

The Sacramento Integrated Multi-Modal Place-Based Living Project Annual Evaluation Report | July 2020-June 2021

Early Implementation Overview and Baseline Indicator Report



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Prepared for: The Sacramento Housing and Redevelopment Agency and the California Strategic Growth Council

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BACKGROUND & OVERVIEW



Photo credit: [Center for Labor Research and Education](#), University of California, Berkeley.

The Transformative Climate Communities Program

The California Strategic Growth Council's (SGC) Transformative Climate Communities Program (TCC) empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. Administered in partnership with the California Department of Conservation, TCC funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. For more information, visit sgc.ca.gov/programs/tcc/

TCC is part of California Climate Investments, a state-wide program that puts billions of Cap-and-Trade dollars to work reducing GHG emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities. The Cap-and-Trade program also creates a financial incentive for industries to invest in clean technologies and develop innovative ways to reduce pollution. California Climate Investments projects include affordable housing, renewable energy, public transportation, zero-emission vehicles, environmental restoration, more sustainable agriculture, recycling, and much more. At least 35 percent of these investments are located within and benefiting residents of disadvantaged communities, low-income communities, and low-income households across California.

www.caclimateinvestments.ca.gov.

The Sacramento Integrated Multimodal Place-Based Living Project

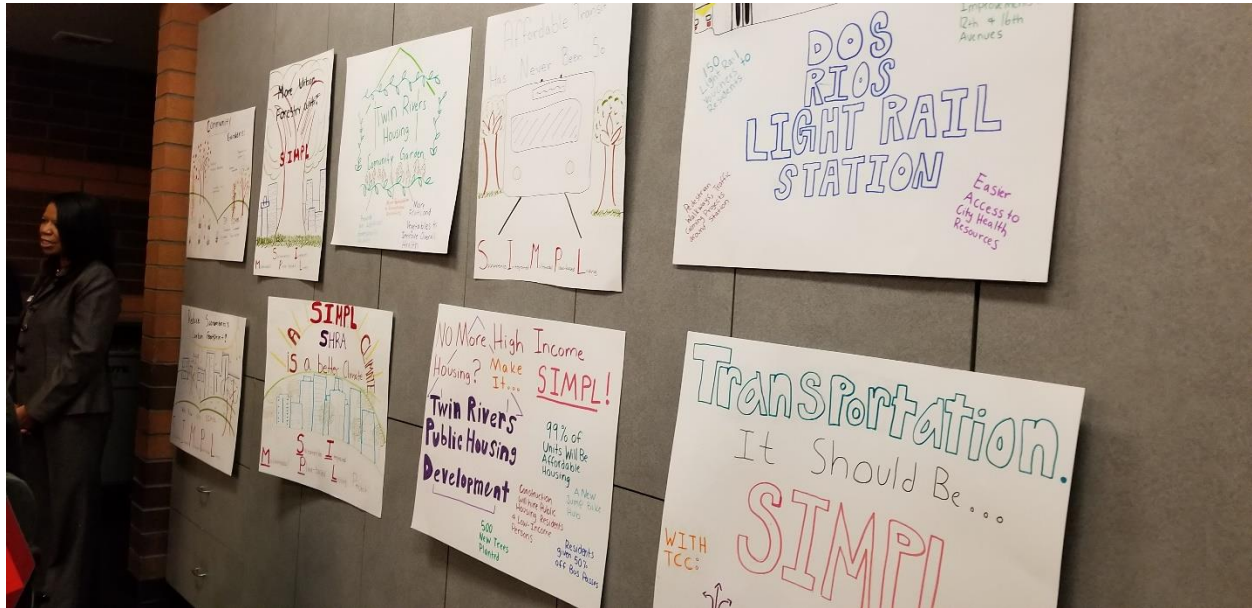


Photo credit: The Sacramento House and Redevelopment Agency

The Sacramento Integrated Multimodal Place-Based Living (SIMPL) Project is a collection of efforts by fifteen partners in downtown Sacramento supported by a \$23 million Transformative Climate Communities (TCC) Program grant, as well as \$68.4 million in leveraged funding. The SIMPL project grant period is from May 15th, 2020 to March 31st, 2026.






The SIMPL project area sits at the former western terminus of the Transcontinental Railroad – once a vibrant hub for industry, it has since suffered from a century of disinvestment, leaving the community burdened with poverty, low educational attainment, high unemployment, and environmental and health challenges. As a resurgence of public and private investment in the area has sparked enthusiasm, the SIMPL projects and transformative plans aim to help ensure that the future of this community is inclusive and led by residents themselves. Sacramento Housing and Redevelopment Agency (SHRA) and partners have engaged hundreds of residents in dozens of community engagement activities, working to address the complex issue of greenhouse gas reduction with the simple approach of increasing multi-modal transportation options for residents.

The SIMPL Project is made up of several partners in Sacramento that work to break down silos to address multiple forms of pollution and socioeconomic hardship, which include the following:

- 1) Five **funded SIMPL Projects**, who receive TCC funding to implement their programs in the SIMPL Project area;
- 2) Seven **leverage projects** that do not receive TCC funds but help advance the goals of the SIMPL Project, and;
- 3) Three **transformative plans** which include a mix of TCC and leverage funding to help create a unified approach among TCC partners around complex issues.

A brief description of each project is included on the following page, which will be described in more detail later in this report.




Funded SIMPL Projects

-  1) **Mirasol Village Housing Development** (Equitable Housing and Neighborhood Redevelopment Project) | Creates a new, sustainable development project that includes 104 affordable housing units and the development of a 2.94 acre mixed-income complex, including the creation of a park and other facilities to improve the built-in environment of the area.
-  2) **Dos Rios Light Rail Station** (Transit and Rail Access Project) | Adds a Sacramento Regional Transit (Sac RT) Light Rail station in the River District neighborhood.
-  3) **Mirasol Village Solar Panels** (Decarbonized Energy and Energy Efficiency Project) | Includes solar panel installation for Mirasol Village, offsetting more than half of the common area utility storage.
-  4) **River District NeighborWoods Program** (Urban Greening and Green Infrastructure Project) | Plants 870 trees, including 583 trees near Mirasol Village and 287 trees in the River District.
-  5) **Mirasol Village Community Garden** (Health and Wellbeing Project) | Adds a community garden for Mirasol Village and Sacramento residents, including 25,000 sq. feet and 40 garden plots.

Leverage Projects

-  1) **Multimodal Mobility Projects** | Includes various projects in Downtown Sacramento to create more pedestrian, biker, and ADA friendly streets and infrastructure.
-  2) **River District City Parks** | Creates one new park in the River District as well as improvements to Matsui Park (also in the River District)
-  3) **SmaRT Ride Microtransit – SacRT** | Adds on-demand microtransit options in the Downtown, Midtown, East Sacramento, and Sacramento State University areas of Sacramento.
-  4) **Mirasol Village Park** | Creates one new park in the Mirasol Village complex
-  5) **Downtown Riverfront Streetcar Project** | Adds a 1.51-mile extension from the Sac RT Light Rail at the Sacramento Valley Station to the Sutter Health Park in West Sacramento.
-  6) **Electric Vehicle (EV) Program** | Provides TA to identify how EV charging infrastructure can be expanded in the SIMPL Project area.
-  7) **Low-Income Weatherization Program** | Creates more energy efficient dwellings for low-income residents of the SIMPL Project area.

Transformative Plans

-  1) **Community Engagement Plan** | Helps create a uniform communication strategy among the various SIMPL Project partners.
-  2) **Displacement Avoidance Plan** | Prevents the displacement of very low and low-income households as well as small businesses located in the SIMPL Project area.
-  3) **Workforce Development Plan** | Coordinates job training and education programs meant to prepare residents in or near the River District to work for TCC projects.

A map with all SIMPL funded and leverage projects is included in the next page, followed by a table with additional information for each component of the SIMPL Project.

SACRAMENTO INTEGRATED MULTIMODAL PLACED-BASED LIVING (SIMPL) PROJECT



FUNDED PROJECTS

-  **#1 MIRASOL VILLAGE HOUSING DEVELOPMENT**
-  **#2 DOS RIOS LIGHT RAIL STATION**
-  **#3 SOLAR PANELS**
-  **#4 RIVER DISTRICT NEIGHBORHOODS PROGRAM**
-  **#5 MIRASOL VILLAGE COMMUNITY GARDEN**

LEVERAGE PROJECTS

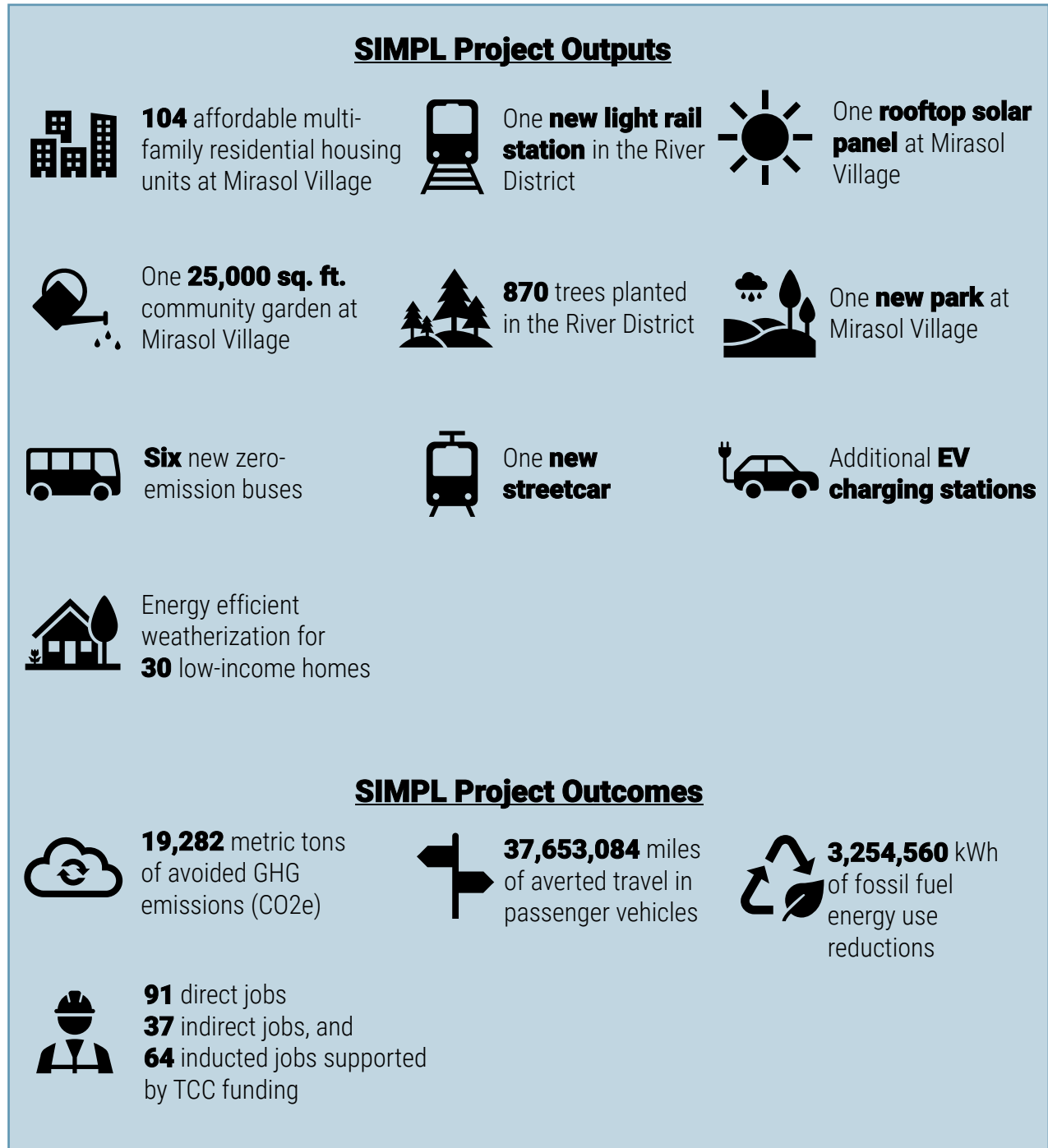
- 1 MULTIMODAL MOBILITY PROJECTS**
- 2 RIVER DISTRICT PARKS**
- 3 SMART RIDE MICROTRANSIT**
- 4 MIRASOL VILLAGE CITY PARK**
- 5 DOWNTOWN RIVERFRONT STREETCAR PROJECT**
- 6 EV PROGRAM**
- 7 LOW-INCOME WEATHERIZATION**

Table 1 – SIMPL Project Funded & Leverage Projects, Transformative Plans

| SIMPL Project Type | Name | TCC Project Type | Lead Entities | TCC Funding | Leverage Funding |
|-----------------------------|---------------------------------------|--|--|--------------------|-------------------------|
| Funded Projects | Mirasol Village Housing Development | Equitable Housing and Neighborhood Redevelopment | SHRA, McCormack Baron Salazar | \$1,228,940 | \$62,247,446 |
| | Dos Rios Light Rail Station | Transit and Rail Access | Sacramento Regional Transit (Sac RT) | \$17,578,244 | \$879,571 |
| | Mirasol Village Solar Panels | Decarbonized Energy & Energy Efficiency | Grid Alternatives North Valley | \$180,580 | \$318,460 |
| | River District NeighborWoods Program | Urban Greening & Green Infrastructure | Sacramento Tree Foundation | \$385,200 | \$67,850 |
| | Mirasol Village Community Garden | Health and Wellbeing | SHRA, Alchemist CDC, City of Sacramento | \$64,135 | \$369,216 |
| Leverage Projects | Multimodal Mobility Projects | Active Transportation | City of Sacramento | - | \$12,135,000 |
| | River District City Parks | Urban Greening & Green Infrastructure | City of Sacramento | - | \$1,265,000 |
| | SmaRT Ride Microtransit | Transit and Rail Access | Sacramento Regional Transit (SacRT) | - | \$2,310,880 |
| | Mirasol Village Park | Urban Greening & Green Infrastructure | SHRA | - | \$2,246,577 |
| | Downtown Riverfront Streetcar Project | Transit and Rail Access | Sacramento Regional Transit (Sac RT) | - | \$95,300,000 |
| | Electric Vehicle Program | Car Sharing and Mobility Enhancement | Sacramento Municipal Utility District (SMUD) | - | \$100,000 |
| | Low-Income Weatherization Program | Decarbonized Energy & Energy Efficiency | Sacramento Municipal Utility District (SMUD) | - | \$749,999 |
| Transformative Plans | Community Engagement Plan | N/A | SHRA | \$929,281 | \$928,396 |
| | Displacement Avoidance Plan | N/A | SHRA | - | \$123,750 |
| | Workforce Development Plan | N/A | SHRA | - | \$1,783,000 |

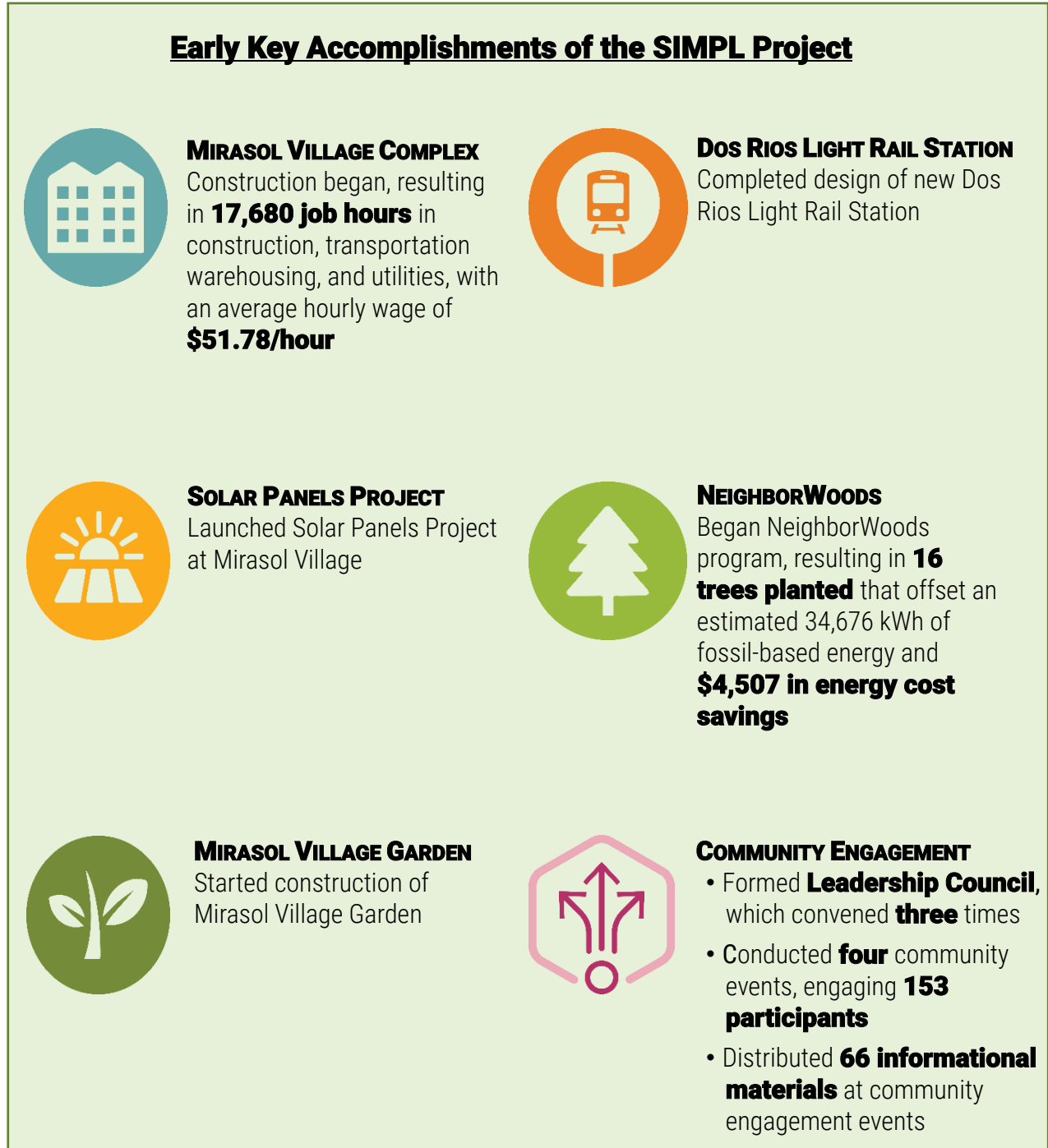
Anticipated Benefits of the SIMPL Project

The figure below represents anticipated benefits of the SIMPL project. This includes both project outputs (a tangible product that occurs as an immediate result of the project) and project outcomes (desired changes that are expected to occur in relation to the project).



Early Key Accomplishments of the SIMPL Project

The figure below includes key accomplishments that occurred during Year Two of the SIMPL Project. The progress highlighted below includes achievements that have occurred as a direct result of **TCC funding**.



Evaluation Overview

SIMPL Indicators & Data

The evaluation technical assistance provider, the Institute for Social Research (ISR) at Sacramento State University, created an evaluation plan of the SIMPL project that is intended to align with the overall TCC evaluation plan developed by the UCLA Luskin Center and UC Berkeley Center for Resource Efficient Communities.¹ The evaluation plan contains baseline, output/outcome, and impact indicators, which are described below.

Baseline Indicators

Establishing baseline data for the SIMPL Project provides a starting point in terms of the conditions and context of the site. Baseline indicators begin in 2019, or the year before the SIMPL Project began (March 2020). Baseline indicators measure relevant aspects of the economy, energy consumption, environment, health, housing, transportation, and local demographics of the SIMPL project site. For comparison, baseline indicators will be also collected for the County of Sacramento and the control sites. Baseline data will be explored in-depth at the end of this report (see page 33).

Output and Outcome Indicators

Indicators related to project implementation and intermediate outcomes were adopted per the TCC Evaluation Framework with specific project-based indicators added based upon meetings with SIMPL grantees. Output indicators describe the direct products that result from project activity (e.g., number of trainees) while outcome indicators measure changes related to project outputs (e.g., number of trainees with job placements). Sources of output and outcome indicators include surveys, indicator tracking spreadsheets (developed by ISR in partnership with SIMPL grantees) interviews, and focus groups. Since this report only represents the first full-year of implementation, the primary focus in terms of indicators for this year's report are examining baseline indicators; it is anticipated that subsequent annual reports will focus primarily on output and outcome indicators.

Impact Indicators

Impact indicators will be collected at the end of the grant period, and are a subset of the identified baseline indicators. By comparing these impact indicators to baseline data, ISR will evaluate the SIMPL initiatives at a larger, community level. Additional data collection and analysis will occur two years after the grant has concluded to better capture long-term impacts of the program.

¹ Transformative Climate Communities Evaluation Plan: A Road Map for Assessing Progress and Results of the Round 1 Place-based Initiatives (November 2018). UCLA Luskin Center and UC Berkeley Center for Resource Efficient Communities

THE SIMPL PROJECT



Photo credit: Sacramento Housing and Redevelopment Agency

To better understand the River District community, the SIMPL Projects, and their potential impact, the body of this report is divided into four sections that are loosely chronological. This begins with the history of the River District, the area where all funded projects are located, to help establish the context of the SIMPL Project. The following section similarly provides context prior to the start of the SIMPL Project but instead focuses on the role community members played in the proposal process for the TCC grant. The third section provides profiles of each SIMPL project, including progress accomplished from the start of the SIMPL project to its first full-year of implementation. The final section discusses evaluation efforts to measure the overall impact of the SIMPL Project. The four sections are listed below:

- **Section I:** Historical Overview of the River District
- **Section II:** Community Input and the Development of the SIMPL Project
- **Section III:** SIMPL Projects and Transformative Plans
- **Section IV:** Establishing Baseline Indicators to Measure Change Over Time

I. Historical Overview of the River District



Photo credit: [The River District Business Association](#)

The land now referred to as the “River District” was occupied by numerous communities long before the founding of the City of Sacramento. The district represents a unique land formation, situated at the confluence of the Sacramento and American Rivers and surrounded by water on almost two thirds of the land formation. The River District stands on the tribal lands of the Nisenan People. For generations, the Nisenan land was and remains a gathering place for many local tribes who live throughout the central valley and foothills of California. The original stewards of the land include the Southern Maidu people of the Northern Valley, the Plains Miwok/Me-Wuk People south of the “Mokelumne” or American River, and the Patwin Wintu People west of the Sacramento River². When gold was first discovered in the Nisenan territory, nearly 300,000 people from throughout the United States and abroad traveled to California, and the City of Sacramento transformed into a communication hub. As the gold rush faded in 1855, Sacramento locals transitioned to work in agriculture, which is how Sacramento became known as “the fruit and vegetable basket of California.” Workers relied on Sacramento’s central location to the American river, railroads, and highways to transport their goods.

The River District remained undeveloped until the early 1900s when levees were constructed, mitigating flooding and drainage problems that long plagued the area. These improvements turned the River District into a commercial area for food production and

The SIMPL Project acknowledges that the River District of Sacramento stands on the tribal lands of the Nisenan people. This statement recognizes that the greater Sacramento region is the ancestral homeland of the Nisenan, Maidu, Miwok and Me-Wuk, and Patwin peoples. We further acknowledge the Wilton Rancheria, the only federally recognized tribe in Sacramento County. A land acknowledgement formally recognizes and pays respect to the Indigenous people and their homelands, to further understand the United States’ history of colonialism. Lastly, land acknowledgements help eliminate the ongoing erasure of Indigenous People’s voices, lives, and history.

² Sacramento Native American Health Center, Retrieved from: [Our Community - Sacramento Native American Health Center \(snahc.org\)](#)

distribution.³ In 1928, the California Cooperative Producers Company built a tomato cannery which later became known as the Bercut-Richards Packing Company. The plant became the largest independently owned cannery in California, which helped Sacramento earn its nickname, “Sac-o-tomatoes.” The central location along the American River created an easy avenue to distribute goods. However, as other modes of transportation became available, the distribution activities in the River District steadily declined.

The River District was first used for residential purposes in the 1940s during World War II when the Federal government constructed the 218-unit Dos Rios housing complex which spanned across 22 acres. During the 1950s and early 1960s, the area was annexed to the City of Sacramento. The Dos Rios complex was renamed as Twin Rivers and used as one of the County’s first public housing site for low-income residents.⁴ Despite the complex’s geographic location immediately north of downtown, the site had limited roads, transit or sidewalks which left residents and the River District at large economically, physically, and socially disconnected. The River District, as well as other neighborhoods in Sacramento, became isolated due to acts of redlining and disinvestment. As reported by former Twin Rivers residents, the elimination of the Sacramento RT 15 bus created further isolation from necessary establishments such as grocery stores or hospitals, which were not available in the River District either.

With the continued growth of the Sacramento region, and the City’s interest and commitment to embracing this growth in a sustainable manner that preserves its rich physical and environmental assets, the River District is now a neighborhood in transition. The Mirasol Village housing complex will replace the Twin Rivers complex with 500 sustainably built, affordable and market-rate housing units. In addition, a community garden and park will be new neighborhood amenities. The vision for the Transformation Plan is the creation of a dynamic and vibrant community that plugs the area and its people back into the network of the city through affordable housing, multi-modal transit, employment centers, services, retail and cultural amenities.⁵ While the transformative nature of these developments is notable for an area that has been historically underinvested, former residents of Twin Rivers and SIMPL grantees have continuously noted that it is crucial to remember the history of the area:

“

It’s important to remember that this was a community beforehand and that people have been here for a while – this isn’t just a new complex coming in, **there were families that lived here for 50 years.**

”

³ The River District: Our Story, Retrieved from: [The River District History](#)

⁴ Sacramento Housing and Redevelopment Agency, Retrieved from: [Mirasol Village Redevelopment Project | SHRA](#)

⁵ Sacramento Housing and Redevelopment Agency, Retrieved from: [RDR Final Trans Plan.indb \(shra.org\)](#)

II. Community Input and the Development of the SIMPL Project



Photo credit: Sacramento Housing and Redevelopment Agency

Community Input and the SIMPL Project Proposal SHRA’s extensive community engagement and planning efforts helped inform the development of the SIMPL proposal, which was officially submitted October 2018. The identification of what would later become the five SIMPL projects started with SHRA’s 2014 River District-Railyards Transformation Plan (written for a US Department of Housing and Urban Development (HUD) grant). In early 2018, the vision for the River District was updated during a comprehensive visioning process led by the Center for Public Interest Design (CPID). At this time, SHRA and their partners received input on the development of the SIMPL project through public workshops and meetings, sharing information via social media and printed materials, conducting community and resident surveys, electing a public housing leadership council, and developing a new public housing resident leadership committee to oversee grant opportunities. Overall, SHRA held more than 60 community events and engaged approximately 900 residents to elicit feedback on how to best utilize climate investment funds to reflect priorities in the community.

Over 60 community events and 900 residents helped inform the SIMPL project proposal.

Resident Engagement with City Leaders SHRA organized several events with residents, nonprofits, and Sacramento decision-makers. These spaces allowed decision-makers the chance to hear resident perspectives on the SIMPL project and issues facing the community. One resident described discussing the SIMPL project and need for increased mobility in the River District:

“ We went up and said how great this project would be and how it will expand mobility. Mobility is the key to enhance quality of life because if you don’t have mobility, your options are very limited. So, any time that you add a Light Rail station, **that will enhance the ability of people to get around, and that’s what it’s all about.** ”

Ultimately, In October 2018, the Sacramento City Council passed a resolution and MOU to declare support the SIMPL project and to authorize support to submit an application to SGC.

Engaging the River District Business Community SHRA’s community engagement included a strategic effort to work with the local business community. A River District business community leader described how they learned about the SIMPL project from outreach efforts, including how the project activities would significantly benefit both businesses and residents. For example, the business leader described learning about how the SIMPL project was intentionally building a desirable neighborhood with parks and support systems for residents, instead of only replicating housing units. Although initially hesitant about the project, SHRA’s engagement led this business leader to become a partner of the SIMPL project:

“ We talked to the businesses and said, “This is going to be amazing. This will be an opportunity to build this neighborhood and shape what this will look like.” We were able to say, **“This is the beginning of the River District *neighborhood* but it’s not the beginning of the end of the River District *Business District.*”** ”

This contact continues to communicate SIMPL project updates to the River District business community while also relaying these business’s concerns to SHRA, ultimately serving as a liaison between the two.

Working with community members during the proposal process may have helped lay the groundwork for creating community buy-in for SIMPL Project partners and stakeholders.

III. SIMPL Projects and Transformative Plans



Photo credit: The Sacramento Housing and Redevelopment Agency

The SIMPL Project includes three components: 1) Funded SIMPL Projects; 2) Leveraged Projects (that do not receive TCC funds); and 3) Transformative Plans which help create a unified approach among both funded and leverage partners around complex issues. Descriptions of each are included in this section, in addition to early progress achieved for each component.

TCC Funded Projects

The SIMPL Projects contributes direct funds to following projects, described in this section: 1) Mirasol Village Rivers Housing Redevelopment; 2) Dos Rios Light Rail Station; 3) Mirasol Village Solar Panels; 4) River District NeighborWoods Program, and; 5) Mirasol Village Community Garden.

Equitable Housing and Neighborhood Development | Project 1 – Mirasol Village Housing Development



Photo credit: The Sacramento Housing and Redevelopment Agency

While the Mirasol Village Housing Development is a SIMPL project in itself, the other SIMPL projects also contribute to Mirasol Village complex. Mirasol Village will include new construction at 321 Eliza Street led by McCormack Baron Salazar, bringing 104 affordable multi-family units and a range of amenities and resources. The units will be spread across eight buildings, ranging from townhouses to garden style apartments, constructed around 72 on-site parking spaces. Amenities include a fitness center, club room, bike repair kiosk and storage, pool, BBQ and picnic tables, community room, playground, dog wash station, and EV charging stations. Secured bicycle parking will be provided for 104 bikes within a secured room, which will feature bike racks that allow for the bike storage and will be accessible by key fob access. The project will also include leverage funded Housing Related Infrastructure: development of storm water system, public park, street lighting, and other improvements to support the housing development. A Sustainable Transportation Infrastructure portion of the project will construct a multimodal hub location: infrastructure for the new rail transit

PROJECT DETAILS

Anticipated Completion: April 2025

TCC Grant Funds: \$1,228,940

Leverage Funds: \$62,247,446

station, bike-share and charging stations, and improved pedestrian and bicycle network. The Program Costs portion of the project will fund one transit pass per restricted unit at 50 percent of total cost for three years, and TCC grant funds will support an additional 5400 transit vouchers that will be distributed to students in the Project Area. The project will also include leverage-funded electrical vehicles (2) and charging stations (4). At the end of Year Two of the SIMPL Project, construction of the Mirasol Village Housing Development was ahead of schedule, as noted in the Key Accomplishments below.

KEY ACCOMPLISHMENTS

- Completed construction loan closing
- Completed 20 percent of construction (ahead of schedule)
- Created 8.5 full-time equivalent jobs in construction, transportation and warehousing, and utilities, with an average hourly wage of \$51.78/hour

Transit and Rail Access | Project 2 – Dos Rios Light Rail Station



Photo credit: The Sacramento Housing and Redevelopment Agency

This project includes the design and construction of a new Dos Rios Light Rail station in the River District at Richards Boulevard. The station is across the street from the planned redevelopment of the Mirasol Village affordable housing project. The station will include a bike-share hub and will be connected to the City of Sacramento's comprehensive "Complete Streets" project on North 12th Street. The project will also provide transit vouchers to encourage ridership. The supporting entity involved with this project is the Boys and Girls Club of Greater Sacramento. SacRT will maintain and operate the new Light Rail station.

PROJECT DETAILS

Anticipated Completion: April 2025

TCC Grant Funds: \$17,578,244

Leverage Funds: \$879,571

These transit improvements will be key for the River District since it is a physically isolated neighborhood despite its close proximity to Downtown Sacramento – with its lack of public transit, paired with an absence of pedestrian-friendly walkways in an area with heavy car and truck traffic, the River District is currently a challenging area to get to or leave by foot, bike, or a mobility device. Together, these transit improvements are expected to connect Downtown Sacramento to the residents of Mirasol Village and the River District at large. Overall, these improvements have great potential in not only providing more transit options in the River District, but in connecting Mirasol

Village residents to vital amenities like grocery stores and health providers throughout the City of Sacramento.

As highlighted in the Key Accomplishments below, construction of the Dos Rios Light Rail station is on schedule.

KEY ACCOMPLISHMENTS

- Completed station design
- Purchased Right of Way
- Started receiving bids and awarding/executing construction contract

Decarbonized Energy and Energy Efficiency | Project 3 – Mirasol Village Solar Panels



Photo credit: The Sacramento Housing and Redevelopment Agency

This project will install a rooftop solar photovoltaic (PV) panel system at the 104-unit Mirasol Villages affordable housing development. The system will have an installed capacity of 136 kW-DC and offsetting approximately 1,758 metric tons of CO₂ emissions and more than 50 percent of common area utility usage. From the start, SHRA believed Grid Alternatives (GA) would be a strong partner for this project given their expertise in not only solar power infrastructure but also job training for disadvantaged communities. As such, GA will provide training and resources to assist the owner in monitoring and maintaining the system as part of the grant.

PROJECT DETAILS

Anticipated Completion: May 2022

TCC Grant Funds: \$180,580

Leverage Funds: \$318,460

KEY ACCOMPLISHMENTS

- Launched Solar Panels Project
- Executed contract with general contractor
- Finalized solar panel design

Urban Greening and Green Infrastructure | Project 4 – River District NeighborWoods Program



Photo credit: The Sacramento Tree Foundation

The Sacramento Tree Foundation (STF) leads a community-based urban forestry campaign to improve the public health of the neighborhood. The project involves significant community engagement and input, such as regular tree planting event with community members. Tree care and tree monitoring will be done by the workforce development partner, Sacramento Regional Conservation Corps (SRCC), and there will be tree care events for the residents to participate in and guide. A total of 870 trees will be planted as a part of this project; 287 trees outside of Mirasol Village residential area, and 583 trees within Mirasol Village residential area. Trees planting began in Year Two and will occur for the next two years of the project.

Tree planting projects, sites, and planting plans were established through a collaborative design process including STF, the property owner, and community input. STF will conduct a total of six community tree care events, three inside the Mirasol Village complex and three outside the Mirasol Village complex. These care events will be hands-on educational workshops on tree pruning, mulching, and watering. At these events, community members will learn how to care for their own trees and will perform tree maintenance on trees planted through the project.

PROJECT DETAILS

Anticipated Completion: April 2025

TCC Grant Funds: \$385,200

Leverage Funds: \$67,850

Through these community tree care events, NeighborWoods intends to increase awareness of residents about how trees can improve quality of life. Although Sacramento is known as the “City of Trees” with its tree canopy covering nearly 20 percent of the City, the tree canopy is not evenly distributed across neighborhoods. For example, the affluent Land Park neighborhood enjoys almost four-times the tree coverage compared to the Meadowview area in South Sacramento.⁶ Disparities in tree canopies can be linked to environmental and public health outcomes such as lower summer temperatures, reduced asthma and obesity, and many measures of overall public health.⁷ Through the NeighborWoods project, the Sacramento Tree Foundation and its partners aim to create more equitable tree canopy coverage in the Railyards community.

In Year Two, STF planted 16 trees in the River District, as highlighted in the Key Accomplishments below.

KEY ACCOMPLISHMENTS

- Launched NeighborWoods Program
- Created planting plans based on community feedback
- Planted 16 trees, resulting in 34,676 kWh of fossil fuel-based energy reductions and \$4,507 in energy cost savings

⁶ Finch II, Michael (2019). How Sacramento’s urban forest divides the city, in health and in wealth. Retrieved from <https://www.sacbee.com/news/local/sacramento-tipping-point/article235884122.html>.

⁷ CAPA Strategies, LLC (2019). Heat watch report: Sacramento, CA. Retrieved from https://drive.google.com/file/d/1dbNYf4th6Y0Nle16yjmhZHjRItuP4_nt/view

Health and Wellbeing | Project 5 – Mirasol Village Community Garden



Photo credit: The Sacramento Housing and Redevelopment Agency

This project will develop, construct, and operate a 25,000 square foot community garden at the Mirasol Villages affordable housing development. The garden will include eight orchard trees and 40 to 50 plots for residents to grow their own produce. Community engagement partner, Alchemist Community Development Corporation (Alchemist CDC) will conduct outreach and organize resident participation in community events and activities held in the garden. The City of Sacramento will be responsible for all maintenance of the garden upon completion. Garden Maintenance will be performed by the City of Sacramento in perpetuity.

SHRA believes that the community garden will serve as a community hub for both local organizations and neighborhood residents. Local organizations, including the City of Sacramento, Sacramento Tree Foundation, Alchemist CDC and SHRA, have already worked in collaboration to create the Mirasol Village Garden. The garden additionally will serve as a community hub where local residents and businesses can get to know the neighbors or organize future projects. Victoria Johnson with SHRA shares the long-term vision for the Mirasol Village community:

“ This is going to be an amazing neighborhood **catalyst** for meeting people – it’s supposed to be a real **hub of social interaction** ”

PROJECT DETAILS

Anticipated Completion: April 2025

TCC Grant Funds: \$64,135

Leverage Funds: \$369,216

KEY ACCOMPLISHMENTS

- Finalized predevelopment of community garden
- Started construction of community garden

Transformative Plans

SIMPL Transformative Plans help create a unified approach among both funded and leverage partners around complex issues including community engagement, displacement, and workforce development. Specifically, for the Community Engagement Plan, the ultimate aim is that stakeholders have a sense of ownership of process and improvements, in addition to the growth and diversification of community engagement activities, identifying new community leaders, and increased awareness of health and environmental issues. The Displacement Avoidance Plan seeks to prevent the displacement of low-income households and small businesses while creating infrastructure investment that will improve the River District. Similarly, the Workforce Development and Economic Opportunities Plan strives to prepare residents of the River District become competitive candidates for the SIMPL projects and industry drivers identified in the Sacramento region.

Community Engagement Plan



Photo credit: The Sacramento Housing and Redevelopment Agency

SHRA oversees public engagement throughout the duration of the SIMPL Project. The Community Engagement Plan (CEP) is meant to accomplish the following: growth and diversification of community engagement activities; community satisfaction with projects and process; identifying new leaders; sense of ownership of process and improvements; and increased awareness of health and environmental issues. The CEP includes the development of an oversight *Leadership Council* consisting of residents and stakeholder leaders including representatives from the SIMPL Resident Advisory Board, a community engagement workgroup, and outreach focused on hard to reach populations and those with language access barriers (more information regarding the collaborative structure of the Leadership Council is described in the Collaborative Stakeholder Structure section on page 35). Additional CEP components include a communication matrix that identifies all communication channels (digital platforms, social media, partner email lists, newsletters, outdoor marketing) to share TCC progress updates, and quarterly newsletters to SIMPL residents and stakeholders.

In addition to ongoing engagement activities, focused community engagement will take place around the SIMPL TCC funded projects: Mirasol Village Public Housing and Solar Installation, the new Dos Rios Light Rail Station, NeighborWoods Tree Planting and Care, Community Garden, and Health and Wellness Outreach and Events. Supporting entities for the Community Engagement Plan implementation include Urban Strategies, GRID Alternatives, Alchemist CDC, Sacramento Tree Foundation, SacRT, River District Association, Civic Thread, and SHRA VISTA volunteers.

PROJECT DETAILS
Anticipated Completion: April 2025
Grant Funds: \$929,281
Leverage Funds: \$749,999

KEY ACCOMPLISHMENTS

- Held three SIMPL Leadership Council meetings
- Conducted four community events, including: NeighborWoods presentation, Health/Wellness workshop, and One Community Health Program
- Distributed 66 informational materials at SIMPL Community Events, primarily information to future Mirasol Village residents regarding project progress
- Engaged 153 participants through SIMPL Community Events

Displacement Avoidance Plan



Photo credit: [The Guardian](#)

The plan is designed to prevent the displacement of very low and low-income households as well as small businesses located in the SIMPL project area. Household displacement avoidance strategies include the production of affordable family sized rental and ownership units, one-to-one replacement of distressed public housing, tenant protection and support efforts through maximizing acceptance of rental subsidies and annual tenant rights' workshops. Small business displacement avoidance strategies, led by the Sacramento Employment and Training Agency (SETA), include business retention and development workshops, layoff aversion workshops, and the creation of a job displacement profile. SHRA as the lead entity will engage partners including the City of Sacramento, SETA, and Legal Services of Northern California to develop and execute the project tasks. This year, SHRA employed housing locators, who act in a case management capacity to connect residents to Emergency Housing Vouchers.

PROJECT DETAILS

Anticipated Completion: April 2025

Leverage Funds: \$125,750

KEY ACCOMPLISHMENTS

- Hired three housing locators
- Provided monthly landlord educational webinars
- Hosted 30 tenants rights workshops with a total of 346 participants
- Held 337 workshops for local businesses to develop business development programs

Workforce Development and Economic Opportunities Plan



Photo credit: [The San Francisco Examiner](#)

The WDEO transformative plan includes job training and education programs to prepare residents in the project area to become competitive candidates for SIMPL projects. SacRT and SHRA will enter into a local hiring contract for Project #2 Dos Rios Light Rail Station. Sacramento Employment and Training Agency (SETA) will support the Construction Workforce Development activities and will create a Workforce Advisory Committee. SETA, SHRA, and SacRT will develop a plan for construction apprenticeships with People Working Together, Cosumnes River College, and American River College to certify and provide on the job training for 100 workers. GRID Alternatives will train 12 individuals in the Installation Basics Training program through the Solar Workforce Development activities. Urban Strategies and Greater Sacramento Urban League (GSUL) will also support SHRA with the implementation of this plan by providing case management to 35 individuals and pre-employment skills services to 75 youth and adults.

PROJECT DETAILS

Anticipated Completion: April 2025

Leverage Funds: \$1,783,000

KEY ACCOMPLISHMENTS

- Enrolled 102 program participants in job training opportunities
- Completed job training for 66 program participants
- Placed 27 program participants into employment

Collaborative Stakeholder Structure: SIMPL Leadership Council



Photo credit: The Sacramento Housing and Redevelopment Agency

The collaborative stakeholder structure of the SIMPL Project is represented in the Leadership Council. The Leadership Council is an advisory body that is intended to be comprised of stakeholders from each of the funded projects, the transformative plans, and Mirasol Village. Specifically, the composition of the Leadership Council includes the following:

- The Sacramento Housing and Redevelopment Agency;
- Representatives from each of the five funded projects (i.e., McCormack Baron Salazar, Sacramento Regional Transit, Grid Alternatives, the Sacramento Tree Foundation, and Alchemist CDC);
- One representative from each of the Transformative Plans (i.e., the Workforce Development and Economic Opportunities workgroup, the Community Engagement Plan workgroup, and the Displacement Avoidance Plan workgroup);
- One River District Property-Based Improvement District representative;
- Up to four subcontractors of the funded projects, with a maximum of one subcontractor per project;
- One Mayor's Office Representative;
- One member of the Sacramento City Council from District 3;
- The Institute for Social Research, and;
- Up to eight at-large seats for interested low-income residents in the SIMPL Project area, including two residents of Mirasol Village, two residents from Cannery Place (a development located in the River District), and one resident from Washington Plaza (a public housing development for seniors located in the SIMPL Project area).

Regarding the governance bylaws and overall structure, individuals and organizations can petition to sit on the Leadership Council by sending a letter of interest. When all seats are filled, a new seat can be created with a two-thirds majority of Leadership Council members. The overall lead for the Leadership Council is SHRA. As the Leadership Council develops, adhoc committees may be formed which report to the Leadership Council.

Overall, the intended outcome of the Leadership Council is to create a unified approach for the SIMPL Project among all stakeholders. Specifically, the Leadership Council is intended to be a space in which community engagement events can be disseminated among all SIMPL partners,

where conflict resolution and concerns can be addressed, and to create an incubation space to crosspollinate ideas to spur collaboration among SIMPL Project stakeholders.

KEY ACCOMPLISHMENTS

- Launched the SIMPL Leadership Council
- Convened the Leadership Council three times

Leveraged TCC Projects

While the SIMPL Project includes the five funded projects described above, the SIMPL Project includes seven leverage funding projects. Although these leverage funded projects do not receive TCC funds, they help the SIMPL Project's aims to break down silos to address multiple forms of pollution and socioeconomic hardship. Specifically, four of these projects (L1, L3, L5, and L6) help leverage the transit improvements of the new Dos Rios Light Rail Station. Together, these SIMPL Projects aim to promote clean mobility access to residents throughout Sacramento, particularly residents of the River District, who have historically had limited access to public transit options.

L1. Multimodal Mobility Projects



Photo credit: [Getting Around Sacramento](#)

The Multimodal Mobility Projects will: extend existing, and implement new, protected bikeways in the Central City; convert 5th Street and a portion of I Street from one-way to two-way traffic; reduce the number of lanes on North 12th Street from four to three lanes; add a two-way protected bikeway; implement pedestrian improvements; add a new signal and wayfinding; create new art and lighting; expand the tree canopy; add ADA-

PROJECT DETAILS

Anticipated Completion: Dec 2022

Leverage Funds: \$12,135,000

compliant curb ramps and new sidewalks; improve bike access to train station; and install 30 new signs.

KEY ACCOMPLISHMENTS

The following were under construction during Year Two of the SIMPL Project:

- Reduced lanes on North 12th St. from 4 to 3 lanes
- Added a two-way protected bikeway
- Added a new signal and wayfinding
- Created new lighting
- Created new art and/or beautification projects
- Expanded the tree canopy
- Added ADA-compliant curb ramps

L2. River District City Parks

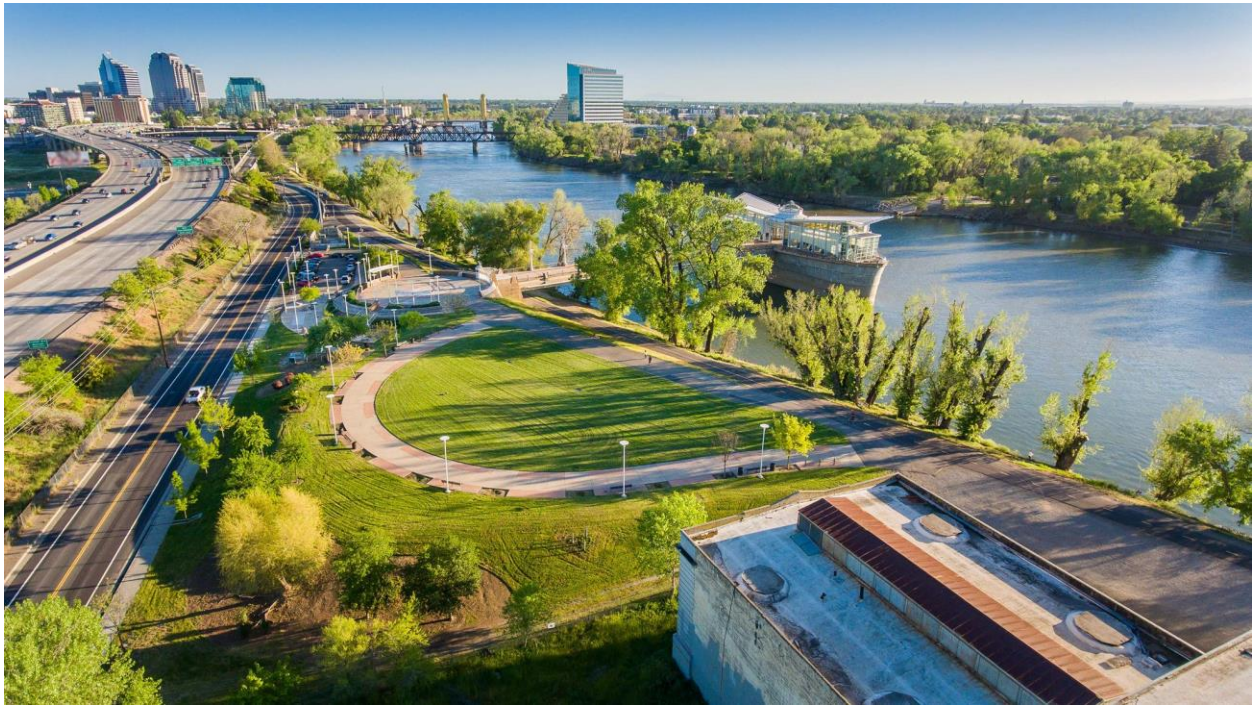


Photo credit: [The Sacramento Tree Foundation](#)

This project will create one new park, and add improvements to an existing park, in the River District. The new park will have a new basketball court and related child-centered sports located near Mirasol Village, which will include landscaping, frontage improvements, fencing, water fountains, shade structures and benches. Matsui Park improvements will include adding sloped walkway and stairs connecting the park to the street and the SMUD Museum of Science and Curiosity. Improvements will also include expanding useable space by adding a retaining wall along Jibboom Street. Landscaping will also be replaced and refreshed in the park.

PROJECT DETAILS

Anticipated Completion: April 2022

Leverage Funds: \$1,265,000

KEY ACCOMPLISHMENTS

Planning has begun for the following:

- Creation of One New Park
- Construction of Basketball Court
- Improvements to Matsui Park
- Adding sloped walkway and stairs to connect park to street and the SMUD Museum of Science and Curiosity
- Adding retain wall along Jibboom Street
- Replacing Landscaping in Park

L3. SmaRT Ride Microtransit – SacRT



Photo credit: [Via](#)

The Downtown/Midtown/East Sacramento/California State University Sacramento Microtransit on-demand route will provide more direct point-to-point service over shorter distances, where fixed-route and scheduled transit traditionally competes poorly. This will be achieved through the purchase of six zero-emissions buses, construction of six bus charging stations, and the purchase of five gasoline buses. The route will provide connectivity between lower density neighborhoods in East Sacramento and medical facilities not easily reached by fixed-route transit. The areas that will be served are: Downtown Sacramento, Old Sacramento, Midtown, McKinley Park, Broadway, and Tahoe Park areas.

PROJECT DETAILS

Project Completed: Oct 2020

Leverage Funds: \$2,310,880

KEY ACCOMPLISHMENTS

- Purchased six zero-emission buses
- Purchased six electric bus chargers
- Designed and constructed six bus charging stations
- Purchased five gasoline buses

L4. Mirasol Village Park

PROJECT DETAILS

Anticipated Completion: March 2022

Leverage Funds: \$2,246,577

The project is a 1.06-acre park that also incorporates an underground storm water facility. The public park will incorporate children's play equipment that is grouped in age-appropriate equipment, shade structures, and open recreational fields. The open fields will include soccer fields to allow for organized youth activities.

All components of the park have started or have been completed, as noted below.



Photo credit: The Sacramento Housing and Redevelopment Agency

KEY ACCOMPLISHMENTS

The following components have been **completed**:

- Designed new 1.42-acre park
- Designed 11 age-appropriate child play equipment
- Designed four shade structures
- Designed four recreational fields (with soccer field)

The following components have **started** or are in the **planning phase**:

- Constructing new 1.42-acre park
- Constructing 11 age-appropriate child play equipment
- Constructing four shade structures
- Constructing four recreational fields (with soccer field)
- Incorporating underground storm water management system (17,670 gallons)
- Providing six electric buses with Mirasol Village Park/American River Bike Trail stops
- Providing electric-assist bicycles for Mirasol Village Park and the American River Bike Trail

L5. Downtown Riverfront Streetcar Project



Photo credit: [RPR Consulting](#)

The Sacramento/West Sacramento Light Rail Connector Project is a 1.51-mile extension of Sacramento's Regional Light Rail System from the Sacramento Valley Station (SVS) to Sutter Health Park in West Sacramento. The Connector project will add: one new Light Rail station at Sutter Health Park; Second boarding platform at the SVS; five Light Rail vehicles; three Light Rail stops; three platforms; and six signs.

PROJECT DETAILS

Anticipated Completion: Jan 2023

Leverage Funds: \$95,300,000

KEY ACCOMPLISHMENTS

The following components have been **completed**:

- Conducted Environmental Study

The following components have **started** or are in the **planning phase**:

- Adding New Light Rail Station at Sutter Health Park
- Adding boarding platform at Sacramento Valley Station
- Adding five Light Rail vehicles and three Light Rail Stops
- Adding three additional platforms
- Adding six signs
- Updates to Design/Operation Plan

L6. Electric Vehicle Program



Photo credit: [CleanStart](#)

The goal of this leveraged project is to provide technical advising services to help identify how electric vehicles (EV) charging infrastructure can be expanded within the project area, which will provide opportunities for area residents, employees, and visitors to use electric vehicles.

Advising services will determine the feasibility of installing two to four EV charging stations at a local park and/or multifamily housing development. Additionally, the project will look into acquiring other available state, federal, and SMUD incentives to incorporate into the project as available.

PROJECT DETAILS

Anticipated Completion: May 2025

Leverage Funds: \$100,000

KEY ACCOMPLISHMENTS

- Starting conversation between SHRA and the Sacramento Metro Air Quality Management District to secure EV chargers

L7. Low-Income Weatherization Program



Photo credit: [ZME Science](#)

This project will help with the creation of more energy efficient dwellings for residents in the project area through a series of energy efficiency packages. These packages will include: rooftop solar for two homes; deep home weatherization for 30 homes; delivery of 200 house bundles; and delivery of 800 apartment bundles. In addition, bill assistance and discounts for qualifying residents will be available.

PROJECT DETAILS

Anticipated Completion: April 2023

Leverage Funds: \$749,999

KEY ACCOMPLISHMENTS

Planning has begun for the following components:

- Installing rooftop solar panels for 2 homes
- Deep home weatherization for 30 low-income homes
- Conducting 30 energy audits for homes receiving deep home weatherization
- Providing house bundle of energy efficient materials to 200 houses
- Conducting 200 energy audits for homes receiving house bundle
- Providing house bundle of energy efficient materials to 800 apartments
- Conducting 800 energy audits for apartments receiving apartment bundle

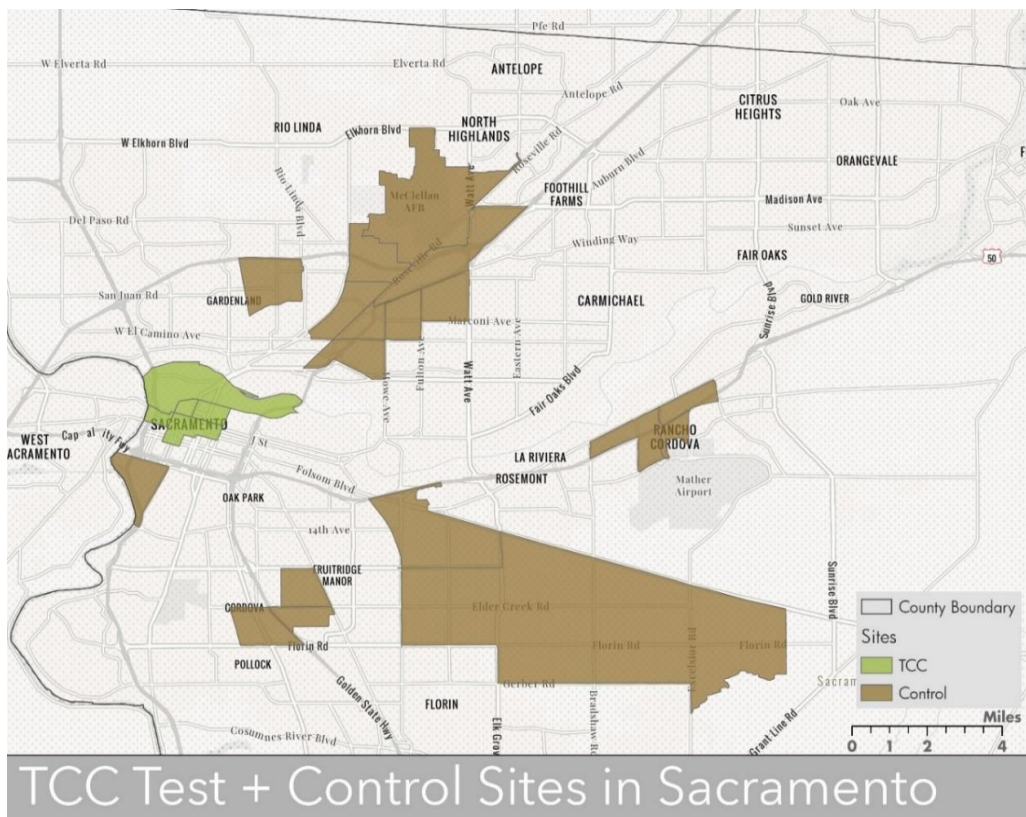
IV. Establishing Baseline Indicators to Measure Change Over Time

Given the breadth and investment of funded and leverage SIMPL projects described above, understanding the extent to which these collective efforts result in long-term changes for the SIMPL project area will be key in examining the success of the project overall. To help better understand the changes and context of the SIMPL Project, ISR selected baseline indicators to measure change in six key areas: demographics, economy, energy, housing, health, and transportation. These indicators will be examined on an annual basis, in addition to comparing after the conclusion of the SIMPL Project to conduct an impact evaluation.

SIMPL Control Site Identification

In order to analyze long-term changes in the SIMPL Project area, a control is needed to understand the extent to which forces external to the SIMPL Project may be contributing these observed changes (e.g., a reduction in poverty may be related to federal policy as opposed to the SIMPL Project). ISR followed the recommended methodology from the UCLA Luskin Center for identifying the project site and control sites for the SIMPL project area to use in the TCC impact evaluation. ISR determined the demographic, economic, and environmental characteristics of census tracts within the SIMPL project area and then identified census tracts within Sacramento County with a similar profile of characteristics. The control sites are identified in Figure 1 below.

Figure 1 – Map of SIMPL Project Site and Control Sites in Sacramento County



SIMPL Baseline Indicators

Unless otherwise noted, ISR's baseline indicator data comes from averages of two five-year sampling periods (2009-14 and 2015-19). This timeframe helps minimize annual variation while still providing signals of relevant socioeconomic and environmental trends. While the majority of data come from the American Community Survey and were readily available for these five-year timeframes, other indicators lacked data for these five-year periods. In these cases, averages are derived from two truncated sampling periods, each falling within one of the two five-year periods (i.e., data sampled in 2014 and data sampled in 2019). More detailed data and methodology is provided in the Appendix. The following section provides the baseline data on the indicators used to better contextualize the SIMPL Project area and includes the SIMPL census tracts, control census tracts, Sacramento County, and California.

Demographics

Overall, the population grew for the SIMPL census tracts, the control, the County, and the State when comparing the two five-year sampling periods. Population of the SIMPL census tracts grew at a greater rate than those of California and Sacramento County but at a lower rate than that of the control census tracts. Regarding racial demographics, the SIMPL census tract saw the greatest increase in the Black/African American population while the control, Sacramento County, and California saw a decrease. Conversely, the SIMPL census tracts had the greatest decrease among those that identify as Pacific Islander, American Indian/Alaskan Native (AIAN) or another racial category, a trend that was also observed across all other geographic areas. Finally, regarding the percentage of foreign-born residents, all geographic areas saw a decrease during the sampling periods, though the decrease was greatest for the SIMPL and control census tracts. For all population demographic changes, refer to Table 2 below.

Table 2 – Demographic Indicators

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | Control Census Tracts | Sacramento County | California |
|---|----------------------|---------------------|-----------------------|-------------------|--------------|
| Total Population | 2015-2019 | 11,332 | 97,269 | 1,524,553 | 39,283,497 |
| | 2009-2014 | 10,651 | 83,069 | 1,450,277 | 38,066,920 |
| | % Change | +6.4% | +10.9% | +5.1% | +3.2% |
| Percent Hispanic | 2015-2019 | 21.8% | 35.4% | 22.3% | 39.0% |
| | 2009-2014 | 23.4% | 32.6% | 22.1% | 38.2% |
| | % Change | -6.8% | +8.6% | +0.9% | 3.2% |
| Percent Non-Hispanic Asian | 2015-2019 | 7.2% | 7.2% | 15.4% | 14.3% |
| | 2009-2014 | 8.3% | 9.1% | 14.6% | 13.3% |
| | % Change | -13.3% | -20.9% | +5.5% | +7.5% |
| Percent Non-Hispanic Black/African American | 2015-2019 | 20.3% | 13.4% | 9.50% | 5.5% |
| | 2009-2014 | 16.2% | 14.8% | 9.7% | 5.7% |
| | % Change | +25.3% | -9.5% | -2.1% | -3.5% |
| Percent Non-Hispanic White | 2015-2019 | 43.9% | 31.9% | 44.7% | 37.2% |
| | 2009-2014 | 47.5% | 37.3% | 47.3% | 39.2% |
| | % Change | -7.6% | -14.5% | -5.5% | -5.1% |
| Percent Non-Hispanic Other (Pacific Islander, AIAN, Other) ⁸ | 2015-2019 | 6.7% | 10.1% | 11.0% | 6.4% |
| | 2009-2014 | 11.8% | 14.7% | 12.5% | 7.0% |
| | % Change | -43.2% | -31.3% | -12.0% | -8.6% |
| Percent Foreign-Born | 2015-2019 | 13.2% | 30.5% | 22.0% | 27.7% |
| | 2009-2014 | 15.8% | 24.2% | 20.1% | 27.0% |
| | % Change | -16.5% | -26.3% | -8.6% | -0.7% |

⁸ Pacific Islander and AIAN are aggregated with "Other" to have roughly comparable same sizes to the other racial/ethnic categories

Economics and Education

The median household income for the SIMPL census tracts is lower than that of all three other geographic areas. Although the median household income increased universally over the two five-year sampling period, the SIMPL census tracts did so at a lower rate.

While the poverty rate decreased at roughly the same rate across all four geographic areas, the SIMPL Project area had the greatest proportion of individuals living under the poverty line (more than twice the rate of Sacramento County). At the same time, the SIMPL census tracts had the greatest increase in the proportion of high-income households, with an almost 1.5-fold increase between the two sampling periods.

Education rates for the SIMPL census tracts display similar patterns to growth with high-income households. SIMPL census tracts experienced both the greatest increase in individuals with a bachelor's degree or higher and greatest decrease in individuals with less than a high school education. The SIMPL census tracts 2019 estimates for percent with bachelor's degree mirror those of Sacramento County and California and more than double that of the control census tracts. Likewise, the control census tracts had the smallest increase in the percent of individuals with a bachelor's degree.

Finally, all four geographic areas had similar patterns of growth for the percentage employed in the civilian labor force. By 2019, the actual percentages of California and Sacramento County were almost identical, slightly trailed by nearly identical percentages for the SIMPL and control census tracts. The trends examined for economic and education indicators are highlighted in the table below.

Table 3 – Economic and Education Indicators

| | ACS Five-Year Sample | SIMPL Census Tracts | Control Census Tracts | Sacramento County | California |
|---|----------------------|---------------------|-----------------------|-------------------|---------------|
| Median household income | 2015-2019 | \$29,617 | \$39,596 | \$67,151 | \$75,325 |
| | 2009-2014 | \$24,738 | \$31,264 | \$55,615 | \$61,489 |
| | % Change | +19.7% | +26.6% | +20.7% | +22.4% |
| Percent living below poverty | 2015-2019 | 34.2% | 29.6% | 14.7% | 13.4% |
| | 2009-2014 | 42.1% | 35.3% | 18.1% | 16.4% |
| | % Change | -18.8% | -16.2% | -18.8% | -18.3% |
| Percent high-income households (125k+) | 2015-2019 | 7.6% | 2.9% | 8.3% | 9.6% |
| | 2009-2014 | 3.2% | 1.4% | 5.4% | 6.8% |
| | % Change | +137.5% | +107.1% | +53.7% | +41.2% |
| Percent with less than high school education | 2015-2019 | 16.0% | 21.9% | 12.2% | 16.0% |
| | 2009-2014 | 21.5% | 23.8% | 13.9% | 18.0% |
| | % Change | -26.0% | -8.1% | -13.0% | -11.1% |
| Percent with bachelor's degree or higher | 2015-2019 | 34.4% | 12.3% | 28.3% | 31.0% |
| | 2009-2014 | 16.5% | 8.6% | 17.1% | 18.1% |
| | % Change | +108.5% | +43.9% | +65.0% | +71.0% |
| Percent employed in civilian labor force | 2015-2019 | 91.0% | 90.6% | 93.5% | 93.3% |
| | 2009-2014 | 86.6% | 79.8% | 86.9% | 89.0% |
| | % Change | +5.1% | +13.5% | +7.6% | +4.8% |

Energy Use

Across the four geographic areas, the percent of households using either electricity or utility gas changed very little between the two sampling periods. In terms of usage of gas and electric, for the control census tracts, Sacramento County, and California, approximately 60 percent of the houses used utility gas and 30 percent used electricity; the opposite is observed for the SIMPL census tracts (approximately 60 percent use electricity and 35 percent use gas). The SIMPL census tracts also had a greater percentage of homes using no fuel than did the control census tracts or Sacramento County, but less than the State. Regarding solar panel systems, the SIMPL census tracts had the fewest number of solar panel systems per 1000 residents at nearly half that rate of the control census tracts and a third of that of Sacramento County. Refer to Table 4 and Table 5 for the energy trends discussed.

Table 4 – Fossil Fuel Energy Use Indicators

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | Control Census Tracts | Sacramento County | California |
|--|----------------------|---------------------|-----------------------|-------------------|---------------|
| Percent of households heating home with electricity | 2015-2019 | 62.4% | 34.7% | 34.7% | 26.6% |
| | 2009-2014 | 61.9% | 34.8% | 35.6% | 25.8% |
| | % Change | +0.7% | -0.3% | -2.5% | +3.3% |
| Percent households heating home with utility gas | 2015-2019 | 35.3% | 62.3% | 61.7% | 64.1% |
| | 2009-2014 | 35.8% | 62.3% | 61.3% | 65.6% |
| | % Change | -1.5% | +0.1% | +0.6% | -2.2% |
| Percent households heating home with other fossil fuels | 2015-2019 | 1.0% | 2.0% | 3.0% | 5.0% |
| | 2009-2014 | 2.0% | 2.0% | 3.0% | 6.0% |
| | % Change | -50.0% | 0.0% | 0.0% | -16.7% |
| Percent households with no fuel used | 2015-2019 | 1.3% | 0.8% | 0.6% | 3.3% |
| | 2009-2014 | 1.2% | 0.9% | 0.5% | 3.0% |
| | % Change | +5.7% | -11.8% | +22.9% | +9.9% |

Table 5 – Solar Panels per 1000 Households

| Indicator | Sample Year ⁹ | SIMPL Census Tracts | Control Census Tracts | Sacramento County | California |
|---|--------------------------|---------------------|-----------------------|-------------------|------------|
| Solar Panels Per 1000 Households | 2019 | 16.1 | 30.6 | 41.6 | 54.1 |

⁹ Solar panels per household collected from the DeepSolar project from Stanford, which did not have data for any year in the 2009-2014 sampling period <http://web.stanford.edu/group/deepsolar/home>

Housing

Homeownership

Overall, the SIMPL census tracts saw a substantial increase (19.5%) in the percentage of homeowners, a notable trend in comparison to the other geographic areas, which either saw a decrease or an increase of less than one percent in homeownership. At the same time, the actual percentage in 2019 remains much lower for SIMPL census tracts than the other areas. Similarly, by 2019, the percent of houses for sale that were vacant in the SIMPL census tracts was three times that of the others. Regarding rent and mortgage burden, the percent of homeowners paying more than 30 or 50 percent of their income on mortgages was relatively similar across the four areas, with each percentage decreasing at similar rates. Results for homeowners are displayed in the following table.

Table 6 – Homeownership Indicators

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | Control Census Tracts | Sacramento County | California |
|---|----------------------|---------------------|-----------------------|-------------------|---------------|
| Percent homeowners | 2015-2019 | 11.9% | 38.6% | 56.4% | 54.9% |
| | 2009-2014 | 10.0% | 39.5% | 55.9% | 54.8% |
| | % Change | +19.5% | -2.3% | +0.9% | +0.2% |
| Percent of homeowners paying ≥30% of income on mortgage | 2015-2019 | 25.3% | 24.9% | 23.3% | 26.7% |
| | 2009-2014 | 35.6% | 32.2% | 30.9% | 33.4% |
| | % Change | -28.90% | -22.6% | -24.6% | -20.0% |
| Percent of homeowners paying ≥50% of income on mortgage | 2015-2019 | 11.4% | 10.9% | 8.9% | 11.0% |
| | 2009-2014 | 15.6% | 14.6% | 12.1% | 14.2% |
| | % Change | -26.6% | -25.3% | -27.0% | -22.3% |
| Percent of homeowners in with more than one occupant per room in their unit | 2015-2019 | 2.1% | 7.1% | 2.5% | 4.0% |
| | 2009-2014 | 4.2% | 5.7% | 2.5% | 4.1% |
| | % Change | -49.4% | +25.1% | +2.0% | -2.0% |
| Percent of homeowners in same house one year ago | 2015-2019 | 87.9% | 89.4% | 91.5% | 92.8% |
| | 2009-2014 | 90.6% | 92.0% | 91.6% | 92.9% |
| | % Change | -2.9% | -2.9% | -0.1% | -0.1% |
| Percent of housing units for sale that are vacant | 2015-2019 | 6.0% | 2.1% | 1.7% | 1.9% |
| | 2009-2014 | 6.7% | 4.6% | 2.7% | 2.3% |
| | % Change | -9.9% | -54.0% | -37.6% | -18.7% |

Renters

Different patterns were observed for renter data. Despite a decrease between the two sampling periods, SIMPL still had the largest percentage of renters by 2019, doubling those of Sacramento County and California. Interestingly, for both sampling periods, the percentage of renters paying more than 30 or 50 percent of their income on rent was smallest for the SIMPL census tracts. The percent of renters with more than one occupant per room in their units was also smallest for the SIMPL census tracts (nearly a third of those for the control census tracts and California and half of that for Sacramento by 2019). However, the rate of increase for this percent was far greatest for the SIMPL census tracts. Finally, the percent of houses for rent that are vacant is greatest for the SIMPL census tracts. Trends for renters in the four geographic areas are highlighted in Table 7 below.

Table 7 – Renter Indicators

| Indicator | ACS Five-Year Sample | SIMPL TCC Census Tracts | Control Census Tracts | Sacramento County | California |
|--|----------------------|-------------------------|-----------------------|-------------------|---------------|
| Percent renters | 2015-2019 | 88.1% | 61.4% | 43.6% | 45.2% |
| | 2009-2014 | 90.0% | 60.5% | 44.1% | 45.2% |
| | % Change | -2.2% | +1.5% | -1.1% | -0.2% |
| Percent of renters paying ≥30% of income on rent | 2015-2019 | 48.2% | 59.4% | 52.3% | 52.1% |
| | 2009-2014 | 45.9% | 64.8% | 54.1% | 54.2% |
| | % Change | +5.0% | -8.3% | -3.4% | -4.0% |
| Percent of renters paying ≥50% of income on rent | 2015-2019 | 23.4% | 32.2% | 26.7% | 26.6% |
| | 2009-2014 | 22.6% | 35.0% | 28.5% | 28.5% |
| | % Change | +3.4% | -7.9% | -6.4% | -6.6% |
| Percent of renters in with more than one occupant per room in their unit | 2015-2019 | 5.2% | 13.5% | 8.1% | 13.4% |
| | 2009-2014 | 4.1% | 13.9% | 7.9% | 13.3% |
| | % Change | +26.2% | -2.9% | +2.3% | +0.8% |
| Percent of renters in same house one year ago | 2015-2019 | 72.5% | 80.6% | 77.0% | 81.6% |
| | 2009-2014 | 62.9% | 69.7% | 67.7% | 75.9% |
| | % Change | +15.3% | +15.7% | +13.8% | +7.5% |
| Percent of housing units for rent that are vacant | 2015-2019 | 6.7% | 3.5% | 4.1% | 4.5% |
| | 2009-2014 | 10.3% | 8.3% | 6.9% | 5.5% |
| | % Change | -35.3% | -57.5% | -41.6% | -17.7% |

Health Insurance

By 2019, across all four geographic areas, the percent with health insurance was over 90 percent, an increase of at least 10 percent between the two sampling periods, which may represent in an increase in coverage related to the Affordable Care Act that was implemented throughout the two five-year samples. By 2019, the SIMPL tracts had the greatest percent with health care, followed by Sacramento County, and then California. The SIMPL census tracts also had the greatest rate of increase in the percentage with private insurance. In fact, by 2019, the percent with private insurance was equal to the percent with public insurance for the SIMPL census tracts. Refer to Table 8 below for health insurance indicator data.

Table 8 – Health Insurance Indicators

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | Control Census Tracts | Sacramento County | California |
|---|----------------------|---------------------|-----------------------|-------------------|---------------|
| Percent with health insurance coverage | 2015-2019 | 95.7% | 91.8% | 94.5% | 92.5% |
| | 2009-2014 | 85.3% | 80.1% | 86.3% | 83.3% |
| | % Change | +12.2% | +14.4% | +9.6% | +11.0% |
| Percent with private insurance coverage | 2015-2019 | 51.3% | 39.1% | 65.6% | 63.8% |
| | 2009-2014 | 42.1% | 38.2% | 62.9% | 60.8% |
| | % Change | +22.0% | +2.1% | +4.2% | +4.9% |
| Percent with public insurance coverage | 2015-2019 | 51.5% | 60.6% | 40.5% | 38.0% |
| | 2009-2014 | 48.4% | 50.2% | 33.7% | 30.5% |
| | % Change | +6.4% | +20.9% | +20.3% | +23.1% |

Transportation

Modes of Transit

Overall, the SIMPL census tracts used public transit, walking, and biking more than the control, Sacramento County, and the State. Accordingly, the SIMPL Project area had the smallest percentage that drove alone (but the greatest increase from the two-year sampling periods) or carpoled. All regions decreased in the percent using public transportation, but the percent using public transportation for the SIMPL census tracts was still greater than all other regions across the two sampling periods.

Taken together, the transportation statistics suggest that despite shifts towards cars, and especially towards driving alone, respondents in the SIMPL census tracts use cars less than the other geographic areas. The higher percent biking and walking, as compared to the other regions, also suggests that the project's sidewalk and bike-path improvements may be particularly beneficial to this region. The following table highlights these transportation trends across the four geographic areas.

Table 9 – Transit Indicator Data

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | Control Census Tracts | Sacramento County | California |
|-------------------------------|----------------------|---------------------|-----------------------|-------------------|---------------|
| Percent drove alone | 2015-2019 | 60.4% | 73.3% | 77.1% | 73.7% |
| | 2009-2014 | 49.0% | 70.8% | 75.6% | 73.5% |
| | % Change | +23.4% | +3.5% | +2.0% | +0.6% |
| Percent carpool | 2015-2019 | 2.9% | 11.6% | 10.1% | 10.1% |
| | 2009-2014 | 6.6% | 13.8% | 11.9% | 11.1% |
| | % Change | -56.3% | -16.3% | -15.1% | -8.8% |
| Percent public transportation | 2015-2019 | 6.4% | 3.2% | 2.5% | 5.1% |
| | 2009-2014 | 6.7% | 3.5% | 3.0% | 5.2% |
| | % Change | -3.5% | -9.0% | -17.4% | -2.3% |
| Percent walked | 2015-2019 | 18.6% | 2.2% | 1.8% | 2.6% |
| | 2009-2014 | 22.3% | 1.6% | 2.1% | 2.7% |
| | % Change | -16.6% | +33.1% | -15.3% | -4.0% |
| Percent biked | 2015-2019 | 6.6% | 1.6% | 0.9% | 1.0% |
| | 2009-2014 | 8.4% | 1.3% | 1.2% | 1.1% |
| | % Change | -21.3% | +23.8% | -24.4% | -14.4% |

Transit Related Injuries

Transit related injuries are categorized into four levels, with a Level 1 injury representing a fatality and Level 4 being the least serious. Collecting data for transit related injuries was only feasible for the control and SIMPL census tracts. Controlling for street mileage, fatal bike or pedestrian injuries (Level 1 injuries) only occurred in the control census tracts. However, for non-fatal injuries, the numbers for the SIMPL census tracts far outweighed those of the control census tracts for all but one indicator. For example, in 2019, the number of non-fatal crashes (specifically Level 3 and 4 bike crashes) was about six times greater in the SIMPL census tracts than in the control census tracts. A similar ratio was found for Level 3 and Level 4 pedestrian crashes between the SIMPL and control census tracts during 2019. See Table 10 for the corresponding transportation injury data.

Table 10 – Transit Injury Data¹⁰

| Indicator | Sample Year | SIMPL Census Tracts (Per 1000 Street Miles) | Control Census Tracts (Per 1000 Street Miles) |
|--|-----------------|---|---|
| Pedestrian Collision Injury Level 1 | 2019 | 0 | 24.1 |
| | 2014 | 0 | 8.8 |
| | % Change | - | +175.0% |
| Pedestrian Collision Injury Level 2 | 2019 | 45.5 | 39.1 |
| | 2014 | 60.7 | 37.2 |
| | % Change | -25.0% | +0.6% |
| Pedestrian Collision Injury Level 3 | 2019 | 197.3 | 54.8 |
| | 2014 | 121.4 | 26.3 |
| | % Change | +62.5% | +108.3% |
| Pedestrian Collision Injury Level 4 | 2019 | 349.1 | 43.8 |
| | 2014 | 349.1 | 17.5 |
| | % Change | 0.0% | +137.5% |
| Bicycle Collision Injury Level 1 | 2019 | 0 | 0 |
| | 2014 | 0 | 2.2 |
| | % Change | - | ↓ |
| Bicycle Collision Injury Level 2 | 2019 | 15.2 | 26.3 |
| | 2014 | 0 | 24.1 |
| | % Change | ↑ | +9.1% |
| Bicycle Collision Injury Level 3 | 2019 | 182.1 | 28.5 |
| | 2014 | 258.0 | 54.8 |
| | % Change | -29.4% | -48.0% |
| Bicycle Collision Injury Level 4 | 2019 | 303.5 | 48.2 |
| | 2014 | 121.4 | 70.1 |
| | % Change | +150.0% | -31.3% |

¹⁰ Data Collected from UC Berkeley's Transportation Injury Mapping System: <https://tims.berkeley.edu/>

Land Use

Land use data were only feasible to collect for the SIMPL census tracts and the control. As shown in Table 11 below, the land use characteristics for the SIMPL census tracts were relatively similar to those for the control census tracts. The largest differences between the SIMPL and control census tracts were for the “Impervious/Buildings” indicator, which was approximately five percent larger for the control, and “Water,” which was five percent smaller for the control. These differences may relate to the fact that the American River runs alongside the River District, which is in the SIMPL Project area.

Table 11 – Land Use Indicators (2019)¹¹

| Indicator | Dataset Year | Percent Area for SIMPL Area | Square Miles for SIMPL Tracts | Percent Area for Control Area | Square Miles for Control Tracts |
|------------------------------|--------------|-----------------------------|-------------------------------|-------------------------------|---------------------------------|
| Impervious/Buildings | 2019 | 43.4% | 1.6 | 48.3% | 11.5 |
| Dry Vegetation/Barren | 2019 | 32.8% | 1.2 | 30.8% | 7.4 |
| Green Vegetation | 2019 | 17.3% | 0.7 | 19.4% | 4.6 |
| Shadow¹² | 2019 | 2.3% | 0.1 | 1.6% | 0.4 |
| Water | 2019 | 6.5% | 0.2 | 1.5% | 0.4 |

¹¹ Land use indicators were collected using satellite images and analysis through GIS. More information regarding methods is available in the appendix.

¹² The method for analyzing shadow is not mutually exclusive with the other land use indicators. As such, the sum of the indicators is slightly larger than 100 percent; without the shadow indicators, indicator percentages total to 100 percent.

Charging Infrastructure:

The raw numbers of Level 2 Electric Vehicle Stations (EV Stations) and Direct Current Fast-Charging Stations (Fast-Charging Stations) were relatively similar for SIMPL census tracts and control census tracts in 2015. However, by 2019, the SIMPL census tracts had a far greater number of EV and Fast-Charging stations than both the control census tracts and Sacramento County per 1,000 residents, with an almost 10 to 20-fold difference. Furthermore, neither the SIMPL census tracts nor the control census tracts had Fast-Charging stations in 2015, as opposed to one for the SIMPL census tracts and two for the control census tracts by 2019. The data for the electrical charging infrastructure is displayed in Table 12 below.

Table 12 – Charging Infrastructure Indicators

| Indicator | Dataset Year ¹³ | Gross Number | | | Normalized Per 1,000 Residents | | |
|---------------------------|----------------------------|---------------------|----------------|-------------------|--------------------------------|----------------|-------------------|
| | | SIMPL census tracts | Control Tracts | Sacramento County | SIMPL census tracts | Control Tracts | Sacramento County |
| Level 2 EV Stations | 2019 | 5 | 4 | 49 | 0.4 | 0.04 | 0.02 |
| | 2015 | 2 | 0 | 26 | 0.2 | 0 | 0.02 |
| | % Change | +150.0% | +400.0% | +88.5% | +135.0% | ↑ | -15.8% |
| DC Fast-Charging Stations | 2019 | 1 | 2 | 12 | 0.1 | 0.02 | 0.01 |
| | 2015 | 0 | 0 | 3 | 0 | 0 | >0.01 |
| | % Change | ↑ | ↑ | +300.0% | +10% | ↑ | +300% |

¹³ Collected from Alternative Fueling Data Center: <https://afdc.energy.gov/stations/#/find/nearest>

APPENDICES

Appendix 1 – Individual Census Tracts

SIMPL Census Tracts

| Census Tract GeoID Number | Municipality | Population (ACS 2015-2019 estimate) | Area (sq. mi) | Population Density (pop. / sq. mi.) |
|--------------------------------------|---------------------|--|--------------------------|--|
| 06067000500 | City of Sacramento | 3,461 | 0.33 | 10,354 |
| 06067000600 | City of Sacramento | 1,123 | 0.16 | 7,161 |
| 06067000700 | City of Sacramento | 2,567 | 0.20 | 12,945 |
| 06067001101 | City of Sacramento | 2,583 | 0.61 | 4,264 |
| 06067005301 | City of Sacramento | 1,598 | 2.49 | 643 |

Control Census Tracts

| Census Tract GeoID Number | Municipality | Population (ACS 2015-2019 estimate) | Area (sq. mi) | Population Density (pop. / sq. mi.) |
|--------------------------------------|----------------------------------|--|--------------------------|--|
| 06067002200 | Sacramento | 5,103 | 1.05 | 4,842 |
| 06067004502 | Sacramento | 5,407 | 1.04 | 5,185 |
| 06067004601 | Sacramento | 8,155 | 0.88 | 9,317 |
| 06067004702 | Sacramento | 4,946 | 0.59 | 8,323 |
| 06067005205 | Sacramento | 2,400 | 3.43 | 700 |
| 06067005502 | Unincorporated Sacramento County | 5,779 | 1.11 | 5,220 |
| 06067006101 | Unincorporated Sacramento County | 4,886 | 1.08 | 4,526 |
| 06067006201 | Unincorporated Sacramento County | 7,359 | 0.86 | 8,559 |
| 06067006202 | Unincorporated Sacramento County | 3,644 | 0.63 | 5,802 |
| 06067006300 | Sacramento | 5,161 | 1.08 | 4,761 |
| 06067006400 | Sacramento | 5,521 | 1.33 | 4,146 |
| 06067006702 | Sacramento | 7,927 | 1.51 | 5,240 |
| 06067007301 | Unincorporated Sacramento County | 5,067 | 4.96 | 1,021 |
| 06067007413 | Sacramento | 7,438 | 2.19 | 3,393 |
| 06067009006 | Rancho Cordova | 5,519 | 1.12 | 4,922 |
| 06067009007 | Rancho Cordova | 2,579 | 0.38 | 6,798 |
| 06067009008 | Rancho Cordova | 5,227 | 0.61 | 8,499 |

Appendix 2 – Margins of Error (MOE) for ACS Variables

Demographic Indicators

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | MOE | Control Census Tracts | MOE | Sacramento County | MOE | California | MOE |
|--|----------------------|---------------------|--------|-----------------------|---------|-------------------|-------|------------|-------|
| Total Population | 2015-2019 | 11,332 | ±540.1 | 92,118 | ±2169.0 | 1,524,553 | ±0 | 39,283,497 | ±0 |
| | 2009-2014 | 10,651 | ±597.1 | 83,069 | ±2184.7 | 1,450,277 | ±0 | 38,066,920 | ±0 |
| Percent Hispanic | 2015-2019 | 21.8% | ±3.1% | 35.4% | ±2.2% | 23.2% | ±0.0% | 39.0% | ±0.0% |
| | 2009-2014 | 23.4% | ±3.7% | 32.6% | ±2.1% | 22.1% | ±0.0% | 38.2% | ±0.0% |
| Percent Asian | 2015-2019 | 7.2% | ±1.1% | 10.6% | ±1.1% | 15.4% | ±0.1% | 14.3% | ±0.0% |
| | 2009-2014 | 8.3% | ±2.7 | 9.1% | ±1.1% | 14.6% | ±0.1% | 13.3% | ±0.0% |
| Percent Black/African American | 2015-2019 | 20.3% | ±3.4% | 13.4% | ±1.3% | 9.50% | ±0.1% | 5.5% | ±0.0% |
| | 2009-2014 | 16.2% | ±2.8% | 14.8% | ±1.6% | 9.7% | ±0.1% | 5.7% | ±0.0% |
| Percent White | 2015-2019 | 43.9% | ±4.1% | 31.9% | ±1.5% | 44.7% | ±0.0% | 37.2% | ±0.0% |
| | 2009-2014 | 47.5% | ±4.1% | 37.3% | ±1.7% | 47.3% | ±0.0% | 39.2% | ±0.0% |
| Percent Other (Pacific Islander, American Indian, Other) | 2015-2019 | 11.8% | ±2.4% | 14.7% | ±0.1% | 12.5% | ±0.3% | 7.0% | ±0.1% |
| | 2009-2014 | 6.7% | ±1.7% | 10.1% | ±0.1% | 11.0% | ±0.3% | 6.4% | ±0.0% |
| Percent Foreign Born | 2015-2019 | 13.2% | ±2.0% | 30.5% | ±1.9% | 22.0% | ±0.3% | 27.7% | ±0.1% |
| | 2009-2014 | 15.8% | ±2.9% | 24.2% | ±1.7% | 20.1% | ±0.3% | 27.0% | ±0.1% |

Economic & Education Indicators

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | MOE | Control Census Tracts | MOE | Sacramento County | MOE | California | MOE |
|--|----------------------|---------------------|----------|-----------------------|---------|-------------------|--------|------------|--------|
| Median household income | 2015-2019 | \$29,617 | ±5000.9 | \$39,596 | ±1934.8 | \$67,151 | ±802 | \$75,325 | ±232 |
| | 2009-2014 | \$24,738 | ±4176.24 | \$31,264 | ±1409.5 | \$55,615 | ±606.0 | \$61,489 | ±154.0 |
| Percent living below poverty | 2015-2019 | 34.20% | ±4.3% | 29.60% | ±2.4% | 14.70% | ±0.3% | 13.40% | ±0.1% |
| | 2009-2014 | 42.10% | ±5.7% | 35.30% | ±2.5% | 18.10% | ±0.4% | 16.40% | ±0.1% |
| Percent high-income households (125k+) | 2015-2019 | 7.60% | ±1.5% | 2.90% | ±0.4% | 8.30% | ±0.0% | 9.60% | ±0.0% |
| | 2009-2014 | 3.20% | ±0.8% | 1.40% | ±0.2% | 5.40% | ±0.1% | 6.80% | ±0.0% |
| Percent with less than high school education | 2015-2019 | 16.00% | ±2.2% | 21.90% | ±1.5% | 12.20% | ±0.2% | 16.00% | ±0.1% |
| | 2009-2014 | 21.49% | ±6.1% | 23.83% | ±4.1% | 13.98% | ±0.8% | 17.99% | ±0.3% |
| Percent with bachelor's degree or higher | 2015-2019 | 28.30% | ±3.4% | 12.30% | ±1.0% | 28.30% | ±0.3% | 31.00% | ±0.1% |
| | 2009-2014 | 16.48% | ±2.2% | 8.55% | ±1.0% | 17.15% | ±0.3% | 18.11% | ±0.1% |
| Percent employed in civilian labor force | 2015-2019 | 91.00% | ±6.8% | 90.60% | ±3.1% | 93.50% | ±0.5% | 93.30% | ±0.1% |
| | 2009-2014 | 86.60% | ±8.0% | 79.80% | ±3.2% | 86.90% | ±0.5% | 89.00% | ±0.1% |

Energy Use

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | MOE | Control Census Tracts | MOE | Sacramento County | MOE | California | MOE |
|---|----------------------|---------------------|-------|-----------------------|-------|-------------------|-------|------------|-------|
| Percent of households heating home with electricity | 2015-2019 | 62.4% | ±4.5% | 34.7% | ±2.0% | 34.7% | ±0.4% | 26.6% | ±0.1% |
| | 2009-2014 | 61.9% | ±4.6% | 34.8% | ±2.0% | 35.6% | ±0.4% | 25.8% | ±0.1% |
| Percent households heating home with utility gas | 2015-2019 | 35.3% | ±4.1% | 62.3% | ±2.1% | 61.7% | ±0.4% | 64.1% | ±0.1% |
| | 2009-2014 | 35.8% | ±3.8% | 62.3% | ±2.2% | 61.3% | ±0.5% | 65.6% | ±0.1% |
| Percent households heating home with other fossil fuels | 2015-2019 | 1.0% | ±1.2% | 2.0% | ±0.6% | 3.0% | ±0.1% | 5.0% | ±0.0% |
| | 2009-2014 | 1.0% | ±1.4% | 2.0% | ±0.6% | 3.0% | ±0.1% | 6.0% | ±0.0% |
| Percent households with no fuel used | 2015-2019 | 1.3% | ±0.7% | 0.8% | ±0.4% | 0.6% | ±0.1% | 3.3% | ±0.0% |
| | 2009-2014 | 1.2% | ±0.8% | 0.9% | ±0.4% | 0.5% | ±0.1% | 3.0% | ±0.0% |

Housing Indicators

Homeownership

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | MOE | Control Census Tracts | MOE | Sacramento County | MOE | California | MOE |
|---|----------------------|---------------------|--------|-----------------------|-------|-------------------|-------|------------|-------|
| Percent homeowners | 2015-2019 | 11.9% | ±2.0% | 38.6% | ±1.7% | 56.4% | ±0.4% | 54.9% | ±0.3% |
| | 2009-2014 | 10.0% | ±2.1% | 39.5% | ±1.7% | 55.9% | ±0.5% | 54.8% | ±0.3% |
| Percent of homeowners paying ≥30% of income on mortgage | 2015-2019 | 25.3% | ±13.3% | 24.9% | ±2.9% | 23.3% | ±0.6% | 26.7% | ±0.1% |
| | 2009-2014 | 35.6% | ±17.7% | 32.2% | ±3.4% | 30.9% | ±0.7% | 33.4% | ±0.2% |
| Percent of homeowners paying ≥50% of income on mortgage | 2015-2019 | 11.4% | ±9.1% | 10.9% | ±1.8% | 8.9% | ±0.3% | 11.0% | ±0.1% |
| | 2009-2014 | 15.6% | ±12.8% | 14.6% | ±2.3% | 12.1% | ±0.4% | 14.2% | ±0.1% |
| Percent of homeowners in with more than one occupant/room | 2015-2019 | 2.1% | ±7.1% | 7.1% | ±1.7% | 2.5% | ±0.2% | 4.0% | ±0.1% |
| | 2009-2014 | 4.2% | ±11.5% | 5.7% | ±1.4% | 2.5% | ±0.2% | 4.1% | ±0.1% |
| Percent of homeowners in same house one year ago | 2015-2019 | 87.9% | ±19.8% | 89.4% | ±5.3% | 91.5% | ±0.9% | 92.8% | ±0.5% |
| | 2009-2014 | 90.6% | ±30.3% | 92.0% | ±5.1% | 91.6% | ±1.0% | 92.9% | ±0.5% |
| Percent of housing units for sale that are vacant | 2015-2019 | 6.0% | ±1.2% | 2.1% | ±0.1% | 1.7% | ±0.2% | 1.9% | ±0.1% |
| | 2009-2014 | 6.7% | ±1.7% | 4.6% | ±0.1% | 2.7% | ±0.3% | 2.3% | ±0.1% |

Renters

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | MOE | Control Census Tracts | MOE | Sacramento County | MOE | California | MOE |
|--|----------------------|---------------------|-------|-----------------------|-------|-------------------|--------|------------|-------|
| Percent renters | 2015-2019 | 88.1% | ±4.1% | 61.4% | ±1.9% | 43.6% | ±0.4% | 45.2% | ±0.2% |
| | 2009-2014 | 90.0% | ±4.1% | 60.5% | ±2.1% | 44.1% | ±0.5% | 45.2% | ±0.1% |
| Percent of renters paying ≥30% of income on rent | 2015-2019 | 48.2% | ±5.2% | 59.4% | ±4.1% | 52.3% | ±52.3% | 52.1% | ±0.3% |
| | 2009-2014 | 45.9% | ±5.1% | 64.8% | ±4.1% | 54.1% | ±1.0% | 54.2% | ±0.2% |
| Percent of renters paying ≥50% of income on rent | 2015-2019 | 23.4% | ±3.5% | 32.2% | ±2.9% | 26.7% | ±0.8% | 26.6% | ±0.2% |
| | 2009-2014 | 22.6% | ±3.6% | 35.0% | ±2.9% | 28.5% | ±0.6% | 28.5% | ±0.2% |
| Percent of renters in with more than one occupant/room | 2015-2019 | 5.2% | ±1.9% | 13.5% | ±2.0% | 8.1% | ±0.4% | 13.4% | ±0.1% |
| | 2009-2014 | 4.1% | ±1.9% | 13.9% | ±0.1% | 7.9% | ±0.4% | 13.3% | ±0.1% |
| Percent of renters in same house one year ago | 2015-2019 | 72.5% | ±6.2% | 80.6% | ±4.1% | 77.0% | ±1.2% | 81.6% | ±0.5% |
| | 2009-2014 | 62.9% | ±5.5% | 69.7% | ±4.5% | 67.7% | ±1.3% | 75.9% | ±0.4% |
| Percent of housing units for rent that are vacant | 2015-2019 | 6.7% | ±0.3% | 3.5% | ±0.1% | 4.1% | ±0.4% | 4.5% | ±0.1% |
| | 2009-2014 | 10.3% | ±0.3% | 8.3% | ±0.1% | 6.9% | ±0.5% | 5.5% | ±0.1% |

Health Insurance

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | MOE | Control Census Tracts | MOE | Sacramento County | MOE | California | MOE |
|---|----------------------|---------------------|-------|-----------------------|-------|-------------------|-------|------------|-------|
| Percent with health insurance coverage | 2015-2019 | 95.7% | ±5.9% | 91.8% | ±2.3% | 94.5% | ±0.2% | 92.5% | ±0.1% |
| | 2009-2014 | 85.3% | ±6.0% | 80.1% | ±2.2± | 86.3% | ±0.2% | 83.3% | ±0.1% |
| Percent with private insurance coverage | 2015-2019 | 51.3% | ±4.4% | 39.1% | ±1.5% | 65.6% | ±0.3% | 63.8% | ±0.1% |
| | 2009-2014 | 42.1% | ±3.9% | 38.2% | 1.5% | 62.9% | ±0.3% | 60.8% | ±0.1% |
| Percent with public insurance coverage | 2015-2019 | 51.5% | ±4.5% | 60.6% | ±2.0% | 40.5% | ±0.3% | 38.0% | ±0.1% |
| | 2009-2014 | 48.4% | ±4.7% | 50.2% | ±1.8% | 33.7% | ±0.3% | 30.8% | ±0.1% |

Transportation

| Indicator | ACS Five-Year Sample | SIMPL Census Tracts | MOE | Control Census Tracts | MOE | Sacramento County | MOE | California | MOE |
|-------------------------------|----------------------|---------------------|-------|-----------------------|-------|-------------------|-------|------------|-------|
| Percent drove alone | 2015-2019 | 60.4% | ±6.9% | 73.3% | ±3.3% | 77.1% | ±0.6% | 73.7% | ±0.1% |
| | 2009-2014 | 49.0% | ±6.1% | 70.8% | ±3.5% | 75.6% | ±0.6% | 73.5% | ±0.1% |
| Percent carpool | 2015-2019 | 2.9% | ±1.6% | 11.6% | ±1.4% | 10.1% | ±0.3% | 10.1% | ±0.1% |
| | 2009-2014 | 6.6% | ±3.0% | 13.8% | ±2.0% | 11.9% | ±0.4% | 11.1% | ±0.1% |
| Percent public transportation | 2015-2019 | 6.4% | ±3.0% | 3.2% | ±0.7% | 2.5% | ±0.2% | 5.1% | ±0.0% |
| | 2009-2014 | 6.7% | ±2.7% | 3.5% | ±0.9% | 3.0% | ±0.2% | 5.2% | ±0.0% |
| Percent walked | 2015-2019 | 18.6% | ±3.6% | 2.2% | ±0.6% | 1.8% | ±0.1% | 2.6% | ±0.0% |
| | 2009-2014 | 22.3% | ±5.7% | 4.4% | ±1.6% | 2.1% | ±0.1% | 2.7% | ±0.0% |
| Percent biked | 2015-2019 | 6.6% | ±1.9% | 1.6% | ±0.5% | 0.9% | ±0.1% | 1.0% | ±0.0% |
| | 2009-2014 | 8.4% | ±2.7% | 1.3% | ±0.5% | 1.2% | ±0.1% | 1.1% | ±0.0% |

Appendix 3 – Land Use Methodology

Land was classified using imagery from the National Agriculture Imagery Program (NAIP) and obtained through the USGS Earth Explorer database. Using ArcGIS Pro, images from the Sacramento area were merged and cut to fit the County of Sacramento, each of the individual SIMPL/Control tracts, and the City of Sacramento. Shapefiles of the county and of census tracts were obtained from the United States Census Bureau GIS database. Each NAIP image, cut to a given census tract, was classified individually to minimize file size and improve sample training success and classification specificity.

The actual classification process is detailed as follows. Land was classified as either: **Impervious/Buildings, Dry Vegetation Barren, Green Vegetation, Shadow, or Water**. However, to better train the classifier, **Impervious/Buildings** was split into **Roads** and **Buildings** and **Green Vegetation** was split into **Trees** and **Grass**. To train the classifier, the Sample Trainer function was used in ArcGIS Pro, and approximately 40 samples of each land classification were generated per tract image. Two classification schemas were used: one with (*Shadow Schema*) and one without **Shadow** (*No Shadow Schema*). This is because shadow overlays other types of land and therefore the classifier would first need to run without being trained to identify **Shadow** to determine the percent coverage of all other land classifications and once with **Shadow** to determine solely the percent **Shadow** in each image. Note that this means the sum of percent coverage for all land classification including **Shadow** would be greater than 100 percent. Furthermore, this method means that **Shadow** is subject to variation depending on the time, season, and weather when each NAIP image was taken.

After sample training was complete, the Classify Image Imagery Analysis function of ArcGIS Pro was used first with the *No Shadow Schema*. This categorizes pixels into the different land classifications based on value. Once the pixel classification was assessed for accuracy, the Geoprocessing Tool Raster to Polygon was performed to create polygons of clustered pixels of the same land classification class. From there all polygons belonging to the same class were added together to get the area that land class contributes to the image. The exact same process was then carried out for the *Shadow Schema* to determine the proportion of **Shadow**. In this iteration, although the other land classifications were also identified, they were done so to differentiate **Shadow** from other land classifications. Therefore, the *Shadow Schema* only allows for the proportion of **Shadow** to be calculated.

This process was carried out for each individual tract. A total area and a total area for each land class was calculated for the SIMPL tracts and the Control tracts by summing the areas from their respective tracts together. The proportions of each land class for both the combined SIMPL tracts and the combined Control tracts were calculated by dividing the total area for each land class by the total area for the SIMPL tracts and the Control tracts respectively.