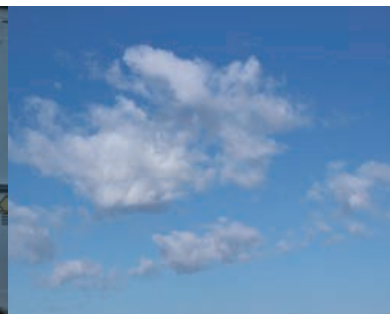




Sacramento Area Regional Progress Report

Indicators of regional economic growth, development and travel

June 2017



S A C O G

Sacramento Area Council of Governments

Sacramento Area Regional Progress Report

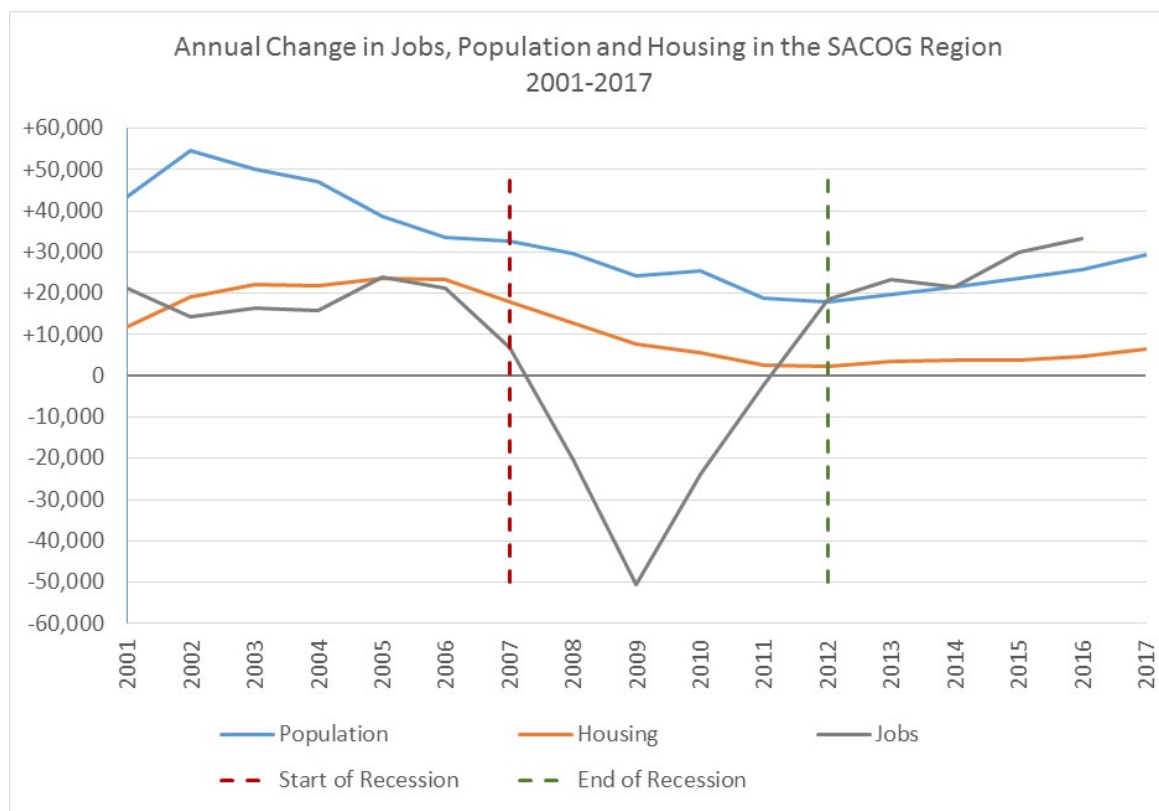
Indicators of regional economic growth, development, and travel

This is a progress report to the SACOG Board on key indicators useful for understanding changes in the region's economic growth, development, and travel over the last decade. Transportation and travel have implications and impacts on many aspects of the economy, quality of life, and the environment. The amounts, locations, and types of housing and job growth are important variables for understanding how a transportation system serves businesses and residents in the region and for guiding decisions on how to invest in that system. Beginning with the Sacramento Region Blueprint in 2004, and then progressively through every Metropolitan Transportation Plan update since, SACOG has added to the suite of regional indicators to facilitate a bigger picture understanding of the economic, social, and environmental health of the region and to inform decisions about priorities for transportation investment. This progress report initiates an issue exploration that will inform the policy focus of the 2020 update of the Metropolitan Transportation Plan/Sustainable Communities Strategy (2020 MTP/SCS).

At a Glance

The relationship of population, jobs, and housing can tell us a lot about growth, development, and the economy in the Sacramento region. When looking at these indicators over time, there are three distinct time periods which are helpful for understanding historic trends: the pre-recession period (2000 to 2007); the recession itself (2007 to about 2012); and the post-recession period (2012 to the present).

A look at changes in the region over time illustrates the relationship between population, jobs, and housing.



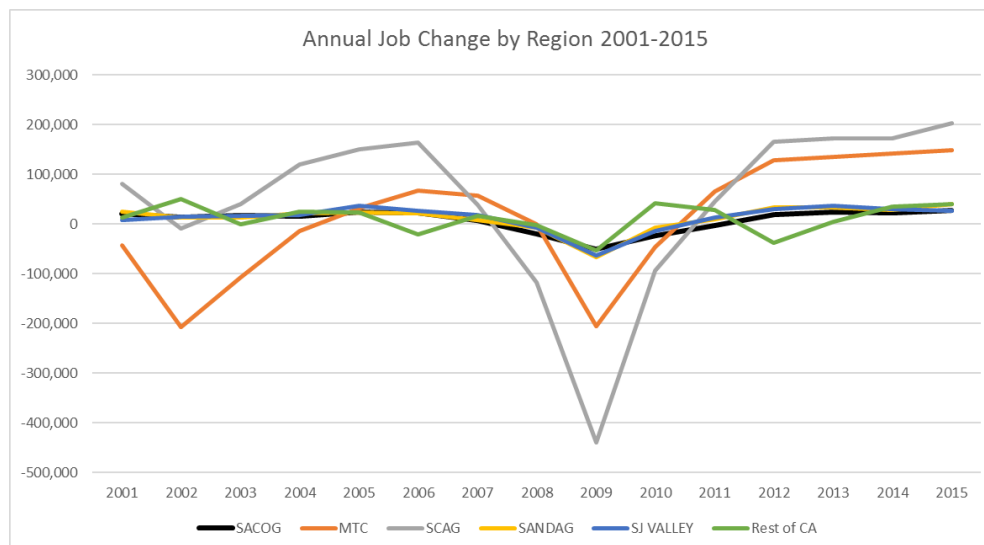
Source: Department of Finance and Employment Development Department

The rate of population growth was slowing well before, and continued to slow through, the recession. During the same time, the region saw rapid job loss as a direct result of the recession. Post-recession, the region has nearly recovered the total number of jobs lost, and population growth is increasing again. Whereas population and job growth rates are trending up after the recession, new housing growth lags. To some extent this is inherent to housing as an indicator: housing growth requires the construction of a house, while population and job growth can, to some extent, reoccupy existing buildings during an economic recovery. New home production rapidly declined in the recession and has only slowly increased since then; the current average rate of 4,300 homes per year is far below the pre-recession peak of 20,000 homes per year.

Jobs

Since 2000, the SACOG region has experienced a similar job growth pattern to other regions in California: increasing jobs in the pre-recession period; a significant drop in jobs during the recession; and job growth since the end of the recession (since 2012). The only region that did not follow this pattern was MTC/San Francisco Bay Area, which lost jobs in the pre-recession period, largely due to the 2001 tech sector bubble, and also lost the fewest jobs, relative to its size, during the recession years. Although it's tempting to assume the region's economy is back from the recession when looking at the unemployment rate for the SACOG region, other indicators show the region's economy still is still recovering. The types of jobs which have increased over time, and especially since the recession, are making the region's economy more reliant on services, and less on construction, real estate and manufacturing. Household incomes and participation in the workforce are both lower than the pre-recession years. Additionally, the disparity of incomes has increased.

Jobs are returning post-recession.



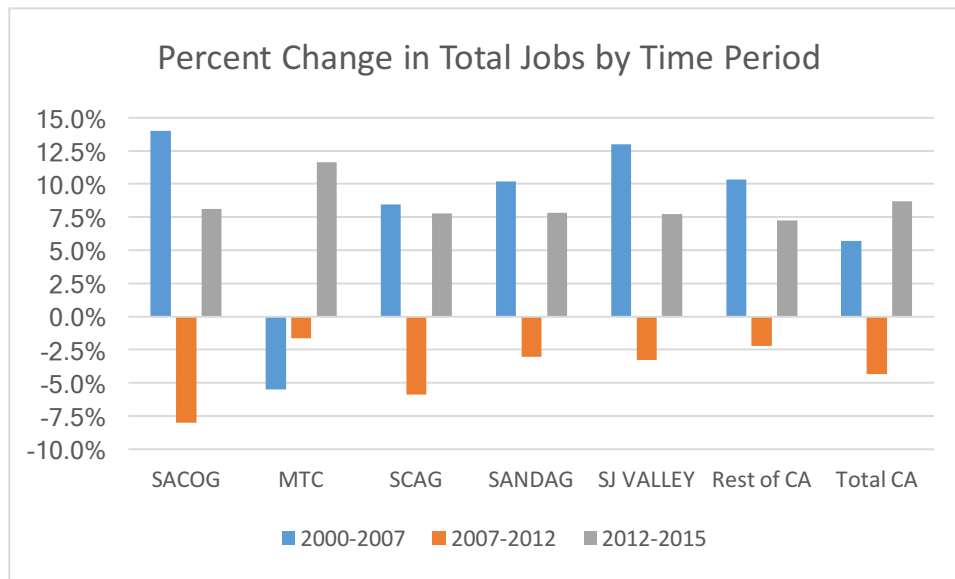
Source: Employment Development Department

Despite the overall similar pattern on job changes over time throughout California, the SACOG region was uniquely impacted.

- The SACOG region's increase in jobs in the pre-recession period was greater (as a percentage) than the other regions in the state. That increase was driven by construction, real estate, and related sectors.
- The SACOG region's decrease in jobs during the recession was also greater (as a percentage) than the other regions. That decrease was led by losses to construction, real estate, financial services, and retail.

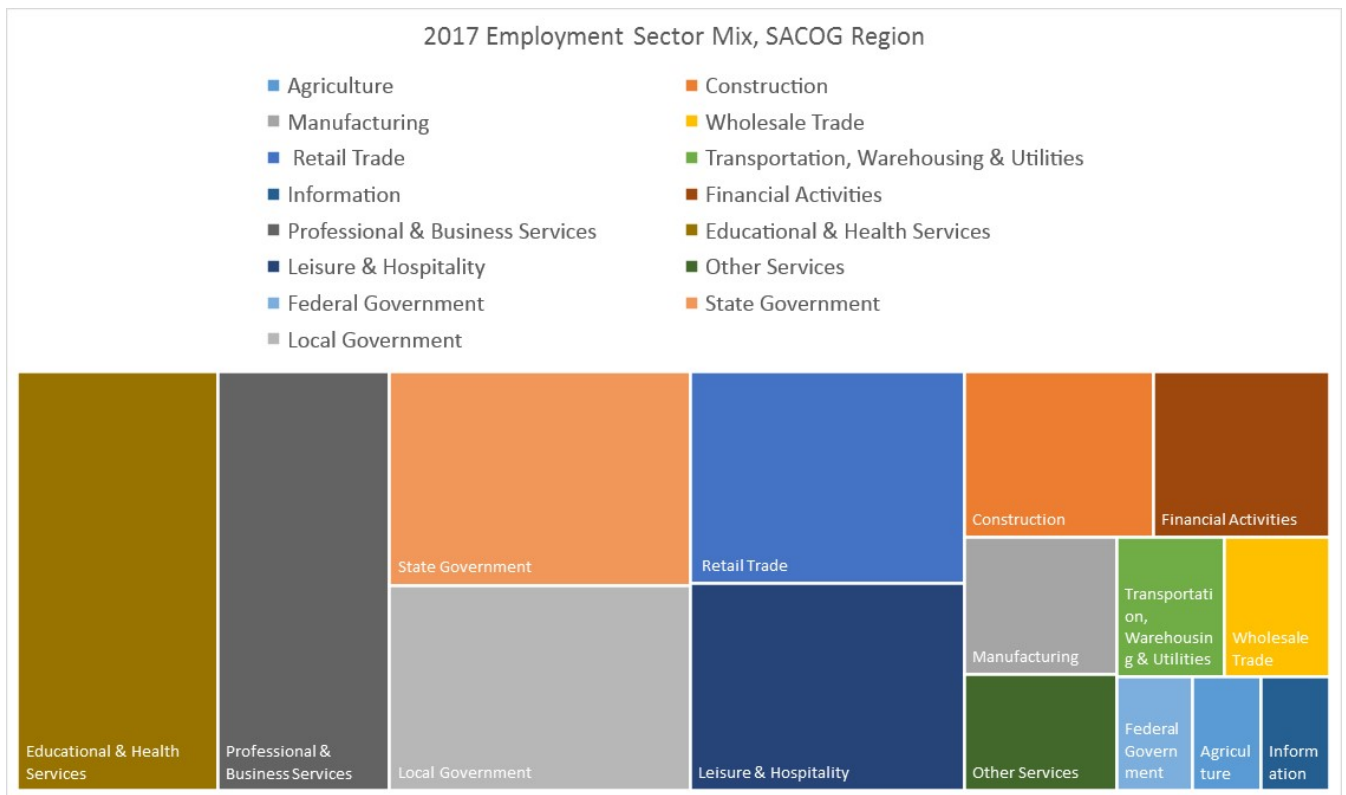
- The SACOG region's post-recession recovery lagged slightly compared to other regions, but since 2012, job growth in the SACOG region has been comparable to other regions, except for the MTC region, which grew significantly faster than other regions in the state.

**The SACOG region gained more jobs before the recession...
and lost more during the recession.**



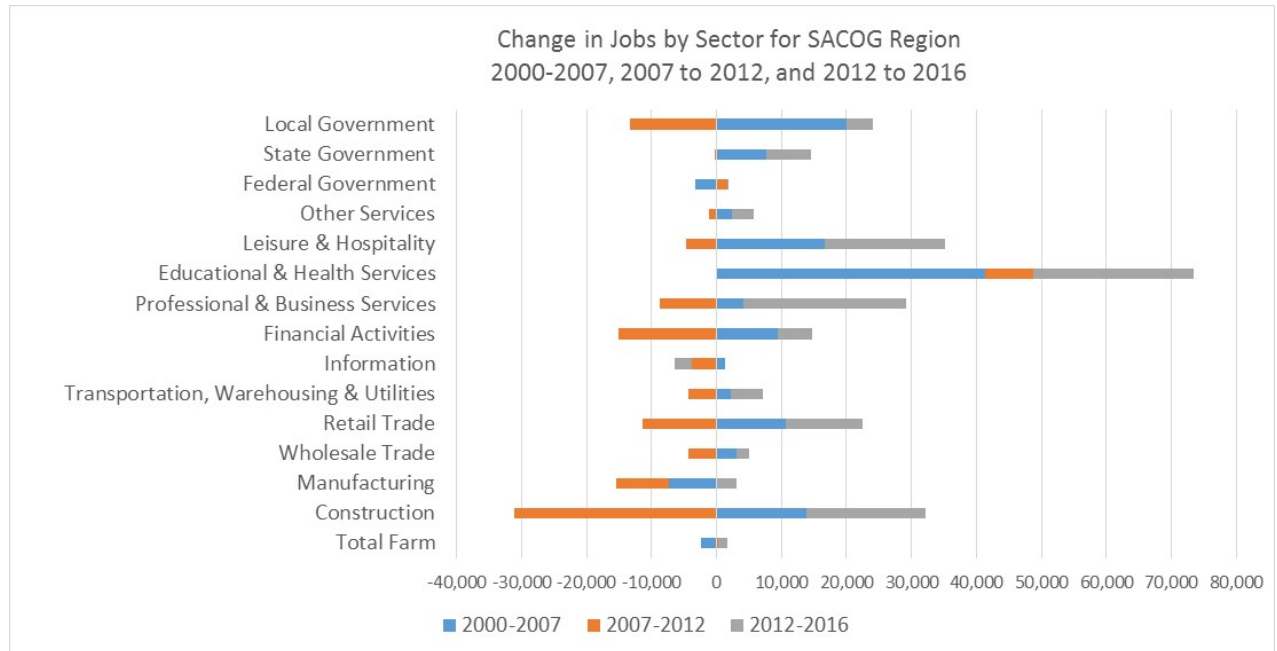
Source: Employment Development Department

The SACOG regional economy is still dominated by education, health, professional services, and government; combined, state, local, and federal government employment have accounted for 25 percent of the region's jobs over time.



Source: Employment Development Department

Services sectors (especially healthcare, leisure, business services) have accounted for most of the job growth since 2000.

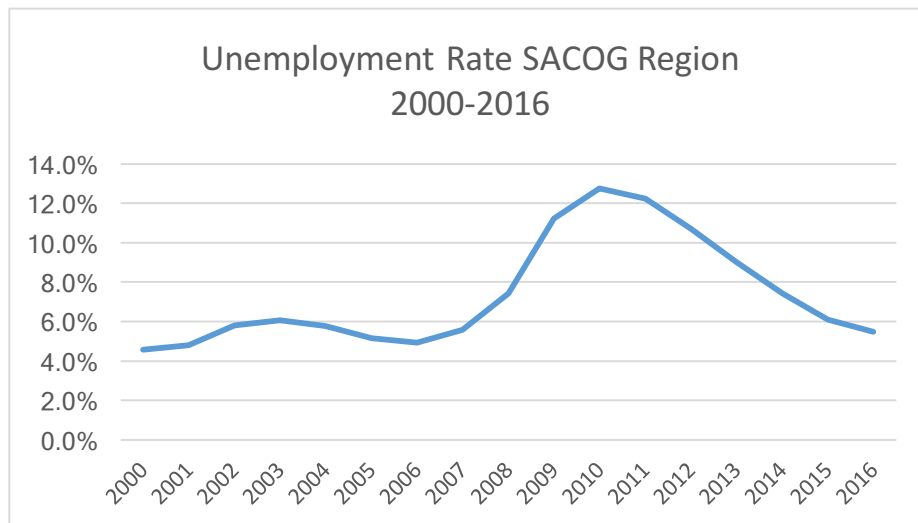


Source: SACOG, based on jobs data from Employment Development Department

The main growth in jobs has come from the following sectors.

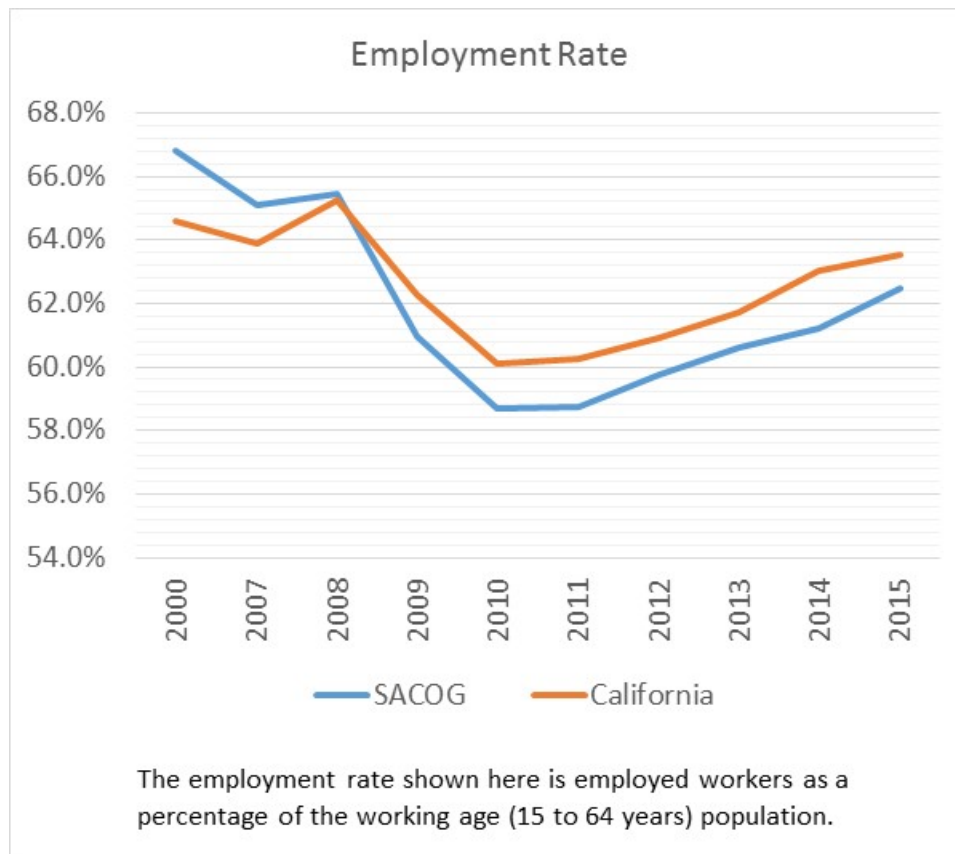
- Healthcare services has added nearly 74,000 jobs since 2000, accounting for 15 percent of jobs in 2017, compared to 9 percent in 2000. This sector is one of the very few that added jobs before, during, and after the recession. Half of the total jobs added since 2000 came from this sector.
- Leisure and hospitality added just over 30,000 jobs since 2000, and its share of jobs in the region increased from 8.6 to 10.3 percent.
- Professional and business services added 20,000 jobs since 2000, but its share remained stable at about 13 percent.
- Manufacturing lost about 12,000 jobs since 2000, and its share slipped from about 6 percent to under 4 percent. However, most of the loss came during the recession. Since the recession, there have been modest gains in this sector.
- Construction accounts for 5.7 percent of jobs, but losses during the recession (31,000 jobs) were the largest of any sector. At its peak in 2007, construction accounted for 7.2 percent of jobs.

The unemployment rate is near pre-recession levels...



Source: Employment Development Department

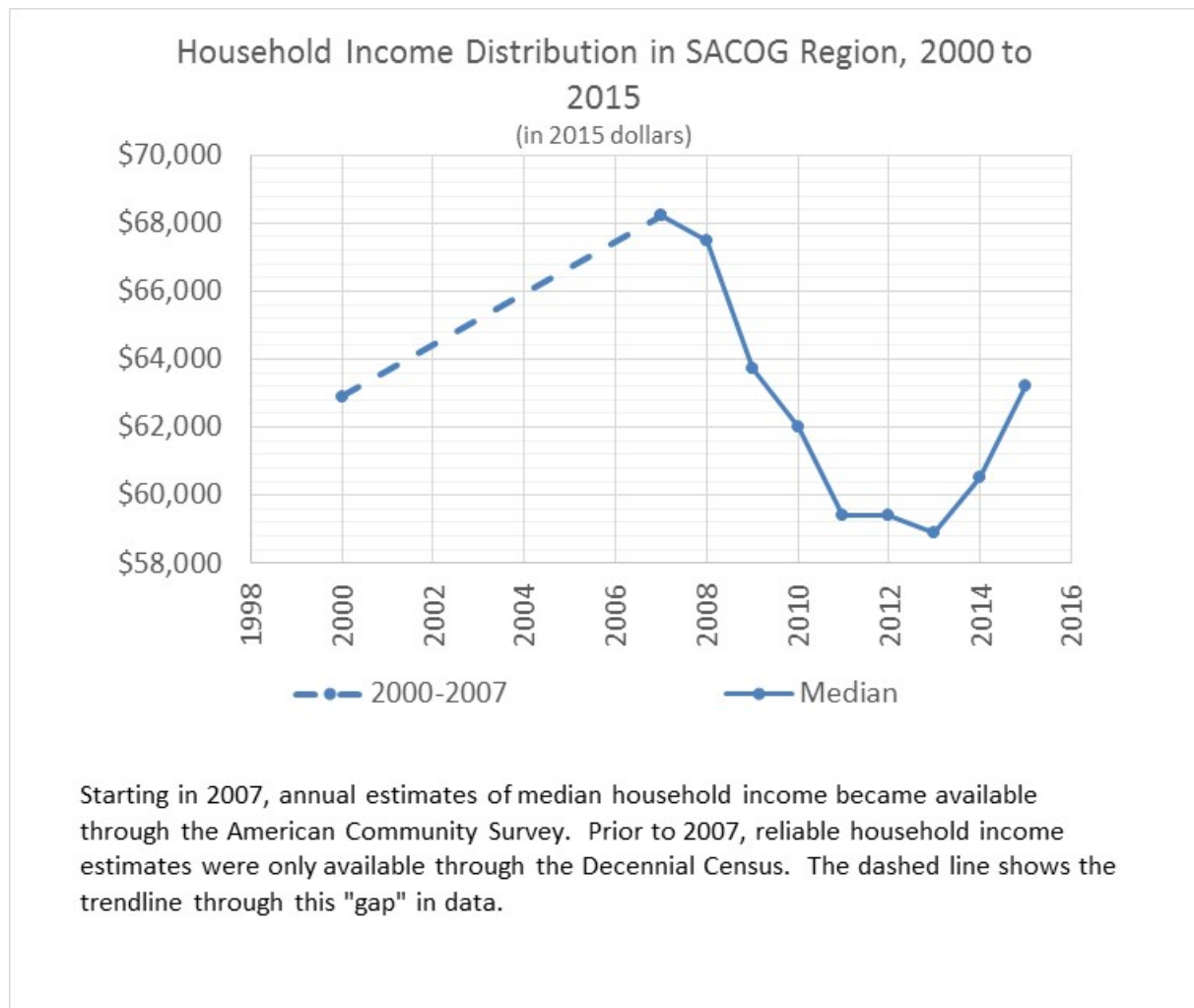
...but the rate of participation in the workforce is still low.



Source: SACOG, based on American Community Survey one-year sample data

So is the Sacramento region's economy "back" from the recession? One way to answer that question is to look at the unemployment rate, which has largely "recovered" to pre-recession levels after drifting to over 12 percent regionally during the depths of the recession. However, the unemployment rate does not count workers who have stopped looking for work. One measure that captures some aspects of participation in the workforce is "employment rate," the proportion of working age adults (i.e., persons from age 15 to 64) who are employed. By this measure, the SACOG region is two or three percentage points (or about 40,000 workers) short of the pre-recession rate of about 65 percent. Further, the state as a whole has reached a higher rate than the SACOG region, though starting at a lower rate prior to the recession. Note that many factors (wages offered, match between the workforce skills and job requirements, other obligations like care-giving, etc.) affect workforce participation, and interpreting the number is complicated.

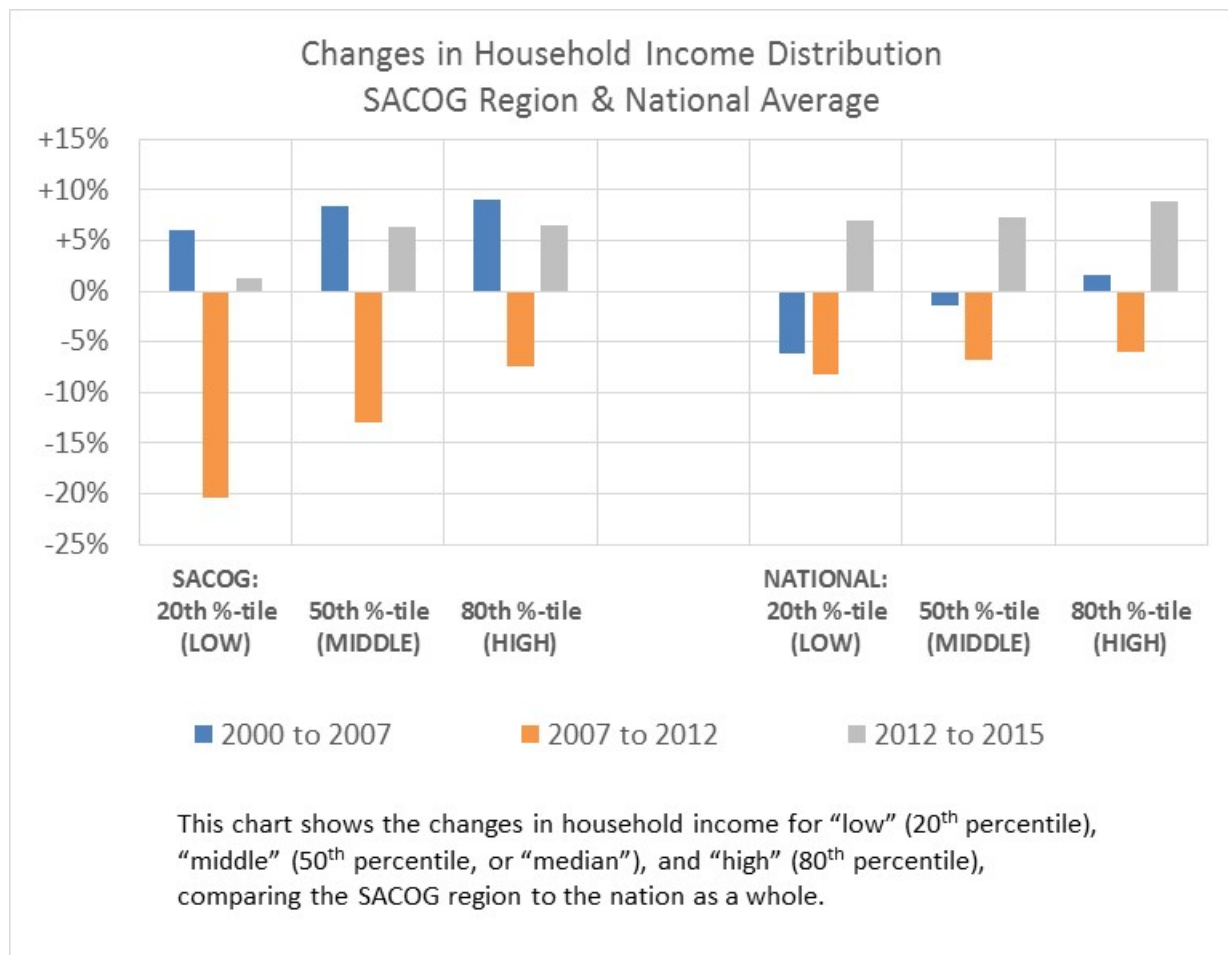
Household incomes are still below pre-recession levels.



Source: SACOG, based on American Community Survey one-year sample data

Further evidence that the economy has not reached the pre-recession level is the fact that household incomes have not returned to those levels, either. Median household income took a large hit during the recession, dropping 13 percent. Although median household income has increased since 2012 (+7 percent), incomes are still well below the historic high seen in 2007.

Lower and middle income households in the SACOG region were hit much harder during the recession than in other areas.



Source: SACOG, May 2017: SACOG region data from ACS 1-year samples; national data from US Census Bureau

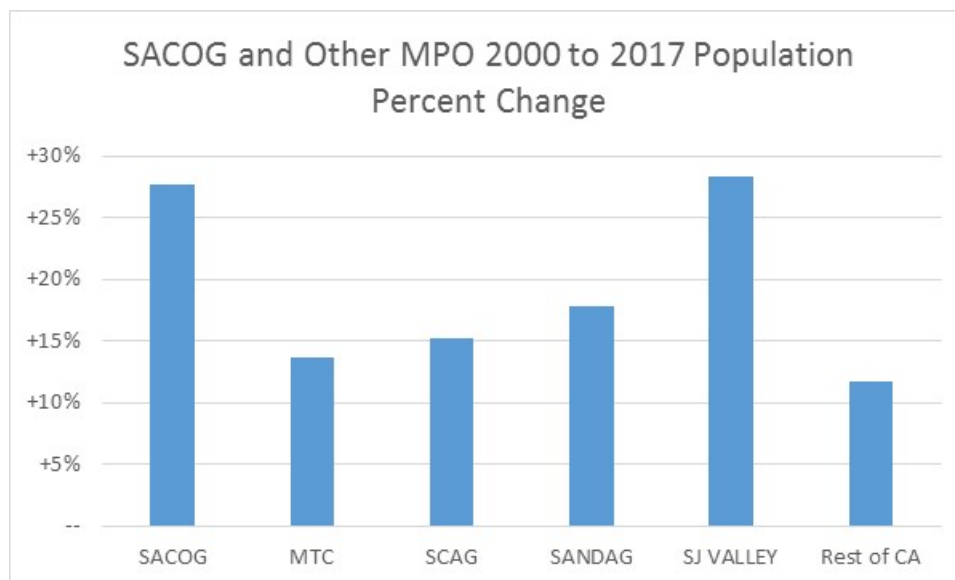
Nationally, during both the pre-recession and recession periods, low and middle income households lost ground, decreasing by 2 to 10 percent. High income households increased by about 2 percent prior to the recession, and decreased by about 6 percent during the recession. In the SACOG region, low, middle, and high income households all gained during the pre-recession years, by 5 to 8 percent. But during the recession years, the low income households lost severely, declining by 20 percent, and the middle income households lost by 13 percent.

Both decreases are well above the national trends for that time period. In the post-recession period, SACOG, like the nation as a whole, has increased household incomes for low, middle and high—but the increase for low income households is much smaller than the national average (1 percent compared to 7 percent). The huge loss in incomes in lower income households experienced during the recession is not coming back as quickly as in other areas.

People

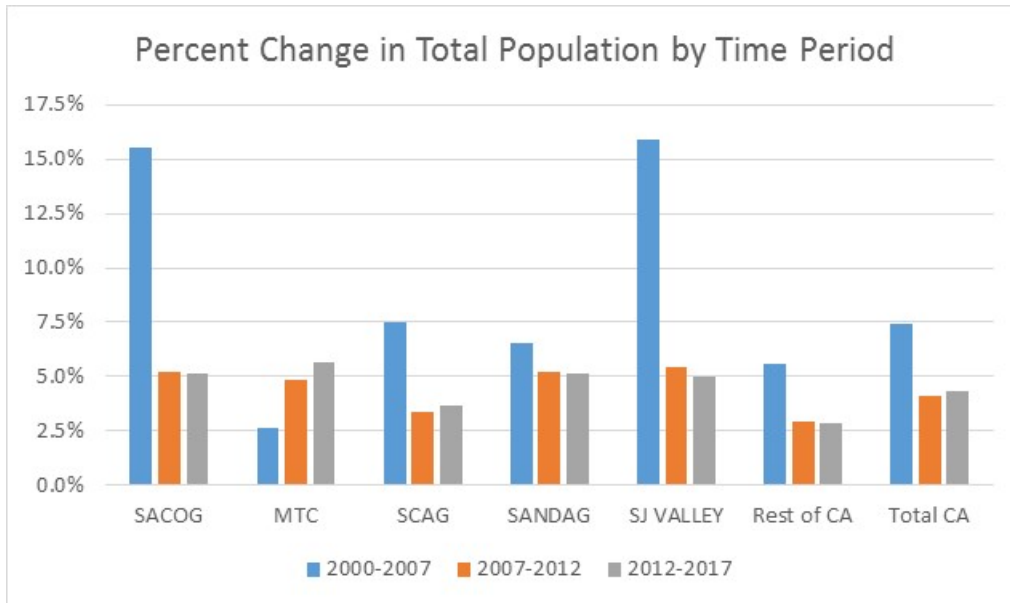
In 2000, California had a total population of 33.9 million people. By 2017, the state had grown by 17 percent to a total of 39.5 million people. During that time, the SACOG region's population grew by 28 percent, making up about 6.3 percent of the state's population in 2017.

SACOG and the San Joaquin Valley had the highest overall change in population since 2000.



Source: SACOG, based on California Department of Finance.

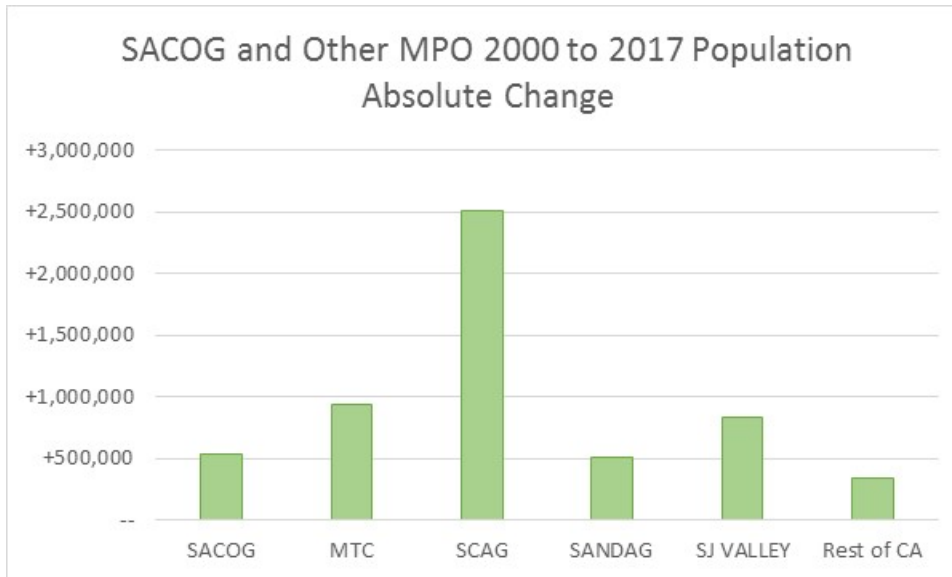
Since the recession, growth in the SACOG region is comparable to other regions in the state.



Source: SACOG, based on California Department of Finance.

In total, SACOG has added 537,000 new residents since 2000 through a combination of natural increase (i.e., the difference between the birth rate and death rate) and net in-migration (i.e., the difference between new residents moving into the region and existing residents moving out). The total percent change, compared to the base population in 2000, is matched only by the San Joaquin Valley. However, the majority of this growth took place prior to the recession; population growth during and since the recession is more comparable to other regions in the state in both the SACOG region and the San Joaquin Valley.

Although the SACOG region grew quickly, the largest population change in absolute terms took place in the SCAG region.



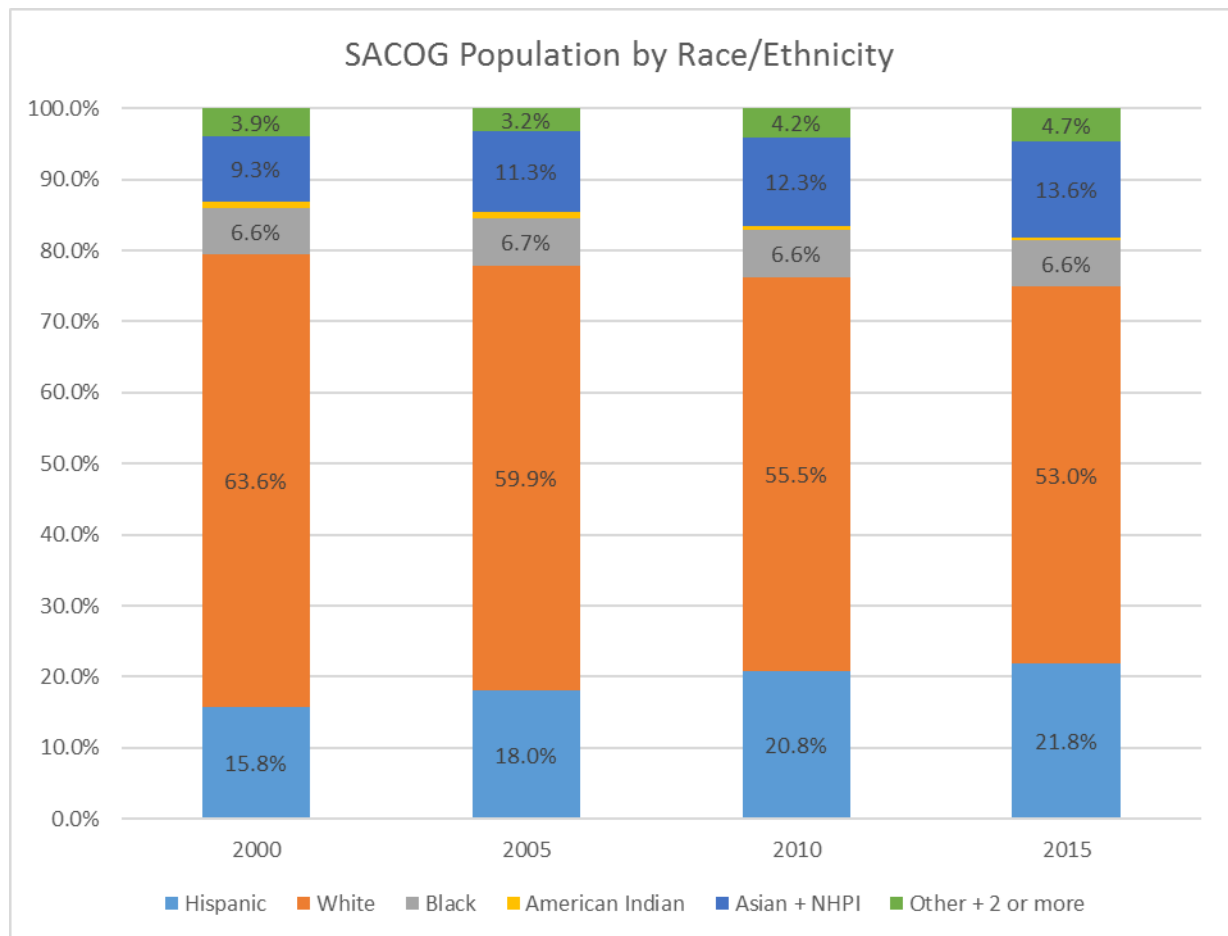
Source: SACOG, based on California Department of Finance.

The SACOG region is aging.

Age Range	2000	2005	2010	2015
Under 18	27%	27%	25%	24%
18 to 64 years	61%	62%	63%	62%
65 years and over	11%	11%	12%	14%

Source: 2000 & 2010 Decennial Census, 2005 & 2015 Census 1-year ACS

We continue to become more racially and ethnically diverse.



Source: 2000 & 2010 Decennial Census, 2005 & 2015 Census 1-year ACS

It is often said that our population is “aging” or “graying,” which is an odd concept since all of us are getting older at exactly the same rate. The graying of the population refers to the bulge in the population represented by the Baby Boomer generation as they age: since the Baby Boomers represent a larger proportion of the population as a whole, as they move into old age the proportion of older persons in the population also increases. For example, the percentage of persons in the population aged 65 years or older has increased from 11 percent in 2000 to 14 percent in 2017, and is projected to increase further to 18 percent by 2030.

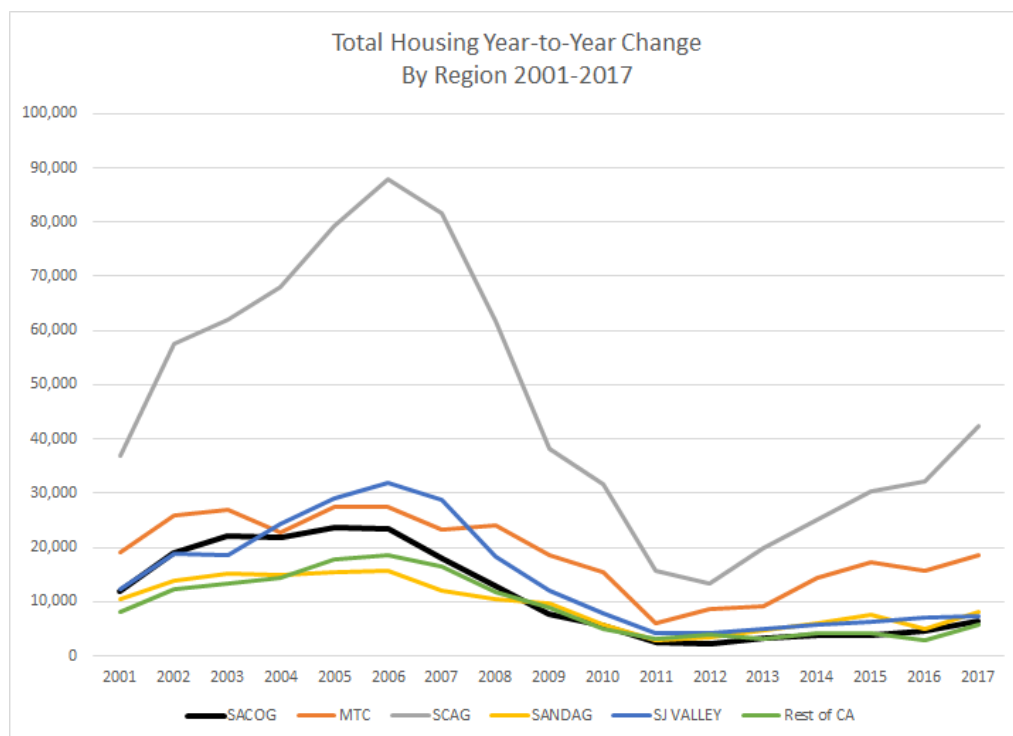
The region is also becoming more ethnically diverse, with the share of non-white residents increasing from about 36 percent in 2000 to 47 percent in 2015.

Homes

The Sacramento Region Blueprint calls for 41 percent of new homes to be attached, including apartments, townhomes, and other attached housing, and 28 percent of new homes to be small-lot single-family homes (detached homes on lots less than 5,500 square feet). This housing mix goal is based on housing demand and demographic research over the last fifteen years that points to high current and future demand for attached and small-lot single-family homes. These types of homes are significantly underrepresented in the housing stock today; therefore, adding significant new supply is the only way to provide housing choice in the region.

Low production and rising costs signal the need for more housing to meet housing needs. Specifically, the need for multi-family housing and affordable housing is significant. But constructing more housing—matched to household need—is a critical, but not the singular, solution to the region’s housing challenge. Since base-sector job growth drives housing production, this job growth is also critically important to solving the housing challenge.

Housing growth has been slow to recover.

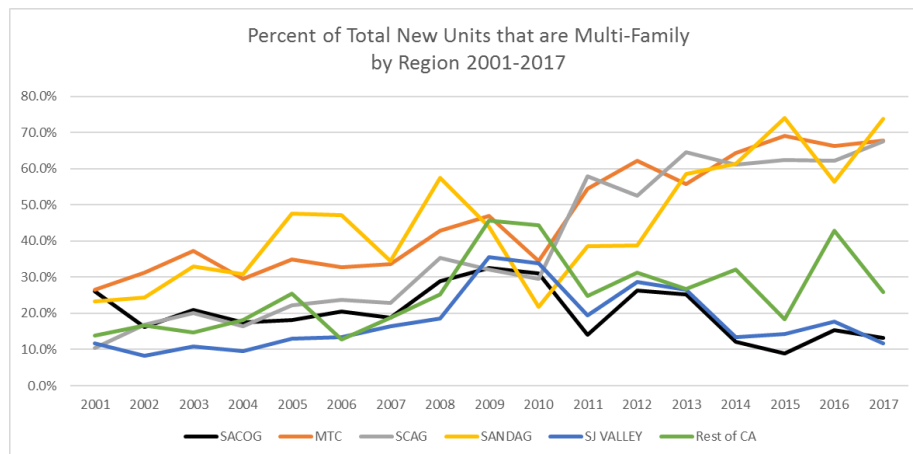


Source: Department of Finance

The SACOG region has nearly one million homes today, making up about 6.8 percent of the state’s 14 million housing units. As in most of the rest of the state, housing production in the Sacramento region rapidly increased in the housing bubble of 2004 to 2007, then bottomed out

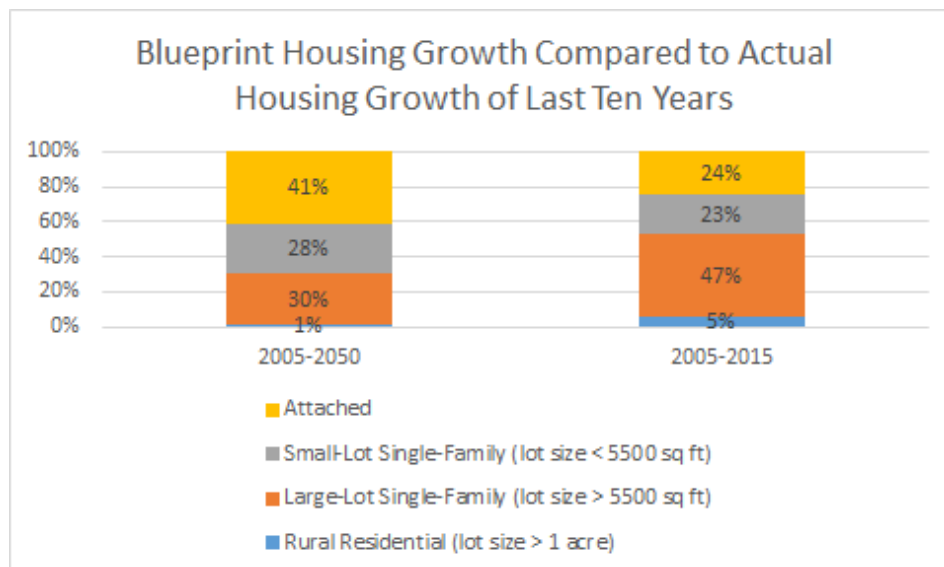
in the recession. Sacramento area housing production is beginning to increase, but has not yet returned to pre-bubble levels.

The “apartment boom” of 2013–2016 was concentrated in the Bay Area and Southern California.



Source: Department of Finance

Housing choice is improving, but not to the extent envisioned by the Blueprint.

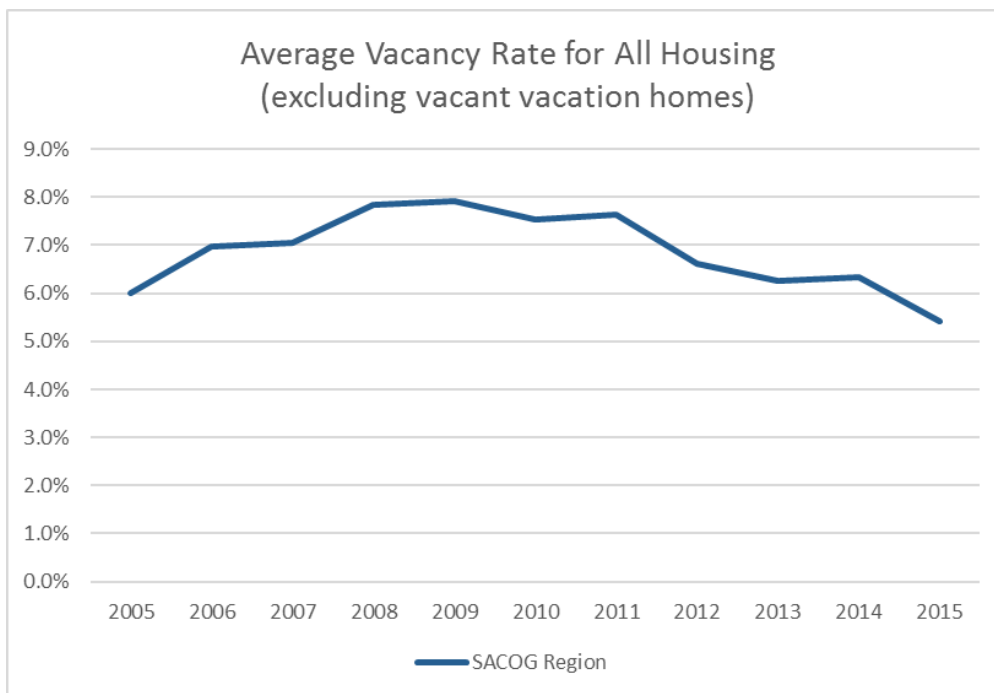


Source: SACOG 2015 Permit Data

Which types of housing should be produced in the region? Since the Blueprint and every MTP/SCS plan update since, housing demand research for this region has indicated a need for more attached and small-lot homes than are current available in the market. As noted above, to

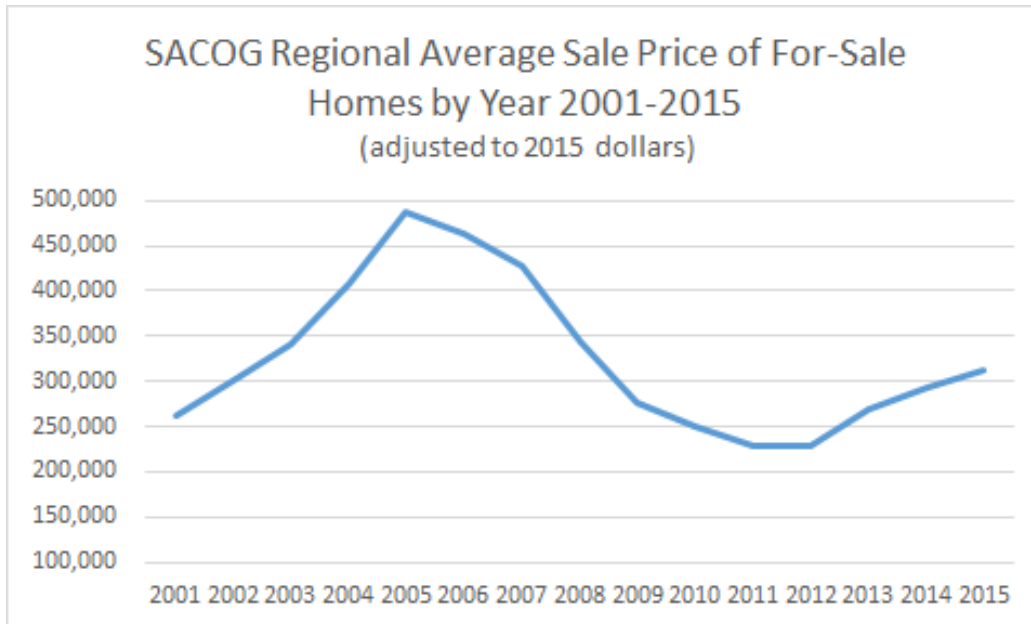
meet the Blueprint goal and follow the Blueprint principle of Housing Choice—provide a variety of housing types to meet a diversity of housing needs—41 percent of new homes should be attached product (apartments, townhomes, duplexes, triplexes, etc.) and 28 percent of new homes should be small-lot single-family (single family homes on lots smaller than 5,500 square feet in size). Since the Blueprint was adopted in 2004, roughly 24 percent of the new housing built has been attached and about 23 percent has been small-lot single-family. While the proportion of new attached and small-lot single-family in the last 10 years is a significant improvement from the pre-Blueprint trends, it has not changed enough to meet housing demand.

Vacancy rates are at an all-time low for the last decade.



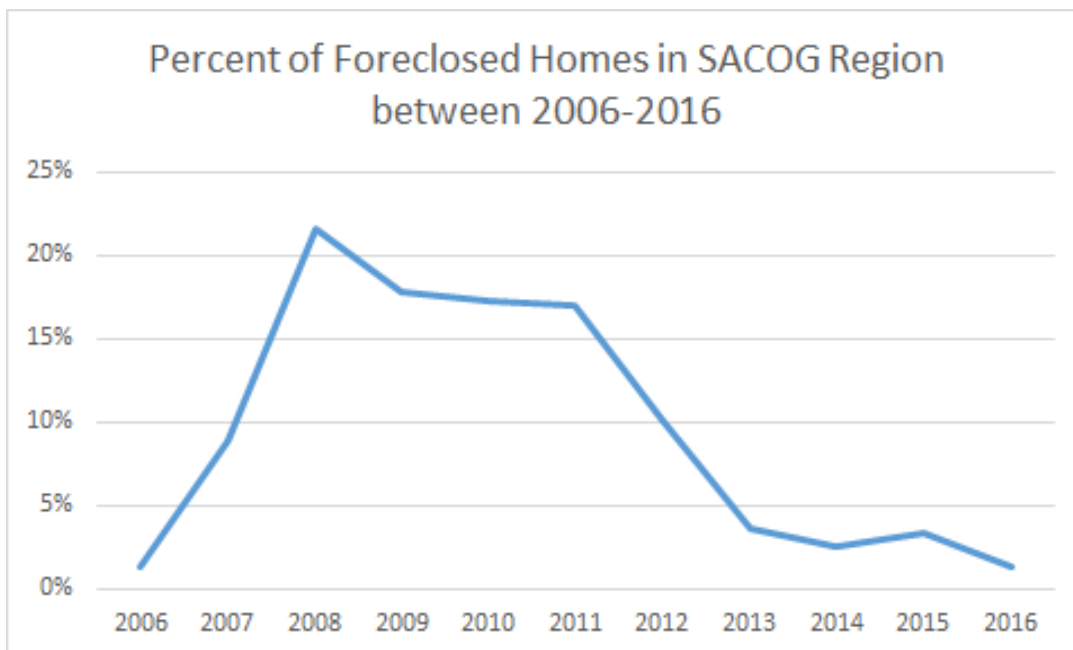
Sources: 2000 Census, 2005–2010–2015 1-year ACS

While housing production has been slow to recover, housing costs have increased rapidly.



Source: Zillow.com

Foreclosure rates have dropped significantly.



Source: Zillow.com

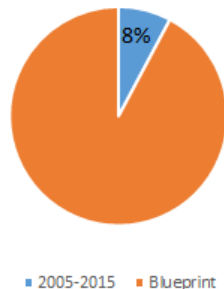
High occupancy rates and low foreclosure rates point to economic recovery, but in combination with increasing home sale prices, rental prices, and lower real incomes, they also point to the need for more new housing at attainable prices. During the height of the Great Recession, many of the foreclosed homes became rental homes rather than re-entering the market as for-sale housing. The transition of those homes into affordable rental options coincides with a time of higher than average multi-family vacancy rates. This could be one of several factors that contributed to the SACOG region not experiencing the significant increase in multi-family housing production that other parts of the state experienced coming out of the recession. Other contributing factors include the loss of construction jobs from the region during the recession and the higher cost of construction in the post-recession period.

Land

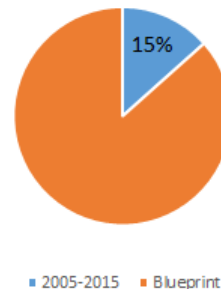
While the overall density of housing being built in the region is very low, it is because much of the development activity in the last decade has been the buildout of neighborhoods that were planned, approved, and under construction prior to the adoption of the Blueprint.

While housing construction was slower than expected, land conversion was not.

Percent of housing under 2050 Blueprint scenario built 2005-2015



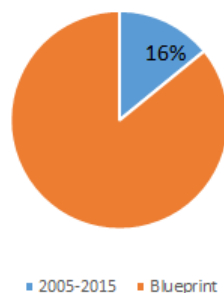
Percent of land developed under 2050 Blueprint scenario developed 2005-2015



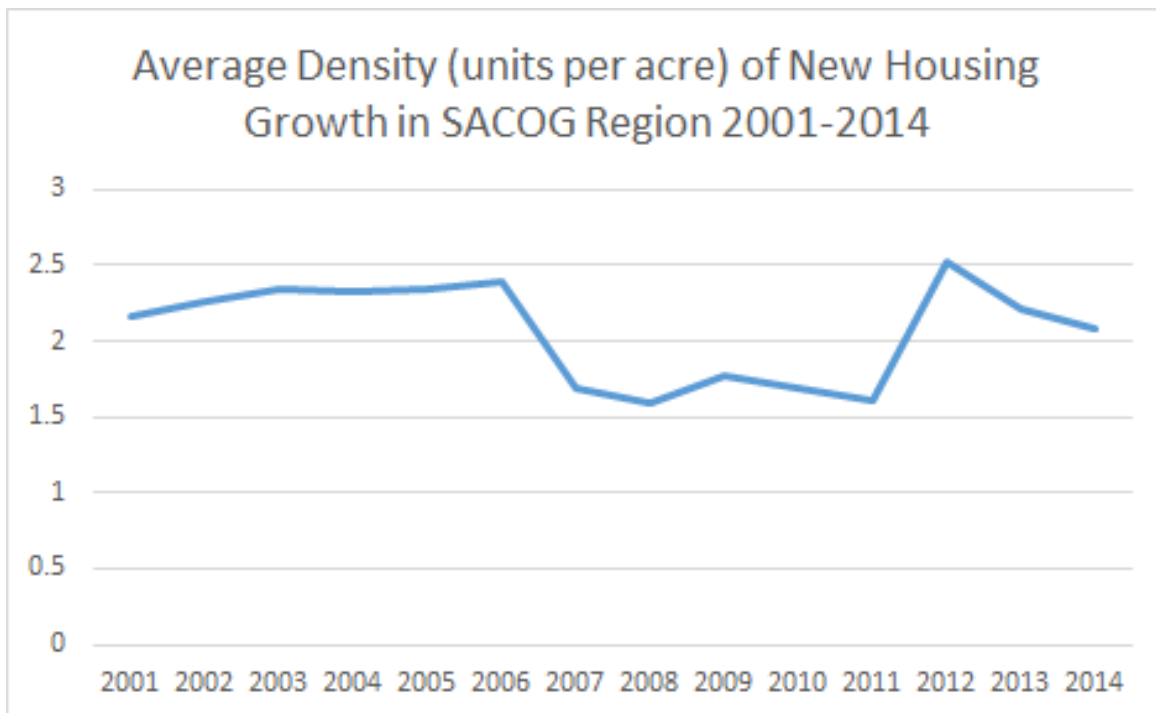
Source: SACOG Housing Permit Data, SACOG Blueprint

The Blueprint anticipates that the region will grow and some farmland will be converted to urban uses.

Percent of important farmland urbanized under 2050 Blueprint scenario urbanized 2005-2015



Source: SACOG Housing Permit Data, SACOG Blueprint

We are not yet growing more compactly.

Source: SACOG Housing Permit Data

The neighborhood and communities represented by this buildout are part of the urban fabric today, but they were once important farmland and are the reason the region has seen a significant amount of farmland converted to urban uses in the last decade. It's important to note that while the conversion of farmland to urban uses is declining, the region also has not had a new large master planned community break ground in over a decade. There are dozens of approved or in process new greenfield communities in our region. Not all are on prime farmland, but some are. Because development happens in cycles over long periods of time, it is difficult to predict if the downward trend will continue or not.

Smart Growth Policy

The SACOG Blueprint includes seven smart growth principles. Since SACOG adopted the Blueprint, there have been many activities to implement the seven smart growth principles; they are not all quantifiable, but they are recognizable throughout the region. These include policy actions and infrastructure projects by cities and counties, housing and commercial projects by individual builders and developers, and community revitalization efforts by public-private partnerships. Examples of these include the following.

- General plans are the primary policy implementation of the Blueprint in cities and counties. Notable award-winning examples in the region include: Yuba County 2030 General Plan; County of Sacramento General Plan; Yolo County 2030 General Plan; City of Live Oak 2030 General Plan; City of Sacramento 2035 General Plan; and Smart Choices for Roseville's Future. These award-winning plans, fashioned on Blueprint principles, will shape the region's future growth.
- At a smaller scale, plans for new master planned communities implement the Blueprint principles with mixed land uses, diversity of housing choice, and urban design that supports travel choice. Though not yet built, notable examples of these include: Southeast Policy Area (Elk Grove); Liberty (West Sacramento); Folsom South (Folsom); Regional University (Placer County); and Easton-Glenborough (Sacramento County).
- In terms of on-the-ground Blueprint implementation, projects of varied size and type have been recognized for improving quality of life in communities. Some of these include: 7th and H Apartments (Sacramento); Winters downtown redevelopment; Historic Folsom Station (Folsom); La Valentina (Sacramento); Freedom Park Drive Sustainable Street (Sacramento County); and Capital Village (Rancho Cordova).

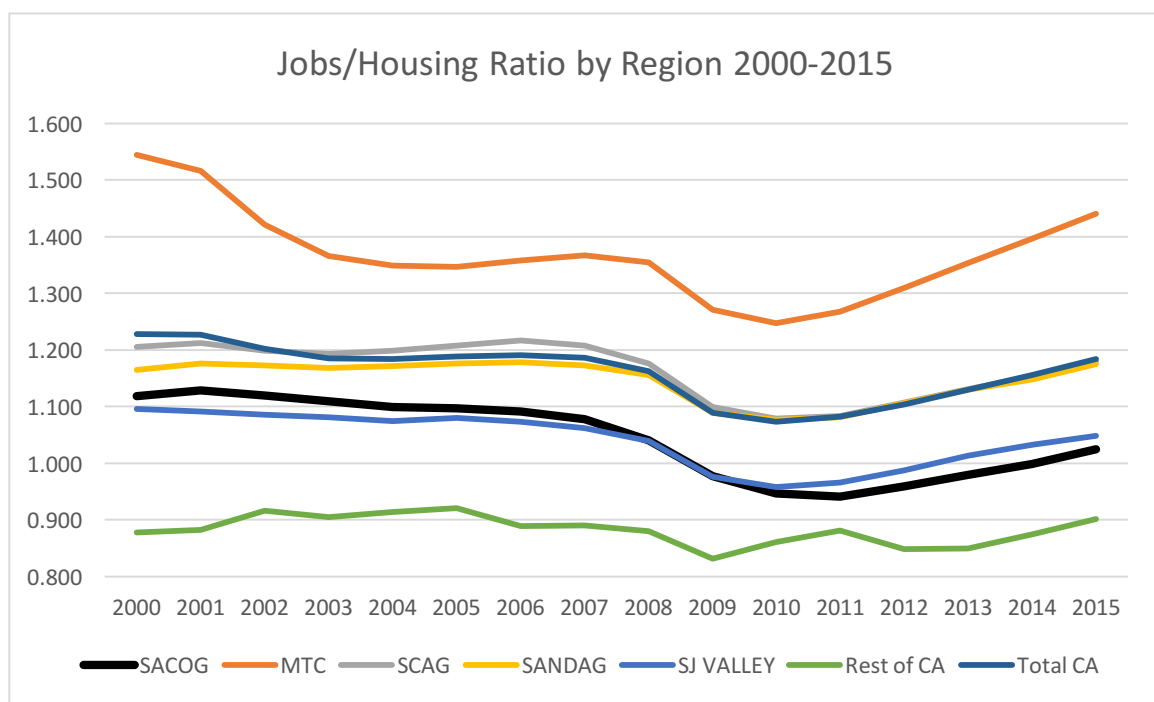
Blueprint implementation has been very successful in many ways, but it still faces challenges. The Blueprint identified several next steps that together serve as implementation tools. As a region, we have made varying levels of progress on these. One of the more notable successes among these next steps was implementing the Community Design Program. Since 2004, SACOG's Community Design Program has awarded nearly \$119 million to 123 projects to improve quality of life in their communities and the region.

Other next steps to continue: identify actions that could be taken to reduce remaining barriers to implementing Blueprint principles, develop and implement a benchmarking system, develop a toolbox of best planning and development practices, provide technical assistance to local governments, and update the Blueprint map and growth principles to include new and better information as feasible.

Jobs/Housing Balance

The jobs/housing ratio is often taken as a measure of the “fit” between the number of jobs in an area and the need for housing for the workers in those jobs. It is a simple measure of a very complex relationship. Many factors, including the choice of geography used to measure jobs/housing ratio, affect what the ratio is, and what it can tell us about the fit between jobs and worker housing. Moreover, it is almost cliché to say that you can have a perfect jobs/housing *ratio*, but a lousy *fit* if the type of housing does not match the workers' needs or their ability to pay. All that said, the changes in the jobs/housing ratio over time, and the comparative rates across regions, do tell us something about the economy, the housing market, and potential transportation issues.

The jobs/housing ratio in the SACOG region is still below pre-recession levels.



Source: SACOG, based on Department of Finance (for housing) and Employment Development Department (for jobs)

Looking at jobs/housing ratio for SACOG and other regions in California, some consistent patterns are obvious:

- Most regions experienced comparable trends in total jobs/housing ratio in the pre-recession years, though at different levels.

- Not surprisingly, the MTC region is the outlier, with an unusually high jobs/housing ratio. As we know, many workers in the MTC region live in areas outside the region and commute to the Bay Area for a job.
- The SACOG region had a stable jobs/housing ratio of about 1.1 jobs per dwelling unit in the years 2000 to 2007, but then fell to about 0.94 during the recession due to the large job losses.
- Since the recession, the jobs/housing ratio has increased, reaching just over 1.0 by 2015, but it is still well below the pre-recession “normal” of 1.1 jobs per dwelling.

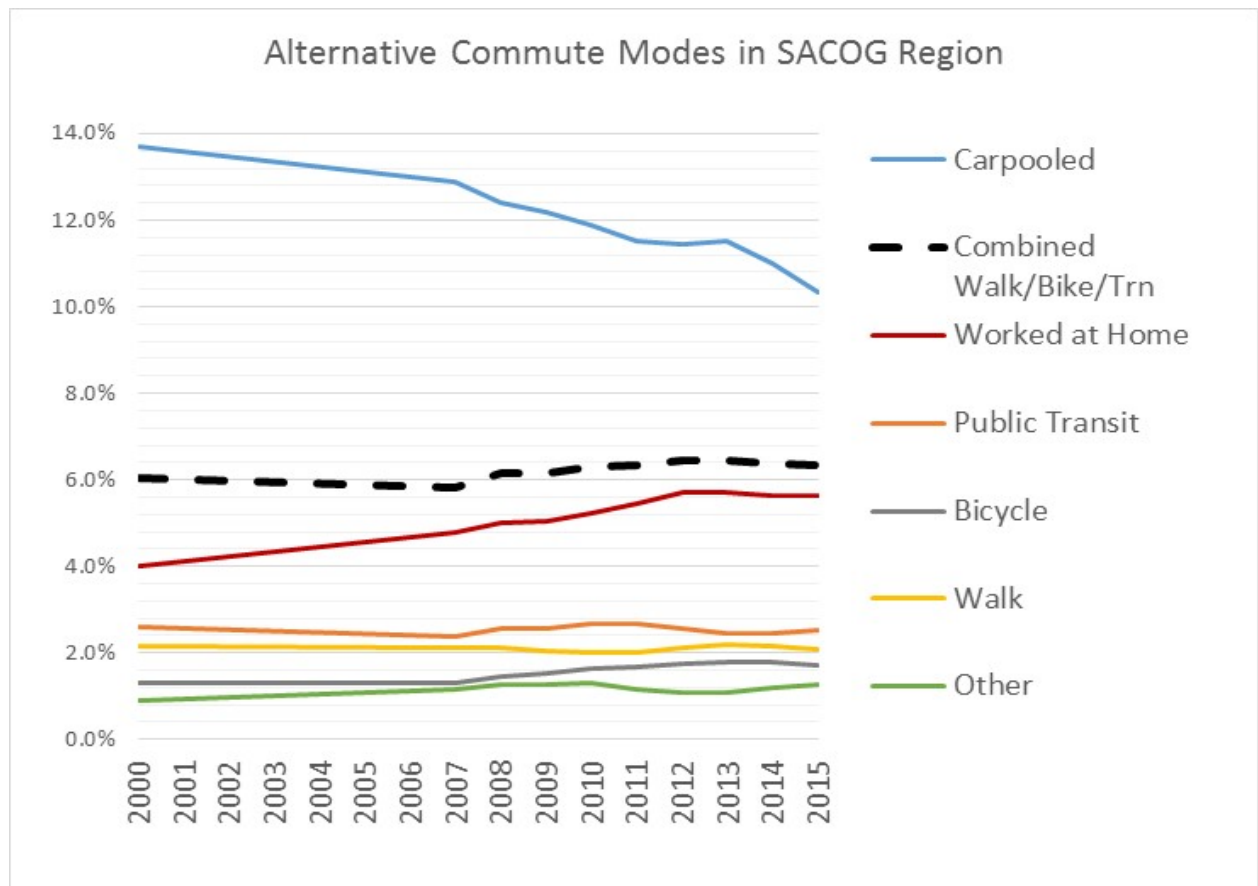
Transportation

The region's progress has been mixed when it comes to transportation and providing more transportation options. More fuel-efficient cars, cheap gas (the average gas price today is the lowest it's been since 2004), and the lack of reliable and convenient public transit choices have likely contributed to more solo commuting and more miles driven. It's likely that the reductions in jobs and income, combined with higher fuel prices during the recession, contributed significantly to the large decline in vehicle miles traveled (VMT) between 2008 and 2012.

Transit service is struggling and the connection between land use and transit is not being fully utilized. That said, the region enjoys above average shares of walking and bicycling commute trips, the increase in "work at home" in the region is positive for reducing hour peak travel demand, and the growth of Transportation Network Companies (TNCs) provides new travel options, as well as opportunities for more shared ride travel.

A decline in carpooling and an increase in work-at-home are the biggest changes in mode choice.

Bike commute share is among the highest in the nation compared to other metropolitan areas.¹



Source: SACOG, based on American Community Survey

Commuters whose primary mode is carpooling have declined significantly since 2000. This trend is longer term; carpooling declined between 1990 and 2000 as well. This trend has been observed elsewhere in the country. The causes of the decline are not fully understood, and are likely driven by many factors. First, employment is becoming less stable and more fluid, which undermines the ability to form carpools. Automobiles also have become more prevalent on average in American households, which reduces the necessity to carpool. Additionally, immigrants carpool at higher rates than the general population but, seem to gravitate away from carpooling the longer they live in the United States.

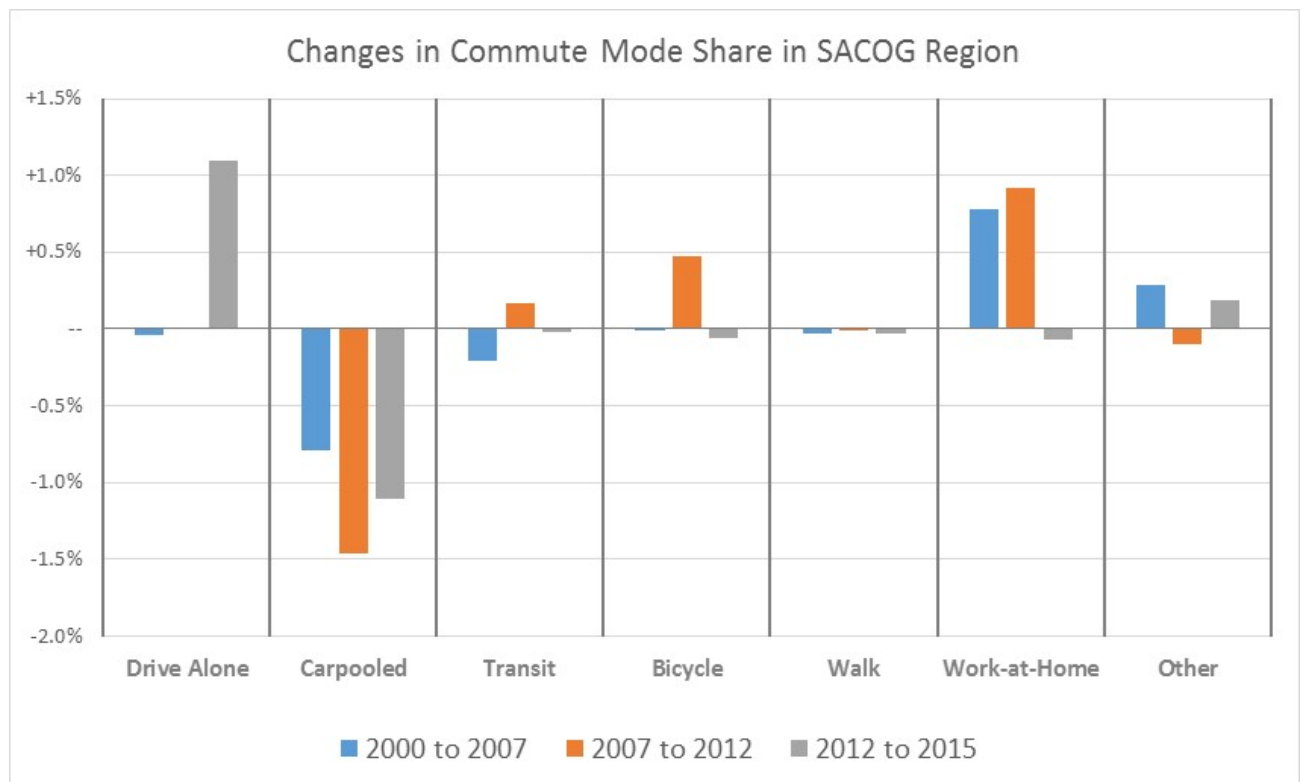
¹ See CityLabs online report. <https://www.citylab.com/transportation/2017/05/mapping-americas-bike-commuters/526923/>

The share of workers who work at home continues to increase, from about 4 percent in 2000 to almost 6 percent in 2015. This trend is related to changes in employment, with more home-based businesses, contract employees, etc. over time.

The share of workers taking public transit has remained stable, ranging from about 2.5 to 2.7 percent. The stability of the public transit share is, in some ways, surprising given trends in deployment of transit service in the region, which is discussed in greater detail below.

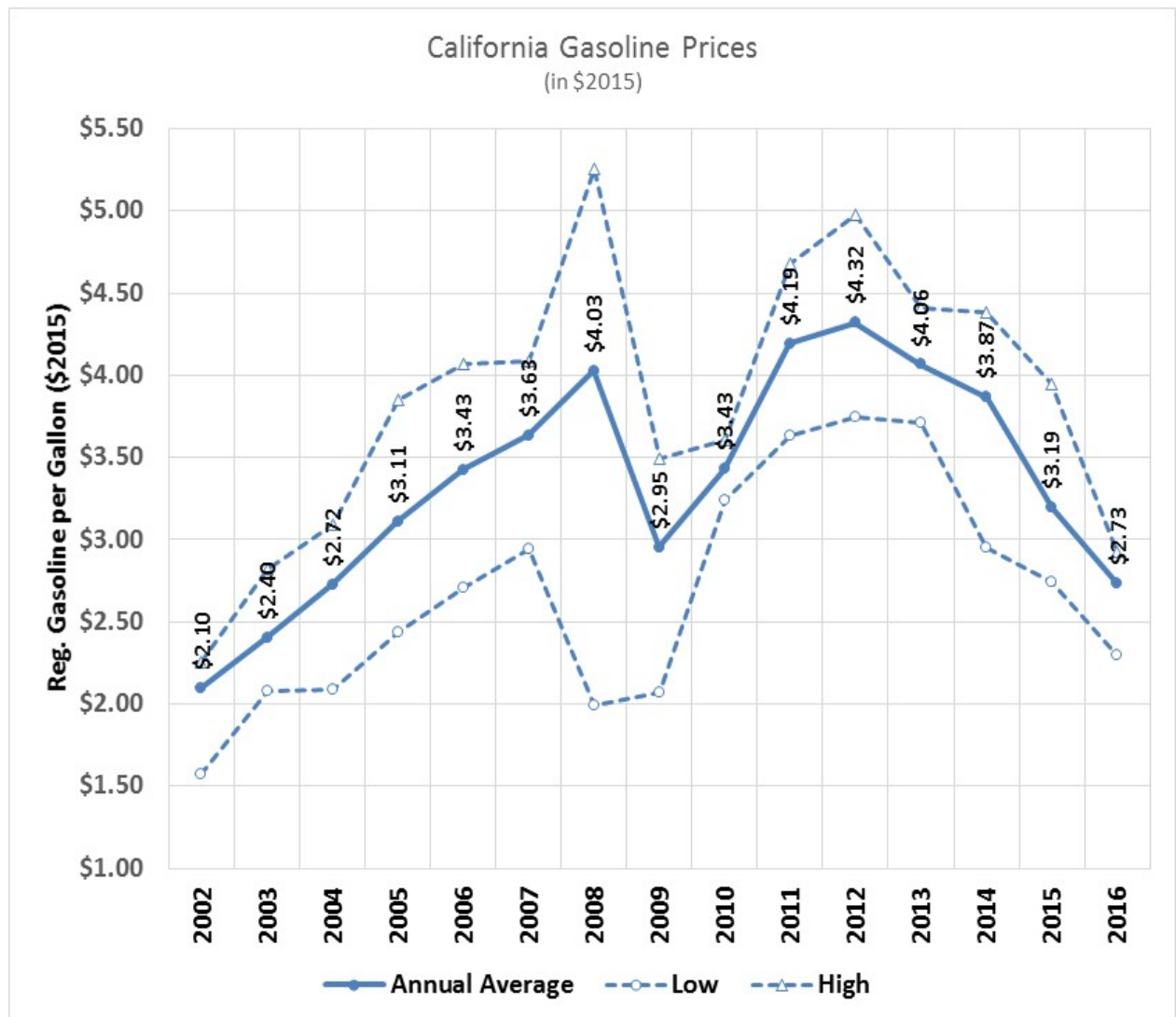
The share of workers bicycling to work increased from about 1.3 percent in 2000 to 1.7 percent in 2015, which puts the Sacramento in the top five metropolitan areas in the nation. A big part of this is geographic and climatic assets (i.e., relatively flat terrain and good weather). Cities and counties around the region have also been building, and continue to build, infrastructure to support increased bicycling and walking. These efforts are guided by bicycle and pedestrian master plans, corridor revitalization plans, and other local initiatives to improve livability and mobility. Many of these improvements are located in centers and corridors, as identified in local revitalization plans and the MTP/SCS. A few examples include: Folsom Blvd in Rancho Cordova; Auburn Blvd in Citrus Heights; West Capitol Avenue in West Sacramento; Freedom Park Drive in Sacramento County; Fifth Street in Davis; the Watt/I-80 interchange in Sacramento County; and the Live Oak Community Trail.

Drive alone mode share has increased recently.



Source: SACOG, based on American Community Survey

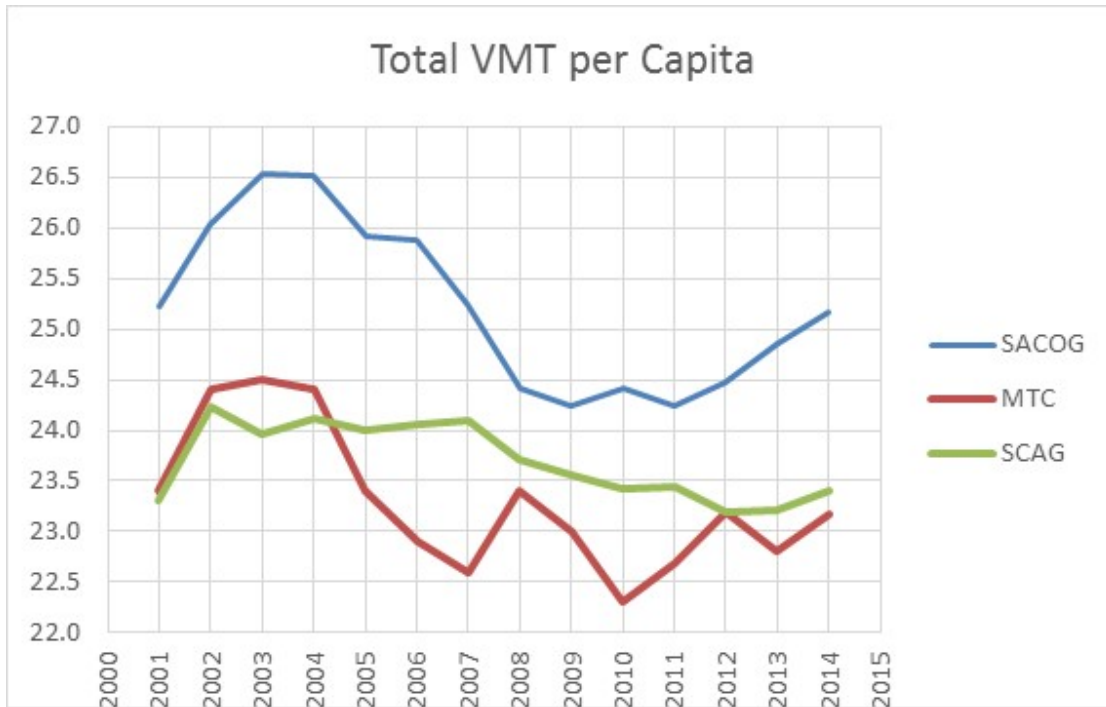
Gasoline is cheaper than it has been since 2004.



Source: SACOG, based on California Energy Commission weekly spot surveys

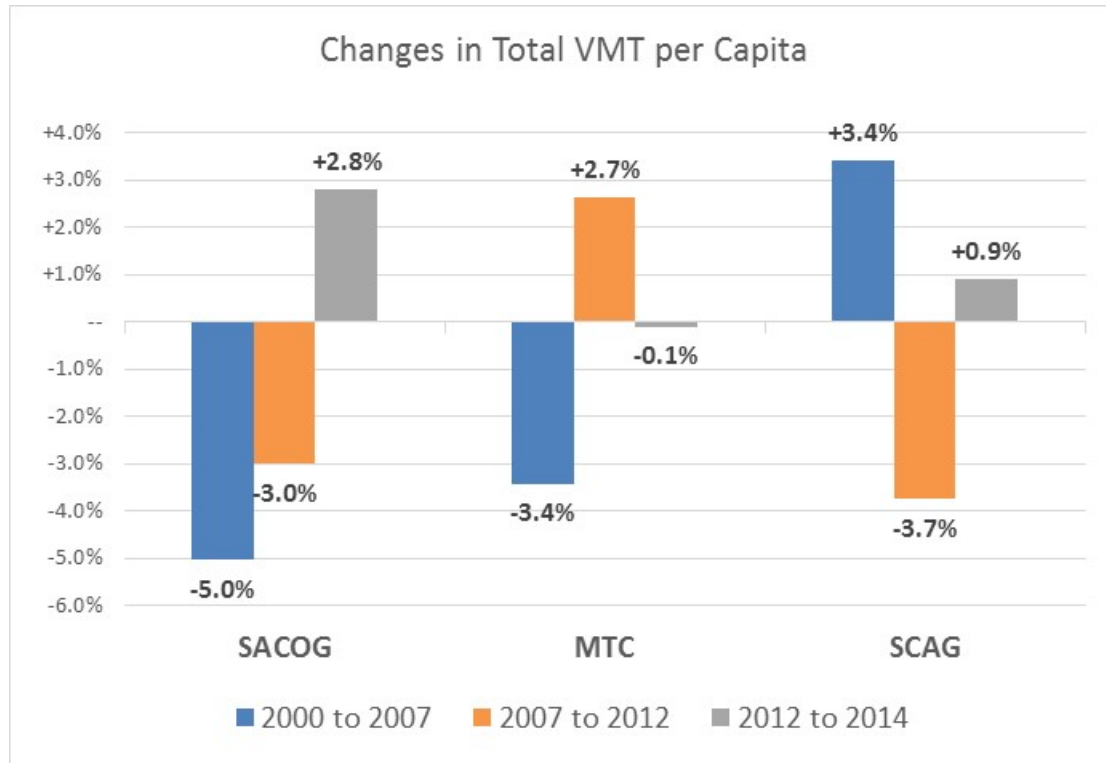
A key factor in travelers' mode choice decisions is cost. Because driving is the dominant mode of travel in our region, the cost of fuel is very important. Adjusted for inflation, gasoline prices in California peaked in 2012 at \$4.32 per gallon. Since 2012, gasoline prices have fallen 37 percent, to \$2.73 per gallon. The average price of gasoline in 2016 is the lowest since 2004.

Vehicle miles traveled (VMT) per capita is increasing as gasoline prices decline and the economy recovers.



Source: SACOG, based on California Public Road Data reports (for VMT) and Department of Finance (for population); MTC and SCAG VMT per capita provided by MPO's in those regions

The recent uptick in VMT per capita is higher in the SACOG region than in Los Angeles or the San Francisco Bay Area.



Source: SACOG, based on California Public Road Data reports (for VMT) and Department of Finance (for population); MTC and SCAG VMT per capita provided by MPO's in those regions

Vehicle miles traveled in the tracking data shown above counts VMT on all roadways within the SACOG region, including: travel by residents of the SACOG region on roadways within the region, but not their travel outside the region; travel by residents from outside the SACOG region, but occurring on roadways within the SACOG region; commercial vehicle and truck travel on roadways within the region; and “through” travel by cars and trucks passing through the region. Therefore, some of the VMT shown is affected by conditions in other regions or in the economy as a whole.

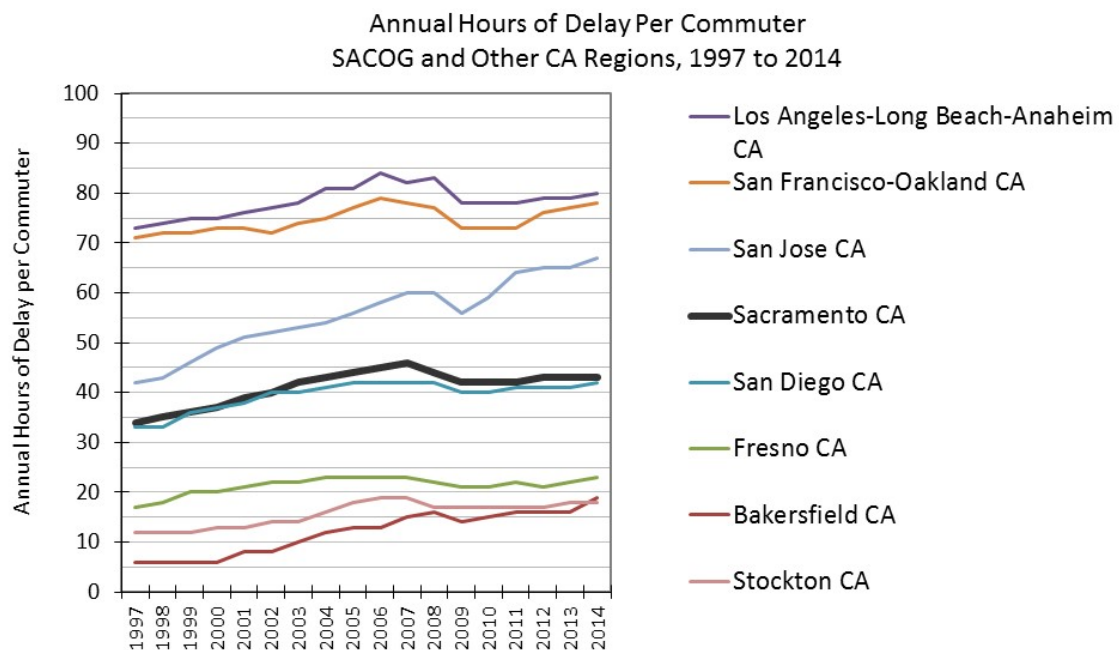
While VMT per capita in the SACOG region has declined significantly since the historic high in 2000, it has increased since the recession. Two of the major factors causing the recent uptick include:

- Decline in fuel prices; and
- Growth in the economy and higher employment levels within the region, which can increase VMT in two ways:
 - Commute trips are the longest trips, on average, made by residents of the region—to the extent that more people go back to work, more of these longer commute trips are made; and

- More people working means more people earning income, and as incomes rise, the demand for activities requiring travel (like shopping or recreational trips) also rises

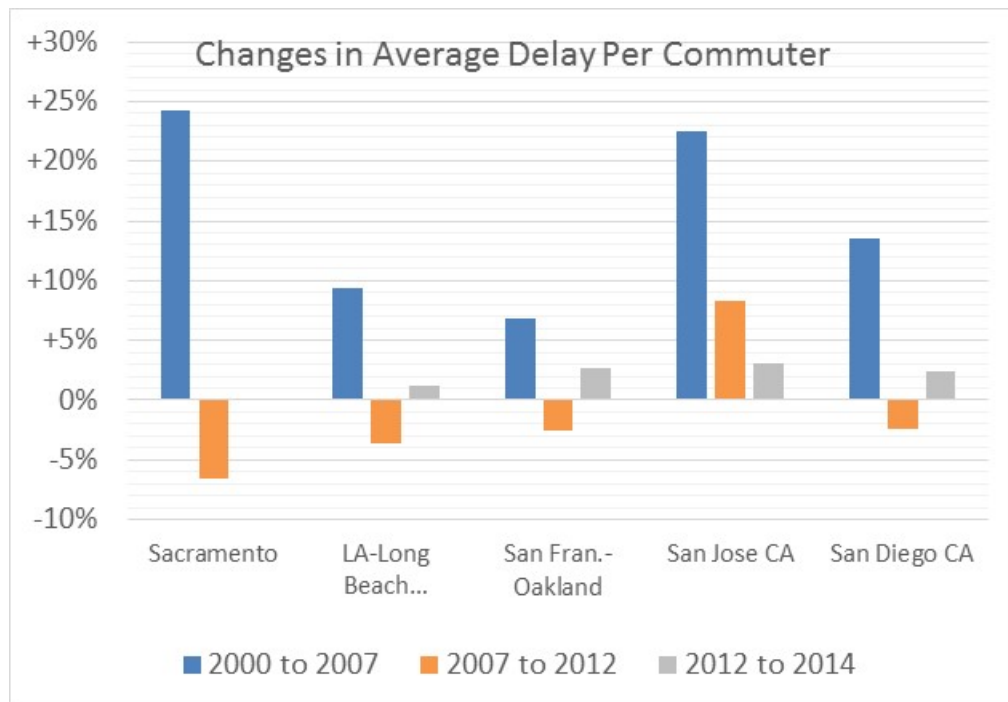
The only potential good news on VMT is that based on the recent trends on cost of gasoline, and on increases in household income, the expected increase in VMT per capita could actually be higher. Based on standard relationships between income, cost of gasoline, and VMT, the 6 percent increase in income and 38 percent decline in gasoline price would result in an increase in VMT of about 7 percent, significantly higher than the observed 2.8 percent increase.

On a per traveler basis, delay is much lower in the Sacramento region than in Los Angeles and San Francisco Bay Area.



Source: SACOG, based on "Urban Mobility Report" data from the Texas Transportation Institute.

After declining in the recession, congestion has started to increase...but not as quickly in the Sacramento region compared to other regions



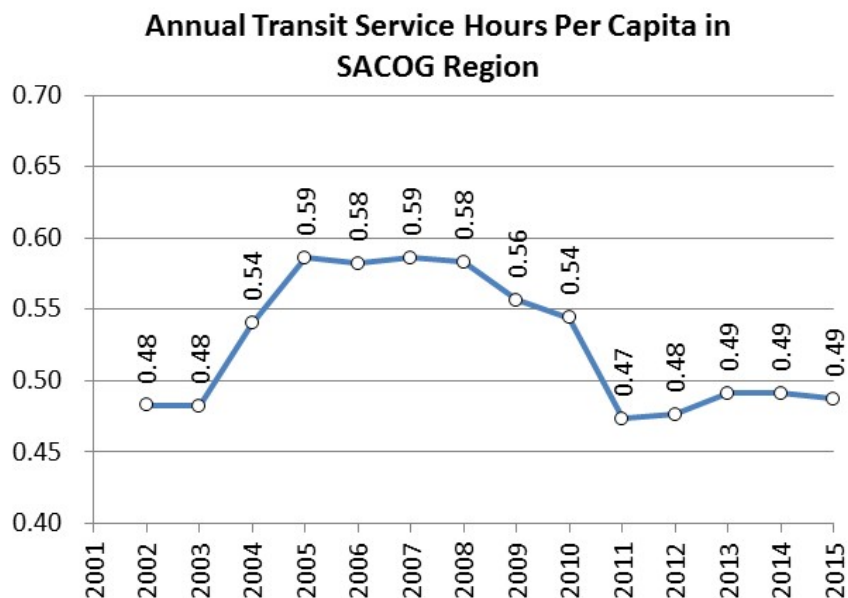
Source: SACOG, based on "Urban Mobility Report" data from the Texas Transportation Institute

Congestion is another key transportation metric. Although spot congestion estimates in specific locations at specific times (e.g., a peak hour level of service and delay estimate for a "pre-project" traffic study) are common, sources of congestion and delay measure which are consistently collected (e.g., on a weekly, monthly or annual basis with a stable, known methodology) and comprehensive geographically (e.g., for the entire region, or for a large, known portion of the region) are rare. Shown below are data from the Texas Transportation Institute (TTI), on average annual delay per commuter for the Sacramento urbanized area, one of the only such measures. TTI measures the amount of delay, defined as the difference in travel time between the actual conditions and "free flow" conditions, per commuter during peak periods. All figures are annual (i.e. for an entire year).

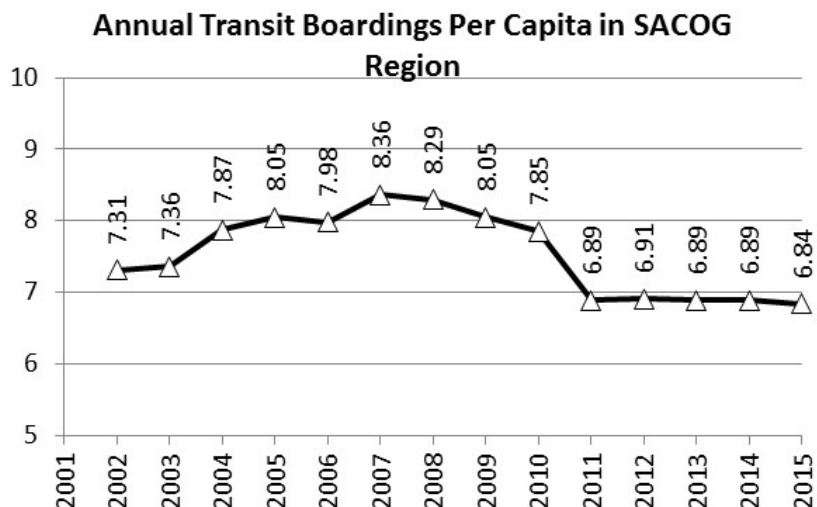
Compared to the San Francisco Bay Area and the Los Angeles area, average delay per commuter in Sacramento is much lower here (43 hours in 2014, compared to nearly 80 for Los Angeles and San Francisco-Oakland and 65 for San Jose). Additionally, while average delay is increasing noticeably in most other regions, in the Sacramento region the increase since the recession has been negligible (going from 42 hours to 43 from 2011 to 2012, and holding at 43 since then). Note that this time series ends in 2014, and based on evaluations of spot data on travel speeds

and on anecdotal reports, congestion and delay has increased since 2014—future releases of these average delay data are likely to show more of an increase in 2015 and 2016.

Transit service and ridership has not yet recovered to pre-recession levels.



Source: SACOG, based on TDA Triennial Audit Reports, National Transit Database, and operator reports (for transit service) and DOF for population



Source: SACOG, based on TDA Triennial Audit Reports, National Transit Database, and operator reports (for transit boardings) and DOF for population

Another factor in understanding the changes in travel within the region is transit service and ridership. For tracking purposes, the service metric is service hours, which are the number of hours transit vehicles are providing revenue service. This metric currently counts only fixed route/fixed schedule service, and not demand responsive service. The ridership metric is passenger boardings. Both are normalized to population and presented as per capita rates.

- Transit service peaked in about 2007, with 0.59 service hours per capita provided. So, for each person residing in the SACOG region, about 0.6 hours of transit service was provided per year.
- Since 2007, the amount of transit service declined until about 2011, when the amount of transit service provided per year dipped to 0.47 hours.

Since 2011, service has increased slightly and held stable at 0.49 hours, about the same as in 2002.

Transit ridership per capita followed a similar pattern, increasing from 2002 to its peak in about 2007, declining since then to 2011, then holding steady at that lower level.

SOURCES

California Department of Finance, Demographic Research Unit (DOF/DRU) - E-5 Population and Housing Estimates for Cities, Counties, and the State 2010-2017; E-8 Historical Population and Housing Estimates for Cities, Counties, and the State 2000-2010;
<http://www.dof.ca.gov/Forecasting/Demographics/Estimates/>

California Employment Development Department, Labor Market Information Division (EDD LMID) - Labor Market Information by California Geographic Areas (Counties and Metropolitan Areas); labor force and unemployment data, industry employment;
<http://www.labormarketinfo.edd.ca.gov/geography/lmi-by-geography.html>

United States Census Bureau accessed via American FactFinder:

<https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

2000 Decennial Census

2010 Decennial Census

American Community Survey 1-year and 5-year Data Products

Census Longitudinal Employer-Household Dynamics - QWI Explorer: Quarterly Workforce Indicators
<https://qwiexplorer.ces.census.gov/static/explore.html#x=0&g=0>

California Department of Transportation, “California Public Road Data” series, for vehicle miles traveled by county. <http://www.dot.ca.gov/hq/tsip/hpms/>

Texas Transportation Institute, “Urban Mobility Report” series, for average delay per commuter estimates by urbanized area. <https://mobility.tamu.edu/ums/>

California Energy Commission, “California Average Weekly Retail Gasoline Price” series, for statewide average gasoline prices.

http://www.energy.ca.gov/almanac/transportation_data/gasoline/retail_gasoline_prices2.html

Sacramento Area Council of Governments, “Housing Permit Parcel Points” for building permit data for the SACOG region. <http://data-sacog.opendata.arcgis.com/datasets?t=infrastructure>

National Transit Database, for transit operator statistics. <https://www.transit.dot.gov/ntd>

Transit Development Act, Triennial Performance Audits, for operator statistics. By operator, where available.

GEOGRAPHIES

California Regions by County (Four largest MPO's within CA and SACOG definition of San Joaquin Valley):

Sacramento Area Council of Governments (**SACOG**): El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba Counties (excludes the Tahoe Basin portion of El Dorado and Placer Counties. This report includes data from the Tahoe Basin portions of El Dorado and Placer Counties as most data sources do not report data separately. www.sacog.org

Metropolitan Transportation Commission (**MTC**): Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma Counties. www.mtc.ca.gov

Southern California Association of Governments (**SCAG**): Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. www.scag.ca.gov

San Diego Association of Governments (**SANDAG**): San Diego County. www.sandag.org

San Joaquin Valley (not a single MPO) : Fresno, Kern, Kings, Madera, Merced, San Joaquin and Stanislaus Counties.

Rest of California: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Monterey, Nevada, Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Tehama, Trinity, Tulare, Tuolumne Counties.