

Appendix H: 2023 MTP/SCS Environmental Justice Analysis

Moving Equity Forward

A regional vision that can help local jurisdictions create a high quality of life at their local community levels is the core of the MTP/SCS. High quality of life has many components and is different for many people, but at the core of it is the built environment. The ability to get to work, run errands and/or go out for fun comfortably and in a timely manner by walking, biking, or taking transit has an impact on overall health and quality of life. The update of the Plan gives SACOG an opportunity to take a snapshot look with an equity lens to assess travel behavior specifically in Environmental Justice (EJ) communities from a regional perspective, what investments could be made to increase transportation choices for EJ communities.

SACOG data shows that residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. Access to infrastructure and how well it supports the needs of EJ communities can be a significant factor in their ability to access jobs, schools, and services. It is therefore important that we strive to better understand the needs of EJ communities and ensure that we are not negatively impacting them in our future planning work.

SACOG is required by law to do an Environmental Justice and Title VI analysis as part of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Through this analysis, SACOG can determine if the Plan has any disproportionate negative impacts on low-income people and/or people of color living in the region, and if the Plan has disparate impacts specifically based on race, color, or national origin. As a federally designated metropolitan transportation planning organization (MPO), SACOG is required to comply with the rules and policies set by FHWA, which outlines three main principles underlying environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income groups.

Requirements at the federal and state level for Environmental Justice and Title VI are helpful in shaping long range plans and investments that do not discriminate against different communities and as a starting point for understanding the unique needs of EJ communities. The EJ Analysis can also help in understanding how to best engage residents and promote projects and funding in communities that need it most. The information that is reflected in this analysis shows technical information, such as race and income, but it is encouraged that it be coupled with local community knowledge. While the information in this analysis should be used to understand communities, it is also important to keep in mind that this information does not tell their whole story. SACOG strives to close the gap between meeting legal requirements and the actual needs in the most vulnerable communities and residents by going beyond the specific requirements outlined by state and federal law and understanding our role as a regional agency to best support local jurisdictions. During this plan update, staff implemented best

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practices and attempted to take on equity in a more robust way, which included convening an Equity Working Group to vet ideas and receive feedback on the EJ Analysis, analysis on existing travel behaviors, updating the existing methodology for the required Environmental Justice Analysis, an accessible public workshop format, and inclusive outreach strategies.

During every MTP/SCS cycle, SACOG has taken the time to look at the previous Plan's communications and outreach strategies and how to improve to better include those that are underrepresented. In this MTP/SCS update, SACOG took a three-pronged approach to advancing our equity work:

1. Outreach and Engagement
2. Updated Environmental Justice Analysis
3. Supporting Further Analysis by Local Agencies

Outreach and Engagement

Public outreach

Outreach for the MTP/SCS was structured to be inclusive of as many people as possible, including low-income residents, communities of colors, and historically disenfranchised communities. SACOG was required to host eight meetings (one in every county and three in Sacramento due to size) and the location and times became a significant way to reach out to the community. The workshops were hosted at locations that already convened many people and when possible, focused on communities of color and lower-income residents. Aside from the workshops, residents were also able to participate through an online survey that reduced the barrier of having to attend in person to participate. The structure of the in-person workshops were also beneficial for including families with children, reaching people who would otherwise not have learned about the input process, and welcoming people with engaging activities so they could learn about the plan.

Survey participant demographics compared to Census demographics prior year surveys.

<i>Date</i>	<i>County</i>	<i>Location</i>
11-Aug	Yolo	Woodland Tomato Festival
18-Aug	Sacramento	Oak Park Farmers' Market
25-Aug	Sacramento	Elk Grove Multi-Cultural Festival
26-Aug	Yuba	Marysville Flea Market
2-Sep	Sacramento	Carmichael Farmers' Market
4-Sep	Placer	Sierra Community College
6-Sep	Sutter	Yuba City First Thursdays
8-Sep	El Dorado	Saturday Night in the Park

<i>County</i>	<i>2018 Surveys</i>	<i>2014 Surveys</i>
Yolo	93	87
Sutter	36	26
Yuba	50	24
Sacramento	586	288
Placer	94	19
El Dorado	38	22
No County	236	NA
Total Responses	1,130	653

<i>Race/Ethnicity</i>	<i>2018 Survey</i>	<i>2017 Regional Census</i>
African -American	1.7%	6%
Asian/NHI	6.1%	14%
Hispanic/Latino	9%	22%
Caucasian	61.5%	52%

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<i>Multiple</i>	6%	5%
<i>Other</i>	2.6%	0%
<i>Decline to State</i>	13.1%	Not applicable

<i>Household Income</i>	<i>2018 Survey</i>	<i>2017 Regional Census</i>
<i>Less than \$15,000</i>	5.3%	10%
<i>\$15,000 - \$24,999</i>	4.5%	8%
<i>\$25,000 - \$34,999</i>	3.9%	8%
<i>\$35,000 - \$49,999</i>	8.9%	12%
<i>\$50,000 - \$74,999</i>	16.4%	17%
<i>\$75,000 - \$99,999</i>	12.4%	13%
<i>\$100,000 - \$149,000</i>	20.6%	17%
<i>\$150,000 - \$199,999</i>	8.9%	8
<i>More then \$200,000</i>	6.8%	8
<i>Decline to State</i>	12.3%	Not Applicable

<i>Gender</i>	<i>2018 Surveys</i>	<i>2017 Regional Census</i>
<i>Female</i>	59.7%	51%
<i>Male</i>	36.2%	49%
<i>Gender non-binary</i>	0.8%	NA
<i>Decline to State</i>	3.3%	NA

<i>Age</i>	<i>2018 Survey</i>	<i>2017 Regional Census</i>
<i>15 to 24</i>	7%	13%
<i>25 to 34</i>	19%	14%
<i>35 to 54</i>	39%	26%
<i>55 to 64</i>	19%	13%
<i>65+</i>	15%	15%
<i>Decline to State</i>	21%	NA

Equity Working Group

In the Summer of 2018, SACOG convened an Environmental Justice Working Group, later renamed the Equity Working Group, to gather feedback on the methodology for the EJ Analysis in the plan and outreach strategies, particularly in low-income communities and communities of color. This group was funded in part by a grant from the California Endowment (see Appendix F for more information on this grant) and California Senate Bill 1 formula funds.

The Equity Group discussed the following topics over three meetings:

- Regional Economic Prosperity Strategy
- Existing MTP/SCS outreach strategies and methodology for defining EJ Communities, including terminology and definitions
- Data and definitions for the MTP/SCS EJ analysis
- Draft MTP/SCS EJ Communities map

The group also attended SACOG's Board of Directors workshop on inclusion and had a special roundtable discussion with Dr. Manuel Pastor to discuss equity efforts in the Sacramento region.

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Outreach Best Practices

SACOG is dedicated to implementing best practices for meaningful outreach and providing support and guidance to our member agencies. Best practices for meaningful outreach include: identifying and implementing strategies that resonate with the target community, reducing barriers for engagement, and being clear and transparent with outreach intentions and how the community's input will be used. SACOG has conducted webinars to help member agencies develop effective outreach plans and processes – [*Effective Public Engagement that Doesn't Break the Budget*](#).

Updated Environmental Justice Analysis

Defining Environmental Justice Areas

The first step in the EJ analysis is to define and identify Environmental Justice Areas. There are an increasing amount of funding sources available, like the Caltrans Sustainable Transportation Planning Grant Program, for projects and plans that support disadvantaged communities or regionally defined areas like SACOG's Environmental Justice areas. Building on the extensive work SACOG has done to identify these communities in the previous two MTP/SCS updates, SACOG worked with the Equity Working Group to review and refine the previous methodology for defining these areas. Through this process, SACOG updated the criteria for 'Other Vulnerabilities' to include households with one or more person with a disability. The areas of analysis were also renamed from Low Income-High Minority (LIHM) areas, as used in the 2016 MTP/SCS, to Environmental Justice (EJ) Communities. This was an important discussion and change, as communities of color will not be minorities in the future and EJ is the terminology being used more broadly now with the passage of Senate Bill 1000.

The Equity Working Group also looked at the previous plan's threshold for race and ethnicity. While there was no change to this criterion, it is important to note that the Sacramento region is highly diverse and uses a 70-percent threshold for block groups, instead of the typical 50-percent. Seventy percent was used in prior plans to best represent the Sacramento region due to 50-percent threshold including most of the region, and not adequately capturing possible disadvantages that concentrated communities of color face. Although this working group discussed the pros and cons of using the 50-percent and covering a larger area versus using 70-percent to try and narrow in on more concentrated communities of color, there was no conclusion by the group for which was preferred. Because SACOG went through extensive vetting of the EJ Communities criteria, including the 70-percent threshold for communities of color, in the 2012 MTP/SCS, this plan carries that forward.

The EJ Communities were developed with the following criteria for areas within El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba Counties, excluding the Tahoe Basin portions of El Dorado and Placer Counties:

SOURCE: 2012-2016 5-year Census ACS block group level data

CRITERIA: Block Groups are selected as EJ Communities if they are non-white race groups and/or low income and/or qualify as an "other vulnerability" area and/or are within the [CalEnviroScreen 3.0](#) identified Census Tracts.

CRITERIA DETAILS:

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1. **Race/Ethnicity:** Block groups where the Non-White and/or Hispanic resident population is 70 percent or higher; 259 block groups qualify.
2. **Low Income:** Block groups where 45 percent or more of households earn less than 200% of the federal poverty level; 429 block groups qualify.
3. **Other Vulnerabilities:** Block groups that fall within the top quintile of all regional block groups in at least four of the following six measures; 85 block groups qualify.

Other Vulnerability Measures:

- Concentration of Older Adults aged 75 or more
- Concentration of Linguistically Isolated Households
- Concentration of Single Parent Households with Children under the age of 18
- Concentration of Low Educational Attainment with Less than a High School Diploma or GED for the population aged 25 or more
- Concentration of Severely Housing Cost Burdened Households where households spend 50% or more of their income on housing costs (both renter and owner households)
- Concentration of Households with at least one person with a disability

4. **CalEnviroScreen 3.0 (CES3.0);** 151 block groups qualify:

"CalEnviroScreen is a screening tool that evaluates the burden of pollution from multiple sources in communities while accounting for potential vulnerability to the adverse effects of pollution. CalEnviroScreen ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors and prevalence of certain health conditions. Data used in the CalEnviroScreen model come from national and state sources." - The Office of Environmental Health Hazard Assessment (OEHHA)

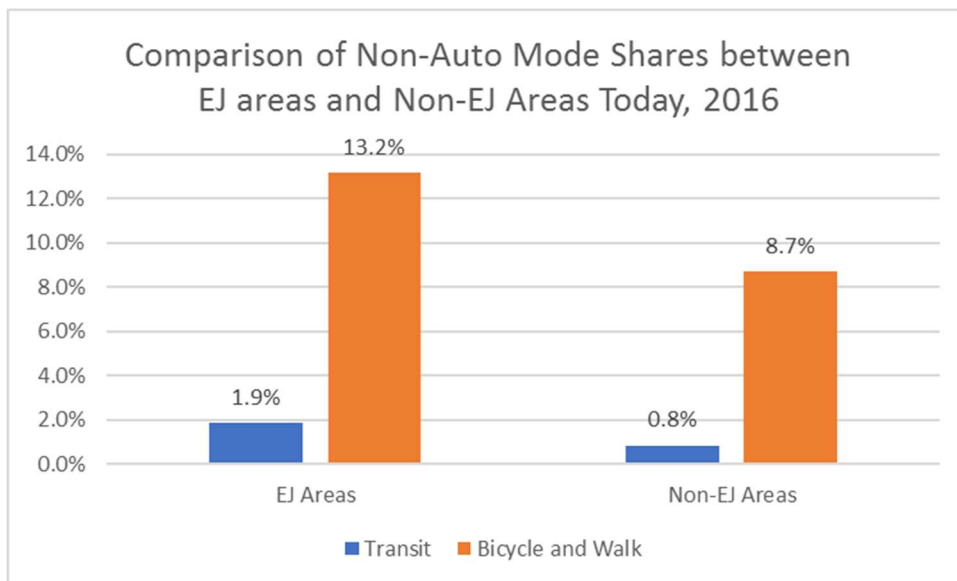
Analyzing EJ Communities in the MTP/SCS

Using the methodology above, the EJ Communities, or EJ analysis areas, were defined and shown in the map below. Key characteristics of EJ analysis areas include:

- About 38 percent of the region's population lives in the defined EJ Communities.
- People in the EJ Communities are nearly twice as likely to be classified as low income as people in other areas.
- Between the previous plan and this plan, the number of EJ block groups increased from 426 to 548.
- 429 block groups qualified as low income where 45 percent or more of the population earns 200 percent or less of the federal poverty level.
- The number of block groups in the region meeting both low-income and race and ethnicity criteria increased from 69 to 259, highlighting the increasing diversity of the region. Of those 259 block groups, 81 qualified by the diversity measure alone.

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- Households in EJ Communities tend to use transit, walking and bicycling at significantly higher rates than Non-EJ households — more than twice the rate for transit use and a 65 percent greater rate for walking and bicycling region-wide, as shown in the chart below. Part of the reason for this is because households in EJ Communities have less auto ownership or access to a vehicle. According to most recent ACS data, almost 11 percent of households in EJ Communities do not have a vehicle available, compared to about four percent of households in Non-EJ areas without a vehicle available. This also indicates that, while less than Non-EJ Communities, the large majority of EJ Area residents use personal vehicles for transportation.



Data and Analysis Limitations

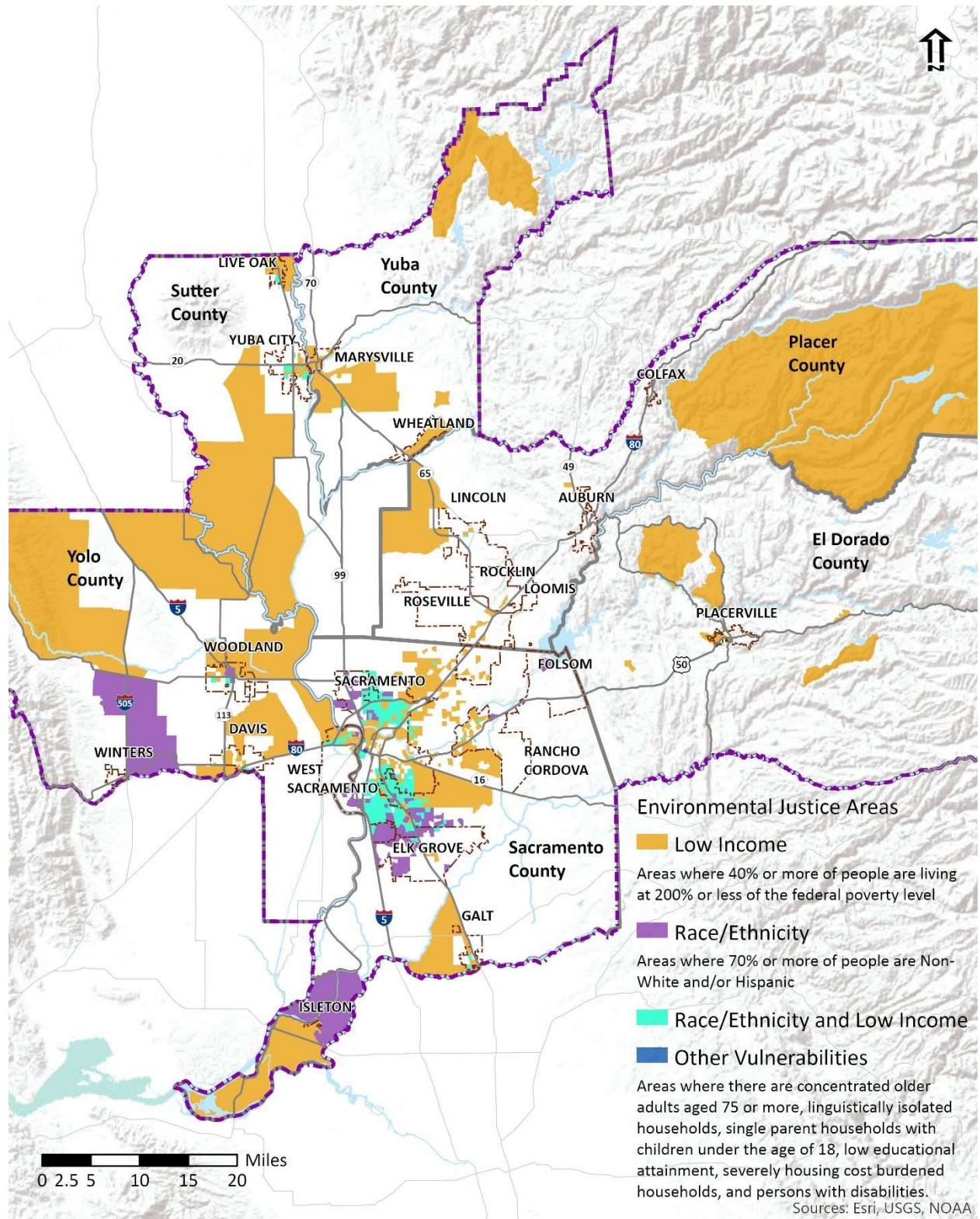
While all of the areas identified in the methodology outlined above, and shown in the map below, are included for purposes of this analysis, the data and analysis is not perfect. Except where otherwise noted, all of the data presented here is from SACOG, 2019. Some of the specific limitations will be discussed throughout the analysis discussion as needed, but there are several important caveats that apply to all the analysis, including:

- There are a number of block groups defined as EJ Communities that are ethnically diverse, but without the low-income or vulnerability characteristics that tend to predict greater needs for public transportation or other services due to income, age, household status, or transit-dependency.
- Whether areas qualify as “EJ” or “Non-EJ” depends on thresholds for block groups that quantify the residents of an area, but they are not monolithic. There are residents who do not have low incomes and/or who are not from minority groups who reside in EJ Communities. There are also low-income and minority residents who live in Non-EJ Communities.
- With its current analytical tools, SACOG is not able to predict where people of color, or low-income populations, will locate in the future. As a result, and for purposes of this analysis, SACOG assumes that the areas in the 2016 base year that qualify as EJ Communities will be the

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same in 2040. This means that SACOG analyzes performance measures for all residents of the same EJ and Non-EJ geographies in 2016 and 2040 but cannot predict with certainty that the residents of those areas will continue to have the same ethnic, racial, income and/or vulnerability characteristics in 2040 as in 2016. Since demographic projections are that the Sacramento region will continue to become more diverse, the populations living in what are now defined as EJ or Non-EJ Communities will likely be different in 2040. This continued diversification, combined with the MTP/SCS commitment to provide a full range of housing choices in sub-areas throughout the region, and reinforced by state Regional Housing Needs Allocation requirements, means that some of the MTP/SCS EJ Area analysis for later years may understate benefits or overstate impacts for future communities of color and/or low-income populations.

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	Persons per household	Households below 200% of Federal Poverty Level	White	Black	American Indian/Alaskan Native	Asian	Native Hawaiian/Other Pacific Islander	Other Race	Two or more races	Hispanic or Latino
El Dorado County										
EJ Communities	2.87	6,015	77.54%	0.06%	0.13%	0.84%	0.40%	0.00%	1.83%	19.19%
Total County	2.69	42,446	78.45%	0.87%	0.57%	4.22%	0.17%	0.11%	3.02%	15.58%
Placer County										
EJ Communities	2.39	10,829	60.97%	0.82%	0.56%	2.98%	0.39%	0.38%	2.39%	31.51%
Total County	2.68	71,761	73.80%	1.44%	0.35%	6.82%	0.15%	0.08%	3.72%	13.64%
Sacramento County										
EJ Communities	2.98	369,467	33.25%	12.71%	0.39%	18.33%	1.50%	0.58%	5.27%	27.97%
Total County	2.76	527,271	45.75%	9.52%	0.38%	15.10%	1.05%	0.37%	5.04%	22.78%
Sutter County										
EJ Communities	3.06	22,764	41.04%	2.44%	0.69%	11.20%	0.25%	0.29%	3.24%	40.85%
Total County	2.94	39,659	47.33%	1.85%	0.67%	15.14%	0.37%	0.17%	4.23%	30.25%
Yolo County										
EJ Communities	2.8	48,113	45.23%	2.44%	0.35%	13.20%	0.30%	0.17%	4.89%	33.42%
Total County	2.81	74,720	47.53%	2.21%	0.26%	13.58%	0.40%	0.19%	4.41%	31.41%
Yuba County										
EJ Communities	2.85	20,432	50.33%	3.13%	0.84%	6.55%	0.31%	0.22%	5.86%	32.77%
Total County	2.83	29,340	56.29%	3.22%	0.97%	6.30%	0.34%	0.17%	5.27%	27.44%
Region										
EJ Communities	2.94	477,620	36.80%	10.40%	0.42%	16.38%	1.23%	0.50%	5.06%	29.20%
Total Region	2.76	785,197	53.09%	6.49%	0.41%	12.60%	0.74%	0.28%	4.60%	21.79%

Source: ACS

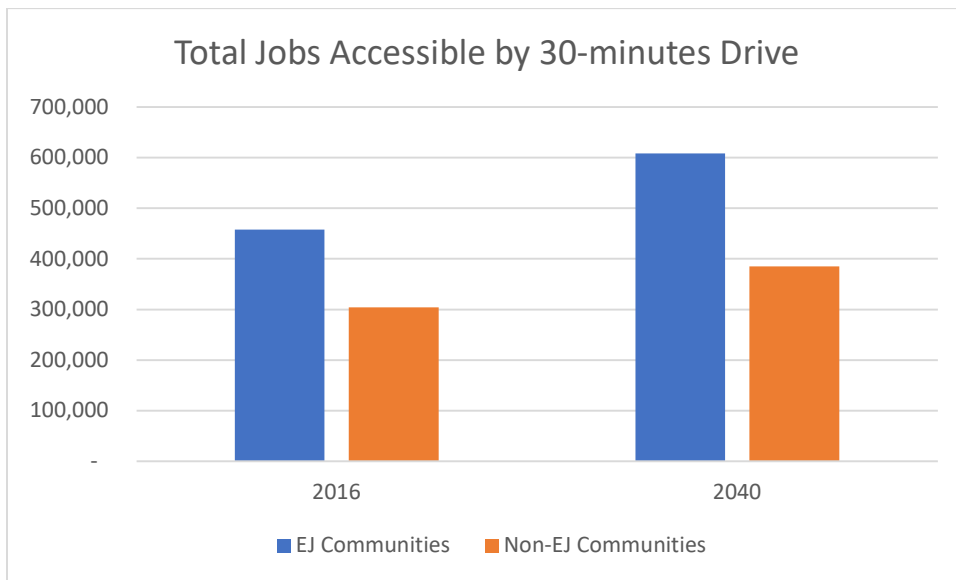
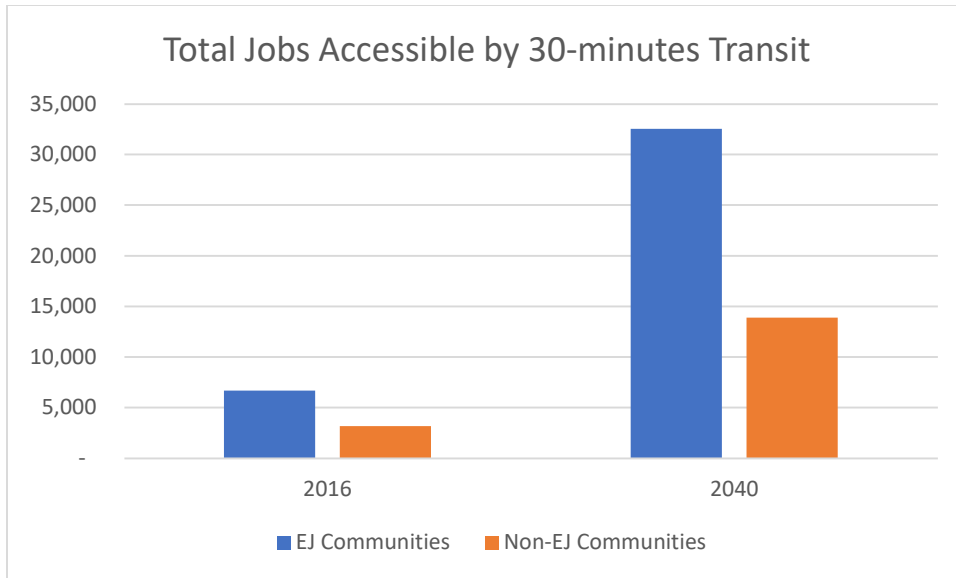
Transportation and Accessibility

The MTP/SCS complements planned land use changes with improvements in transportation options that increase residents' access to key destinations. The MTP/SCS projects significant future housing and employment growth in Centers and Corridors and Established Communities. The combination of this land use pattern and the transit investments in the MTP/SCS is expected to improve transit access to a variety of destinations over the plan period for residents of both EJ and Non-EJ Communities. This section assesses changes in transit access to a variety of destinations, including jobs, medical services, higher education, and parks. As noted earlier, a majority of EJ Community residents travel by personal vehicle to their destinations, as do a majority of Non-EJ Community residents. For this reason, this analysis also examines the effect of the MTP/SCS on access by auto from both EJ and Non-EJ Communities to key destinations. Both transit and auto accessibility performance measures use 30 minutes for travel time to allow some comparisons.

Access to Jobs

Transit access to jobs between 2016 and 2044 improves significantly for both EJ and Non-EJ Communities, though it is still a small percent of jobs that are accessible by a 30-minute transit trip. Regionwide, between 2016 and 2044, the number of jobs accessible within 30 minutes via transit increases from less than one percent to 2.4 percent in EJ Communities and from 0.3 percent to one percent in Non-EJ Communities. Significantly more jobs are accessible by a 30-minute drive. The number of jobs accessible within a 30-minute drive increases by 33 percent for EJ Communities, and by 27 percent for non-EJ Communities.

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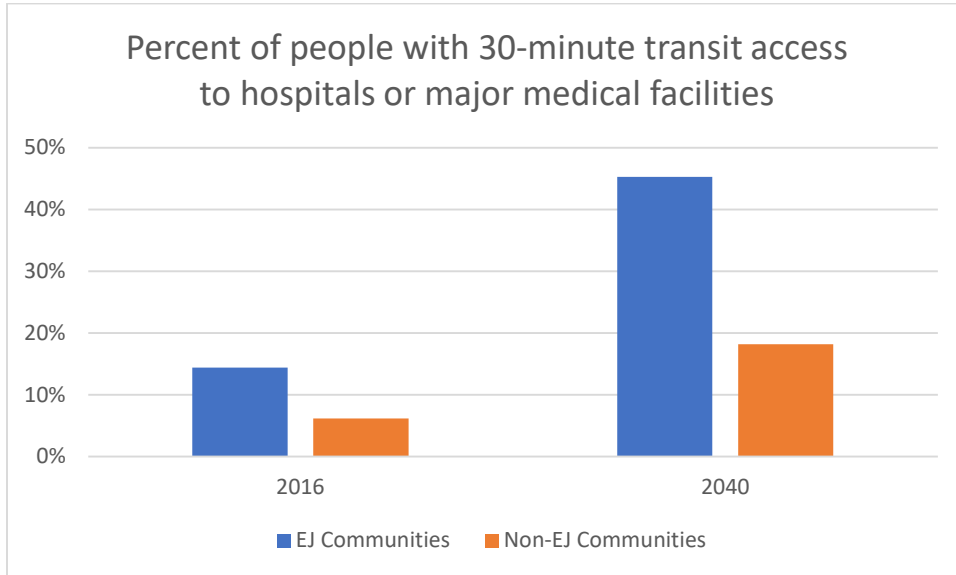


Access to Medical Services

SACOG analyzed what percentage of the population has access to a medical facility. For this analysis, medical facility is narrowly defined as an existing hospital or major medical office complex. SACOG recognizes the limitations with this measure. The measure used in this EJ analysis is access to a major-medical facility, rather than to medical services. It is currently not possible to measure or forecast each resident's access to medical services due to the range of providers available, the fact that residents may or may not have an applicable health or dental insurance plan for a nearby facility, and/or be able to afford co-pays or direct fees for service.

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Nearly all residents, 99 percent, can access a medical facility by a 30-minute drive. Very few can access these major-medical centers by a 30-minute transit trip. However, transit access to medical facilities significantly increases for EJ Communities by 2044.

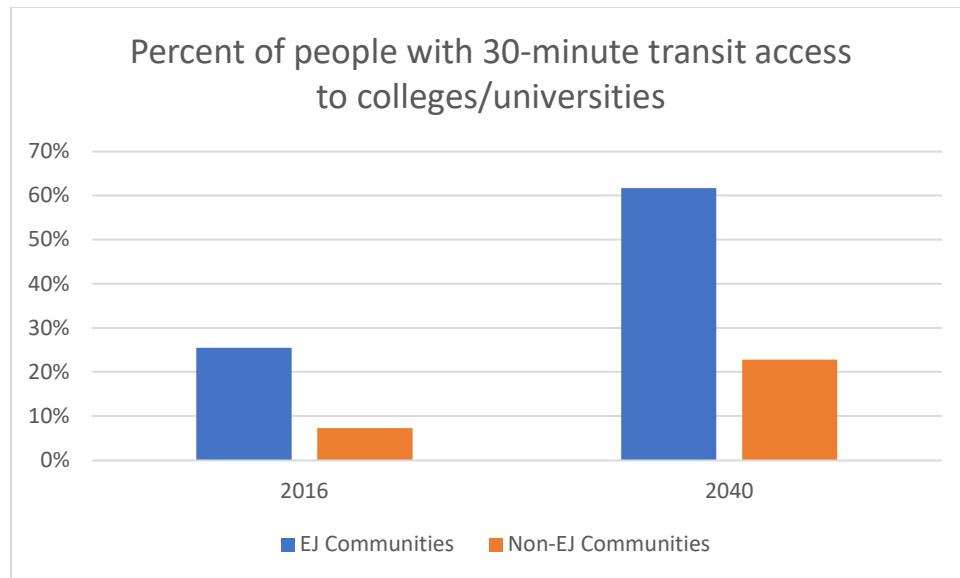


Access to Higher Education

Access to higher education is an important stepping stone to careers and employment for many of the region's EJ and Non-EJ Community residents. For this analysis, higher education is defined as public universities and colleges, including all the region's community colleges and satellite campuses (but not adult schools, GED, remediation, or vocational training programs that serve targeted populations). Similar to the previous measure, this is not a perfect measure, but is a starting point for understating higher education attainment.

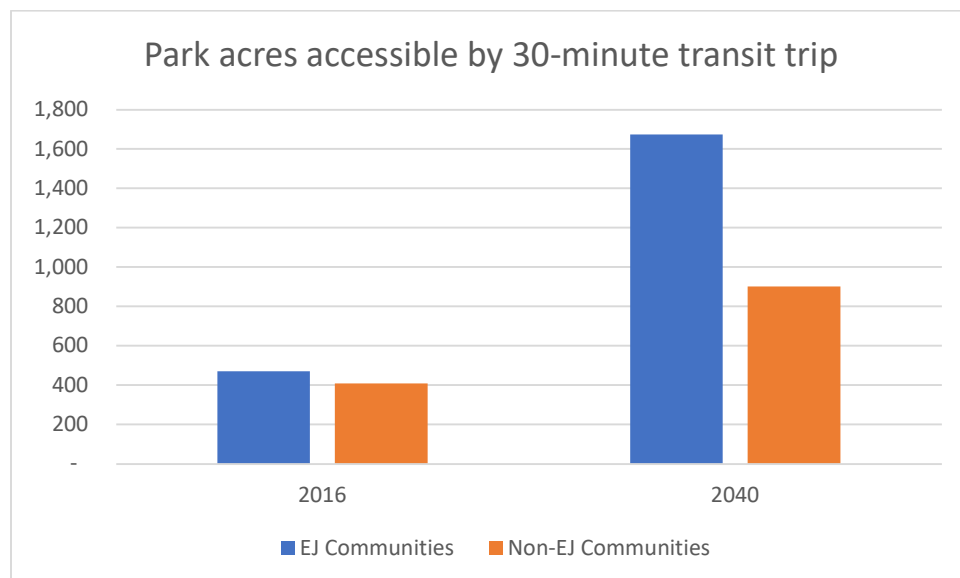
Like medical facilities, nearly all residents can access a higher education institution by a 30-minute car trip. Access via transit is significantly limited, though it does improve by 2044.

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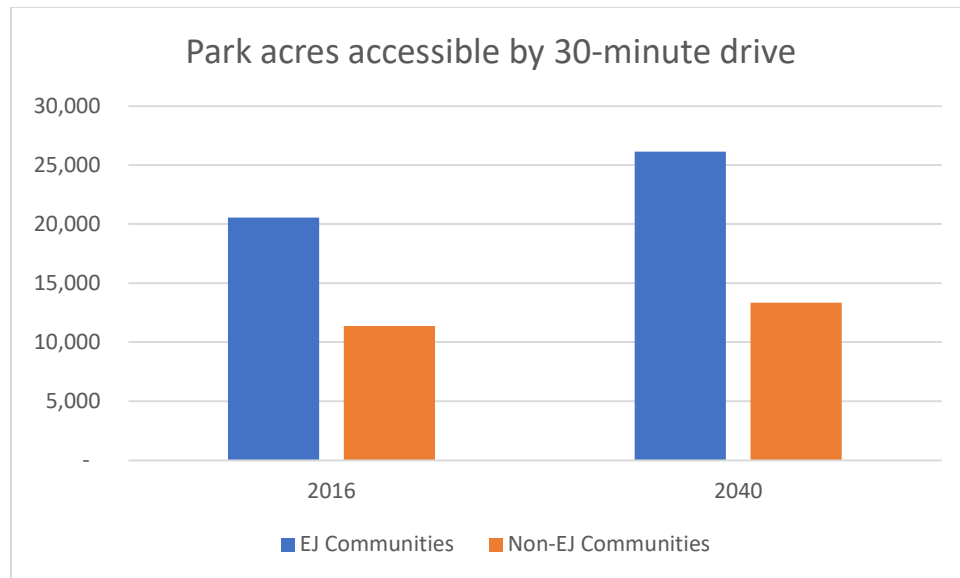


Access to Parks

Access to parks is a marker for recreation opportunities and can help indicate quality of physical spaces. Parks vary in size, from small neighborhood playgrounds to large regional parks. Park amenities and conditions also vary, such as the presence of a community or recreational center in the park, or problems with vandalism or crime that deter use. SACOG's methodology measures access to the number of park acres, but doesn't account for the number, type, or condition of parks the average person in EJ and Non-EJ Communities can access. While more park acres are accessible by car than transit today and the future, park acres accessible by transit from EJ Communities is the largest increase in access.



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Air Quality

The California Air Resources Board in 2005 developed guidance stating that “sensitive receptors” (homes, schools, day care centers, parks, hospitals, etc.) be located outside a 500-foot buffer of major roadways, defined as freeways or urban roads with traffic volumes of 100,000 or more vehicles per day or rural roads with 50,000 or more vehicles per day. Today, roughly two percent of the region’s population live within 500-foot buffer areas. EJ communities are slightly higher at three percent. SACOG recognizes that this is an imperfect measure for health and that there is a longstanding tension between infill development and public health.

There are tradeoffs between the health benefits and risks of siting new residential development in infill areas near transit, which often runs on major roadway corridors. Risks of exposure to toxic air contaminants from proximity to freeways and major roadways may need to be weighed along with such benefits as better transit access to health care, lower transportation costs that leave more money for medical care, and new higher quality housing and increased physical activity for residents that can help improve health. State and federal agencies provide points in competitive housing funding programs for affordable home developments near frequent transit, recognizing that lower income residents tend to be more transit-dependent. Additionally, increasingly cleaner vehicles are reducing some of the health risks from air contaminants. Best practices also exist to mitigate risks, such as siting residences and sensitive receptors furthest away from the roadway, reducing windows facing the freeway or major roadway, installing HVAC systems and planting trees that filter out air contaminants, etc.

Physical Activity

SACOG assessed the number of people in the region who get at least 30 minutes of physical activity from active modes of transportation, defined as bike trips, walk trips, and the walk component of transit trips (i.e., walking to and from the transit station/stop on either end of the trip). The measure only looks at physical activity from transportation itself and does not capture other ways residents may reach the

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recommended 30-minute threshold, such as going to a gym, participating in organized sports, recreational walking or biking, or doing household chores or yardwork.

This active transportation measure shows that the land use patterns combined with plan investments in transit and bicycle/pedestrian infrastructure result in increases in use of active transportation modes and minutes of physical activity that outpace population growth. This increase in active transportation is especially apparent in EJ Communities: by the horizon year of the plan, residents of EJ Communities who meet recommended physical activity levels just by how they commute and travel through the region increase by 63 percent. By 2040, through using active transportation modes, 15 percent of all people living in EJ Communities surpass the threshold of 30 minutes of physical activity most days, and 9 percent of individuals in non-EJ Communities. Of course, as noted earlier, part of the reason that people living in EJ Communities have a higher percentage of active transportation is out of necessity in some cases.

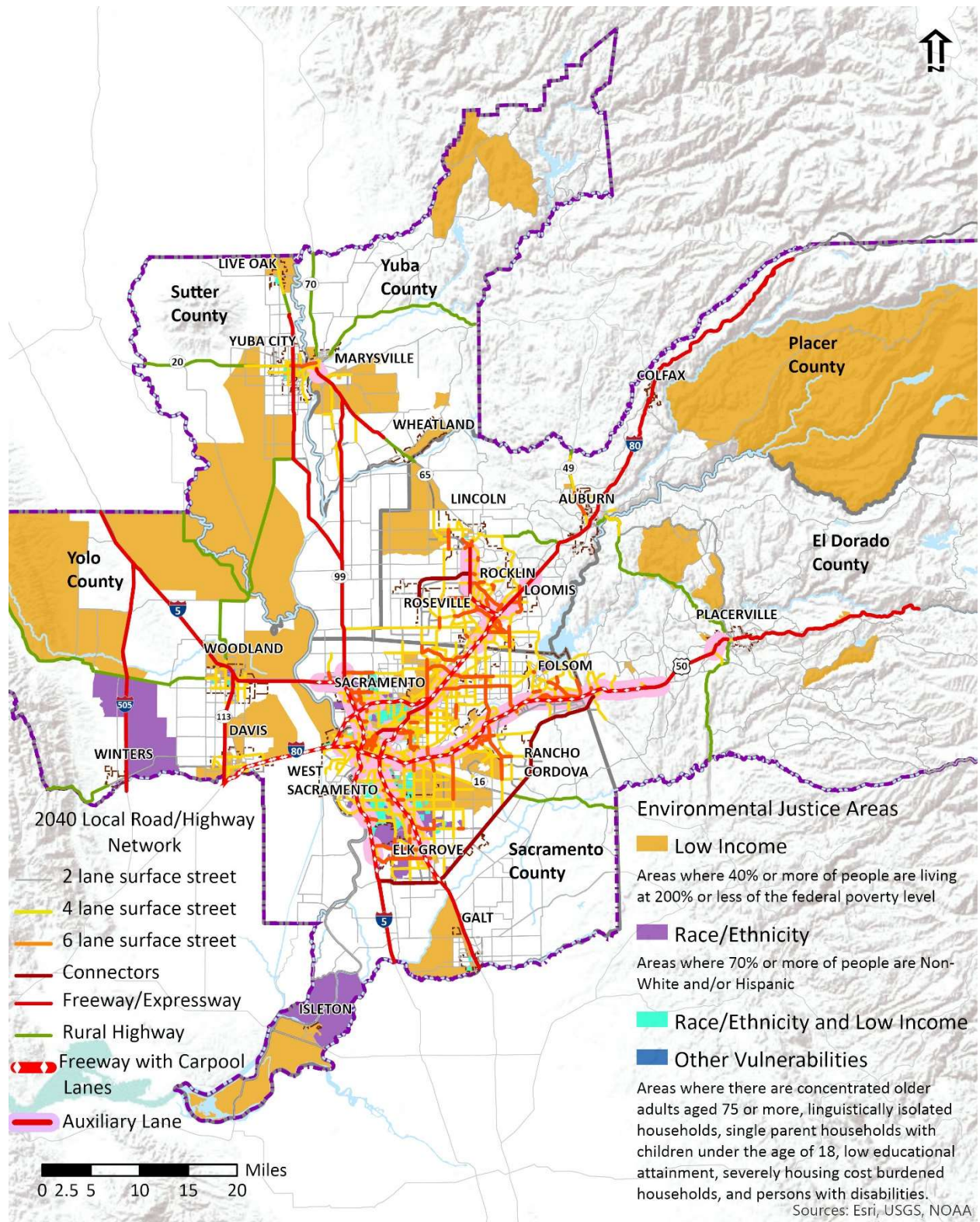
	EJ Communities			Non-EJ Communities		
	2016	2044	Increase	2016	2044	Increase
Population	890,257	1,103,706	24%	1,486,054	1,893,126	27%
People with over 30 mins. of active transportation	102,416	167,297	63%	111,844	161,439	44%
% with over 30 mins. of active transportation	12%	15%		8%	9%	

Transportation Projects

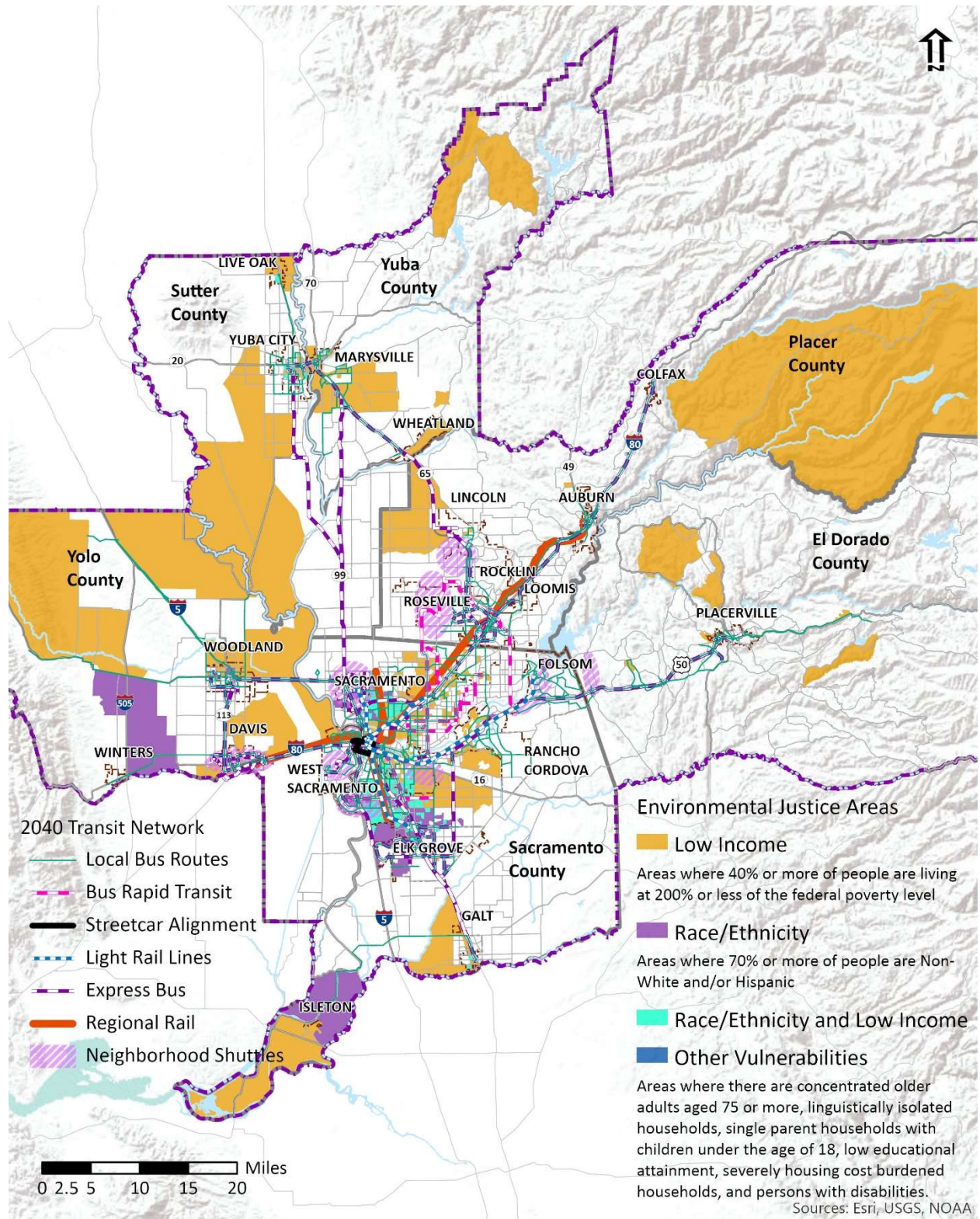
Perhaps the largest benefit of transportation projects is accessibility, which is evaluated above to the extent possible. It is more difficult to measure the benefit of a transportation project based on a resident's physical proximity to the project. Additionally, some transportation projects are not able to be mapped in the MTP/SCS (e.g., road maintenance projects and bus replacements). However, below are maps showing the transit and road projects that can be mapped and their relationship to the EJ Communities. It should be noted that just because a project is within an EJ Community, does not mean it will always serve the residents living there. Planners should take a holistic approach to project analysis. A holistic approach includes, but is not limited to: considering barriers such as cost of access, social or cultural barriers; inclusion in the planning process; and the real and perceived negative impacts of transportation improvement projects (e.g., gentrification and displacement).

SACOG encourages member agencies to consider all current and future users in the planning, construction, operation, and maintenance of any transportation projects contained in this plan. Maps illustrating the MTP/SCS transportation projects and a sample list of the road projects in EJ communities are provided below.

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Jurisdiction	Example Project Spatially Located in EJ Area	Cost
El Dorado County	Class II bike lanes on Bass Lake Road	\$1,500,000
Placer County	Signals and safety improvements on State Route 49	\$5,705,100
Sacramento County	Florin Road Safety Improvements	\$3,637,400
Sutter County	Tisdale Rd – New 2-lane bridge	\$2,221,250
Yolo County	County Road 98 Safety & Bicycle Improvement – Phase 2	\$15,600,000
Yuba County	Fleming & 9 th Ave Safe Routes to School	\$11,450,000
City of Auburn	SR49 Signalizations/Improvements	\$5,705,100
City of Citrus Heights	Auburn Blvd. Complete Streets – Phase 4	\$20,000,000
City of Davis	Providing Safe Passage: Connecting Olive Dr & Montgomery Elementary	\$4,300, 000
City of Elk Grove	Laguna Creek Trail & Bruceville Rd Sidewalks	\$2,309,000
City of Folsom	East Natoma Street Widening	\$3,150,000
City of Lincoln	Lincoln Blvd. Streetscape Improvement Project – Phase 3	\$1,469,458
City of Live Oak	Live Oak Community Trail	\$885,000
City of Marysville	Marysville Bicycle & Pedestrian Improvement	\$583,000
City of Placerville	Placerville Drive Bicycle & Pedestrian Facilities	\$11,100,000
City of Rancho Cordova	Routier Rd. Cycle Track Improvements	\$500,000
City of Rocklin	Pacific St. at Rocklin Rod. Roundabout	\$2,707,607
City of Roseville	Dry Creek Greenway Trail	\$11,790,629
City of Sacramento	Stockton Blvd. Mobility Project	\$100,000,000
City of West Sacramento	West Capitol Ave. Streetscape Improvements – Phase 3	\$12,420,000
City of Wheatland	C Street Resurfacing	\$280,000
City of Winters	Complete Street Improvements Grant Ave./State Rte 128/Russell Blvd.	\$20,919,000
City of Woodland	East Main St. Improvements	\$3,416,000
City of Yuba City	Bridge Street Widening	\$9,393,543

Supporting Equity Work

Environmental Justice Fact Sheets

As previously described, the EJ Analysis is an important base line approach to understanding the residents of the Sacramento region and their transportation needs. Senate Bill 1 pass through formula funds enabled SACOG to take a closer look at transportation trends in each of SACOG’s member cities and counties. Staff looked at demographics and trips in each city and county (including unincorporated areas), split between EJ and non-EJ Communities. The resulting “EJ Fact Sheets” can be one resource for local agencies as they consider the infrastructure needs of their communities. However, as noted throughout this document, data and analysis alone cannot tell the whole story, especially when assessing mobility and accessibility. For example, the availability of a bus and hospital within 30-minutes does not consider language, income, and other social barriers to taking the bus or the language, income, cultural, and social barriers to accessing the hospital, let alone having insurance, the right medical group, etc. that is needed to access the care. As such, the fact sheets will be most effective when paired with additional research and outreach within specific communities.