



## Studies in the News

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## **CRIMINAL JUSTICE & LAW ENFORCEMENT**

***Assessing the Impact of Bail on California's Jail Population.* By Sonya Tafoya. Public Policy Institute of California. June 2013.**

**Full Report. 23 p.:** <http://www.ppic.org/main/publication.asp?i=1062>

**Technical Appendix. 16 p.:** [http://www.ppic.org/content/pubs/other/613STR\\_appendix.pdf](http://www.ppic.org/content/pubs/other/613STR_appendix.pdf)

"As California confronts new jail population pressures, reform of the bail system and implementation of bail alternatives have become increasingly attractive. These reforms hold the promise of easing jail overcrowding, lowering county jail costs, providing low-risk indigent or poor arrestees a nonfinancial means of securing pretrial release, and making bail schedules more equitable across counties without unduly compromising public safety."

## ECONOMY

***Achievement in Uncertain Times: The Economic Impact of Ben Franklin Technology Partners [2007-2011].*** Pennsylvania Economy League and KLIOS Consulting. June 2013. 4 p.

[http://benfranklin.org/wp-content/uploads/BFTP.PEL\\_exec-summary\\_Final.pdf](http://benfranklin.org/wp-content/uploads/BFTP.PEL_exec-summary_Final.pdf)

“This report determined the economic impact of the Ben Franklin Technology Partners (BFTP), Pennsylvania’s tech-based economic development program from 2007 to 2011.... In total, the activities of the organizations have resulted in 7,485 new jobs in client firms and an additional 12,715 indirect jobs as a result of these clients’ activities, for a total of 20,200 jobs. The activities of BFTP increased the Gross State Product by \$6.6 billion. The client companies directly returned \$358 million in additional state taxes and a further \$144 million in state taxes was received from related client services. In total, \$502 million in state tax revenue was received, which represents a 3.61 tax return to the state on \$137.7 million in state investments during the five year period.” (*SSTI Weekly Digest*, June 5, 2013).

## EMPLOYMENT

***The Economic Importance of the U.S. Shipbuilding and Repairing Industry.*** Maritime Administration, U.S. Department of Transportation. May 30, 2013. 33 p.

[http://www.marad.dot.gov/documents/MARAD\\_Econ\\_Study\\_Final\\_Report\\_2013.pdf](http://www.marad.dot.gov/documents/MARAD_Econ_Study_Final_Report_2013.pdf)

Private payroll jobs in the domestic shipbuilding and repairing industry grew by roughly 3,000 jobs in the first half of 2012, following three consecutive years of decline. Overall in 2011, the industry directly contributed \$9.8 billion in Gross Domestic Product and over 107,000 private-sector jobs, down roughly 9,000 jobs from the 2008 peak. The California industry accounted for \$778 million in GDP and 8,100 jobs in 2011 (fifth-most in the country), mostly in San Diego’s shipyards. Including the “indirect” economic activity of businesses in the shipyards’ supply chain and “induced” activities stemming from the private expenditures of shipyard employees and executives, the industry was associated with \$36 billion in GDP and 402,000 jobs nationally that year, based on economic modeling and federal statistics. California’s total associated employment of 37,140 jobs and \$3.7 billion in GDP were the second highest in the country after Virginia.

***Survey Findings: State and Local Government Workforce 2013 Trends.*** Center for State and Local Government Excellence. May 2013. 6 p.

[http://slge.org/wp-content/uploads/2013/05/Workforce-Trends-2013\\_13-3541.pdf](http://slge.org/wp-content/uploads/2013/05/Workforce-Trends-2013_13-3541.pdf)

“The picture is brightening for the state and local government workforce, although 33% still report pay freezes and 18% report layoffs. That compares with 51% reporting pay freezes in 2012 and 28% reporting layoffs.... Twenty-seven percent report that hiring freezes are in place compared with 42% in 2012. Fifty-six percent modified health benefits. Seventy-four percent rated staff development the most important workforce issue in 2013, followed by employee morale (70%), and managing workloads (68%). The pace of retirements is high, with 22% reporting that employees have accelerated their retirement date.” The Center for State and Local Government Excellence conducted the survey among members of the International Public Management Association for Human Resources (ipma-hr.org); 323 participated in the survey.

## ENERGY

***California's Energy Future – The Potential for Biofuels.*** By Heather Youngs, et al. California Council on Science and Technology. May 2013. 62 p.  
<http://www.ccst.us/publications/2013/2013biofuels.pdf>

“California has a policy goal of reducing greenhouse gas emissions (GHG’s) to levels 80% below 1990 emissions (90% below 2005 emissions) by 2050. Transportation emissions currently account for 40% of California’s GHG emissions. The focus of this report is an assessment of the potential for biomass-based fuels to contribute to the energy needs of California, particularly for transportation, in 2050 while attaining the current policy goals for GHG emissions.... Next-generation biofuels can reduce greenhouse gas emissions of transportation to meet the target GHG reduction goal but deep replacement of fossil fuels ... and reduction in demand is required.”

## GENERAL GOVERNMENT

***Dollar for Dollar: California's Enterprise Zone Program Falls Short.*** By Kristin Schumacher. California Budget Project. June 2013. 10 p.  
[http://www.cbp.org/pdfs/2013/130606\\_Enterprise\\_Zones.pdf](http://www.cbp.org/pdfs/2013/130606_Enterprise_Zones.pdf)

The cost of tax credits and deductions in California’s Enterprise Zone (EZ) program have increased by 34% per year since the program began in 1986. The EZ program mainly benefits large corporations (with assets greater than \$1 billion) and has done little to promote job growth. Recent reform proposals to strengthen hiring credit requirements and reassess EZs more carefully in determining their level of economic distress may be ways to address program flaws.

## HEALTH

***Listening to Mothers III: Pregnancy and Birth.*** By Eugene R. Declercq, et al. Childbirth Connection. June 5, 2013. 94 p.  
<http://www.childbirthconnection.org/article.asp?ck=10450>

In this survey, the third in a series, U.S. women were asked to describe their pregnancy and childbirth experiences. Women who were interviewed in 2005 about their pregnancy and childbirth experiences were asked follow-up questions about postpartum choices. “The *Listening to Mothers* survey questionnaires are valuable tools that can be applied to other populations – to understand, for example, maternity experiences at the state level, within a health plan, among women using a particular hospital, or at the national level in another country.”

## HOUSING

***The State of the Nation's Housing, 2013.*** By Barbara Alexander, et al. Joint Center for Housing Studies of Harvard University. June 2013. 44 p.  
<http://www.jchs.harvard.edu/sites/jchs.harvard.edu/files/son2013.pdf>

Rising home prices and home equity levels as well as a growing rental market, point to a rebound in the housing market. However, not everyone is benefiting in this recovery. Homeownership rates have decreased - particularly among African Americans and Hispanics, to 5.8% and 3.3%, respectively. Meanwhile, the number of renters who are severely cost-burdened (paying more than 50% of income on housing) has risen dramatically - increasing by 2.5 million from 2007 to 2011.

## HUMAN SERVICES

***Temporary Assistance for Needy Families: Potential Options to Improve Performance and Oversight.*** Government Accountability Office. GAO-13-431. May 14, 2013. 39 p.

<http://www.gao.gov/assets/660/654614.pdf>

“Temporary Assistance for Needy Families’ (TANF) role in providing cash assistance has evolved; fewer eligible families receive cash assistance and the composition of the caseload has changed. GAO noted in 2010 that 87% of the dramatic decline from 1995 through 2005 in the number of families receiving cash assistance was due [to] a decline in eligible families participating in TANF, rather than increased incomes. Changes to state TANF programs, such as mandatory work requirements and lower benefits, account in part for this decline.”

## TOOLS OF THE TRADE

***Federal Aid as a Percentage of State General Revenue.*** By Richard Borean. Tax Foundation. June 18, 2013.

<http://taxfoundation.org/blog/monday-map-federal-aid-percentage-state-general-revenue>

This map “illustrates what percentage of a state’s general revenue is made up of federal aid. Mississippi relies more heavily on federal assistance than other states, with 49% of its total general revenue coming from federal aid. Close behind are Louisiana at 46.5% and Arizona at 45.7%. On the other end of the spectrum, Alaska relies on federal aid for only 24% of its general revenue, followed closely by Delaware at 25.9% and North Dakota at 26%.” California ranks 37<sup>th</sup> with 32% of total revenue coming from federal aid.

## TRANSPORTATION & INFRASTRUCTURE

***20th Annual Report on the Performance of State Highway Systems.*** By David T. Hartgen, et al. Reason Foundation. Policy Study 406. July 2013. 74 p.

[http://reason.org/files/20th\\_annual\\_highway\\_report.pdf](http://reason.org/files/20th_annual_highway_report.pdf)

Tracking data reported to federal agencies on state highway systems between 1984 and 2009, this study concludes that “[t]he system’s overall condition improved dramatically from 2008 to 2009. Six of the seven key indicators of system condition showed improvement, including large gains in rural interstate and urban interstate condition, and a reduction in the fatality rate.” California rated second-worst in both rural and urban interstate conditions and worst in urban interstate congestion, despite strong improvement in both areas from 2008 to 2009. Conversely, California ranked better than the national average in deficient bridges and in road fatality rates.

### **About *Studies in the News***

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