Appendix H: 2020 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
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 the 2020 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.

Of note is that in 2018 1,130 surveys were completed, resulting in 42% more survey responders than in 2014.
Environmental Justice Analysis Appendix

Survey participant demographics compared to Census demographics prior year surveys.

<table>
<thead>
<tr>
<th>Date</th>
<th>County</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-Aug</td>
<td>Yolo</td>
<td>Woodland Tomato Festival</td>
</tr>
<tr>
<td>18-Aug</td>
<td>Sacramento</td>
<td>Oak Park Farmers’ Market</td>
</tr>
<tr>
<td>25-Aug</td>
<td>Sacramento</td>
<td>Elk Grove Multi-Cultural Festival</td>
</tr>
<tr>
<td>26-Aug</td>
<td>Yuba</td>
<td>Marysville Flea Market</td>
</tr>
<tr>
<td>2-Sep</td>
<td>Sacramento</td>
<td>Carmichael Farmers’ Market</td>
</tr>
<tr>
<td>4-Sep</td>
<td>Placer</td>
<td>Sierra Community College</td>
</tr>
<tr>
<td>6-Sep</td>
<td>Sutter</td>
<td>Yuba City First Thursdays</td>
</tr>
<tr>
<td>8-Sep</td>
<td>El Dorado</td>
<td>Saturday Night in the Park</td>
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<table>
<thead>
<tr>
<th>Race/Ethnicity</th>
<th>2018 Survey</th>
<th>2017 Regional Census</th>
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<tbody>
<tr>
<td>African-American</td>
<td>1.7%</td>
<td>6%</td>
</tr>
<tr>
<td>Asian/NHI</td>
<td>6.1%</td>
<td>14%</td>
</tr>
<tr>
<td>Hispanic/Latino</td>
<td>9%</td>
<td>22%</td>
</tr>
<tr>
<td>Caucasian</td>
<td>61.5%</td>
<td>52%</td>
</tr>
<tr>
<td>Multiple</td>
<td>6%</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>2.6%</td>
<td>0%</td>
</tr>
<tr>
<td>Decline to State</td>
<td>13.1%</td>
<td>Not applicable</td>
</tr>
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<table>
<thead>
<tr>
<th>Gender</th>
<th>2018 Surveys</th>
<th>2017 Regional Census</th>
</tr>
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<tbody>
<tr>
<td>Female</td>
<td>59.7%</td>
<td>51%</td>
</tr>
<tr>
<td>Male</td>
<td>36.2%</td>
<td>49%</td>
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<tr>
<td>Gender non-binary</td>
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<td>NA</td>
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<tr>
<td>Decline to State</td>
<td>3.3%</td>
<td>NA</td>
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<table>
<thead>
<tr>
<th>Household Income</th>
<th>2018 Survey</th>
<th>2017 Regional Census</th>
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<tr>
<td>Less than $15,000</td>
<td>5.3%</td>
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</tr>
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<td>$15,000 - $24,999</td>
<td>4.5%</td>
<td>8%</td>
</tr>
<tr>
<td>$25,000 - $34,999</td>
<td>3.9%</td>
<td>8%</td>
</tr>
<tr>
<td>$35,000 - $49,999</td>
<td>8.9%</td>
<td>12%</td>
</tr>
<tr>
<td>$50,000 - $74,999</td>
<td>16.4%</td>
<td>17%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>12.4%</td>
<td>13%</td>
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<td>$100,000 - $149,999</td>
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<td>$150,000 - $199,999</td>
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<td>More than $200,000</td>
<td>6.8%</td>
<td>8%</td>
</tr>
<tr>
<td>Decline to State</td>
<td>12.3%</td>
<td>Not Applicable</td>
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<table>
<thead>
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<tr>
<td>15 to 24</td>
<td>7%</td>
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<td>25 to 34</td>
<td>19%</td>
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<td>35 to 54</td>
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<td>55 to 64</td>
<td>19%</td>
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<tr>
<td>65+</td>
<td>15%</td>
<td>15%</td>
</tr>
<tr>
<td>Decline to State</td>
<td>21%</td>
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<table>
<thead>
<tr>
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<th>2014 Surveys</th>
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<tr>
<td>Yolo</td>
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<td>Sutter</td>
<td>36</td>
<td>26</td>
</tr>
<tr>
<td>Yuba</td>
<td>50</td>
<td>24</td>
</tr>
<tr>
<td>Sacramento</td>
<td>586</td>
<td>288</td>
</tr>
<tr>
<td>Placer</td>
<td>94</td>
<td>19</td>
</tr>
<tr>
<td>El Dorado</td>
<td>38</td>
<td>22</td>
</tr>
<tr>
<td>No County</td>
<td>236</td>
<td>NA</td>
</tr>
<tr>
<td>Total Responses</td>
<td>1,130</td>
<td>653</td>
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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 2020 MTP/SCS EJ analysis
- Draft 2020 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.

Meeting Schedule

<table>
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<tr>
<th>Date</th>
<th>Meeting Topic</th>
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<tr>
<td>June 24, 2018</td>
<td>Introduction of group; overview of the MTP/SCS, LIHM communities, and outreach</td>
</tr>
<tr>
<td>July 25, 2018</td>
<td>Overview of the EJ Analysis</td>
</tr>
<tr>
<td>August 16, 2018</td>
<td>SACOG Board Workshop &amp; Roundtable discussion with Dr. Manuel Pastor</td>
</tr>
<tr>
<td>October 2, 2018</td>
<td>Review draft 2020 EJ Communities &amp; look at potential additional analysis (final meeting)</td>
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</tbody>
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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:**

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)
Environmental Justice Analysis Appendix

- 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 2016 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.
- 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.
Environmental Justice Analysis Appendix

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 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.
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 2040 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 2040, 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.
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.
Environmental Justice Analysis Appendix

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 2040.

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 2040.
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.
Environmental Justice Analysis Appendix

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
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.

<table>
<thead>
<tr>
<th></th>
<th>EJ Communities</th>
<th></th>
<th>Non-EJ Communities</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
<td>2040</td>
<td>Increase</td>
<td>2016</td>
</tr>
<tr>
<td>Population</td>
<td>890,257</td>
<td>1,103,706</td>
<td>24%</td>
<td>1,486,054</td>
</tr>
<tr>
<td>People with over 30 mins. of active transportation</td>
<td>102,416</td>
<td>167,297</td>
<td>63%</td>
<td>111,844</td>
</tr>
<tr>
<td>% with over 30 mins. of active transportation</td>
<td>12%</td>
<td>15%</td>
<td></td>
<td>8%</td>
</tr>
</tbody>
</table>

**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.
Environmental Justice Analysis Appendix

Map of Environmental Justice Areas:
- **Low Income**: Areas where 40% or more of people are living at 200% or less of the federal poverty level.
- **Race/Ethnicity**: Areas where 70% or more of people are Non-White and/or Hispanic.
- **Race/Ethnicity and Low Income**: Areas where there are concentrated older adults aged 75 or more, linguistically isolated households, single parent households with children under the age of 18, low educational attainment, severely housing cost burdened households, and persons with disabilities.

Sources: ETS, USGS, NOAA
Environmental Justice Analysis Appendix

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

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.
Environmental Justice Communities

Environmental Justice communities are areas that have concentrated populations of one or more of the criteria listed below. Highlighting Environmental Justice areas helps planners understand broad needs across different communities to best serve them with future projects and opportunities.

- **Low Income**
- **Communities of Color**

Other Vulnerabilities Include:
- 75 years Old or Older
- Single-Parent Household
- Disability
- High Pollution Burden (Cal Enviroscreen)
- Other Vulnerability
- Linguistic Isolation
- Housing Burdened
- Educational Attainment – 25+ with Less than Diploma/GED

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

### Race Region Wide

- **White**: 53.1%
- **Hispanic or Latino**: 21.8%
- Black or African American - 6.5%
- 2+ races - 4.6%
- American Indian /Alaskan Native - 0.7%
- Asian Alone - 12.6%
- Native Hawaiian or Other Pacific Islander - 0.4%

### Race in EJ Communities

- **White**: 36.6%
- **Hispanic or Latino**: 29.2%
- Black or African American - 10.4%
- Asian Alone - 16.4%
- American Indian /Alaskan Native - 0.4%
- Native Hawaiian or Other Pacific Islander - 1.2%
- 2+ races - 5.1%
- Some Other Race - 0.5%

### Household Income Region Wide

- <$10K: 6%
- $10-25K: 14%
- $25-50K: 20%
- $50-75K: 18%
- >$75K: 43%

**Median Income**: $64,258

### Household Income in EJ Communities

- <$10K: 9%
- $10-25K: 21%
- $25-50K: 27%
- $50-75K: 17%
- >$75K: 27%

**Median EJ Income**: $46,598

### Travel Mode

- **Car**: 84.7%
- **Walk**: 90.4%
- **Bike**: 2.1%
- **Transit**: 6.7%
- **EJ**: 84.7%
- **General**: 84.7%

**Walking +50%**

**Bicycling +57%**

**Transit +132%**

Percentages above reflect the change in active transportation trips by EJ community residents when compared to other areas of the six county Sacramento region. EJ population statistics and travel characteristics are reflective of the census block groups that most closely align with jurisdiction boundaries, which are not always congruent with jurisdiction boundaries.
Environmental Justice Communities

Environmental Justice communities are areas that have concentrated populations of one or more of the criteria listed below. Highlighting Environmental Justice areas helps planners understand broad needs across different communities to best serve them with future projects and opportunities.

- **Low Income**
- **Communities of Color**

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability

- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

  - Linguistic Isolation
  - Housing Burdened
  - Educational Attainment – 25+ with Less than Diploma/GED

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

### Race in EJ Communities

- **White** 77.4%
- **Hispanic or Latino** 19.1%
  - Black or African American - 0.1%
  - Some Other Race - 0.1%
  - American Indian /Alaskan Native - 0.2%
  - Asian Alone - 0.4%
  - 2+ races - 2.1%

### Race County Wide

- **White** 78.4%
- **Hispanic or Latino** 12.3%
  - Black or African American - 0.9%

### Household Income in EJ Communities

- **$10-25K** 23%
- **$25-50K** 27%
- **$50-75K** 18%
- **>$75K** 37%
  - Median EJ Income: $47,928

### Household Income County Wide

- **$10-25K** 12%
- **$25-50K** 18%
- **$50-75K** 16%
- **>$75K** 51%
  - Median Income: $76,339

### EJ Community Proportion

- EJ Population 7%
- Remainder of Unincorporated Population 93%

### Travel Mode

- **Walking +34%**
- **Bicycling +6%**
- **Transit -13%**

**EJ Trips**

- Car: 95.7%
- Walk: 3.1%
- Bike: 1.1%
- Transit: 0.4%

**General Trips**

- Car: 96.6%
- Walk: 2.3%
- Bike: 1.1%
- Transit: 0.1%

*Car trips include both HOV (2+ people) and SOV (single passenger)*

**General trips refers to all trips that are not in EJ communities**
Environmental Justice Communities

Environmental Justice communities are areas that have concentrated populations of one or more of the criteria listed below. Highlighting Environmental Justice areas helps planners understand broad needs across different communities to best serve them with future projects and opportunities.

- **Low Income**
- **Communities of Color**
- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

EJ Community Proportion

| EJ Population 6% | Remainder of Unincorporated Population 94% |

Household Income County Wide

<table>
<thead>
<tr>
<th>Household Income</th>
<th>Unincorporated County Wide</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>Median Income: $78,989 4%</td>
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<tr>
<td>$10K - $25K</td>
<td>$25K - $50K 17% 16%</td>
</tr>
<tr>
<td>$25K - $50K</td>
<td>$50K - $75K 33% 13%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>Median Income: $78,989 30%</td>
</tr>
</tbody>
</table>

Household Income in EJ Communities

<table>
<thead>
<tr>
<th>Household Income</th>
<th>EJ Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>Median EJ Income: $44,400</td>
</tr>
<tr>
<td>$10K - $25K</td>
<td>$25K - $50K 23% 33%</td>
</tr>
<tr>
<td>$25K - $50K</td>
<td>$50K - $75K 33% 13%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>Median EJ Income: $44,400</td>
</tr>
</tbody>
</table>

Race/Income data: 2013-2017 American Community Survey Data, Travel Trips data: SACOG Travel Demand Model
Environmental Justice Communities

Environmental Justice communities are areas that have concentrated populations of one or more of the criteria listed below. Highlighting Environmental Justice areas helps planners understand broad needs across different communities to best serve them with future projects and opportunities.

- **Low Income**
- **Communities of Color**
- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability
- Linguistic Isolation
- Housing Burdened
- Educational Attainment – 25+ with Less than Diploma/GED

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

### Race in EJ Communities

- **White** 39.3%
- **Hispanic or Latino** 25.9%
- **Black or African American** 11.0%
- **Asian Alone** 6.0%
- **American Indian /Alaskan Native** 0.4%
- **2+ races** 5.5%

### Race County Wide

- **White** 53.3%
- **Hispanic or Latino** 20.8%
- **Black or African American** 8.2%
- **Asian Alone** 4.4%
- **American Indian /Alaskan Native** 0.4%
- **2+ races** 5.2%

### Household Income in EJ Communities

- **$<10K** 10%
- **$10-25K** 22%
- **$25-50K** 29%
- **$50-75K** 17%
- **$75K+** 24%

### Household Income County Wide

- **$<10K** 7%
- **$10-25K** 15%
- **$25-50K** 18%
- **$50-75K** 37%
- **$75K+** 15%

Median EJ Income: $42,182
Median Income: $53,754

### Unincorporated Population

- **Unincorporated Population**: 580,403
- **Unincorporated Sacramento County**: 5.9%
- **Remainder of Unincorporated Population**: 58%

### Unincorporated Population in EJ Communities

- **Unincorporated Population in EJ Communities**: 42%

Travel Mode

- **Car** 87.2%
- **Walk** 8.2%
- **Bike** 3.0%
- **Transit** 1.6%

**EJ Trips**

- **General Trips**

*Car trips include both HOV (2+ people) and SOV (single passenger)
**General trips refers to all trips that are not in EJ communities

Percentages above reflect the change in active transportation trips by EJ community residents when compared to other areas of the unincorporated County. EJ population statistics and travel characteristics are reflective of the census block groups that most closely align with jurisdiction boundaries, which are not always congruent with jurisdiction boundaries. County-wide statistics and characteristics are reflective of jurisdiction boundaries.
Environmental Justice Communities

Environmental Justice communities are areas that have concentrated populations of one or more of the criteria listed below. Highlighting Environmental Justice areas helps planners understand broad needs across different communities to best serve them with future projects and opportunities.

- Low Income
- Communities of Color

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability

- High Pollution Burden (Cal Enviroscreen)
- Other Vulnerability

- Linguistic Isolation
- Housing Burdened
- Educational Attainment – 25+ with Less than Diploma/GED

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

<table>
<thead>
<tr>
<th>Race/Income data: 2013-2017 American Community Survey Data, Travel Trips data: SACOG Travel Demand Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Race/Income data: 2013-2017 American Community Survey Data, Travel Trips data: SACOG Travel Demand Model</td>
</tr>
<tr>
<td>Race in EJ Communities</td>
</tr>
<tr>
<td>---</td>
</tr>
<tr>
<td>White</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
</tr>
<tr>
<td>Black or African American</td>
</tr>
<tr>
<td>Native Hawaiian or OtherPacific Islander</td>
</tr>
<tr>
<td>Asian Alone</td>
</tr>
<tr>
<td>American Indian /Alaskan Native</td>
</tr>
<tr>
<td>2+ races</td>
</tr>
<tr>
<td>Some Other Race</td>
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<table>
<thead>
<tr>
<th>Household Income County Wide</th>
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</thead>
<tbody>
<tr>
<td>Median Income: $65,525</td>
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<tr>
<td>$10-25K</td>
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<tr>
<td>$25-50K</td>
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<tr>
<td>$50-75K</td>
</tr>
<tr>
<td>&gt;$75K</td>
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<table>
<thead>
<tr>
<th>Household Income in EJ Communities</th>
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<td>Median EJ Income: $53,429</td>
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<td>$25-50K</td>
</tr>
<tr>
<td>$50-75K</td>
</tr>
<tr>
<td>&gt;$75K</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Travel Mode</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
</tr>
<tr>
<td>Walk</td>
</tr>
<tr>
<td>Bike</td>
</tr>
<tr>
<td>Transit</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EJ Trips General** Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car*</td>
</tr>
<tr>
<td>Walk</td>
</tr>
<tr>
<td>Bike</td>
</tr>
<tr>
<td>Transit</td>
</tr>
</tbody>
</table>

Percentages above reflect the change in active transportation trips by EJ community residents when compared to other areas of the unincorporated County. EJ population statistics and travel characteristics are reflective of the census block groups that most closely align with jurisdiction boundaries, which are not always congruent with jurisdiction boundaries. County-wide statistics and characteristics are reflective of jurisdiction boundaries.

Race/Income data: 2013-2017 American Community Survey Data, Travel Trips data: SACOG Travel Demand Model
Environmental Justice Communities

Environmental Justice communities are areas that have concentrated populations of one or more of the criteria listed below. Highlighting Environmental Justice areas helps planners understand broad needs across different communities to best serve them with future projects and opportunities.

- **Low Income**
- **Communities of Color**

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability

- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

- Linguistic Isolation
- Housing Burdened
- Educational Attainment - 25+ with Less than Diploma/GED

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>EJ Trips</th>
<th>General** Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car*</td>
<td>66.5%</td>
<td>22.0%</td>
</tr>
<tr>
<td>Walk</td>
<td>90.6%</td>
<td>6.7%</td>
</tr>
<tr>
<td>Bike</td>
<td>8.8%</td>
<td>1.8%</td>
</tr>
<tr>
<td>Transit</td>
<td>2.7%</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

EJ Community Proportion

| EJ Population 63% | Remainder of City Population 37% |

Household Income in EJ Communities

- <$10K: 20%
- $10-25K: 21%
- $25-50K: 21%
- $50-75K: 19%
- >$75K: 21%

Household Income County Wide

- <$10K: 10%
- $10-25K: 13%
- $25-50K: 19%
- $50-75K: 19%
- >$75K: 40%

Median Income: $58,969

Median EJ Income: $39,440

Some Other Race - 0.1%
2+ races - 3.0%
Native Hawaiian or Other Pacific Islander - 0.0%
American Indian/Alaskan Native - 0.0%
Asian Alone - 15.2%
Black or African American - 1.3%

EJ Community Proportion

Unincorporated Population: 27,516

Race/Income data: 2013-2017 American Community Survey Data, Travel Trips data: SACOG Travel Demand Model

*Car trips include both HOV (2+ people) and SOV (single passenger)

**General trips refers to all trips that are not in EJ communities

Percentages above reflect the change in active transportation trips by EJ community residents when compared to other areas of the unincorporated County. EJ population statistics and travel characteristics are reflective of the Census block groups that most closely align with jurisdiction boundaries, which are not always congruent with jurisdiction boundaries. County-wide statistics and characteristics are reflective of jurisdiction boundaries.
Environmental Justice Communities

Environmental Justice communities are areas that have concentrated populations of one or more of the criteria listed below. Highlighting Environmental Justice areas helps planners understand broad needs across different communities to best serve them with future projects and opportunities.

- **Low Income**
- **Communities of Color**

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability
- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

- Linguistic Isolation
- Housing Burdened
- Educational Attainment – 25+ with Less than Diploma/GED

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

### Race in EJ Communities

<table>
<thead>
<tr>
<th>Race</th>
<th>County Wide</th>
<th>EJ Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>55.9%</td>
<td>48.5%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>27.0%</td>
<td>32.9%</td>
</tr>
<tr>
<td>Black or African American</td>
<td>3.5%</td>
<td>8.4%</td>
</tr>
<tr>
<td>Asian Alone</td>
<td>6.9%</td>
<td>8.0%</td>
</tr>
<tr>
<td>American Indian /Alaskan Native</td>
<td>1.1%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander</td>
<td>0.4%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Some Other Race</td>
<td>0.2%</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

### Household Income County Wide

<table>
<thead>
<tr>
<th>Income Range</th>
<th>EJ Communities</th>
<th>County Wide</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>6%</td>
<td>10.0%</td>
</tr>
<tr>
<td>$10-25K</td>
<td>18%</td>
<td>23%</td>
</tr>
<tr>
<td>$25-50K</td>
<td>27%</td>
<td>29%</td>
</tr>
<tr>
<td>$50-75K</td>
<td>20%</td>
<td>20%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>33%</td>
<td>27%</td>
</tr>
</tbody>
</table>

### Household Income in EJ Communities

<table>
<thead>
<tr>
<th>Income Range</th>
<th>EJ Communities</th>
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</thead>
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<tr>
<td>&lt;$10K</td>
<td>9%</td>
</tr>
<tr>
<td>$10-25K</td>
<td>27%</td>
</tr>
<tr>
<td>$25-50K</td>
<td>29%</td>
</tr>
<tr>
<td>$50-75K</td>
<td>18%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>17%</td>
</tr>
</tbody>
</table>

### Unincorporated Population

- Hispanic or Latino: 32.9%
- White: 48.5%
- Black or African American: 8.4%
- Asian Alone: 8.0%
- American Indian /Alaskan Native: 1.0%
- Native Hawaiian or Other Pacific Islander: 0.8%
- Some Other Race: 0.9%

### Percentages

- Walking: +59%
- Bicycling: +62%
- Transit: +305%

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**Environmental Justice Communities**

Environmental Justice communities are areas that have concentrated populations of one or more of the criteria listed below. Highlighting Environmental Justice areas helps planners understand broad needs across different communities to best serve them with future projects and opportunities.

- **Low Income**
- **Communities of Color**
- **Other Vulnerabilities**

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability
- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**
  - Linguistic Isolation
  - Housing Burdened
  - Educational Attainment – 25+ with Less Than Diploma/GED

**Getting Around**

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

**Race City Wide**

- **White**: 85.2%
- **Hispanic or Latino**: 9.2%

**Race in EJ Communities**

- **White**: 62.1%
- **Hispanic or Latino**: 14.0%

**Household Income City Wide**

<table>
<thead>
<tr>
<th>Income Level</th>
<th>EJ Population</th>
<th>Remainder of City Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>4%</td>
<td>96%</td>
</tr>
<tr>
<td>$10-25k</td>
<td>15%</td>
<td>85%</td>
</tr>
<tr>
<td>$25-50k</td>
<td>24%</td>
<td>76%</td>
</tr>
<tr>
<td>$50-75k</td>
<td>19%</td>
<td>61%</td>
</tr>
<tr>
<td>$75K+</td>
<td>38%</td>
<td>39%</td>
</tr>
</tbody>
</table>

Median Income: $57,289

**Household Income in EJ Communities**

<table>
<thead>
<tr>
<th>Income Level</th>
<th>EJ Population</th>
<th>Remainder of City Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>10%</td>
<td>90%</td>
</tr>
<tr>
<td>$10-25k</td>
<td>17%</td>
<td>83%</td>
</tr>
<tr>
<td>$25-50k</td>
<td>34%</td>
<td>66%</td>
</tr>
<tr>
<td>$50-75k</td>
<td>23%</td>
<td>77%</td>
</tr>
<tr>
<td>$75K+</td>
<td>17%</td>
<td>83%</td>
</tr>
</tbody>
</table>

Median EJ Income: $43,667

**Car Trips**

- **Car Trips include both HOV (2+ people) and SOV (single passenger)**

**General Trips**

- **General trips refers to all trips that are not in EJ communities**

**Walking +172%**

**Bicycling +175%**

**Transit +286%**

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- Low Income
- Communities of Color

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- Single-Parent Household
- Disability

- High Pollution Burden (Cal Enviroscreen)
- Other Vulnerability

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- Educational Attainment – 25+ with Less than Diploma/GED

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<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>EJ Trips</th>
<th>General* Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>70.4%</td>
<td>82.3%</td>
</tr>
<tr>
<td>Walk</td>
<td>18.6%</td>
<td>11.5%</td>
</tr>
<tr>
<td>Bike</td>
<td>5.7%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Transit</td>
<td>5.3%</td>
<td>2.6%</td>
</tr>
</tbody>
</table>

*Car trips include both HOV (2+ people) and SOV (single passenger)
**General trips refers to all trips that are not in EJ communities

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- **Low Income**
- **Communities of Color**
- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability

- Linguistic Isolation
- Housing Burdened
- Educational Attainment – 25+ with Less than Diploma/GED

Getting Around

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### EJ Community Proportion

<table>
<thead>
<tr>
<th>EJ Population</th>
<th>Remainder of City Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>21%</td>
<td>79%</td>
</tr>
</tbody>
</table>

### Households Income City Wide

<table>
<thead>
<tr>
<th>Income Level</th>
<th>EJ Population</th>
<th>Rest of City Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>8%</td>
<td>5%</td>
</tr>
<tr>
<td>$10-25K</td>
<td>24%</td>
<td>24%</td>
</tr>
<tr>
<td>$25-50K</td>
<td>25%</td>
<td>20%</td>
</tr>
<tr>
<td>$50-75K</td>
<td>21%</td>
<td>19%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>22%</td>
<td>44%</td>
</tr>
</tbody>
</table>

Median Income: $68,908

### Households Income in EJ Communities

<table>
<thead>
<tr>
<th>Income Level</th>
<th>EJ Population</th>
<th>Rest of City Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
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<td>25%</td>
<td>20%</td>
</tr>
<tr>
<td>$50-75K</td>
<td>21%</td>
<td>19%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>22%</td>
<td>44%</td>
</tr>
</tbody>
</table>

Median EJ Income: $40,935

### EJ Trips versus General Trips

- **Car**
  - EJ: 13.2%
  - General: 83.5%

- **Bike**
  - EJ: 4.4%
  - General: 1.6%

- **Transit**
  - EJ: 1.3%
  - General: 0.2%

- **Walking**
  - EJ: 38%
  - General: 9.5%

- **Transit**
  - EJ: 105%
  - General: 0%

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- Disability
- High Pollution Burden (Cal Enviroscreen)
- Other Vulnerability

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Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

**EJ Community Proportion**

| EJ Population 47% | Remainder of City Population 53% |

**Race in EJ Communities**

- White: 24.9%
- Hispanic or Latino: 19.6%
- Asian Alone: 33.3%

**Race City Wide**

- White: 34.8%
- Hispanic or Latino: 18.6%
- Asian Alone: 28.1%

**Household Income in EJ Communities**

- $10-25K: 9%
- $25-50K: 14%
- $50-75K: 17%
- >$75K: 57%

**Household Income City Wide**

- $10-25K: 9%
- $25-50K: 14%
- $50-75K: 17%
- >$75K: 57%

**Walking +7%**

**Bicycling +5%**

**Transit +3%**

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<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Car</th>
<th>Walk</th>
<th>Bike</th>
<th>Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>EJ Trips</td>
<td>87.0%</td>
<td>9.2%</td>
<td>0.3%</td>
<td>0.1%</td>
</tr>
<tr>
<td>General** Trips</td>
<td>93.8%</td>
<td>4.8%</td>
<td>1.3%</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

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- **Communities of Color**
- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

Other Vulnerabilities Include:
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- Disability
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### Travel Modes in EJ Communities

- **Car**
- **Walk**
- **Bike**
- **Transit**

**EJ Trips** **General**

*Car trips include both HOV (2+ people) and SOV (single passenger)*

- Walking 9.8%
- Bicycling 1.4%
- Transit 0.2%

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- Disability

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EJ Community Proportion

<table>
<thead>
<tr>
<th>EJ Population</th>
<th>Remainder of City Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>64%</td>
<td>36%</td>
</tr>
</tbody>
</table>

Household Income City Wide

- Median Income: $45,646
- Median EJ Income: $40,863

Walking +17%

Bicycling +98%

Transit +41%

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- Other Vulnerability
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<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>EJ Trips</th>
<th>General** Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>92.8%</td>
<td>94.1%</td>
</tr>
<tr>
<td>Walk</td>
<td>5.1%</td>
<td>4.2%</td>
</tr>
<tr>
<td>Bike</td>
<td>1.9%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Transit</td>
<td>0.2%</td>
<td>0.2%</td>
</tr>
</tbody>
</table>

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### Travel Mode

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>EJ Trips</th>
<th>General Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Car</strong></td>
<td>87.1%</td>
<td>91.2%</td>
</tr>
<tr>
<td><strong>Walk</strong></td>
<td>8.2%</td>
<td>5.8%</td>
</tr>
<tr>
<td><strong>Bike</strong></td>
<td>2.8%</td>
<td>2.0%</td>
</tr>
<tr>
<td><strong>Transit</strong></td>
<td>2.0%</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

**EJ Community Proportion**

| EJ Population 52% | Remainder of City Population 48% |

### Household Income

#### City Wide

| Median EJ Income: $45,125 |

<table>
<thead>
<tr>
<th>Household Income City Wide</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10-25K</td>
</tr>
<tr>
<td>14%</td>
</tr>
</tbody>
</table>

#### EJ Communities

| Median EJ Income: $57,965 |

<table>
<thead>
<tr>
<th>Household Income in EJ Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>$10-25K</td>
</tr>
<tr>
<td>20%</td>
</tr>
</tbody>
</table>

### Population

| Rancho Cordova Population: 70,785 |

| Race in EJ Communities |

<table>
<thead>
<tr>
<th>White</th>
<th>Hispanic or Latino</th>
<th>Black or African American</th>
<th>Asian Alone</th>
<th>American Indian /Alaskan Native</th>
<th>2+ races</th>
<th>Native Hawaiian or Other Pacific Islander</th>
<th>Some Other Race</th>
</tr>
</thead>
<tbody>
<tr>
<td>49.5%</td>
<td>25.9%</td>
<td>9.9%</td>
<td>7.2%</td>
<td>0.4%</td>
<td>6.1%</td>
<td>0.4%</td>
<td>0.2%</td>
</tr>
</tbody>
</table>

### Race City Wide

| Race City Wide |

<table>
<thead>
<tr>
<th>White</th>
<th>Hispanic or Latino</th>
</tr>
</thead>
<tbody>
<tr>
<td>49.6%</td>
<td>21.6%</td>
</tr>
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</table>

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- **Communities of Color**

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- 75 Years Old or Older
- Single-Parent Household
- Disability

- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

- Linguistic Isolation
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<tr>
<th>Travel Mode</th>
<th>EJ Trips</th>
<th>General** Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car*</td>
<td>91.7%</td>
<td>86.9%</td>
</tr>
<tr>
<td>Walk</td>
<td>6.0%</td>
<td>7.9%</td>
</tr>
<tr>
<td>Bike</td>
<td>2.0%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Transit</td>
<td>0.3%</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

EJ Community Proportion

<table>
<thead>
<tr>
<th></th>
<th>Remainder of City Population 98%</th>
<th>EJ Population 2%</th>
</tr>
</thead>
</table>

Percentages above reflect the change in active transportation trips by EJ community residents when compared to other areas of the unincorporated County. EJ population statistics and travel characteristics are reflective of the census block groups that most closely align with jurisdiction boundaries, which are not always congruent with jurisdiction boundaries. City-wide statistics and characteristics are reflective of jurisdiction boundaries.
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- **Low Income**
- **Communities of Color**
- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability
- Linguistic Isolation
- Housing Burdened
- Educational Attainment – 25+ with Less than Diploma/GED

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

### EJ Community Proportion

<table>
<thead>
<tr>
<th>EJ Population</th>
<th>Remainder of City Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>6%</td>
<td>94%</td>
</tr>
</tbody>
</table>

### Race City Wide

<table>
<thead>
<tr>
<th>Race</th>
<th>Proportion</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>69.2%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>15.1%</td>
</tr>
</tbody>
</table>

### Race in EJ Communities

<table>
<thead>
<tr>
<th>Race</th>
<th>Proportion</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>63.6%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>28.5%</td>
</tr>
</tbody>
</table>

### Household Income City Wide

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Proportion</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>4%</td>
</tr>
<tr>
<td>$10-25K</td>
<td>9%</td>
</tr>
<tr>
<td>$25-50K</td>
<td>16%</td>
</tr>
<tr>
<td>$50-75K</td>
<td>17%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>54%</td>
</tr>
</tbody>
</table>

Median Income: $81,119

### Household Income in EJ Communities

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Proportion</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>11%</td>
</tr>
<tr>
<td>$10-25K</td>
<td>27%</td>
</tr>
<tr>
<td>$25-50K</td>
<td>26%</td>
</tr>
<tr>
<td>$50-75K</td>
<td>14%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>23%</td>
</tr>
</tbody>
</table>

Median EJ Income: $33,740

### Travel Mode

- **Walking +51%**
- **Bicycling +74%**
- **Transit +139%**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Proportion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>85.4%</td>
</tr>
<tr>
<td>Walk</td>
<td>91.0%</td>
</tr>
<tr>
<td>Bike</td>
<td>6.6%</td>
</tr>
<tr>
<td>Transit</td>
<td>3.6%</td>
</tr>
<tr>
<td>EJ Trips</td>
<td>1.2%</td>
</tr>
<tr>
<td>General** Trips</td>
<td>9.9%</td>
</tr>
</tbody>
</table>

*Car trips include both HOV (2+ people) and SOV (single passenger)
**General trips refers to all trips that are not in EJ communities

Percentages above reflect the change in active transportation trips by EJ community residents when compared to other areas of the unincorporated County. EJ population statistics and travel characteristics are reflective of the census block groups that most closely align with jurisdiction boundaries, which are not always congruent with jurisdiction boundaries. City-wide statistics and characteristics are reflective of jurisdiction boundaries.
Environmental Justice Communities

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- Low Income
- Communities of Color
- High Pollution Burden (Cal Enviroscreen)
- Other Vulnerability
- Linguistic Isolation
- Housing Burdened
- Educational Attainment – 25+ with Less than Diploma/GED

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

**EJ Community Proportion**

<table>
<thead>
<tr>
<th>EJ Population</th>
<th>Remainder of City Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>65%</td>
<td>35%</td>
</tr>
</tbody>
</table>

**Race City Wide**

- White: 33.1%
- Hispanic or Latino: 28.3%
- Black or African American: 13.1%
- Asian Alone: 18.4%
- American Indian / Alaskan Native: 0.4%
- Native Hawaiian or Other Pacific Islander: 1.6%
- 2+ races: 4.7%
- Other: 0.5%

**Race in EJ Communities**

- White: 23.0%
- Hispanic or Latino: 33.0%
- Black or African American: 15.8%
- Asian Alone: 20.6%
- American Indian / Alaskan Native: 0.4%
- Native Hawaiian or Other Pacific Islander: 2.2%
- 2+ races: 4.4%
- Other: 0.6%

**Household Income City Wide**

- <$10K: 7%
- $10-25K: 17%
- $25-50K: 21%
- $50-75K: 18%
- >$75K: 36%

**Household Income in EJ Communities**

- <$10K: 9%
- $10-25K: 21%
- $25-50K: 26%
- $50-75K: 17%
- >$75K: 27%

**Median Income**

- City Wide: $54,615
- Median EJ Income: $46,188

**Median EJ Income: $46,188**

**Walking -10%**

**Bicycling -7%**

**Transit +0%**

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Race/Income data: 2013-2017 American Community Survey Data, Travel Trips data: SACOG Travel Demand Model

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**EJ Trips**

**General** Trips

*Car trips include both HOV (2+ people) and SOV (single passenger)

**General trips refers to all trips that are not in EJ communities**
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- Low Income
- Communities of Color

Other Vulnerabilities Include:
- 75 Years Old or Older
- Single-Parent Household
- Disability

- High Pollution Burden (Cal Enviroscreen)
- Other Vulnerability

- Linguistic Isolation
- Housing Burdened
- Educational Attainment – 25+ with Less than Diploma/GED

Getting Around

Travel behavior impacts quality of life due to someone’s ability to get around comfortably by walking or biking, or having to spend several hours on commutes and errands. On average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. However, these communities typically suffer from a history of disinvestment. How well the existing infrastructure supports the needs of the community to walk, bike, and take transit is a significant factor in their ability to access jobs, schools, and services.

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>EJ Trips</th>
<th>General* Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car*</td>
<td>91.0%</td>
<td>90.0%</td>
</tr>
<tr>
<td>Walk</td>
<td>6.4%</td>
<td>5.7%</td>
</tr>
<tr>
<td>Bike</td>
<td>1.7%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Transit</td>
<td>0.9%</td>
<td>0.7%</td>
</tr>
</tbody>
</table>

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- **Communities of Color**
- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**

Other Vulnerabilities Include:
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- **Car trips include both HOV (2+ people) and SOV (single passenger)**
- **General trips refers to all trips that are not in EJ communities**

### Race/Income data: 2013-2017 American Community Survey Data, Travel Trips data: SACOG Travel Demand Model

#### Race/Income data

**Race in EJ Communities**

- **White**: 56.2%
- **Hispanic or Latino**: 34.3%
- **Black or African American**: 0.9%
- **Asian Alone**: 0.9%
- **American Indian / Alaskan Native**: 0.1%
- **2+ races**: 1.7%

**Household Income in EJ Communities**

- **$10-25K**: 17%
- **$25-50K**: 61%
- **$50-75K**: 15%
- **$75K+**: 7%

- **Median Income in EJ**: $46,528

**Race City Wide**

- **White**: 69.6%
- **Hispanic or Latino**: 18.6%
- **Black or African American**: 4.0%
- **Asian Alone**: 0.7%

**Household Income City Wide**

- **$10-25K**: 10%
- **$25-50K**: 28%
- **$50-75K**: 23%
- **$75K+**: 37%

- **Median Income**: $67,083

### General Trips

- **Car**: 92.2%
- **Walk**: 6.3%
- **Bike**: 0.1%
- **Transit**: 1.5%

### EJ Community Proportion

- **EJ Population**: 15%
- **Remainder of City Population**: 85%

### Travel Mode

- **Walking**: -2%
- **Bicycling**: +2%
- **Transit**: -19%

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- 75 Years Old or Older
- Single-Parent Household
- Disability

- **High Pollution Burden (Cal Enviroscreen)**
- **Other Vulnerability**
  - Linguistic Isolation
  - Housing Burdened
  - Educational Attainment – 25+ with Less than Diploma/GED

### Race in EJ Communities

<table>
<thead>
<tr>
<th>Race</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>29.3%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>60.7%</td>
</tr>
<tr>
<td>Other</td>
<td>2.1%</td>
</tr>
</tbody>
</table>

### Race City Wide

<table>
<thead>
<tr>
<th>Race</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>39.3%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>48.3%</td>
</tr>
<tr>
<td>Other</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

### Household Income City Wide

<table>
<thead>
<tr>
<th>Income Bracket</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>4%</td>
</tr>
<tr>
<td>$10-25K</td>
<td>23%</td>
</tr>
<tr>
<td>$25-50K</td>
<td>26%</td>
</tr>
<tr>
<td>$50-75K</td>
<td>21%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>46%</td>
</tr>
</tbody>
</table>

Median Income: $60,446

### Household Income in EJ Communities

<table>
<thead>
<tr>
<th>Income Bracket</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$10K</td>
<td>6%</td>
</tr>
<tr>
<td>$10-25K</td>
<td>25%</td>
</tr>
<tr>
<td>$25-50K</td>
<td>26%</td>
</tr>
<tr>
<td>$50-75K</td>
<td>21%</td>
</tr>
<tr>
<td>&gt;$75K</td>
<td>25%</td>
</tr>
</tbody>
</table>

Median EJ Income: $44,430

### Getting Around

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### Travel Mode

- **Walking +51%**
- **Bicycling +80%**
- **Transit +55%**

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### EJ Community Proportion

<table>
<thead>
<tr>
<th>EJ Population</th>
<th>Remainder of City Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>39%</td>
<td>61%</td>
</tr>
</tbody>
</table>

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