CALIFORNIA REGIONAL PROGRESS REPORT

2007

California Center for Regional Leadership in partnership with
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www.calregions.org
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California Regional Progress Report

June 2007

The California Center for Regional Leadership is very pleased to introduce the inaugural California Regional Progress Report in collaboration with our regional, state, education and philanthropic partners. This report provides the baseline for how California's regions are doing across a range of integrated quality of life measures within the framework of innovative regional planning led by the State's Metropolitan Planning Agencies (MPOs) and Councils of Government (COGs), supported by Caltran's California Regional Blueprint Planning Program, a process underway in most of the State's regions.

California stands at a historic threshold – with 3.5 million new residents since 2000, a population nearing 38 million, and projections for continued growth and diversity which will dramatically shape the future of our regions and our state. The question is not whether we will grow but how and where we will grow, and what the impacts will be on our long-term prosperity and quality of life. What kind of future do we want, what do we need to do collectively to attain that reality, and how do we measure our progress toward achieving our goals?

The focus is of this report on the regions because they are the building blocks of the State – the scale at which the economy, transportation, labor market and natural systems function. Regions compete with other regions in the global economy, and all of our regions must have the capacity to do so. The regions are where collective solutions for our future can be created, and this is the genesis of "regional blueprint planning."

While the Regional Blueprint Planning efforts are at varying stages of implementation across California, and while the State's regions differ dramatically in many ways, they share the ever-increasing challenges of traffic congestion; sprawl; lack of housing affordability for large segments of the population; and uncertain ability to sustain a vibrant economy, preserve important farmlands and open space and maintain quality of life for their ever-increasing populations. These regional efforts have different visions and strategies but share the commitment and understanding that we need to grow better and smarter in the future, and that we need to link land use, transportation, housing, natural resources and economic development in holistic regional plans that create a more sustainable path to our shared future and equitable access to these assets.

Many regions are already monitoring their progress through indicator reports, but this Regional Progress Report is the first time all of the State's regions are included in a comprehensive framework and with a common set of progress indicators and measures. We hope this report provides perspective and value to regional partners to assess progress toward regional visions and goals, and to state and local policy makers and residents so they can better support regional efforts. This report is a first step. We do not always have the data we need to measure what we want to understand better, but working together we can identify those needs and improve our ability to measure our progress and make mid-course corrections.

We applaud the visionary leadership and innovative actions of the regional, state, local and federal partners dedicated to the Regional Blueprint process and outcomes. We also wish to express our gratitude to Sunne Wright McPeak, former CCRL Board Chair and former Secretary of the Business, Transportation and Housing Agency, for her vision and leadership in imagining a path to a better future for all Californians.

As we look ahead, we see that regional planning and benchmarking will become even more important as regions begin to devise their strategies for achieving California's ambitious climate change goals and investing the recent voter-approved $42.7 billion in infrastructure bond funds. Our challenges are many but our opportunities are great, and CCRL will continue in its mission to advance innovative regional strategies with all our partners throughout the State.

Dan Mazmanian

Interim Board Chair
California Center for Regional Leadership

INTRODUCTION

The purpose of the California Regional Progress Report is to develop a common framework and set of indicators to measure regional progress statewide and to help Californians improve their communities, with this first report as the baseline. The intent is to inform state, regional, and local decision makers about transportation, housing, land use, environmental resources, and other infrastructure in ways that lead to:

- *A more efficient and effective transportation system and land use pattern*
- *A strong and sustainable economy*
- *Progress along the dimensions of place, prosperity, and people (i.e., the 3 "Ps") which define quality of life for all Californians. The 3Ps fully incorporate and expand on the environmental, economic, and social equity dimensions (i.e., the "3Es") that have been widely used by the regions of California, Caltrans, and many others as a conceptual foundation for policy and planning*

The Report is intended not as an evaluation of specific policies or planning efforts, but rather a recognition that Californians are coming together across the State and working in new ways to improve the quality of life of their regions. This process is occurring through "regional blueprint planning," a new and innovative mechanism that moves beyond "business as usual" as we plan for our future to address the challenges and opportunities of growth.

As such, the California Regional Progress Report is intended to be a resource for regional, state and local decision makers and critical stakeholders, including residents, business and environmental interests, non-profits and other civic leaders as they determine the policies and investments that will shape the economic, social, and environmental well-being of California's regions and thus the State overall. It has been created as a means to help them better understand how their regions are evolving, in what areas they are making progress, where they may need to change course or address emerging challenges, and how the State can better support the regions and their communities.

Every region is a work in progress; this Report offers an objective source of information on how the journey is going.

Regional Blueprint Planning

The selection of the indicators has been guided by the comprehensive, long-term regional planning and visioning efforts of the State's eighteen federally designated Metropolitan Planning Agencies (MPOs) and Councils of Governments (COGs) which are responsible for transportation planning and investments of federal and other resources. COGs also are responsible for identifying the share of the region's housing needs for each community (see www.calcog.org).

These efforts, known under various names within the regions but referred to generally as "Blueprint Planning," were initiated in the 1990s as a means for local governments and regional agencies within metropolitan regions to coordinate long-range plans for transportation investment, air quality, and land use. In 2005, the California Business, Transportation and Housing Agency launched the California Regional Blueprint Planning Program. This is a voluntary, discretionary competitive grant program that provides seed funding that initiates or augments the activities of the MPOs and COGs to conduct comprehensive scenario planning with regional leaders, local governments and stakeholders on a preferred growth scenario, or "Regional Blueprint Plan." The program is intended to better inform regional and local decision-making through proactive public engagement, and to foster consensus on a vision and preferred land use pattern through the year 2025 or longer.

Originally established by the California Legislature as a two-year program, the California Regional Blueprint Planning Program is administered by the California Department of Transportation (Caltrans), Office of Regional and Interagency Planning. During 2005 and 2006, Caltrans awarded $10 million for Regional Blueprint planning to nine grantees comprising sixteen of the State's MPOs. Ninety-seven percent of the Californians reside in regions covered by Blueprint Plans underway.

Participating Blueprint grantees include:

ABAG/MTC (Bay Area), AMBAG (Monterey Bay), BCAG (Butte), SACOG (Sacramento), SANDAG (San Diego), SLOCOG (San Luis Obispo), San Joaquin Valley (collaboration of 8 MPOs/COGs), SCRTPA (Shasta), SCAG, and Tri-County Partnership (a rural pilot in Alpine, Amador and Calaveras counties).
For a map of the regions see pp. 6-7

The California Regional Blueprint Planning Program has important components and partners. These include:

- *The Blueprint Learning Network (BLN) – provides learning opportunities and technical support to the MPOs, COGs and their regional and local civic partners, including local elected officials. BLN holds three statewide workshops per year to focus on overcoming the challenges to effective Blueprint Planning and addressing new planning issues. Partners include members of the Governor's Cabinet, State agencies and other segments of the public and private sectors. The workshops are a forum to share best practices and combine knowledge and resources. The 2007 workshops are co-sponsored by Caltrans and the Governor's Office of Planning and Research. CCRL and U.C. Davis Information Center for the Environment are the managers of the BLN and collaborate with MPOs/COGs and the California Association of Councils of Governments (CALCOG).*
- *The State Coordinating Committee – provides State agency support; is co-hosted by Caltrans and the Governor's Office of Planning and Research and is comprised of Cabinet Secretaries and key staff from the Business, Transportation and Housing Agency, the Governor's Office of Planning and Research, the Resources Agency, Caltrans, Department of Housing and Community Development, Environmental Protection Agency, California Department of Food and Agriculture, and the Geographic Information Systems Council.*
- *A broad-based coalition of program affiliates to provide their perspective and enhance the delivery of the program.*

For additional information go to http://calblueprint.dot.ca.gov/

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FRAMEWORK FOR THE PROGRESS REPORT

"The Regional Blueprint Planning Program is a critical part of meeting our Strategic Growth Plan goals to reduce congestion through smart land use."

Will Kempton, Director,
California Department of Transportation (Caltrans)

The California Regional Blueprint Planning Process was created to foster consensus among community and regional leaders, local governments and stakeholders toward a vision for preferred growth and land use patterns for each region. The collaborative, comprehensive, planning efforts are to result in a Blueprint plan for the region through the year 2025. The long-range goal for the Regional Blueprint Plans is to guide future infrastructure development, in turn to accommodate anticipated population and economic growth within the regions. The desired outcomes for the Blueprint Plans are to:

Foster More Efficient Land Use Patterns and Transportation Systems That:

- *Support improved mobility and reduced dependency on single-occupant vehicle trips, and reduce congestion*
- *Increase transit use, walking and bicycling*
- *Encourage infill development*
- *Accommodate an adequate supply of housing for all incomes*
- *Reduce impacts on valuable habitat and productive farmland*
- *Improve air quality*
- *Increase efficient use of energy and other resources*
- *Result in safe and vibrant neighborhoods*

Provide Consumers With More Housing and Transportation Choices

Improve California's Economic Competitiveness and Quality of Life

Establish a Process for Public and Stakeholder Engagement That Can Be Replicated to Build Awareness Of, and Support For, Critical Infrastructure and Housing Needs

Source: Regional Blueprint Planning Program, http://calblueprint.dot.ca.gov

Regional Blueprint Planning includes development of regional performance measures to measure progress toward the region's own vision for future land use and transportation, as well as statewide performance measures to measure progress toward statewide transportation and housing goals. This report includes measures that address each of these areas.

The framework for the California Regional Progress Report recognizes the interdependence of policy choices, regional blueprint goals, and desired regional outcomes. Every day policy choices and investment decisions are made at the local, regional and state levels in areas of land use, transportation, housing, environment, economic development, and labor force that influence regional outcomes. Regional Blueprint Planning processes are voluntary collaborations and are one of many strategies pursued to affect one or more of these outcomes. In fact, by design, the Blueprints have focused primarily on affecting land use and transportation related outcomes in ways that either make a positive impact or avoid negative effects on the 3Ps.

All of these efforts are early in their implementation—or even still in the planning stage—and so have not yet had an opportunity to have a major impact on regional outcomes. **The California Regional Progress Report recognizes this reality, and is not intended to evaluate the impacts of the Blueprint efforts.** Instead, it provides a framework within which to understand the role of the Regional Blueprint Planning efforts in the larger context of policy choices across many areas. It also focuses on specific areas that the Blueprints intend to affect more directly over time—such as land use and transportation—to establish a baseline from which to measure progress in the coming years.

The Report also recognizes that California's regions are unique—each facing a different set of demographic, economic, environmental, and other assets and challenges. **As a result, the Report focuses on how each region is progressing compared to its past performance, rather than how regions compare to one another.** The Report does describe patterns across regions to help regional stakeholders as well as state policymakers understand similarities and differences that could inform decision-making.

However, the purpose of this Report is to encourage every region to make progress towards its own shared vision of the 3Ps regardless of how they compare to other regions.

The Report recognizes that there can be important variations within the counties of larger regions. To enable readers to examine sub-regions more closely, develop comparisons, define their regions differently, or for other reasons, data was collected on a county-by-county basis and are available electronically (see www.ccrl.org).

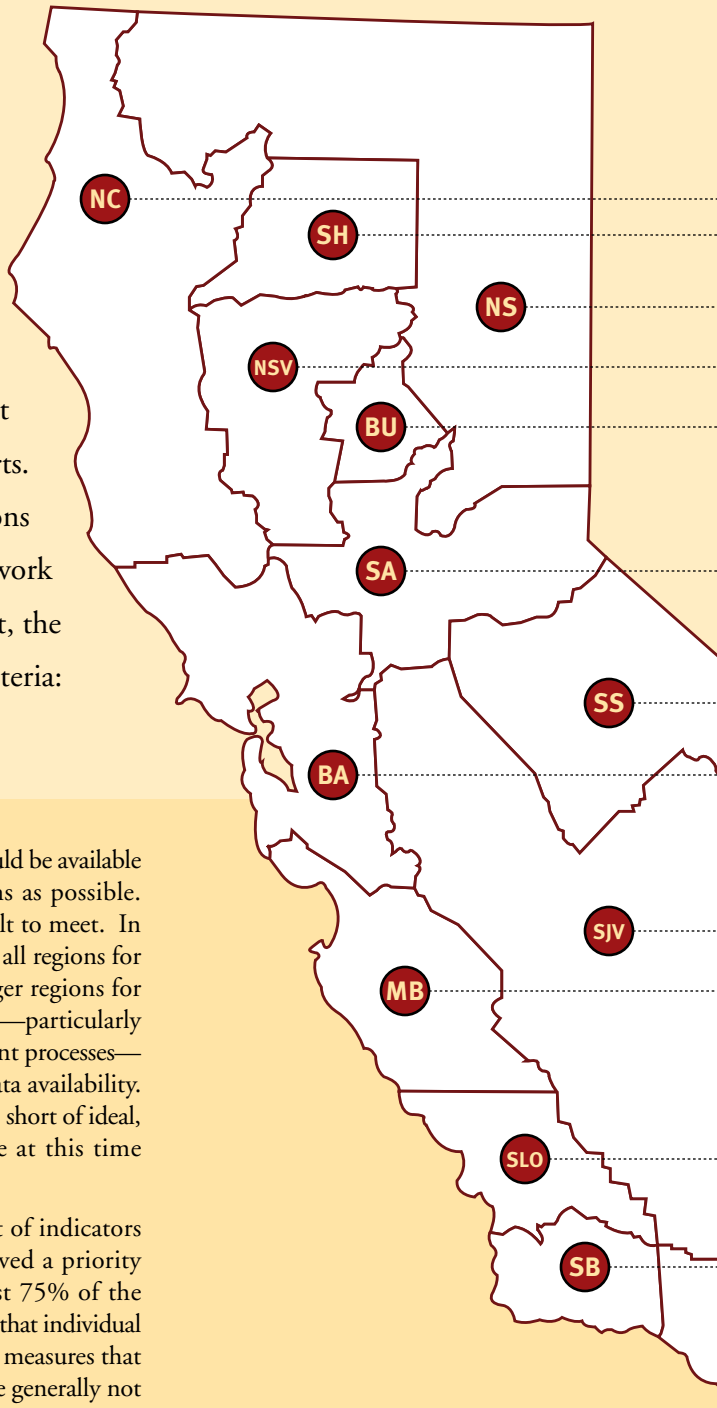
The Report also recognizes that some measures may not indicate clear trends, or can be more meaningful for one region than another. **As a result, the Report examines multiple indicators across the 3Ps, and focuses more on underlying patterns or overall direction across many indicators than the performance on any single measure.** However, since data (where it exists) are being made available electronically for measures at the county level, a region could decide that a specific indicator warrants closer examination, or is more meaningful to them than to other regions.

The Report's indicators are more concentrated on the dimensions of Place than Prosperity and People. About two-thirds of the indicators focus on efficient development, movement of people and goods, transportation choices, resource use, protected lands, air and water quality, and housing affordability/burden. These indicators were chosen to provide a more complete picture in areas that are to be specifically affected by the implementation of the Regional Blueprint projects in the years ahead. It does not mean that Place is more important in some way than People or Prosperity. **While we group the indicators in three categories, they are inter-related and many are relevant to more than simply one category.** In many cases, regions have developed their own reports that include additional indicators in these other areas.

The Report keeps the focus on true regional progress—how well regions are advancing all three Ps. If, for example, regions are advancing on measures of place, such as land use and transportation, but not on measures of prosperity and people, most would agree that balanced regional progress is not being achieved. To what extent regions are experiencing balanced progress is an enduring question, one that should be the concern not only of the Blueprint efforts, but all who have a role in shaping the decisions and investments across the 3Ps. Stakeholders include not only local and regional leaders including elected officials, but also business, the non-profit sector, and the general public, and as well as state policymakers whose decisions set the context and will help determine the outcomes for regional progress.

HOW INDICATORS WERE CHOSEN

Selecting indicators for inclusion in the California Regional Progress Report required clear criteria and a disciplined process. The Advisory Team (which included representatives of MPOs, COGs, Caltrans, and other state agency partners) assisted in the development of the overall framework as well as the selection of the indicators. The first step was to review what the regions themselves identified as important indicators of progress through their own indexes and/or Blueprint efforts. From this review, a common set of indicators used across several regions was identified. Additional potential indicators were added based on work done in other regions in other states across the country. From this list, the Report advisors weighed each indicator according to the following criteria:



Alignment—An indicator must be consistent with existing Blueprint visions, goals, or measures; regional indicator projects; regional performance measures; and Caltrans performance measures. The relevancy of some measures also varied according to regional characteristics, especially related to the urban/rural nature and difference of scale. The greater the alignment across all these areas, the stronger the case for inclusion.

Quantifiability—An indicator must be able to be measured with credible, reliable data. Some promising ideas for indicators are not (yet) quantifiable on a regional basis, while others might be hindered by a less-than-sound methodology.

Outcome-Based—An indicator is stronger if focused on outcomes rather than inputs.

Clarity—An indicator is preferred if it is clear, understandable, and easily communicated.

Availability—An indicator should be available across as many Blueprint regions as possible. This criteria was the most difficult to meet. In the end, data was available across all regions for 15 indicators, and across the larger regions for all 27 indicators. Smaller regions—particularly those not yet undertaking Blueprint processes—posed the biggest challenge for data availability. Thus, some of the measures, while short of ideal, represent the best data available at this time covering the most regions.

The Advisory Team created a list of indicators that met these criteria and received a priority rating for inclusion from at least 75% of the advisors. However, it became clear that individual regions had developed innovative measures that met the first four criteria, but were generally not available for other regions. These innovative measures are important to communicate to a statewide audience, and are highlighted in the Report, representing a promising indicator for further development and replication.

Through the selection process, it became clear that there are more and different indicators to be measured than those that currently exist. While the Report highlights some of these possibilities, there is much room for improvement in how we measure regional progress. Better measures of regional progress could be a common cause among local, regional, and state leaders. Resources need to be directed to local and regional as well as statewide data collection. While goals along the dimensions of place, prosperity, and people are long term, we should always be searching for better ways to measure progress towards these regional outcomes.

NC **North Coast Region**
Del Norte, Humboldt, Lake, Mendocino, Trinity

SH **Shasta Region**
Shasta

NS **Northeast Sierra Region**
Lassen, Modoc, Nevada, Plumas, Sierra, Siskiyou

NSV **Northern Sacramento Valley**
Colusa, Glenn, Tehama

BU **Butte Region**
Butte

SA **Sacramento Area Region**
El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba

SS **Southeast Sierra Region**
Alpine, Amador, Calaveras, Inyo, Mariposa, Mono, Tuolomne

BA **Bay Area Region**
Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma

SJV **San Joaquin Valley**
Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare

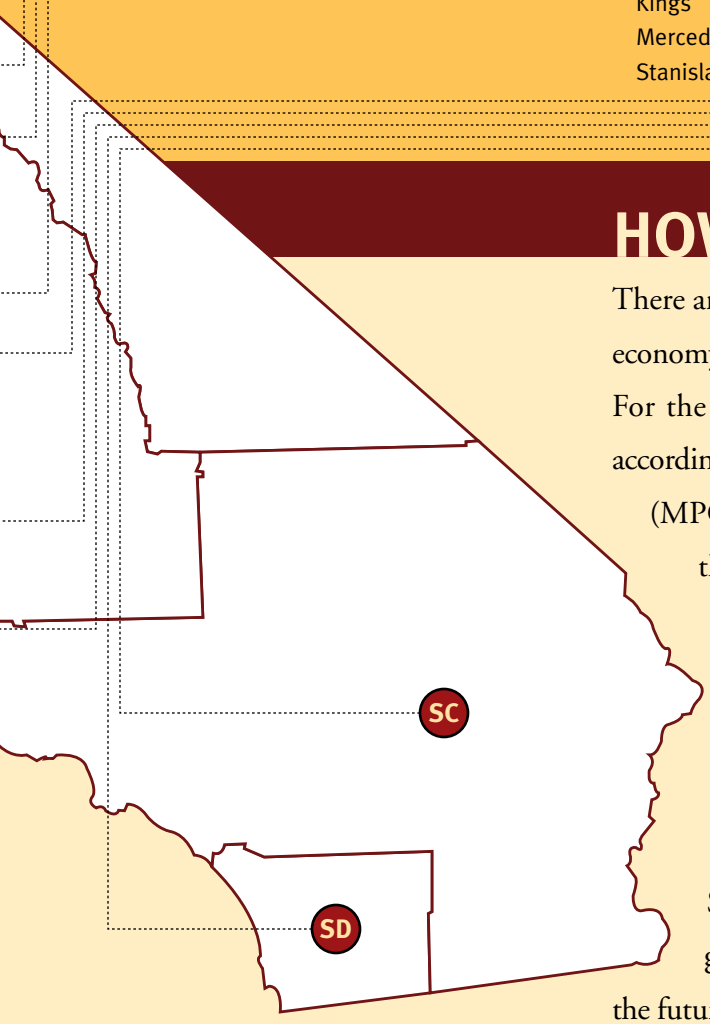
MB **Monterey Bay**
Monterey, San Benito, Santa Cruz

SLO **San Luis Obispo**
San Luis Obispo

SB **Santa Barbara**
Santa Barbara

SD **San Diego**
San Diego

SC **Southern California**
Imperial, Los Angeles, Orange, Riverside, San Bernardino, Ventura



HOW REGIONS WERE DEFINED

There are many ways to define regions in California—according to geography, economy, commute shed, habitat, history, political jurisdiction, or other criteria. For the purposes of this Report (see map), regions have been defined first according to the boundaries of California's Metropolitan Planning Organizations (MPOs). There have also been some additional groupings. In the case of the San Joaquin Valley, multiple MPOs are participating together in blueprint planning and so are aggregated into a region. In the case of the bi-state Tahoe Regional Planning Agency, the MPO is included in the SACOG region due to data limitations. Some of these Blueprint regions are very large in geographic area and population, while others encompass a single county.

Second, for the balance of the state, we determined multi-county groupings based primarily on a common economy or geography. In the future, these groupings could change as regional partnerships form. Further, as noted earlier, since data for this Report are available electronically at the county level, stakeholders can create their own regional definitions as they see fit.

IMPORTANCE OF STATEWIDE CHALLENGES AND REGIONAL DIFFERENCES

There are important people, place, and prosperity challenges facing California. Every region shares in these challenges, although in different ways. These are shared challenges that cross boundaries of jurisdiction, sector, and traditional issues. They stem from inter-related social and economic forces shaping California and its regions—and can only be addressed effectively with an integrated and collaborative approach among local, regional, state, and often federal partners. Neither a top-down, "one size fits all" approach which views California only through the lens of statewide issues nor a bottom-up "go it alone" approach which views California as an unrelated set of regions with unique destinies will work. Instead, there are a set of major statewide challenges that can be best understood as variations on shared regional concerns.

Growing Population: *Between 2000 and 2006, California's population grew almost 10%. Every region grew between four and sixteen percent (see chart on pg. 9). Immigration has played an important role in driving population growth in California. Indeed, it has played a role in every region, though with varying contributions from foreign immigration and domestic in-migration.*

Growing Diversity: *California has become more diverse since 2000. The mix of ethnicities is also changing in every region, though at different rates among different groups. Some regions have experienced a decline in certain ethnicities, while others have experienced balanced growth in all groups, and others have experienced much faster growth in some compared to other ethnic groups.*

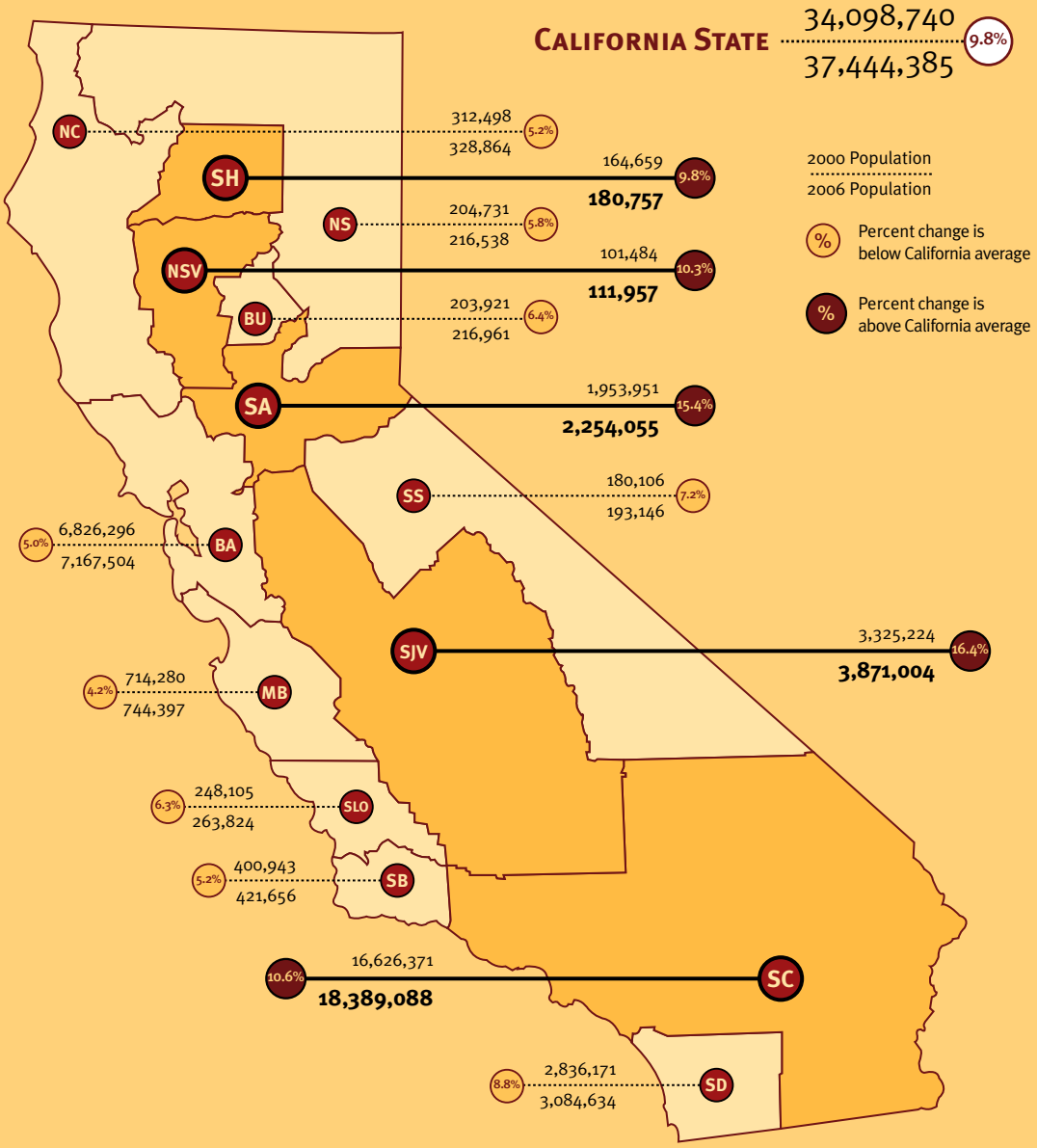
Aging of the population: *Many regions are projecting that households with children under the age of 18 will drop while households without children will increase with the aging of the baby boomer population. This demographic change will bring different demands for services, transportation and mobility choices, and will affect demand for the type and preferred location for homes.*

Growing Congestion: *Over the longer term, California has become more congested as transportation infrastructure has not kept pace with growing population, expanding trade and goods movement, and increasing distances between jobs and housing. For some regions, inter-regional commute and goods movement corridors are the biggest concerns, while for others it is local streets and highway connections that have become overwhelmed by growth.*

Growing Pressure on Agricultural Lands, Open Space, and Ecosystems: *California's development patterns have accelerated the conversion of agricultural land and open space and disrupted ecosystems. Every region is experiencing development pressures, although in different combinations depending on their existing urban form, industry mix, and rural landscape. Some regions are experiencing air quality problems primarily from transportation sources, while others see significant contributions of pollutants from agricultural and industrial sources and construction.*

Growing Housing Costs: *California's housing costs have skyrocketed. Every region is experiencing the effects of this trend, though in different ways. Some regions have not provided enough housing for their workforce, increasing prices and commute distances. Other regions have built much more housing, some of which is bought by people who then commute long distances, move from more expensive housing markets, or purchase a second home – all of which have raised prices and made homeownership more difficult for local buyers.*

Growing Global Competition: *California participates in an increasingly competitive global economy, putting pressure on the state's diverse industries to increase their value and limit their costs through technological innovation, talent recruitment and development, and international partnerships. Although every region has a different industry mix, every region has no choice but to meet this global challenge.*



- NC North Coast
- NS N.E. Sierra Region
- SH Shasta Region
- NSV No. Sacramento Valley
- BU Butte Region
- SA Sacramento Area
- BA Bay Area Region
- SS S.E. Sierra Region
- MB Monterey Bay
- SLO San Luis Obispo
- SJV San Joaquin Valley
- SB Santa Barbara
- SC Southern California
- SD San Diego

It is important to recognize the different regional contexts across California. Regions described in this report often start from very different places. Some are very populous, while others are sparsely populated. Some are ethnically diverse, while others are much less so. Some regions are growing quickly, while others are not. Understanding regional context provides a bigger picture within which to interpret patterns and performance on many indicators.

At the same time, giving too much weight to context can be a problem. For example, not all of California's predominantly rural regions have the same outcomes, nor do all of the state's larger urban areas. Simply because a region has a lot more people (or very few people), has a very diverse population (or a more homogenous one) does not mean that it will inevitably follow a certain pattern. Many factors are at work in determining a region's performance on the 3Ps. While an important consideration, context is not destiny.

North Coast NC

N.E. Sierra Region NS

Shasta Region SH

No. Sacramento Valley NSV

Butte Region BU

Sacramento Area SA

Bay Area Region BA

S.E. Sierra Region SS

Monterey Bay MB

San Luis Obispo SLO

San Joaquin Valley SJV

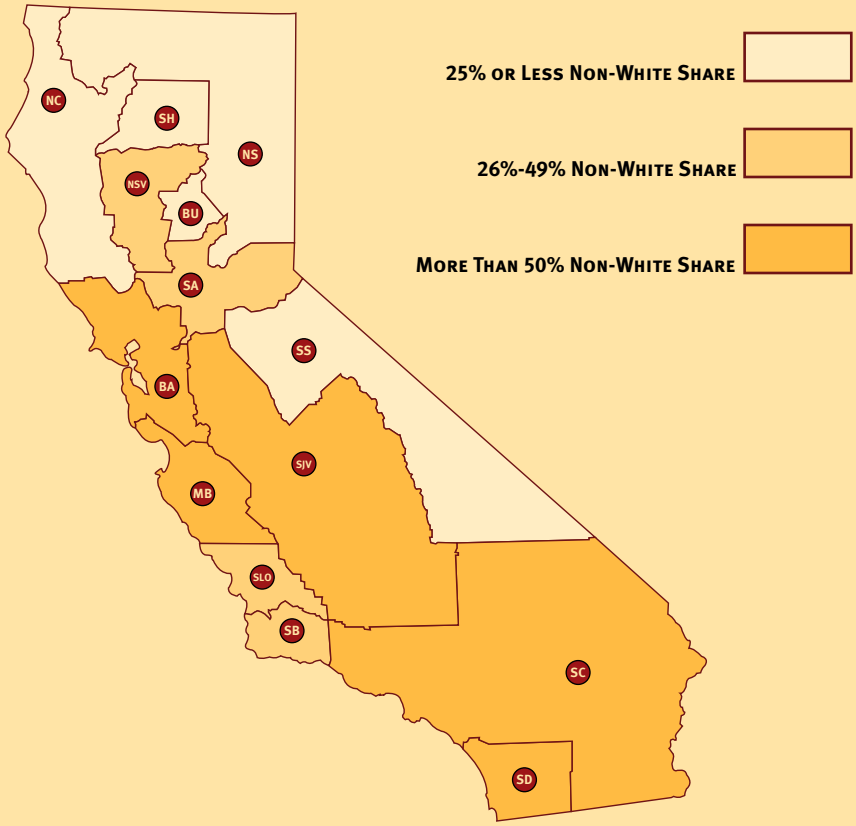
Santa Barbara SB

Southern California SC

San Diego SD

Race/Ethnic Population

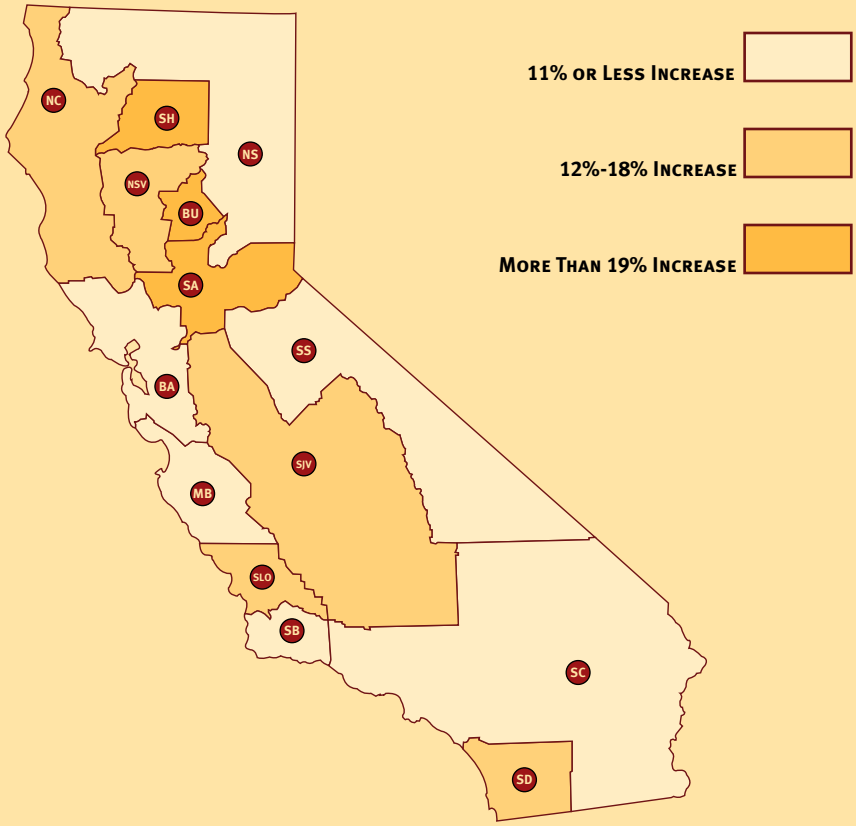
Total Share of Non-White Population
2006



Source: State of California, Department of Finance, "Race/Ethnic Population with Age and Sex Detail"

Race/Ethnic Population

Percent Change of Non-White Population
2000-2006



Source: State of California, Department of Finance, "Race/Ethnic Population with Age and Sex Detail"

THE CALIFORNIA STORY TODAY

California is a land of dynamic change, creating both tremendous benefits and undeniable challenges. The State continues to be a wellspring of opportunity, creating jobs and companies. It is also home to a population that is growing more educated and better able to compete in the global economy. We have become a safer state, with violent crime dropping in many regions in recent years.

At the same time, economic change has put pressure on our communities and infrastructure. In recent years, many communities have made concerted efforts to be more efficient in their development and expand the ways people travel to work and elsewhere in order to reduce traffic congestion. Many of the State's regions have in fact made progress in growing more efficiently and encouraging people to use transit. But, the numbers and proportion of people commuting alone by car is growing in most regions, as are the number of miles traveled and traffic congestion. Many people are living far away from their jobs, often because they cannot afford to live closer, with housing affordability continuing to decline. Many cannot realistically commute by transit or other means because of distance to transit lines or work, a legacy of earlier automobile-dependent development patterns. Because of single-use development patterns, housing is also often disconnected from local services, recreation, and the like—necessitating additional trips.

The California story is still unfolding. Can we create economic opportunity and grow our communities in ways that reduce congestion and improve quality of life? Can we grow the talent of our population and connect people to economic opportunity, raising incomes and increasing their ability to afford a home closer to where they work? Can we use our economic prosperity and efficient development patterns to reduce our resource use, improve our air quality and health, and protect our vital agricultural lands and open space for this and future generations?

What is certain is that these and other questions like them will be answered in the regions of California. What is also clear is that State, regional, and local leaders will need to work across jurisdictions, sectors, and issues to strengthen our communities, developing solutions as innovative and diverse as California's economy and its people.

California is a state of enormous economic, social, and environmental diversity. The complexity of the individual stories of California's regions help us understand how California as a whole is improving its quality of life—the interplay of place, prosperity, and people.

The summary table on page 13 provides a picture of how each of 14 regions is doing across 13 categories and 27 indicators. We have coded each cell either a green or yellow.

- *Green means that the region has experienced a gain on that measure over the designated time period (usually at least 3 years and often longer).*
- *Yellow means that the region has not made progress on the measure. It can also mean that we found a small gain, but one that we cannot be confident actually reflects a measurable change because the data are not precise enough to make that call.*
- *White areas reflect where data are not available, especially for rural or smaller regions.*

We chose yellow because it signals "caution"—that there has not been measurable progress—encouraging regions to take a closer look to see if there is reason for concern or a rationale for change. It is also worth noting that for each measure we focus on percentage change to show whether or not regions are making measurable progress. The rate of change should be viewed in the context of the underlying data. For example, a region can experience a large percentage change on a measure by starting from a very small base number. Or, a region can experience a small percentage change starting from a very large base number. In these and other cases, readers can take a closer look by consulting the county-by-county data available on www.ccrl.org and www.calcog.org.

It is not our role, nor the purpose of this report, to pass judgment on whether regions are succeeding or failing, winning or losing, or making sufficient progress to achieve their own goals and aspirations. Instead, we report objectively where diverse regions in very different circumstances have or have not made progress compared to their own past performance. In that sense, this Report should be a starting point for discussion about change, rather than a summary judgment on regional performance.

WHAT PROGRESS ARE WE MAKING?

The reality is that California's regions are making progress on at least some measures. The initial impressions from the summary table on the facing page are that:

- *Every region tells a mixed story—progress in some areas, lack of progress in others—across the full range of place, prosperity, and people measures.*
- *Every region has made gains on most of the prosperity measures in recent years—including increases in jobs, income, and new business formation.*
- *Most regions have not made progress on a majority of the people measures in recent years—indicators focused on education, health and public safety.*
- *No region has gained ground on a majority of the 18 place measures—ranging from efficient development to movement of people and goods, transportation choices, resource use, protected open space, air and water quality, and housing affordability.*
- *However, every region has made progress on three or more place measures. Eleven of 14 regions have made progress on five or more place measures.*

A closer look at the place indicators reveals some shared patterns across regions:

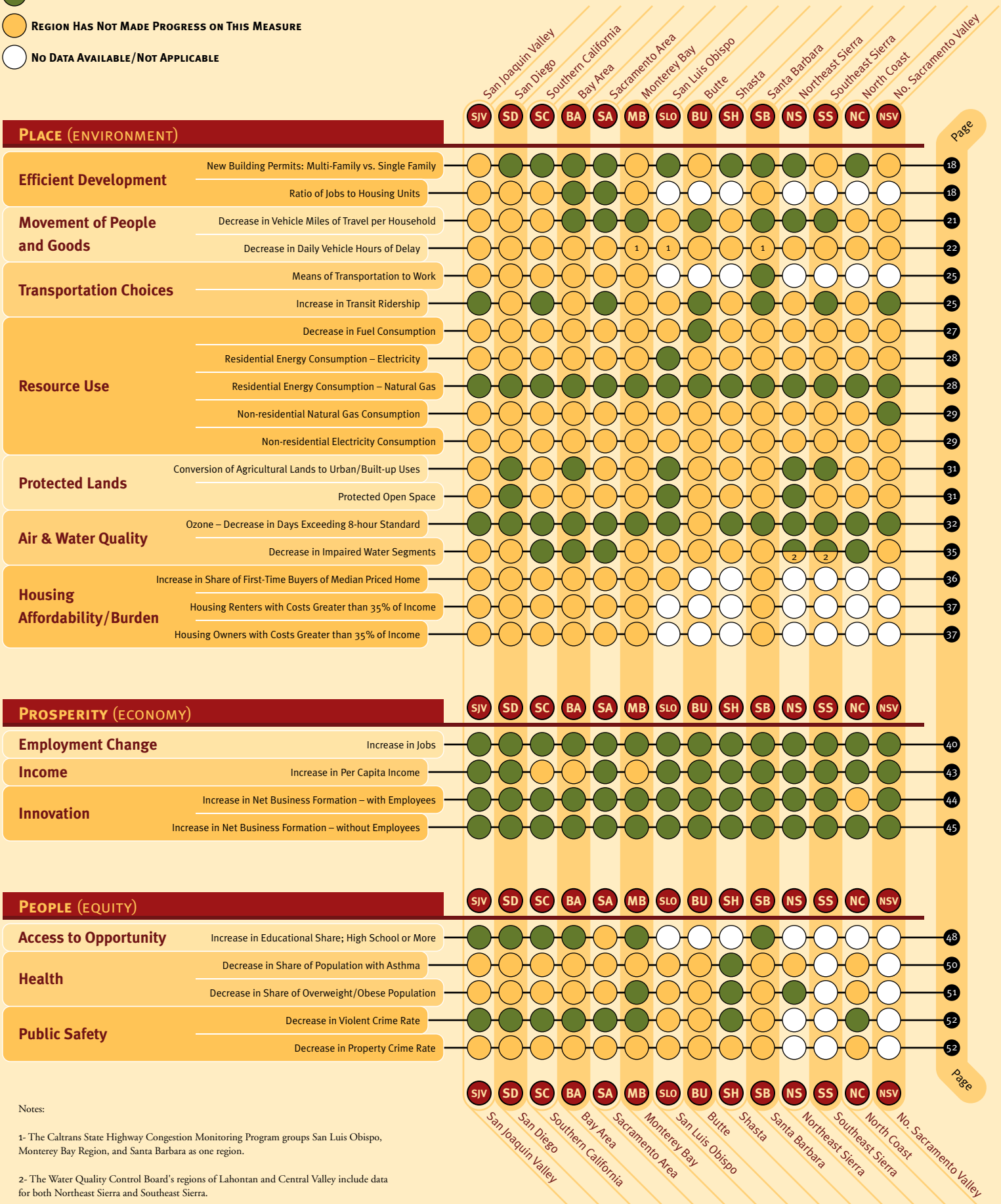
- *Most regions have made progress on measures of efficient development, such as the ratio of new multi-family to single-family residential building permits. Housing is being built in denser configurations than in the past.*
- *People are driving more and experiencing more traffic congestion. This has been a major stimulus to Blueprint Planning efforts. Nearly every one of California's most populous regions has not made long-term progress in terms of movement of people and goods— recording increases in vehicle miles traveled per household and daily vehicle hours of delay since the 1990s.*
- *However, more recently (2000-2005), several regions have showed progress, with lower rates of vehicle miles traveled per household than over the previous decade (1990-2000). Several also experienced less traffic congestion. Many factors likely contributed to these changes, including lower rates of economic growth in the early 2000s, and completion of some congestion relief projects.*
- *While half of the regions—including both large urban and lightly populated areas—have experienced increases in transit ridership, almost every region (where data are available) has not experienced an overall increase in the share of the population taking transit, carpools, biking, walking, etc. While there have been increases in transit ridership in some regions, there have apparently been comparable or greater increases in the number of people commuting alone by car.*
- *Nearly every region is using more resources than in the past—from gasoline consumption to electricity. The exception is residential natural gas consumption, which has declined in every region.*
- *While most regions are experiencing higher rates of conversion of agricultural land to development, a few are recording lower rates of conversion than in the past.*
- *Most regions have added to their stock of protected open space—or at least have not taken many acres out of protected status.*
- *Most regions have improved their air quality in terms of ozone levels.*
- *Some highly-populated regions (Southern California and the Bay Area) have reduced the number of impaired waterways, while others have experienced increases (San Diego) Similarly, some less-populated regions (Central Coast) have more impaired waterways and some (North Coast) have fewer impaired waterways than in the past.*
- *No region (where data are available) has made progress on improving housing affordability.*

A closer look at the prosperity indicators reveals some shared patterns across regions:

- *Every region has experienced a net gain in jobs in non-farm sectors, and every region but two has enjoyed real increases in per capita income.*
- *Every region but one has also experienced net growth in new businesses with employees, with every region posting gains in new businesses without employees. In fact, every region has experienced double-digit increases in the number of firms where everyone working is at least a co-owner—a major shift in how economies are structured in California.*

SUMMARY OF REGIONAL PROGRESS

- Region Has Made Progress on This Measure
- Region Has Not Made Progress on This Measure
- No Data Available/Not Applicable



Notes:

1- The Caltrans State Highway Congestion Monitoring Program groups San Luis Obispo, Monterey Bay Region, and Santa Barbara as one region.

2- The Water Quality Control Board's regions of Lahontan and Central Valley include data for both Northeast Sierra and Southeast Sierra.

Continued from pg. 12

A closer look at the people indicators reveals some shared patterns across regions:

- *Virtually every region (where data are available) has experienced an increase in its level of educational attainment. There is a bigger share of more highly-educated people living in these regions of California, a critical ingredient for competing in the increasingly knowledge-driven global economy.*
- *Few regions have improved in two key areas of health: asthma and obesity. Poor air quality has been linked to asthma rates. Obesity can lead to many illnesses. Many professionals believe that increases in obesity are in part a function of community design.*
- *While most regions have cut their rates of violent crime considerably, all regions have experienced major increases in property crime since 2000.*

A closer look at the regions suggests some additional patterns as well:

- *Four of five of the more heavily populated regions made progress in efficient development in recent years— including San Diego, Southern California, the Bay Area, and Sacramento regions. However, three of five also converted their agricultural land to urban and built-up uses at a faster rate.*
- *More than half of the less-populated regions also made progress in efficient development—including San Luis Obispo, Shasta, Santa Barbara, Northeast Sierra, Southeast Sierra, and North Coast regions. However, all but two of the nine less-populated regions converted their agricultural land to urban and built-up uses at a faster rate.*

The California Transportation Plan: A Long-Term Framework

The California Transportation Plan (CTP) 2025 is a statewide, long-range transportation plan for meeting California's future mobility needs. The CTP provides a vision, developed in collaboration with the public and our transportation partners and stakeholders, for the State's future transportation system - a safe, sustainable, world-class transportation system that improves our mobility and enhances our quality of life. The CTP offers a policy framework to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land use decisions, improve air quality, and reduce petroleum energy consumption. The CTP is developed in consultation with the State's regional transportation planning agencies, is influenced by the regional planning process and provides guidance for developing regional transportation plans.

http://www.dot.ca.gov/hq/tpp/offices/osp/ctp.htm

A SHARED VISION OF THE FUTURE

What would California's regions look like if they were making progress on all of the indicators measured in this report? What if all the cells in the summary table were green? Together, these indicators point in the direction of a shared vision of quality of life for California—one that connects people, place, and prosperity in mutually beneficial ways in every region of the State.

In this future, California's physical growth is getting more efficient all the time—more housing and jobs on less land. Californians are driving fewer miles because they are able to work closer to home—or at home. More people are living in places where alternatives to driving alone are realistic—near major transit routes or close to other commuters who carpool, or in communities where biking or walking to work is possible. With greater attention to design and amenities, the quality of California's communities is also improving. With these shifts and expansion of California's transportation infrastructure, traffic congestion and delay is constantly improving. Gasoline consumption per household is dropping along with vehicle miles of travel, and there is wider adoption of automobiles based on alternative fuels. With more efficient land use patterns, less need for automobile travel, and growing alternatives, Californians are enjoying additional benefits such as better air quality, and lower rates of asthma and obesity.

California's economy is not only continuing to innovate and create quality jobs, but is now growing more in areas closer to where workers live. A more efficient development pattern helps create prosperity by preserving quality of life in communities and fostering a healthy business climate, helping to create more vital urban centers with a critical mass of people, housing, businesses, and amenities. More efficient land use is creating better regional mobility, which in turn is improving productivity. An innovative economy is producing jobs at every level. With ongoing progress in education and training, more people are able to climb onto career ladders, helping them increase their income and ability to buy a home—as well as their contributions to California's continuing prosperity and community well-being. Housing affordability improves as incomes rise and a greater variety of more affordable homes close to jobs are built.

The conversion of California's agricultural lands to urban uses is slowing dramatically since most new development is now taking place in existing communities. The amount of protected land continues to increase—both urban parks and rural open space—as Californians actively preserve the State's environmental assets and diversity for themselves and future generations.

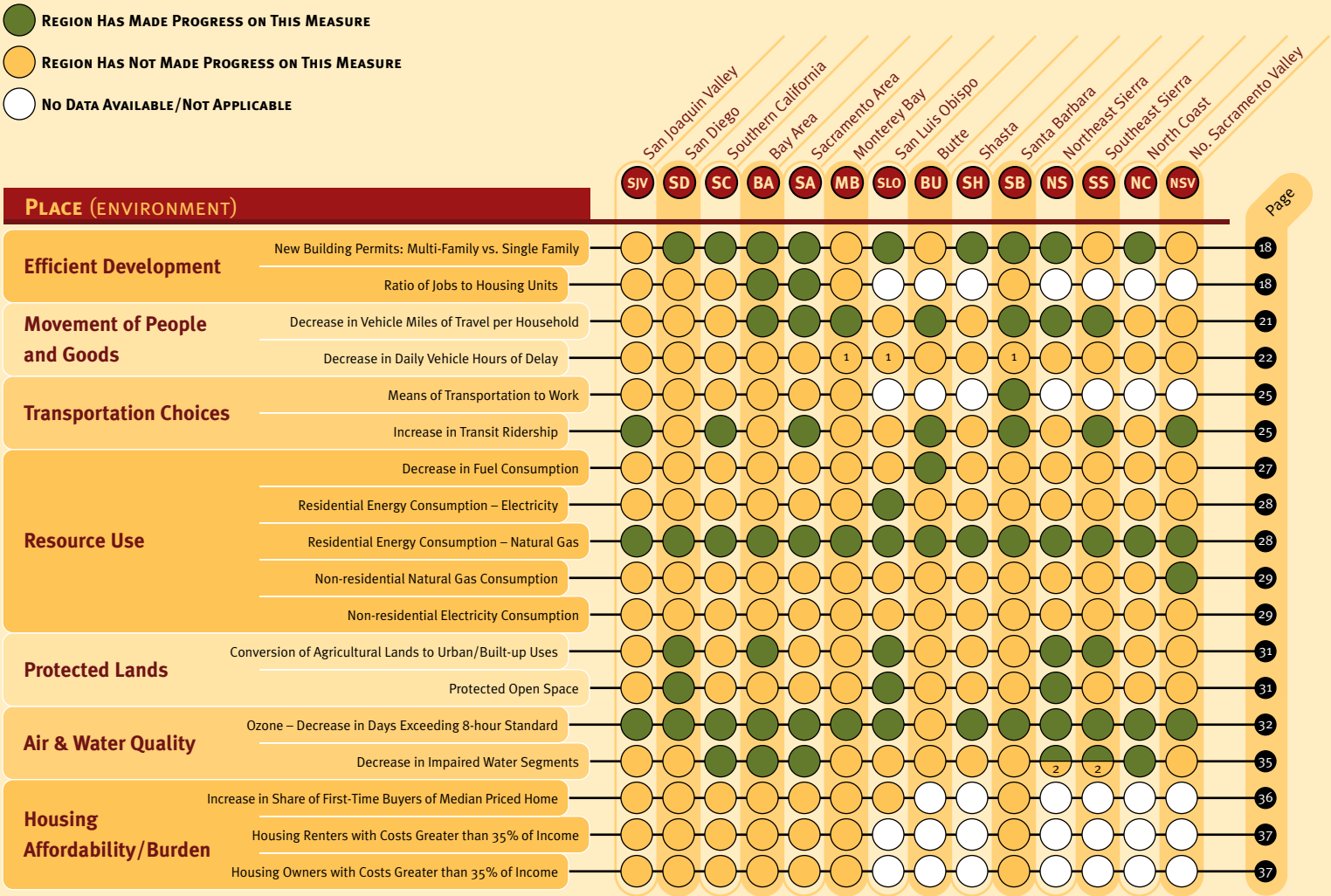
There are many factors that affect how regions are making progress on place, prosperity, and people indicators. The role of this report is neither to present a comprehensive explanation for regional performance, nor provide projections about the future. Those are tasks for the regions themselves in collaboration with state-level partners and independent researchers. Changes can be shaped by population growth and diversity, economic booms or downturns, technological innovation, and other broad forces. Changes can also be shaped by state policy and investments in transportation, education, health, energy and greenhouse gas emissions reduction and other areas, as well as regional and local decisions in transportation, land use and protection, and economic and workforce development. And, change can be driven by the decisions of individual Californians, as they respond to economic opportunities, quality of life concerns, and the like. How all these factors interact to create regional outcomes is an exceedingly complex question, but one that would be worth further attention by state and regional partners.

ORGANIZATION OF THE REPORT

Sections on Place, Prosperity, and People indicators follow. Each section is divided into indicator categories described in the summary table—such as efficient development, movement of people and goods, transportation choices, and the like. Within each category, we describe why this indicator is important and what progress regions are making on specific measures. We have included excerpts from regional reports (Regional Views) to illustrate how the regions themselves are interpreting their performance in specific areas. We have also included highlights of regional measures (Regional Highlights) that offer an innovative approach for potential replication and/or collection on a statewide basis. The final section of the report focuses on opportunities and implications that flow from the findings of the inaugural California Regional Progress Report.

PLACE

Place indicators encompass both the natural and built environment. They focus on efficient use of land, transportation infrastructure, and resources such as energy and water. They also include measures of environmental quality—focusing on air and water. And, they include housing affordability, which is closely linked to other place indicators. These indicators, while primarily related to place, are also clearly linked to prosperity and people. Together, place, prosperity, and people measures are reflective of important dimensions of California's quality of life.



Notes:

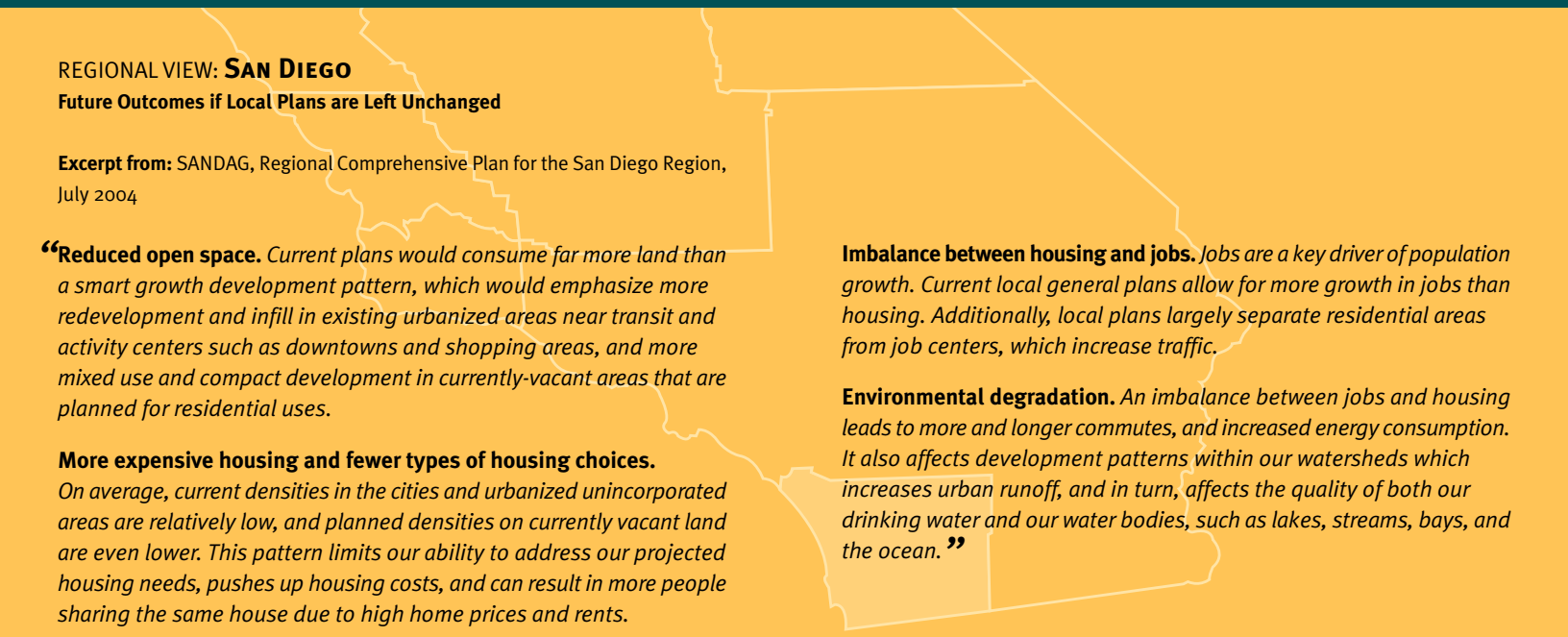
1- The Caltrans State Highway Congestion Monitoring Program groups San Luis Obispo, Monterey Bay Region, and Santa Barbara as one region.

2- The Water Quality Control Board's regions of Lahontan and Central Valley include data for both Northeast Sierra and Southeast Sierra.

EFFICIENT DEVELOPMENT

WHY ARE THESE INDICATORS IMPORTANT?

By directing growth to already developed areas, local jurisdictions can create critical mass for transit, reinvest in existing neighborhoods, use transportation systems more efficiently, and preserve the character of adjacent rural communities. More efficient development means creating more housing and jobs on less land. One indicator of a shift in the direction of greater efficiency is the ratio of permits for new multi-family housing units compared to new single-family housing units. A greater ratio of multi-family units suggests a shift to more housing on fewer acres. Another measure of efficiency is the ratio of jobs to housing. An imbalance of jobs to housing likely means that some or many workers have to commute to the region from other regions.



REGIONAL VIEW: **San Diego**

Future Outcomes if Local Plans are Left Unchanged

Excerpt from: SANDAG, Regional Comprehensive Plan for the San Diego Region, July 2004

"**Reduced open space.** *Current plans would consume far more land than a smart growth development pattern, which would emphasize more redevelopment and infill in existing urbanized areas near transit and activity centers such as downtowns and shopping areas, and more mixed use and compact development in currently-vacant areas that are planned for residential uses.*

More expensive housing and fewer types of housing choices. *On average, current densities in the cities and urbanized unincorporated areas are relatively low, and planned densities on currently vacant land are even lower. This pattern limits our ability to address our projected housing needs, pushes up housing costs, and can result in more people sharing the same house due to high home prices and rents.*

Imbalance between housing and jobs. *Jobs are a key driver of population growth. Current local general plans allow for more growth in jobs than housing. Additionally, local plans largely separate residential areas from job centers, which increase traffic.*

Environmental degradation. *An imbalance between jobs and housing leads to more and longer commutes, and increased energy consumption. It also affects development patterns within our watersheds which increases urban runoff, and in turn, affects the quality of both our drinking water and our water bodies, such as lakes, streams, bays, and the ocean.*"

WHAT PROGRESS ARE REGIONS MAKING?

New Building Permits: Multi Family vs. Single Family

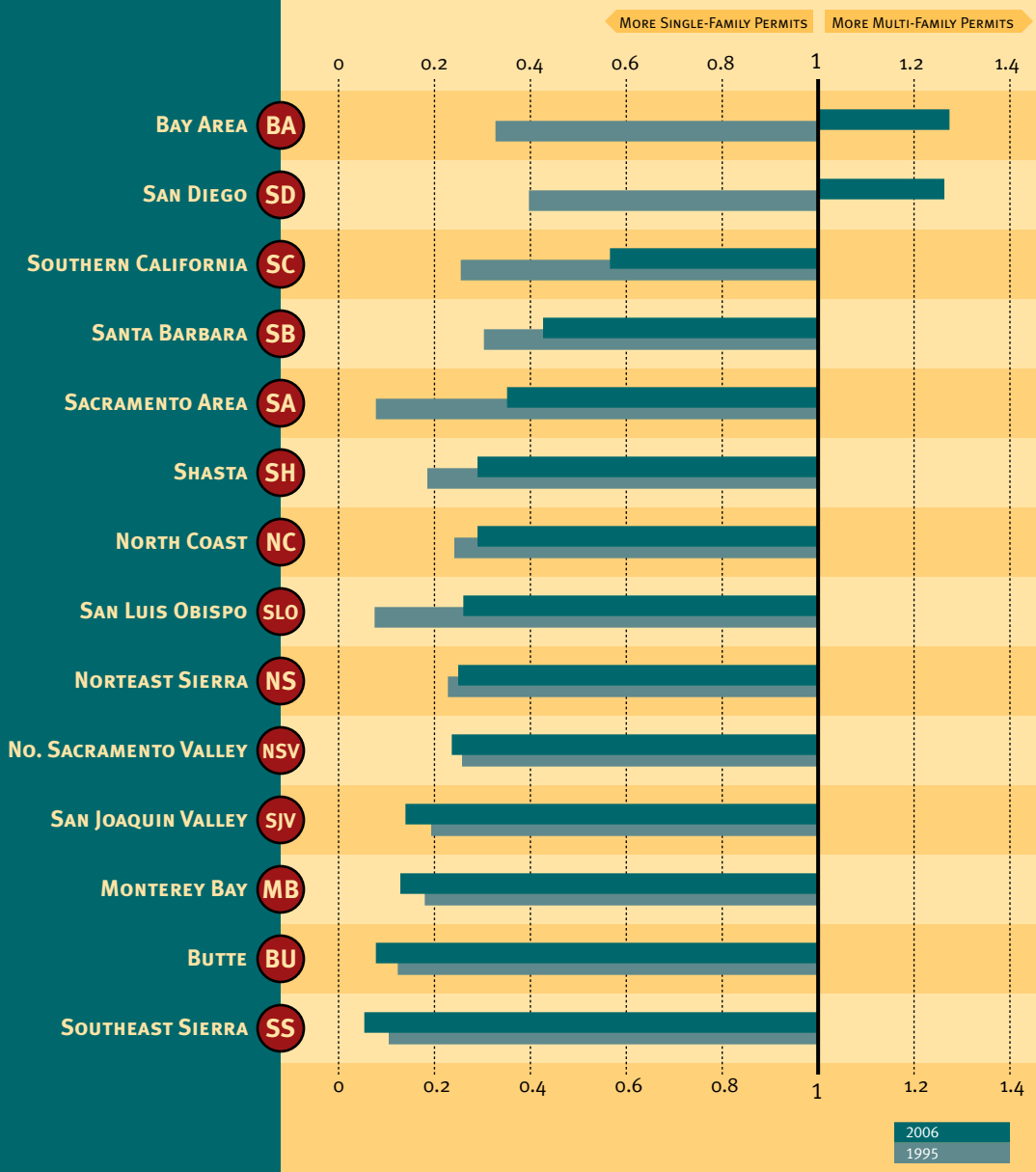
For most regions, the 1995-2006 period has been one of progress. Although typically the number of multi-family units approved is much less than the number of units of single-family housing approved, most regions experienced a shift in the share of approvals towards more multi-family units. In fact, nine of the fourteen regions narrowed the gap between the number of multi-family unit permits and single-family unit permits issued. The other five regions experienced very slight changes, keeping their ratios roughly the same sine 1995.

Ratio of Jobs to Housing Units

Although only two regions (where data are available) experienced progress in their ratio of jobs to housing, most regions did not lose ground between 2000 and 2005. Most regions experienced very small changes, maintaining their ratios during the first half of the decade. The exceptions include the Bay Area, which experienced substantial job loss and drop in their jobs-housing ratio from 1.27 to 1.15. The Bay Area is now comparable to most other highly-populated regions of California. The other exception is the Sacramento region, whose ratio dropped from 1.17 to 1.13 over the 2000-2005 period. It is also important to note that two regions (where data are available) continued to produce more housing than jobs over this period—both the San Joaquin region and Monterey regions produced just over nine jobs for every ten housing units. Of course, some of these new housing units are being used by people who are commuting to other regions. This is creating challenges across regions, particularly the Bay Area.

Ratio of New Building Permits

Multi-Family Unit Permits to Single Family Unit Permits
1995 and 2006

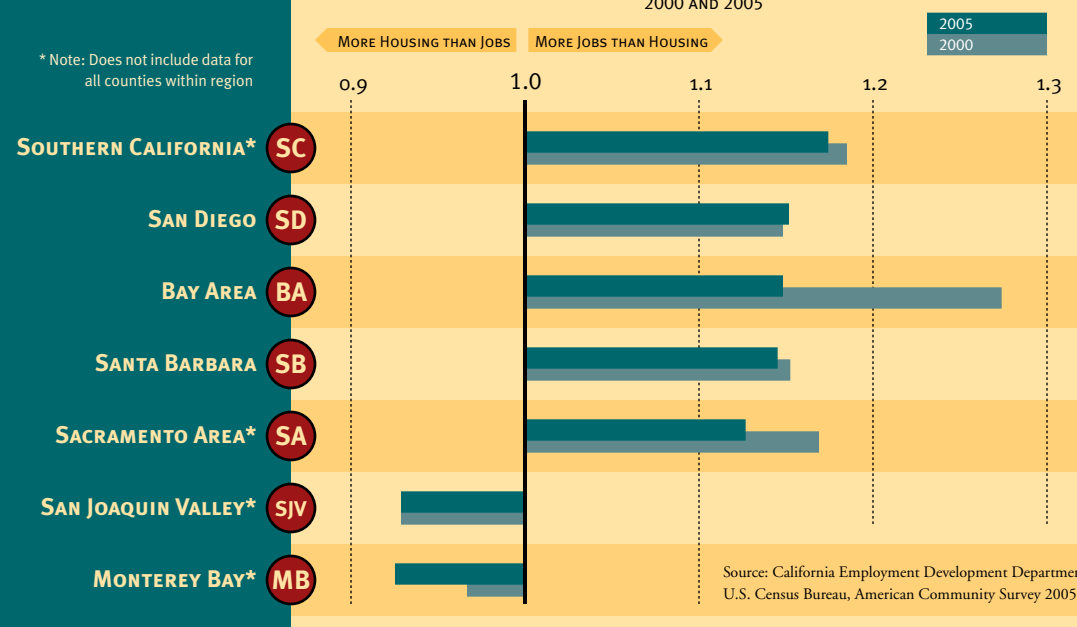


Source: Construction Industry Research Board, California Building Permit Date by Building Category, 1995 and 2006

Ratio of Jobs to Housing Units

2000 and 2005

* Note: Does not include data for all counties within region



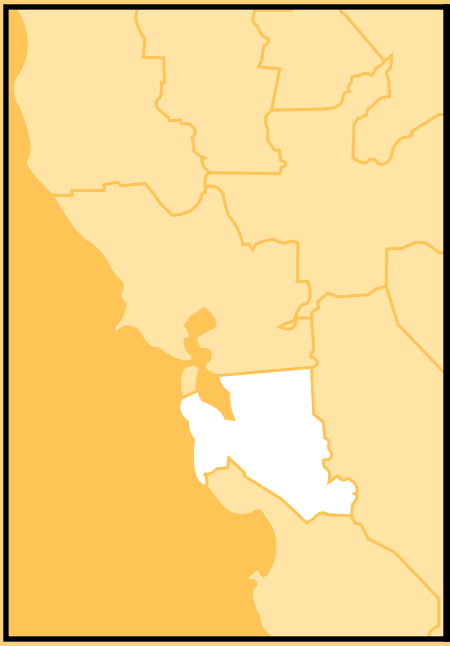
Source: California Employment Development Department; U.S. Census Bureau, American Community Survey 2005

REGIONAL VIEW: **San Luis Obispo**

Housing Density

Excerpt from: San Luis Obispo Regional Profile, Census, 2004

"The most important finding demonstrated by the data (page 19) is the increasing dominance of the single-family, detached housing unit production. Between 1999 and 2003, the single family detached unit increased from 63% to 65% of the county housing stock...most planning professionals agree that more work needs to occur to provide a greater mix of housing opportunities, including multi-unit developments, apartment complexes, condominiums and other housing types as higher densities that are typically more affordable, and which consume less land and resources."



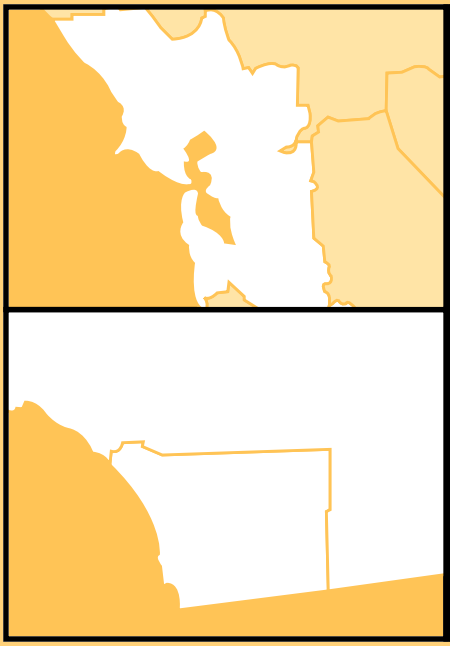
REGIONAL HIGHLIGHT

Silicon Valley's Land Use Survey

The Silicon Valley Land Use Survey has given the region a unique perspective on its changing land use patterns. Beginning in 1998, Joint Venture: Silicon Valley began to survey its 23 jurisdictions on specific land use changes not otherwise available through other data sources. The survey is conducted annually, with results reported every year in the Index of Silicon Valley. It has measured the average units per acre of newly approved residential development—which has now risen to more than 22 units per acre, over three times the density of approved development in 1998.

Just as important, the survey has monitored progress towards a shared regional goal of targeting new development close to transit. As a result, the region has been able to monitor the percentage of both residential and commercial development within 1/4 mile of a rail station or major bus corridor—which has ranged from about 30% to more than 60% of the total since 1998.

For more information, see www.jointventure.org



REGIONAL HIGHLIGHT

Defining Smart Growth Areas in San Diego, the Bay Area and Southern California

The Blueprint Projects in the San Diego, Bay Area and Southern California regions have defined smart growth areas to target development, and measure progress:

San Diego calls them "Smart Growth Opportunity Areas," which are places "that accommodate, or have the potential to accommodate higher residential and/or employment densities near public transit." These areas provide a rationale for targeting transportation and other public investments and incentives. Nearly 200 areas have been designated, representing 15% of all housing units in the region and nearly 33% of all new housing units in 2005.
For more information, see www.sandag.org

The Bay Area calls them "Priority Development Areas," which are areas around transit stations and along major developed corridors. The goal is to capitalize on existing infrastructure to reduce travel demand, emphasizing infill development within existing communities, and thereby preserving the region's open space.
For more information, see www.abag.ca.gov or www.mtc.ca.gov

In the 6-county Southern California region they are referred to as "2% Strategy Growth Opportunity Areas" which are existing and emerging centers and corridors targeted for more intensive growth. By utilizing the existing and planned transportation infrastructure capacity to channel future growth, this strategy will reduce travel demand, increase transit ridership, promote walkable vibrant communities, and sustain the environment for future generations. Currently, dozens of local/regional planning partnerships are underway that demonstrate the benefits of this integrated growth strategy.
For more information, see www.scag.ca.gov

MOVEMENT OF PEOPLE AND GOODS

WHY ARE THESE INDICATORS IMPORTANT?

Vehicle miles of travel (VMT) measures the total number of vehicular travel miles in each region on an average day, generated by trips originating within and outside of the region. As explained in the Caltrans 2006 California Motor Vehicle Stock, Travel, and Fuel Forecast, "VMT are key data for highway planning and management, and a common measure of roadway use. Along with other data, VMT are often used in estimating congestion, air quality, and potential gas-tax revenues, and can provide a general measure of the level of the region's economic activity." Vehicle miles of travel is also an important indicator of how our development patterns impact the volume of driving we need to do to go to work, take children to school, shop, run errands, and the like. Higher vehicle miles of travel over time suggest that concentrations of jobs, housing, schools, shopping, etc., are further from one another or more likely to require an automobile to travel between them instead of using other options (like walking, biking, or public transit).

Sources of VMT generated by trips originating outside of a region include goods movement along major transportation corridors, business and tourism-related travel, and commuting across regions. It is important to note that VMT is not measured in actual counts but is a derived estimate. Models indicate that VMT tracks strongly with income; strong economic growth leads to projected increases in VMT.

Daily vehicle hours of delay is a measure of traffic congestion. Caltrans measures Daily Vehicle Hours of Delay (DVHD) by district, rather than county; there is therefore some overlap in the data between Monterey, San Luis Obispo and Santa Barbara. Traffic delay produces economic, social, and environmental costs. It impacts worker and goods-movement productivity, as well as family time and air pollution. It is an important measure of the interplay among development patterns, transportation infrastructure, and use of travel modes other than single-occupancy vehicles.

WHAT PROGRESS ARE REGIONS MAKING?

Vehicle Miles of Travel

Between 1990 and 2000, there was a broad-based increase in vehicle miles of travel per household throughout every region of California. However, between 2000 and 2005, all but two regions made progress on this measure. Almost half of the regions actually cut their VMT per household during this period—including Butte County (down 14%), Northeast Sierra (5%), Bay Area (2%), Monterey region (2%), Southeast Sierra (1%), and Santa Barbara (1%). Three regions experienced very small change during this period (i.e., Sacramento, San Luis Obispo, and North Coast). In each case, these numbers represented a drop in the percentage gain from the 1990-2000 period. Southern California, San Diego, and San Joaquin continued to increase their VMT per household between 2000 and 2005, but did so at a lower rate than in the previous decade.

REGIONAL VIEW: **Sacramento**
Land Use, Job Centers, Trips, and Congestion

Excerpt from: SACOG, 2006 Metropolitan Transportation Plan

"Today the [Sacramento region] has evolved in ways unforeseen even ten years ago. The population, 2.1 million in 2005, has spread out to bring Elk Grove, Roseville, Rocklin, and Folsom into the urban area. Rancho Cordova has emerged as a second job center rivaling downtown Sacramento, and Roseville is not far behind. Two-worker households have become the norm, with extensive commuting from one community to another. Low-density suburban patterns mean people travel overwhelmingly by automobile. The radial transportation system no longer serves the region's needs well. The U.S. 50 freeway serves as the region's core corridor, carrying a full load of traffic in both directions both morning and afternoon, and increasingly at midday as well. Intermittent congestion is now widespread, since the spare capacity once built into the system has been consumed by growth, with little new capacity added since 1980."

REGIONAL VIEW: **Sacramento**
A More Complete Picture of Travel Patterns

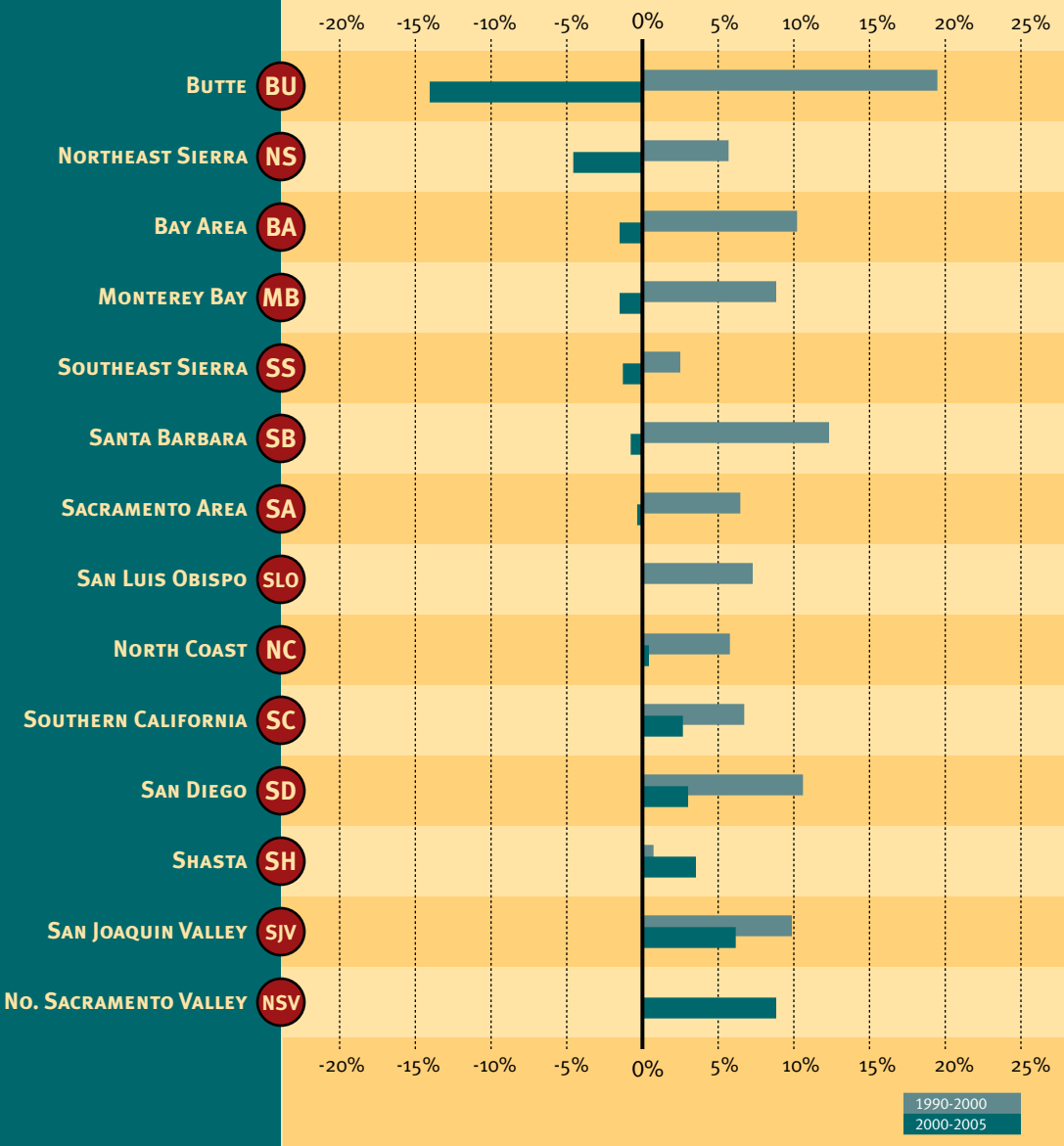
Excerpt from: Valley Vision, 2004 Quality of Life report

"We know household travel includes both the trip to work as well as other non-work trips to shuttle children to school or day care, shop, run errands, and other purposes. The Sacramento region developed a measure of both work and non-work related travel trips based on data collected in a household travel survey. The findings? 85% of total trips were non-work related—with an increasing share of these trips done by people driving alone. These trips are big contributors to traffic congestion in the region."

For more information, see www.valleyvision.org/work/publications/index.html

Vehicle Miles of Travel per Household

Percent Change
1990-2000 and 2000-2005

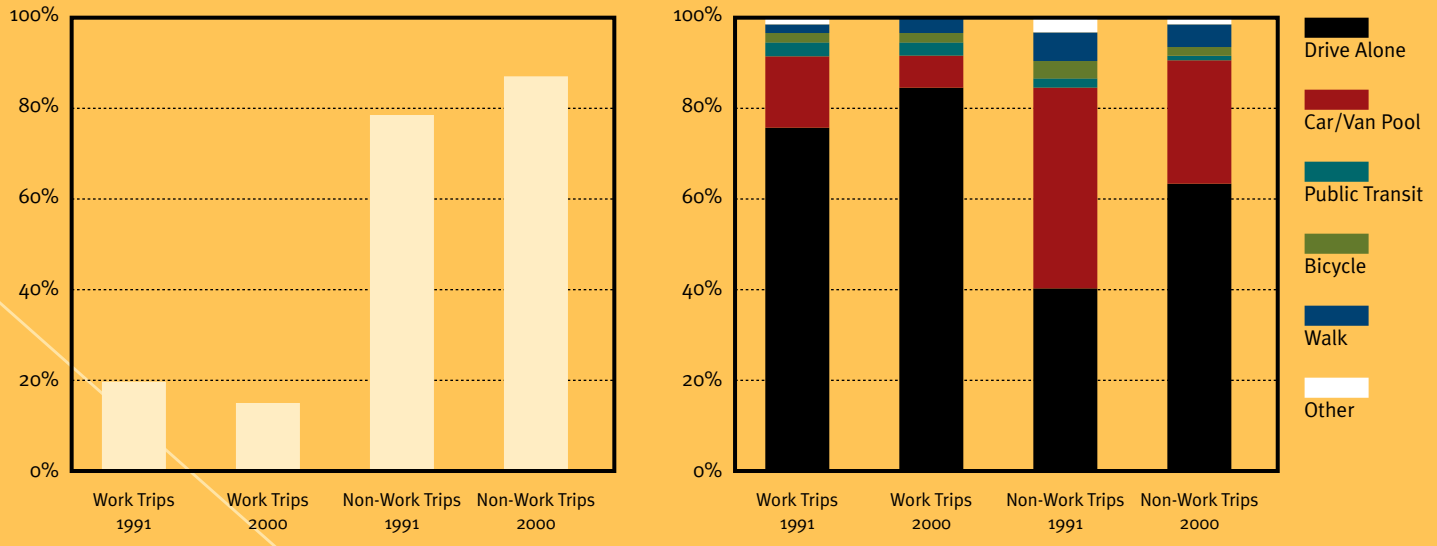


Source: California Department of Finance, Population and Housing Estimates, 1990, 1995, 2000, 2005; Caltrans, 2006 California Motor Vehicle Stock, Travel and Fuel Forecast

Work and Non-Work Trips

Sacramento
1991 and 2000

By Travel Mode



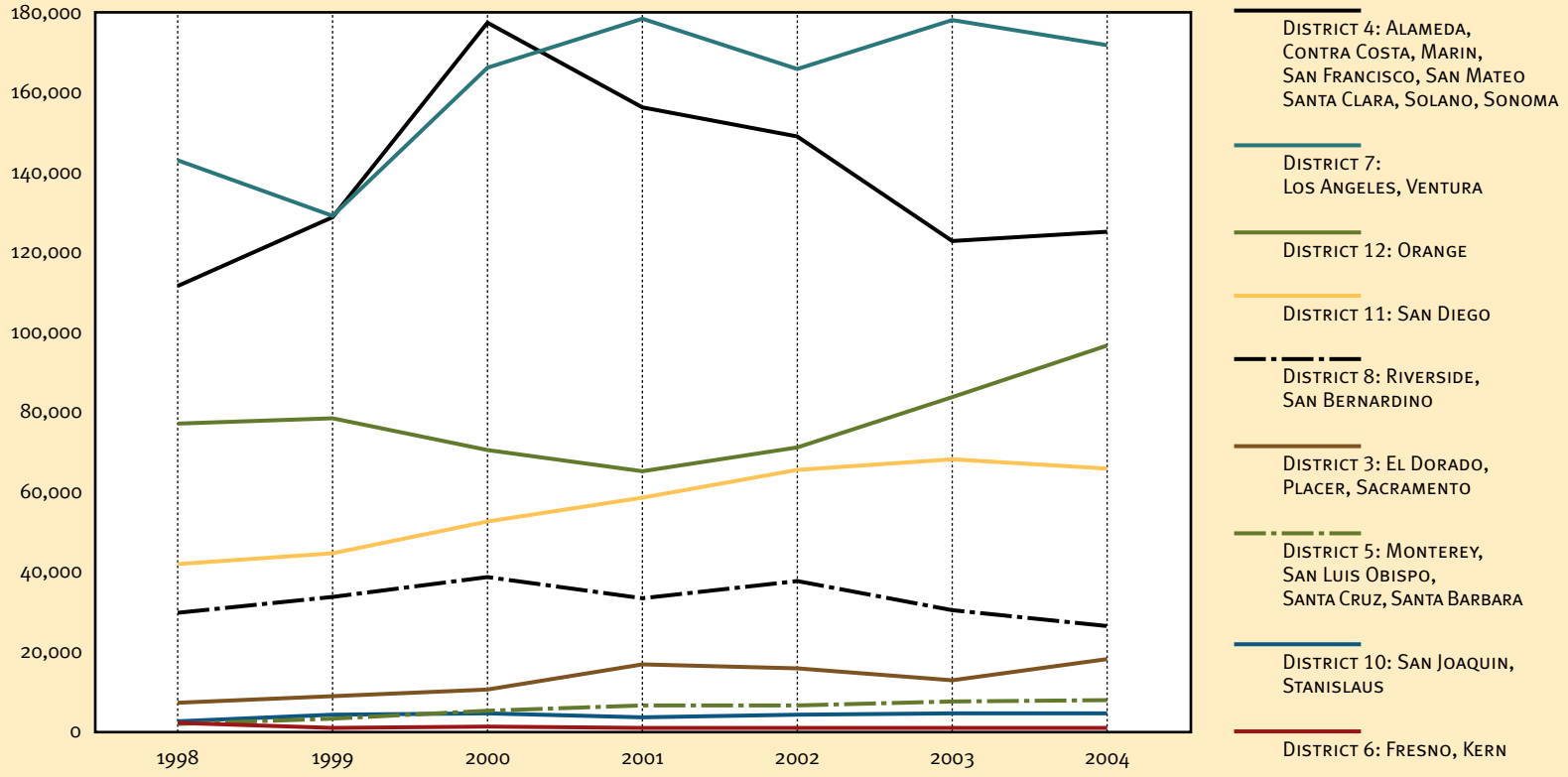
VEHICLE HOURS OF DELAY

Between 1998 and 2004 (the latest period for which data are available on an annual basis), every Caltrans district reporting daily vehicle hours of delay recorded increases on this measure. At the same time, the trends have varied between the early and later years of this time period. For example, the Bay Area experienced a rapid increase between 1998 and 2000, then a rapid drop from 2000 to 2003, then a leveling off in 2004. This region was most affected by the economic downturn during this period. At the end of the turbulent period, vehicle hours of delay was still higher than in 1998, but by only 11%.

In some cases, patterns of delay have also varied within broader regions. A closer look at the Southern California region finds that delays grew in Los Angeles and Ventura Counties, as well as Orange County, but dropped slightly in Riverside and San Bernardino Counties between 1998 and 2004. More recently, however, the hours of delay have leveled off or decreased in all parts of the region except Orange County.

DAILY VEHICLE HOURS OF DELAY

1998-2004



Source: Caltrans, 2004 State Highway Congestion Monitoring Program Report

* Note: Regional values are an average of the counties

EXPLANATION OF DATA VARIATION IN THE STATE HIGHWAY CONGESTION MONITORING PROGRAM (HICOMP)

In response to concerns that some of the data reported in the HICOMP 2004 Report was lower than expected or anticipated, Caltrans prepared an explanation that addresses both economic and technical factors. While no one answer will accurately cover all variables or circumstances, there are a few general conclusions that will help interpret the data.

First, there are two general methods of monitoring congested traffic in California: probe vehicles and automated detection. Probe vehicles involve a vehicle traveling a length of the freeway (one lane) that measures the speed and length of time required to cover the measured segment. Automated detection used embedded loops in the roadway that render an accurate measure for volume and speed in all lanes of travel at all times for one point in the freeway. Both methods have limitations. Comparison studies show that automated detection generally renders lower congestion results than probe vehicles. Regions and highways use varying levels and/or combinations of one or both methods. In addition, the freeway segments monitored do not remain static over time and thus some data variation is inevitable.

Second, there are external causes for congestion variation. As the price of fuel increases, there may be a decrease in vehicle miles traveled as people try to combine multiple purposes into fewer trips, or use transit options. Sometimes capacity increasing (congestion relief) projects are completed that may have an impact on congestion levels. Economic factors may impact the number of vehicles on the highways, such as occurred with the "dot com" down turn in the Bay Area from December 2000 through December 2004, with a loss of approximately 500,000 jobs. Employment growth in Los Angeles County during 2003-2004 was well below earlier average rates as well.

Source: Division of Transportation Planning, Office of Transportation Economics, and Office of Systems Management Planning, Caltrans, May 2007. For additional detail see links in the Data Appendix.

REGIONAL VIEW: **Bay Area**
Infrastructure

Excerpts from:
The Innovation Economy: Protecting the Talent Advantage, Bay Area Economic Profile, February 2006, ABAG, Bay Area Council and Bay Area Economic Forum.

Transit-Oriented Development – New Places, New Choices in the San Francisco Bay Area, November 2006, ABAG, MTC, Bay Area Air Quality Management District and Bay Area Conservation and Development

"Peak travel times in the Bay Area have risen significantly, and local commuters sacrifice more time to the road than those in any of our comparable cities except Los Angeles. According to MTC estimates, congestion cost the Bay Area more than $3 billion in wasted fuel and time in 2003.

The cause is not just growing population. As people move further away to find affordable housing and better schools, the number of commuters and the length of their driving times rise. The flow of commercial goods is also increasing, intensifying congestion as trucks compete with cars for limited highway space."

"...already Bay Area households located close to transit stations make fewer driving trips than do others in the region. Households within a half-mile of train stations and ferry stops log only 20 vehicle miles of travel per day, just 56% of the regional average."

REGIONAL VIEW: **Southern California**
Traffic Congestion

Excerpt from: SCAG, 2006 State of the Region

"For the past two decades, Southern California has been consistently experiencing very high levels of congestion. Contributing factors include large population and physical extent of the region, rapid population growth, high automobile dependence, low levels of transit usage, and a maturing regional highway system with limited options for expansion. In addition, over 40% of all U.S. imports passing through the Ports of Los Angeles and Long Beach. As the nation's predominate gateway region with respect to the Pacific Rim, Southern California has incurred a heavy price in congestion and the associated air pollution.

It should be note that over the years the SCAG region has developed the most extensive High-Occupancy Vehicle (HOV) system in the nation. In 2005, Southern California continued to achieve the highest carpool share of 13% for journey to work among the largest metropolitan regions in the nation. The region's bus rapid transit system has become a model for the nation."

TRANSPORTATION CHOICES

WHY ARE THESE INDICATORS IMPORTANT?

The modes of transportation we use to access work, other people, goods, and services, impact the quality of our air and the region's transportation infrastructure. By utilizing alternative modes of transportation, such as public transit and walking, residents can reduce their ecological footprint. Increases in the use of alternatives to driving alone can reflect the rising cost of automobile commuting, but also more accessible transit service, shorter distances between work and home, more efficient land use patterns overall, and other factors that are giving Californians more realistic transportation choices.

WHAT PROGRESS ARE REGIONS MAKING?

Commute Mode Shares

Most commuters in most regions travel to work alone by car. Commuting to work is, of course, only part of the picture. Non-work trips for errands and other reasons can constitute a large percentage of total travel (see example from the Sacramento region on pg. 21). Nonetheless, data are most complete on the commute to work, and so is chosen as a measure of transportation choices in this Report.

Since 2000, the only region to see genuine progress on this measure is Santa Barbara. The percentage of commuters driving alone dropped almost 7%, with increases spread among public transportation (up 2.1%), working at home (1.8%), car pool (1.5%) and other means such as biking or walking (1.2%). Although other regions did not make progress overall, they did experience shifts in commute modes. In fact, in every region but one for which data are available, the percentage of people working from home increased between 2000 and 2005, undoubtedly due in part to the wider accessibility to the internet (and, more recently, broadband access).

Transit Ridership

Transit ridership is a function of many factors, including improved accessibility, expanded services, reductions in service due to public funding cuts, and changes in the economy. In half of the regions, transit ridership increased between 1999 and 2004. These regions included large increases for some heavily populated areas (i.e., Sacramento was up 19%) and some sparsely-populated places (i.e., Southeast Sierra was up 62%). For example, the Bay Area experienced a decrease in the absolute numbers of transit riders as the region went through a period of serious job loss, but also experienced an increase in the proportion of commuters using transit.

At the same time, in regions where data are available, increases in transit ridership did not produce shifts in the share of commuters using public transportation. Increases in share of people driving alone overcame increases in transit ridership. For example, in Sacramento region, transit ridership rose 19%, but the share of commuters using public transit declined and the share driving alone increased. Santa Barbara was an exception: transit ridership grew 7% and the share of commuters using public transportation also increased by 2.1%.

REGIONAL VIEW: **Santa Barbara**

Transportation Initiatives in Response to Jobs-Housing Imbalance

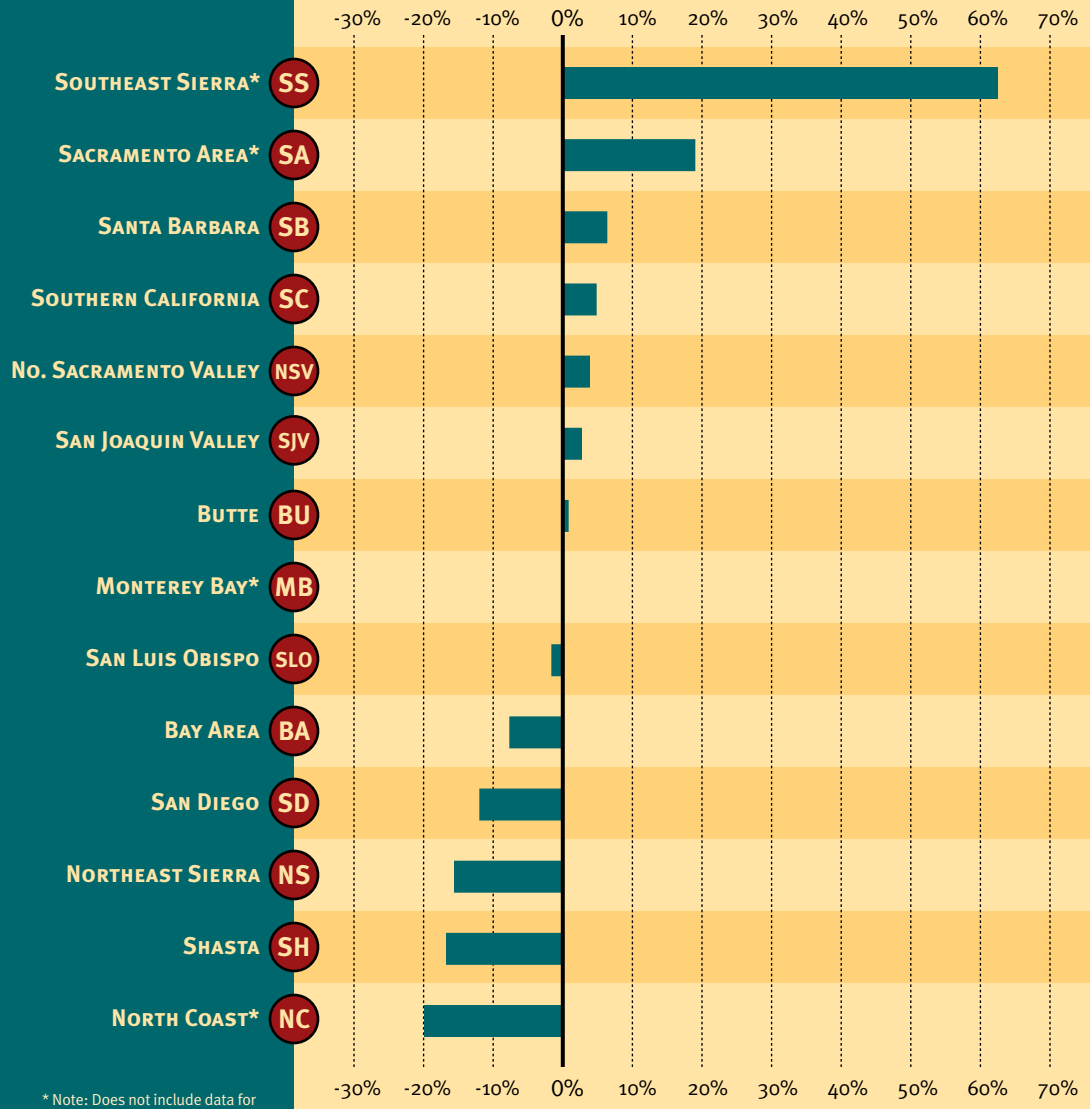
"High housing costs and continued employment growth in the South Coast subregion of Santa Barbara County have resulted in longer commutes and increasing traffic congestion, particularly on the 101 freeway between Ventura and Santa Barbara. SBCAG and its partners have responded to the challenge of this jobs/housing imbalance by initiating regional and interregional transportation improvements to reduce demand, increase commuter options and promote alternatives to single occupant vehicle, rush hour commuting. SBCAG has worked with its neighbor to the south, Ventura County Transportation Commission, in establishing the Coastal Express, an interregional commuter bus service operating between Ventura and Goleta. This service builds upon the success of the Clean Air Express, a commuter bus service that runs from more affordable residential centers in Lompoc and Santa Maria to job centers in Goleta and Santa Barbara. As gasoline prices climbed over the past year this increase in ridership on regional bus services was accompanied by increase in local bus ridership, particularly in Santa Barbara and Santa Maria. The latest commute surveys indicate that these programs have resulted in a reduction in the percentage of single occupant vehicle trips and an across the board modest increase in use of other modes such as carpool, transit, and telecommuting. The region's plans call for continued expansion of commute options through the addition of HOV lanes on 101, initiation of commuter rail service, and working with employers and commuters to reduce peak hour travel through flexible work schedules and telecommuting."

For more information check out "101 In Motion" and "FlexWork" programs at www.sbcag.org.

Santa Barbara County Association of Governments

Transit Ridership

Percent Change in Total Annual Passengers:
Motor Bus, Bus Rapid, Street Car, Trolley Bus, Ferry Boat, Demand Response Vehicle, and other
1999-2004



* Note: Does not include data for all counties within region

Source: Transit Operators and Non-Transit Claimants Annual Report 1999-2000 and 2004-2005

Commute: Means of Transportation

Percent Difference: 2005 from 2000

	Car, Truck, or Van; Drove Alone	Car, Truck, or Van; Carpooled	Worked At Home	Public Trans. (excl. Taxi)	Taxi, Motorcycle Bicycle, Walked or Other Means
Santa Barbara SB	-6.7%	1.5%	1.8%	2.1%	1.2%
San Joaquin Valley* SJV	-0.7%	0.9%	0.6%	-0.4%	-0.3%
San Diego SD	-0.2%	-.03%	1.0%	-0.3%	-0.2%
Sacramento Area* SA	0.6%	-0.1%	1.1%	-0.4%	-1.2%
Southern California SC	1.7%	-1.7%	0.4%	-0.3%	-0.2%
Bay Area* BA	1.7%	-1.9%	0.7%	-1.1%	0.5%
Monterey Bay* MB	7.7%	-8.2%	-1.0%	1.2%	0.2%

* Note: Does not include data for all counties within region

Source: American Community Survey

RESOURCE USE

WHY ARE THESE INDICATORS IMPORTANT?

Resources are needed to run California's communities and economies. Gasoline and diesel fuel consumption are fundamental resources, especially for transportation and goods movement. Fuel consumption creates economic benefits, but also creates financial costs for industry and households, and is producing greenhouse gases that are having far-reaching climate effects worldwide. How resources like energy (natural gas and electricity) are used indicate if regions are becomming more efficient, generating cost savings and preserving environmental resources. Greater efficiencies will allow for continued growth of the economy.

WHAT PROGRESS ARE REGIONS MAKING?

Fuel Consumption: Diesel and Gasoline

In 2006, every region but one recorded higher consumption levels of both diesel and gasoline on public roadways than in 2000. In fact, six regions consumed 10% or more fuel than six years earlier. In most regions, fuel consumption rose faster than vehicle miles traveled per household. While several regions made progress on VMT per household, they did not reduce overall fuel consumption due to population increases, more volume of less fuel-efficient trucks and/or automobiles, or other reasons.

It is important to note that some regions are more substantial goods movement corridors than others. These regions typically have a larger share of inter-regional truck traffic as a proportion of total vehicles on public roadways. Specifically, between 10-20% of total vehicle miles of travel in these regions are from truck traffic compared to about 5-10% in other regions. Regions with additional truck traffic likely experience some effect on fuel consumption, although data on that estimated impact is not available.

REGIONAL VIEW: **Southern California and Beyond**
Global Warming

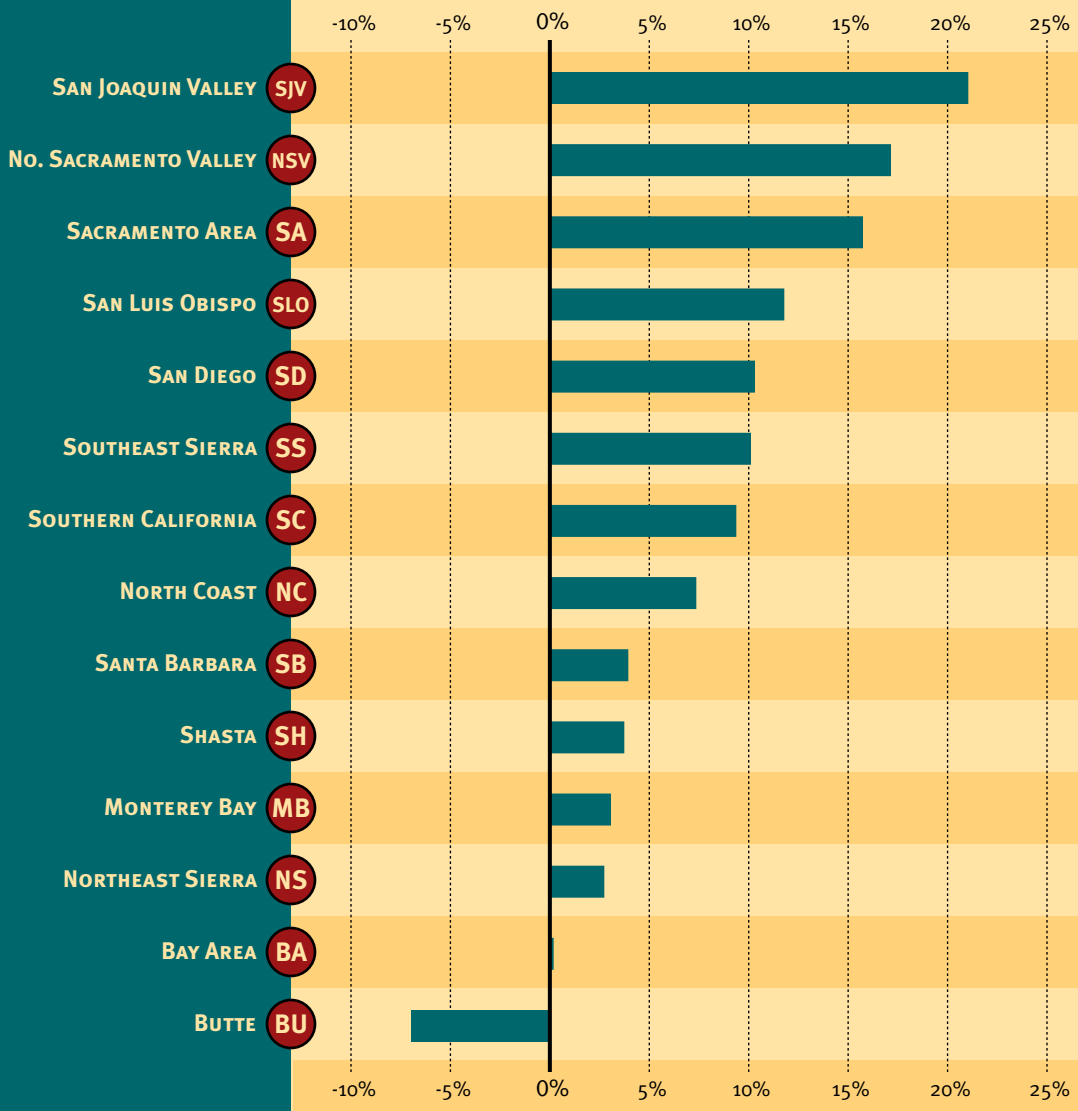
Excerpt from: SCAG, The State of the Region, 2006

"Global Warming poses a serious threat to the economic well-being, public health, and natural environment in Southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea levels, damage to marine and other ecosystems, and an increase in the incidents of infectious diseases. Over the past few decades, energy intensity of the national and state economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO_2 emissions, California is second only to Texas in the nation and is the 12th largest source of climate change emissions in the world, exceeding most nations. The SCAG region, with close to half of the state's population and economic activities, could be an important contributor to the global warming solution. Toward this end, SCAG has been developing regional energy policies and implementation actions through its Energy Working Group and the upcoming Regional Comprehensive Plan collaborating with a broad range of stakeholders."

For more information, please see www.scag.ca.gov/rcp/ewg/index.htm

Fuel Consumption

Percent Change in Gasoline and Diesel Consumption
2000-2006



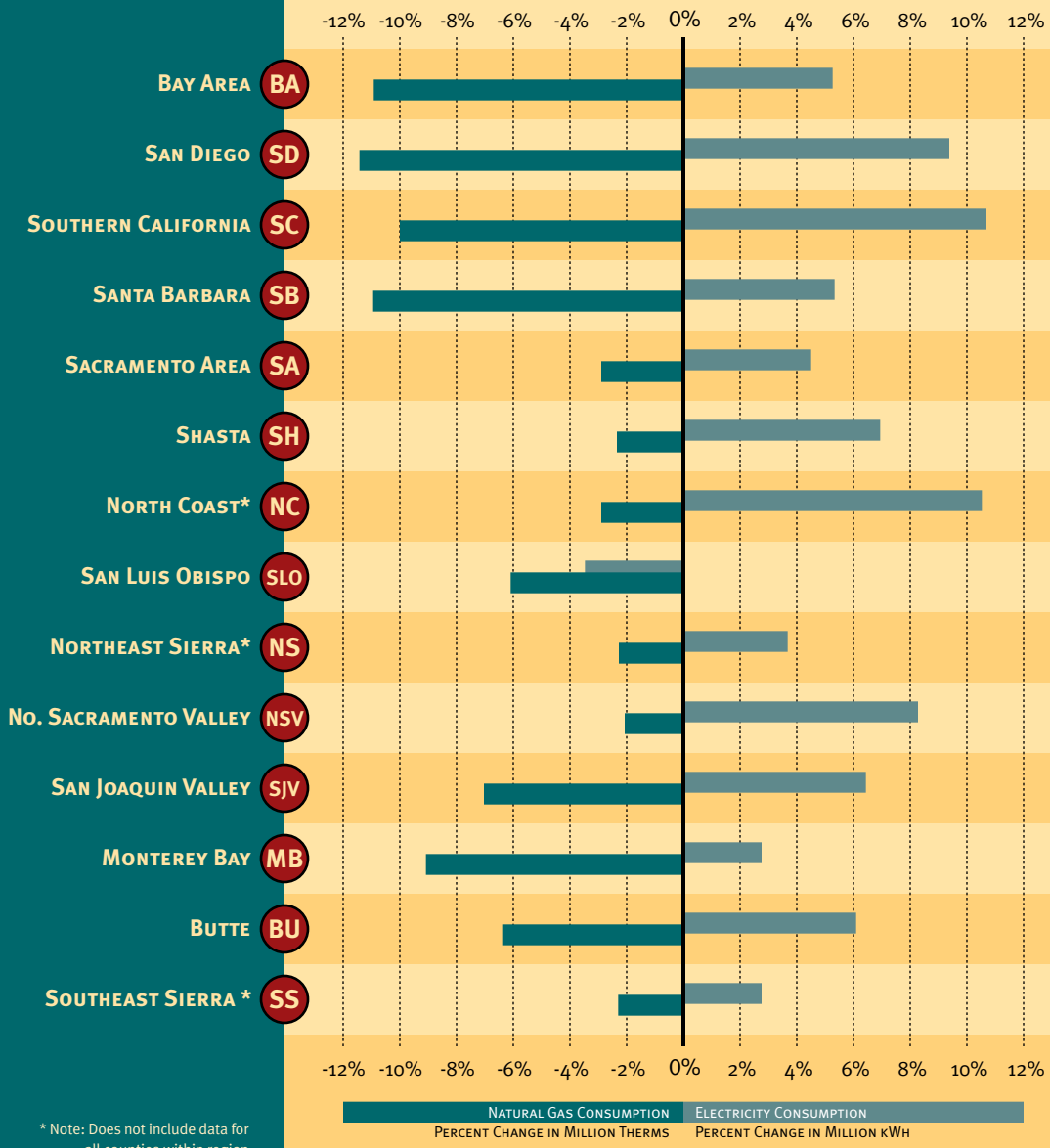
Source: Caltrans, 2006 California Motor Vehicle Stock, Travel and Fuel Forecast

Natural Gas and Electricity

Between 2001 and 2005, every region reduced its residential consumption of energy from natural gas by 2% and 12%. Twelve regions also reduced total commercial, industrial, and agricultural consumption of natural gas. Upon closer examination, most regions experienced decreases in natural gas consumption in their industry sector and increases in their commercial sector. Regions were about evenly split in terms of increases and decreases in their agricultural sectors.

Residential Energy Consumption

Electricity and Natural Gas Consumption per Household
2001–2005



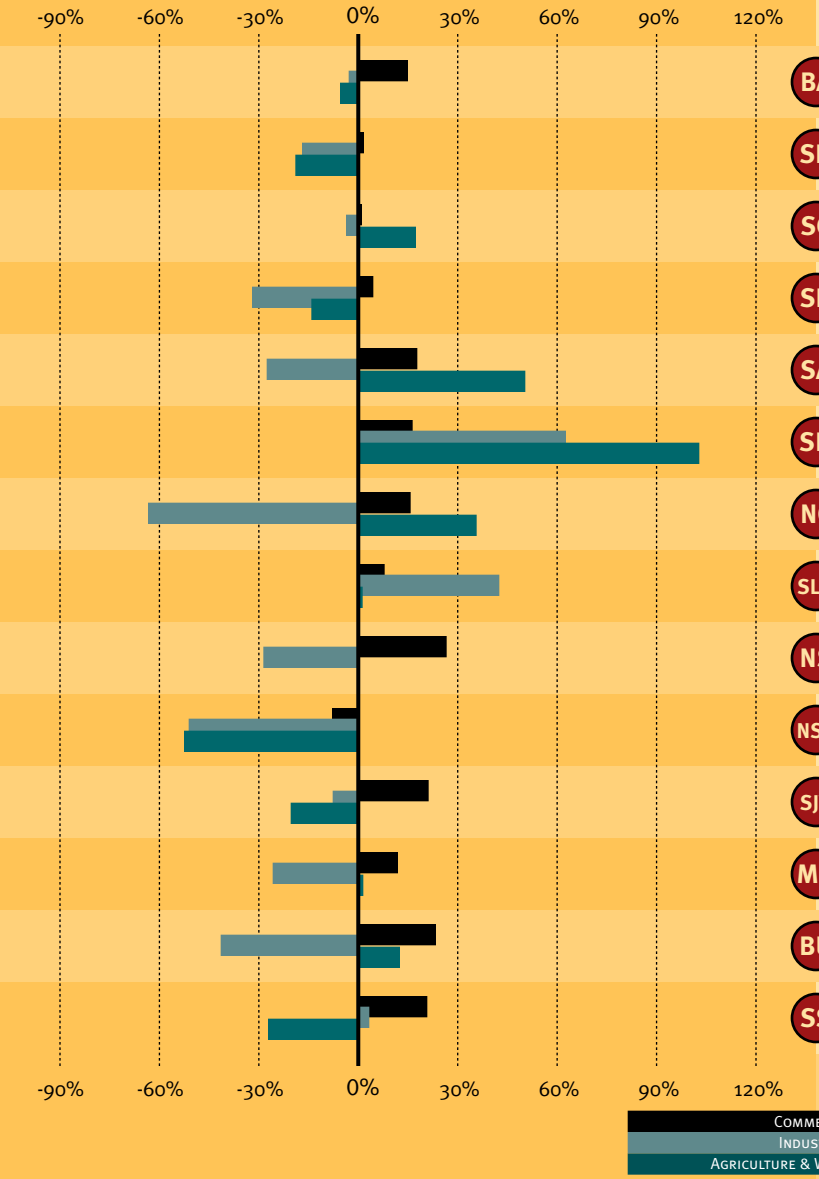
* Note: Does not include data for all counties within region

Source: California Energy Commission; California Department of Finance, Population and Housing Estimates

At the same, only one region made progress in reducing electricity use in their residential sector. Every region experienced increases in its commercial sector. While most regions experienced gains in other non-residential sectors as well, some areas' industrial and/or agricultural sectors did cut their electricity use between 2001 and 2005.

Natural Gas Consumption

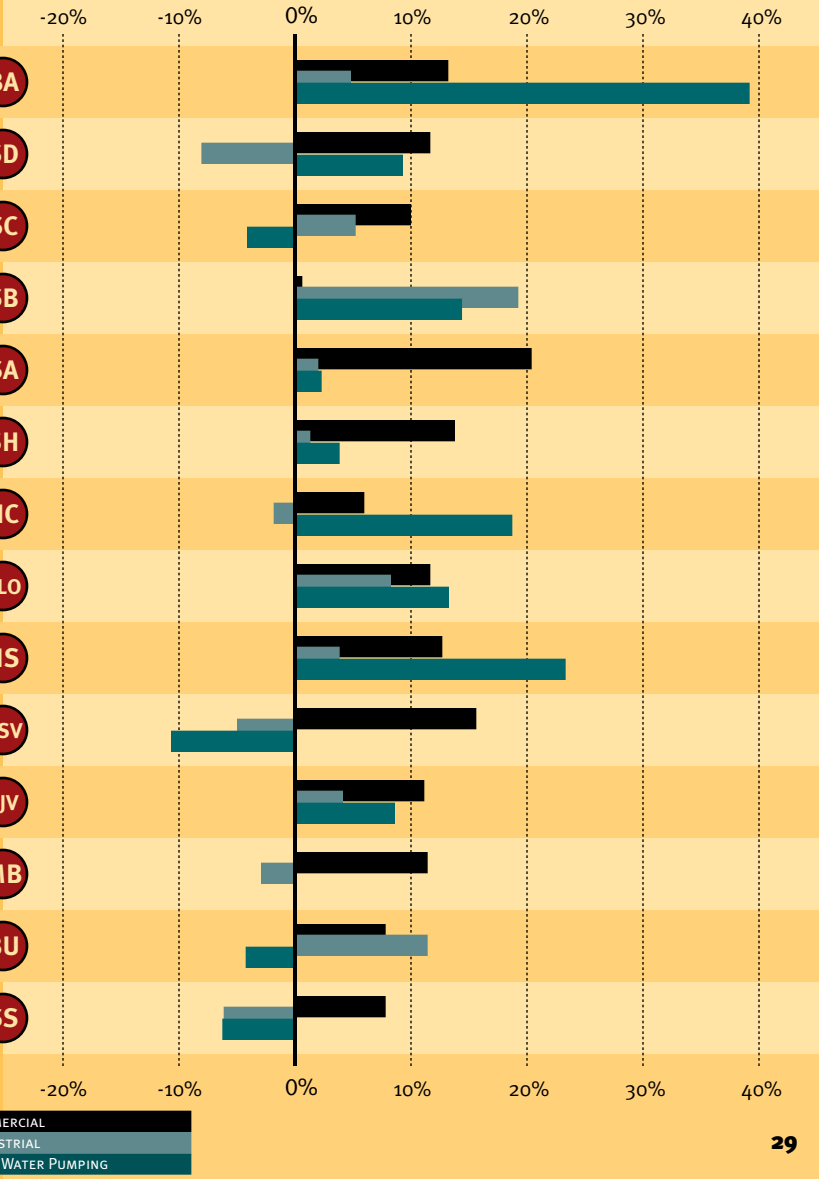
BY CONSUMER CLASS
INDUSTRIAL, COMMERCIAL, AGRICULTURE & WATER PUMPING
PERCENT CHANGE IN MILLION THERMS; 2001-2005



Source: California Energy Commission

Electricity Consumption

BY CONSUMER CLASS
INDUSTRIAL, COMMERCIAL, AGRICULTURE & WATER PUMPING
PERCENT CHANGE IN MILLION KWH; 2001-2005



Source: California Energy Commission

PROTECTED LANDS

WHY ARE THESE INDICATORS IMPORTANT?

Land preservation is an indicator of how a region is absorbing population and economic growth. An important measure showing change is land conversion. In particular, the conversion of agricultural land to urban and other built-up uses reflects a reliance on development into new land rather than filling in or reusing land in existing urban areas. Agricultural land is a unique and limited resource for most regions, offering many benefits including food production, exports, habitat, natural landscapes, and heritage. Yet, a combination of competitive pressure and economic opportunity can make agricultural land susceptible to development. Slowing the rate of conversion is a measure of progress.

Converting land from unprotected to protected status is another important indicator of progress. Preserving open space protects natural habitats, provides recreational opportunities, focuses development, and maintains the visual appeal of regions. Protected lands include habitat and wildlife preserves, waterways, agricultural lands, flood control properties, and parks. Although not measured in this report, the development of urban green infrastructure is an important element for creating livable cities and for supporting more compact urban development.

Conversion of Agricultural Lands to Urban and Built-Up Uses

All regions continue to convert agricultural lands to urban and built-up uses. Although the rates of conversion are beginning to slow in some regions, the total amount of land being converted is still larger in the 2002-2004 cycle than the 1996-1998 cycle, especially in San Joaquin Valley, Southern California, and the Sacramento Area. Between 1996 and 2004, four regions cut their rate of agricultural land conversion—including the Bay Area (down 1%), Monterey Bay (65%), and the North Coast (99%). The regions cited with high growth rates but small absolute numbers are in the path of urbanization, both urban in-migration and second home development.

Protected Open Space

Seven regions increased their percentage of acreage in protected status between 2003 and 2005—including Northeast Sierra (15%), San Luis Obispo (5%), San Diego (2%). For this measure, protected open space was grouped into three different categories: State, Federal (not including Department of Defense), and Regional/Local. In most regions, federally owned land makes up the largest percentage of protected open space.

REGIONAL VIEW: **Bay Area**
Open Space/Protected Lands

Excerpt from: At Risk: The Bay Area Greenbelt 2006 Edition. Greenbelt Alliance 2006

"Permanently protected acreage is now more than one-quarter of all non-urbanized land in the Bay Area, and more than one-fifth of all land."

"...the remaining high-risk regional sprawl hot spots are predominantly at the outer edges of the region. These are places where land prices are lower and where growth pressures from the Bay Area overlap with those of the Sacramento, Santa Cruz and Central Valley regions."

REGIONAL VIEW: **Central Valley**
Urbanization

Excerpt from: Rural Economic and Health Vitality Policy Agenda Report, CCRL 2007

"Land use trends including high rates of farmland urbanization in the Central Valley are [a] great concern. High quality farmlands are being disproportionately affected by city-oriented growth and development, with implications for the viability of agriculture, one of the State's most important industries. Rural ranchette development, a fast spreading form of sprawl across many regions, is also consuming large amounts of land. These low density single use patterns of urbanizing land are inconsistent with general planning policy goals to preserve valuable farmlands and open space/habitat, reduce sprawl and traffic congestion, improve air quality, and create more livable communities."

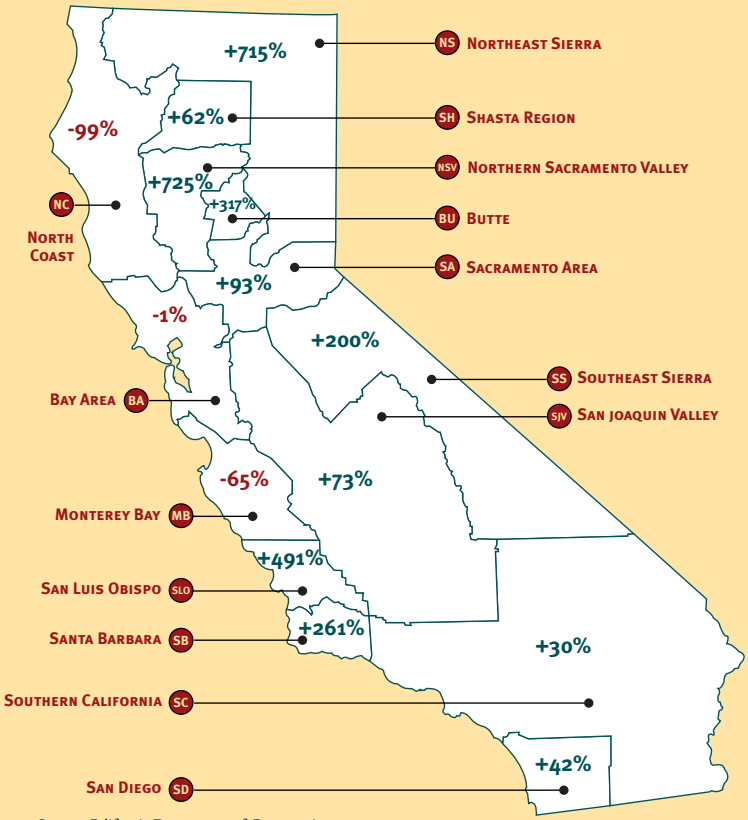
REGIONAL VIEW: **Sierra**
Housing and Land Use Conditions

Excerpt from: State of Sierra Agriculture – An Assessment of Working Landscapes in the Sierra Nevada, Sierra Business Council

"Numerous factors – population growth, land use change and development patterns – affect agricultural lands throughout the Sierra... Currently, nearly 70 percent of Sierra Nevada's population resides along the western foothills and the population in these counties is expected to grow by 50-100 percent by 2020. The increasing population requires homes, businesses and schools for the new residents. All these people and businesses require land. Frequently, the most economically and easily accessible lands for development are agricultural lands. Less efficient land use development patterns through ranchette, second homes and leapfrog development increase land consumption of agricultural lands."

Agricultural Lands

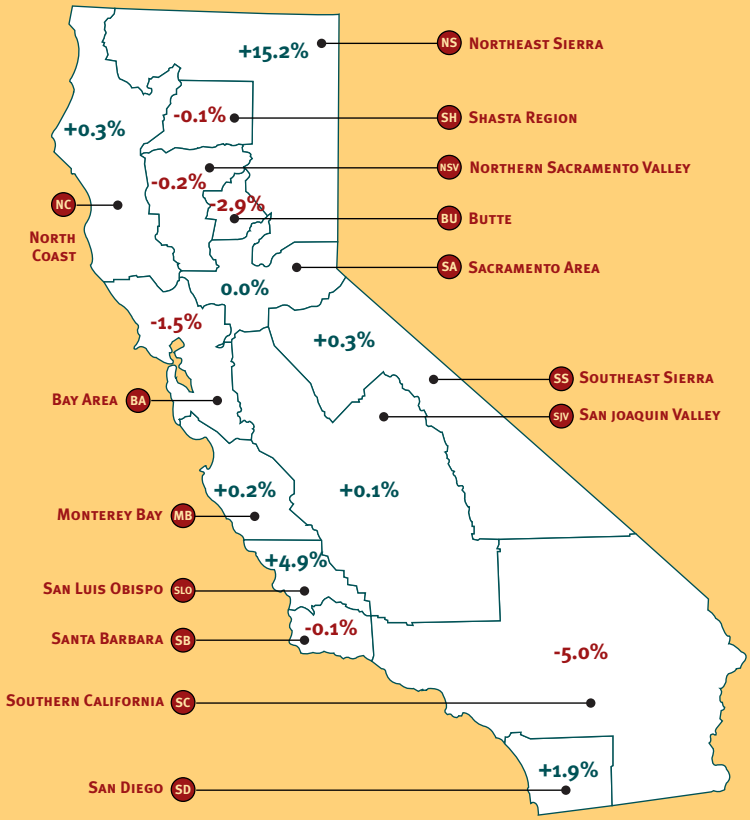
Percent Change in Acres of Agricultural Land Converted to Urban and Built-up Uses; 1996–2004



Source: California Department of Conservation, State Farmland Mapping and Monitoring Program

Protected Open Space

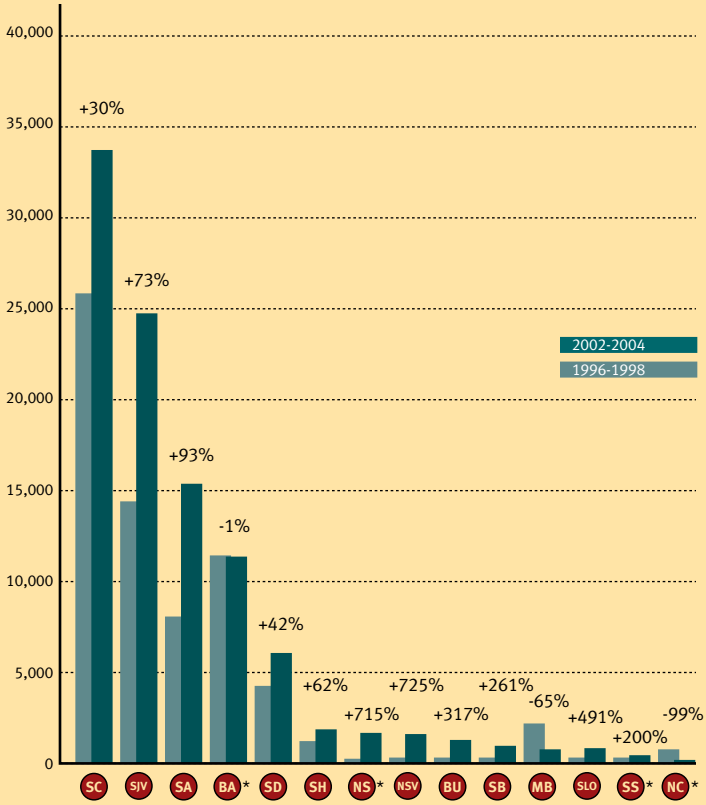
Percent Change in Acreage; 2003–2005



Source: Public and Conservation Trust Lands, 2003 and 2005

Conversion of Agricultural Lands to Urban and Built-up Uses

Acreage and Percent Change: 1996–1998 and 2002–2004



Source: California Department of Conservation, State Farmland Mapping and Monitoring Program

* Note: Does not include data for all counties within region

AIR & WATER QUALITY

WHY ARE THESE INDICATORS IMPORTANT?

Air and water quality directly affects the health of all residents and the ecosystem of regions, which is in turn affected by the choices that residents make about where they live, how they choose to travel to work, and how they use natural resources. Air and water quality are also a product of the mix and nature of industrial and agricultural operations. Government and developers also make decisions that affect land use patterns that in turn, impact the natural environment. Improving quality is an important measure of progress, as it means people and the economy are functioning in ways that produce fewer harmful impacts than in the past. In addition, several regions are severe federal non-attainment areas for air quality. Failure to meet deadlines for required standards could severely restrict future economic growth.

WHAT PROGRESS ARE REGIONS MAKING?

Air Quality

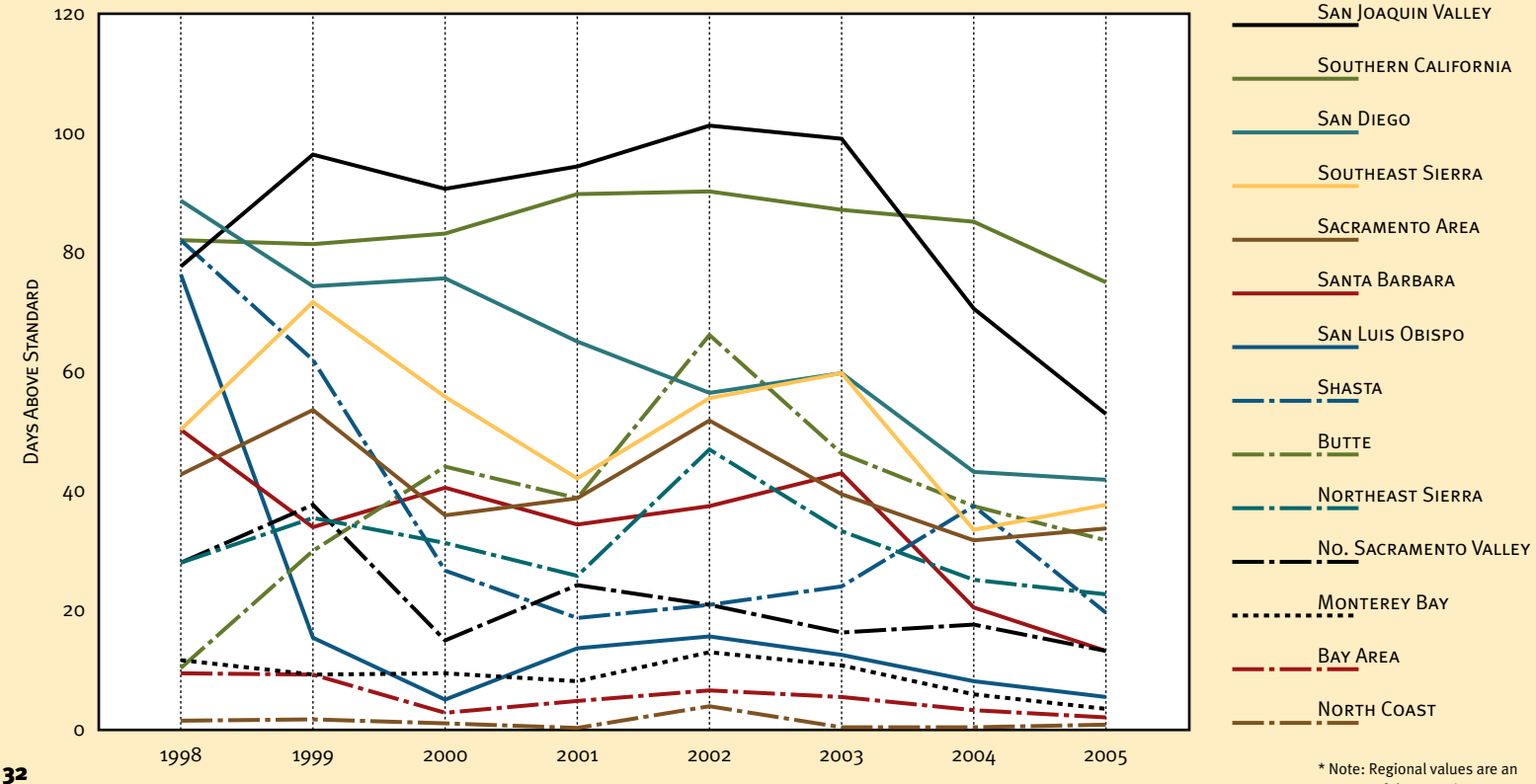
Ozone pollution was vastly reduced throughout the state between 1998 and 2005. In 2005, all but one region had fewer days exceeding California state's 8-hour ozone standard, relative to 1998. The North Coast, Bay Area, Monterey, and San Luis Obispo had the least number of exceedances throughout most of the eight year period. By 2003, the North Coast was able to reduce its number of days above the state ozone standard to zero.

Although Butte emitted more ozone pollution in 2005 than in 1998, the region made overall progress from 2000-2005. In fact, Butte reduced its annual number of days exceeding the state 8-hour standard in 2005 to 31 days—12 days less than in 2000. Ozone pollution increased in the region from 2000 to 2002. In this case, Butte is not alone—eleven of the fourteen regions saw a spike in ozone levels between these years, and then levels began to subsequently decline again. Elevated ozone levels in 2002 are likely a reflection of the fact that meteorological conditions also influence ozone patterns; according to the National Oceanic and Atmospheric Administration, 2002 was the second warmest year for the globe on record.

Tracking ozone pollution is essential because many studies have shown that ozone pollution can have serious effects on health. Furthermore, many scientists assert that there is a correlation between high ozone levels and respiratory problems such as asthma.

Air Quality: Ozone Pollution

Number of Days Exceeding State 8-hour Standard
1998-2005



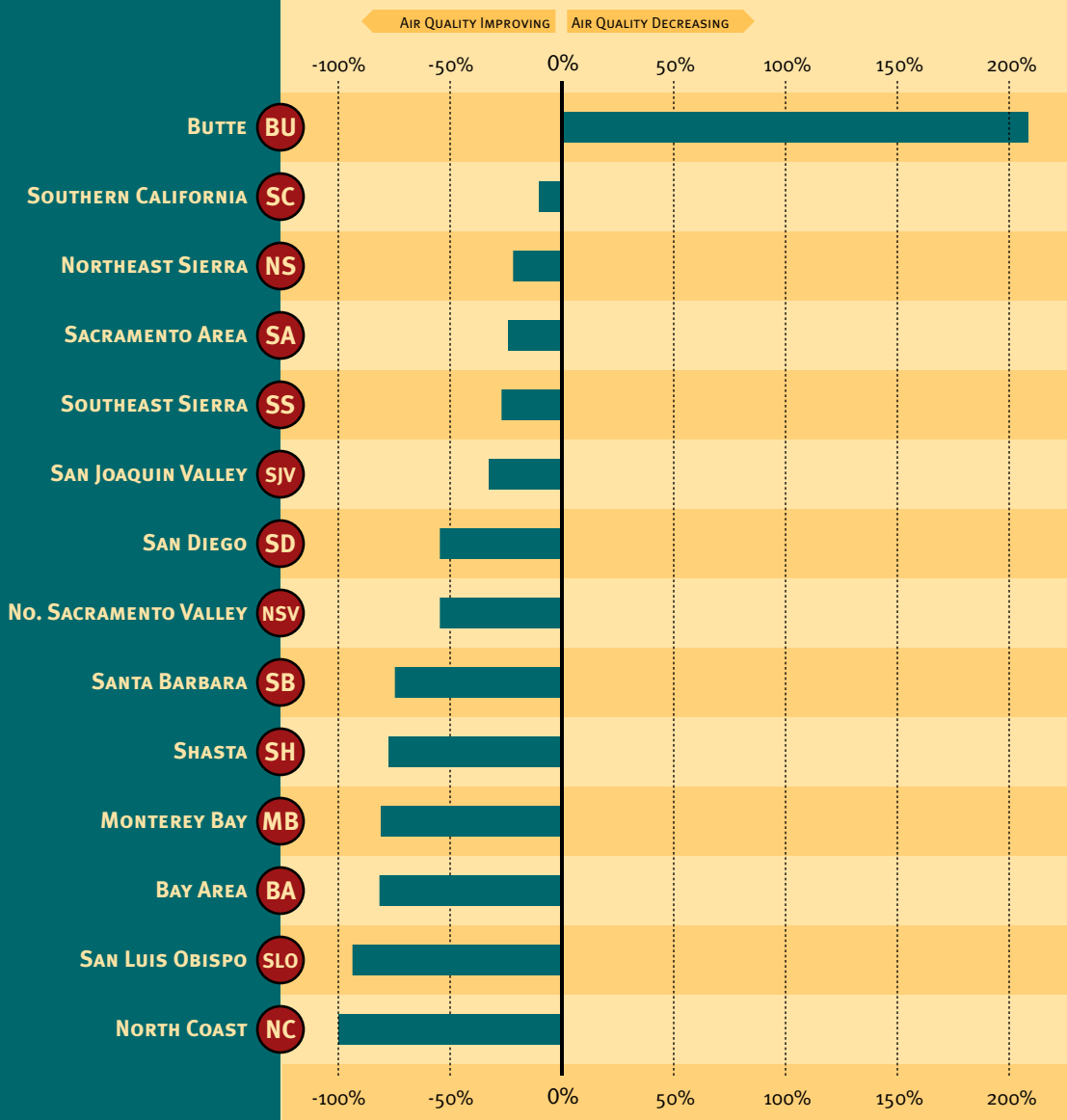
* Note: Regional values are an average of the counties

Source: California Air Resource Board, 2007 Air Quality DVD

Even though there has been a broad-based reduction in ozone pollution throughout California, measuring overall air quality is more difficult. While ozone is a significant contributor to unhealthy air quality, there are various other pollutants, such as particulate matters (PM2.5 and PM10), that are also contributing factors. PM pollution refers to microscopic soot-like particles produced by power plant emissions, diesel exhausts, construction, wind-blown dust, vehicles, fires and other sources. When inhaled, particulate matter can lodge deep in lung tissue and cause severe health problems. Because annual PM2.5 and PM10 data are available by air basin rather than by county, ozone pollution is included as a measure in this report to show one important dimension of air quality. Most regions are generally not making as much progress in reducing PM10 emissions. Only four air basins monitored by the California Air Resources Board show a clear long-term positive trend in reducing the number of days above state PM10 emission standards. These basins include: Great Basin Valleys Air Basin, Mountain Counties Air Basin, Mojave Desert Air Basin, and Sacramento Valley Air Basin.

Air Quality: Ozone Pollution

Percent Change in Number of Days Exceeding State 8-hour Standard
1998-2005



Source: California Air Resources Board, 2007 Air Quality Data DVD

REGIONAL VIEW: **Southern California**
Air Quality

Excerpt from: SCAG State of the Region, 2006

"Air pollution consistently ranks high among public concerns in Southern California, and control efforts have been a high priority in recent decades. A recent study by the California Air Resources Board (CARB) found that the population-weighted exposure to concentrations of PM2.5 above the federal standards for residents of the South Coast Air Basin (within the Southern California Region) is an astonishing 82% of the statewide exposure and 52% of the national exposure. This exposure translates on an annual basis to 5,400 premature deaths. An important contributing factor is the significant increase in goods movements in the Southern California Region during the past decade. It is important to note that about 80 percent of the PM2.5 pollutant emissions are out of the local control but under control of the state and federal jurisdictions. SCAG has been working closely with the local air districts and the California Air Resources Board on strategic actions, including legislations at the state and federal levels, to address this air quality health crisis."

REGIONAL VIEW: **Central Valley**
Particulate Matter

Excerpt from: The Great Valley Center, Assessing the Region via Indicators: The Environment, 2005

"Every Central Valley county and the majority of the state continues to be in non-attainment of PM10 and PM2.5 standards. Since 2000, an estimated 6 tons of PM10 per day have been added to both the Sacramento and San Joaquin Valley Air Basins... The Sacramento Valley Air Basin has had some positive gains in reducing exceedance days. In 2000, the Air Basin had 81 calculated days about the state's 24-hour standard. In 2003, the number dropped to 66. The San Joaquin Valley Air Basin has also seen some positive gains...in 2000, the Air Basin had 195.6 calculated days above the state's 24-hour standard. In 2003, the number had dropped to 167.2."

Water Quality

When looking at the number of impaired water segments in 2002 and 2006, the overall state trend in water quality has been mixed: about half of the regions have made progress in improving their water quality. Polluted water-bodies throughout California include bays and harbors, coastal shorelines, estuaries, lakes/reservoirs, rivers/streams, saline lakes, tidal wetlands, and freshwater wetlands. Urbanization is one of the factors that directly impacts water quality; urban water runoff from roads and parking lots contain high levels of contaminants which can flow directly into streams. Runoff and other problems are exacerbated by aging infrastructure.

For this dataset, there are a few notable differences in the regional definitions in comparison to the regional definitions used in this Report: both Northeast Sierra and Southeast Sierra are included in Lahontan and Central Valley. This difference is due to the way in which the California State Water Resources Control Board groups data. They do so by predetermined regions rather than counties.

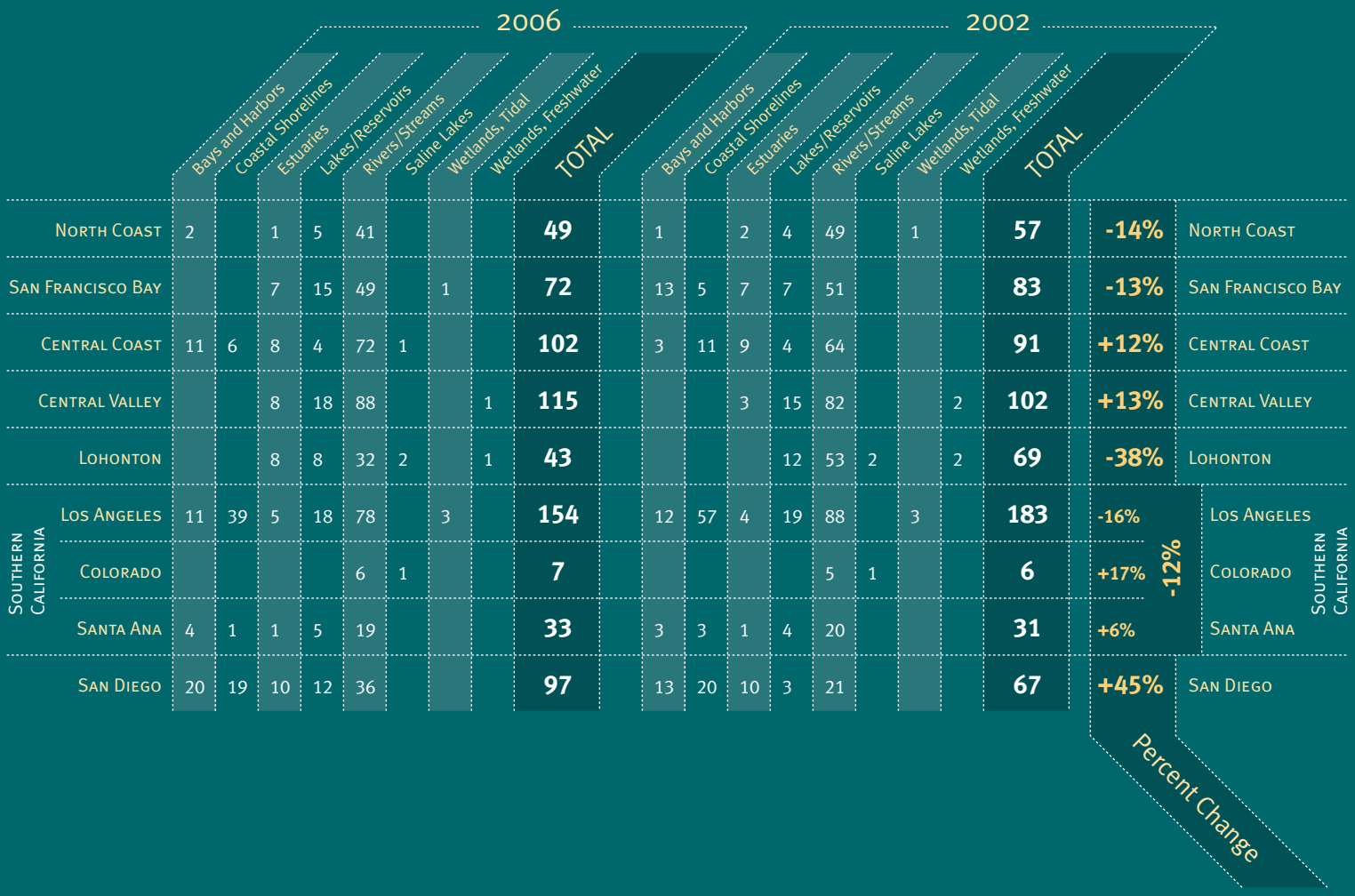
The water quality in the Bay Area, North Coast, Northeast Sierra, Southeast Sierra, and the Sacramento Area is improving, as these regions had fewer impaired water segments in 2006 than in 2002. The success of improving water quality in the Lahontan region can be attributed to the reduction of impaired lakes/reservoirs, and rivers/streams.

The Southern California region used throughout this Report straddles three Water Quality Control Board regions: Colorado, Santa Ana, and Los Angeles. Although Colorado and Santa Ana had more impaired water segments in 2006 than in 2002, Los Angeles greatly reduced its number of impaired water segments. Thus, overall, water quality in Southern California improved. This substantial change in the Los Angeles region is due mostly to the reduction of impaired coastal shorelines as well as rivers/streams.

Other regions have not made as much progress in improving water quality, although there have been some steps in the right direction. For example, even though Central Coast had an overall 12% increase in its number of impaired water segments, the region reduced its number of impaired coastal shorelines from 11 to 6. Polluted runoff has been the main contributing factor to San Diego's increase in the number of impaired water segments.

Impaired Water Segments

Number, and Percent Change
by Regional Water Quality Control Board
2002-2006



		2006										2002											
		Bays and Harbors	Coastal Shorelines	Estuaries	Lakes/Reservoirs	Rivers/Streams	Saline Lakes	Wetlands, Tidal	Wetlands, Freshwater	TOTAL		Bays and Harbors	Coastal Shorelines	Estuaries	Lakes/Reservoirs	Rivers/Streams	Saline Lakes	Wetlands, Tidal	Wetlands, Freshwater	TOTAL	Percent Change		
	North Coast	2		1	5	41				49		1		2	4	49		1		57	-14%		North Coast
	San Francisco Bay			7	15	49		1		72		13	5	7	7	51				83	-13%		San Francisco Bay
	Central Coast	11	6	8	4	72	1			102		3	11	9	4	64				91	+12%		Central Coast
	Central Valley			8	18	88			1	115				3	15	82			2	102	+13%		Central Valley
	Lohonton			8	8	32	2		1	43					12	53	2		2	69	-38%		Lohonton
Southern California	Los Angeles	11	39	5	18	78		3		154		12	57	4	19	88		3		183	-16%		Los Angeles
	Colorado					6	1			7						5	1			6	+17%	-12%	Colorado
	Santa Ana	4	1	1	5	19				33		3	3	1	4	20				31	+6%		Santa Ana
	San Diego	20	19	10	12	36				97		13	20	10	3	21				67	+45%		San Diego

HOUSING AFFORDABILITY/BURDEN

WHY ARE THESE INDICATORS IMPORTANT?

The affordability of housing affects a region's ability to maintain a viable economy and high quality of life. Lack of affordable housing in a region leads to longer commutes, which in turn diminish productivity, curtail family time and increase traffic congestion. Lack of affordable housing also restricts the ability of crucial service providers and others— such as teachers, registered nurses and police officers— to live in the communities in which they work. Housing affordability is a function of housing supply and variety, as well as incomes. Long commutes also add to increase in percent of income spent on transportation costs.

We examine two measures of affordability. Housing "burden" is the proportion of household income that is used for housing expenses (either mortgage or rent). The higher the percentage of income required, the higher the burden. The other measure is the percentage of households that can afford a median-priced home in the region. This provides an indication of how accessible home ownership is to people living and working in the region. Measuring housing affordability in rural regions has been more of a challenge, as county-level data are often not available.

WHAT PROGRESS ARE REGIONS MAKING?

Percent of First Time Buyers that Can Afford to Purchase a Median-Priced Home

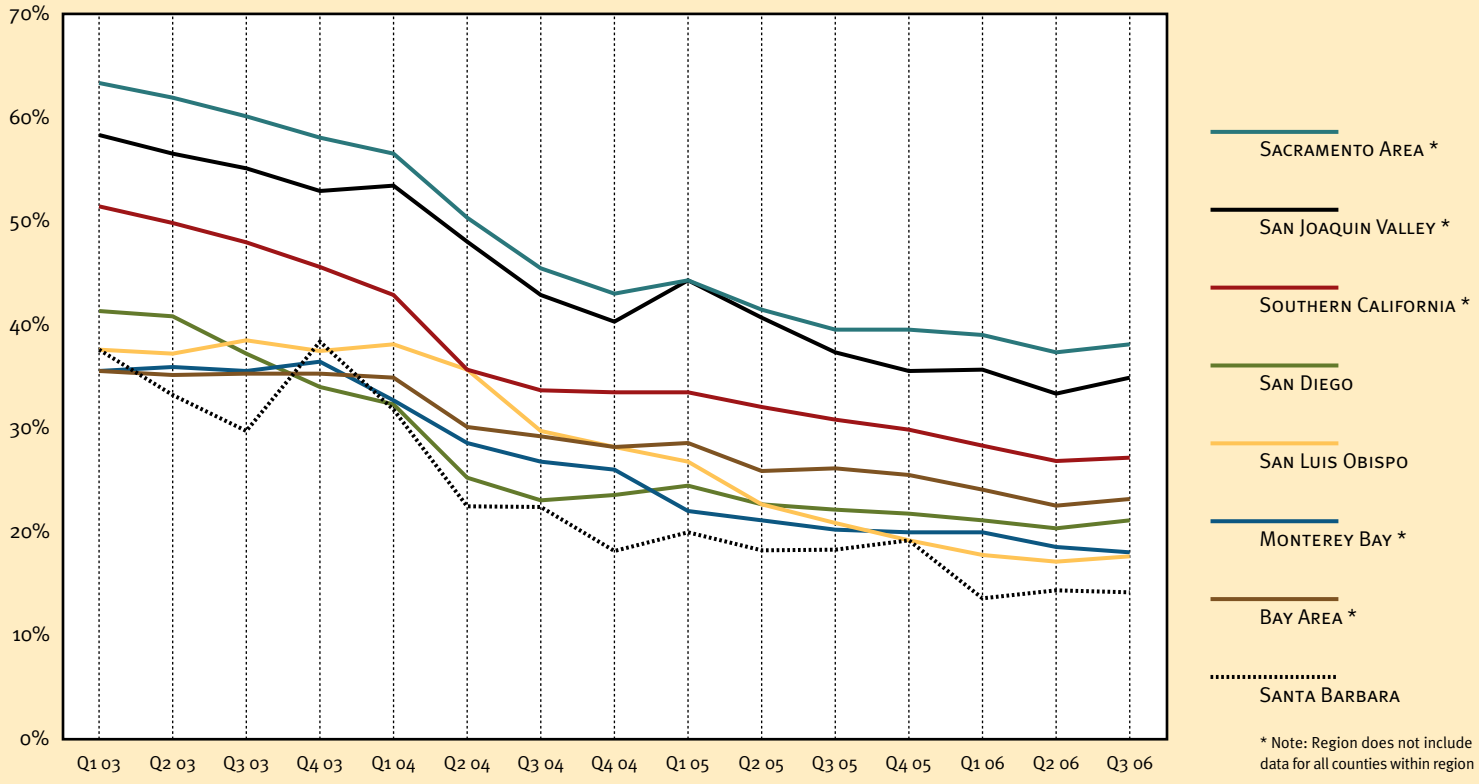
Across all regions, housing affordability trends have been in accord—fewer first-time buyers could afford to purchase a median-priced home in 2006 than in 2003. In the time period for which there are data, housing affordability was on the decline until late 2004, when several regions became slightly more affordable until the first quarter of 2005, when they resumed their downward trend. Data from the latest quarter available (3rd Quarter 2006) shows that some regions are again beginning to slow or stop this downward trend.

Percent of Renter and Owner Households with Housing Costs Greater than 35% of Income

For renters, housing has been expensive throughout all of the regions for which there is data. In every region but one, more than 40% of renters have housing costs in excess of 35% of their income. In four regions, more than 45% do. Housing also proved to be expensive for owners, although somewhat less costly than for renters. In every region, more than 30% of owners have housing costs in excess of 35% of their income. In three regions, more than 45% do. Some regions have comparatively low burdens for one group (e.g., renters in the Bay Area, homeowners in Butte), while much higher burdens for the other groups. While there are substantial variations across California's regions, every region exceeds the national average of 26% of income dedicated to housing costs.

Housing Affordability

Percent of First Time Buyers that Can Afford to Purchase a Median Priced Home
2003-2006

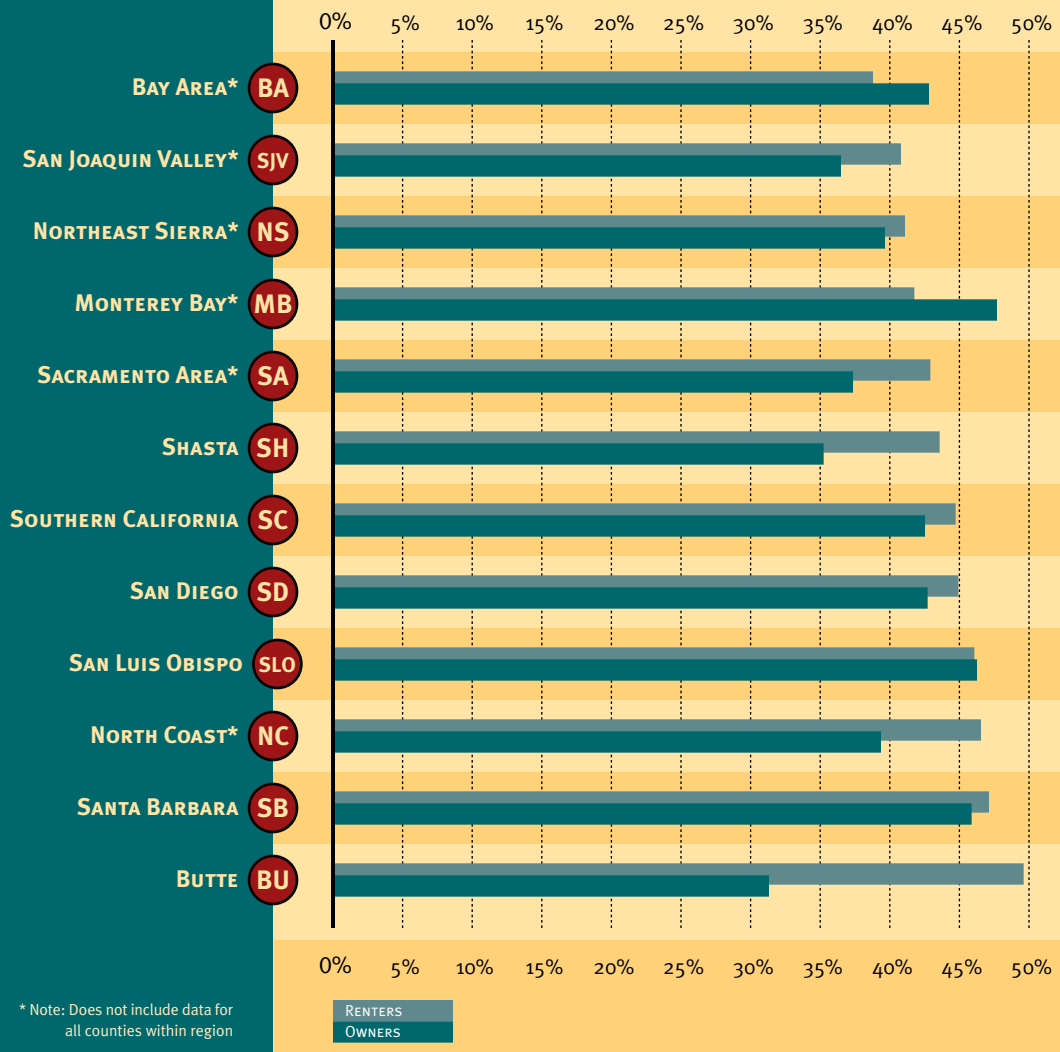


* Note: Region does not include data for all counties within region

Source: California Association of Realtors

Housing Affordability

Percent of Households with Housing Costs Greater than 35% of Income
2005



* Note: Does not include data for all counties within region

Source: U.S. Census Bureau, American Community Survey 2005

REGIONAL VIEW: **San Diego**
Housing Affordability

Excerpt from: SANDAG Regional Comprehensive Plan

"To find affordable housing, many workers are moving far from their jobs, often outside San Diego County or across the international border. A recent survey indicates that 29,000 south western Riverside County residents commute into San Diego County for work, and workers even move as far away as Imperial County to find homes they can afford. An estimated 40,000 workers cross the border from Mexico each day for jobs in the San Diego region and many are U.S. citizens (Caltrans Traffic Census). This imbalance between jobs and housing is leading to a tremendous strain on our roads, freeways, infrastructure, and environment, as well as a strain on the quality of life for those commuters."

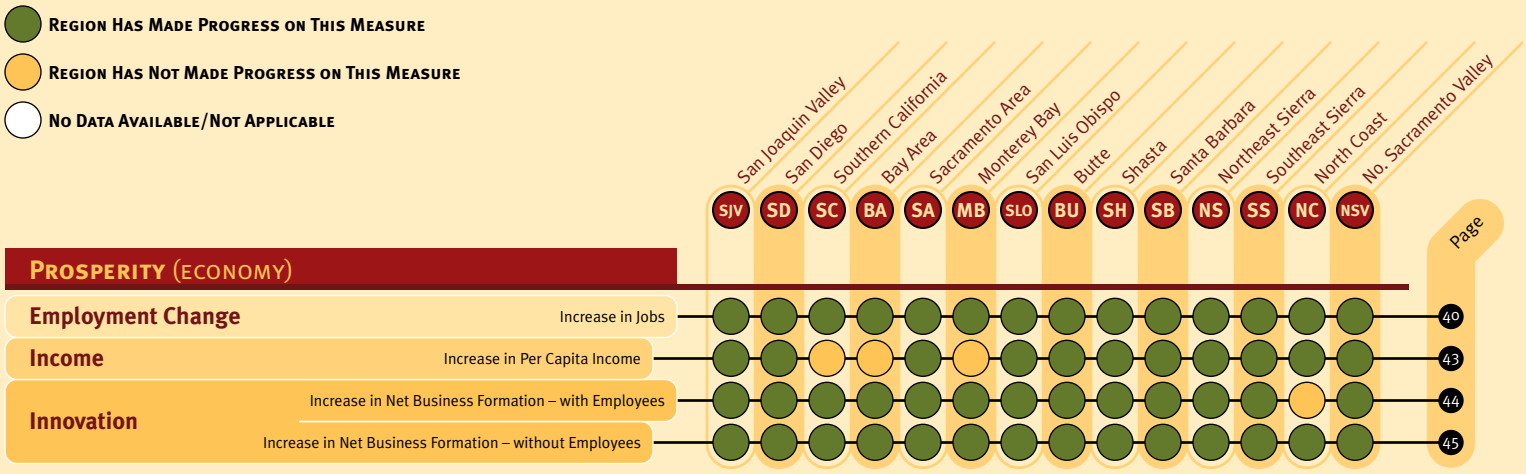
REGIONAL VIEW: **Rural California**
Housing Affordability

Excerpt from: 2007 Rural Economic and Health Vitality Policy Agenda, CCRL

"There is a housing affordability crisis throughout Rural California – a shared challenge with the State's urban areas – affecting almost all income levels. This problem is compounded for low income families, many of whom are the working poor who are increasingly "locked out" of the ability to own a home, the primary source of asset development. The high cost of housing is also affecting renters. Overcrowding is a major problem for many rural counties, especially in the Central Valley, parts of the Central Coast, and Imperial County. Farm workers and their families suffer from poor housing conditions disproportionately."

PROSPERITY

Prosperity indicators encompass fundamental measures of employment, income, and innovation. Employment change is measured overall, and in key industry sectors or clusters. Income is measured on a per capita basis, and for households where the data are available. Innovation is measured in terms of net new business formation—one of the important outcomes of business and technological innovation in California. These indicators, while primarily related to prosperity, are also clearly linked to people and place. Together, place, prosperity, and people measures are reflective of important dimensions of California's quality of life.



WHY ARE THESE INDICATORS IMPORTANT?

Job gains are a basic measure of economic health. We examine all non-farm employment—including all other industry and government jobs. This provides a measure of progress in terms of job quantity, but not necessarily job quality. Thus, we examine employment in key sectors or clusters, many of which pay higher than average wages in their regions. We also measure if job increases are helping raise incomes. Per capita and median household income are important measures in this regard. They help answer the question if the job mix and growth of a region is providing enough for people to make real economic progress (that is, adjusted for inflation). Focusing on per capita and median household income helps us understand how broadly gains are distributed, as these measures are less likely to be skewed by a small percentage of very high income earning households. The median household income is the income value at which half the region's households earn more and half earn less.

The third measure is innovation—a primary catalyst for economic growth. As an indicator, we focus on new business creation, as evidence of entrepreneurs bringing innovations to market. This measure is, of course, only one dimension of innovation, as existing companies also regularly introduce new products and adopt new processes that produce wealth. Some of the impact of those innovations is picked up in gains in jobs and incomes. In terms of new business creation, we examine two kinds of firms to gain a more complete accounting of net start-up growth. We focus on companies with employees as well as firms run by one or more co-owners, but without any employees. The latter is a rapidly growing share of all firms, and so is important to measure here.

REGIONAL VIEW: **San Diego**
Globalization and Economic Opportunity

Excerpt from: SANDAG, Regional Comprehensive Plan for the San Diego Region

"[San Diego's] economy functions within a regional and global economic setting. The San Diego-Baja California binational region faces increasing domestic and global competition. Many people are aware of globalization; however, few understand that regionalization or the increasing importance of regional economies is the other side of the coin. In economic terms, [the San Diego] region is directly connected to the greater Los Angeles area and Baja California, Mexico, which are gateways to the domestic and international marketplaces. Access to international markets is critical for the economic prosperity of the region. To the south, [San Diego] depend[s] on Baja California for an important part of [its] labor pool. Southwestern Riverside County also is becoming an increasingly important source of labor and an alternative housing choice for many."

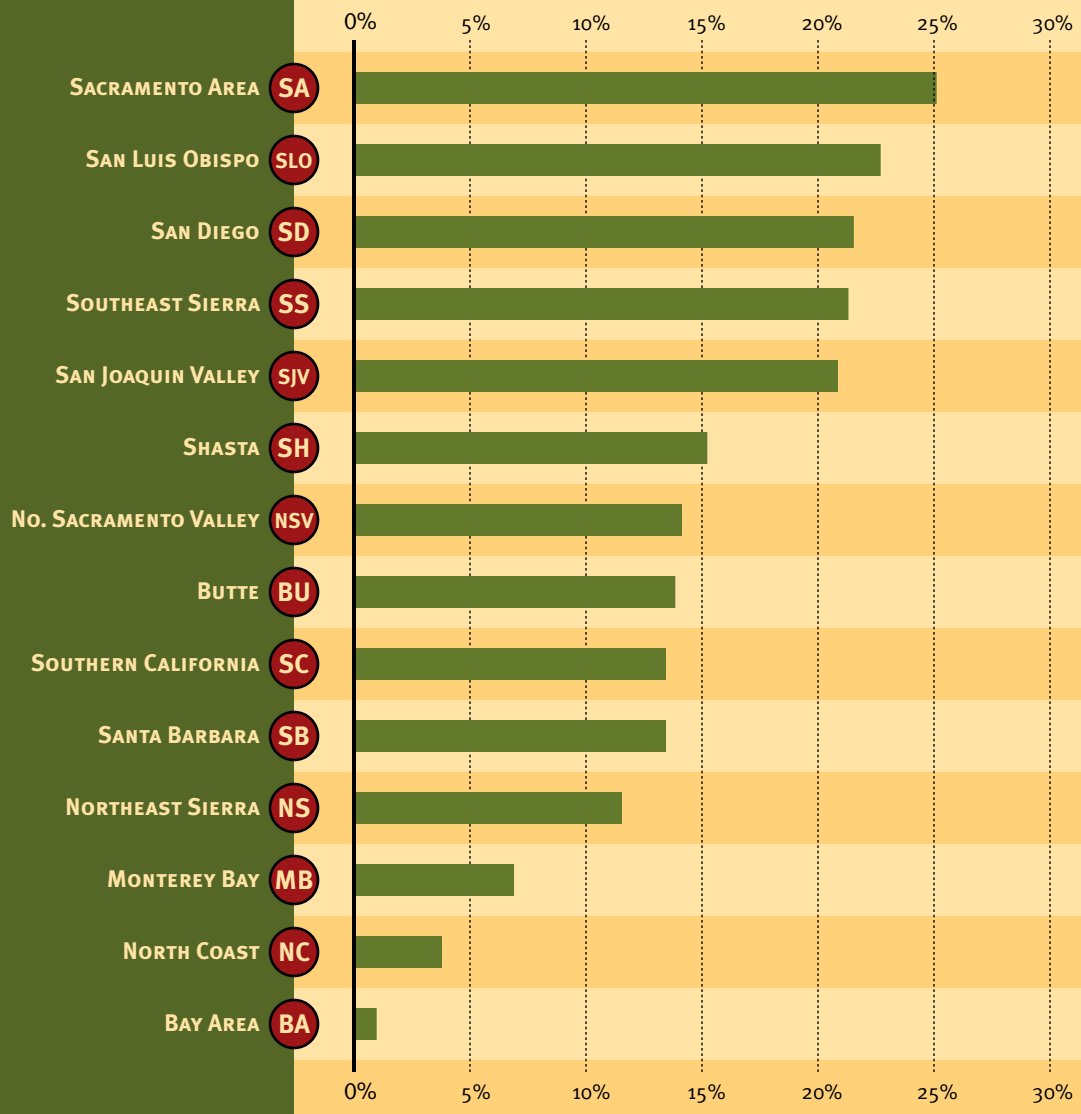
EMPLOYMENT CHANGE

WHAT PROGRESS ARE REGIONS MAKING?

Every region has experienced a net gain in jobs in non-farm sectors in recent years. Although some regions have experienced economic turbulence, with major job gains and losses and restructuring towards some industries and away from others, the net change in employment between 1997 and 2005 was positive for every region. For most regions, the net change was more than 10%. In five regions, net new jobs grew more than 20%. The Bay Area's relatively low rate of employment growth during this time period makes it apparent that the region was clearly hit hardest by the recession. Regions with higher percentage increases are often a mix of higher and lower county growth rates, such as Southern California, where growth was strong in Orange County and the Inland Empire and lagged in Los Angeles County.

Employment Growth

Percent Change in Total Nonfarm
1997-2005

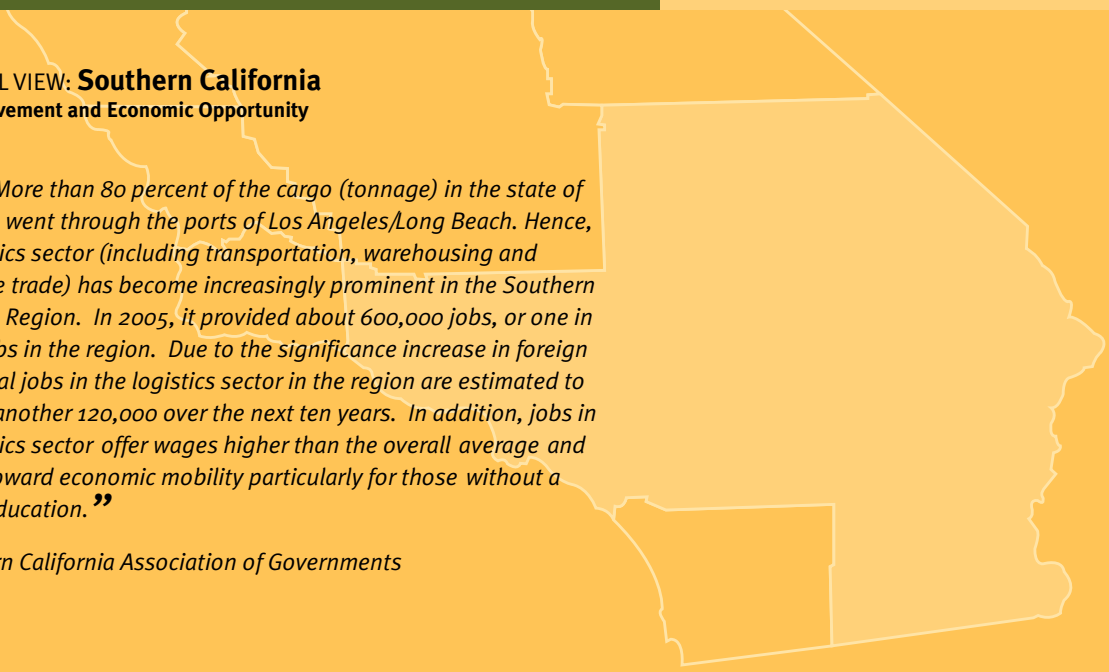


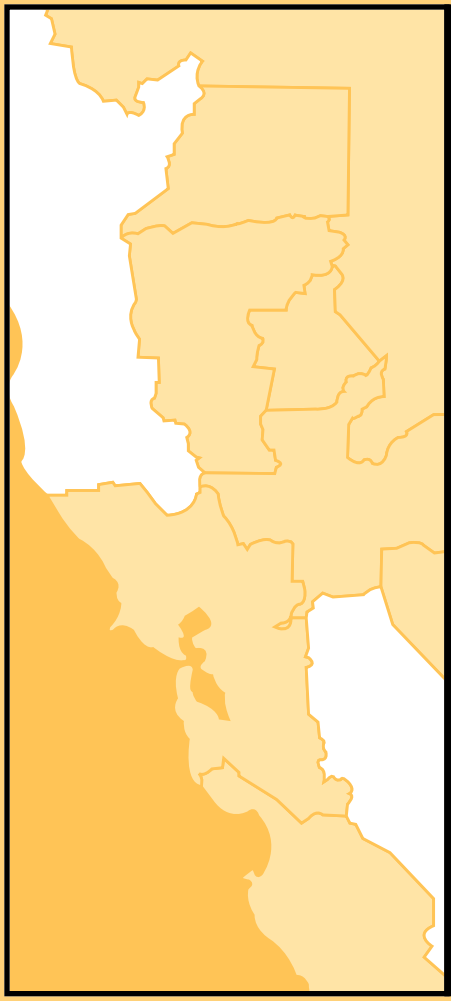
Source: California Employment Development Department, 1997-2005

REGIONAL VIEW: **Southern California**
Goods Movement and Economic Opportunity

"In 2005, More than 80 percent of the cargo (tonnage) in the state of California went through the ports of Los Angeles/Long Beach. Hence, the logistics sector (including transportation, warehousing and wholesale trade) has become increasingly prominent in the Southern California Region. In 2005, it provided about 600,000 jobs, or one in twelve jobs in the region. Due to the significance increase in foreign trade, total jobs in the logistics sector in the region are estimated to increase another 120,000 over the next ten years. In addition, jobs in the logistics sector offer wages higher than the overall average and enable upward economic mobility particularly for those without a college education."

– Southern California Association of Governments





REGIONAL HIGHLIGHT

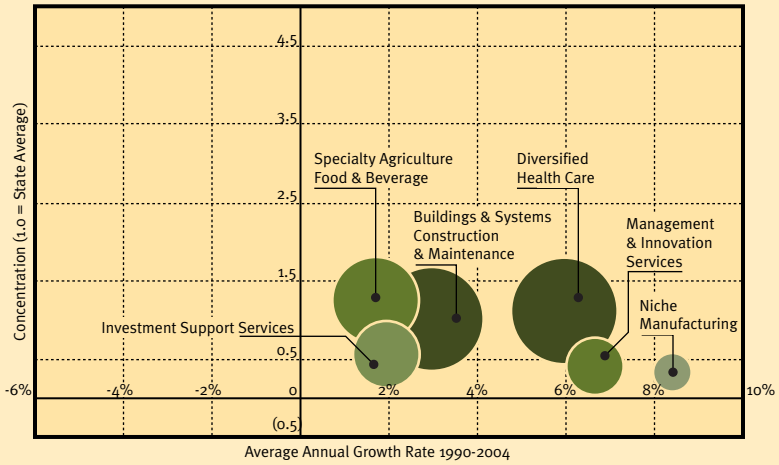
Targets of Opportunity in the Central Valley and North Coast

A growing number of regions have begun to re-examine their economies, identifying "clusters of opportunity"—groups of growing export-oriented industries and population-driven sectors which also provide job opportunities with good career potential for regional residents.

The Fresno Regional Jobs Initiative assessed its clusters of opportunity, set a goal of creating thousands of new jobs in those sectors, and launched a comprehensive, 5-year strategy of economic and workforce development to achieve the goal. They have measured their progress on a regular basis, having reduced their unemployment rate 31%, with three-quarters of all non-farm job growth generated by the targeted clusters. *For more information, see www.fresnorji.com*

The North Coast region has just completed an analysis of its clusters of opportunity, which showed a major economic restructuring and emergence of growing sectors with good career potential. They identified specific occupations at the entry, mid, and high levels by cluster, and are now organizing to focus their economic and workforce development efforts on these clusters.
For more information, see www.humboldtwib.com

North Coast Targets of Opportunity

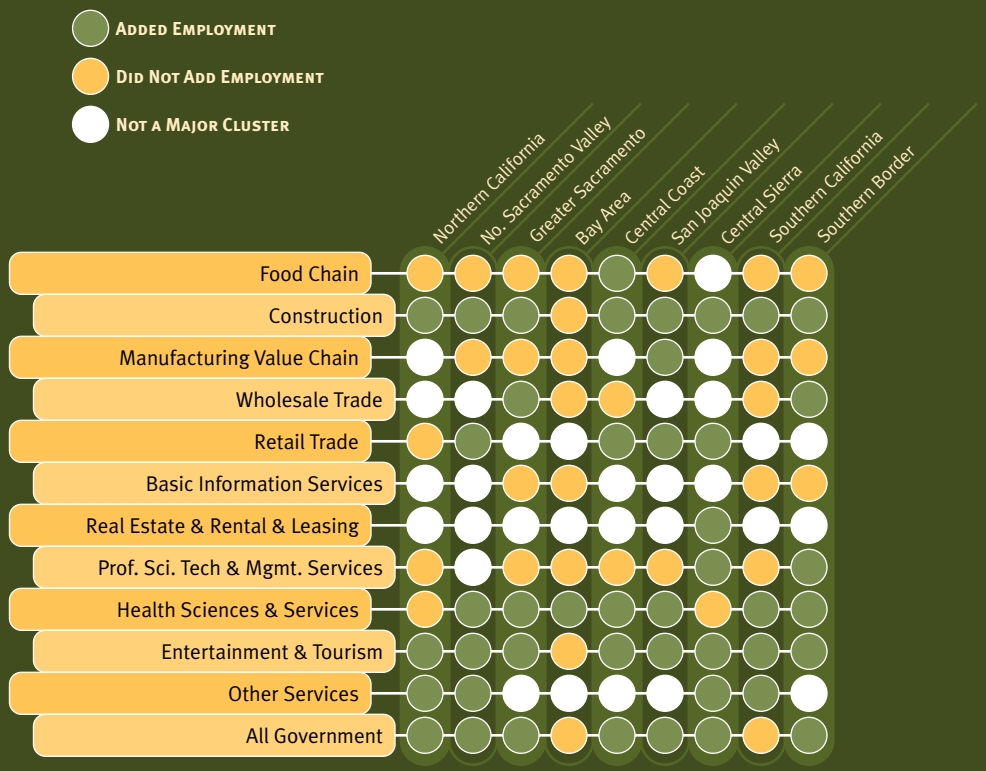


Employment Growth in Major Clusters/Industry Sectors

2001-2004

WHAT PROGRESS ARE REGIONS MAKING?

A closer examination of key industry sectors and clusters at the regional level also suggests progress. This table is a summary of region-by-region economic base reports published by the California Regional Economies Project of the California Labor and Workforce Development Agency's Economic Strategy Panel. The sectors and clusters shown represent major employment sectors in regions somewhat different than the regions used in this Report. While not directly comparable and sometimes incomplete, these results do show areas of progress that align with part or all of individual regions in this Report. Overall, it reinforces the conclusion that regions have been adding jobs, including jobs in one or more sectors important because of their export orientation, higher-than-median wages, and/or share of jobs in the economy. These are broad categories; many regions and sub-regions have developed their own more focused industry cluster or "clusters of opportunity" analysis (e.g., see the Regional Highlight, above, on the Central Valley and North Coast).



Source: California Regional Economies Project, California Economic Base Report, 2006

INCOME

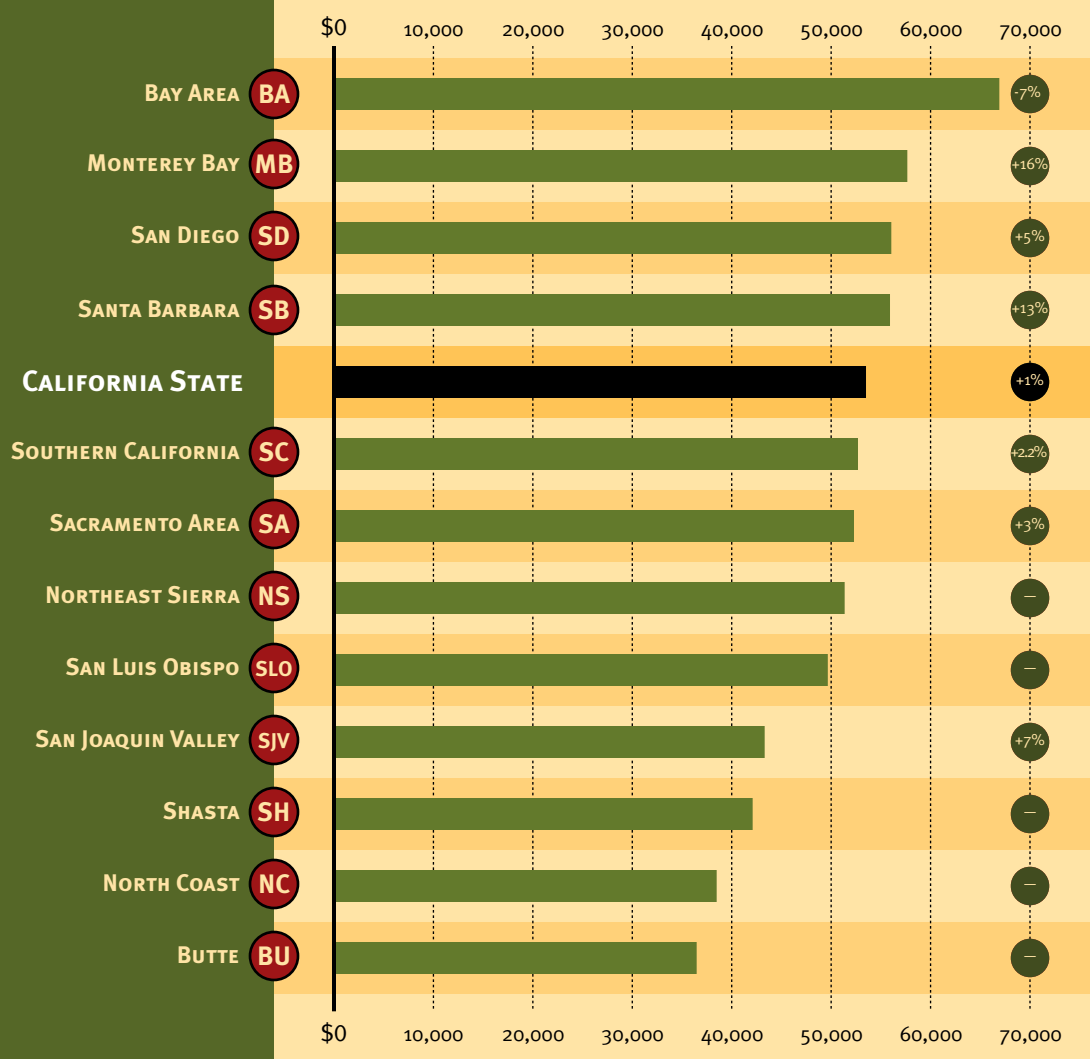
Real Median Household Income and Real Per Capita Income

Every region but three (where data are available) has enjoyed real increases in per capita income.In fact, the ten regions with the lowest per capita income in the state all experienced real gains between 2000 and 2004.

Many regions have also made progress in raising median household income. Between 2000 and 2005, six of seven regions (in which data are available) experienced real increases in their median household income. San Joaquin Valley, the region with the fourth lowest median household income, recorded a 7% increase between 2000 and 2005. Southern California also experienced a 2.2% gain, starting from a higher base in 2000. The Monterey region, with the second highest median household income, increased by a substantial 16%.

Real Median Household Income

2005 (Dollars) and 2000-2005 Percent Change

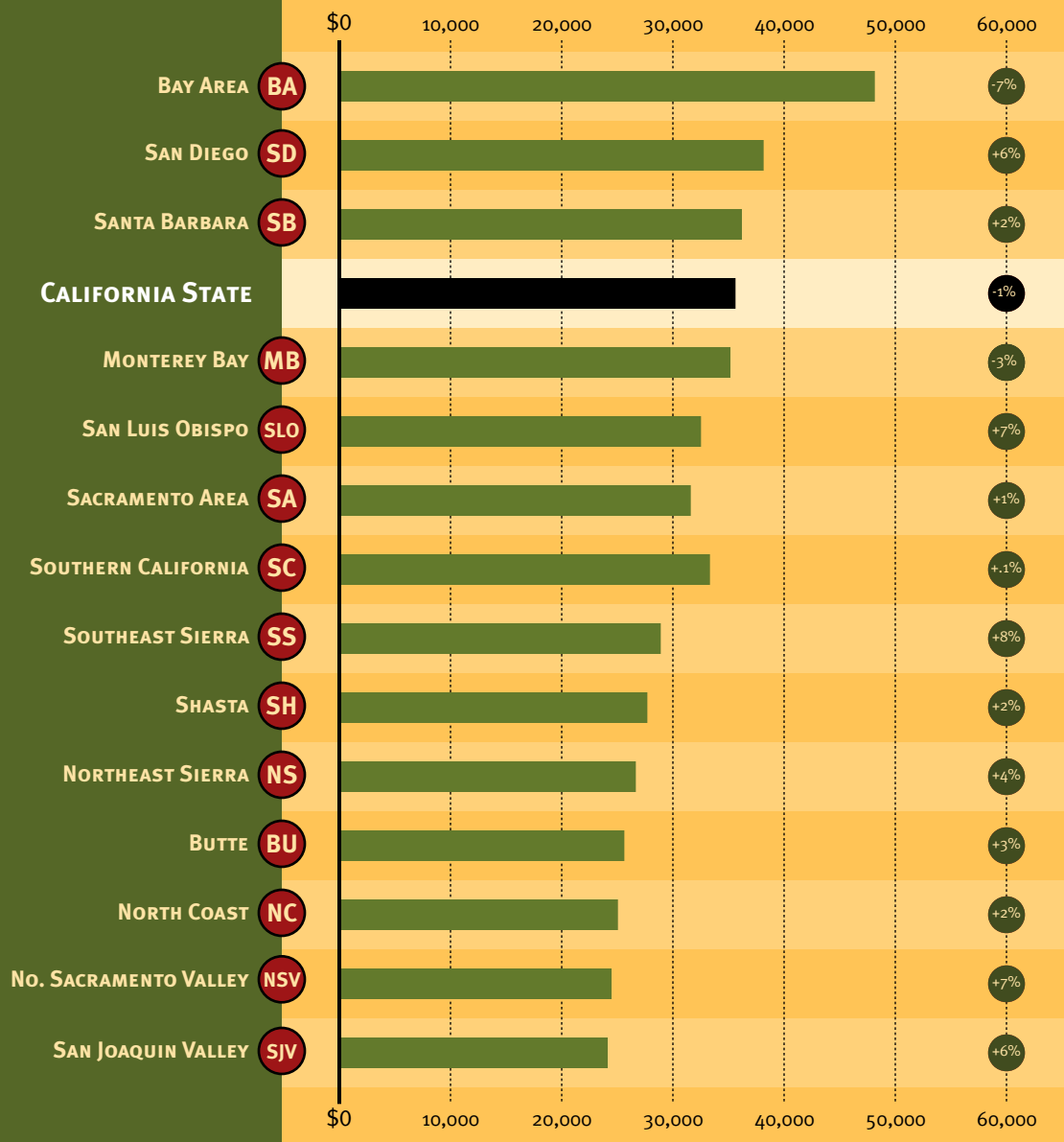


Note: Regional median household income is derived by averaging each county's median household income in every region.

Source: U.S. Census Bureau, American Community Survey 2005

Real Per Capita Income

2004 (Dollars) and 2000-2004 Percent Change



Source: Per Capita Personal Income by County, California, 1994-2004 (Residence Adjusted), U.S. Department of Commerce, Bureau of Economic Analysis

INNOVATION

Net Business Formation: Firms with and without Employees

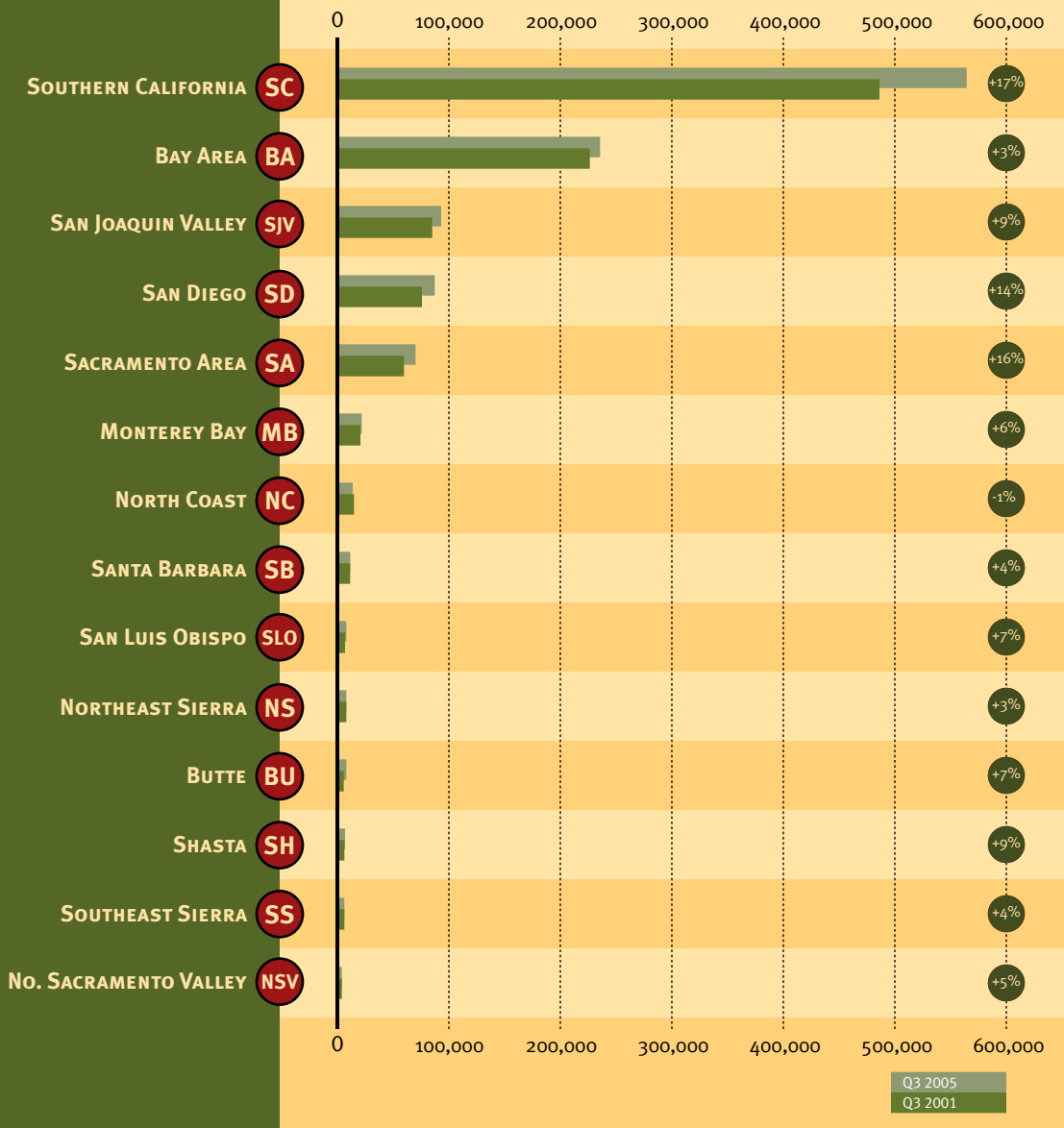
From 2001 to 2005, business formation for firms with employees has increased throughout California. In fact, every region but one experienced net growth in new businesses with employees. The regions of Southern California, San Diego, and Sacramento Area experienced double-digit increases in this kind of business formation from 2001-2005.

A growing trend is the increase in new businesses that do not have employees. These are establishments run by one or more owners that are not counted by the California Employment Development Department. Many of these firms are very small, exist in small offices or downtown settings, or are home-based operations. This shift has implications for transportation systems, housing demand, commercial space, telecommunications, urban amenities, and mixed-use development.

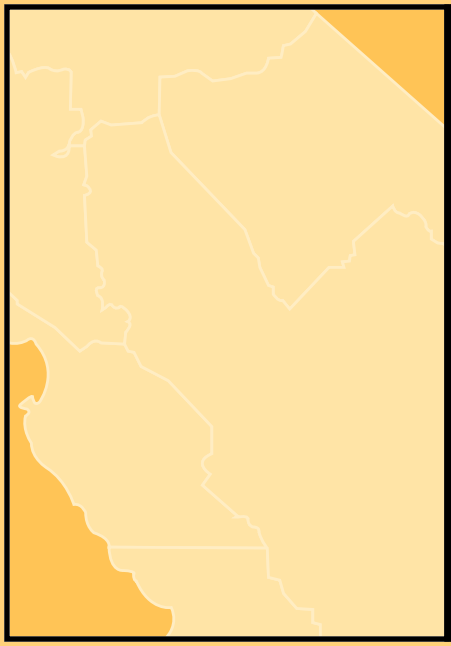
Every region posted gains in new businesses without employees. In fact, every region has experienced double-digit increases in the number of firms where everyone working is at least a co-owner—a major shift in how economies are structured in California. Regions as diverse as Sacramento (41%), San Joaquin Valley (39%), Southern California (34%), the Northern Sacramento Valley (34%), San Diego (29%), San Luis Obispo (28%), and Northeast Sierra (26%) experienced major gains in these kind of firms from 1997-2004.

Net Business Formation

Firms with Employees
2001-2005, Percent Change



Source: California Employment Development Department, Labor Market Information Division



REGIONAL HIGHLIGHT

A More Complete Accounting of New Businesses in the Tri-Valley and Rural California regions

The Tri-Valley region (on the eastern edge of the Bay Area, including the communities of Danville, Dublin, Livermore, Pleasanton, and San Ramon) has examined its changing economic landscape and found a burst of growth in new, homegrown firms, many of which are firms run by co-owners with no employees. These findings are transforming prevailing assumptions that large companies are responsible for job growth or that new jobs come from relocations or expansions to the region (in fact, less than 1% do). As a result, the region is launching a new innovation network that will link these very small firms to each other, customers, and business services they need.

For more information, see www.trivalley.org

The California Regional Economies Project has published an analysis of patterns of entrepreneurship in rural regions of the State. This analysis was based on proprietary data from the National Establishments Time Series (NETS) database—including a more complete accounting of new businesses with and without employees. It turns out that businesses run by sole owners or ownership groups are particularly important to how business is done in rural California, and often missed in the analyses of local and regional economies.

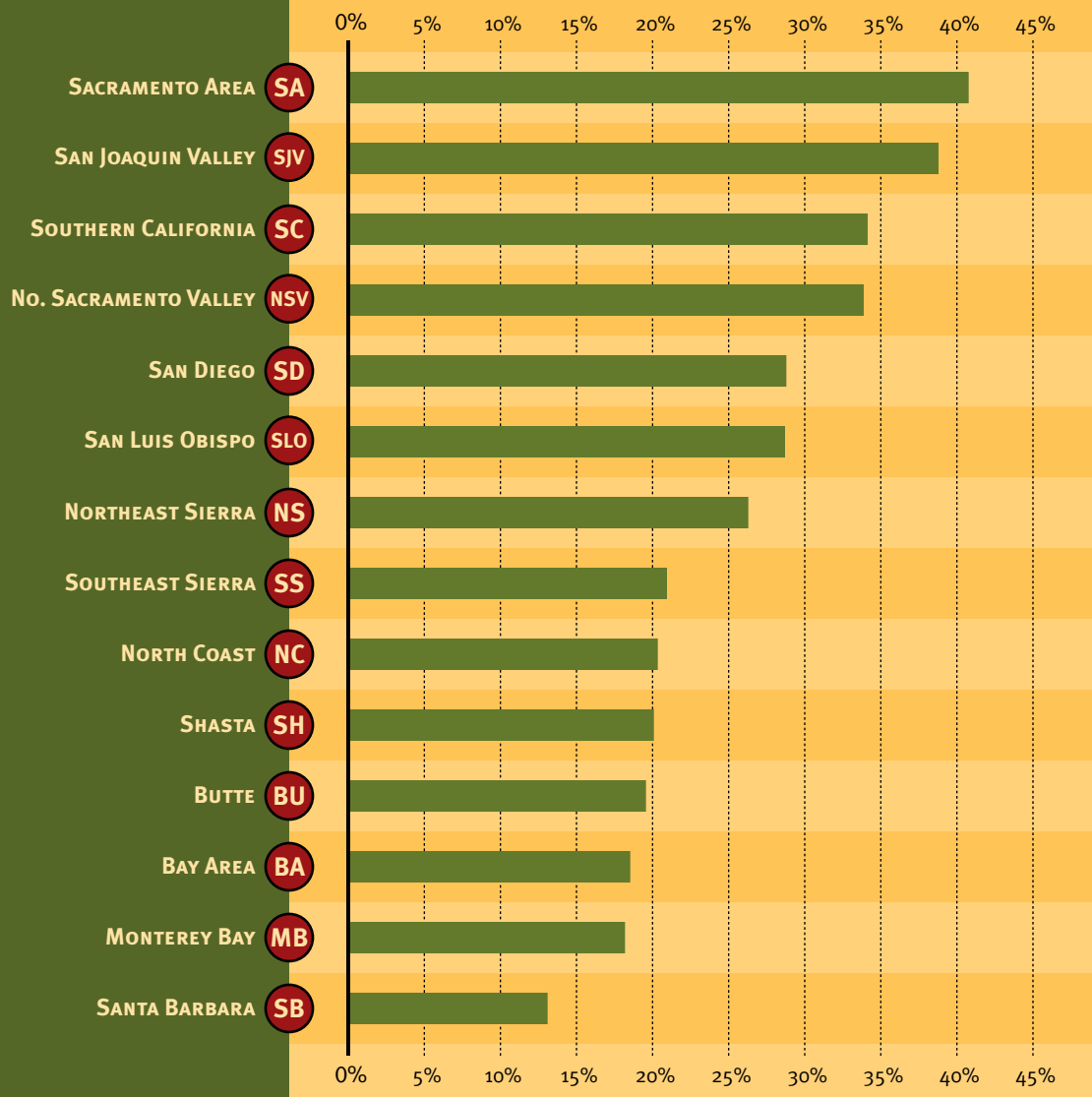
For more information, see www.labor.ca.gov/panel

The Great Valley Center has also published a regional analysis of the No. Sacramento Valley using NETS data.

For more information, see www.greatvalley.org

Net Business Formation

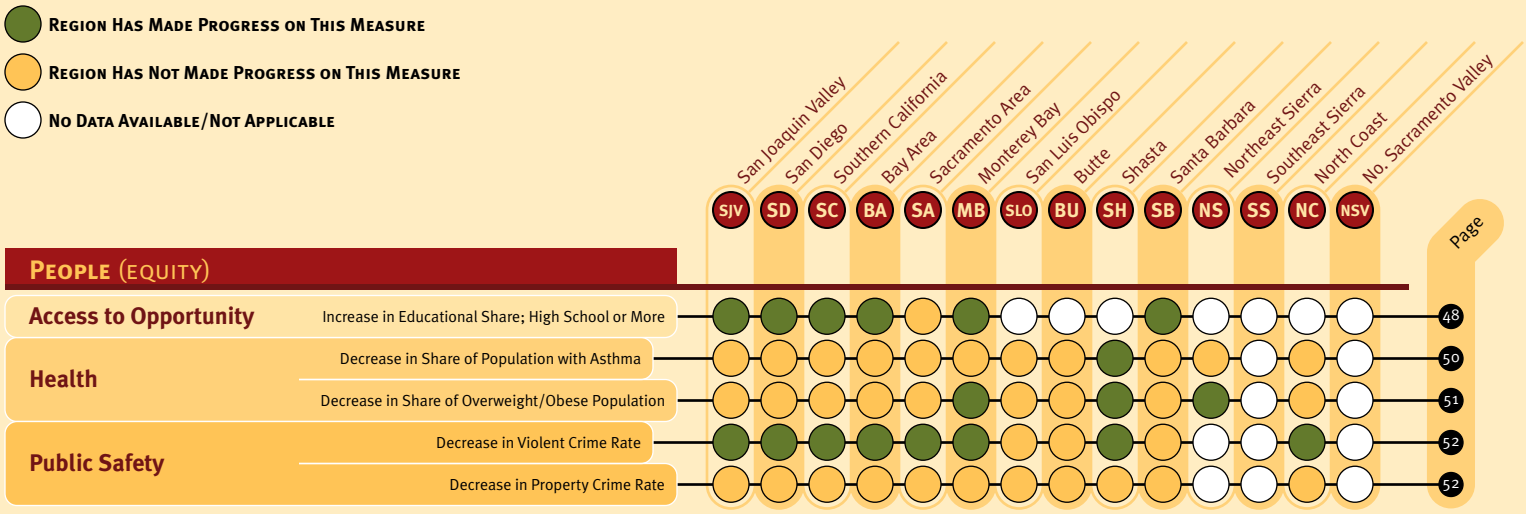
Firms Without Employees
Percent Change, 1997-2004



Source: U.S. Census Bureau, Nonemployer Statistics 1997 and 2004

PEOPLE

People indicators encompass fundamental measures such as educational level, health status, and public safety. These indicators, while primarily related to people, are also clearly linked to prosperity and place. Together, place, prosperity, and people measures are reflective of important dimensions of California's quality of life. Measures of progress for People are affected by investments in place.



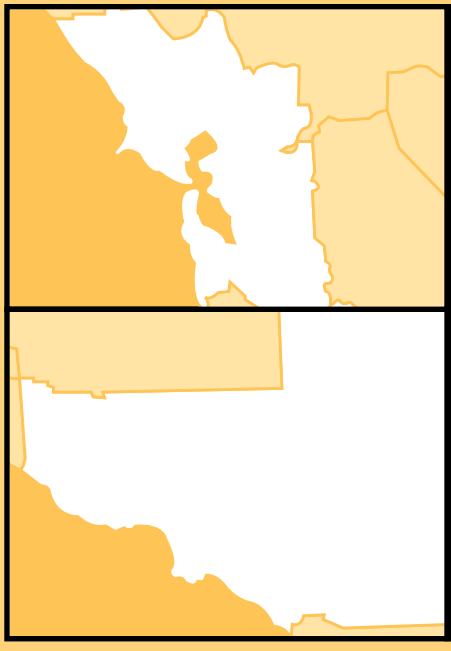
WHY ARE THESE INDICATORS IMPORTANT?

A basic measure for people is educational attainment, which is highly predictive of economic well-being. Education provides people access to opportunity. The more education, the more income one is likely to earn on average. If a region is increasing its share of more educated residents, it is developing more capacity to compete in the global economy for jobs that require high levels of skill. In turn, a region is more likely to be increasing its share of residents who can earn more income and afford a higher standard of living.

A basic measure of personal well-being is health. Although there are many indicators from which to choose, we focus on asthma and obesity. Asthma is linked to and exacerbated by poor air quality, which is a byproduct of automobile-dependent development patterns as well as industrial and agricultural operations, and construction.

Over the past two decades, obesity has risen dramatically in the United States and its occurrence is not just limited to adults - the percentage of young people who are overweight has more than tripled since 1980. Being overweight or obese increases the risk of many diseases and health conditions, including Type 2 diabetes, hypertension, coronary heart disease, stroke and some type of cancers. Obesity and its associated health problems have a significant economic impact on the nation's health care system as well as the overall economy due to declines in productivity. Researchers are increasingly drawing connections between obesity and land use patterns and community design, as well as reliance on automobiles.

A basic measure of personal and community well-being is public safety. The level of crime is a significant factor affecting the quality of life in a community. Incidence of crime not only poses an economic burden, but also erodes our sense of community by creating fear, frustration and instability. We examine violent crime as a clear indicator of personal safety, but also property crime, which is a measure of community well-being, and ultimately personal quality of life.



REGIONAL HIGHLIGHT

Reinvestment in Low-Income Neighborhoods in the Bay Area and Southern California

These regions are focusing on the intersection of people and place—in particular, seeking to measure improvements in specific low-income neighborhoods.

The Bay Area Family of Funds, created by the Bay Area Council, focuses on generating (and measuring) investments in 46 priority low-income neighborhoods in the region. To date, over $175 million has been raised, with over $70 invested thus far, producing or preserving hundreds of jobs and affordable housing in vestment to 46 impoverished neighborhoods in the region. A Community Council monitors and reviews the impacts of investments to ensure a "double bottom line" of financial returns and social/environmental benefits.

For more information, see www.bayareacouncil.org

Southern California's Compass Blueprint has developed a 2% Strategy that seeks to direct development to areas representing 2% of the land of the region. The belief is that by making modest changes in these areas, major impacts can be achieved for the region over the long term. The 2% Strategy Opportunity Areas explicitly links mobility, livability, prosperity, and sustainability goals for these neighborhoods and their residents—many of whom are low-income. Changes are to include a variety of housing for all incomes, educational opportunity, and environmental justices regardless of race, ethnicity, or income.

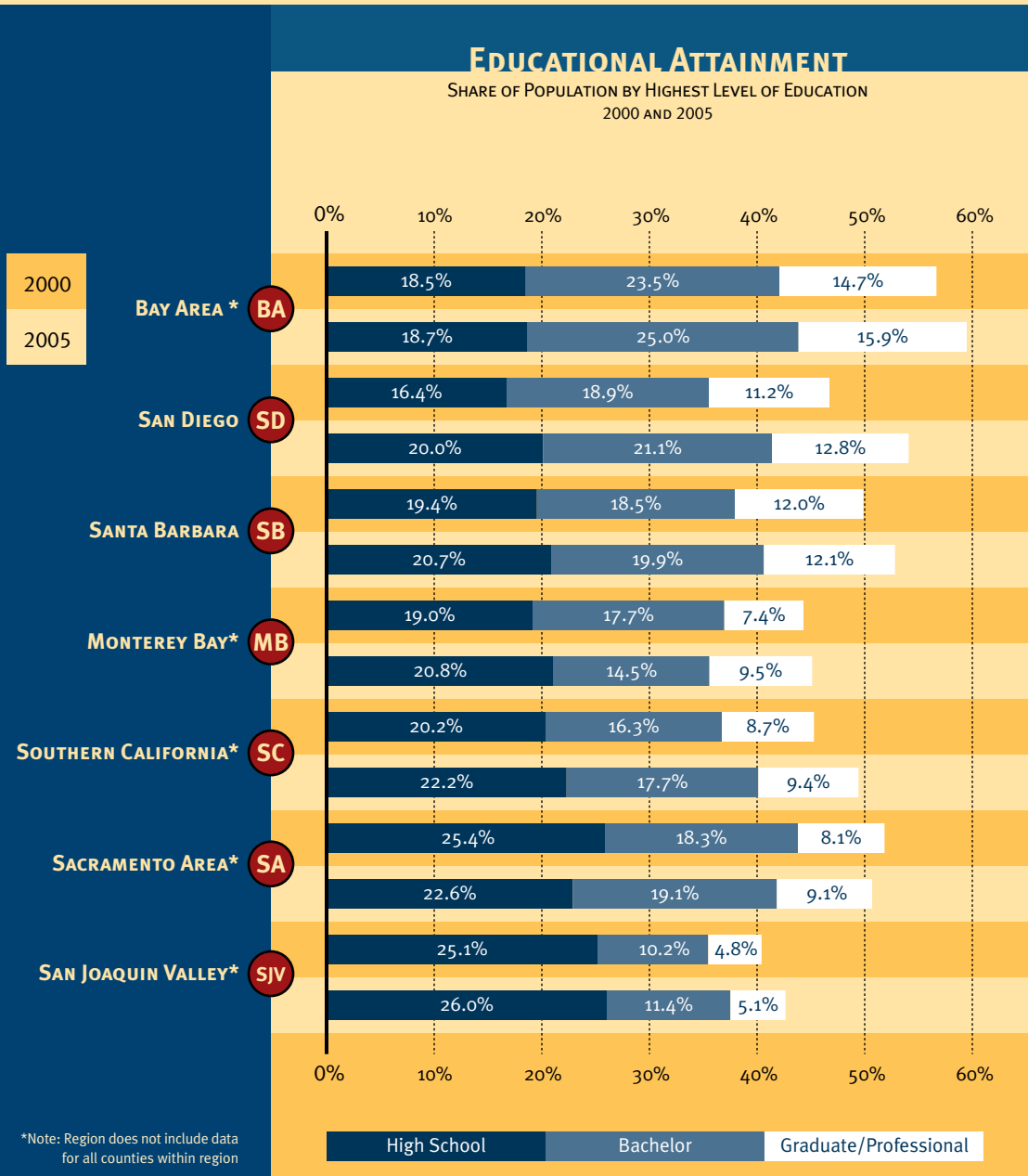
For more information, see www.scag.org

WHAT PROGRESS ARE REGIONS MAKING?

Educational Attainment

Virtually every region (where data are available) has experienced an increase in its level of educational attainment. There is a bigger share of more highly-educated people living in every region of California, a critical ingredient for competing in the increasingly knowledge-driven global economy. San Diego experienced a particularly rapid rise in its talent pool: 54% of its population had a high school degree or higher in 2005 compared to 47% in 2000. The Bay Area region already had a high level of educational attainment in 2000—and continued moving upward despite job losses during this period.

San Joaquin, Southern California, and Santa Barbara regions grew the share of bachelor degree holders and high school graduates. The Monterey region added share at the highest end (those with graduate-level education) and among high-school graduates, but not at the bachelors level. The Sacramento region went in both directions—with a higher percentage of people with graduate and bachelors level education, and with less than a high school diploma.



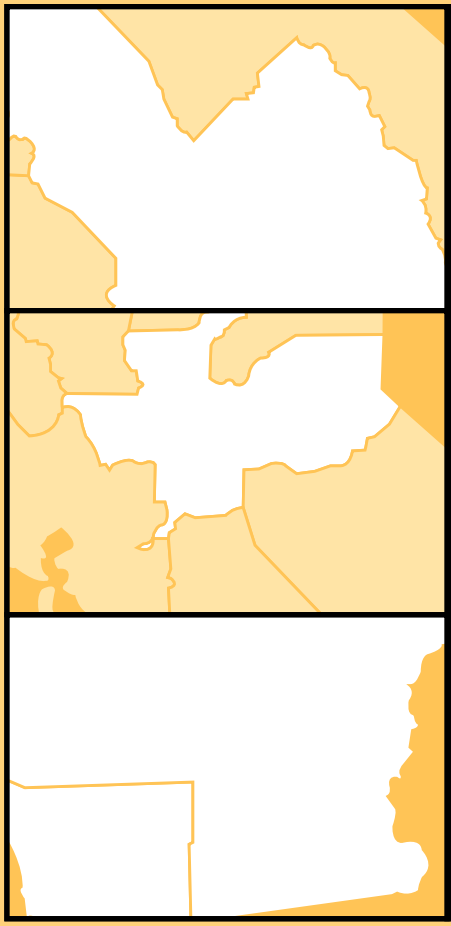
*Note: Region does not include data for all counties within region

Source: American Community Survey, U.S. Census Bureau

REGIONAL VIEW: **Shasta**
Economic Opportunity

Excerpt from: Vital Signs, A Report on the Quality of Life in Shasta and Tehama Counties, the Mc Connell Foundation

"Among the concerns identified by residents and community leaders in the most recent regional community indicators report, the region was found to have a shortage of college-educated workers, and a large discrepancy between the jobs available and people qualified with high school diplomas. While the region exceeded the state literacy rate, a high percentage of adults still lacked the basic skills to function successfully."



REGIONAL HIGHLIGHT

Surveying About Community Well-Being in the Central Valley, Priorities for the 2035 Sacramento Metropolitan Transportation Plan, Willingness to Support Change in San Diego and Southern California

Several regions have used public opinion surveys to fill in gaps of understanding about the cumulative effect of economic, social, and environmental trends on people—and what kind of change people might be willing to support.

The Public Policy Institute of California has conducted a survey almost every year since 1999 in collaboration with the Great Valley Center, which has asked residents to rate their region as a place to live, the most important issue facing the region, and the quality of specific public services. Traffic congestion, housing affordability, and air quality rank high as issues of regional concern.
For more information, see www.greatvalleycenter.org

SACOG through its civic partner in the Regional Blueprint Program, Valley Vision, is conducting an on-line survey about the region's transportation needs and priorities for the preparation of the 2035 Metropolitan Transportation Plan, the next step in Blueprint implementation.
www.fmrsurvey.com/dhm/smti/smtilogn.htm

In 2005, SANDAG conducted a public opinion survey to measure opinion about quality of life in the region, identify regional priorities and policy attitudes, including attitudes toward smart growth, identify commute behavior and other transportation uses and examine trade-offs, and describe changes from 2002.
See www.sandag.org

The Southern California Association of Governments (SCAG) in its Compass Blueprint planning process used public opinion surveying to pose several development alternatives to residents, including higher density in their neighborhood if carefully designed with open space, development in existing districts rather than using up open space, and the distribution of transportation improvements across freeways, high-speed transit, more bus service, bike paths, etc.
For more information, see www.scag.org

HEALTH

Asthma

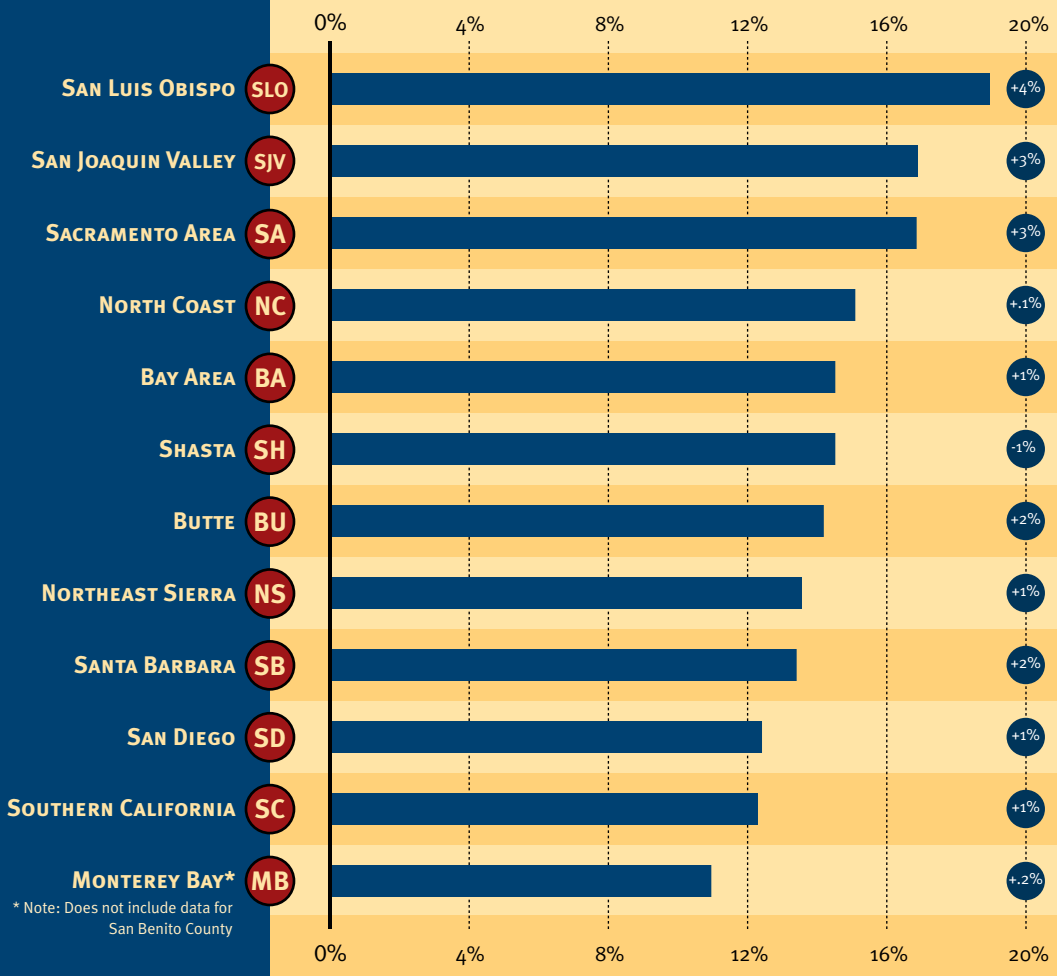
Today, between 11% and 18% of people living in California's regions suffer from asthma. Moreover, only one region reduced its asthma rate between 2001 and 2005. In fact, some of the regions with the highest rates also experienced the biggest increases in those rates during this period. By any measure, there has been little if any progress on asthma, which can be exacerbated by poor air quality and eating habits as well as lack of exercise. Rates are for the total population, but rates are worse for children and increasing. Pediatric asthma is considered to be a growing health care problem.

Obesity

All regions have relatively high shares of people who are overweight or obese. In fact, over half of the population in most regions is either overweight or obese. Moreover, these rates went up between 2001 and 2005 in all but three regions (where data are available). The exceptions were the Monterey, Shasta, and Northeast Sierra regions—which reduced their rates by 1-3% over this period. The Santa Barbara and North Coast regions held their rates steady. In particular, Monterey and Shasta have relatively high rates of obesity, so their reductions represent important progress on this measure.

Share of Population with Asthma

2005 Ranking and Difference from 2001



Source: 2001 and 2005 California Health Institute

REGIONAL VIEW: **San Joaquin Valley**
Air Quality and Asthma

Excerpt from: The State of the Great Central Valley of California, Assessing the Region, The Environment

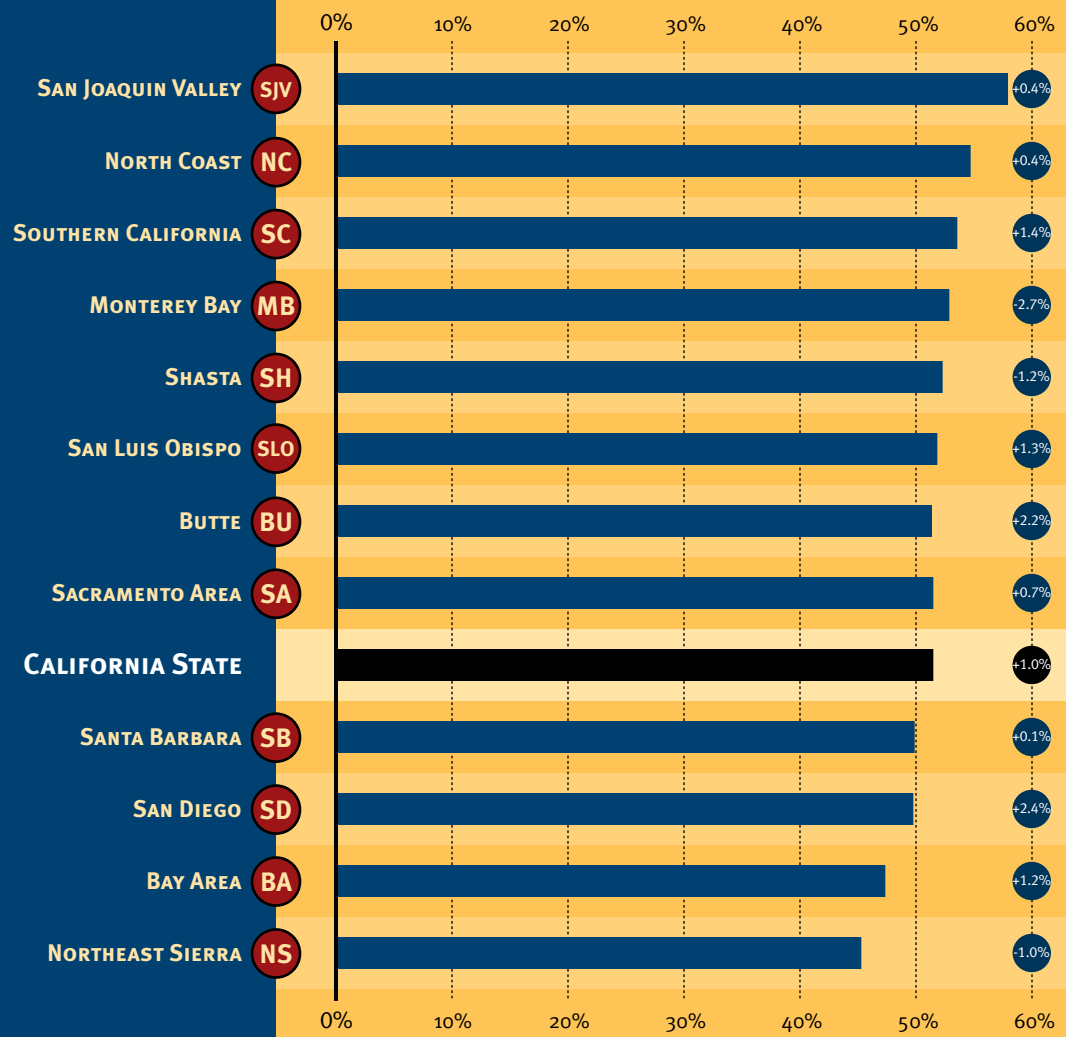
"PM2.5 and ozone exposure both have substantial adverse health impacts. Valley residents regularly suffer asthma attacks, acute bronchitis, lost work days, reduced activity, hospital admissions, school absences, and even premature death because of exposure to air pollution.

Youth who grow up in smoggy areas have lungs that are underdeveloped by the age of 18 and will likely never recover. Teenagers that live in more polluted areas are five times as likely to have clinically-low lung function as teens living in low-pollution areas. Each year, asthma accounts for 808,000 days of Valley school absences. Despite significant reductions in emissions of ozone-forming pollutants over the past 15 years, Valley residents still breathe ozone levels above the federal 8-hour standard about one third of the year. A recent report puts the cost of non-attainment at more than $3 billion per year or, an average of $1,000 per Valley resident per year.

These health and economic impacts make it essential to reduce public exposure to the pollutants as quickly as possible. The San Joaquin Valley's geography, topography, and climate conditions add to this challenge. The Valley experiences low regional air evacuation and dispersion rates, frequent inversions, abundant sunlight and extreme temperatures."

Share of Population Overweight/Obese

2005 Ranking and Difference from 2001



Note: Del Norte data is not included in the North Coast Region, but in the Northeast Sierra Region

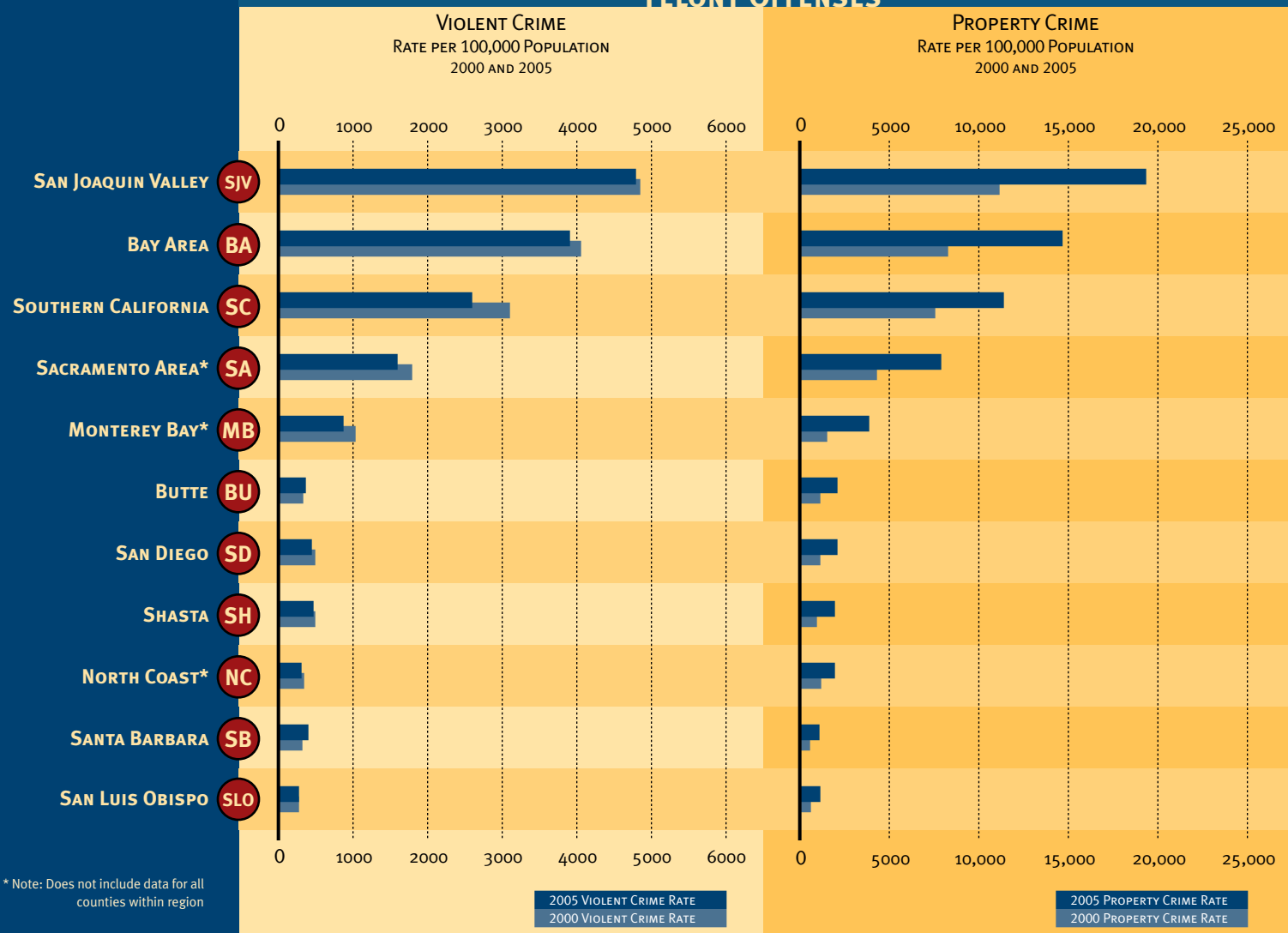
Source: 2001 and 2005 California Health Institute Survey

PUBLIC SAFETY

Violent and Property Crime

While most regions have cut their rates of violent crime considerably, all regions have experienced major increases in property crime since 2000. Four regions experienced double-digit reductions in violent crime rates—an important measure of progress in public safety. These regions included Southern California (down 16%), Monterey (14%), North Coast (11%), and Sacramento (11%). With a relatively high crime rate, Southern California's reduction was particularly important. At the same time, however, every region experienced at least a 50% increase in the rate of property crimes per capita between 2000 and 2005. Those with relatively high and low rates alike saw property crimes spike up substantially during this period.

Felony Offenses



* Note: Does not include data for all counties within region

Source: California Department of Justice, California Crime Index 2000 and 2005

Source: California Department of Justice, California Crime Index 2000 and 2005

OPPORTUNITIES + IMPLICATIONS

The findings of this inaugural California Regional Progress Report have implications for leaders at the local, regional, and state levels as we go forward.

Sustain and expand what's working

The Report finds that regions have begun to see the results of their efforts to pursue efficient development and expand transportation choices (i.e., transit ridership). Most regions have successfully reduced ozone levels and have raised educational attainment.

Help each other improve

On certain indicators, some regions have gained, while others have not. Regions that have found innovative strategies that work can share them through mechanisms such as the Blueprint Learning Network. In some cases, adjacent regions can work together on challenges that are spilling over broader areas—such as commute sheds, agricultural lands, goods movement corridors, flood control, ecosystems, and the like.

Expand state-regional collaboration

Progress on most of the indicators in this report requires some level of collaboration among local, regional, and state leaders. State government sets the policy framework in many areas (such as tax and regulatory policy), makes substantial investments in others (such as education, transportation infrastructure, and public health and safety), and can contribute targeted assistance in others (such as workforce training or land protection). Regions and localities understand best the unique combination of needs and regional resources that can be mobilized to address those needs. The infrastructure bonds present an opportunity to foster collaboration on an integrated approach to solving regional challenges and leveraging investments for multiple benefits.

Expand inter- and intra-regional collaboration

For issues best addressed at a regional scale, local decision makers can support regional planning efforts in areas of mutual concern and opportunity for long-term sustainability. This includes local jurisdictions collaborating with one another and with regional planning entities for better outcomes. It also includes state agencies helping to foster inter-regional collaboration, through programs such as the Regional Blueprint Learning Network. State interagency collaboration can create additional opportunities to support regional collaboration efforts through policy initiatives such as the Regional Blueprint Planning Program, the State Transportation Plan, the Goods Movement Action Plan, and the Climate Change Team.

Revisit and address what's not working

The Report finds that vehicle miles traveled have skyrocketed, and the share of people driving alone to work has not changed appreciably. Gasoline consumption has gone up and housing is becoming less affordable across all regions. These trends seem to be overwhelming the gains in efficient development and transit ridership. With further population expansion anticipated, these trends, if they continue, seem likely to produce additional traffic congestion and other consequences.

Connect the dots

Health issues like asthma and obesity are linked to poor air quality and may be exacerbated by our prevailing automobile-dependent development pattern. Job and firm growth could provide jobs that pay better incomes and could be located closer to housing that is affordable. Housing, schools, shopping, and other community assets can be built in closer proximity or better connected. Slowing conversion of agricultural land while increasing acreage of protected open space could encourage more infill development in existing communities, keep agriculture economically viable, and contribute to climate change solutions.

Keep the 3Ps together

Place, prosperity, and people are clearly interdependent. Focusing on one area, such as place, without taking into account the other two areas doesn't make sense. For example, discouraging economic growth could undermine people's financial well-being, even as it eases congestion. Turning away from efficient development and efforts to expand transportation choices could make economic development more difficult by undermining quality of life and the ability to attract and retain talented workers. Letting health and public safety slip can also undermine quality of life and compromise economic development—regardless of how efficient development has become.

OPPORTUNITIES + IMPLICATIONS

The process of assembling the California Regional Progress Report has also clearly shown the need to improve the range of data available to measure progress and expand the capacity to develop and use indicators. The Blueprint Projects have thoughtfully constructed shared regional visions. We do not yet have adequate data to measure progress towards these futures. Several steps can be taken to improve this situation:

Create a priority list of new or refined indicators that would help regions measure "what matters most" as they pursue their visions of change—then develop and implement innovative data collection strategies at the local, regional, and/or state level. Where regions have pioneered innovative approaches, support should be provided to help regions adapt and replicate these indicators.

Examples of specific data areas could include:

- *Efficient Development and Infill: building permits or new units built, by location in the region, closer to transit and existing development, services, jobs, schools, and so forth. Identify units being built in Blueprint opportunity zones and targeted growth areas*
- *Congestion: Reconcile data methodologies, identify and track factors affecting VMT, identify investments needed for better, consistent regional tracking and development of data*
- *Vehicle Miles Traveled: Develop household survey data methodologies and information to better identify travel behavior*
- *New Firms, Without Employees: Identify where located, what types of businesses are being created, employee growth potential*
- *Urban Green Infrastructure: Develop metrics for parks and amenities per capita and status within developed areas*
- *Cost of Living: Identify cost of living impacts of housing and transportation costs on income gains*
- *Air Quality: In addition to ozone, track pollutants such as PM10 and PM2.5*
- *Cross-Border Data: Identify data sources and methodologies to incorporate important bi-state, bi-national regions, such as the Lake Tahoe Basin, the Southern Border region with Mexico, and the North State and Oregon*

Commit to an ongoing flow of timely data between state agencies and regions in forms most useful for measuring progress and informing decisions. In some cases, expand data collection in less-populated areas, so that those regions can measure progress as effectively as more populous regions. Address challenges with key data sources such as the U.S. Census Bureau's American Community Survey.

Develop a State-Regional collaboration strategy on data collection and formats, including data collection in areas of common interest or inter-regional concern (e.g., methodologies for household survey data, transportation corridors).

Conduct a regular statewide public opinion survey geared to providing indicators of residents' attitudes and behaviors at the regional level. The Public Policy Institute of California, Field Research Corporation, and others regularly do polling across California, but more directed polling to help construct indicators useful for measuring progress towards regional visions is needed.

Support adoption of best practices and new indicators. The State can support regions to invest in new tools and methodologies, some of which are very expensive but which would provide more accurate data to measure important areas. The Blueprint Learning Network is a valuable forum in which to conduct peer to peer learning and capacity building, identify standards for data sources and methodologies, adopt of best practices, and for state-regional collaboration. Regions new to Regional Blueprint Planning and developing regional progress indicators can use the Progress Report indicators as a basis for their measures.

Publicize and tie progress measures to policy and investment decisions. What gets measured, gets done. Measures of progress should be widely publicized at the local, regional, and state levels, and make visible and influential contributions to policy and investment discussions and decisions. Progress measures should help all Californians ask the right questions and seek workable solutions to the complex challenges facing every region of the State.

Continue the Process of Measuring Progress. This Report is the baseline report. Progress Measures are most effective when the process is conducted on a regular basis, so that regional, state and local decision makers and residents can see how their regions are doing and make the appropriate mid-course corrections. Continuation of the process will allow for identification and incorporation of new measures as reflected by the work of the Regional Blueprint Planning programs, such as the integration of greenhouse gas emission reduction strategies. It will also allow for development of better measures of progress, better understanding of certain issues by further exploration of trends and dynamics, and broader adoption of measurement techniques and applications. In turn, this can improve policy making and investments so important to the future of California.

APPENDIX

Introduction

Population Growth

Data are drawn from the California Department of Finance's "California County Population Estimates and Percent Change," July 1, 2000 through (Provisional) July 1, 2006.

Race/Ethnic Population

Statistics are from the California Department of Finance, "Race/Ethnic Population with Age and Sex Detail, 2000–2050." Non-white population is the sum of Hispanic, Asian, Pacific Islander, Black, American Indian, and multi-race population.

Place

Efficient Development

New Building Permits: Multi-Family and Single-Family Units

Data are from the Construction Industry Research Board's, "California Building Permit Data by Building Category." Ratio is derived by the number of multi-family unit permits divided by the number of single-family unit permits.

Ratio of Jobs to Housing Units

Data are from the U.S. Census Bureau's American Community Survey (ACS). Ratio is derived by dividing the number of jobs by the number of housing units.

Movement of People and Goods

Decrease in Vehicle Miles of Travel per Household

Vehicle Miles of Travel estimates are from the Caltrans 2006 "California Motor Vehicle Stock, Travel, and Fuel Forecast" and include state highway systems and other roads. Household estimates are from the California Department of Finance's "Population and Housing Estimates, 1990, 1995, 2000, 2005." VMT per household is calculated by dividing VMT by the number of households.

Decrease in Daily Vehicle Hours of Delay

Data are from the Caltrans, 2004 "State Highway Congestion Monitoring Program Report."

Transportation Choices

Means of Transportation to Work

Data are from the U.S. Census Bureau's American Community Survey (ACS). Figures are for workers 16 years and over.

Increase in Transit Ridership

Data are from the California State Controller's "Transit Operators and Non-Transit Claimants Annual Report."

Resource Use

Decrease in Fuel Consumption

Fuel consumption data are from the Caltrans, 2006 "California Motor Vehicle Stock, Travel, and Fuel Forecast" and include estimates for diesel and gasoline.

Energy Consumption- Electricity and Natural Gas

Both electricity and natural gas consumption data are provided by the California Energy Commission's "Quarterly Fuel and Energy Report."

Protected Lands

Conversion of Agricultural Lands to Urban/Built-Up Uses

Data are from the California Department of Conservation, State Farmland Mapping and Monitoring Program (1996-2004). Figures are the sum of prime, statewide & unique, other land & water, and grazing and local lands.

Protected Open Space

Protected Open Space data is from the Public and Conservation Trust Lands, provided by GreenInfo Network.

Air & Water Quality

Ozone—Decrease in Days Exceeding 8-Hour State Standard

Data are provided by the California Air Resources Board, 2007 Air Quality Data DVD.

Decrease in Number of Impaired Water Segments

Impaired water segments data are from the California State Water Resources Control Board, "CWA Section 303(d) List of Water Quality Limited Segments, 2002 and 2006."

Housing Affordability/Burden

Increase in Share of First-Time Buyers of Median Priced Home

Data is from the California Association of Realtors' "Historical Series: First-Time Buyer Housing Affordability Index."

Renters and Owners with Housing Costs Greater than 35% of Income

The indicator measures the share of households (owners and renters) spending 35% or more of their monthly household income on housing costs. Data are from the U.S. Census Bureau's American Community Survey (ACS).

APPENDIX

Prosperity

Employment Change

Increase in Jobs

Total nonfarm data are from the Labor Market Information Division of the California Employment Development Department and are not seasonally adjusted.

Income

Increase in Per Capita Income

Per Capita Income data are from the U.S. Department of Commerce, Bureau of Economic Analysis. Income is adjusted for inflation using the Bureau of Labor Statistics, Consumer Price Index (CPI) for all urban consumers. All regions except for Southern California use the U.S. City Average CPI. For Southern California, the Los Angeles-Riverside-Orange County CPI is used.

Increase in Median Household Income

Median household income data are from the U.S. Census Bureau's American Community Survey. The Southern California data set is for the Los Angeles-Long Beach-Riverside consolidated statistical area. Income is adjusted for inflation using the Bureau of Labor Statistics, Consumer Price Index (CPI) for all urban consumers. All regions except for Southern California use the U.S. City Average CPI. For Southern California, Los Angeles-Riverside-Orange County CPI is used.

Innovation

Increase in Net Business Formation: Firms With Employees

Data are from by the California Employment Development Department, Labor Market Information Division's "California Size of Business Report."

Increase in Net Business Formation: Firms Without Employees

Data are provided by the U.S. Census Bureau, Nonemployer Statistics 1997 and 2004. A nonemployer business is one that has no paid employees, has annual business receipts of $1,000 or more and is subject to federal income taxes. Such businesses include the three legal forms of organization: individual proprietorships, partnerships, and corporations.

People

Access to Opportunity

Education

Data for educational attainment are derived from the United States Census Bureau, 2005 American Community Survey.

Health

Asthma and Obesity

Data on obesity are drawn from the 2005 California Health Institute Survey. For adults, "Overweight or Obese" include the respondents who have a Body Mass Index (BMI) of 25 or greater. "Overweight or Obese" youth include the respondents who have a BMI in the highest 95th percentile with respect to their age and gender. Population with asthma includes respondents who have ever been diagnosed with asthma.

Public Safety

Violent and Property Crime

Data are provided by the California Department of Justice, "California Crime Index 2000 and 2005." Violent crime includes: homicide, forcible rape, robbery, and aggravated assault. Property crime includes: burglary, motor vehicle theft and larceny-theft over $400.

For more detail on data sources, please visit:

www.calregions.org

www.calcog.org

http://calblueprint.dot.ca.gov/

CALIFORNIA REGIONAL PROGRESS REPORT

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The California Center for Regional Leadership (CCRL) collaborates with civic and government leaders as they confront the most pressing challenges to California's economy and quality of life. With a focus on innovative regional strategies and state policy reforms, CCRL works with its partners to advance California's economy while securing environmental stewardship, effective citizen participation, and economic and social opportunity for all.

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