



Mobility Zones Adoption

Action

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Attachments: Yes

Referring Committee: Transportation

Issue:

This item recaps the process to identify 23 Mobility Zones across the six-county region and requests board action to designate the zones and adopt 10 zones for Phase 1 implementation.

Request:

Approve

Recommendation for Board:

The Transportation Committee recommended by majority vote (Branscum opposed) that the board:

- Designate 23 areas as Mobility Zones (Attachment B)
- Adopt 10 Phase 1 Mobility Zones for further analysis and implementation (Attachment C)

Recommendation for Committee:

Staff recommended that the Transportation Committee recommend that the Board:

- Designate 23 areas as Mobility Zones (Attachment B)
- Adopt 10 Phase 1 Mobility Zones for further analysis and implementation (Attachment C)

Background:

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

Building on the Green Means Go program, the project takes a place-based approach and works closely with residents and community leaders to co-create decisions and priorities. Over three years, SACOG will identify ten Mobility Zones, analyze transportation challenges, prioritize projects, and advance at least one project in each county. The project engages 70+ agency staff and 30+ community leaders across seven advisory committees and a Task Force. Attachment D is a roster of the agencies and organizations that participate in Mobility Zones advisory committees.

Staff introduced the project to the board in April 2024, highlighting its phased approach and performance-

driven goals. In December 2024, the board adopted a first prioritization map for the project, incorporating resident input and built-environment data to identify areas with high quality-of-life needs. This map, developed with agency and community partners, served as the foundation for identifying Mobility Zones for further study and investment. In March 2025, staff provided a lunchtime presentation to full board recapping the project's work to date. Last month, staff outlined the process for identifying 23 Mobility Zones and prioritizing 10 for Phase 1 as an information item to the Transportation Committee and board.

Discussion/Analysis:

Identifying 23 Mobility Zones

Earlier this year, 23 Mobility Zones were identified through a multi-phase approach that combined data on demographic and transportation needs with feedback from city and county staff, partnership agencies, community organizations, and the public. These 23 Mobility Zones, shown in the map in Attachment B, are areas in the region with a combination of high demographic needs and significant transportation challenges. Attachment E includes 23 Zone Profiles which provide more detail on the challenges in each of these communities.

Prioritizing 10 Phase 1 Mobility Zones

While each of the 23 Mobility Zones faces its own challenges, the first RAISE-funded phase of the program is only resourced to move forward 10 zones for further analysis and implementation. The remaining 13 zones will be addressed in future phases of Mobility Zones. Staff conducted a structured community- and partner-engagement process to determine which 10 zones should be prioritized. Attachment F provides a detailed discussion of the technical methodology used to identify the 23 Mobility Zones and prioritize 10 for Phase 1. The 10 Phase 1 Mobility Zones selected by the Mobility Zones Committees and Task Force are:

- Ben Ali/Swanston (Sacramento)
- Brownsville (Yuba)
- Bryte/Glide (Yolo)
- Coloma/Lotus/Georgetown (El Dorado)
- Florin (Sacramento)
- Linda/Olivehurst (Yuba)
- North Auburn (Placer)
- South Yuba City (Sutter)
- Rosemont/Western Rancho Cordova (Sacramento)
- Woodland (Yolo)

Defining Phase 1 Mobility Zone Boundaries

Once the 10 Phase 1 zones were identified, staff focused on defining clear boundaries for each Phase 1 Zone. The goal was to ensure the boundaries were realistic, reflected local understanding of the neighborhoods, and aligned with real-world conditions. Key factors in this process included:

- Physical and natural barriers, such as roads, railways, rivers, and parks.
- Important neighborhood destinations and community landmarks to ensure access to areas with high mobility needs.
- Locations with safety and accessibility challenges, prioritizing areas with known transportation barriers.
- Priority projects and corridors for agencies serving the zone

To refine the boundaries, staff enlisted Civic Thread and its partners—Breathe California Sacramento Region, the California Health Collaborative, the Health Education Council, the Camptonville Community Partnership, and Sacramento ACT—to lead robust public engagement process. In each zone, they organized and hosted interactive pop-ups, workshops, town halls, and information booths at community events to gather insights on local needs and opportunities. These outreach efforts reached more than 500 people in-person and provided over 900 comments on the specific needs of each of these communities.

In addition, staff held individual jurisdiction meetings to ensure city, county, transit operator, and regional transportation agency priorities were reflected in the zone boundaries. The zone boundaries for the 10 Phase 1 Mobility Zones (Attachment C) meet the needs identified by the community and our partner agencies and have been reviewed and approved by both as part of the Mobility Zones Advisory Committees and Task Force.

Next Steps

Should the board support the staff recommendation to designate the 23 Mobility Zones and adopt the 10 Phase 1 Mobility Zones, SACOG staff will conduct a detailed Needs and Opportunities analysis for each of the Phase 1 Mobility Zones. Staff will also initiate another round of in-person community engagement in partnership with our community organizations to identify projects within each Phase 1 Mobility Zone. Staff will continue to work with agencies on project priorities and project prioritization process. This work builds towards a prioritized project list for each zone, which staff plan to bring before the board for action in December 2025.

Transportation Committee Discussion

At their May 15, meeting, the Transportation Committee heard this item. Two notable comments were from Director Houdesheldt (who submitted his comments in writing) and Director Branscum. Director Houdesheldt's comments focused on the fact that a PCTPA-led sidewalk gap closure project is about to begin construction in the North Auburn zone and a bigger-picture concern that the 10 Phase 1 Zones include many rural places. Staff were aware of the Highway 49 Sidewalk Gap Closure project and shared that information with the Advisory Committees who developed the recommended list of 10 zones. Regarding the rural nature of some zones, Mobility Zones is a pilot focused on trying to understand how to improve mobility in range of community types so that the lessons learned can be applied in future projects. Rural needs are an important part of this work.

Director Branscum's comments focused on the fact that there is no zone in Marysville even though there are transportation needs and demographic disparities on the northeast side of Marysville. Marysville staff are included in the Mobility Zones Advisory Committees and were provided information at every stage of this decision-making process. SACOG staff have reached out to the Marysville staff and are working to schedule a meeting to better understand the needs in that area of Marysville and what SACOG can do to support Marysville staff. The Transportation Committee ultimately recommended approval to the board, with one no vote from Director Branscum.

Fiscal Impact/Grant Information:

Staff and consultant work on Mobility Zones is included in the adopted Overall Work Program and Budget.

List of Attachments:

Attachment A: Presentation Slides

Attachment B: 23 Mobility Zones Map

Attachment C: 10 Phase 1 Mobility Zone Maps

Attachment D: Advisory Committee Roster

Attachment E: Zone Profiles

Attachment F: Mobility Zone Identification Technical Methodology