Lack of multimodal infrastructure	• Lower National Walkability Index
	• Low sidewalk coverage
	• Lower bike infrastructure coverage
Poor Road Quality	• Pavement condition index is <50 - % of streets within a Block Group

Last Month: Mobility Zones 101

Areas with equity needs

Areas with transportation needs and opportunities

Areas that could be a Mobility Zone

23

Mobility Zones
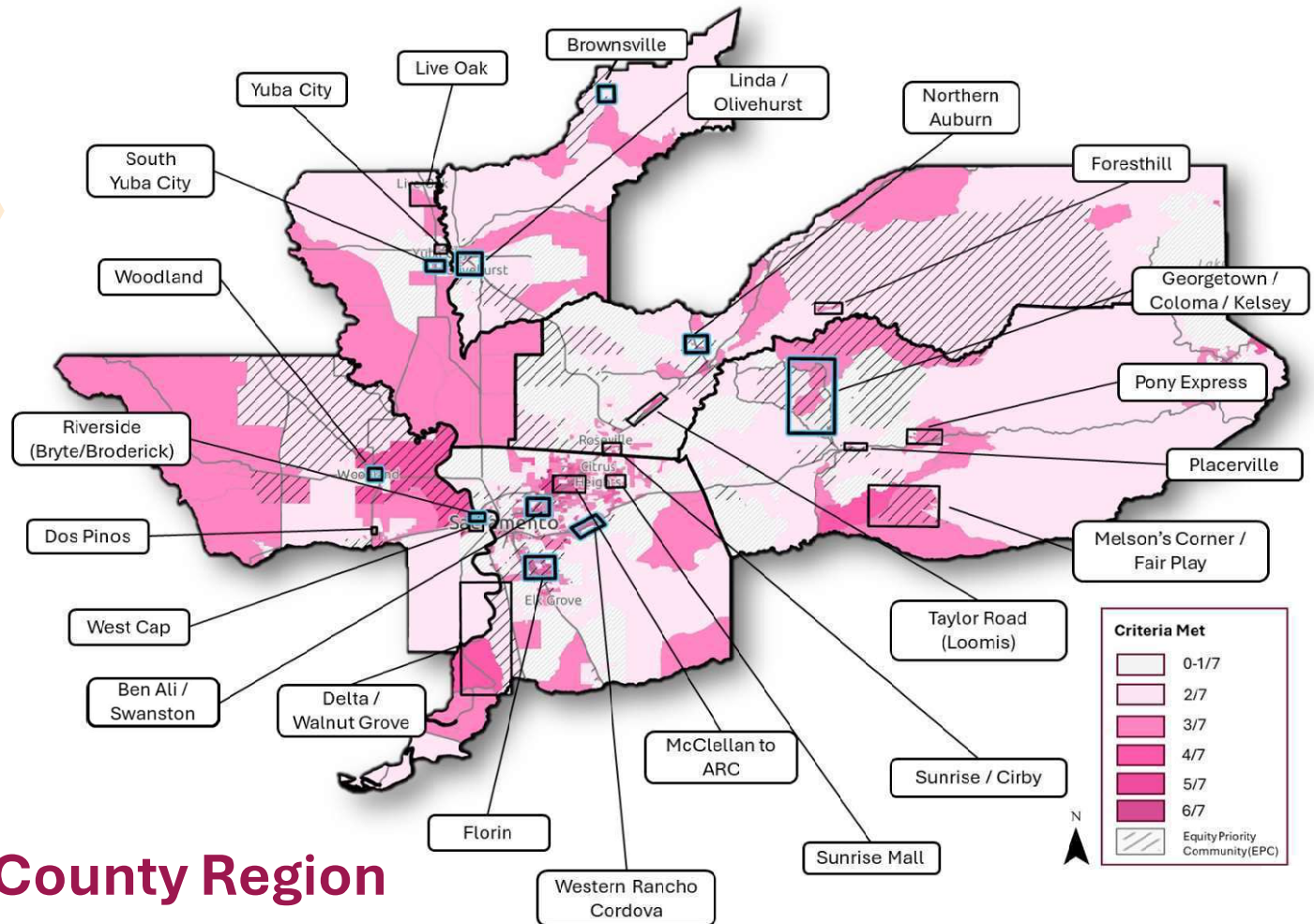
SACOG's Six-County Region

Brownsville

Live Oak

Yuba City

Linda / Olivehurst

Northern Auburn

South Yuba City

Foresthill

Woodland

Georgetown / Coloma / Kelsey

Pony Express

Riverside (Bryte/Broderick)

Placerville

Dos Pinos

Melson's Corner / Fair Play

West Cap

Taylor Road (Loomis)

Ben Ali / Swanston

Delta / Walnut Grove

Sunrise / Cirby

McClellan to ARC

Sunrise Mall

Florin

Western Rancho Cordova

Criteria Met

0-1/7

2/7

3/7

4/7

5/7

6/7

Equity Priority Community (EPC)

23 Mobility Zones

El Dorado
1. Georgetown/ Coloma/ Kelsey
2. Pony Express
3. Placerville
4. Melson's Corner/Fair Play

Yolo County
5. Woodland
6. West Cap
7. Riverside/Bryte/Broderick
8. Dos Pinos

Yuba County
9. Brownsville
10. Linda/Olivehurst

Sutter County
11. South Yuba City
12. Yuba City
13. Live Oak

Placer County
14. North Auburn
15. Foresthill
16. Taylor Road/Loomis
17. Sunrise/Cirby

Sacramento
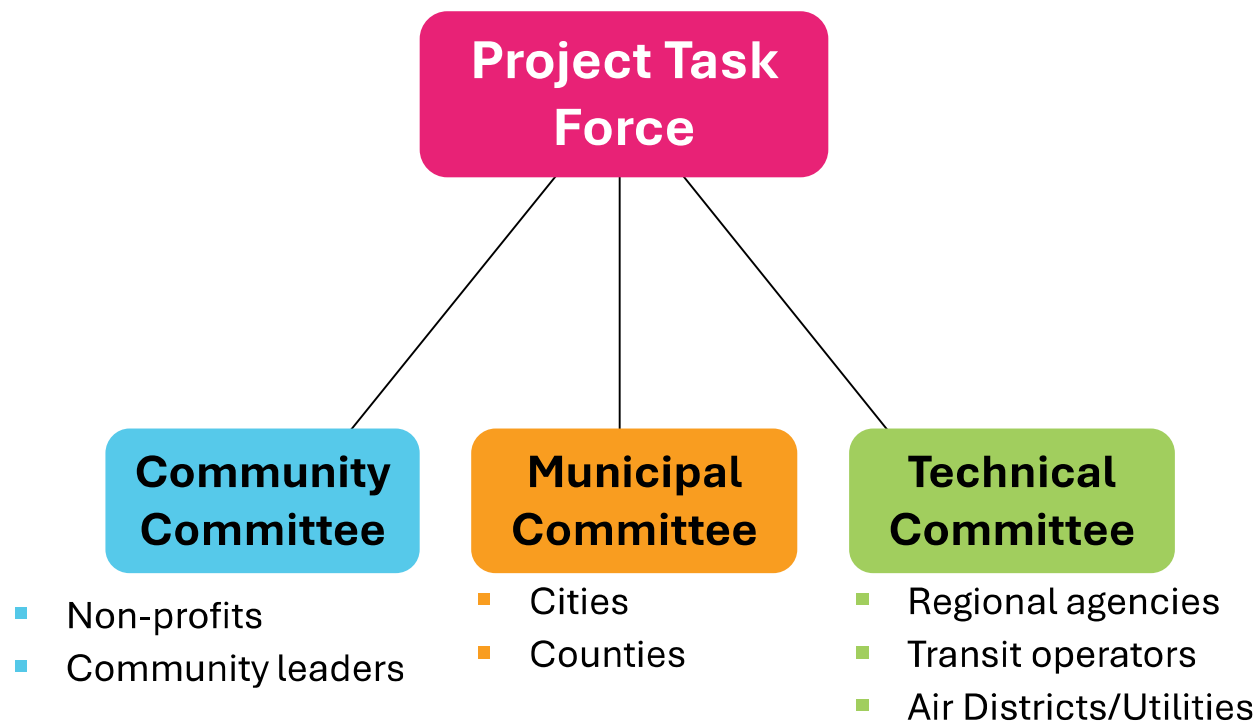18. Florin
19. Ben Ali/Swanston
20. Rosemont/Western Rancho Cordova
21. McClellan/ ARC
22. Delta/Walnut Grove
23. Sunrise Mall

Selection Process: Committees

Project Task Force

Community Committee
- Non-profits
- Community leaders

Municipal Committee
- Cities
- Counties

Technical Committee
- Regional agencies
- Transit operators
- Air Districts/Utilities

Selection Process: Committees

Zone Profiles

- Population
- Land Use
- Transportation Challenges

Sacramento County – Candidate Zone 2: Florin

Community Resources
- Community Center or Library
- School
- Commercial and Services Hotspot
- Hospital

Multimodal Infrastructure
- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

Collision Areas
- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion
- Area of high congestion or heavy truck traffic

Community Profile

Total Population: 72,400
- 87% People of color
  - 33% Hispanic or Latino
  - 32% Asian
  - 30% Other or two or more races
  - 13% Black or African American
- 44% Low-income households
- Much lower educational attainment
- More households with limited English proficiency
- High air pollution burden

Key Challenges
- **Physical Barriers:** Wide, high-speed roads and SR 99 divide communities and create unsafe conditions for people biking and walking.
- **Proximity to Destinations:** Many homes are not within walking distance to shopping, services, or amenities.
- **Environment:** Minimal tree coverage and air quality is poor along SR 99 and other large roads.
- **Safety:** High number of crashes due to fast moving traffic.
- **Multimodal Infrastructure:** Lack of protected/connected bike and ped infrastructure
- **Transit:** Some areas along Stockton Blvd have high transit dependency with limited transit access and many transit stops lack shelter and/or benches.

Land Use Profile
- **Mixed urban/suburban**
- Predominantly single-family homes with some apartments
- Two major commercial centers (Florin Town Center and Southpoint Plaza)

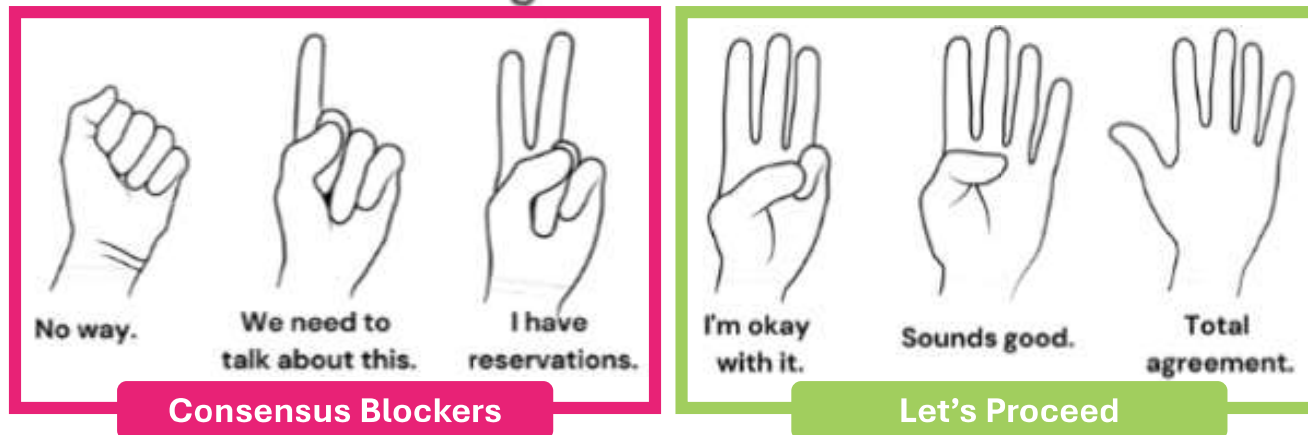# Selection Process: Committees

Ranked Choice

- Community Committee members ranked all the clusters/candidate Zones within their county.

- **Goal:** Top 2-3 choices will move forward as recommendations to the Task Force.

Selection Process: Committees

Consensus Building

Fist to Five Voting

Consensus Blockers	Let's Proceed
No way. — We need to talk about this. — I have reservations.	I'm okay with it. — Sounds good. — Total agreement.

Selection Process: Committees

The Community Committees sat with the same hard questions that the board sits with.

Existing vs New: Do we select communities with existing infrastructure or places where we need to develop new projects or hasn't seen investment in a while?

Where can we have the **greatest impact?**

How do we define greatest impact? Population density? High collision areas? Areas with high transit need? Large low-income populations? Rural areas vs. urban areas?

Which **key corridors** matter most to the community?

How do we balance local equity needs with countywide and agency collaboration?

Selection Process: Committees

Project Task Force

Community Committee

Municipal Committee
- Cities
- Counties

Technical Committee
- Regional agencies
- Transit operators
- Utilities
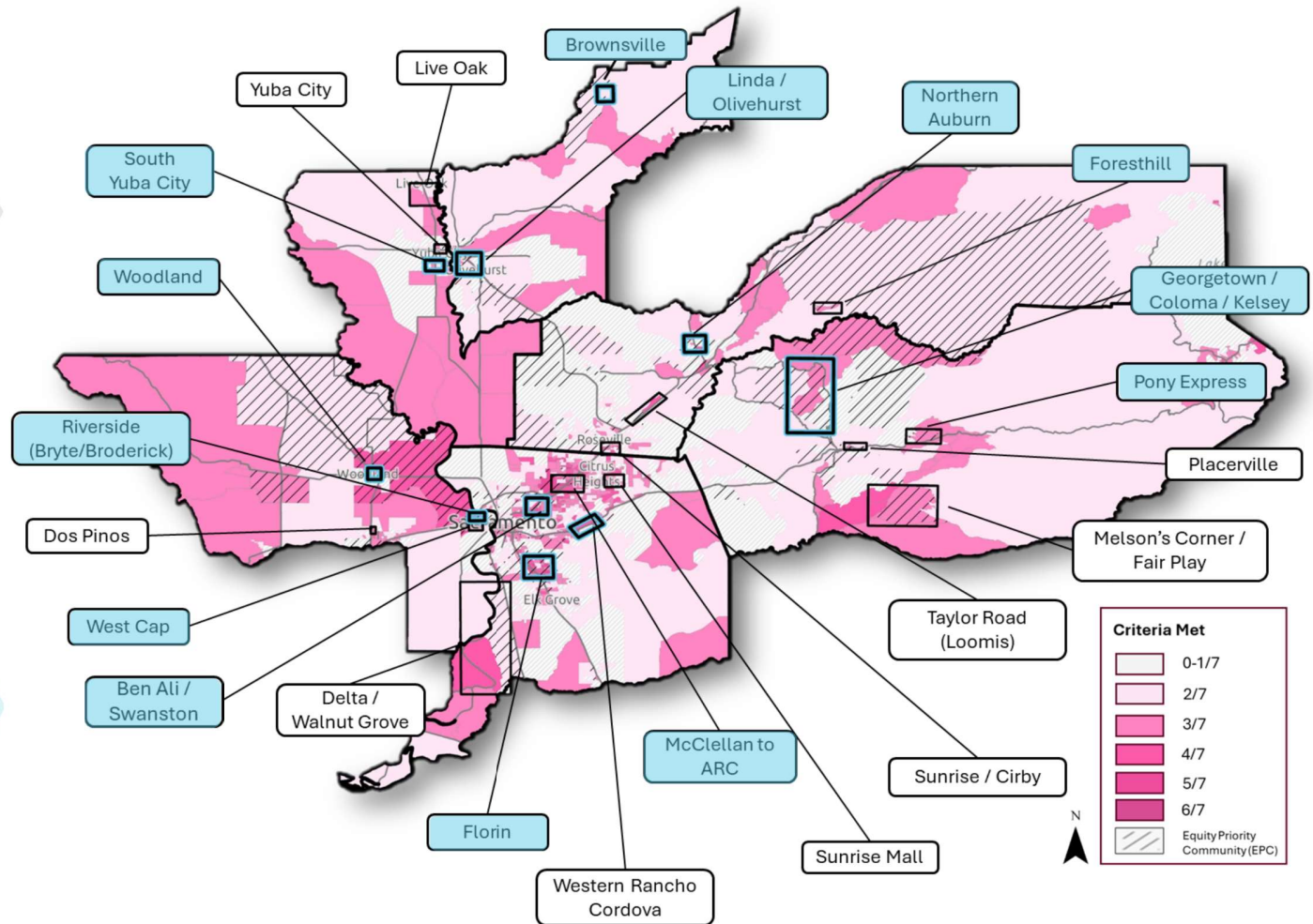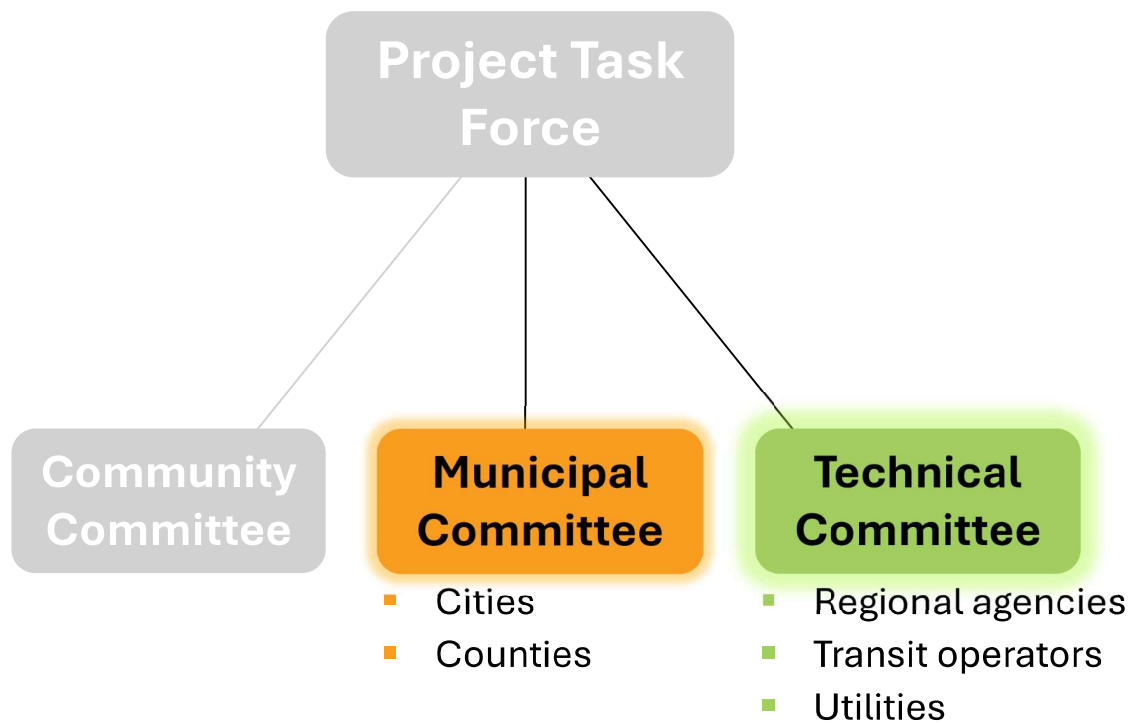
Selection Process: Committees

- The Project Team met with the Municipal and Technical Committees to align with **ongoing municipal and agency effort**.

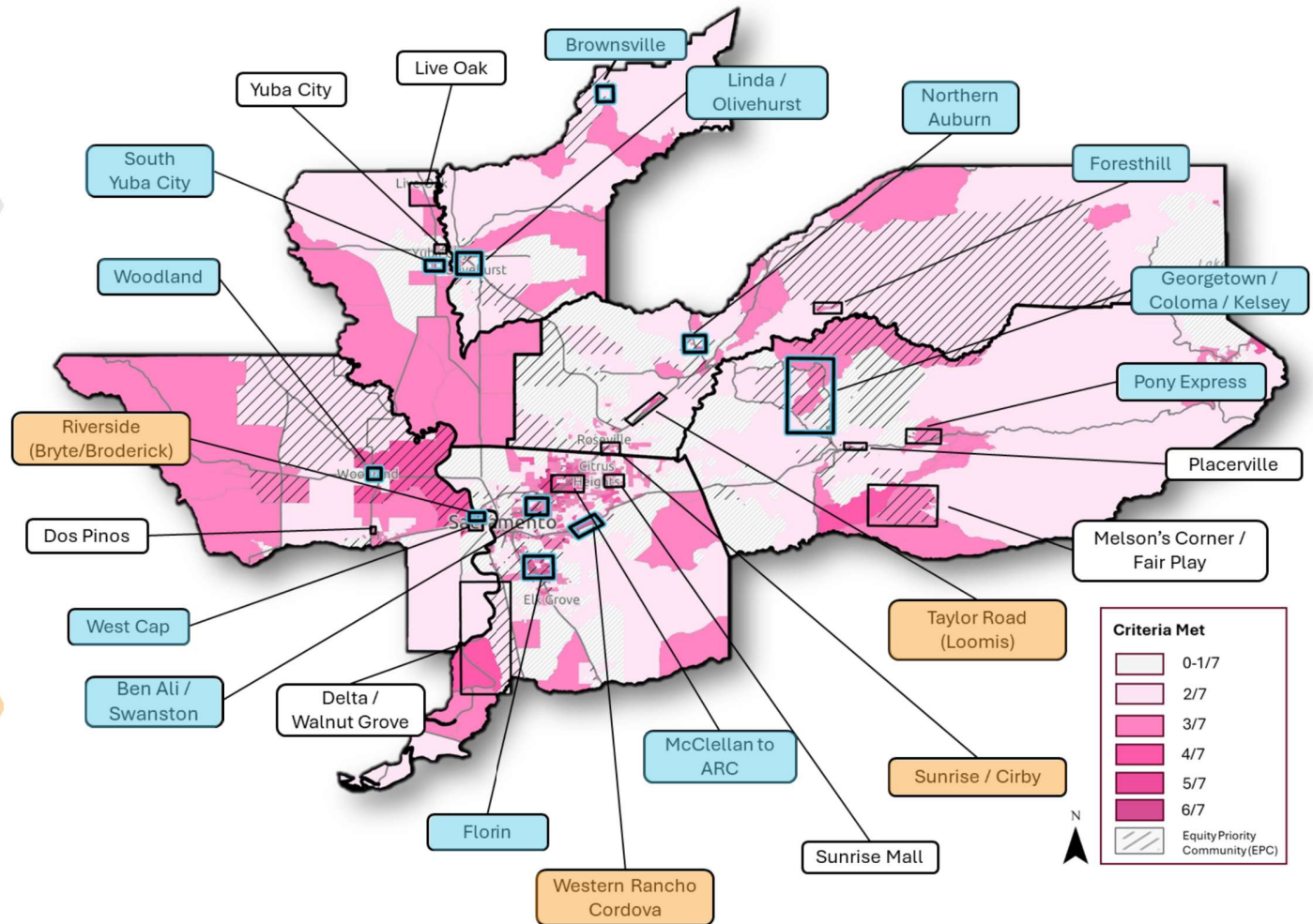- Muni/Tech Committee wanted to see a **balanced variety of place types** represented in the Zones.

Urban

Suburban
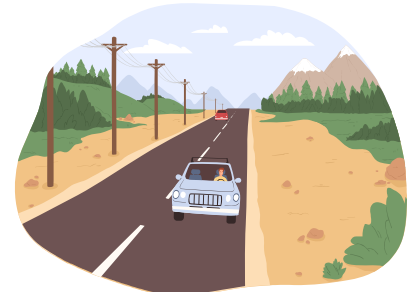
Rural

16 Phase 1 Candidates

El Dorado
1. Georgetown/ Coloma/Lotus
2. Pony Express

Yolo County
3. Woodland
4. West Cap
❖ Bryte/Broderick

Yuba County
5. Brownsville
6. Linda/Olivehurst

Sutter County
7. South Yuba City

Placer County
8. North Auburn
9. Foresthill
❖ Taylor Road/Loomis
❖ Sunrise/Cirby

Sacramento
10. Florin
11. Ben Ali/Swanston
12. McClellan/ARC
❖ Rosemont/Western Rancho Cordova

Phase 1 Mobility Zones

23
Mobility Zones

10
Phase 1
Mobility Zones

Brownsville

Live Oak

Yuba City

Linda / Olivehurst

Northern Auburn

Foresthill

South Yuba City

Woodland

Georgetown / Coloma / Kelsey

Riverside (Bryte/Broderick)

Pony Express

Placerville

Dos Pinos

Melson's Corner / Fair Play

West Cap

Taylor Road (Loomis)

Ben Ali / Swanston

Delta / Walnut Grove

McClellan to ARC

Sunrise / Cirby

Florin

Sunrise Mall

Western Rancho Cordova

Criteria Met

0-1/7
2/7
3/7
4/7
5/7
6/7

Equity Priority Community (EPC)

★REAP Offsite Board Tours

● SACOG Green Zones

● Federal Opportunity Zones

● State - SB 535 Disadvantaged Communities

● New Federal Admin Priority Areas (8)
Areas with High Birth Rates or High Marriage Rates

● State - AB 1550 California Climate Investments Priority Populations

Linda / Olivehurst

Brownsville

South Yuba City

North Auburn

Woodland

Riverside (Bryte/Broderick)

Georgetown/ Coloma/Kelsey

Ben Ali / Swanston

Florin

Western Rancho Cordova

Criteria Met

0-1/7
2/7
3/7
4/7
5/7
6/7

Equity Priority Community (EPC)

N
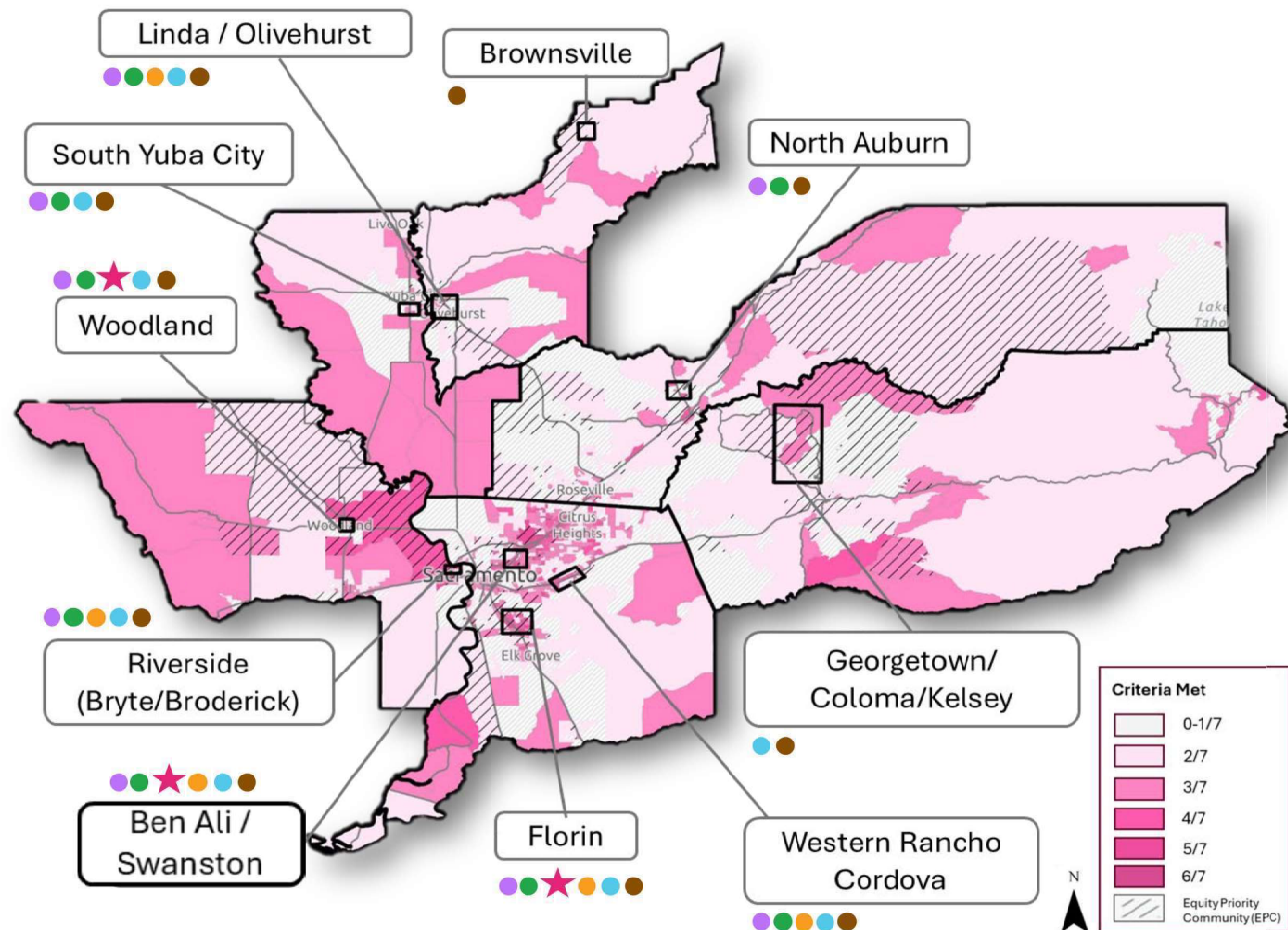
10 Phase 1 Mobility Zones

El Dorado County

1. Georgetown/ Coloma/ Kelsey

Yolo County

2. Woodland
3. Bryte/Broderick

Yuba County

4. Brownsville
5. Linda/Olivehurst

Sutter County

6. South Yuba City

Placer County

7. North Auburn

Sacramento County

8. Florin
9. Ben Ali/Swanston
10. Rosemont/Western Rancho Cordova

Community Committee Feedback

"Urban areas will always benefit from a greater number of people using [transportation] improvements, but **that is exactly why rural areas remain underserved** and marginalized.

— Elisa Herrera, *Task Force Committee Member, Executive Director of the Latino Leadership Council, Inc. and El Dorado County Resident*

"A traditional top-down approach to engagement involves industry lingo and catchphrases that regular folks don't know the meaning of [...] My experience on the Community Committee has been the opposite of that. Our members share **real talk that pulls from different perspectives which inform our blind spots,** and we do that in a kind, patient, and receptive setting. **We get to be ourselves."**

— Fayzah Mughal, *Sacramento County Community Committee Member*

What's Next?

Refining Zone Boundaries

Look Ahead at 2025 Board Schedule

Refining Zone Boundaries

Public outreach and committee engagement

February: In-Person Outreach

March: Community Committees

510 people engaged **in person** with the Mobility Zones, leaving a total of **921 comments** across the 10 zones.

Look Ahead

Lunch Presentation: Mobility Zones 101

Info Item: Draft list of Mobility Zones and Phase 1 Priorities

Action Item: Final list of Mobility Zones and Phase 1 Priorities with boundaries

Info Item: Needs and opportunities report for each zone

Info Item: Project prioritization process

Action Item: Final list of prioritized projects

Feb   Mar   **Apr**   **May**   Jun   Jul   Aug   **Sep**   Oct   **Nov**   **Dec**

Thank you!

KATHLEEN HANLEY, Project Manager
JUSTINE RECIO-PATEL, Deputy Project Manager

khanley@sacog.org
jreciopatel@sacog.org

Mobility Zones Committee Roster

Attachment B

MOBILITY ZONES

Community Committee	Municipal Committee	Technical Committee
ACCE	City of Auburn	Auburn Transit
Alliance for Hispanic Advancement	City of Citrus Heights	BCAG
Bayside Granite Bay	City of Colfax	Caltrans District 3
Bicycle Advocates for Rancho Cordova	City of Davis	CCJPA
Blue Zones	City of Elk Grove	Dignity Health
Breathe California	City of Folsom	EDCTC
California Health Collaborative	City of Galt	GSEC
Camptonville Community Partnership	City of Isleton	Nevada CTC
Capital Career College Academy	City of Lincoln	Paratransit Inc.
CASA Advocates	City of Live Oak	PCTPA
CNPS Redbud Chapter	Town of Loomis	PG&E
Coalition Against Whispering Pines	City of Marysville	Placer Air Pollution CD
CSUS Foundation Board	City of Placerville	Placer County Transit
Davis Community Meals	City of Rancho Cordova	Pride Industries
ECOS	City of Rocklin	Roseville Electric
Georgetown Rotary Club	City of Roseville	Sac Emobility
Golden Sierra	City of Sacramento	Sac TMA
Hands of Hope	City of West Sacramento	SacRT
Health Education Council	City of Wheatland	SJCOG
It Takes a Lincoln Village	City of Winters	SJRRC
Latino Leadership Council	City of Woodland	SMAQMD
Mason Trails COA	El Dorado County	SMUD
One Community Health	Placer County	STA
Placer County AAPI	Sacramento County	TRPA
Sac ACT	Sutter County	UC Davis
Sacramento Jewish Film Festival	Yolo County	Valley Clean Energy
Saint Paul Church of Sacramento	Yuba City	Valley Vision
Salvation Army	Yuba County	YoloTD
See My Child		Yuba Sutter Transit
Sierra Native Alliance		
Sikh Temple		
SNAAQ		
Strong Sactown		
Sutter County Community Action		
Tahoe Coalition for Homeless		
United Latinos		
Yolo Climate Action Commission		
Yuba COE Resource Center		
Yuba Sutter Arts Council		
Yuba Sutter Behavioral Health		
Yuba Sutter Rotary Club		
Yuba-Sutter-Colusa United Way		

Candidate Mobility Zone Profiles
Attachment C

MOBILITY ZONES

April 2025

Sacramento County – Candidate Zones

Ben Ali/Swanston Estates/Howe
1

Florin
2

6 Western Rancho Cordova
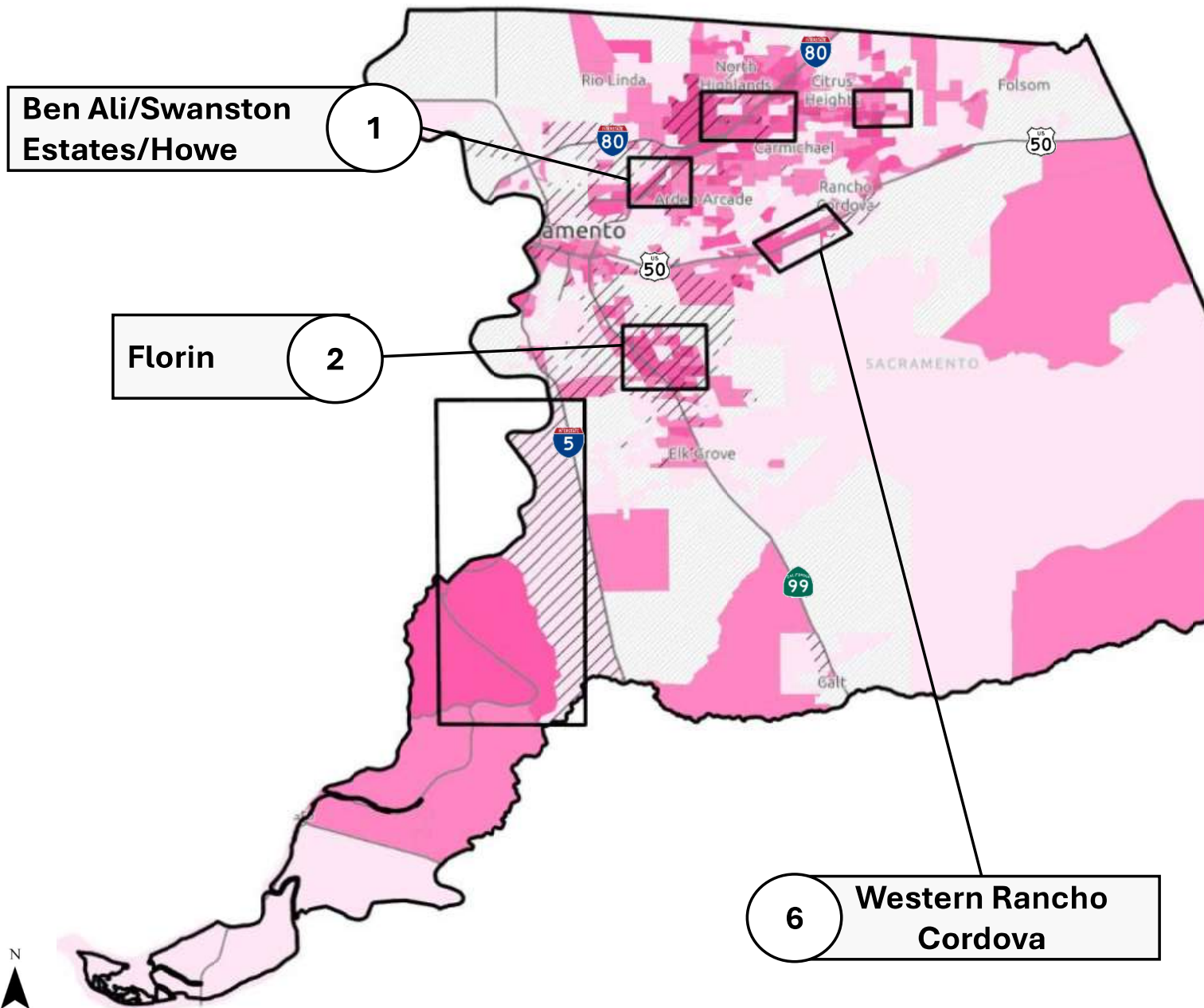
Sacramento County – Candidate Zone 1: Ben Ali / Swanston

Community Resources

- 🏛 Community Center or Library
- 🏫 School
- 🟢 Commercial and Services Hotspot
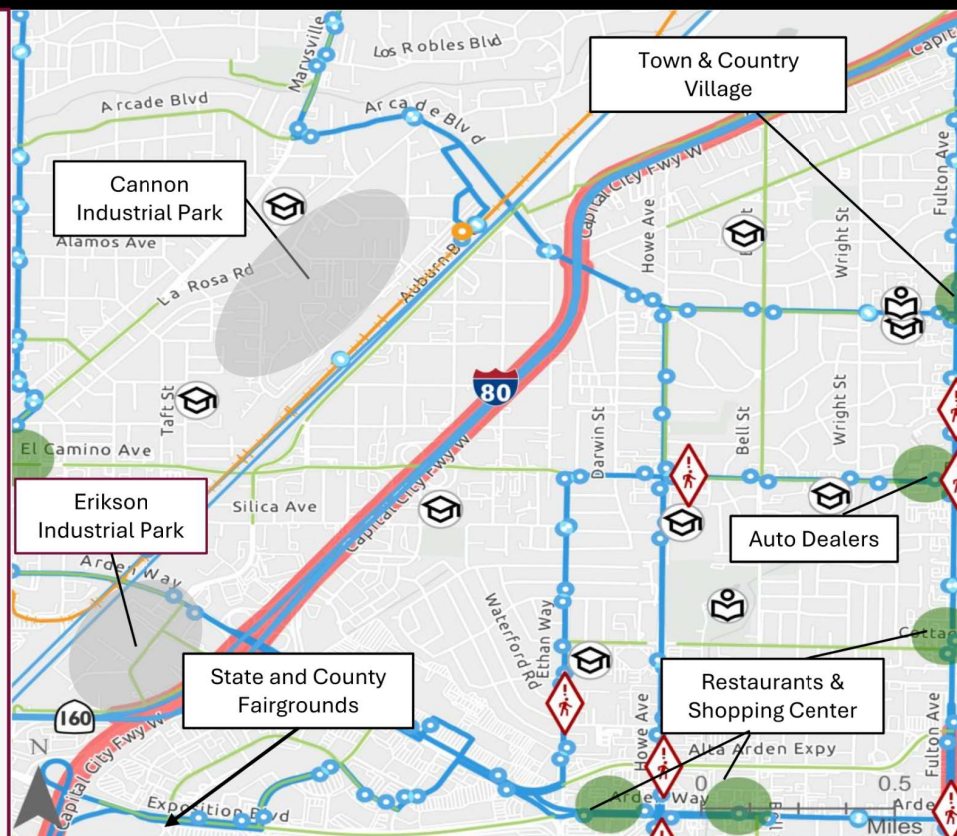- ⚪ Industrial Area

Multimodal Infrastructure

- —— Bus Route
- ◉ Bus Stop
- —— Light Rail
- 🟠 Light Rail Station
- —+— Rail
- —— Bike Lane

Collision Areas

- 🔻 Bike or pedestrian (at least one per year)
- 🔻 All collisions (at least two per year)

Congestion

- 🟥 Area of high congestion or heavy truck traffic

Map labels:
- Town & Country Village
- Cannon Industrial Park
- Erikson Industrial Park
- State and County Fairgrounds
- Auto Dealers
- Restaurants & Shopping Center

Community Profile

Total Population: 34,400

- 71% People of color
  - 38% Hispanic or Latino
  - 37% Other or two or more races
  - 14% Asian
  - 12% Black or African American
- 51% Low-income households
- Much lower educational attainment
- High air pollution burden

Key Challenges

- **Physical Barriers:** I-80, railroad tracks, and large roadways divide communities and are difficult to cross, particularly for people biking and walking.
- **Proximity to Destinations:** Residential areas are not within walking distance to shopping, services, or amenities.
- **Safety:** There are crash hotspots along busy roadways.
- **Environment:** Many large parking lots and industrial parks with little to no tree coverage/shade. Poor air quality due to traffic along I-80 and other large roads.
- **Multimodal Infrastructure:** Limited bike lanes and sidewalks connecting homes to transit stops and shopping areas.
- **Transit:** High transit dependency in areas along I-80 corridor with limited service.

Land Use Profile

- **Mixed urban / suburban**
- Commercial industrial areas of Cannon and Erikson Industrial Parks are west of I-80
- Point West, south of Exposition Blvd, is home to the State and County Fairgrounds

Sacramento County – Candidate Zone 2: Florin

Community Resources

- 📖 Community Center or Library
- 🎓 School
- 🟢 Commercial and Services Hotspot
- Ⓗ Hospital

Multimodal Infrastructure

- —— Bus Route
- 🔵 Bus Stop
- —— Light Rail
- 🟠 Light Rail Station
- —— Rail
- —— Bike Lane

Collision Areas

- ◈ Bike or pedestrian (at least one per year)
- ◈ All collisions (at least two per year)

Congestion

- Area of high congestion or heavy truck traffic

Florin Creek Recreation Center

Florin Town Center

Southpoint Plaza

Kaiser Hospital

Community Profile

Total Population: 72,400

- 87% People of color
  - 33% Hispanic or Latino
  - 32% Asian
  - 30% Other or two or more races
  - 13% Black or African American
- 44% Low-income households
- Much lower educational attainment
- More households with limited English proficiency
- High air pollution burden

Key Challenges

- **Physical Barriers:** Wide, high-speed roads and SR 99 divide communities and create unsafe conditions for people biking and walking.
- **Proximity to Destinations:** Many homes are not within walking distance to shopping, services, or amenities.
- **Environment:** Minimal tree coverage and air quality is poor along SR 99 and other large roads.
- **Safety:** High number of crashes due to fast moving traffic.
- **Mulitimodal Infrastructure:** Lack of protected/connected bike and ped infrastructure
- **Transit:** Some areas along Stockton Blvd have high transit dependency with limited transit access and many transit stops lack shelter and/or benches.

Land Use Profile

- **Mixed urban/suburban**
- Predominantly single-family homes with some apartments
- Two major commercial centers (Florin Town Center and Southpoint Plaza)

Sacramento County – Candidate Zone 3: Delta (Walnut Grove/Hood)
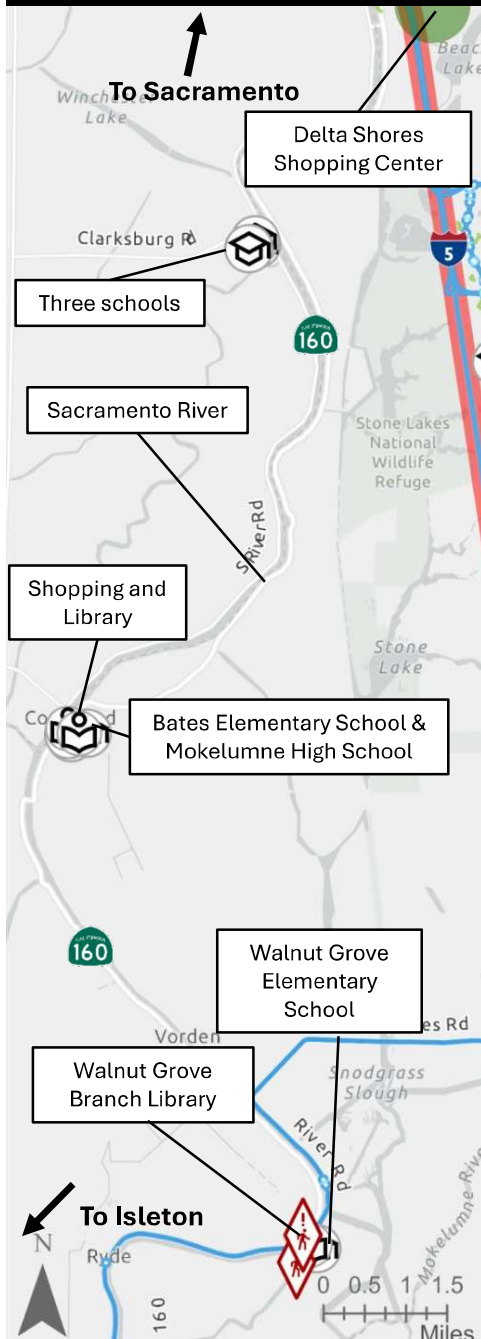
Community Profile

Total Population: 6,800
- 62% People of color
  - 27% Asian
  - 25% Hispanic or Latino
  - 22% Other or two or more races
- 23% Low-income households
- Low educational attainment

Land Use Profile

- **Rural**
- Mostly agricultural/natural lands
- Small residential communities in Clarksburg, Courtland, and Walnut Grove along SR 160/River Road and the Sacramento River

Key Challenges

- **Proximity to Destinations:** Many places are difficult to access without a vehicle.
- **Infrastructure:** SR 160, River Road, and other roadways are narrow and winding, making them difficult or unsafe to navigate. Pavement quality throughout the area is also poor.
- **Physical Barriers:** Sacramento River crossings are many miles apart, with few crossing options for people walking or biking.
- **Transit:** Only one bus route exists, and it does not connect to jobs, services, and amenities in Sacramento or the Bay Area.

Legend

Community Resources
- Community Center or Library
- School
- Commercial and Services Hotspot

Multimodal Infrastructure
- Bus Route
- Light Rail
- Rail
- Bus Stop
- Light Rail Station
- Bike Lane

Collision Areas
- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion
- Area of high congestion or heavy truck traffic

Sacramento County – Candidate Zone 4: Sunrise Mall

Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot
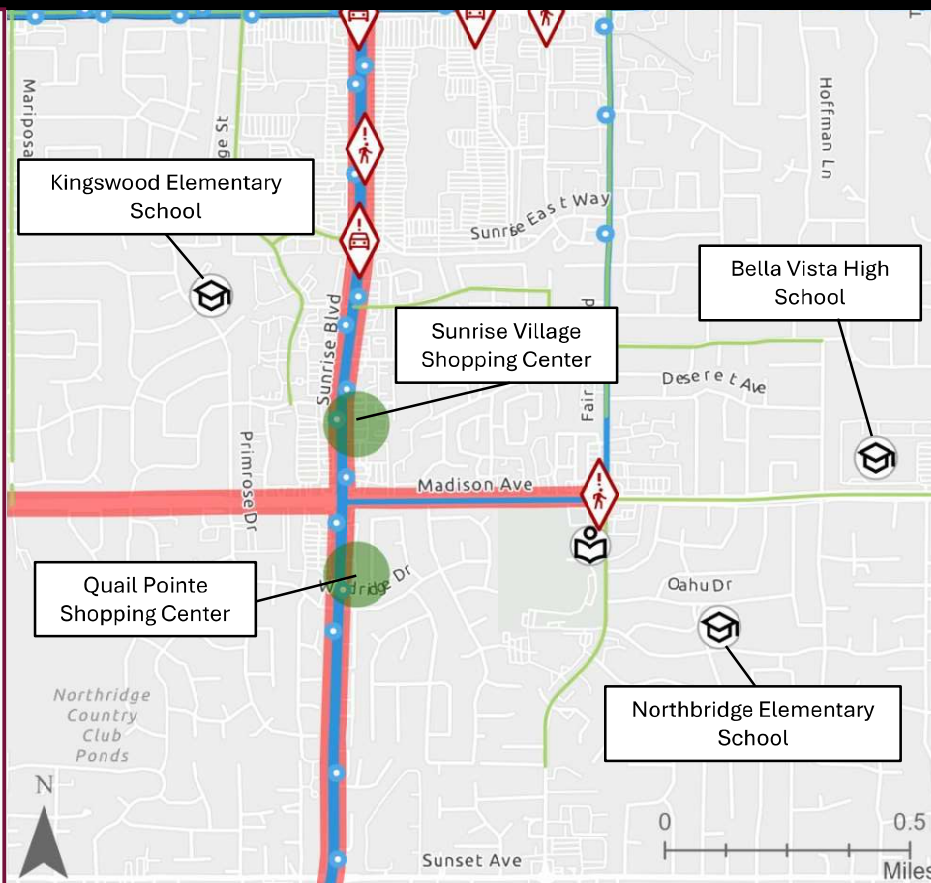- Hospital

Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion

- Area of high congestion or heavy truck traffic

Kingswood Elementary School

Sunrise Village Shopping Center

Bella Vista High School

Quail Pointe Shopping Center

Northbridge Elementary School

Community Profile

Total Population: 19,400
- 37% People of color
  - 21% Hispanic or Latino
  - 21% Other or two or more races 4
- 31% Low-income households
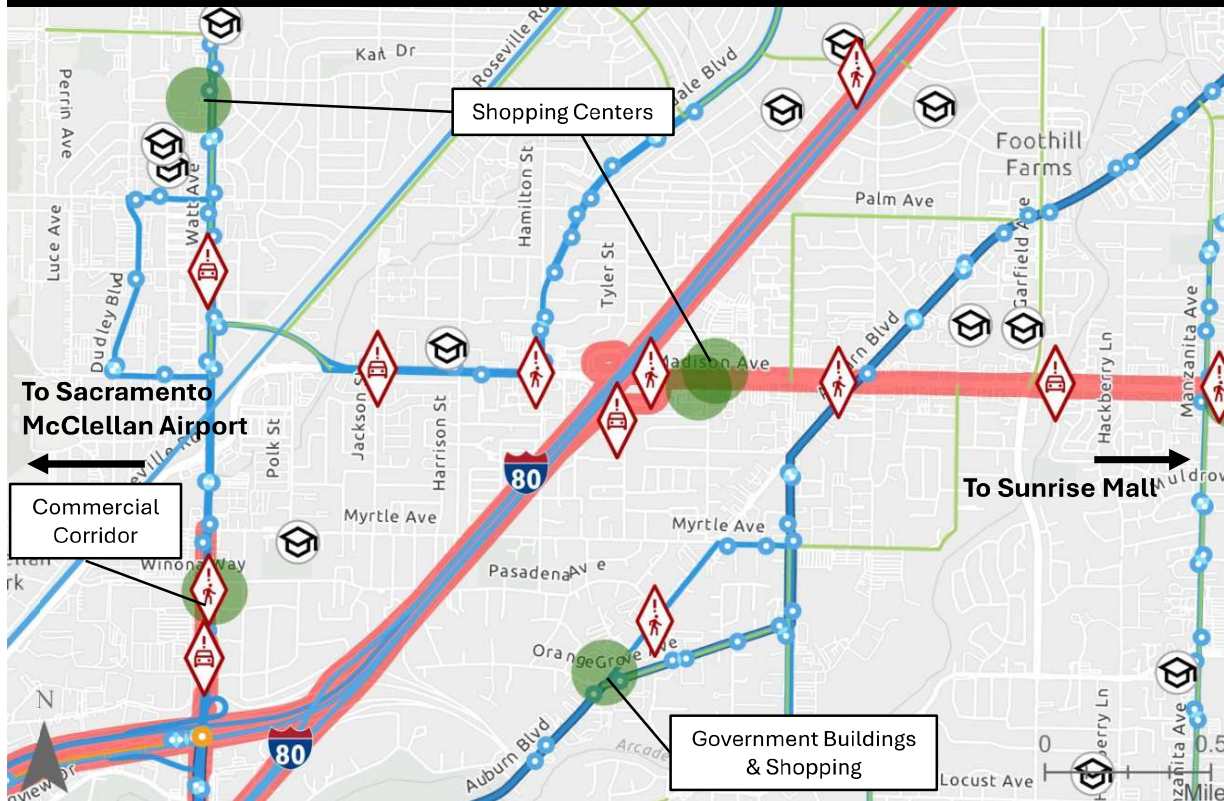- More older adults

Land Use Profile

- **Mixed urban / suburban**
- More urbanized towards the north
- Predominantly single-family homes
- Shopping centers along Sunrise Blvd

Key Challenges

- **Physical Barriers:** Sunrise Blvd and Madison Ave are high speed, high traffic roads with few safe crossings or infrastructure for people biking or walking.
- **Safety:** Multiple crash hotspots along Sunrise Blvd and Greenback Ln.
- **Environment:** Little shade and multiple bus stops without shelters, particularly near Sunrise Mall and the Marketplace at Birdcage.
- **Multimodal Infrastructure:** Lack of dedicated bike lanes on or connecting to main roadways (Sunrise Blvd and Madison Ave).
- **Connectivity:** Residential areas have many cul-de-sacs and limited access/exit points, making trips to nearby areas take longer.

Sacramento County – Candidate Zone 5: McClellan

Shopping Centers

To Sacramento McClellan Airport

Commercial Corridor

To Sunrise Mall

Government Buildings & Shopping

Foothill Farms

Community Resources

🏛 Community Center or Library

🎓 School

🟢 Commercial and Services Hotspot

Multimodal Infrastructure

— Bus Route

🔵 Bus Stop

➕ Light Rail

🟠 Light Rail Station

➕ Rail

— Bike Lane

Collision Areas

🔺 Bike or pedestrian (at least one per year)

🔺 All collisions (at least two per year)

Congestion

🟥 Area of high congestion or heavy truck traffic

Land Use Profile

- **Mixed suburban/urban**
- Predominantly single-family homes, some apartments
- Commercial areas and shopping centers along Madison Ave, Watt Ave, and Auburn Rd
- Many schools

Community Profile

Total Population: 48,700

- 51% People of color
  - 23% Hispanic or Latino
  - 20% Other or two or more races
  - 12% Black or African American
  - 11% Asian
- 43% Low-income households
- Slightly younger population
- Low educational attainment
- High air pollution burden

Key Challenges

- **Physical Barriers:** I-80 divides communities; high traffic roads are difficult to cross for people biking and walking.
- **Safety:** Crash hotspots concentrated along Madison Ave, Auburn Blvd, and Watt Ave.
- **Environment:** Little to no tree coverage along roads and in large parking lots; truck traffic on I-80 and major roads worsen air quality.
- **Multimodal Infrastructure:** Few bike lanes and poor bicycle and pedestrian connectivity.
- **Transit:** High transit ridership and limited service in the southwest.

Sacramento County – Candidate Zone 6: Western Rancho Cordova

Community Resources

- 📖 Community Center or Library
- 🎓 School
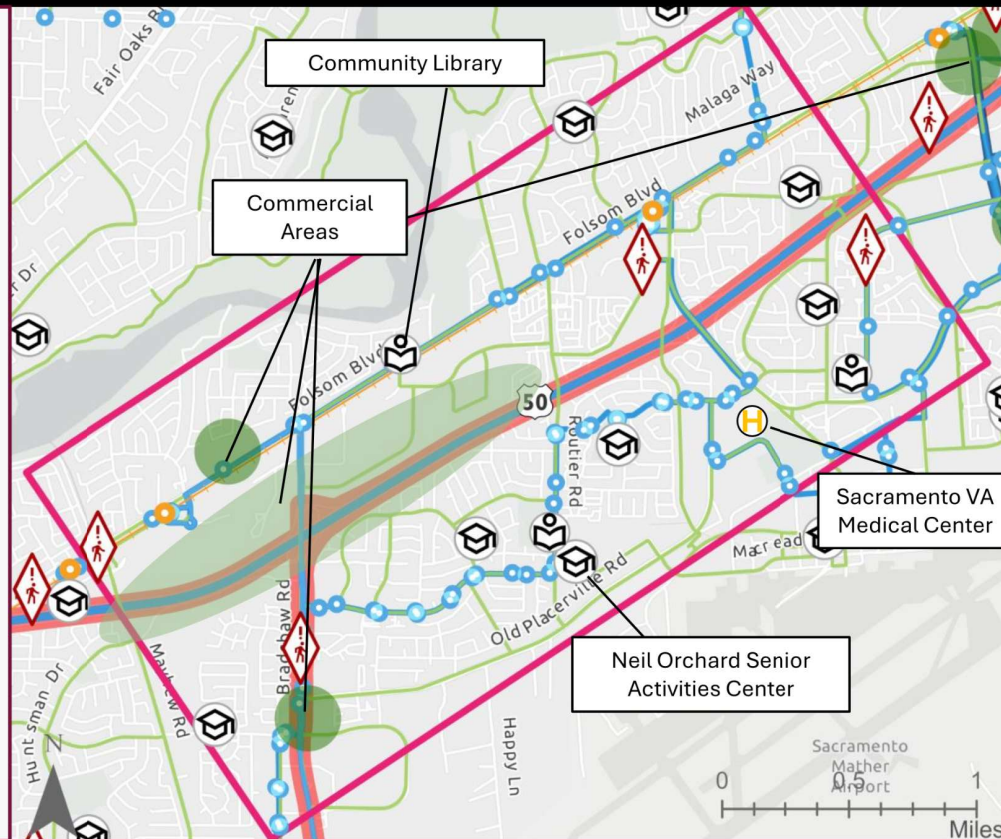- 🟢 Commercial and Services Hotspot
- Ⓗ Hospital

Multimodal Infrastructure

- — Bus Route
- 🔵 Bus Stop
- → Light Rail
- 🟠 Light Rail Station
- ╬ Rail
- — Bike Lane

Collision Areas

- ◇ Bike or pedestrian (at least one per year)
- ◇ All collisions (at least two per year)

Congestion

- 🟥 Area of high congestion or heavy truck traffic

Map labels: Community Library, Commercial Areas, Sacramento VA Medical Center, Neil Orchard Senior Activities Center, Fair Oaks, Malaga Way, Folsom Blvd, Routier Rd, Bradshaw Rd, Old Placerville Rd, Mather Field Rd, Happy Ln, Huntsman Dr, Mayhew Rd, Sacramento Mather Airport, 50

Community Profile

Total Population: 35,100

- 58% People of color
  - 26% Hispanic or Latino
  - 23% Other or two or more races
  - 15% Black or African American
  - 10% Asian
- 37% Low-income households
- More people with a disability
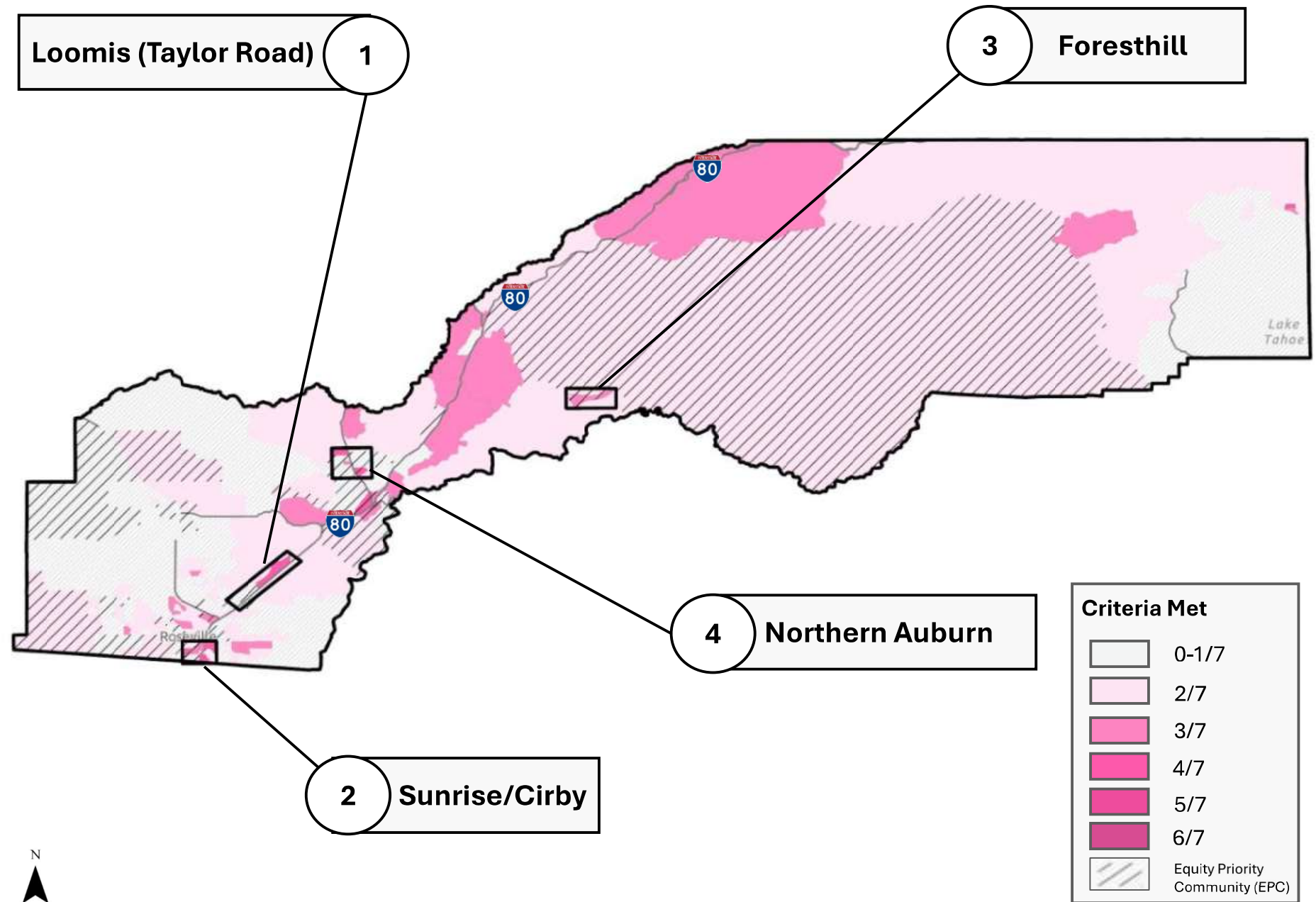- High air pollution burden

Key Challenges

- **Physical Barriers:** US 50, UP rail tracks, and major roads (Folsom Blvd, Bradshaw Rd, Mather Field Rd) divide communities and are difficult to cross for people biking and walking.
- **Proximity to Destinations:** Many homes are not within walking distance to shopping, services, and other amenities.
- **Multimodal Infrastructure:** Bike lanes are present along many major roads but are not protected from traffic.
- **Connectivity:** Limited access points in many neighborhoods, creating longer travel times and distances.
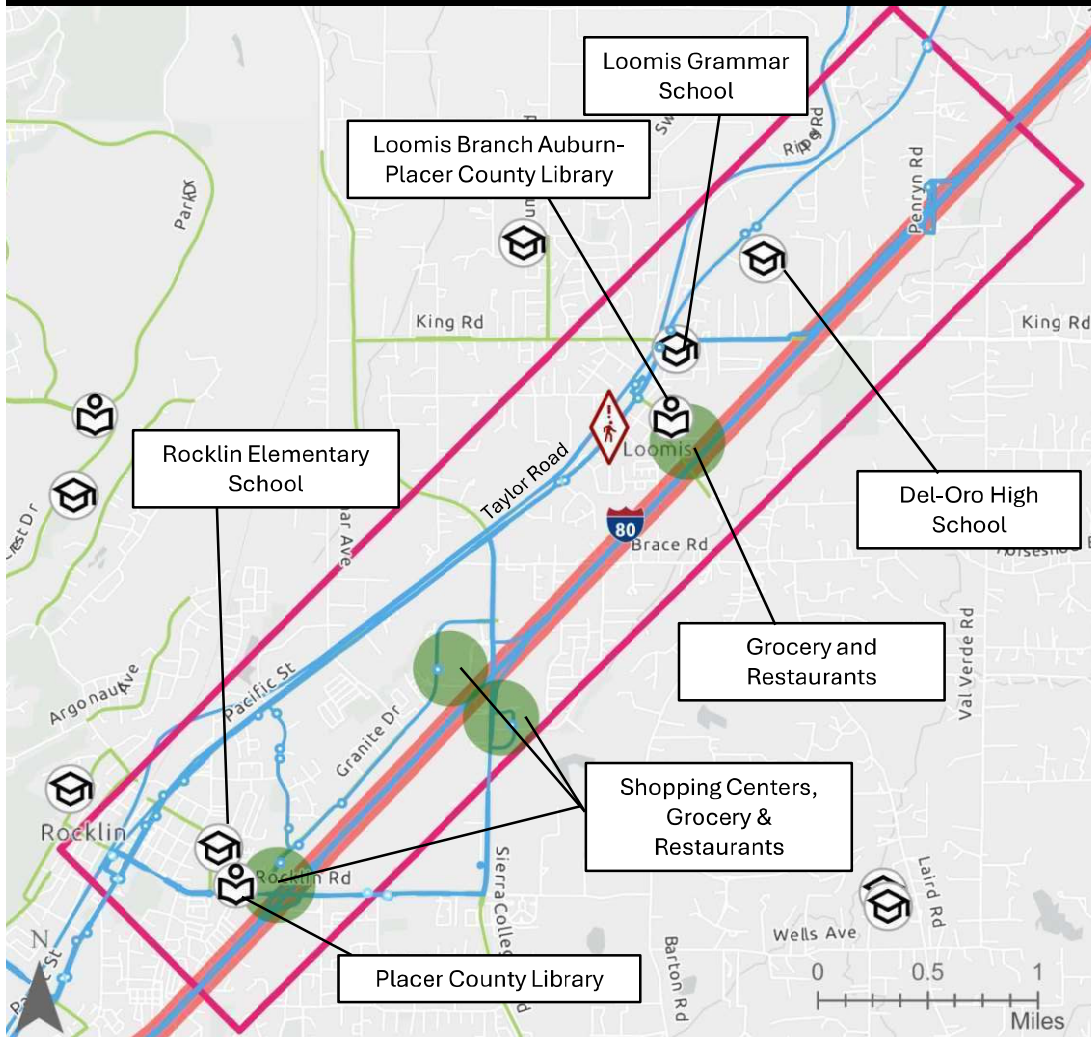- **Transit:** High transit ridership with limited transit service.

Land Use Profile

- **Mixed urban/suburban**
- Urban areas north of US 50
- Predominantly single-family homes
- Government buildings and commercial areas between US 50 and Folsom Blvd

Placer County – Candidate Zones

Loomis (Taylor Road)   1

3   Foresthill

4   Northern Auburn

2   Sunrise/Cirby

Lake Tahoe

Roseville

N

Criteria Met

	0-1/7
	2/7
	3/7
	4/7
	5/7
	6/7
	Equity Priority Community (EPC)

Placer County – Candidate Zone 1: Loomis (Taylor Road)

Loomis Grammar School

Loomis Branch Auburn-Placer County Library

Rocklin Elementary School

Del-Oro High School

Grocery and Restaurants

Shopping Centers, Grocery & Restaurants

Placer County Library

Community Resources
- 📖 Community Center or Library
- 🎓 School
- 🟢 Commercial and Services Hotspot

Multimodal Infrastructure
- ▬ Bus Route
- 🔵 Bus Stop
- ▬ Light Rail
- 🟠 Light Rail Station
- ✛ Rail
- ▬ Bike Lane

Collision Areas
- ◇ Bike or pedestrian (at least one per year)
- ◇ All collisions (at least two per year)

Congestion
- 🟥 Area of high congestion or heavy truck traffic

Community Profile

Total Population: 10,000
- 31% People of color
  - 17% Other or two or more races
  - 14% Hispanic or Latino
- 19% Low-income households

Land Use Profile

- **Mixed urban / suburban**
- Predominantly single-family homes, some apartments
- Some commercial uses along I-80 corridor

Key Challenges

- **Physical Barriers:** I-80 divides communities, and busy roads (Taylor Rd, Sierra College, Granit, and Rocklin) make it difficult to access shopping centers without a car, especially when there's traffic.
- **Multimodal Infrastructure:** Sidewalks and bike lanes are disconnected along Taylor and Sierra College Roads. Streets connecting residential areas lack sidewalks.
- **Pollution:** Poor air quality due to traffic on I-80.
- **Transit:** Transit options are limited, with buses every 30 minutes to an hour (or only a few buses a day) and no service after 6 PM.

Placer County – Candidate Zone 2: Sunrise/Cirby

Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot
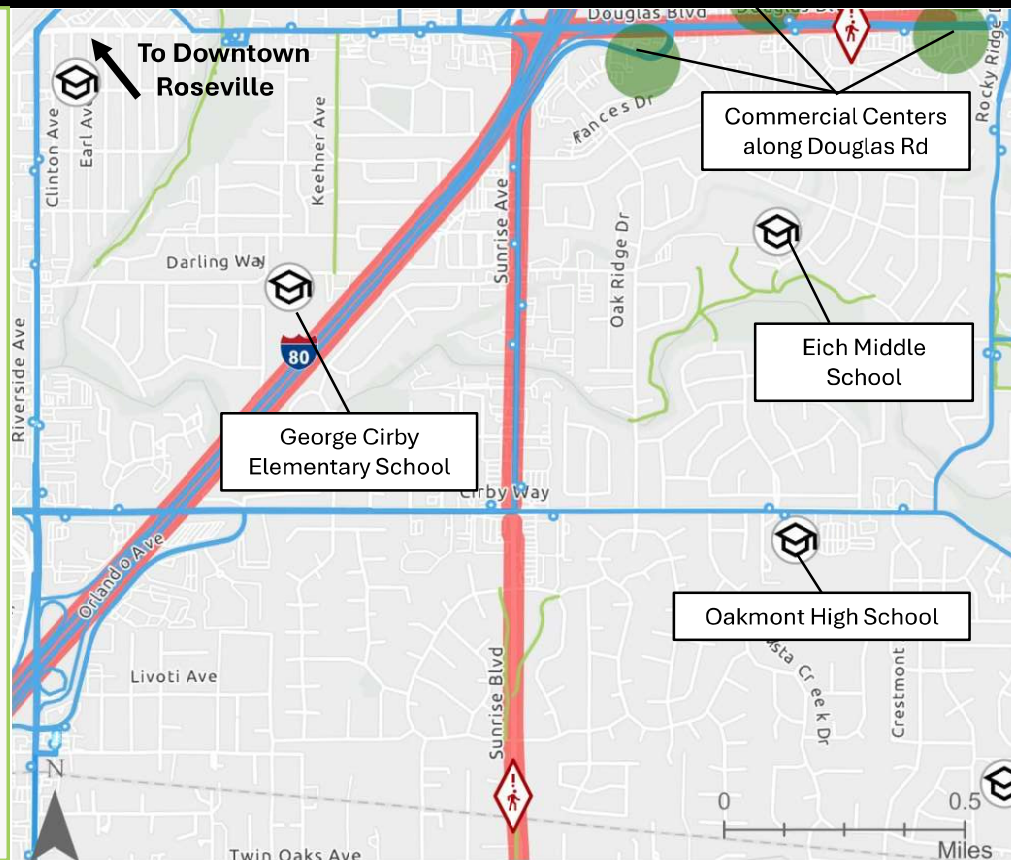
Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion

- Area of high congestion or heavy truck traffic

To Downtown Roseville

Commercial Centers along Douglas Rd

George Cirby Elementary School

Eich Middle School

Oakmont High School

Community Profile

Total Population: 17,000

- 31% People of color
  - 20% Hispanic or Latino
  - 14% Other race or two or more races
- 24% Low-income households
- More older adults
- More people with a disability

Key Challenges

- **Physical Barriers:** I-80 divides communities; busy roads (Sunrise Ave, Cirby Way, and Douglas Blvd) have limited crossing opportunities.
- **Connectivity:** Residential streets are poorly connected and not within walking distance of amenities and jobs, particularly the areas in the south.
- **Multimodal Infrastructure:** Few bike lanes that are not well connected; large gaps in sidewalks, especially along Riverside Ave.

Land Use Profile

- **Suburban**
- Mostly residential with single-family homes in subdivisions
- Multiple shopping plazas along Douglas Blvd east of I-80
- Commercial uses along Sunrise Blvd

Placer County – Candidate Zone 3: Foresthill

To Yankee Jims

Yankee Jims Rd

Devils Canyon

Foresthill High School

Foresthill Rd

Main St

Foresthill

Thomas Dr

Foresthill Divide School

Gold S...

Mosquito Ridge Rd

Foresthill Community Center

To Four Acres

0   0.5
Miles

N
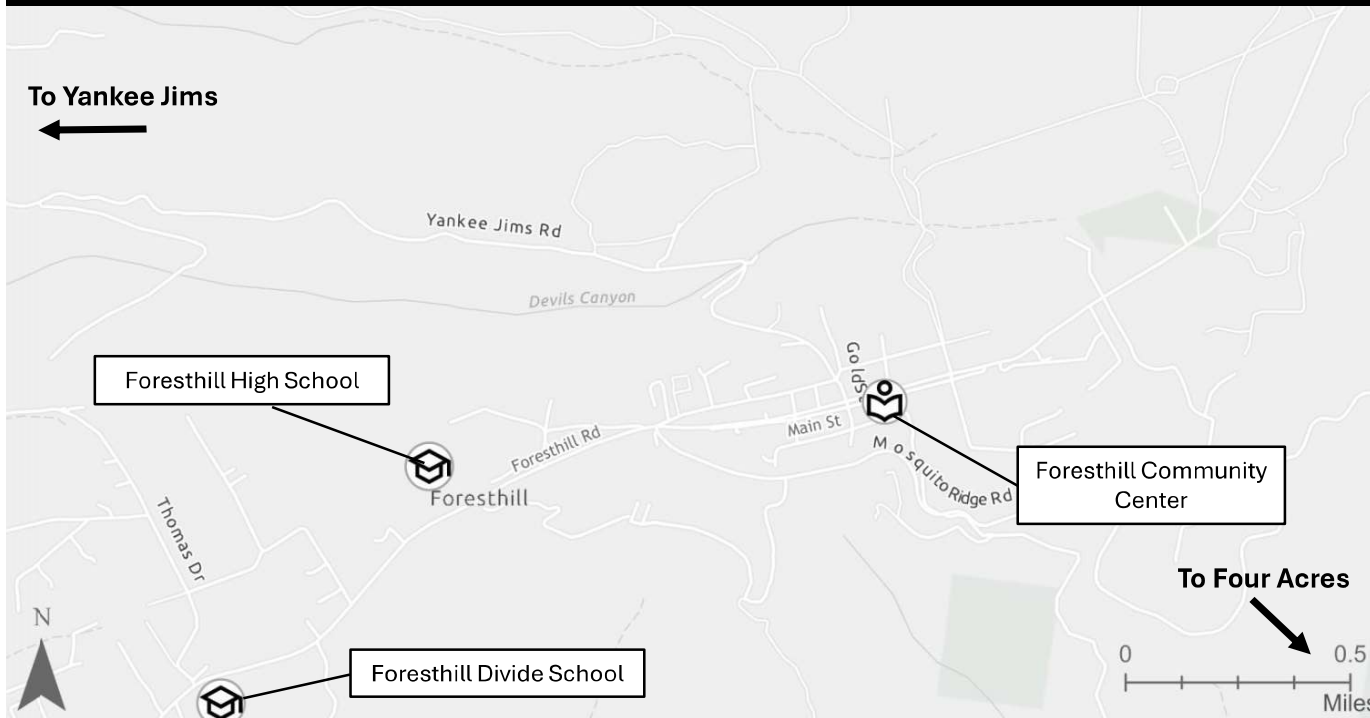
Community Profile

Total Population: 700
- 23% People of color
    - 18% Hispanic or Latino
    - 18% Other or some other race
- 53% Low-income households
- Slightly younger population

Land Use Profile

- **Rural**
- Single-family homes around Main St
- Commercial/government buildings to the west along Foresthill Rd (Placer County Water Agency, Dollar General)

Community Resources
- Community Center or Library
- School
- Commercial and Services Hotspot

Multimodal Infrastructure
- Bus Route
- Light Rail
- Rail
- Bus Stop
- Light Rail Station
- Bike Lane

Collision Areas
- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion
- Area of high congestion or heavy truck traffic

Key Challenges

- **Proximity to Destinations:** Remote and mountainous area without much shopping, services, or amenities.
- **Multimodal Infrastructure:** Rural residential streets lack sidewalks and there is no bike infrastructure.
- **Safety:** Long stretches of Foresthill Rd don't have pedestrian crossings, and where there are crossings (Foresthill High School) they are not well-defined, lit, or signalized.
- **Transit:** No transit service.

Placer County – Candidate Zone 4: Northern Auburn

Community Resources

- ⬡ Community Center or Library
- ⬡ School
- 🟢 Commercial and Services Hotspot
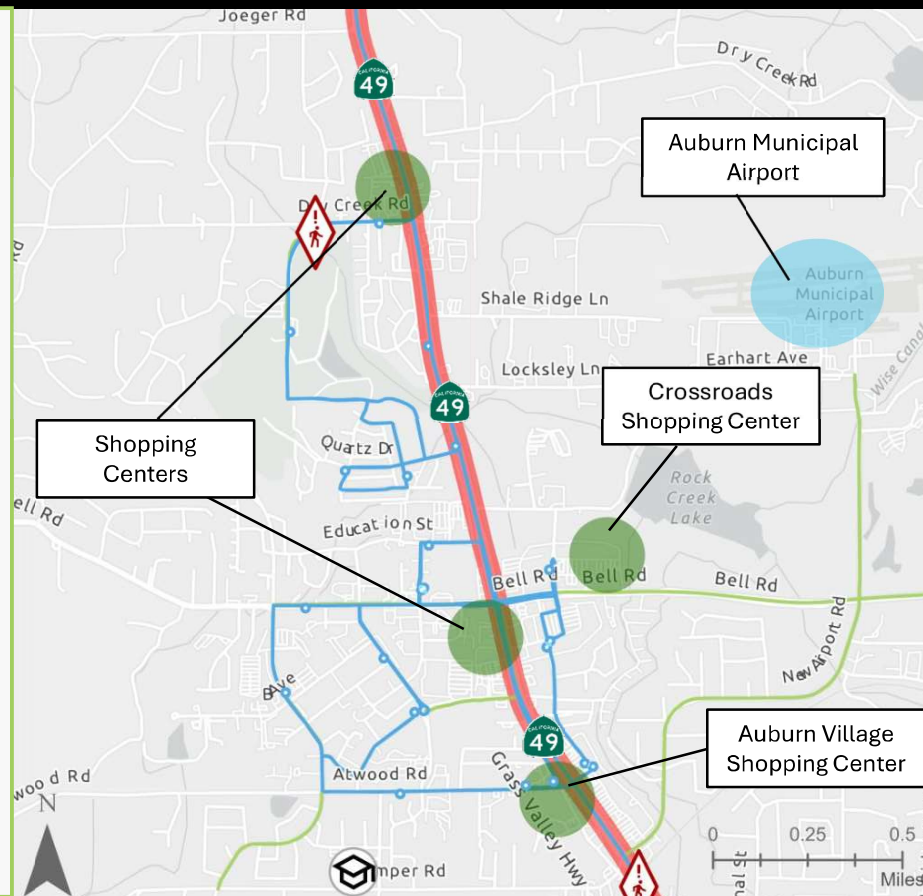- 🔵 Airport

Multimodal Infrastructure

- ▬ Bus Route
- ⊙ Bus Stop
- ▬ Light Rail
- 🟠 Light Rail Station
- ✛ Rail
- ▬ Bike Lane

Collision Areas

- ⚠ Bike or pedestrian (at least one per year)
- ⚠ All collisions (at least two per year)

Congestion

- ▬ Area of high congestion or heavy truck traffic

Auburn Municipal Airport

Shopping Centers

Crossroads Shopping Center

Auburn Village Shopping Center

Community Profile

Total Population: 9,400
- 35% People of color
  - 25% Hispanic or Latino
  - 20% Other or two or more races
- 22% Low-income households
- More older adults
- Low educational attainment

Land Use Profile

- **Suburban/rural**
- Predominantly single-family homes with rural residential towards the north
- Large commercial along SR 49
- Auburn Municipal Airport

Key Challenges

- **Physical Barriers:** SR 49 divides communities and has limited crossings without safe crossing features for people biking and walking.
- **Transit:** The southeastern area below Bell Rd and east of SR 49 has transit-dependent populations, but there is only one transit route with one bus per hour.
- **Multimodal Infrastructure:** While most subdivisions have sidewalks, many of the larger roads they connect to do not.
- **Proximity to Destinations:** Many subdivisions are not within walking distance to amenities along SR 49.
- **Environment:** Shopping centers and major roads have little to no tree coverage.
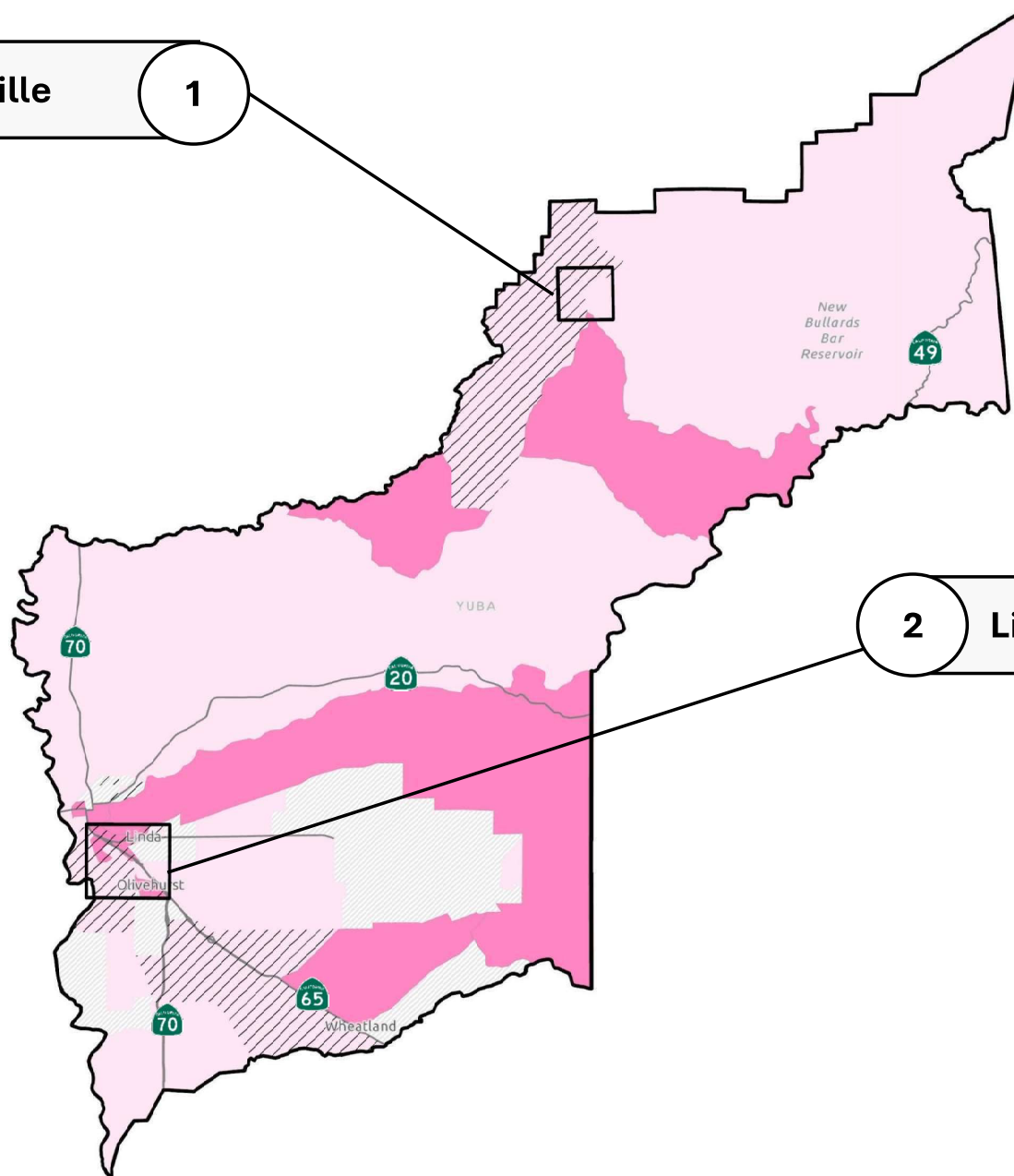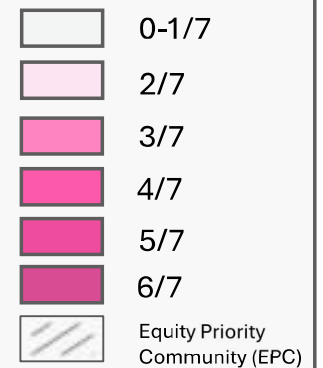
Yuba County – Candidate Zones

# Yuba County – Candidate Zone 1: Brownsville

Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot
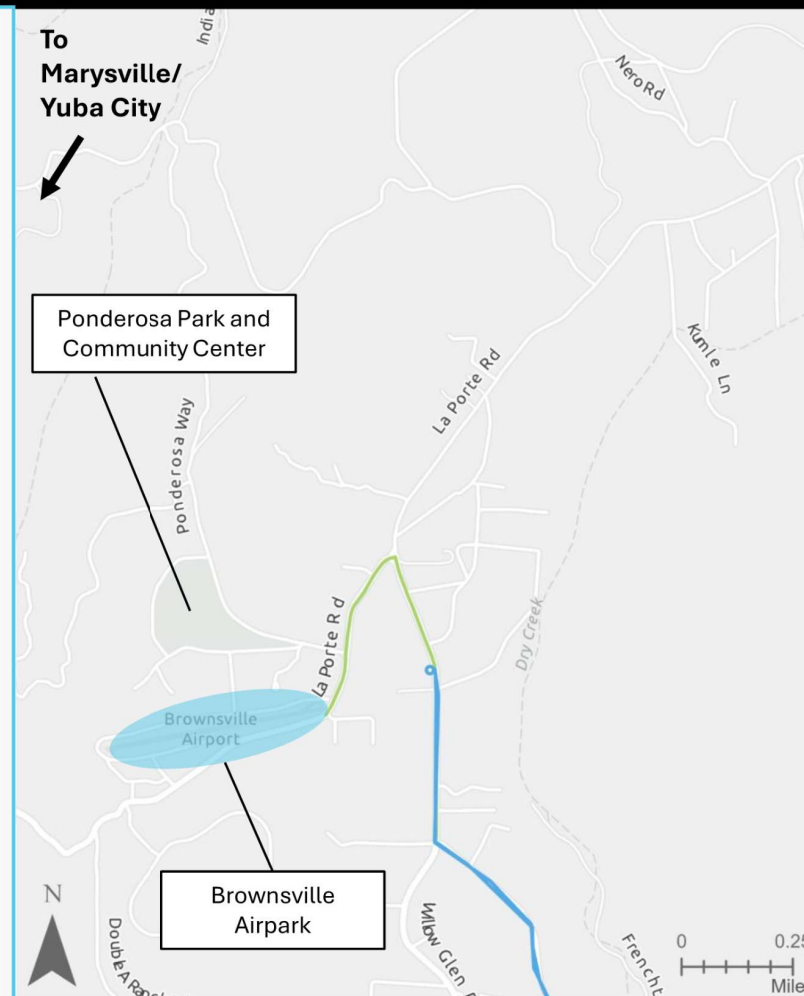- Airport

Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion

- Area of high congestion or heavy truck traffic

To Marysville/ Yuba City

Ponderosa Park and Community Center

Brownsville Airpark

N

0   0.25
Miles

Community Profile

Total Population: 300
- 5% People of color
- 58% Low-income households
- Significantly more people with a disability
- More older adults
- Slightly lower educational attainment

Land Use Profile

- **Rural**
- Dispersed commercial and government land uses
- Scattered single-family homes
- Brownsville Airpark

Key Challenges

- **Proximity to Destinations**: Remote, mountainous area requiring long trips to access jobs, services, and other amenities.
- **Transit**: One transit route with two round-trips every Tu, We, and Th. Senior/ADA Dial-a-Ride and Mountain Transit is not currently offered in the area.
- **Multimodal Infrastructure**: Very low sidewalk coverage around homes and destinations.
- **Safety:** La Porte Road is a winding rural 2-lane road with very narrow shoulders, only one marked crossing at La Porte and Willow Glen, and low visibility for vehicles turning onto and off of La Porte Road.

Yuba County – Candidate Zone 2: Linda / Olivehurst

Community Resources

- ⬡ Community Center or Library
- ⬡ School
- 🟢 Commercial and Services Hotspot
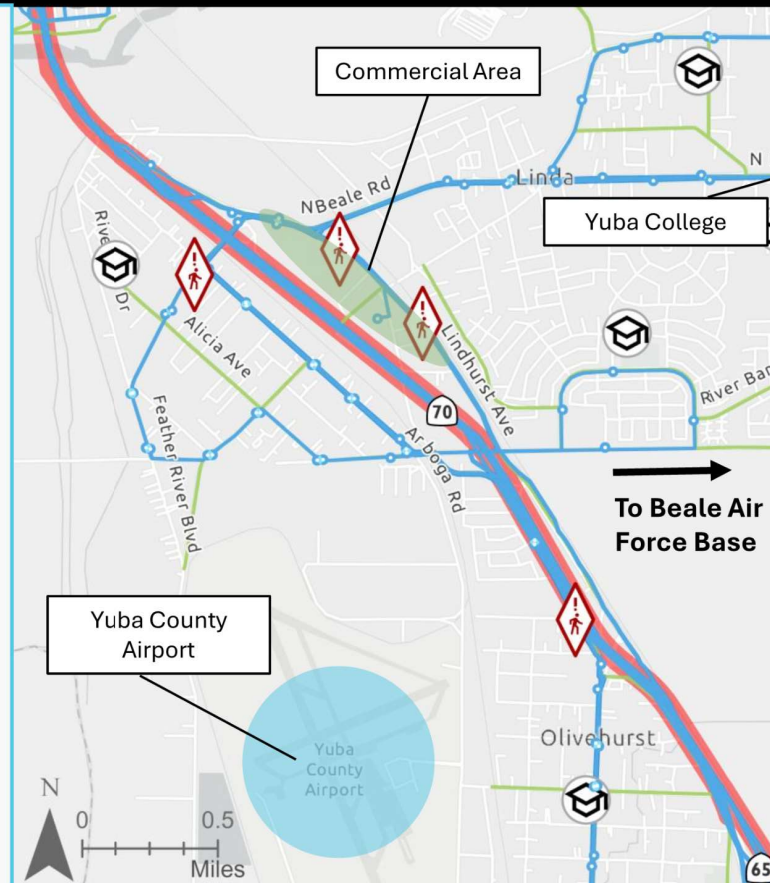- 🔵 Airport

Multimodal Infrastructure

- — Bus Route
- ◉ Bus Stop
- — Light Rail
- 🟠 Light Rail Station
- ╂ Rail
- — Bike Lane

Collision Areas

- 🔺 Bike or pedestrian (at least one per year)
- 🔺 All collisions (at least two per year)

Congestion

- ▬ Area of high congestion or heavy truck traffic

Map labels: Commercial Area, Yuba College, River Dr, NBeale Rd, Linda, N B..., Alicia Ave, Feather River Blvd, Lindhurst Ave, Arboga Rd, 70, River Bank, **To Beale Air Force Base**, Yuba County Airport, Olivehurst, 65, N, 0 – 0.5 Miles

Community Profile

Total Population: 22,300

- 66% People of color
  - 43% Hispanic or Latino
  - 28% Other or some other race
  - 11% Asian
- 47% Low-income households
- Slightly younger population
- Fewer older adults
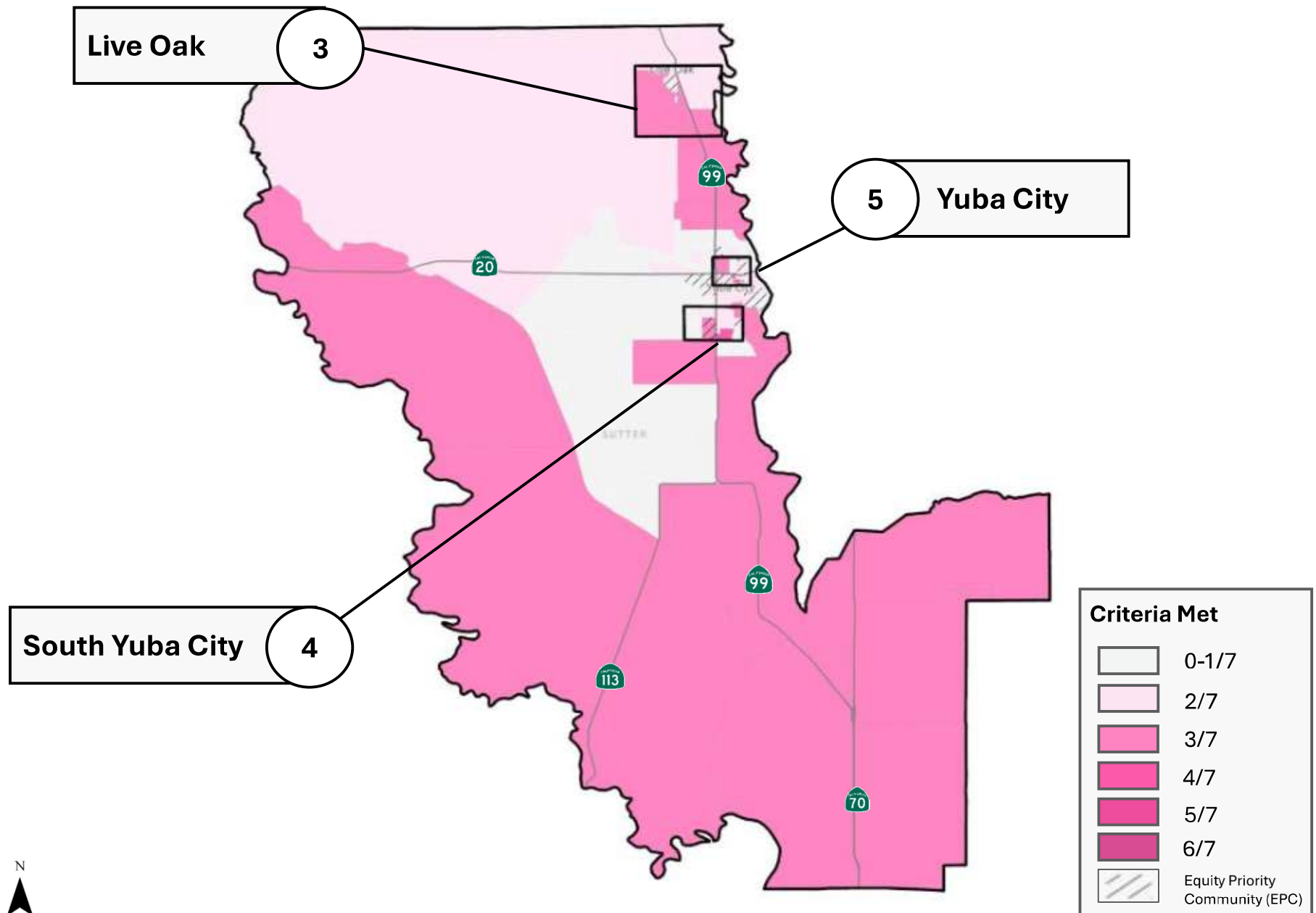- Slightly lower educational attainment
- High air pollution burden

Key Challenges

- **Physical Barriers:** SR 70 divides communities and there are limited and unsafe crossings, particularly for people biking and walking.
- **Multimodal Infrastructure:** Many roads (Lindhurst, Avonde, Hammonton Smartsville, Arboga) do not have sidewalks and bike lanes are limited and not well connected.
- **Transit:** Many transit stops lack shelter and/or seating.
- **Proximity to Destinations:** Many residential areas are not within walking distance of shops, services, and amenities.

Land Use Profile

- **Mixed urban / suburban**
- Predominantly single-family homes, with a few apartments
- Commercial area between SR 70 and Lindhurst Ave
- Yuba County Airport
- Yuba College and Beale AFB to the east

# Sutter County – Candidate Zones

Live Oak (3)

(5) **Yuba City**

South Yuba City (4)

99

20

99

113

70

N

Criteria Met

	0-1/7
	2/7
	3/7
	4/7
	5/7
	6/7
	Equity Priority Community (EPC)

Sutter County – Candidate Zone 3: Live Oak

Community Resources

- ⌂ Community Center or Library
- ⌂ School
- 🟢 Commercial and Services Hotspot

Multimodal Infrastructure

- — Bus Route
- ◉ Bus Stop
- ⟶ Light Rail
- 🟠 Light Rail Station
- ✛ Rail
- — Bike Lane

Collision Areas

- ⚠ Bike or pedestrian (at least one per year)
- ⚠ All collisions (at least two per year)

Congestion

- 🟥 Area of high congestion or heavy truck traffic

Luther Elementary School

Live Oak Alternative School

Live Oak Middle School

Live Oak High School

N

To Yuba City
Clark Rd

0   0.5
Miles

Community Profile

Total Population: 6,000

- 70% People of color
  - 44% Hispanic or Latino
  - 32% Other or two or more races
  - 19% Asian
- 43% Low-income households
- Low educational attainment
- Slightly more households with limited English proficiency
- High pollution burden

Key Challenges

- **Multimodal Infrastructure:** Many streets connecting to SR 99 lack sidewalks. Bike lanes are limited and not well connected.
- **Transit:** Transit options are limited, with one route to/from Yuba City that provides two round trips per day, only on weekdays.
- **Proximity to Destinations:** Small markets, medical care facilities, schools, and other amenities, but limited options require residents to travel further.
- **Physical Barriers:** Infrequent road crossings outside of central Live Oak .

Land Use Profile

- **Suburban/rural**
- Suburban in Live Oak
- Rural/agricultural south of Live Oak and in surrounding areas
- Mix of multi-family and single-family homes in Live Oak
- Some restaurants and services along SR 99

Sutter County – Candidate Zone 4: South Yuba City

Community Resources

- 📖 Community Center or Library
- ⬡ School
- 🟢 Commercial and Services Hotspot
- 🟡 Agriculture

Multimodal Infrastructure

- ― Bus Route
- 🔵 Bus Stop
- ➕ Light Rail
- 🟠 Light Rail Station
- ✛ Rail
- ― Bike Lane

Collision Areas

- ⚠ Bike or pedestrian (at least one per year)
- ⚠ All collisions (at least two per year)

Congestion

- 🟥 Area of high congestion or heavy truck traffic

Lincoln Elementary School

Agricultural Fields

To Yuba City

To Linda/ Olivehurst

Lincrest Elementary School

Community Profile

Total Population: 16,600

- 64% People of color
  - 30% Hispanic or Latino
  - 29% Other or two or more races
  - 24% Asian
- 34% Low-income households
- Slightly lower educational attainment

Key Challenges

- **Physical Barriers:** SR 99 dives the community, with distances between crossings up to three-quarters of a mile.
- **Multimodal Infrastructure:** Lincoln, S Walton, Richland, and Hunn do not have continuous sidewalks on both sides of the road or are missing sidewalks completely.
- **Access to Destinations:** There are few shops, services, and amenities, and many places are not within walking distance to amenities.
- **Transit:** Two transit routes serve the area but there is only one bus per hour and service does not operate after 7 PM.

Land Use Profile

- **Suburban**
- Predominantly single-family homes
- Scattered commercial and services along SR 99, Lincoln Rd, and Bogue Rd

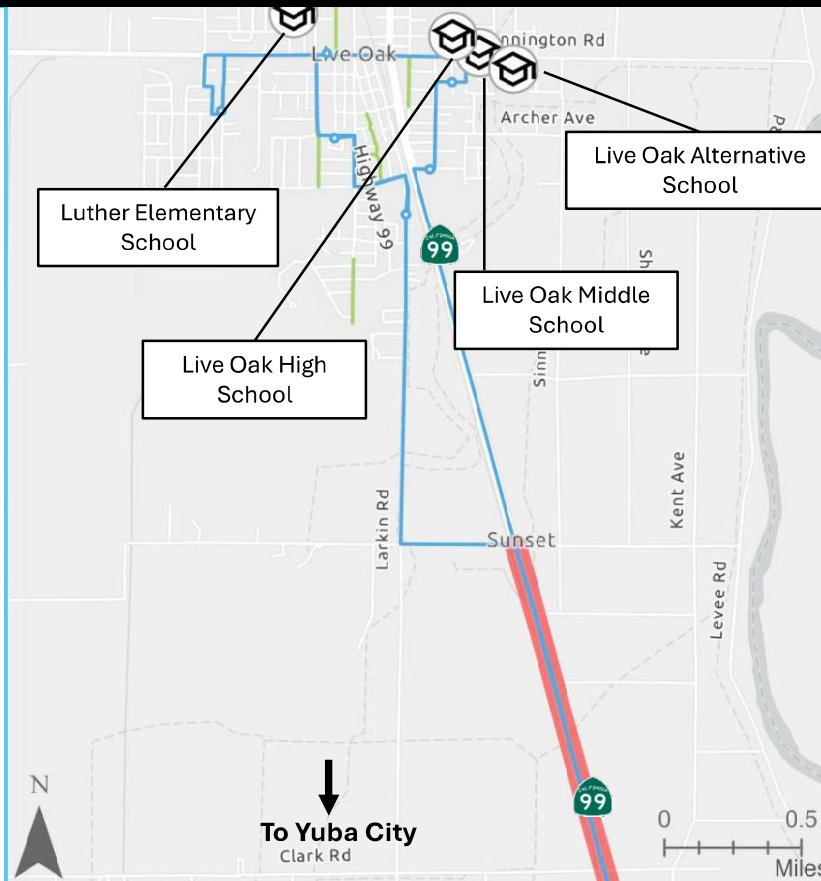# Sutter County – Candidate Zone 5: Yuba City

Community Resources

- 🏛 Community Center or Library
- 🎓 School
- 🟢 Commercial and Services Hotspot

Multimodal Infrastructure

- — Bus Route
- 🔵 Bus Stop
- — Light Rail
- 🟠 Light Rail Station
- ✛ Rail
- — Bike Lane

Collision Areas

- 🔻 Bike or pedestrian (at least one per year)
- 🔻 All collisions (at least two per year)

Congestion

- 🟥 Area of high congestion or heavy truck traffic

Map labels: Queens Ave, Washington Ave, King Avenue Elementary School, Yuba Sutter Mall, Shopping Area, Grocery & Restaurants, Sutter County Library, Gray Avenue Middle School, Bird St, Clark Ave, Live Oak Blvd, Louise Ave, Colusa Ave, Sam Brannan Park, To Marysville, To Sutter County Airport, 0 — 0.25 Miles

Community Profile

Total Population: 9,500

- 59% People of color
  - 45% Hispanic or Latino
  - 30% Other or two or more races
- 49% Low-income households
- Slightly more households with limited English proficiency

Key Challenges

- **Physical Barriers:** SR 99 crossings can be up to a half mile apart; large block sizes outside of the city limit walkability.
- **Transit:** High transit dependency in the west, but there is no transit service after 7 PM, and multiple transit stops lack shelter and/or seating.
- **Environment:** Little tree coverage around commercial areas.

Land Use Profile

- **Mixed urban / suburban**
- Predominantly single-family homes
- Shopping and services around Yuba Sutter Mall and along Colusa Ave

Yolo County – Candidate Zone Summary

Riverside 3

Woodland 1

Dos Pinos 2

West Cap 4

Delta (see Sac County)

Criteria Met

- 0-1/7
- 2/7
- 3/7
- 4/7
- 5/7
- 6/7
- Equity Priority Community (EPC)
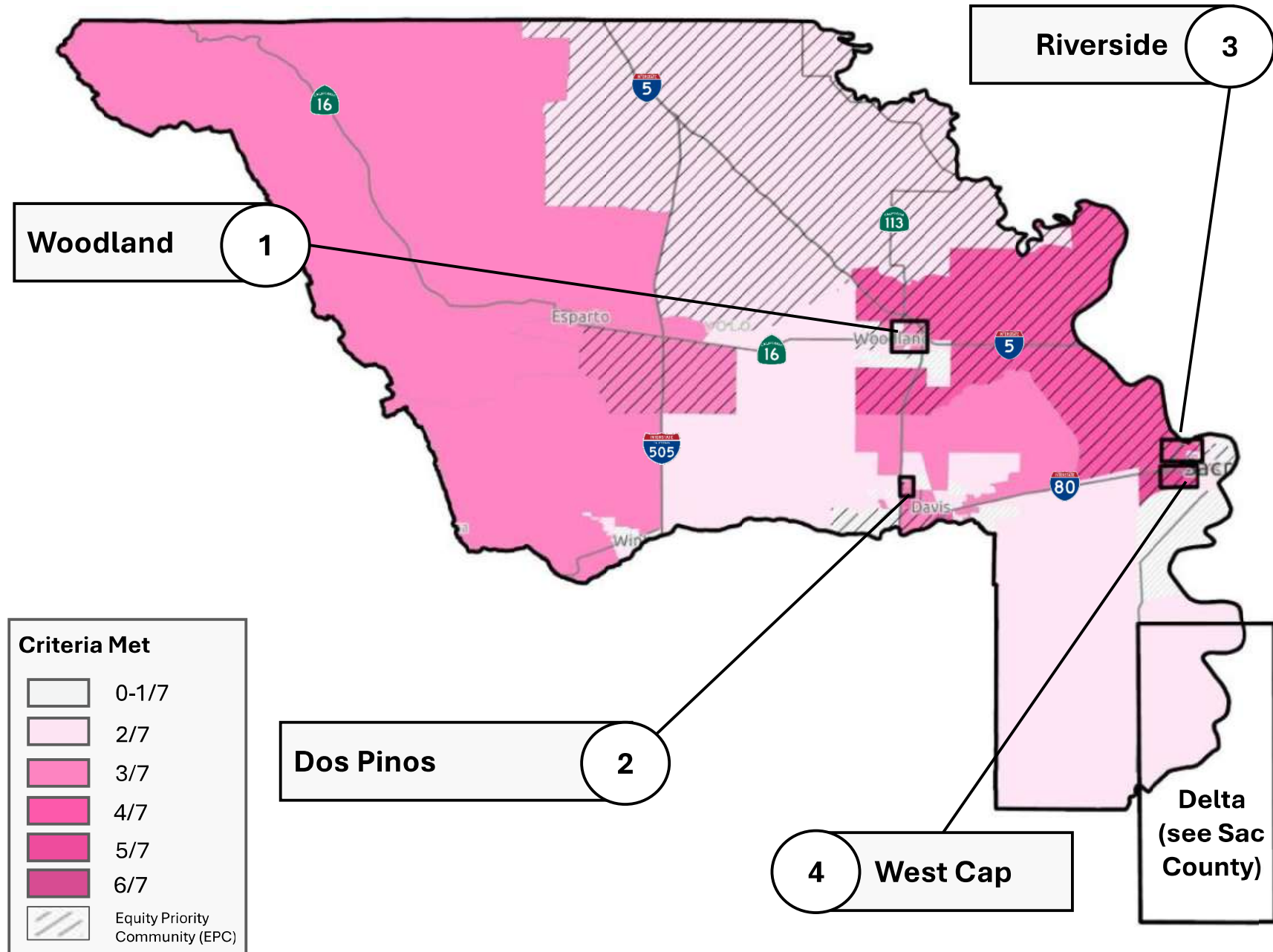
Yolo County – Candidate Zone 1: Woodland

Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot
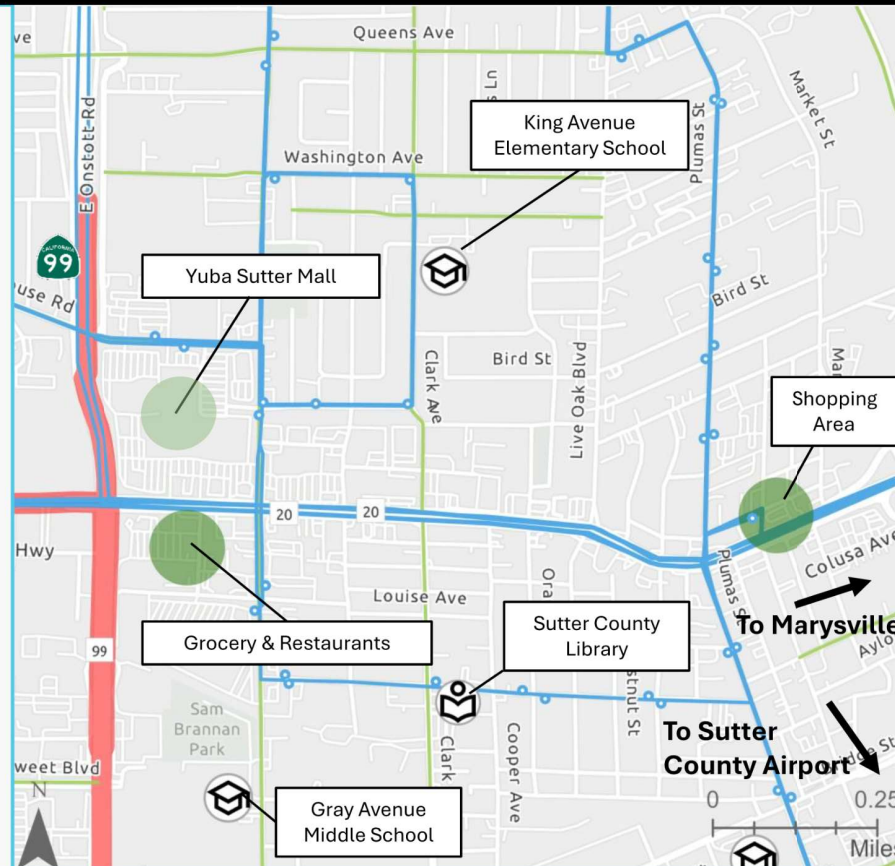
Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion

- Area of high congestion or heavy truck traffic

Map labels:
- Beamer Park Elementary
- Library
- Grocery & Other Shops
- Crossroads Center
- Yolo County Fairgrounds

Community Profile

Total Population: 11,100
- 71% People of color
  - 57% Hispanic or Latino
  - 35% Other or two or more races
- 31% Low-income households
- Slightly lower educational attainment
- High air pollution burden

Land Use Profile

- **Mixed suburban/ urban**
- Predominantly single-family homes
- Commercial and services along Main Street, with some along N East St south of Main Street
- Yolo County Fairgrounds southeast of zone

Key Challenges

- **Physical Barriers:** Pedestrian crossings over East St are unmarked or spaced far apart.
- **Pollution:** High pollution exposure from I-5 and SR 113.
- **Multimodal Connectivity:** Few bike lanes connecting to Main St and N East St; limited sidewalks on long stretches of N East St.
- **Transit:** Many transit stops do not have shelters and/or benches.
- **Safety:** Crash hotspots on N East St and Main St.

Yolo County – Candidate Zone 2: Dos Pinos

To Woodland

Shopping Center

To UC Davis
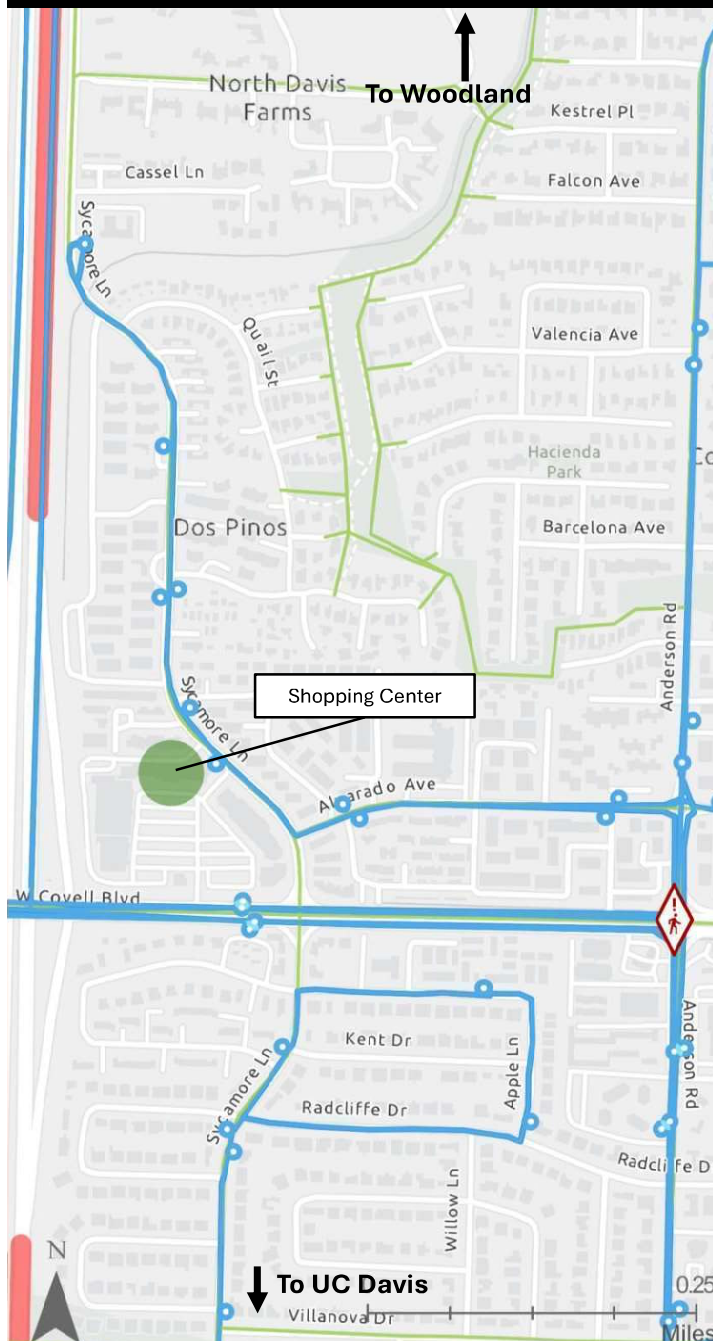
Community Profile

Total Population: 5,700
Compared to County:
- 57% People of color
  - 34% Asian
  - 17% Other or two or more races
  - 12% Hispanic or Latino
- 31% Low-income households
- Significantly smaller youth population
- More older adults

Land Use Profile

- **Suburban/rural**
- Predominantly suburban residential with single-family homes
- More rural around North Davis Farms
- Shopping along W Covell Blvd and at intersection with Sycamore Lane

Key Challenges

- **Physical Barriers:** W Covell Blvd has few pedestrian safety features or crossings.
- **Urban Form:** Large block sizes limit walkability.
- **Multimodal Infrastructure:** Bike lanes in residential areas are not connected to shopping and amenities.

Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot
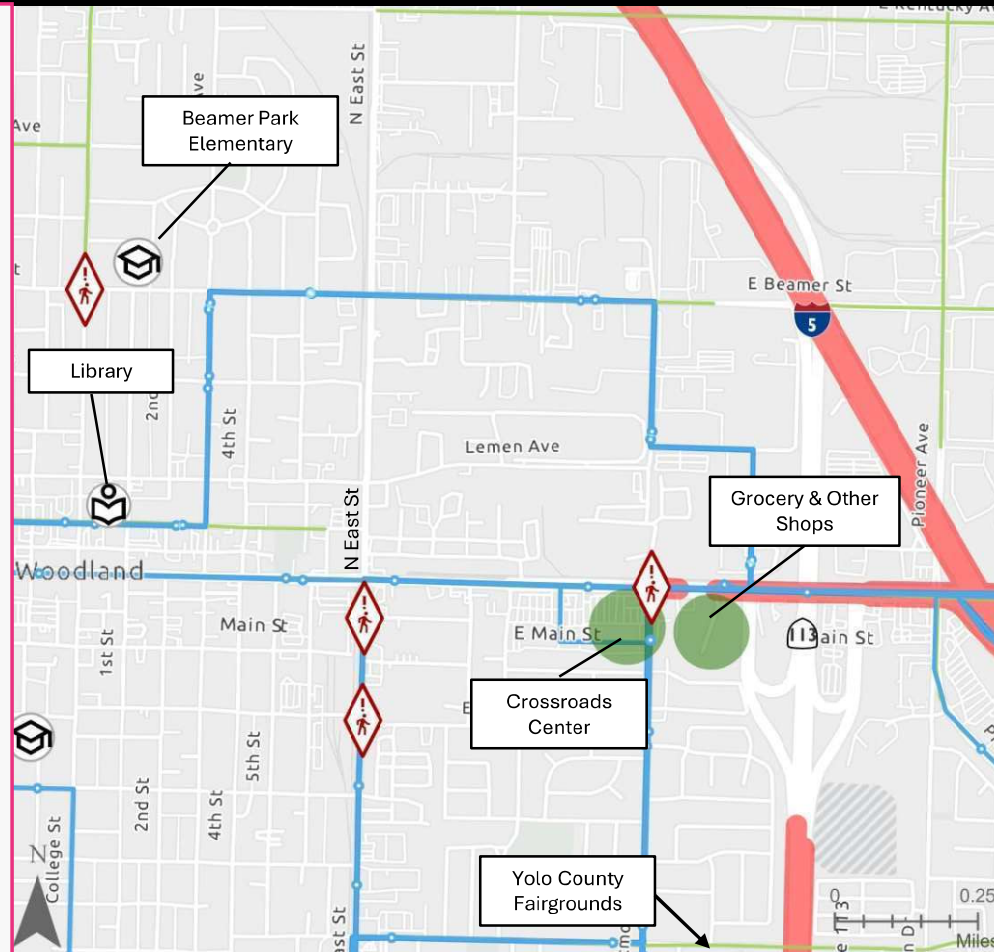
Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion

- Area of high congestion or heavy truck traffic

Yolo County – Candidate Zone 3: Riverside

Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot
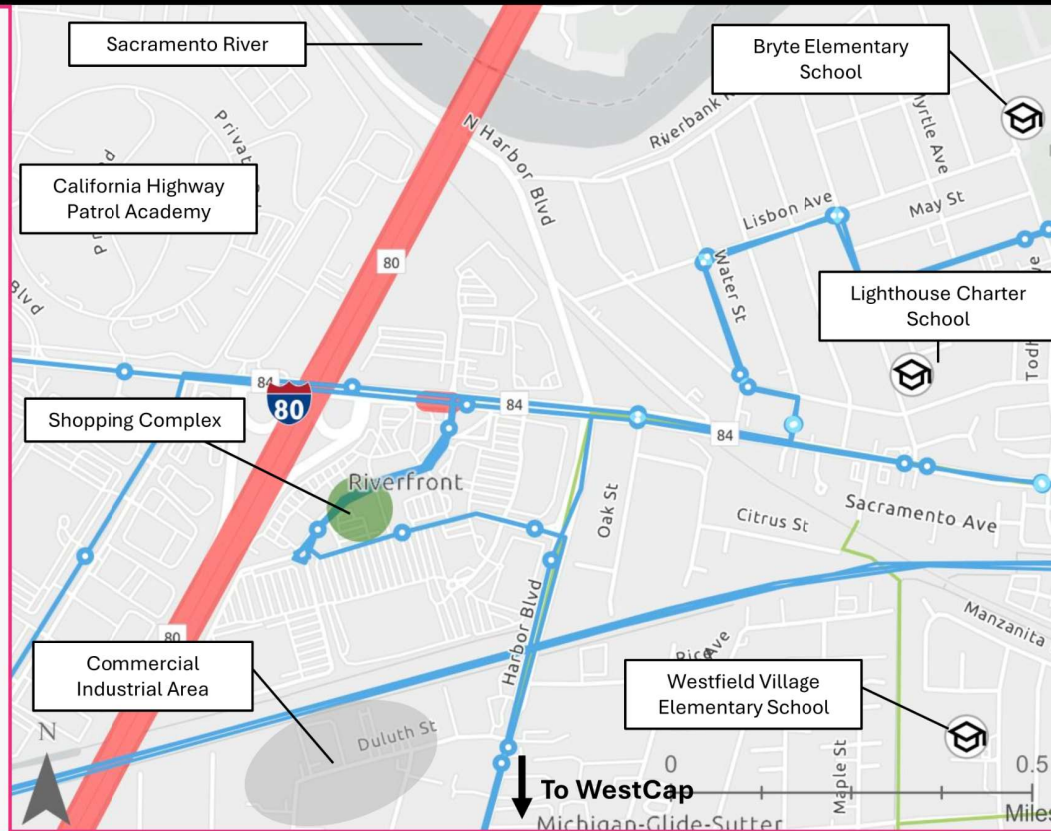
Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion

- Area of high congestion or heavy truck traffic

Map labels: Sacramento River, California Highway Patrol Academy, Shopping Complex, Commercial Industrial Area, Bryte Elementary School, Lighthouse Charter School, Westfield Village Elementary School, Riverfront, To WestCap

Community Profile

Total Population: 5,200

- 69% People of color
  - 49% Hispanic or Latino
  - 34% Other or two or more races
- 47% Low-income households
- Slightly more youth
- Significantly lower education attainment
- Very high pollution burden

Key Challenges

- **Physical Barriers:** I-80 and two railroad tracks divide activity centers, and wide roadways provide few crossing opportunities.
- **Transit:** High transit dependency but bus runs only one per hour and there are no services after 7 PM. Multiple transit stops have no shelters and/or benches.
- **Multimodal Infrastructure:** Multiple residential streets lack sidewalks, and few bike lanes exist.
- **Pollution:** High truck traffic and industrial areas contribute to poor air quality.
- **Environment:** Commercial/industrial areas lack shade.

Land Use Profile

- **Suburban**
- Commercial and industrial areas south of Sacramento Ave and along I-80
- Suburban residential with single-family homes and some apartments east of Harbor Road
- California Highway Patrol Academy

Yolo County – Candidate Zone 4: West Cap

Community Resources

- 📖 Community Center or Library
- 🏫 School
- 🟢 Commercial and Services Hotspot
- ⬤ Industrial

Multimodal Infrastructure

- — Bus Route
- ⊙ Bus Stop
- → Light Rail
- 🟠 Light Rail Station
- + Rail
- — Bike Lane

Collision Areas

- ⚠ Bike or pedestrian (at least one per year)
- ⚠ All collisions (at least two per year)

Congestion

- ▬ Area of high congestion or heavy truck traffic

Harbor Central Shopping Mall

To West Sacramento

Port of West Sacramento

Commercial Industrial Area

N

0   0.5
Miles

Community Profile

Total Population: 2,800

- 73% People of color
  - 47% Hispanic or Latino
  - 19% Other or two or more races
  - 14% Black or African American
  - 10% Asian
- 73% Low-income households
- Significantly more youth
- Significantly lower educational attainment
- Significantly more households with limited English proficiency
- Very high pollution burden

Key Challenges

- **Traffic:** Harbor Blvd and I-80 have severe traffic due to nearby industrial activity.
- **Physical Barriers:** I-80 divides communities; Harbor Blvd is a busy arterial with limited crossing opportunities.
- **Multimodal Infrastructure:** Evergreen Ave, Industrial Blvd, and Harbor Blvd lack continuous sidewalks and there is no bike infrastructure except on parts of Industrial Blvd.
- **Environment:** Air pollution from trucks and vehicles is high, and there is little to no canopy coverage.
- **Transit:** High transit dependency, but limited transit service.

Land Use Profile

- **Suburban**
- Heavily industrial
- Port of West Sacramento
- Single-family homes north of I-80

El Dorado County – Candidate Zone Summary

Georgetown/
Coloma/Kelsey — 1

3 — Pony Express

Placerville — 2

4 — Melsons Corner / Fair Play

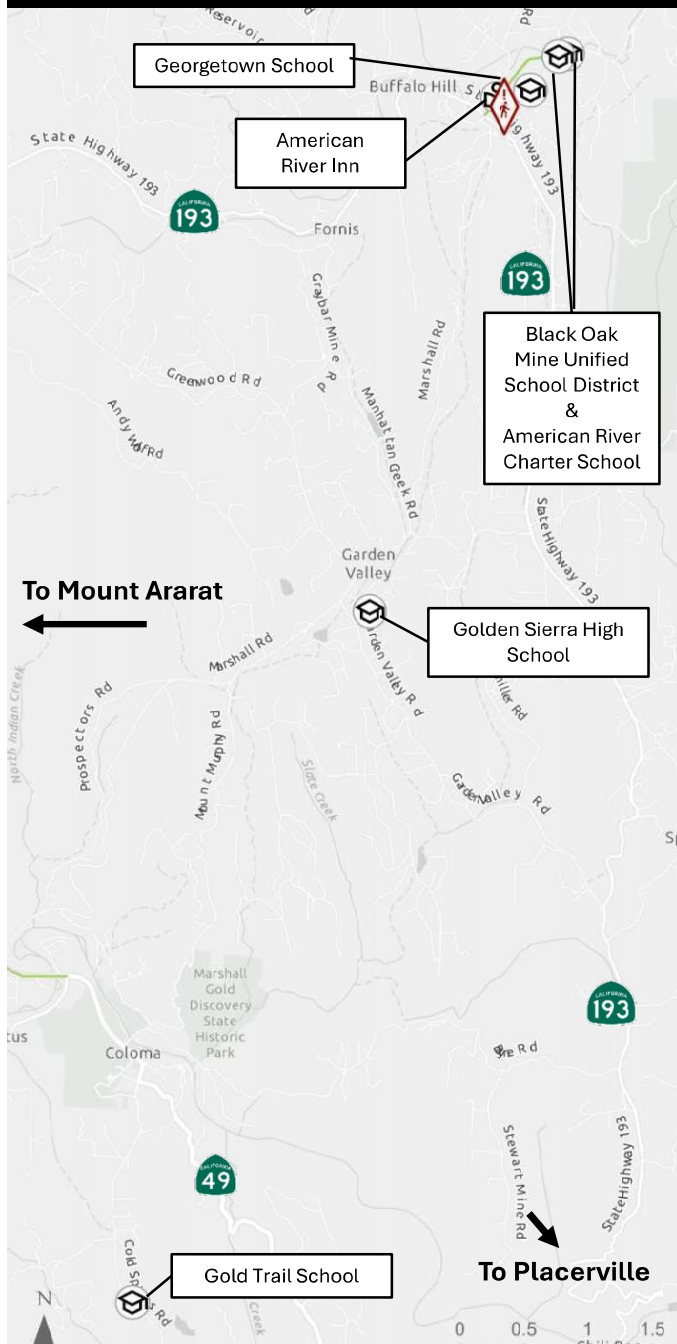**Criteria Met**

- 0-1/7
- 2/7
- 3/7
- 4/7
- 5/7
- 6/7
- Equity Priority Community (EPC)
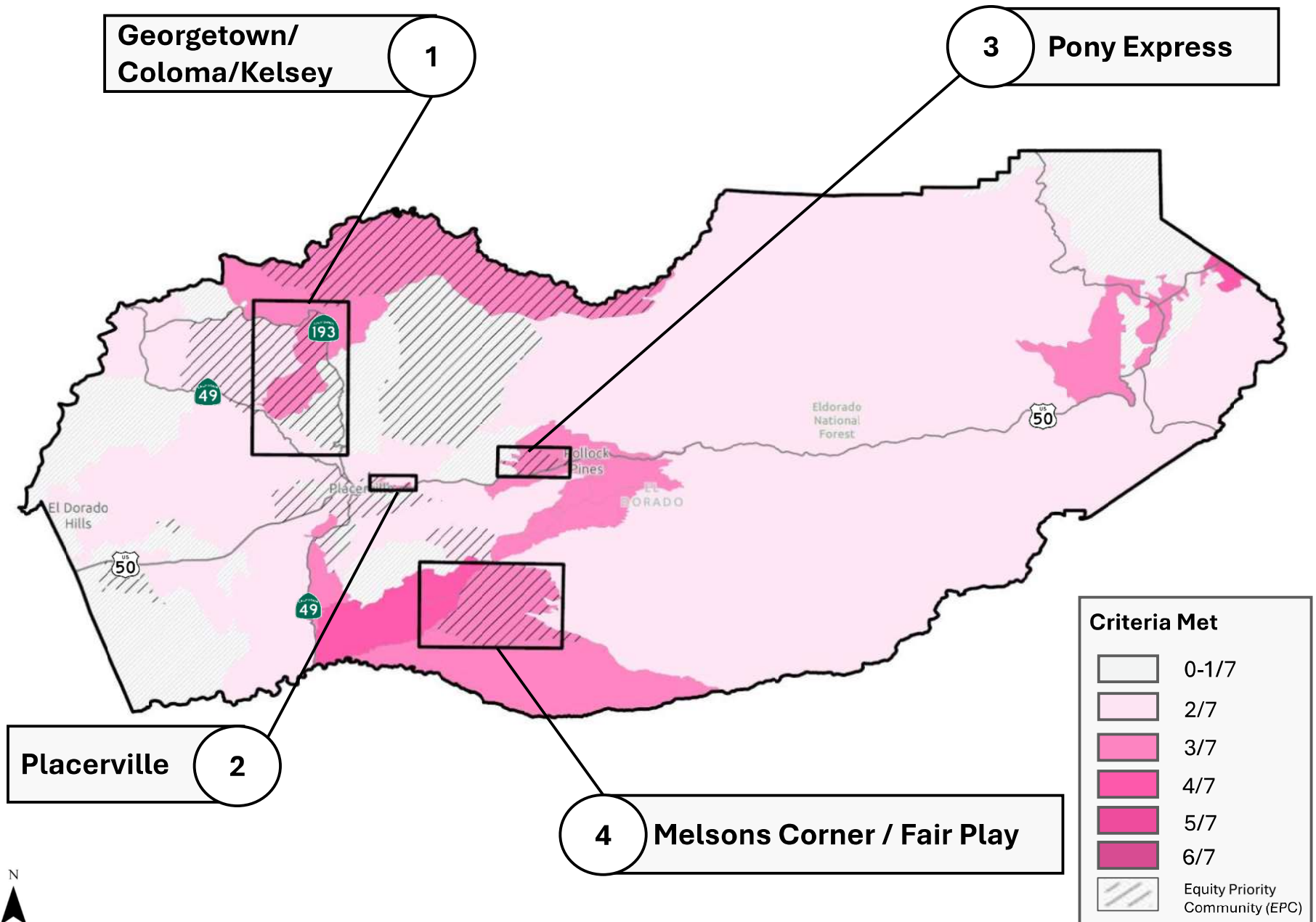
El Dorado County – Candidate Zone 1: Georgetown / Coloma / Kelsey

Georgetown School

American River Inn

Black Oak Mine Unified School District & American River Charter School

To Mount Ararat

Golden Sierra High School

Gold Trail School

To Placerville

Community Profile

Total Population: 6,300
- 15% People of color
  - 10% Hispanic or Latino
- 33% Low-income households
- More people with a disability

Land Use Profile

- **Rural**
- Mostly dispersed single-family residential
- Historic Gold Rush and tourist attractions in Coloma
- Many schools

Key Challenges

- **Proximity to Destinations**: Many residents live in remote areas without many shops, services, or amenities nearby.
- **Transit:** There is no bus or paratransit service in the area.
- **Infrastructure:** SR 193, the main road through the area, is a narrow, winding, two-lane road that can be difficult to navigate.

Community Resources
- Community Center or Library
- Commercial and Services Hotspot
- School

Multimodal Infrastructure
- Bus Route
- Light Rail
- Rail
- Bus Stop
- Light Rail Station
- Bike Lane

Collision Areas
- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion
- Area of high congestion or heavy truck traffic

El Dorado County – Candidate Zone 2: Placerville (Mosquito Road)

Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot

Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
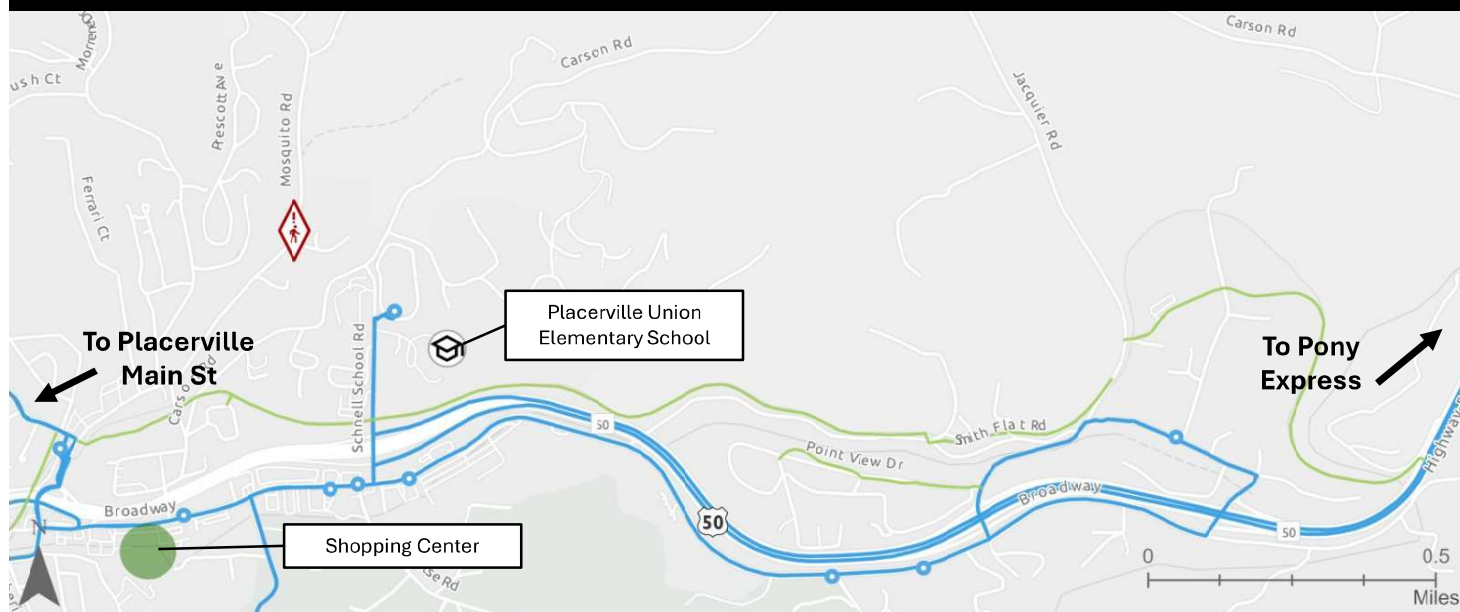- Light Rail Station
- Rail
- Bike Lane

Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion

- Area of high congestion or heavy truck traffic

To Placerville Main St

Placerville Union Elementary School

To Pony Express

Shopping Center

0   0.5
Miles

Community Profile

Total Population: 2,500
- 32% People of color
  - 28% Hispanic or Latino
  - 16% Other or two or more races
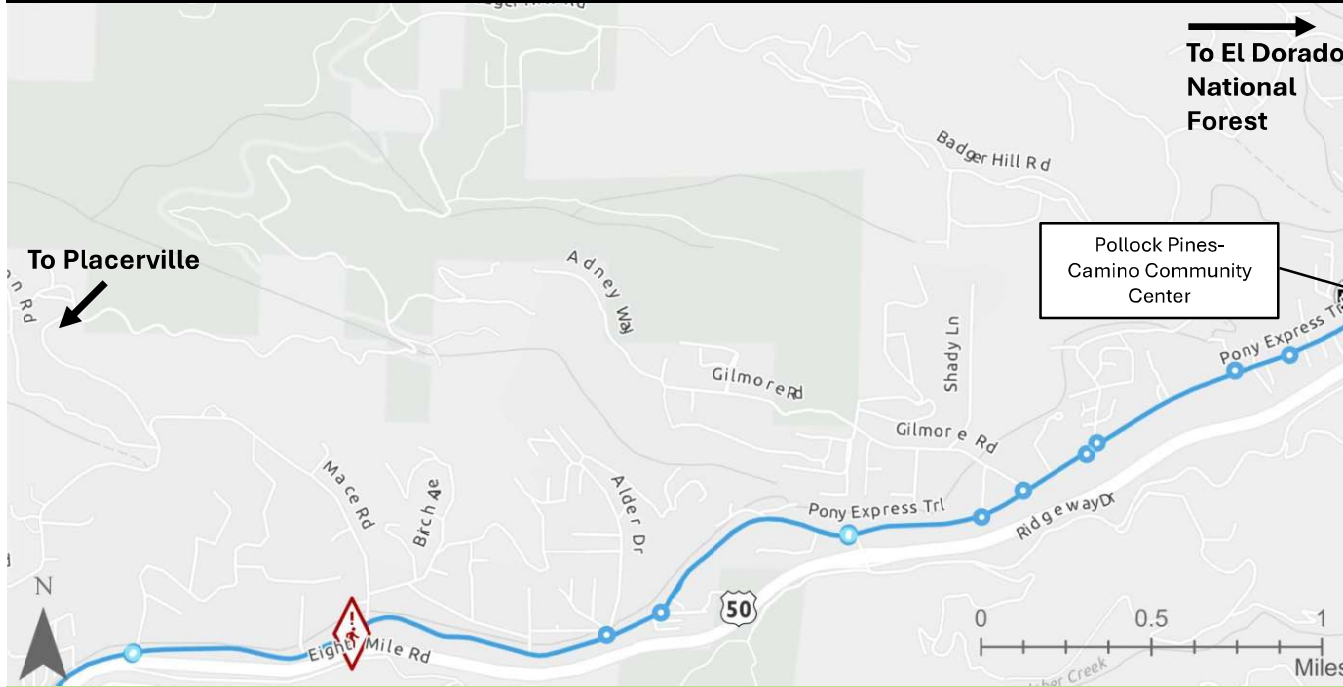- 34% Low-income households
- Slightly lower educational attainment

Land Use Profile

- **Suburban/rural**
- Residential north of US 50
- Commercial south of US 50
- Some government and commercial uses along Mosquito Rd north of US 50

Key Challenges

- **Connectivity:** Residential areas are circuitous, making it difficult to walk to shopping and other amenities.
- **Safety:** Windy roads create dangerous conditions for all users due to the lack of visibility.
- **Transit:** Transit has limited service hours, and a lack of Sunday service. ADA and dial-a-ride services may struggle to reach residents due to the terrain.
- **Mobility Barrier:** US 50 crossings are infrequent, and many over and underpasses are not suited to walking or biking.

El Dorado County – Candidate Zone 3: Pony Express

To Placerville

To El Dorado National Forest

Pollock Pines-Camino Community Center

Community Profile

Total Population: 3,600
- 13% People of color
- 43% Low-income households

Land Use Profile

- **Rural**
- Mobile homes and hotels along Pony Express Trail
- Few single-family homes north of Pony Express Trail
- Mostly natural/agricultural lands

Community Resources
- ⬡ Community Center or Library
- ⬡ School
- 🟢 Commercial and Services Hotspot

Multimodal Infrastructure
- ▬ Bus Route
- ⊙ Bus Stop
- ▬ Light Rail
- 🟠 Light Rail Station
- ╬ Rail
- ▬ Bike Lane

Collision Areas
- ⚠ Bike or pedestrian (at least one per year)
- ⚠ All collisions (at least two per year)

Congestion
- 🟥 Area of high congestion or heavy truck traffic

Key Challenges

- **Proximity to Destinations:** Rural area without much shopping, services, or amenities near residents.
- **Infrastructure:** Many narrow rural roads lack sidewalks and street lighting.
- **Transit:** Transit is limited in this area, and weekend service is unavailable.

El Dorado County – Candidate Zone 4: Melsons Corner / Fair Play

Community Resources

- Community Center or Library
- School
- Commercial and Services Hotspot

Multimodal Infrastructure

- Bus Route
- Bus Stop
- Light Rail
- Light Rail Station
- Rail
- Bike Lane

Collision Areas

- Bike or pedestrian (at least one per year)
- All collisions (at least two per year)

Congestion

- Area of high congestion or heavy truck traffic

To Placerville

Pioneer Union School

Melsons Corner

Mountain Creek Middle School

Wineries
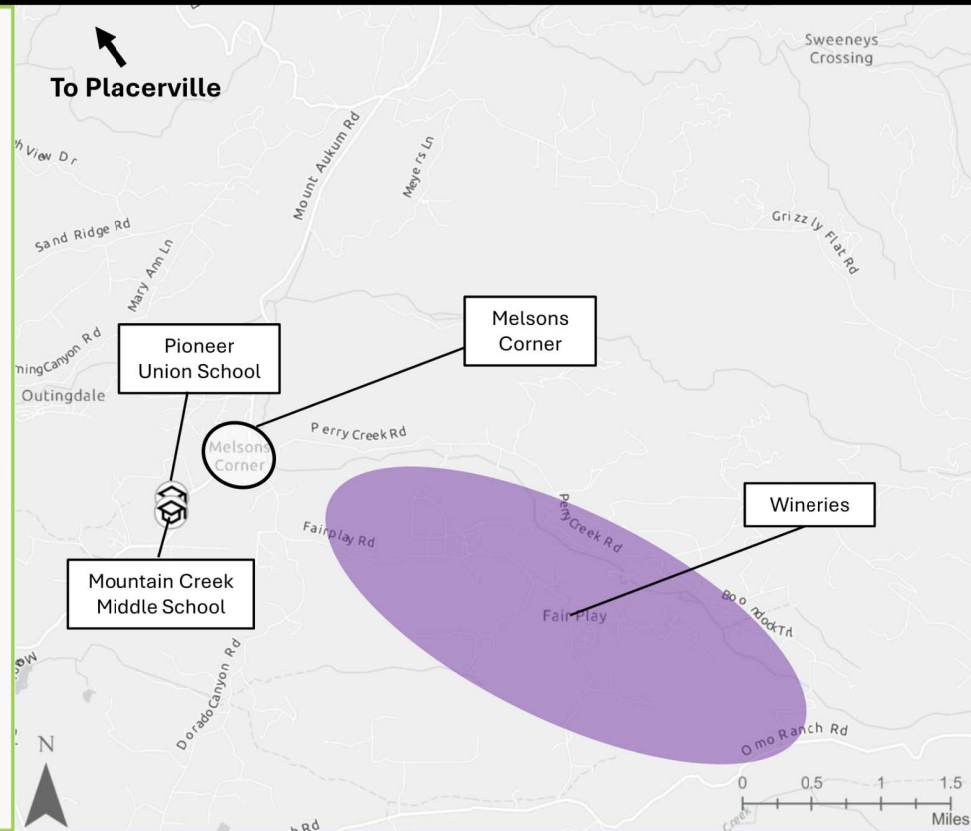
Community Profile

Total Population: 2,300

- 36% People of color
  - 26% Other or two or more races
  - 24% Hispanic or Latino
- 16% Low-income households
- More older adults
- Fewer youth
- Slightly more people with a disability

Key Challenges

- **Proximity to Destinations:** Remote area with limited access to basic shopping, services or amenities.
- **Transit:** No bus or paratransit service in the area.

Land Use Profile

- **Rural**
- Predominantly agricultural, with single-family homes dispersed across the area
- Wineries along Fairplay Rd

Summary of the Zone Selection Process

Attachment D

MOBILITY ZONES

23 Candidate Zones	12 + 4 Candidate Zones	10 Draft Mobility Zones
Candidate Mobility Zones with significant equity needs, barriers to access, and quality-of-life challenges	Selected by the seven Project Committees for the consideration of the Task Force	Selected by the Project Task Force for SACOG Board Approval in May 2025
El Dorado Georgetown/ Coloma/ Kelsey Pony Express Placerville Melson's Corner/Fair Play	**El Dorado** 1. Georgetown/ Coloma/ Kelsey 2. Pony Express	**El Dorado** 1. Georgetown/ Coloma/ Kelsey
Yolo County Woodland West Cap Riverside/Bryte/Broderick Dos Pinos	**Yolo County** 3. Woodland 4. West Cap ❖ Riverside/Bryte/Broderick	**Yolo County** 2. Woodland 3. Riverside/Bryte/Broderick
Sacramento Florin Ben Ali/Swanston Rosemont/Western Rancho Cordova McClellan/ ARC Delta/Walnut Grove Sunrise Mall	**Sacramento** 5. Florin 6. Ben Ali/Swanston 7. McClellan/ARC ❖ Rosemont/Western Rancho Cordova	**Sacramento** 4. Florin 5. Ben Ali/Swanston 6. Rosemont/Western Rancho Cordova
Placer County North Auburn Foresthill Taylor Road/Loomis Sunrise/Cirby	**Placer County** 8. North Auburn 9. Foresthill ❖ Taylor Road/Loomis ❖ Sunrise/Cirby	**Placer County** 7. North Auburn
Yuba County Brownsville Linda/Olivehurst **Sutter County** South Yuba City Yuba City Live Oak	**Yuba County** 10. Brownsville 11. Linda/Olivehurst **Sutter County** 12. South Yuba City	**Yuba County** 8. Brownsville 9. Linda/Olivehurst **Sutter County** 10. South Yuba City

❖ *These candidate zones were recommended by the Technical and Municipal Committees for Task Force consideration.*

Mobility Zone Identification Methodology

Equity Priority Communities

EPC Methodology Overview

The purpose of developing EPCs is to identify communities that have historically been most marginalized and underserved by transportation projects. EPCs serve as a starting point for identifying Mobility Zones across the SACOG region. The EPC methodology is driven by demographic characteristics within communities. Once EPCs have been established, broader mobility concerns such as barriers to access and quality of life will be considered alongside EPCs to identify Mobility Zones.

The EPC methodology aims to assess community needs uniformly across the SACOG region while providing counties with the flexibility to tailor their equity priorities to their local context. To achieve this flexibility, input from the project's Community Committees and a regional public survey were used to assign unique weights to the Equity criteria for each county. The results of the weighted evaluation were shared with Community Committees in October 2024 and the Mobility Zones Task Force approved the results at their November 2024 meeting. The SACOG Board will take an action to approve the EPCs in December 2024.

EPC Criteria

The Mobility Zones evaluation framework includes ten criteria under the Equity goal, shown in Table 1. These criteria were developed and refined through an iterative process based on research and best practice, Committee input, and data availability. Table 1 also shows how each criterion was measured, and the data source used to conduct the evaluation.

Table 1 Equity Criteria

Criterion	Measurement	Data Source	Geography
Race and Ethnicity	% Non-white and/or Latino	ACS 2018–2022 5-year	Block Group
Low-Income	% of HHs with income below 200% of the Federal poverty level	ACS 2018–2022 5-year	Block Group
Cost Burden	CNT Housing + Transportation Index (0-100)	CNT H+T index (**https://htaindex.cnt.org/**)	Census Tract

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Pollution Burdens	CalEnviroScreen percentile (0-100)	CalEnviroScreen 4.0 (**https://oehha.ca.gov/calenviroscreen**)	Census Tract
Youth	% Youth (17 and younger)	ACS 2018–2022 5-year	Block Group
Older Adults	% Older Adults (65 and older)	ACS 2018–2022 5-year	Block Group
People with Disabilities	% of People with a Disability	ACS 2018–2022 5-year	Block Group
Linguistic Isolation	% of HHs with Limited English Proficiency	ACS 2018–2022 5-year	Block Group
Lower Educational Attainment	% of Adults with no High-School Diploma	ACS 2018–2022 5-year	Block Group
Tribal Areas	Tribal area	Tribal land reservation boundaries	Tribal Input

EPC Identification Process

The section presents the detailed technical methodology used to identify EPCs, starting with a summary of the seven steps involved and additional detail on each step to follow:

- **Step 1: Calculate each criterion:** Compile and clean data, calculate each criterion, and summarize all criteria at the block group level.

- **Step 2: Standardize criteria:** Values for all criteria across all block groups are standardized (on a scale of 0 to 100) to account for varying units of measurement. This step is critical for enabling cross-criteria comparison and assigning weights in following steps.

- **Step 3: Assign criteria weights:** Each county assigns a total of 100 points between Race/Ethnicity and Income, and 100 points across seven other criteria.

- **Step 4: Score block groups:** Sum all weighted criteria to obtain a score for each block group across the SACOG region. This score is then normalized on a scale of 0-100.

- **Step 5: Identify home-based EPCs:** For each county, select the highest scoring block groups until 20 percent of the county's population is represented by EPCs.

- **Step 6: Identify destination-based EPCs:** Use Replica to identify destinations throughout the SACOG region where EPCs are traveling to.

- **Step 7: Draft EPCs:** Combine home-based and destination-based EPCs.

Step 1: Calculate Each Criterion

This section provides the data source, geography, and formula used to calculate each of the Equity criteria.

Race & Ethnicity

Measurement: % Non-white and/or Latino

Data Source: ACS 2018-2022 5 year

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Geography: Block Group

Formula: [*Total Population*-(*Total Population: Not Hispanic Or Latino* - SUM(*Total Population: Not Hispanic Black Or African American Alone*,*Total Population: Not Hispanic American Indian Or Alaska Native Alone*,*Total Population: Not Hispanic Asian Alone*, *Total Population: Not Hispanic Native Hawaiian Or Pacific Islander Alone*,*Total Population: Not Hispanic Some Other Race Alone*,*Total Population: Not Hispanic Two Or More Races Alone*))/*Total Population*]

Low-Income

Measurement: % of HHs with income below 200% of the Federal poverty level

Data Source: ACS 2018-2022 5 year

Geography: Block Group

Formula: sum of all estimate columns with the number of households whose income is between "under 0.50" and "1.85 to 1.99" percent of the federal poverty level.

Cost Burden

Measurement: Indexed valued of housing + transportation cost burden (0-100)

Data Source: Center for Neighborhood Technology

CNT Housing + Transportation (H+T) Index includes both the cost of housing and the cost of transportation at the neighborhood level. The (H+T) Index measures the true affordability of living in an area by combining housing and transportation costs. It helps to understand how much of a household's income is spent on these essential expenses, providing a clearer picture of cost of living Methodology: **https://htaindex.cnt.org/about/method-2022.pdf**

Geography: Census Tract

Formula: n/a

Pollution Burden

Measurement: CalEnviroScreen percentile

Data Source: CalEnviroScreen 4.0

- CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution.

- The score in the data represents the percentile of the given census tract

- Source website: CalEnviroScreen 4.0 | OEHHA

Geography: Census Tract

Formula: n/a

Youth

Measurement: % Youth (17 and younger)

Data Source: ACS 2018–2022 5-year

Geography: Block Group

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Formula: sum (*Total Population: Males Under 5 Years*,*Total Population: Males Aged 5-9 Years*,*Total Population: Males Aged 10-14 Years*,*Total Population: Males Aged 15-17 Years*,*Total Population: Females Aged Under 5 Years*,*Total Population: Females Aged 5-10 Years*,*Total Population: Females Aged 10-14 Years*,*Total Population: Females Aged 15-17 Years*))/*Total Population*

Older Adults

Measurement: % Older Adults (65 and older)

Data Source: ACS 2018–2022 5-year

Geography: Block Group

Formula: sum(*Total Population: Males Aged 65-66 Years*,*Total Population: Males Aged 67-69 Years*,*Total Population: Males Aged 70-74 Years*,*Total Population: Males Aged 75-79 Years*,*Total Population: Males Aged 80-84 Years*,*Total Population: Males Aged 85 Years And Over*,*Total Population: Females Aged 65-66 Years*,*Total Population: Females Aged 67-69 Years*,*Total Population: Females Aged 70-74 Years*,*Total Population: Females Aged 75-79 Years*,*Total Population: Females Aged 80-84 Years*,*Total Population: Females Aged 85 Years And Over*))/*Total Population*

People with Disabilities

Measurement: % of People with a Disability

Data Source: ACS 2018–2022 5-year

Geography: Block Group

Formula: sum(*Total: Males Aged 18 To 34 Years With A Disability, *Total: Males Aged 35 To 64 Years With A Disability, *Total: Males Aged 65 To 74 Years With A Disability, *Total: Males Aged 75 Years And Over With A Disability, *Total: Females Aged 18 To 34 Years With A Disability, *Total: Females Aged 35 To 64 Years With A Disability, *Total: Females Aged 65 To 74 Years With A Disability, *Total: Females Aged 75 Years And Over With A Disability)/*Total Population*

Linguistic Isolation

Measurement: % of HHs with Limited English Proficiency

Data Source: ACS 2018–2022 5-year

Geography: Block Group

Formula: sum(*Total Limited Speaking English Household: Spanish*, *Total Limited Speaking English Household: Other Indo-European Languages*, * Total Limited Speaking English Household: Asian and Pacific Island Languages*,* Total Limited Speaking English Household: Other Languages*))/*Total Households*

Lower Educational Attainment

Measurement: % of Adults with no High-School Diploma

Data Source: ACS 2018–2022 5-year

Geography: Block Group

Formula: sum(*Less than 9th grade*, *9th to 12th grade, no diploma *)/*Total Population: 25 years and over*

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Tribal Areas

Tribal community representatives provided geographic guidance on Tribal Areas throughout the SACOG region

Step 2: Standardize Criteria

Standardizing each criterion is required to enable a fair comparison and compilation of metrics with different units. For example, Race & Ethnicity is measured as the percent of the population in each block group who identify as communities of color, whereas Pollution Burden is measured as an index developed by CalEnviroScreen. The standardization process assigns a value of 100 to the highest scoring block group, regardless of units, and a score of 0 to the lowest scoring block group. For the Mobility Zones project, standardization was applied at the county level. The block groups in each county are treated as distinct sets of data to which the standardization methodology is applied. The standardization formula is as follows:

$$\mathbf{BG_S} = (BG_N - MIN(range)) / (MAX(range) - MIN(range))$$

Where:

BG_S = Standardized block group value

BG_N = Non-standardized block group value

range = All block groups in the county

Step 3: Assign Criteria Weights

The EPC methodology allots each County a total of 200 points to assign to the nine Equity criteria. To align with policy guidance and region-wide priorities, Race & Ethnicity and Low-Income criteria are allotted a combined total of 100 points, and the remaining seven criteria are allotted a combined total of 100 points (Figure 3). Community Committee input and public survey responses were used to inform weighting at the County level. These results are shown in the Tables 2 - 4.

Figure 1 Example County Criteria Weighting

Each committee member voted on the allocation of points across criteria. Municipal and technical committees include representatives from across the SACOG region. Their input was used to validate the county-level weighting results.

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Table 2 Community Committee Weighting Results

County	Cost Burden	People with Disabilities	Older Adults	Educational Attainment	Linguistic Isolation	Youth	Pollution Burden	Income	Race & Ethnicity
Sacramento	16	15	12	16	17	11	13	52	48
Yolo	14	25	16	15	16	8	7	58	42
Yuba	13	14	25	9	10	18	11	68	33
Sutter	13	14	25	9	10	18	11	68	33
Placer	28	15	17	17	6	9	8	68	32
El Dorado	20	34	21	7	4	13	1	76	24
Technical Committee	32	12	16	9	10	4	17	62	38
Municipal Committee	21	16	14	11	16	9	12	57	43

A non-representative public survey was administered to assess the importance of each Equity criteria to community members. The survey was used as a supplement to the committee weightings, since some committees are made up of only a few representatives.

Table 3 Public Survey Weighting Results

County	Cost Burden	People with Disabilities	Older Adults	Educational Attainment	Linguistic Isolation	Youth	Pollution Burden	Income	Race & Ethnicity
Sacramento	28	12	13	12	5	11	18	58	42
Yolo	28	11	13	11	7	12	17	59	41
Yuba	27	11	15	16	4	12	15	76	24
Sutter	29	13	14	15	7	12	10	78	22
Placer	27	10	17	13	2	12	18	67	33
El Dorado	26	14	17	10	4	13	15	75	25

To account for discrepancies between Committee and public survey weighting, the sets of weights were averaged to produce the final weightings shown below.

Table 4 Final Weights

County	Cost Burden	People with Disabilities	Older Adults	Educational Attainment	Linguistic Isolation	Youth	Pollution Burden	Income	Race & Ethnicity
Sacramento	22	14	13	14	11	11	16	55	45
Yolo	21	18	15	13	12	10	12	59	42
Yuba	20	13	20	13	7	15	13	72	29
Sutter	21	14	20	12	9	15	11	73	28
Placer	28	13	17	15	4	11	13	68	33

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| El Dorado | 23 | 24 | 19 | 9 | 4 | 13 | 8 | 76 | 25 |

The standardized values for each block group are then multiplied through the weight assigned to each criterion and county. The step produces a weighted standardized score for every block group across each criterion.

Step 4: Score Block Groups

Next the weighted criteria values are summed to generate a composite score, with 200 being the highest theoretical score. The composite scores are then normalized on a scale of 0-100, with 100 representing the highest scoring block group and 0 representing the lowest scoring block group. The normalization allows for an analysis of the relative performance for each of the block groups compared to the highest- and the lowest-scoring areas across the SACOG region. The formula for summing the weighted criteria is as follows:

$$\mathbf{BG_{CS}} = S_C + S_D + S_O + S_E + S_{LI} + S_Y + S_P + S_I + S_{R\&E}$$

Where:

BG_{CS} = Composite Score for the block group

S_c = Cost Burden standardized and weighted value for the block group

S_D = People with Disabilities standardized and weighted value for the block group

S_O = Older Adults standardized and weighted value for the block group

S_E = Educational Attainment standardized and weighted value for the block group

S_{LI} = Linguistic Isolation standardized and weighted value for the block group

S_Y = Youth standardized and weighted value for the block group

S_P = Pollution Burden standardized and weighted value for the block group

S_I = Income standardized and weighted value for the block group

$S_{R\&E}$ = Race & Ethnicity standardized and weighted value for the block group

The formula for normalizing the block group scores is as follows:

$$\mathbf{BG_{NCS}} = (BG_{CS} - MIN(range)) / (MAX(range) - MIN(range))$$

Where:

BG_{NCS} = Normalized Composite Score for the block group

range = Composite Score values for all block groups in SACOG region

Normalized scores are then visualized for the entire SACOG region. This process is summarized in Figure 2. Table 5 shows the minimum and maximum block group score for each county, as well as the normalized score.
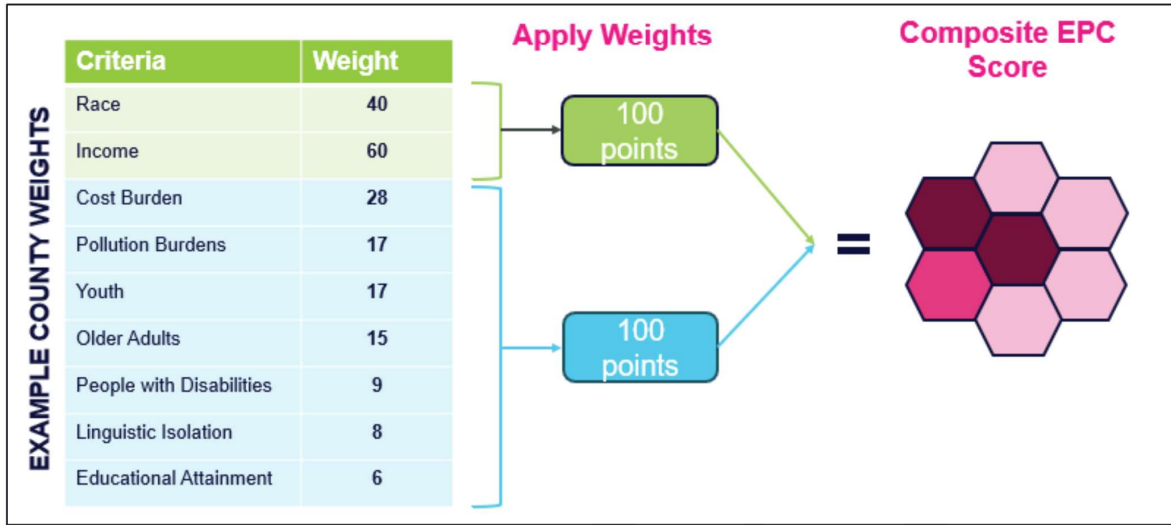
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Figure 2 Block Group Scoring Overview

Table 5 Summary of Block Group EPC Score Range

County	Min Score	Max Score	Min Normalized Score	Max Normalized Score
El Dorado	91	137	54	84
Placer	56	108	32	66
Sacramento	98	142	59	87
Sutter	113	161	68	100
Yolo	101	140	61	86
Yuba	69	149	40	92

Step 5: Identify Home-Based EPCs

This step involves selecting the top scoring block groups in each county to move forward as EPCs. A 20-percent population target was set for each county. This ensures that roughly the same number of residents are included in EPCs across each county within SACOG region, even if the number of block groups differ. For example, the top 52 ranked block groups in Placer County include 20 percent of the Placer County population, whereas the top 13 ranked block groups in Yuba County include 20 percent of the Yuba County population. These top ranked block groups were then visualized, as demonstrated in Figure 3.

Figure 3 Summary of Home-based EPC Identification Process
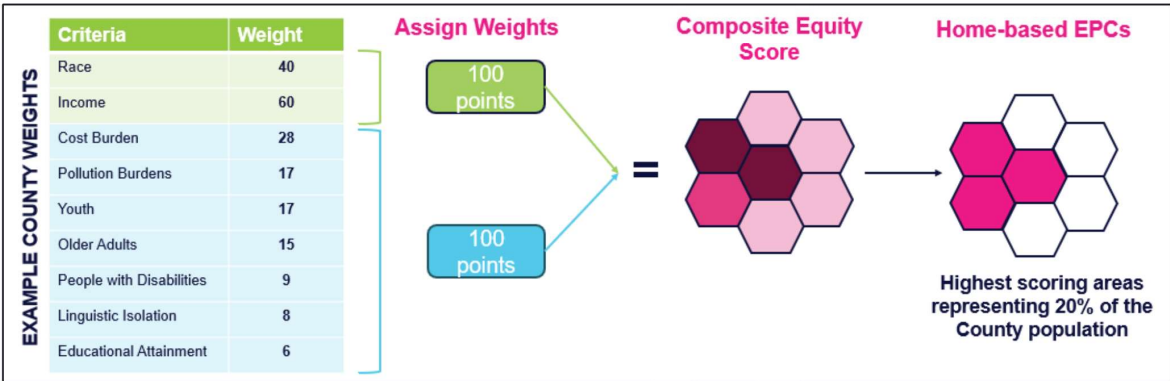
Step 6: Identify Destination-Based EPCs

The identification of destination-based EPCs is driven by the volume of trips originating from selected home-based EPCs and intended to reflect destinations where members of disadvantaged communities are typically traveling. The analysis of trip volumes was based on Replica 2024 data, an origin-destination trip matrix at the block group level. Block groups with over 4,000 daily trip destinations from home-based EPCs were selected as destination-based EPCs.

Figure 4 Summary of Destination-based EPC Identification Process
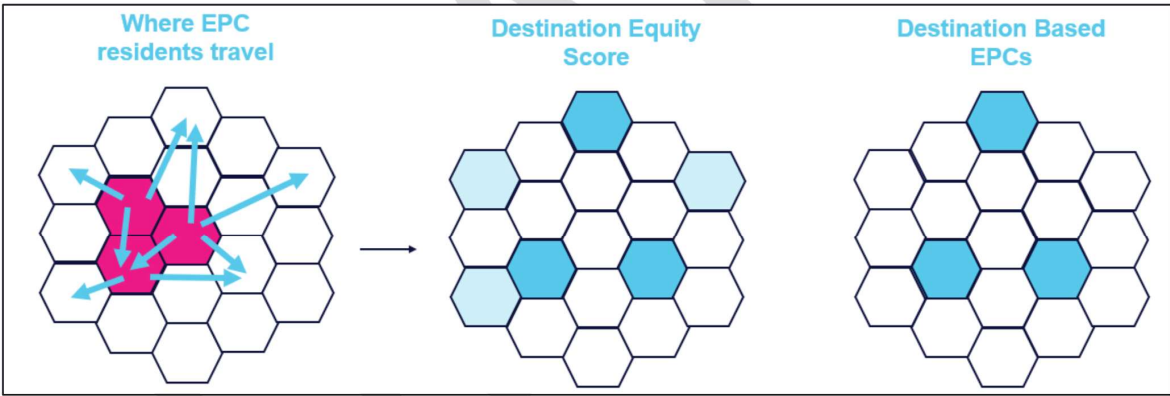
Step 7: Draft EPCs

Some selected destination-based EPCs were already identified as home-based EPCs, resulting in three types of EPCs:

1. Home-based EPCs
2. Destination-based EPCs, and
3. Both home- and destination-based EPCs

Combined, these comprise the EPCs that will be used as a basis for identifying Mobility Zones. These are shown in Figures 5 – 9.
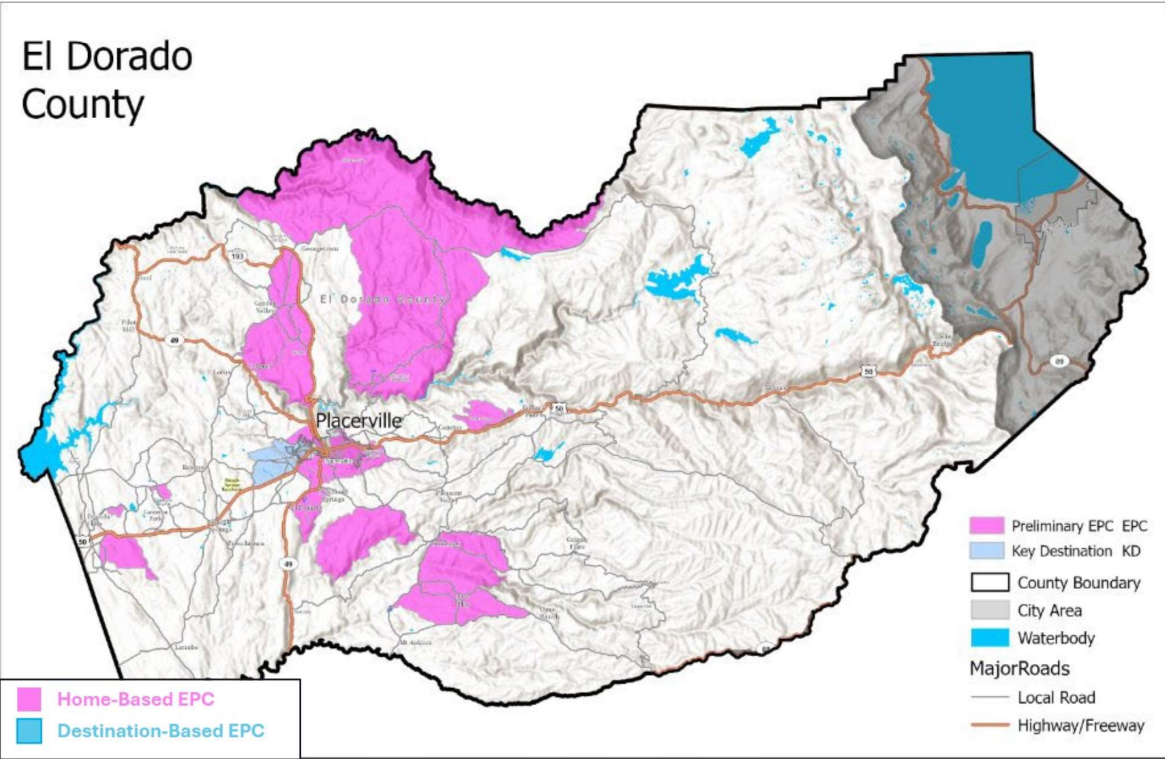
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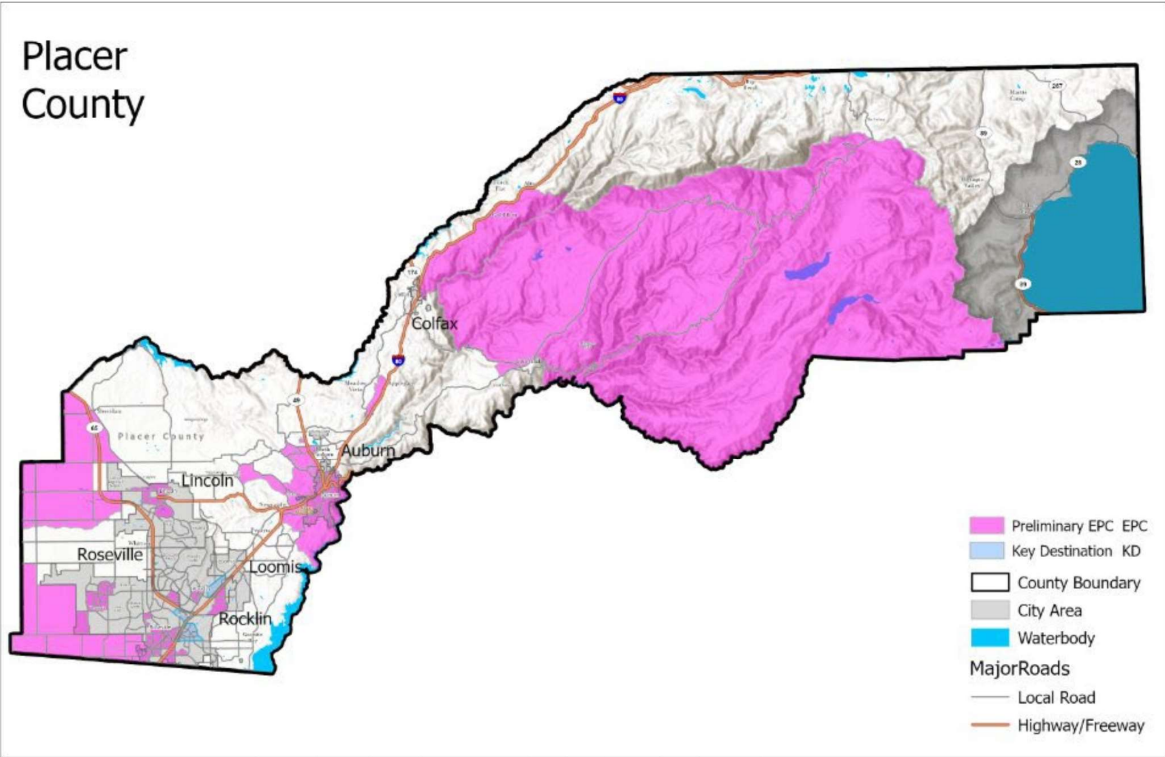**Figure 5 El Dorado County EPCs**

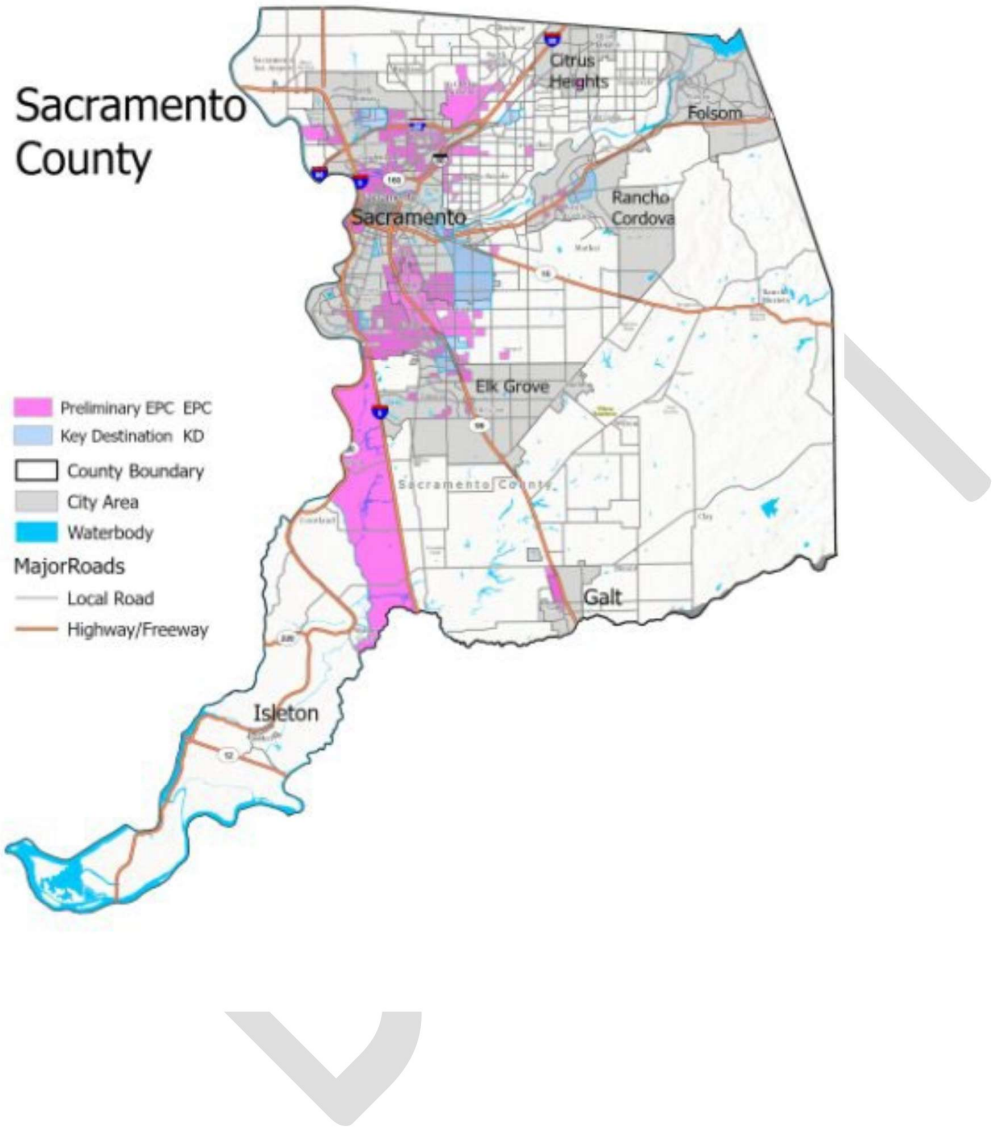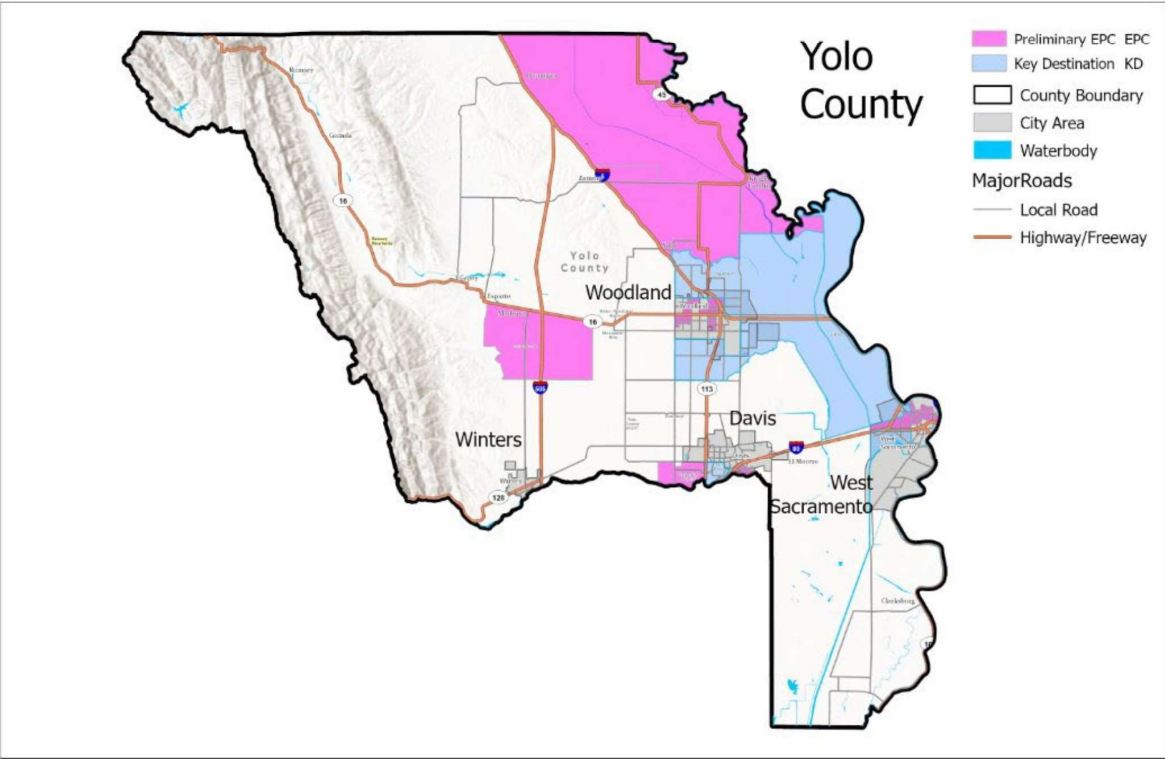**Figure 6 Placer County EPCs**

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Figure 7 Sacramento County EPCs

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Figure 8 Yolo County EPCs

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Figure 9 Yuba/Sutter Counties EPCs

High Priority Areas

High Priority Area Overview

High priority areas are Block Groups throughout the SACOG region with the greatest need and greatest opportunity for mobility improvements. High priority areas were identified based on seven criteria related to the Access and Quality of Life (QOL) goals. Access criteria are intended to capture the ability of the transportation system to get people where they want to go, while QOL criteria are intended to capture the impacts of the transportation system on people's health and safety. The criteria are summarized in the following section. High priority areas were assessed in tandem with EPCs to inform the selection of Mobility Zones. Note that the methodology outlined in this document describes a quantitative process used to inform a qualitative identification of Mobility Zones.

Access & Quality of Life Criteria

The Mobility Zones evaluation framework identified three criteria under the Access goal and four criteria under the QOL goal which were used to identify high priority areas. Each criterion is comprised of one to three subcriteria (Table 6 and 7). These criteria and subcriteria were developed and refined through an iterative process based on Committee input, data availability, and best practice. The following section describes the technical methodology for calculating each criterion, and how the criteria were used to identify high priority areas.

Table 6 Access Criteria

Criteria	Subcriteria	Data Source
High Transit Dependency	Higher % of households with more workers than vehicles available	ACS 2018–2022 5-year
	Higher daily trips on transit	Replica Cal-Nev Trips
Limited Transit Access	Longer distance to a transit station from a block group's population-weighted centroid	US EPA Smart Location Database (**Smart Location Mapping | US EPA**)
	Rural transit access – longer distance to light rail transit or a bus stop with <60 minute headways	GTFS for major SACOG transit operators
Access to Community Resources	Better access to businesses and services, shops and restaurants (hotspots[1] of more than 10 businesses)	Open Street Map (**Open Street Map HOT Export Tool)**
	Better access to elementary schools	Open Street Map (**Open Street Map HOT Export Tool)**
	Better access to community centers and libraries	Open Street Map (**Open Street Map HOT Export Tool)**

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[1] Coordinates rounded to 3 decimal places (clustering all the crashes within 360 ft – an approximate size of an intersection/block)

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Table 7 QOL Criteria

Criteria	Subcriteria	Data Source
High Pollution Burden	High CalEnviroScreen percentile	CalEnviroScreen 4.0
	Higher traffic congestion intensity during 4 slowest weekday hours (<0.4 by link)	SACOG Congestion Management Process Update, 2020
	Arterial truck volumes >1,500 vehicles per day	Replica Cal-Nev Trips
	Highway truck volumes >3,000 vehicles per day	Replica Cal-Nev Trips
Lack of Safety	More crash hotspots: At least four severe crashes in the area[1] over the span of two years (2022-2023)	TIMS Transportation Injury Mapping System
	More bike and pedestrian crash hotspots: At least two severe crashes involving pedestrians or cyclists in the area[1] over the span of two years (2022-2023)	TIMS Transportation Injury Mapping System
Lack of Multimodal Infrastructure	Lower National Walkability Index	US EPA Smart Location Database (Smart Location Mapping | US EPA)
	Lower sidewalk coverage % of road length with sidewalks present on both sides of the street	SACOG Centerlines Shapefile
	Lower bike infrastructure coverage % of bike infrastructure (bike paths, lanes, and bikeways) compared to the road network length	SACOG Open Data: Existing and Proposed Bike Facilities
Poor Road Quality	Higher percent of streets with a Pavement Condition Index <50	SACOG Centerlines Shapefile

High Priority Area Identification Process

The section presents the detailed technical methodology used to identify High Priority Areas, starting with a summary of the five steps involved and additional detail on each step to follow:

- **Step 1: Summarize Data at the Block Group Level:** Compile and clean data; summarize all criteria at the block group level, apply point/line data to block groups using buffers.

- **Step 2: Establish Buffers and Thresholds by Urbanicity Type:** Thresholds were established at the block group level to determine whether each subcriterion was met based on urbanicity type, using binary yes/no assignments based on specific numeric or proximity-based criteria.

- **Step 3: Identify Criteria Met by Each Block Group:** Block groups are assigned a binary value (yes/no) for each subcriterion, and if any subcriterion within one of the criteria is flagged as "yes," the entire criterion is also flagged as "yes."

- **Step 4: Score block groups:** Sum all the binary criteria values by block group to generate a composite score (range of 0 to 7).

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Step 1: Summarize Data at the Block Group Level

The data used to calculate each criterion comes in different spatial units. For example, transit ridership data is available at the block group (polygon) level, while truck traffic data is available by roadway link (line data), while crashes are available at specific locations (point data). The raw data for each subcriterion must be processed in a way that supports analysis at the block group level. This was done by establishing buffers and/or thresholds for line and point data to enable identification of where each block group intersected with the data for each subcriterion. A specific block group would match with a buffer if its population-weighted centroid falls within the buffer. These buffers and thresholds are described in further detail in Step 2.

More details about the estimation of the metrics can be found in the **Pro Formas documentation**.

Step 2: Establish Buffers and Thresholds by Urbanicity Type

Once data was summarized at the block group level, thresholds were established to assess which subcriteria were met by each block group. The purpose of this is to assign a binary value (yes/no) to each block group signifying whether or not it meets each subcriteria. For example, a threshold of 100 daily transit trips was established to assess the "higher daily transit trips" subcriterion. Block groups that met the threshold were assigned a "yes". To assess point and line data, proximity based thresholds (buffers), described in Step 1, were used.

Some subcriteria have specific thresholds for different urbanicity types of block groups. For example, for better access to elementary schools subcriterion to be assigned a "yes" a rural block group would need to be within 3 miles from an elementary school, while an urban or suburban block group – within a half mile. Urbanicity types for each block group were defined based on the land use Blueprint 2025 SACOG Community Subtypes dataset.

The thresholds and buffer sizes were assigned to each subcriterion based on several workshops with the SACOG Mobility Zones project team. Several subcriteria have thresholds based on research and benchmarking, for example for higher traffic congestion intensity, some research suggests that the impact of congestion on health and the surrounding environment tends to be higher within a half a mile of the congested road. For other subcriteria, the thresholds were defined to capture characteristics that correlated with the bottom 10% of Equity Priority Communities (EPCs). For example, for % of households with more workers than vehicles available, roughly 10% of EPCs have more than 15% of such households, hence, the value of 15% was selected as a threshold. Again, urbanicity type of block groups was taken into account when selecting the thresholds and buffers to make sure that each type is represented proportionally.

Criteria	Subcriteria	Urbanicity Type	Threshold/Buffer
High Transit Dependency	Higher % of households with more workers than vehicles available	All	>15%
	Higher daily trips on transit	All	100 trips
Limited Transit Access	Longer distance to a transit station from a block group's population-weighted centroid	Non-Rural Only	½ mile
	Rural transit access – longer distance to light rail transit or a bus stop with <60-minute headways	Rural Only	7.5 miles

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Access to Community Resources	Better access to businesses and services, shops and restaurants (hotspots of more than 10 businesses)	All	Urban/Suburban: ½ mi Rural: 3 mi
	Better access to elementary schools	All	Urban/Suburban: ½ mi Rural: 2 m
	Better access to community centers and libraries	All	Urban/Suburban: ½ mi Rural: 3 mi
High Pollution Burden	High CalEnviroScreen percentile	All	>90th percentile
	Higher traffic congestion intensity during 4 slowest weekday hours (<0.4 by link)	All	½ mi
	Arterial truck volumes >1,500 vehicles per day	All	<½ mi
	Highway truck volumes >3,000 vehicles per day	All	<1/4 mi
Lack of Safety	More crash hotspots	All	Urban/Suburban: <1 mi Rural: <2 mi
	More bike and pedestrian crash hotspots	All	<1/2 mi
Lack of Multimodal Infrastructure	Lower National Walkability Index	All	Urban/Suburban: <10 Rural: <5
	Lower sidewalk coverage	All	<10%
	Lower bike infrastructure coverage	Non-rural only	<10%
Poor Road Quality	Higher percent of streets with a Pavement Condition Index <50	All	>90%

Step 3: Identify Criteria Met by Each Block Group

Once each subcreterion was assigned a binary value (yes/no) by block group, they were then aggregated to the seven Access and Quality of Life criteria. If any of the underlying subcriteria were flagged as a "yes", the entire criteria was flagged as a "yes". For example, Lack of Multimodal Infrastructure has three underlying subcreteria; if lower sidewalk coverage is flagged as a "yes" for this block group, then the entire criteria is also flagged as a "yes" even if other subcriteria (lower national walkability Index and bike infrastructure coverage) were not met.

Step 4: Score Block Groups

Next the binary criteria values ("yes" = 1, "no" = 0) are summed by block group to generate a composite score, with 7 being the highest potential score. The formula for summing the weighted criteria is as follows:

$$BG_{HP}=C_{HTD}+C_{LTA}+C_{ACR}+C_{HPB}+C_{LS}+C_{LMI}+C_{PRS}$$

Where:

BG_{HP} = High Priority Composite Score for the block group

C_{HTD} = High Transit Dependency flag for the block group

C_{LTA} = Limited Transit Accessibility flag for the block group

C_{ACR} = Access to Community Resources flag for the block group
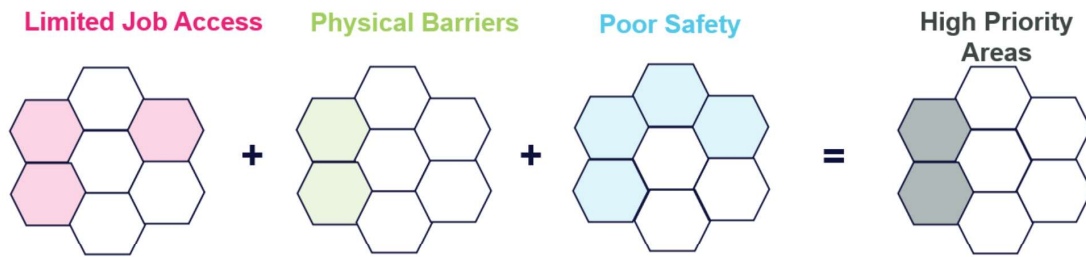
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C_{HPB} = High Pollution Burden flag for the block group

C_{LS} = Lack of Safety for the block group

C_{LMI} = Lack of Multimodal Infrastructure for the block group

C_{PRS} = Poor Road Quality for the block group

Figure 10 High Priority Areas process illustration

Mobility Zones

Mobility Zones Overview

Mobility Zones are neighborhood-sized areas with high transportation and equity need.

Mobility Zones Identification and Selection Process

The Mobility Zones decision-making process is being completed through a multi-level collaborative effort involving community members, community-based organizations (CBOs), local agency/municipality staff, school districts, business chambers, and other local stakeholders. This collaborative effort was organized through the development of one Technical Committee, one Municipal Committee, five Community Committees representing the interests of each county in the SACOG region, and one Project Task Force. Table 1 summarizes basic information about each Committee and the Task Force.

The process to identify Mobility Zones was based on the several steps:

Step 1: Identify Mobility Zones Candidates: SACOG PMT Workshop to identify Mobility Zones (23 zones identified)

Step 2: Prepare Zone Profiles: Collect additional information on socio-economic, demographic and mobility characteristics of each of the 23 Mobility Zones.

Step 3: Ask Community Committees to rank Mobility Zones in their counties. Identify two to four Candidate Phase 1 Zones per county for discussion with the Municipal and Technical Committees and for rank-choice voting by the Task Force.

Step 4: Draft Phase 1 Mobility Zones

Step 1: Identify Mobility Zones Candidates

The SACOG Mobility Zones Project Management Team had several workshops in November 2024 using GIS to identify Mobility Zones based on the EPCs, High Priority Areas (see Figures 13-19), and general knowledge of regional and local context.

Figure 11 Mobility Zones Candidates identification
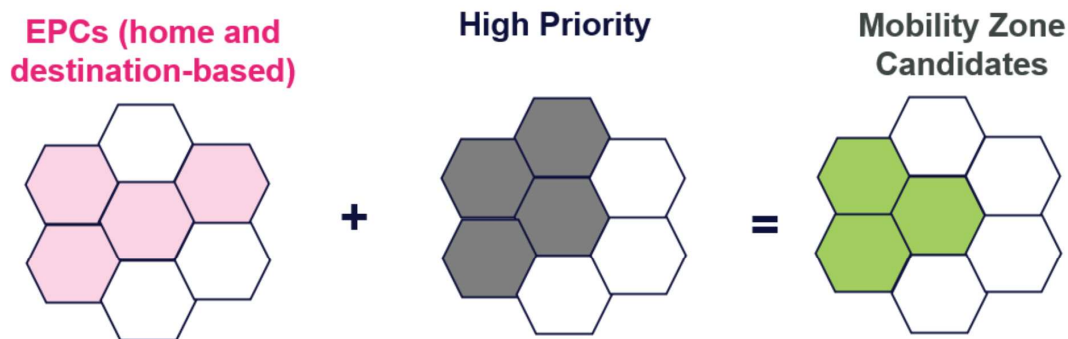
The analysis resulted in the 23 Mobility Zones.

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Step 2: Prepare Zone Profiles

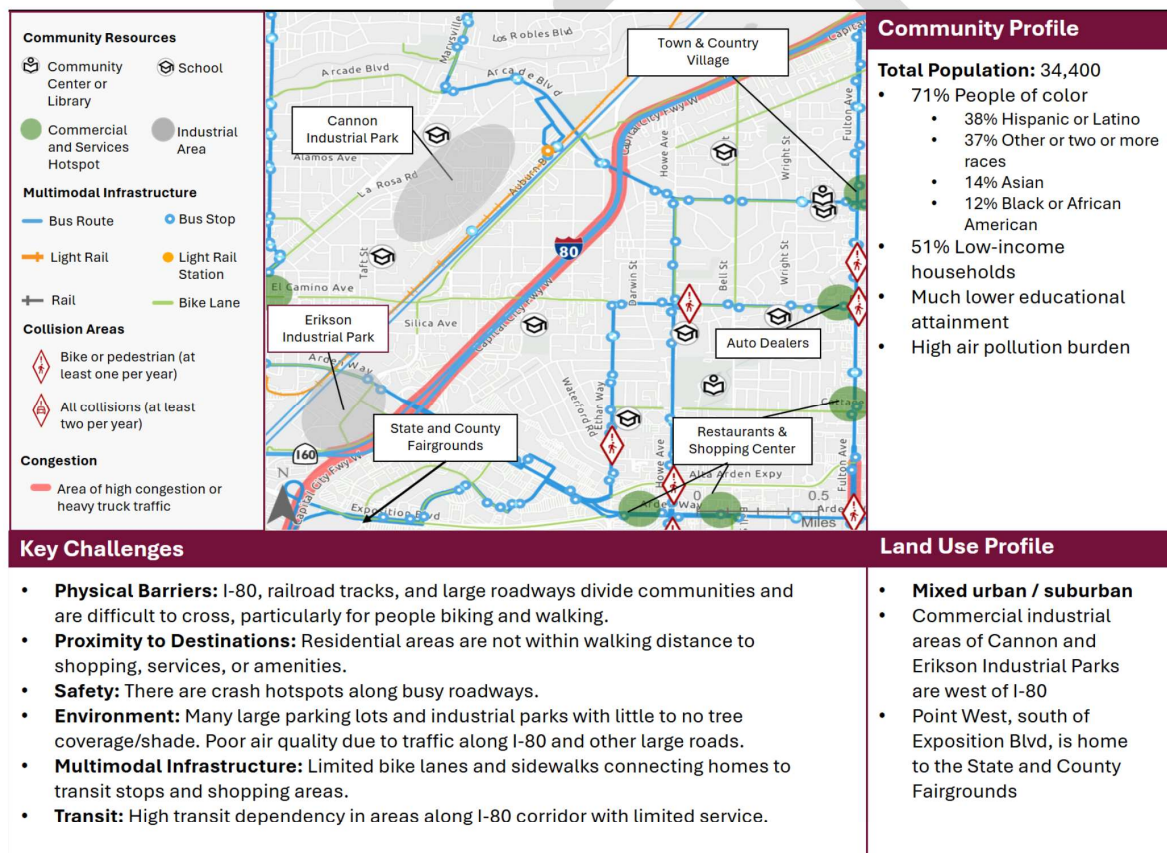In preparation for the identification of Phase 1 Mobility Zones, Zone Profiles were developed to summarize key information from the EPC and High Priority Area analyses, as well as additional desktop research into key challenges and land use conditions in each Zone. A standardized format for the profiles was developed and included the following layers (see an example in Figure 11):

1) Map with several features:
   a. Community Resources: schools
   b. Multimodal Infrastructure
   c. Collision Areas
   d. Congestion
2) Community Profile: total population, race and ethnicity, income, pollution, etc.
3) Key Challenges: physical barriers, safety, environment, lack of accessibility to destinations, etc.
4) Land Use Profile: urbanicity type and key destinations.

Figure 12 Zone Profile example - Ben Ali / Swanston in Sacramento County

Community Profile

Total Population: 34,400
- 71% People of color
  - 38% Hispanic or Latino
  - 37% Other or two or more races
  - 14% Asian
  - 12% Black or African American
- 51% Low-income households
- Much lower educational attainment
- High air pollution burden

Key Challenges

- **Physical Barriers:** I-80, railroad tracks, and large roadways divide communities and are difficult to cross, particularly for people biking and walking.
- **Proximity to Destinations:** Residential areas are not within walking distance to shopping, services, or amenities.
- **Safety:** There are crash hotspots along busy roadways.
- **Environment:** Many large parking lots and industrial parks with little to no tree coverage/shade. Poor air quality due to traffic along I-80 and other large roads.
- **Multimodal Infrastructure:** Limited bike lanes and sidewalks connecting homes to transit stops and shopping areas.
- **Transit:** High transit dependency in areas along I-80 corridor with limited service.

Land Use Profile

- **Mixed urban / suburban**
- Commercial industrial areas of Cannon and Erikson Industrial Parks are west of I-80
- Point West, south of Exposition Blvd, is home to the State and County Fairgrounds

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Step 3: Workshop with Committees to rank Mobility Zones

Only ten of the twenty-three candidate Mobility Zones could be advanced into Phase 1. The Technical, Municipal, and Community Committees served as the main collaborative bodies that recommended Candidate Phase 1 Mobility Zones through their input, feedback, and overall guidance. The Task Force served as the final decision-making body that narrowed the twenty-three Mobility Zones down to the ten Phase 1 Mobility Zones for project prioritization. Figure 1 presents the basic structure of how information flows through the bodies discussed in the following section.

Table 8: Committee Information.

Name	Number of Committees	Number of Members	Member Composition	Frequency of Meetings	*Primary Role/Function
Community Committees	Five (5)	Six (6) per committee	Community leaders, CBOs, and residents/workers in the county	Every three (3) months	Provide input and rank the Mobility Zones
Municipal Committee	One (1)	~Twenty (20)	Staff from local jurisdictions	Every three (3) months	Provide input and recommendations for the selection of the Phase 1 Mobility Zones
Technical Committee	One (1)	~Twenty (20)	Representatives from transit and planning agencies, Caltrans, utility companies, etc.	Every three (3) months	Provide input and recommendations for the selection of the Phase 1 Mobility Zones
Task Force	One (1)	Seven (7)	One member from each of the committees and non-voting members of the project team	Every three (3) months	Final decision-making body

*Primary role/function regarding the selection of the Phase 1 Mobility Zones.

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Figure 13: Mobility Zone Decision-Making Structure.

Local Partners

The project team, consisting of SACOG and Steer staff, engaged with local partners throughout the Mobility Zone selection process to align project goals with local priorities. Local partners provided data resources, information on current initiatives, and input on how the Mobility Zone boundaries should be shaped.

3a. Community Committees

During the fourth round of Community Committee meetings in January 2025, the committee members utilized rank-choice voting to determine the top priority Mobility Zones in their respective counties that should be considered for Phase 1 Mobility Zones. This voting resulted in the identification of twelve Phase 1 Mobility Zone Candidates.

3b. Municipal and Technical Committees

Municipal and Technical Committee members then reviewed the Phase 1 Mobility Zone Candidate list, as well as the Zone profiles and Community Committee input to provide additional information about the selection of Phase 1 Mobility Zones. This process resulted in the inclusion of an additional four Zones in the Phase 1 Mobility Zone Candidates.

3c. Task Force

The Task Force was then presented with the twelve Phase 1 Mobility Zone Candidates put forth by the Community Committees and was asked to rank eleven of them to identify one Mobility Zone for each county. South Yuba City was omitted from ranking and automatically selected as the Phase 1 Mobility Zone for Sutter County, as it was the only Zone recommended by the Yuba/Sutter Committee for Sutter County.

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The Task Force then completed a second round of ranked-choice voting, which included three additional Mobility Zones recommended by the Municipal and Technical Committees, to select the remaining four Phase 1 Mobility Zones.

Step 4: Draft Phase 1 Mobility Zones

As a result of this process, ten Phase 1 Mobility Zones were selected.

See the locations of Mobility Zones overlapped with EPCs and High Priority Score data in Figures 13-19. These Phase 1 Mobility Zones will be further refined through community and local partner engagement to draw more accurate and responsive boundaries around each Zone. The final ten Phase 1 Mobility Zones will be presented to the SACOG Board of Directors for final approval.
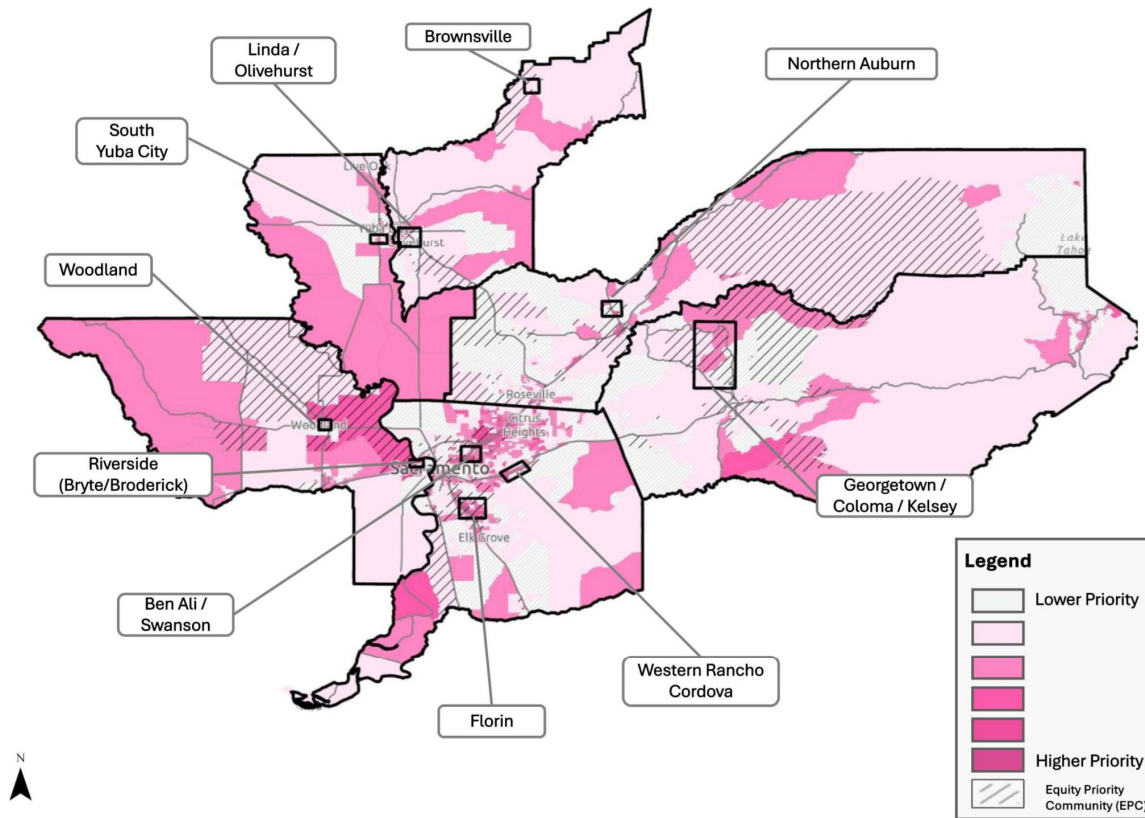
Figure 14 SACOG Selected Mobility Zones Phase 1

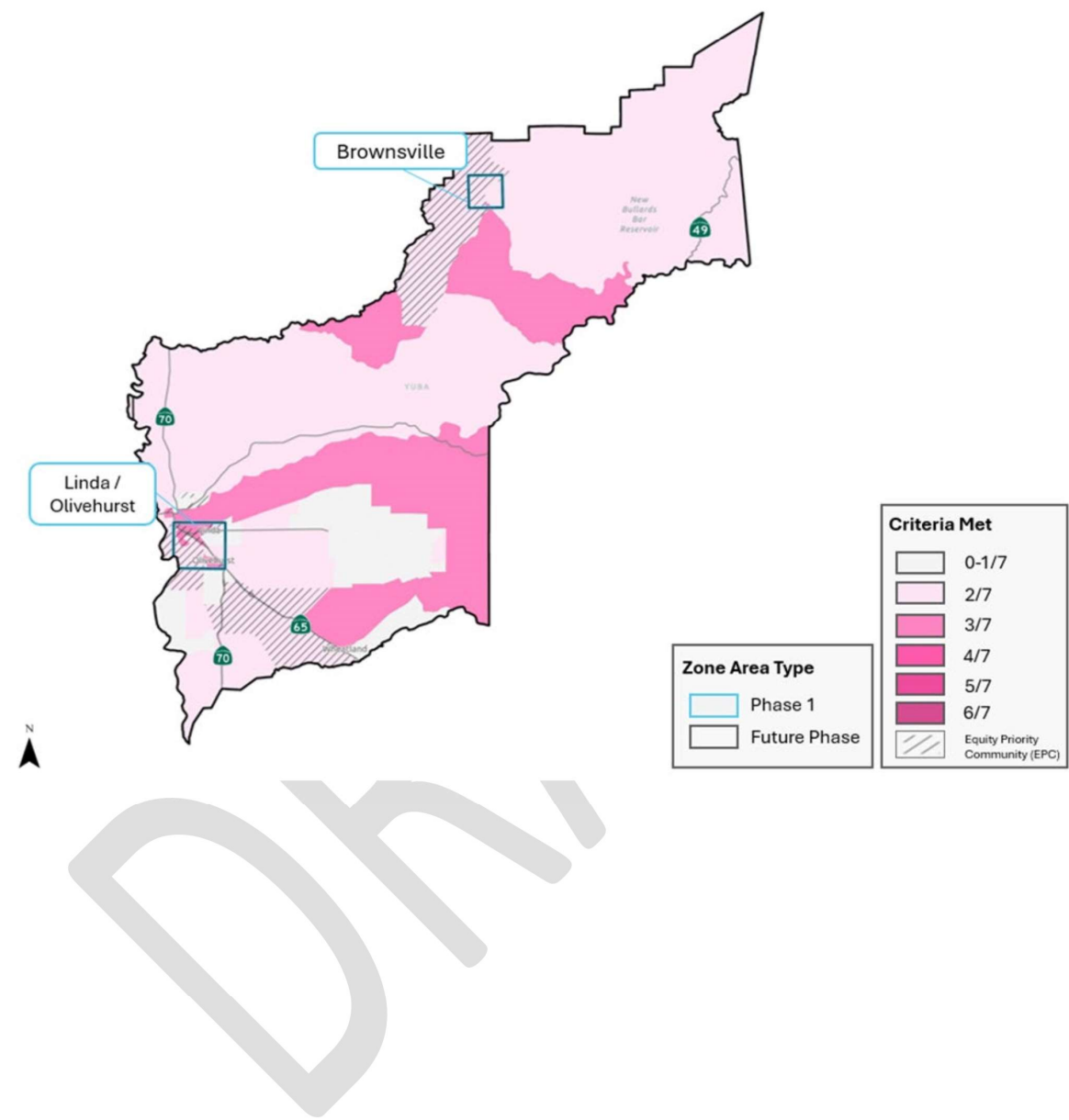steer

Figure 15 Yuba: Selected Mobility Zones

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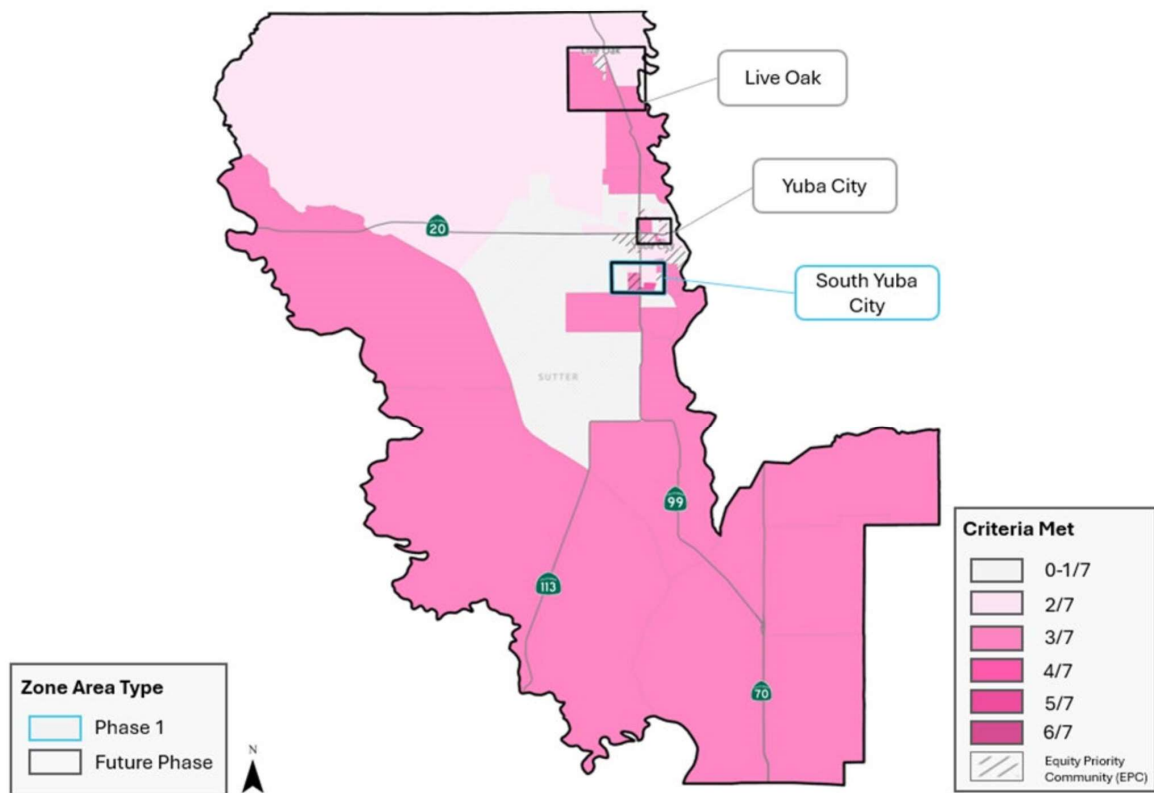**Figure 16 Sutter: Selected Mobility Zones**

Figure 17 Yolo: Selected Mobility Zones
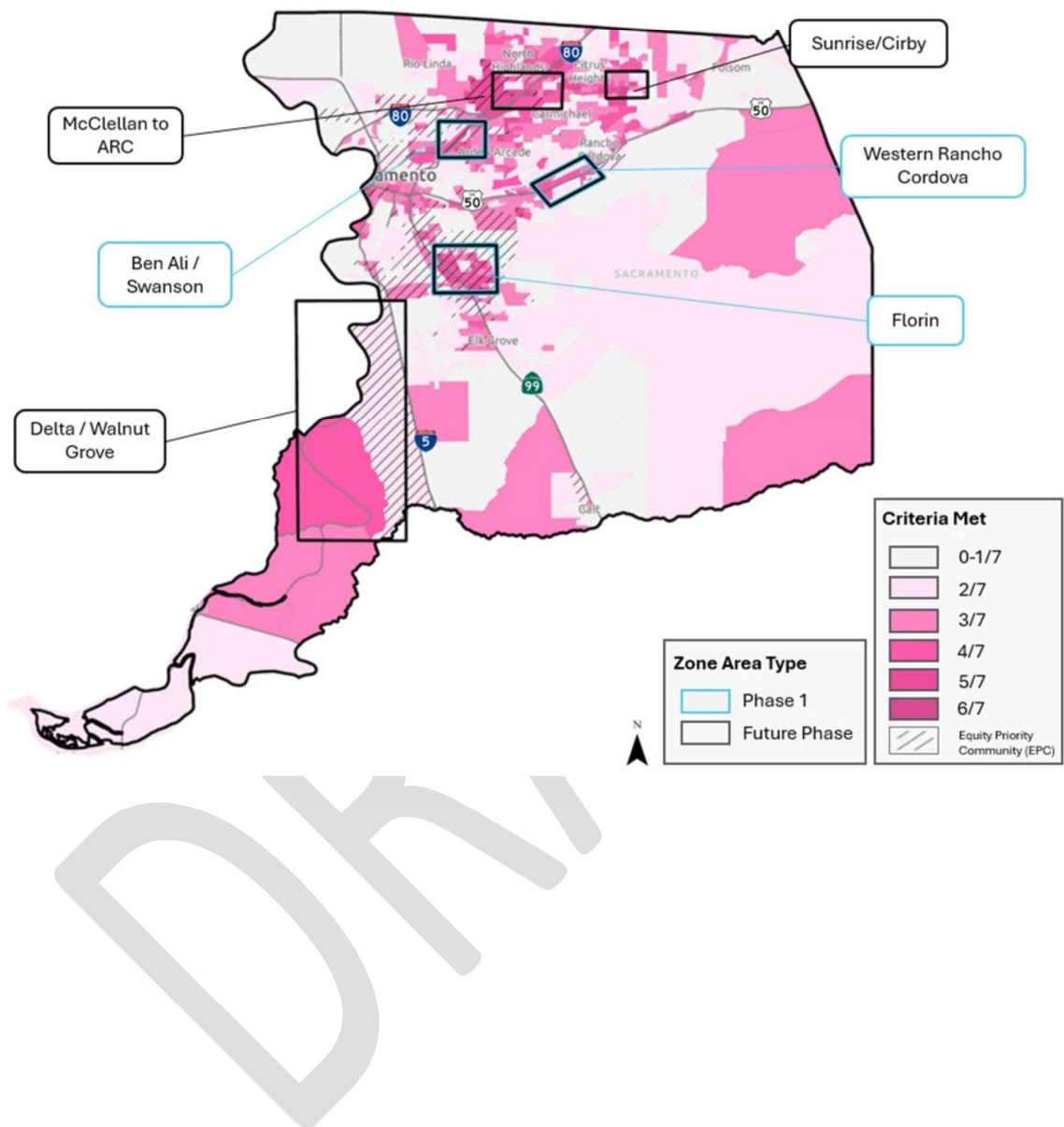
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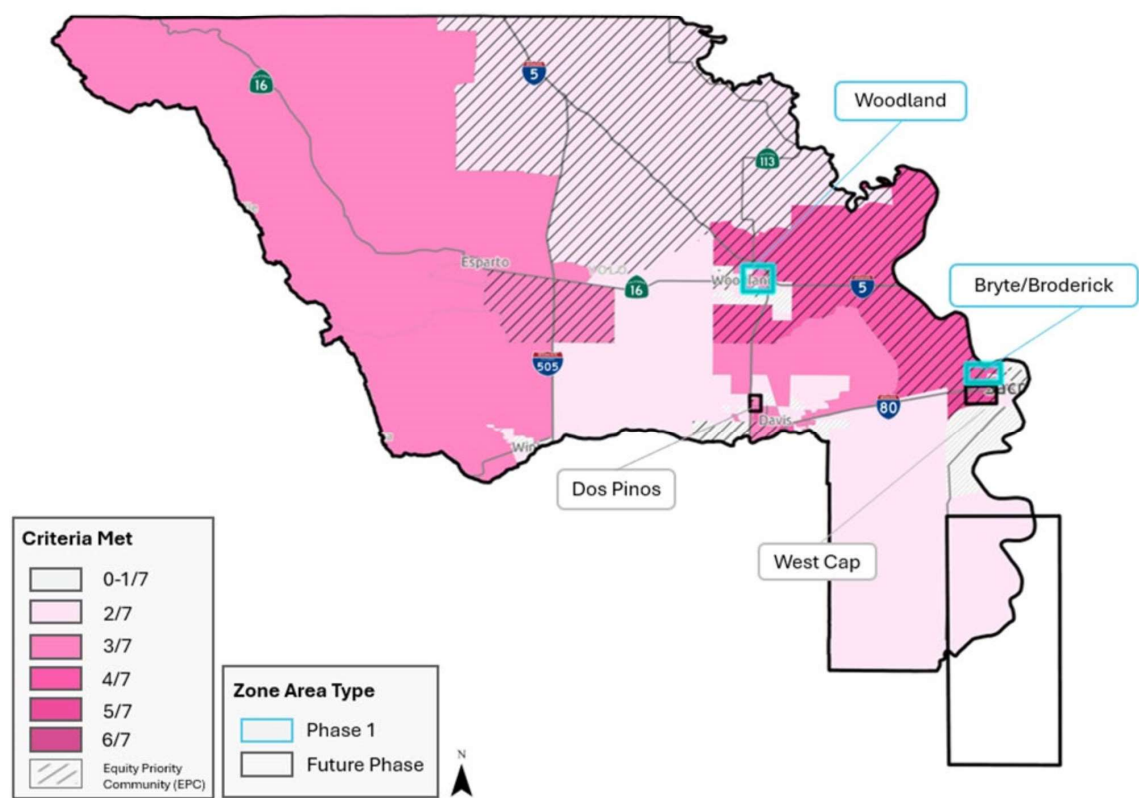
Figure 18 Sacramento: Selected Mobility Zones

Sunrise/Cirby

McClellan to ARC

Western Rancho Cordova

Ben Ali / Swanson

Florin

Delta / Walnut Grove

Criteria Met
- 0-1/7
- 2/7
- 3/7
- 4/7
- 5/7
- 6/7

Zone Area Type
- Phase 1
- Future Phase
- Equity Priority Community (EPC)

N

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Figure 19 El Dorado: Selected Mobility Zones

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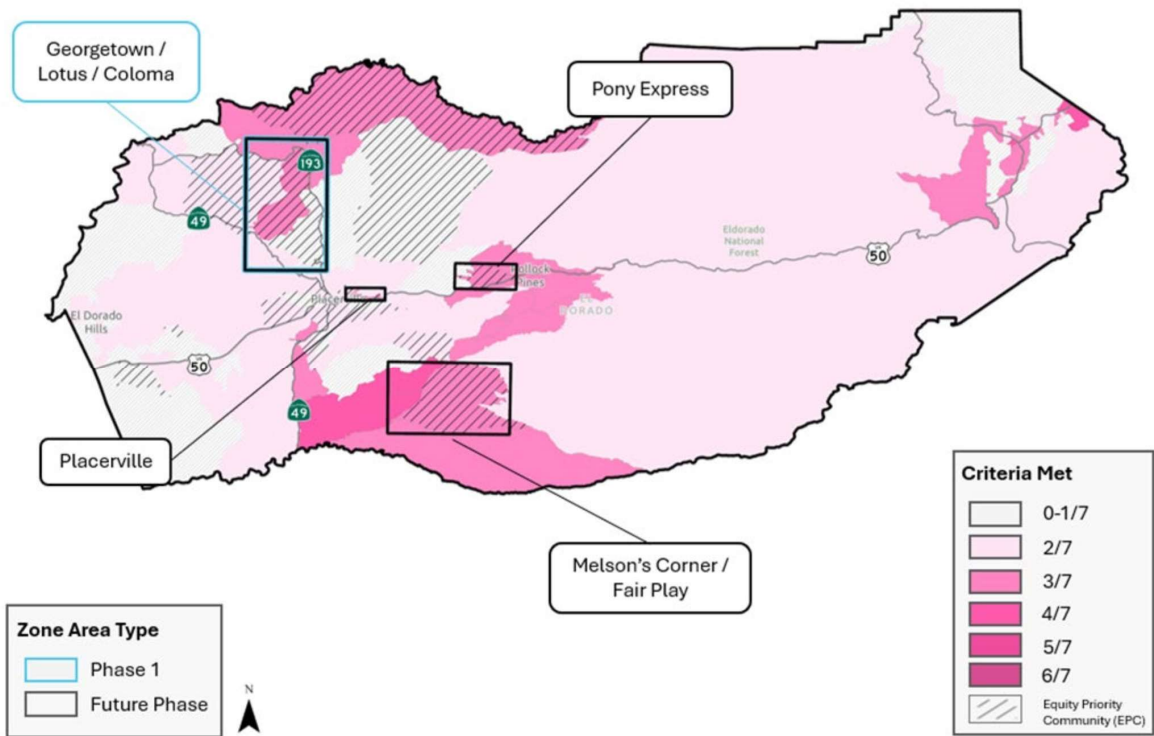
Figure 20 Placer: Selected Mobility Zones

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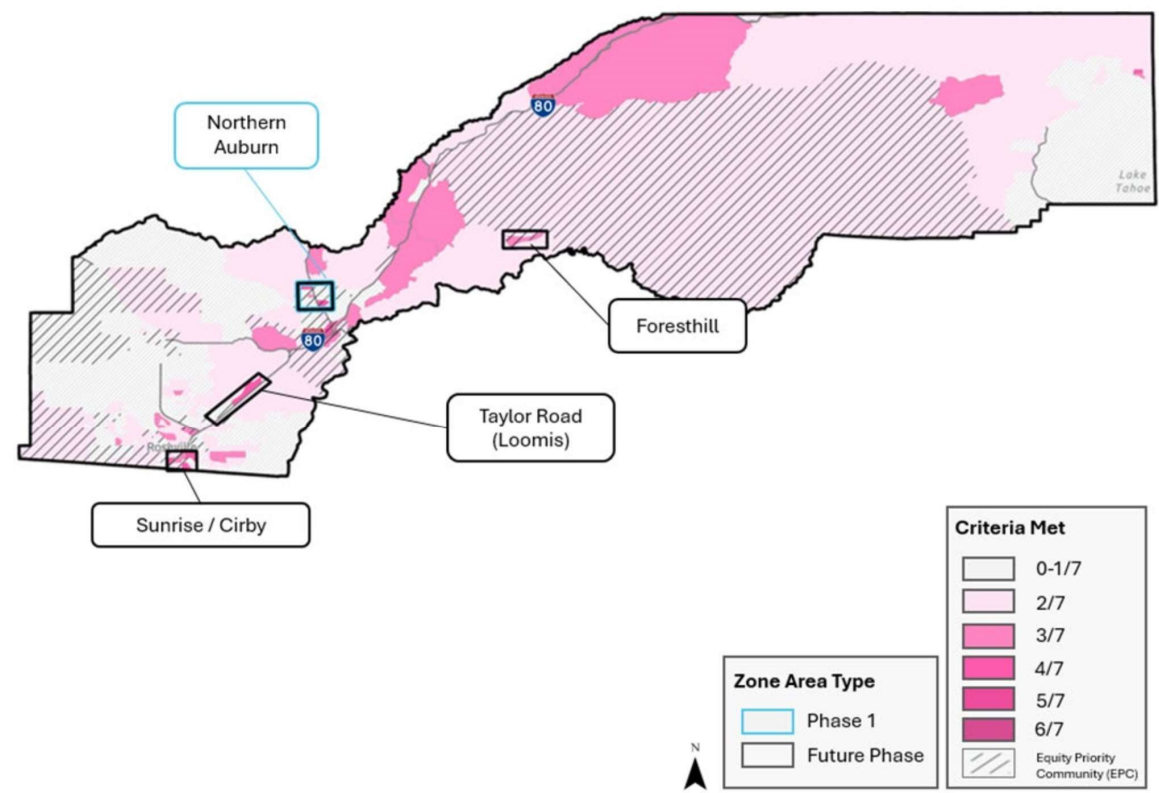
Comments on the Committee Process

Attachment F – April 2025

I am a resident of the Georgetown Divide, an unincorporated area of 115 square miles between the middle and south forks of the American River. I love living and working in nature and have made many trade-offs just so I can remain in this beautiful community.

There are many elderly, poor and disabled who moved here for the lower cost of living, but now do not have access to basic needs due to the lack of transit to buy groceries, get specialty medical care or access other services. Students walking to school or bus stops do not have safe access and are often seen running in the limited cross walks to avoid speeding cars on Hwy 193 or from Main/Wentworth Springs road. In October 2020, a young child who was using the crosswalk at Main/Wentworth Springs and Harkness on a Sunday afternoon was a victim of a hit and run and hospitalized for months.

Had this process relied solely on the transportation or planning experts, or from those who do not live in the community and see the inequities, we would never have made it on the priority list, because according to the common approach, other urban projects would have "more bang for the buck." Urban areas will always benefit from a greater number of people using the improvements, but that is exactly why rural areas remain underserved and marginalized.

The community engagement process is crucial to SACOG's work because without it, improvements that impact a greater number of people would continue to be funded...and our families would be subject to accidents because tourists may not see the stop signs at night or expect a 4-way stop in the middle of a highway. We want people to know about and stop at the now-faded cross walk at the 4-way stop and need our residents and visitors to not have to dodge speeding traffic from "up-country" or on the highway.

We appreciate SACOG's transportation and planning experts as their expertise can identify limits or challenges to particular projects, but they must remain as "standby" participants so that the community can have its say and guide the process. The important piece is that SACOG develop a "handbook" that requires community voice FIRST.

Thank you for this opportunity to improve our communities.

Elisa Herrera (she, her)
Executive Director
Latino Leadership Council, Inc.
Advancing the Wellness & Leadership Capacity of Latino Populations
www.LatinoLeadershipCouncil.org

530-333-3283

From: Fayzah Mughal <fayzah_m02@yahoo.com>
Sent: Thursday, March 13, 2025 5:34 PM
To: Justine Recio-Patel <jreciopatel@sacog.org>
Subject: Feedback on Mobility Zones Process

A traditional top-down approach to engagement involves industry lingo and catchphrases regular folks don't know the meaning of, which is what you might normally get with a hired consultant or city staff presentation. My experience on the Community Committee has been the opposite of that. Our members share real talk that pulls from different perspectives which inform our blind spots, and we do that in a kind, patient, and receptive setting. We get to be ourselves.

-Fayzah