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A Reporter’s Resource and Media Guide to Growth in California

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Introduction

Unprecedented population pressures throughout California are threatening the state’s natural values and pristine landscapes. The threat is largely the result of land use policies that favor low-density development over carefully planned growth within existing urban boundaries.

The Golden State faces a projected increase of 11.3 million residents over the next two decades. If future growth is modeled on historic land development patterns, the housing, infrastructure, and commercial needs of these new residents will require the development of 20 new cities the size of Sacramento.

The impacts of under-planned growth are numerous and widespread. Businesses struggle to attract workers due to housing shortages; farmers are boxed in by surrounding tract homes; residents and workers are priced out of the towns they grew up in, and commuters are trapped on roads with no public transit alternatives.

Traffic, air pollution, and the lack of affordable housing have become the common experience for many Californians. The old adage that growth is good for California appears to be outdated.
The facts are sobering:

Between 1982 and 1997, 4.5 million acres of California farmland were lost to urbanization.¹

Farmland is now converted to buildings at the rate of 17,469 acres per year, or the equivalent of one new 75-acre auto mall each day.²

The State needs 220,000 new housing units per year to meet needs, but only 91,000 are being produced. This is half the rate of the 1980s. If current trends continue, projections show only 60 percent of the needed new housing will be built.³

Despite the recent economic downturn, median home prices in California have risen 26 percent in the last year. Metro San Francisco is the most expensive housing market in the nation. San Jose, Oakland, Los Angeles, San Diego, and Santa Cruz counties contain metro areas that are among the top ten most expensive in the country.⁴

The number of miles driven each day by the average Californian increased at twice the rate of population growth over the last decade. During that time, daily vehicle miles traveled (VMT) increased 30 percent in the largest metropolitan regions of the state.
According to U.S. census data, poverty is now becoming concentrated in older suburbs as well as central cities. Growth in poverty is now greatest in developing suburbs that account for 32 percent of the state’s population.

As a result of the significant problems spawned by growth pressures, experts and organizations from a range of disciplines — including business, labor, environment, housing, transportation, social equity and others — are promoting solutions to California’s growth-related problems at the state and local level.

• Planning officials have launched regional planning projects in the nine-county Bay Area, five-county Los Angeles area, San Diego, and most recently Sacramento. In the Sierras, Monterey County, the Central Coast Area, and in dozens of individual counties and cities, similar long-range, alternative planning projects have begun or are being seriously considered.

• At the state level, Assembly members are introducing hundreds of growth-related bills each session. At the regional and local levels, citizens introduced over four hundred ballot initiatives to limit urban expansion or control development over the past two decades. Communities across the state have adopted a variety of measures to improve planning for residential and commercial development and transportation infrastructure.
• Economists, planners, policy analysts, advocates and others have produced new research, reports, projects and policy recommendations designed to promote alternatives to suburban sprawl. Many of them are included herein.

While California is home to crowded roads and expensive communities, some of the best examples of transit-oriented development, revitalized neighborhoods, and new affordable housing can also be found in our changing state. The so-called “smart-growth” movement is gaining momentum and is key to improving the quality of life for all Californians.

—Tom Jones, Executive Director, California Futures Network
Californians live with the consequences of a state developed to accommodate the car. Caltrans builds and maintains more than 50,000 miles of lanes over 15,000 miles of highways across the state.¹ The impacts of an auto dependent culture include air pollution, traffic congestion, pedestrian fatalities and the lack of public transportation for many communities. Vehicle travel in California has increased nearly 200% during the past three decades — much faster than the rate of population growth.² Five of the most congested metropolitan areas in the United States are located in California, including Los Angeles, San Francisco/Oakland, and San Diego.³
Facts

**Congestion:**
Southern California has the worst traffic congestion in the nation — 65 percent higher than the national average.4

90 percent of all new highway capacity added to California’s metropolitan areas is filled by new traffic within four years, and 60–70 percent of all new county-level highway capacity is filled within two years.5

An estimated nine million additional vehicles will be driving on California’s roadways in twenty years — an increase of almost 40 percent from the 2000 level.6

Traffic congestion in the Bay Area increased 87 percent from 1995 to 2000.7 Vehicle hours of delay are projected to grow by another 249 percent as average daily vehicle hours of delay jump from 105,000 hours in 1990 to an estimated 366,000 in 2020.8
In California, more than 35 percent of all car trips are two miles or less and over 20 percent of trips are only one mile or less.\(^9\)

The state highway system’s use is projected to increase from 164 billion annual vehicle miles traveled (VMT) in 2000 to 206 billion VMT in 2010.\(^{10}\)

Between 2000 and 2020, California VMT is projected to increase 55 percent while the population is expected to increase 33 percent.\(^{11}\)

**Cost of Driving:**
In California, transportation is the second largest annual expense for most families, after housing.\(^{12}\)

Los Angeles ranks number one in the nation for cost of congestion on urban highways at $14.6 million annually in wasted time and excess fuel — nearly double that of New York, in second place at $7.7 million.\(^{13}\)

**Safety:**
3,753 people were killed in traffic accidents in California in 2000 — more than 10 people every day.\(^{14}\)

While pedestrians account for nearly 20 percent of all traffic fatalities statewide, the state spends less than one
percent of its federal transportation funds protecting them; $40 per person is spent on highway projects in the state, four cents per person on pedestrian projects.\textsuperscript{15}

Almost 60 percent of pedestrian deaths occur in places where no crosswalk is available.\textsuperscript{16}


3 Texas Transportation Institute, “2000 Urban Mobility Study”


13 Texas Transportation Institute, “2002 Urban Mobility Study” \textit{http://mobility.tamu.edu/ums/study/appendix_A/exhibit_A-7.pdf}


Reports

**Beyond Gridlock: Meeting California’s Transportation Needs in the 21st Century**
Surface Transportation Policy Project, May 2000
*http://www.transact.org/ca/gridlock/default.html*
Addresses California’s diverse transportation needs, including highway construction, congestion, public transit, and planned growth.

**California Travels: Financing our Transportation**
California Legislative Analyst’s Office, May 2000
*http://www.lao.ca.gov/051100_cal_travels/051100_cal_travels_intro.html*
Addresses the questions raised by issues such as road quality deterioration, funding for transit improvement, and congestion. Focuses on present action being taken, as well as availability and distribution of funds.

**Pedestrian Safety in California: Five Years of Progress and Pitfalls**
Surface Transportation Policy Project, August 2002
*http://www.transact.org/ca/ped_safety_2002_finalreport.html*
Addresses pedestrian safety issues in California. Details victims and response efforts, and proposes possible solutions.
Sprawl Report 2001: Clearing the Air With Transit Spending
Sierra Club, November 2001
http://www.sierraclub.org/sprawl/report01/
Grades America’s fifty largest cities on the smog from their transportation systems. Looks at the amount of smog coming from cars and trucks per resident in relation to the cities’ spending on public transportation.

Organizations & Institutes

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Additional Resources

California Air Resources Board Homepage
http://www.arb.ca.gov/homepage.htm
California Department of Motor Vehicles
http://www.dmv.ca.gov
California Department of Transportation
http://www.dot.ca.gov
California Transportation Commission
http://www.catc.ca.gov
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Publications: (Include) “Overextended: An Analysis of the Economic Uncertainties and Environmental Justice Risks of Extending BART to San Jose” (2001); “Getting on the Right Track: Transportation Choices for the Bay Area” (1998)  
Background: Alternative fuel and transportation researcher and strategist of demand strategies for International Council for Local Environmental Initiatives

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Home to a diverse geography of deserts, oak woodlands, mountain ranges, coastlines and rivers, California’s unique landscape is in jeopardy. Across the state, development and poor planning have threatened native species, open space, agricultural lands and water quality. Threatened habitats include the Central Valley’s native grasslands and vernal pools, Southern California’s coastal scrub and the San Francisco Bay-Delta wetlands. Dozens of species that rely on these systems are at risk of extinction. Demand for water challenges natural habitats and causes pollution problems for California’s residents.
Water Resources:
Ninety-five percent of the state’s original wetlands have been destroyed in the past two centuries.¹

Experts project that by 2020 water demand in California will exceed water supply by 2.4 million acre-feet in good rainfall years and double that in drought years. (One acre-foot of water supplies about two three-person households for one year.)²

About 22 million people, two-thirds of California’s population, rely on the Bay-Delta for all or some portion of their drinking water — a habitat that, according to CALFED, no longer functions as a healthy ecosystem or a reliable source of water.³

Loss of Farmland and Open Space:
Nine of the nation’s top 10 agricultural counties are in California, six of which are in the Central Valley.⁴

California’s Central Valley is estimated to be losing 15,000 acres of farmland per year due to sprawl development. Given current development patterns, up to one million acres of farmland, over half of it considered prime, will be lost by 2040.⁵

Statewide, 138,000 acres of farmlands have been lost to urban sprawl over the last decade—an increase of more than 50 percent from the previous decade.⁶
From 1996–98, over 52,400 acres of agricultural land were urbanized — an area equal to a 75-acre auto mall being built everyday on farmland.\(^7\)

In 1997, there were 74,126 farms in California,\(^8\) 8,337 fewer farms than in 1982,\(^9\) a loss of nearly 4.5 million acres of farmland.\(^10\)

Between 1992 and 1997, 244,000 acres of California open space were lost to sprawl each year, almost twice the rate of loss from the previous decade.\(^11\)

**Disappearing Habitat and Species:**
Low-density, automobile-dependent development into natural areas outside of cities and towns is the leading cause of species imperilment in California. \(^18\)\(_8\), or 66 percent of the 286 California species listed as threatened or endangered under the federal Endangered Species Act are in jeopardy.\(^12\)

Threatened habitats include native grasslands and vernal pools in the Central Valley, coastal scrub in Southern California, wetlands along the rim of the San Francisco Bay-Delta, and aquatic and riparian habitat throughout the state.\(^13\)

Scientists have found that more than 1,400 of California’s native plant species (22 percent) are at risk, and at least 29 species have already been lost.\(^14\)
Declining water availability and quality are taking their toll: 42 percent of the 67 native freshwater fish species in California have been identified as “at risk.”

9 Department of Food and Agriculture, California Agricultural Statistics Service http://www.cdfa.ca.gov
10 American Farmland Trust, April 2000 http://www.farmland.org/regions/ca/index.htm
11 US Department of Agriculture, 1997 Census of Agriculture
Reports

**Water Resources:**

**California’s Contaminated Groundwater: Is the State Minding the Store?**
Natural Resources Defense Council, April 2001
Documents lapses in the state’s data gathering, monitoring, and protection of groundwater and makes recommendations for reforms.

**A Briefing on California Water Issues**
Water Education Foundation, January 2001
Provides a balanced overview of current issues in California water including growth, supply, groundwater, and conservation.

**The Effects of Urban Design on Aquatic Ecosystems in the United States**
Pew Oceans Commission, April 2002
Looks at coastal sprawl in terms of its effect on ocean communities.

**Paving Our Way to Water Shortages: How Sprawl Aggravates Drought**
by American Rivers, the Natural Resources Defense Council, and Smart Growth America, August 2002
Investigates what happens to water supplies when we replace
our natural areas with roads, parking lots and buildings. Covers major metropolitan cities nationwide.

**Threats to the World’s Freshwater Resources**
http://www.pacinst.org/reports/threats_to_the_worlds_freshwater.pdf
Discusses emerging threats to freshwater systems: water-related diseases, destruction of freshwater ecosystems, freshwater contamination and climate change.

**Farmland and Open Space:**
**1996–98 Farmland Conversion Report**
California Department of Conservation, November 2001
Examines the urbanization and conversion of farmland for the 1996–98 period. Tables provide local and regional data.

**California Farmers and Conservation Easements: Motivations, Experiences, and Perceptions in Three Counties**
by Ellen Rilla and Alvin D. Sokolow, University of California Agricultural Issues Center Farmland and Open Space Policy Series, December 2000
Reviews three farmland conservation easement programs in Yolo, Marin, and Sonoma Counties.
Open Space Protection: Conservation Meets Growth Management
Brookings Institution Center on Urban and Metropolitan Policy, March 2002
http://www.brookings.edu/dybdocroot/urban/publications/hollisfultonopenspace.htm
Provides an overview of the nature, quantity and objectives of open space programs in the U.S. utilizing existing literature.

Disappearing Habitats and Species: California’s Wildlife Habitat and Ecosystem: The State Needs to Improve Its Land Acquisition Planning and Oversight
California State Auditor, June 2000
http://www.bsa.ca.gov/bsa/summaries/2000101s.html
Audits statewide efforts to acquire and manage land for ecosystem restoration and wildlife habitat preservation, both within and independent of the CALFED Bay-Delta Program.

Paving Paradise — Sprawl’s Impact on Wildlife and Wild Places in California
National Wildlife Federation, February 2001
http://www.nwf.org/smartgrowth/pavingparadise.html
Reports on sprawl’s role in degradation, loss and fragmentation of wildlife habitats.

Wild Harvest: Farming for Wildlife and Profitability
California Wilderness Coalition, July 2002
Offers policy recommendations to encourage the preservation of working farmland and natural ecosystems — so that
California can enhance the habitat value of agricultural lands while ensuring the profitability of its agricultural producers.

Organizations & Institutes

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**Additional Resources**

California Agricultural Statistics Services  
CAlFED Bay Delta Program  
[http://calfed.ca.gov](http://calfed.ca.gov)  
California Department of Conservation  
[http://www.consrv.ca.gov/index/index.htm](http://www.consrv.ca.gov/index/index.htm)  
California Department of Water Resources  
[http://www.dwr.water.ca.gov](http://www.dwr.water.ca.gov)  
California Resources Agency  
[http://resources.ca.gov](http://resources.ca.gov)  
State Water Resources Control Board  
[http://www.swrcb.ca.gov/quality.html](http://www.swrcb.ca.gov/quality.html)  
U.S. Department of Commerce, Bureau of Census  
[http://www.census.gov](http://www.census.gov)  
U.S. Geological Survey Water Resources of California  
USDA California Natural Resources Conservation Service  
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Background: Member: Floodplain Management Task Force, California Department of Water Resources; Education Committee, Society for Conservation Biology; Vice-President, Northern California Chapter, Society for Conservation Biology; Director, Fallow Land Project, Centers for Water and Wildlife Resources, University of California

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Background: Staff counsel representing the California Energy Commission, in a variety of energy regulatory proceedings; Legal representative to the State Water Board 1979–1989

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Background: California Legislative Director for the National Audubon Society; Board of Directors, California Environmental Dialogue; California Department of Food and Agriculture’s Pierce’s Disease Public Advisory Committee member; California Farmlink Public Advisory Committee member

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*Education:* B.A., Stanford University; M.B.A., Harvard University

*Publications:* (Include) “Economic Benefits of Parks and Open Space” (1999); “Our Land Ourselves” (2000); “Protecting the Source” (1997)

*Background:* Board member: FARMS, California Center for Land Recycling, Island Press

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*Expertise:* River basin governance; Environmental justice; Natural resource and environmental policy; Community resource management
Education: Ph.D., Cornell University
Publications: “California Forest Policy Must Bend To The New Social Order” (2001); 

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Expertise: Farmland and land use policy; Community governance and politics; Local public finance
Education: Ph.D. Political Science, University of Illinois
Publications: (Include) Co-Editor “California Farmland and Urban Pressures: Statewide and Regional Perspectives” (1999); “Farmland Policy in California’s Central Valley: State, County and City Roles” (1997)
Background: Associate Director, Rural-Urban Issues, UC Agricultural Issues Center; Professor of Political Science, UC Davis, 1965–1992
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*Expertise:* Open space protection; Livable communities policy development; Smart growth  
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Expertise: Williamson Act; California Farmland Conservancy Program; Farmland Mapping and Monitoring Program

Education: B.S. Agricultural and Managerial Economics, University of California Davis

Background: Former California Field Director, American Farmland Trust

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Expertise: Policies for habitat and natural resource conservation on private farmland and rangeland
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Background: Coordinator, Private Lands Stewardship Initiative, CALFED Working Landscapes Subcommittee; California Association of Winegrape Growers, Wildlife Habitat Steering Committee
Social Issues, Environmental Health and Growth

California’s unplanned development leads to the dispersal of job opportunities for many Californians — particularly communities of color. This trend creates limits on social and economic mobility including housing, employment, education and transportation.¹

There are serious health and safety consequences associated with poor urban development as well. With millions of residents living in communities with severe air pollution caused primarily by motor vehicles, California is home to the largest number of asthmatics in the country. In addition, the state’s car culture contributes to a significant decline in walking and biking — a major contributor to the 8 percent increase in obese Californians over the past decade.² The disproportionate burden of growth is widespread. Pedestrian deaths and injuries mostly impact Latino and African-American children; airborne particulate matter levels are much higher in non-Anglo communities and brownfields — abandoned property where expansion or redevelopment is complicated by contamination³ — are typically located in inner city neighborhoods.
Disproportionate Impact:
African American and Latino children comprised 14.2 percent and 47.9 percent of all child pedestrian deaths and injuries, respectively, although they are only 7.8 percent and 38.5 percent of California’s children.  

Annual average particulate levels in neighborhoods with mostly non-Anglo residents are 28 percent higher than in areas with mostly Anglo residents. This disparity is even more severe in Latino neighborhoods, where levels are 36 percent higher than in Anglo neighborhoods.  

California suburbs are increasingly plagued by the traditionally urban issues of school poverty, weak tax-bases and aging infrastructure. Poverty is increasing most quickly in developing suburbs, home to 32 percent of the population.  

There is a high degree of segregation, both by income and race, in California’s housing and schools, which worsened in all of California’s seven largest regions in the 1990s. From 1992–97, San Francisco, San Diego and Los Angeles were ranked 1st, 4th and 8th, respectively, for greatest increases in school racial segregation in the country.  

Approximately two-thirds of the state’s overcrowded households, and three-quarters of the state’s severely overcrowded households, are Hispanic. Nearly 29 percent of Hispanic renter households in metropolitan areas were overcrowded in 1997. While overcrowding is a minimal problem for the state’s homeowners overall — 3 percent of owner households in metropolitan areas were overcrowded in 1997 — 8 percent of Hispanic homeowner households were overcrowded.
Environmental/Physical Health:
If all sedentary Californians walked regularly, $528 million would be saved annually in health costs.⁹

In California, respiratory illnesses caused or exacerbated by airborne particulate matter are responsible for 9,300 deaths, 16,000 hospital visits, 600,000 asthma attacks and five million lost workdays each year.¹⁰

California counties have consistently been ranked as the most ozone-polluted in the nation. 33 of California’s 58 counties received an “F” rating for air quality. 29 million residents live in these counties.¹¹

Kern and Fresno Counties had the highest number of residents facing ‘very unhealthy’ and ‘hazardous’ ozone exceedence days in 1998 — 6.2 million and 4.9 million respectively.¹²

In California, it is estimated that there are over 2.2 million people living with asthma, the largest number in any state. Data shows that the California counties with the highest number of unhealthy air quality days are also the counties with the highest rates of hospitalizations for asthma.¹³

Brownfields:
5 to 10 percent of California urban areas, 300,000 to 600,000 acres, are brownfield sites, many of which are recyclable land close to urban centers and serviced by roads, utilities, and public services.¹⁴
Brownfields are peppered throughout California. Estimates vary considerably — from 38,000 to 93,000 sites. San Francisco alone hosts 5,000 to 15,000 idle brownfields, depriving the city of $16 million to $100 million in tax revenues.\textsuperscript{15}

According to the National Governor’s Association, each $1 invested in brownfield development by a state yields as much as $100 in economic benefits.\textsuperscript{16}

\begin{itemize}
\item[1] Doyle, Roger. “Freshwater Fish at Risk in the U.S.” Scientific American, December 1997
\item[14] Latino Issues Forum, “Asthma and Its Impacts” http://www.lif.org/health/asthma.html
\end{itemize}
Reports

American Metropolitics: The New Suburban Reality
by Myron Orfield 2002
http://www.brook.edu/dybdocroot/press/books/american_metropolitics.htm
Analyzes the economic, racial, environmental, and political trends of the 25 largest metropolitan regions in the United States.

Brownfield Redevelopment Case Studies
California Center for Land Recycling, March 2000
http://www.cclr.org/pdfs/CaseStudies.pdf
Documents five projects in which concerned citizens encountered and fought for redevelopment of brownfields.

Creating a Healthy Environment: The Impact of the Built Environment on Public Health
Sprawl Watch Clearinghouse, November 2001
http://www.sprawlwatch.org/health.pdf
Emphasizes the relationship of urban design with public health issues like respiratory disease, physical activity, pedestrian injury and death, quality of life for elder citizens and water quality.

California Metropatterns: A Regional Agenda for Community and Stability in California
by Myron Orfield and Thomas Luce, Metropolitan Area Research Corporation, April 2002
http://www.metroresearch.org
Examines the evolving patterns of fiscal inequality, social
and racial separation, job creation, crime, transportation, housing affordability, regional growth and other indicators of sprawl.

**Improving Air Quality Through Land Use Activities**  
U.S. Environmental Protection Agency — Office of Transportation and Air Quality, January 2001  
[http://www.epa.gov/oms/transp/traqsusd.htm#landuse](http://www.epa.gov/oms/transp/traqsusd.htm#landuse)  
Illustrates the link between air quality, transportation and land use activities. Emphasizes the importance and effectiveness of responsible land use.

**Los Angeles Metropatterns: Social Separation and Sprawl in the Los Angeles Region**  
Metropolitan Area Research Corporation, May 2001  
[http://www2.pro-ns.net/~marc/shrtrep.htm](http://www2.pro-ns.net/~marc/shrtrep.htm)  
Documents social separation and sprawl; identifies specific effects of social separation and sprawl on jurisdictions; introduces policy strategies that might be used to address the local and regional impacts of social separation and sprawl.

**Race, Equity, and Smart Growth: Why People of Color Must Speak for Themselves**  
by Robert D. Bullard, Ph.D., Glenn S. Johnson, Ph.D., Angel O. Torres, M.C.P., 2000  
[http://www.ejrc.caau.edu/raceequitysmartgrowth.htm](http://www.ejrc.caau.edu/raceequitysmartgrowth.htm)  
Shows that the issues of racial and social equity cannot be separated from issues of sustainability in America; connects sprawl to its social and economic repercussions.
Strategies for Promoting Brownfield Reuse in California: A Blueprint for Policy Reform
by Edith M. Pepper, California Center for Land Recycling, October 1998
http://www.cclr.org/pdfs/PolPaper02.pdf
Analyzes how current California brownfield reuse programs are and offers recommendations for state-level reforms.

Taking Action: Confronting the Health, Social and Environmental Factors Associated with Asthma in the Latino Community
Latino Issues Forum: Environmental Health Program, January 2001
http://www.lif.org/publications/Asthma_rpt2.pdf
Addresses factors in the Latino Community that directly effect asthma, such as environmental exposure.

There Goes the Neighborhood: A Regional Analysis of Gentrification and Community Stability
The Urban Habitat Program, November 1999
http://www.urbanhabitat.org/Publications.htm
Documents how gentrification has lead to the forcing out of long-time residents of many Bay Area communities of color.

What If?
New Schools Better Neighborhoods and Metropolitan Forum Project, 1999
http://www.nsbin.org/about.html
Recognizes the potential of voter-approved school, park, library, health and other public funds to be utilized in the creation of more livable urban communities in California.
Organizations & Institutes

American Lung Association of California
424 Pendleton Way
Oakland, CA 94621

California Center for Land Recycling
455 Market Street, Suite 1100
San Francisco, CA 94105
t: 415.820.2080 f: 415.882.7666 / www.cclr.org

California Council of Churches
2715 K Street, Suite D
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Communities for a Better Environment
1611 Telegraph Avenue, Suite 450
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Environmental Health Coalition
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San Diego, CA 92101

Environmental Working Group
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t: 510.444.0973 f: 510.444.0982 / www.ewg.org
Greenlining Institute
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Latino Issues Forum
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New Schools Better Neighborhoods
811 West Seventh Street, Suite 900
Los Angeles, CA 90017

Pacific Institute for Studies in Development, Environment and Security
654 13th Street, Preservation Park
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Additional Resources

Bay Area Air Quality Management District
http://www.baaqmd.gov
Brownfield News
http://www.brownfieldcentral.com
California Department of Health Services
http://www.dhs.ca.gov
California Department of Toxic Substances Control
Brownfields Program
http://www.dtsc.ca.gov/SiteCleanup/Brownfields
California Environmental Health Association
http://www.ceha.org
Los Angeles County Health Department
http://www.lapublichealth.org
South Coast Air Quality Management District
http://www.aqmd.gov
U.S. Environmental Protection Agency Region 9 Brownfields Partnership Action Agenda
http://www.epa.gov/region09/waste/brown/brown.html
U.S. Environmental Protection Agency Brownfields Economic Redevelopment Initiative
http://www.epa.gov/swerosps/bf
UCLA School of Public Policy and Social Research Advanced Policy Institute — Neighborhood Knowledge
http://nkla.sppsr.ucla.edu
Experts

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Background: President and CEO, ABL, Incorporated; Former Chair: Robert Hertzberg’s Commission to Reform the State’s Initiative Process; Little Hoover Commission; and Antonio Villaraigosa’s Commission on State and Local Government Fiscal Reform; Member, the Speaker’s Commission on Regionalism; Appointed Vice-Chair, Los Angeles County Economic Development Corporation; Co-Chair, Trust for Public Land’s California Urban Advisory Committee
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Background: Oakland Budget Advisory Commission; Executive Member: The Latino Roundtable of Alameda County

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Education: B.A. Political Science, University of California Davis; M.Div. Princeton Theological Seminary; M.A. Public Policy and Administration, California State University Sacramento
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Expertise: Public health engineering; Drinking water; Recycled water
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Background: KCET Community Advisory Board (2000–present); Board of Directors, Los Angeles Center for Law and Justice (1999–2001)
Housing and Growth

Housing is the largest monthly expenditure for most people whether they’re owners or renters. In California, there is a serious shortage of affordable housing — an estimated 649,000 units short in seven major cities. Residents often sacrifice time with children or community in order to commute the hours it takes to live in places they can afford. While much of the state’s land available for residential development is zoned for single family housing, many families cannot afford such housing and instead need well-designed duplexes, townhouses or apartments close to public transit and schools.
Housing Shortage:
California has nine of the nation’s 10 least affordable housing markets: (1) San Francisco, (2) Santa Cruz—Watsonville, (4) Santa Rosa, (5) San Jose, (6) San Luis Obispo, (7) Salinas, and (10) San Diego.  

California’s home ownership rate is 49th in the nation (56 percent compared to the national average of 67 percent).

In 1997, nearly a quarter of the renter households in the state’s metropolitan areas (1 million out of 4.2 million households) spent more than half of their incomes on rent. A total of 2 million renter households paid more than the recommended 30 percent of their incomes toward shelter.

Nearly two-thirds (65 percent) of low income renters paid more than half their income for housing in 1997 and 86 percent spent over the recommended 30 percent of their income on housing.

In 2001, a worker in California earning the minimum wage ($6.25 per hour) must have worked 118 hours per week in order to afford a two-bedroom unit at the state’s fair market rent.

California needs 220,000 new housing units per year to meet needs, but only 91,000 are being produced. This is half the rate of the 1980’s. Projections show only 60 percent of the needed new housing will be built if current trends continue.
Between 1997 and 2003, California needs to add 1.26 million units, consisting of 703,285 units of owner occupied housing and 561,180 units of rental housing, in order to meet projected demand.\(^8\)

**Jobs/Housing Balance:**
From 1994 to 2000, California’s urban centers added far more jobs than housing. A ratio of 1.5 new jobs to 1 new housing unit is considered balanced. While San Francisco had the greatest imbalance, creating 15.8 jobs for every new housing unit, other poor performing counties were San Mateo and Marin (10.9:1), Los Angeles (9.4:1), Santa Clara (8.6:1), San Diego and Alameda (5.4:1), Orange (4.7:1), Sacramento (3.2:1) and San Bernardino/Riverside (2.9:1).\(^9\)

Between 1994 and 1998, Orange County’s 15.3 percent job growth outpaced its 4 percent increase in housing stock during the same period, leading a number of low to middle income workers and their families to move to the lower cost Inland Empire and commute to Orange County jobs.\(^10\)

\(^1\) Commission on Building for the 21st Century: “Invest for California — Strategic Planning for California’s Future Prosperity and Quality of Life” September 2001
\(^2\) Sanders, Steve, “Curbing Sprawl with Smart Growth” California County, May/June 1999.
\(^5\) California Budget Project, Locked Out: California’s Affordable Housing Crisis, May 2000, [http://www.cbp.org/reports/0005fact.html](http://www.cbp.org/reports/0005fact.html)
\(^6\) California Budget Project, Locked Out: California’s Affordable Housing Crisis, May 2000, [http://www.cbp.org/reports/0005fact.html](http://www.cbp.org/reports/0005fact.html)
\(^8\) California Budget Project, Locked Out: California’s Affordable Housing Crisis, May 2000, [http://www.cbp.org/reports/0005fact.html](http://www.cbp.org/reports/0005fact.html)
\(^9\) Department of Housing and Community Development, California’s Housing Markets 1990–97: Statewide Housing Plan Update Phase II, January 1999, p. 92
\(^10\) California Budget Project, Locked Out: California’s Affordable Housing Crisis, May 2000, [http://www.cbp.org/reports/0005fact.html](http://www.cbp.org/reports/0005fact.html)
Reports

Balancing Housing and Growth Pressures With Limited Resources: It’s Time for Leadership
by Dan Carrigg, April 2002
http://www.westerncity.com/Apr02BalancHouse.htm
Examines the key issues affecting cities in their struggle to encourage housing production and provide essential services to a growing population.

Invest for California: Strategic Planning for California’s Future Prosperity and Quality of Life
Commission on Building for the 21st Century, 2002
http://www.bth.ca.gov/invest4ca/15.pdf
Details the housing shortage in California and suggests plans of action for the future (with the goal that all of California’s housing needs are met by 2020).

Locked Out: California’s Affordable Housing Crisis
California Budget Project, May 2000
http://www.cbp.org/2000/r0005loc.htm
Examines the causes, consequences and begins to explore the necessary remediation of California’s issues with affordable housing.

Meeting Our Nation’s Housing Challenges: Report of the Bipartisan
Millenial Housing Commission, May 30, 2002
http://www.mhc.gov/mhcreport.pdf
Establishes the importance of housing, the federal government’s role in housing and America’s housing needs. Several recommendations for plans of action are made.
National Housing Agenda: A Springboard For Families, For Communities, For Our Nation
U.S. Conference of Mayors, Recommendations from the Mayors National Housing Forum, May 2002
Made up of recommendations for how to address the problems associated with rental housing, homeownership, public needs, and special needs housing.

Out of Reach 2001: America’s Growing Wage-Rent Disparity “California”
National Low Income Housing Coalition, 2001
Documents the unrealistic expense of housing/rent costs in California with respect to the minimum wage.

Raising the Roof: California Housing Development Projections and Constraints, 1997–2020, Statewide Housing Plan
by John D. Landis and prepared by the University of California, Berkeley, Institute of Urban and Regional Development in collaboration with the California Department of Housing and Community Development Housing Policy Division, Sacramento, California, May 2000
http://www.hcd.ca.gov/hpd/hrc/rtr/rrroof.htm
Takes a county-by-county look at California’s projected housing needs through the year 2020, the constraints to meeting those needs, and the possible consequences of not meeting them.
Rebuilding the Dream: Solving California’s Affordable Housing Crisis
Little Hoover Commission, May 2002
Offers specific recommendations to increase the supply and reduce the cost of housing, with a specific focus on affordable housing.

State of the Nation’s Housing 2002, Joint Center for Housing Studies
Harvard University, 2002
Addresses a nation wide need for affordable housing, and looks at some of the causes of the problem such as demographic and economic change.

The New Economy and Jobs/Housing Balance in Southern California
Southern California Association of Governments, April 2001
http://www.scag.ca.gov/housing/jobhousing/reportpdfs/introduction.pdf
Recommends ways to better balance jobs with housing in Southern California regions and assists subregions and specific jurisdictions in their respective planning efforts to address the jobs/housing balance.
Organizations & Institutes

California Association of Local Housing Finance Agencies
1001 Sixth Street, Suite 501
Sacramento, CA 95814
t: 916.444.0288  f: 916.444.3408 / www.calalhfa.org

California Coalition for Rural Housing
926 J Street, Suite 1400
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t: 916.443.4448  f: 916.447.0458 / www.calruralhousing.org

California Department of Housing and Community Development
1800 Third Street
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Sacramento, CA 94252-2050
t: 916.445.4782 / www.hcd.ca.gov

California Housing Law Project
1225 8th Street, Suite 425
Sacramento, CA 95814
t: 916.446.9241  f: 916.442.7966 / www.housingadvocates.org

Housing California
926 J Street, Suite 1400
Sacramento, CA 95814
t: 916.447.0531  f: 916.447.0458 / www.housingca.org
Non-Profit Housing Association of Northern California
369 Pine Street, Suite 350
San Francisco, CA 94104

San Diego Housing Federation
450 B Street, Suite 1010
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t: 619.239.6693 f: 619.239.5523 / www.housingsandiego.org

Southern California Association of Non-Profit Housing
3345 Wilshire Blvd., Suite 1005
Los Angeles, CA 90010
t: 213.480.1249 f: 213.480.1788 / www.scanph.org

Additional Resources

California Budget Project
http://www.cbp.org
California Business, Transportation and Housing Agency
http://www.bth.ca.gov/default.asp
California Department of Housing and Community Development Housing Policy Division
http://www.hcd.ca.gov
California Housing Finance Agency
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Enterprise Foundation
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US Department of Housing and Urban Design, HUD User
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Experts

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Publications: Contributing Editor, Shelterforce (national housing journal)

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Publications: (Include) “Housing: California’s Foundation for Economic Growth”
Background: Member: California Planners Roundtable; Instructor, Housing Element and Planning Issues class, University of California, Davis Extension program; Guest Lecturer on housing and planning issues; Founding member: Sacramento Housing Alliance

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Expertise: Public Finance and Housing
Education: B.A. Economics, Sacramento State University
Publications: (Includes) “Where are California Families Supposed to Live?” Multifamily Trends (1999)
Background: Chief Deputy for Policy at the State of California Department of Finance from November 1993 to May 1997

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Expertise: Planning and development actions in regard to land use, especially housing element law; Fair housing; Redevelopment and anti-NIMBY
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Background: Member: Affordable Housing Collaborative; Member: Senate Housing Element Working Group, former affiliate of the Legal Aid Society of Alameda County

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Expertise: Affordable housing development; Affordable housing policy
Education: B.A. La Salle College, Philadelphia; M.A. University of Chicago School of Social Service Administration
Publications: Editor, Housing and Community Development News; Editor, Housing and Community Development Weekly Brief; “Beyond Shelter: Nonprofit CDCs Build Supportive Housing” National Housing Conference Senior Executive Roundtable (2002)
Background: President of the Board of Directors of Community Housing of North County of Escondido, California, (1999–2000); Board of Directors of Anchorage Neighborhood Housing Services in Anchorage, Alaska
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Expertise: Affordable housing; Housing finance; Preservation of Section 8 housing; Neighborhood revitalization; Community and public land trusts; Preservation of family farms through land trusts

Education: B.A. History, Stanford University; Masters in Public Policy, Harvard University

Background: Senior Housing Development Specialist, SF Redevelopment Agency; Senior Project Manager, Mid-Peninsula Housing Coalition; Board Member of Equity Trust

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*Expertise:* Affordable housing; Development, policy, finance, and community acceptance strategies as well as advocacy and community organizing  
*Education:* Graduate of University of California Los Angeles; Davis; Riverside  
*Background:* Chairperson for the California Futures Network; Former President of the Board of Housing California, the largest statewide coalition of homeless and housing providers in the nation  

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*Expertise:* Tax-Exempt Private Activity Bonds: Multifamily Housing, Single Family Housing, Industrial Development Bonds (Small Manufacturers), Exempt Facilities (Pollution Control Projects)
Education: University of Southern California, School of Architecture and Fine Arts


Background: Affordable Housing Finance and Design

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Expertise: Rural housing policy and programs

Education: Ph.D. Planning, University of California Los Angeles Graduate School of Architecture and Urban Planning

Publications: “Housing in Rural America: Building Affordable and Inclusive Communities” (1999)

Background: Instructor, Housing and Social Policy course at UC Davis, Department of Human and Community Development
California planning laws contain inconsistent and duplicative requirements that bring state, regional and local planning goals into conflict. State public works projects and permit decisions do not have to follow local general plans. State departments can ignore local land use policies when siting state facilities like universities and highways. State law also allows school districts and other special districts to override county and city plans and zoning to carry out their own public works projects.

Community development is complex and must be coordinated and comprehensive to be successful. High quality of life depends on job retention and creation, affordable housing development, good design, infill development on vacant sites, crime and pollution abatement and improvement of city services such as schools, parks, libraries and street maintenance. Sustainable economies and communities require increased local purchasing and support of local businesses in order to thrive.
**General Plans:**
California state law requires every county and city to adopt a comprehensive general plan with seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. In August 2000, state officials notified 175 cities and 26 counties that their plans had not been revised in more than ten years.

State law directs the Governor’s Office of Planning and Research (OPR) to coordinate state departments’ functional plans by issuing the Environmental Goals and Policy Report every 4 years, yet OPR’s last report, *An Urban Strategy for California*, was released in 1978 and is still in effect, though routinely ignored.¹

**Investments:**
About 50 percent of transportation revenue come from local funds, about 30 percent from state funds, and about 20 percent from federal funds. According to the California Transportation Commission, the state needs to spend about $118 billion more than it expects to collect in taxes and fees both to maintain the transportation system and expand it to meet expected growth over the next 10 years.²

Unlike other states, California provides no direct financial help and little technical assistance to local planning departments.³

California will spend about $1.11 per capita on conservation easements. In contrast, Pennsylvania and New Jersey have
spent $20 per capita, Maryland $38, Delaware $52 and Vermont $70 to conserve farmland and open space.\(^4\)

**Jobs/School Siting:**
The majority of the new jobs in California in the last decade were created in freeway oriented suburban locations, not in city centers or along transit lines. Unless current patterns change, more than 75 percent of new job growth will not be convenient to existing public transit or in the urban core.\(^5\)

Typical national acreage standards for new schools call for one acre of land for every 100 students plus 10 acres for an elementary school, 20 acres for a middle school, and 30 acres for a high school.\(^6\)

Statewide, education officials say, 331 new schools are needed in California to handle a K–12 enrollment surge—the school population is expected to increase to 6.3 million students by 2005–2006.\(^7\)

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2. Land Use Planning and Infrastructure, A Briefing Paper for the Conference Committee on AB 857 (Wiggins) and SB 741 (Sher), [http://www.assembly.ca.gov/sgc/Land_Use_Planning.htm](http://www.assembly.ca.gov/sgc/Land_Use_Planning.htm)
4. Land Use Planning and Infrastructure, A Briefing Paper for the Conference Committee on AB 857 (Wiggins) and SB 741 (Sher), [http://www.assembly.ca.gov/sgc/Land_Use_Planning.htm](http://www.assembly.ca.gov/sgc/Land_Use_Planning.htm)
6. California Futures Network, June 12, 2002
Reports

Ballot Box Planning: Understanding Land Use Initiatives in California
Institute for Local Self Government, 2001
http://www.ilsg.org/doc.asp?intparentid=3180
Discusses the legal underpinnings of the initiative process, including an outline of legal pitfalls and technical details, as well as several alternatives to the process.

Cities Under Pressure: Local Growth Controls and Residential Development Policy
Public Policy Institute of California, January 2002
Examines residential development policy in California cities. It places particular emphasis on efforts by cities to control or manage the pace/form of new housing development.

Growth Management Ballot Measures In California
by William Fulton, Mai Nguyen, Dr. Chris Williamson, AICP, Paul Shigley, Erik Kancler, Jaime Dietenhofer, Jill Sourial prepared for Local Government Commission by Solimar Research Group, June 2002
http://www.lgc.org/freepub/PDF/Land_Use/reports/ ca_growth_mgmt_report.pdf
Focuses on growth management tools such as urban growth boundaries that encourage more compact infill development.
Growth Within Bounds: Planning California Governance for the 21st Century
Commission on Local Governance for the 21st Century, January 2000
Examines the system of governance in hopes of establishing a vision of how the state will grow, directing special attention to the 57 local agency formation commissions (LAFCOs) and citizen participation in local government.

Guide to Local Growth Control Initiatives
by Marc de la Vergne and Lilly Okamura Planning and Conservation League, 2002
http://www.pcl.org/store/publications.html
Advises how to participate in your community’s political arena using the initiative process as a tool to protect the environment.

Office Sprawl: The Evolving Geography of Office Space
by Robert Lang, Fannie Mae Foundation and Brookings Institution Center on Urban and Metropolitan Policy Survey Series, October 2000
http://www.brook.edu/es/urban/officesprawl/lang.pdf
Analyzes the location of office space in 13 of the nation’s largest metropolitan commercial real estate markets between 1979 and 1999.

Planning at the Edge of the Millennium: Improving Land Use Decisions in California
California Planning Roundtable, January 2000
http://www.cproundtable.org/cprwww/docs/patem.html
Includes recommendations to help “shape growth and create a high quality environment.”
Smart Infill: Creating More Livable Communities in the Bay Area
Greenbelt Alliance, April 2002
Focuses on techniques to use development within existing Bay Area communities to help revitalize and prepare them for growth.

January 2002
http://www.regionalism.org/pdf/scorfinalreportsummit02feb02.pdf
Makes recommendations for cost-effective and resource-efficient land use and infrastructure systems.

Sprawl Hits the Wall: Confronting the Realities of Metropolitan Los Angeles by Southern California Studies Center
University of Southern California and the Brookings Center on Urban and Metropolitan Policy, March 2001
http://www.brook.edu/dybdocroot/es/urban/la/abstract.htm
Argues that the Los Angeles region should and can grow differently in order to avoid the problems of overconsumption of resources, fractured governance and a taxed environment.

Sprawl in California
Leon Kolankiewicz and Roy Beck, Sprawl City, August 2000
http://www.sprawlcity.org/studyCA/index.html
Explores the various factors in California’s relentless urban sprawl.
The Reluctant Metropolis: The Politics of Urban Growth in Los Angeles
by William J. Fulton, May 1997
Explores the failed or half-finished development plans Los Angeles has endured over the past 30 years.

Vacant Land in Cities: An Urban Resource
Brookings Institution Center on Urban and Metropolitan Policy, January 2001
http://www.brookings.edu/dybdocroot/es/urban/pagano/paganoexsum.htm
Examines cities with varying densities and population growth patterns, and uses new data to estimate the amount of vacant land and abandoned structures in U.S. cities.

Organizations & Institutes

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San Francisco Planning and Urban Research Association
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San Francisco, CA 94108
t: 415.781.8726 f: 415.781.7291 / www.spur.org

Sierra Business Council
P.O. Box 2428
Truckee, CA, 96160
t: 530.582.4800 / www.sbcouncil.org

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t: 510.251.6330 f: 510.251.2117 / www.urbanecology.org

Urban Land Institute
1025 Thomas Jefferson Street, NW, Suite 500 West
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Additional Resources
American Planning Association of California
http://www.calapa.org/PLANNER/planner.html
California Department of Education School Facilities Planning Division
http://www.cde.ca.gov/facilities
California Governor’s Office of Planning and Research General Planning Publications
http://www.opr.ca.gov
California Land Use Planning (UC Berkeley, Library)
http://www.lib.berkeley.edu/ENVI/landuse.html
California Planners’ Book of Lists 2000
http://ceres.ca.gov/planning/bol/2000/bol_index.html
bol_index.html#anchor78785
California Planning Roundtable
http://www.cproundtable.org/index.html
PlannersWeb
http://www.plannersweb.com
Planners Network
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Urban Land Institute
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Experts

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Education: Bachelor of Architecture, California Polytechnic State University; Master of Urban Planning, University of Washington

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*Publications:* Co-Author, *Place Matters: Metropolitics for the 21st Century* (2001);

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**Education:** B.A. Political Theory and International Relations, University of California Los Angeles; J.D., Loyola Law School of Los Angeles

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Background: Associate member: Urban Land Institute and the National Council for Urban and Economic Development; Community redeveloper in Santa Cruz, Seaside, San Jose and in New London, Connecticut; Consultant for economic development and brownfield redevelopment projects throughout the U.S.

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Public Finance, Infrastructure and Growth

An ever-increasing portion of property taxes continues to be shifted away from cities and counties due to tax and spending limitations approved by California voters in the past two decades. Local governments, increasingly dependent on their portion of the sales tax as the most important source of discretionary revenue, are forced to pursue sales tax generating development projects — office parks, auto malls and “big box” retail outlets that bring in more revenue. Regional competition for tax base leads to concentrated poverty and abandoned public facilities in central cities, growing social and fiscal strain in at-risk suburbs, traffic snarls, overcrowded schools and degraded natural resources in communities on the urban fringe.
State-Local Finance:
California property tax — the traditional centerpiece of local finance in many states — accounts for only 7 percent of city funds, down from 15 percent in 1976 prior to Proposition 13.\(^1\)

In 1998, sales tax — one of the few non-earmarked sources of local government revenue — was generating 35 percent of city tax revenues statewide and its share was growing (up from 33 percent in 1993).\(^2\)

Over half of metropolitan populations, 54 percent, live in “at-risk” suburbs, those with lower-than-average tax capacities and higher-than-average poverty rates.\(^3\)

State Infrastructure Spending:
California faces an infrastructure deficit estimated beyond $100 billion.\(^4\)

California needs to build seven new classrooms per day for five years to keep pace with expected growth.\(^5\)

On average, California cities have cut street maintenance by over 11 percent since 1991. Big cities (with populations over 100,000) have cut street maintenance by an average of 17 percent.\(^6\)

California Department of Transportation identifies infrastructure needs for spending $28 billion dollars over the
next 5 years for modernization of the system, nearly half of the state’s $56 billion infrastructure spending budget.\textsuperscript{7}

In California, of the four major areas that receive federal funds for infrastructure projects, highway construction projects receive the majority, with the State Highway Construction Program receiving an average of $635 million annually over the past ten years. Over the next five years, this amount is projected at $2.7 billion annually.\textsuperscript{8}

California infrastructure expenditures over the past ten years equaled $34.7 billion. Proposed infrastructure expenditures for the next five years are approximately $56 billion—a 61 percent increase over the past ten years.\textsuperscript{9}

In 1999, California cities and counties reported a $400 million per year shortfall in maintaining and rehabilitat­ing local streets and roads.\textsuperscript{10}

The state Department of Water Resources in 2002 forecast a 5-year need of $2.4 billion for infrastructure projects, including reservoir expansion, flood control and wetlands restoration.\textsuperscript{11}

\textit{Big Box Retail:}
Most superstores are located on the periphery of town and are a threat to downtown businesses and vitality. It is estimated that superstores return between 6 to 16 percent of their revenues to the community — compared with a
60 percent return by locally-owned business. Local entrepreneurs nourish the community, link commerce to place, and minimize the leakage of money from the local economy.\textsuperscript{12}

At the risk of losing potential sales tax revenue from Costco, Lancaster, in Los Angeles County, handed over 4.5 acres of its 71-acre city park to the company where it will remove 100 trees in order to build a 48,000-square-foot store.\textsuperscript{13}

\begin{enumerate}
\item Sacramento Bee, “In Tough Test, District To Open Five New Schools” July 29, 2002 http://www.sacbee.com/content/news/story/3768415p-4793906c.html
\item Public Policy Institute of California, Cities and Growth in California, April 2002 http://www.ppic.org
\item Commission on Building for the 21st Century: “Invest for California: Strategic Planning for California’s Future Prosperity and Quality of Life” September 2001
\item California Department of Finance, “2002 California’s Five Year Infrastructure Plan,” Capital Outlay and Infrastructure Reports http://www.dof.ca.gov/HTML/capoutly/CapOutlay02.pdf
\item California Department of Finance, “2002 California’s Five Year Infrastructure Plan,” Capital Outlay and Infrastructure Reports http://www.dof.ca.gov/HTML/capoutly/CapOutlay02.pdf
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\item California Transportation Commission, Inventory of Ten-Year Funding Needs for California's Transportation Systems, September 1999.
\item California Department of Finance, “2002 California’s Five Year Infrastructure Plan,” Capital Outlay and Infrastructure Reports http://www.dof.ca.gov/HTML/capoutly/CapOutlay02.pdf
\item Local Government Commission, http://www.lgc.org/economic/localecon.html
\end{enumerate}
A Landscape Portrait of Southern California’s Structure of Government and Growth
by William Fulton, Madelyn Glickfield, Grant McMurrnan and June Gin, Claremont Graduate University Research Institute, June 1999
http://www.cp-dr.com/landscape_port/landport.html
Comprehensive view of the government and growth systems in Southern California.

An Economist’s Perspective on Urban Sprawl Part I: Defining Excessive Decentralization in California and Other Western States
California Senate Office of Research, Robert Wassmer, January 2002
http://www.sen.ca.gov/sor/sprawlreport1.pdf
Addresses urban decentralization in the Western United States and analyzes sprawl data from California as a case study.

An Economist’s Perspective on Urban Sprawl Part II: Influences of “Fiscalization of Land Use” and Urban Growth Boundaries
California Senate Office of Research, Robert Wassmer, January 2002
http://www.sen.ca.gov/sor/sprawlreport2.pdf
Addresses sprawl as a policy concern and the decentralization of metropolitan retail in the Western United States.
Are State Budget Shortfalls Shortchanging Smart Growth Initiatives?
Natural Resources Defense Council, et al., March 2002
http://www.sprawlwatch.org/budgetshortfalls.pdf
Examines the idea that smart growth initiatives may be suffering at the hands of a depressed state economy (and therefore less generous state budget).

California Cities and the Local Sales Tax
by Paul Lewis and Elisa Barbour, Public Policy Institute of California, July 1999
Focuses on how sales tax revenues affect land-use decisions and which types of communities are doing better or worse in the quest for these revenues.

Changing the Order of Things: Six Proposals for Local Finance Reform
Fred Silva and Paul Lewis, Public Policy Institute of California, May 2000
Summarizes six proposals for state reform. Proposals’ common objectives are increasing the responsibility and capacity of local communities to finance local services and to alter the fiscal incentives that often drive local land-use decision making.

Education and Smart Growth: Reversing School Sprawl for Better Schools and Communities
Funders’ Network, March 2002
Evaluates “school sprawl” (the tendency of locating large schools away from urban centers) in terms of its effect on school children, school districts, and the larger community.

Fiscal Rules and State Borrowing Costs: Evidence from California and Other States
by James Portuba and Kim Rueben, Public Policy Institute of California, December 1999
index.html
Analyzes bond market data over the last two decades to calculate the effects of three key variables (the unemployment rate, state fiscal rules, and unexpected deficits) on borrowing costs.

From Home Rule to Fiscal Rule: Taking a Measure of Local Government Finance in California
May 19, 2000
Reviews research on governance and public finance in California.

Local Finance Reform from a Regional Perspective
J. Fred Silva, Prepared for The Speaker’s Commission on Regionalism, Public Policy Institute of California, April 12, 2001
Provides a basic overview of state and local fiscal issues.

Shifting Gears: Rethinking Property Tax Shift Relief
Legislative Analyst’s Office, February 1999
http://www.lao.ca.gov/020299_property_tax_shift.html
Analysis, reflection and recommendations on the property tax shift.
Smart Public Investments for the California Economy: Information and Analysis for Infrastructure Planning Center for Continuing Study of the California Economy, September 1999
http://www.californiaeconomy.com/R_P_SPI.htm
Describes the current state infrastructure planning process and identifies ideas for improving how the state’s infrastructure investments are selected.

Speaker’s Commission on State and Local Finance Report
March 2000
Analysis and recommendations on the topic of state and local financial issues.

Organizations & Institutes

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California Budget Project
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Additional Resources

California Department of Finance
California Local Government Finance Almanac
http://californiacityfinance.com
California Research Bureau
http://www.library.ca.gov/html/statseg2a.cfm
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Western City (1999); “Property Tax Fairness Among Local Governments Means Consolidating Local Governance” Cal-Tax Digest (1999); “How Cities Put Dollars to Work” Western City (1999)

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