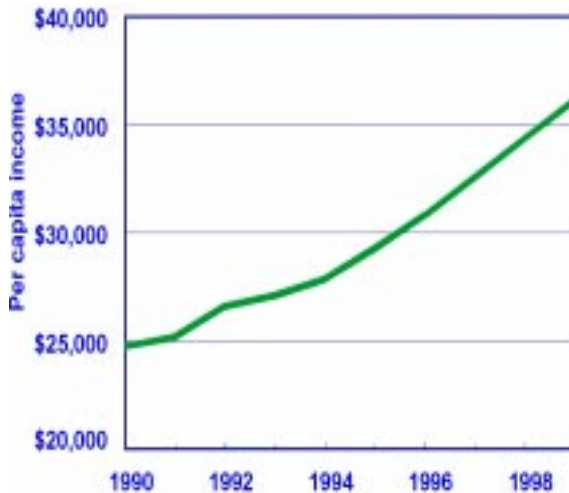


INDICATOR

20

Home Prices vs. Income

The relationship between per capita income and average home sale price: Income increasing faster than home prices



Importance

Home ownership helps build financial equity for New Jerseyans and establishes us as long-term stakeholders in our communities. It also builds pride in the places where we live and gives children and families a stable place to grow. Since 1990, income has risen significantly faster than home prices. This suggests that more of us are able to buy a home.

Economic

One of the biggest economic goals of many New Jerseyans is to own a home. For most people, their home will be their largest investment. We store our savings in our homes as

“equity.” We also store our most valuable assets at home – our safety, our families, our peace of mind. The availability of desirable housing for employees is a major consideration for businesses deciding where to locate.

Environmental

How and where we build our homes may be the single most important factor in how much we impact our environment. Depending on where and how they are built, homes use different amounts of land and energy and generate different amounts of traffic and pollution. The most valuable homes are often those with tree-lined streets, near

pristine environments and parks. Conversely, those near waste dumps, polluted rivers, or environmentally damaged sites are worth the least.

Social

Homes give people a reason to care. Homeowners tend to take a long-term interest in community issues such as promoting education and fighting crime. Desirable homes help shape close communities where children play safely, where parents can visit each other in nearby parks, and where housing values rise along with the well-being of the community.

Things to think about

- Although average income is rising, income inequality, or the gap between the rich and poor, appears to be widening in the state. We also don't know if housing inequality is widening.
- Homebuilding technology exists to significantly reduce environmental impacts of, for example, energy use. Despite the fact that this technology has proven to save homeowners substantial amounts of money in the long term (the duration of a mortgage, for instance), it has not been widely incorporated into the housing market.

Knowledge gaps

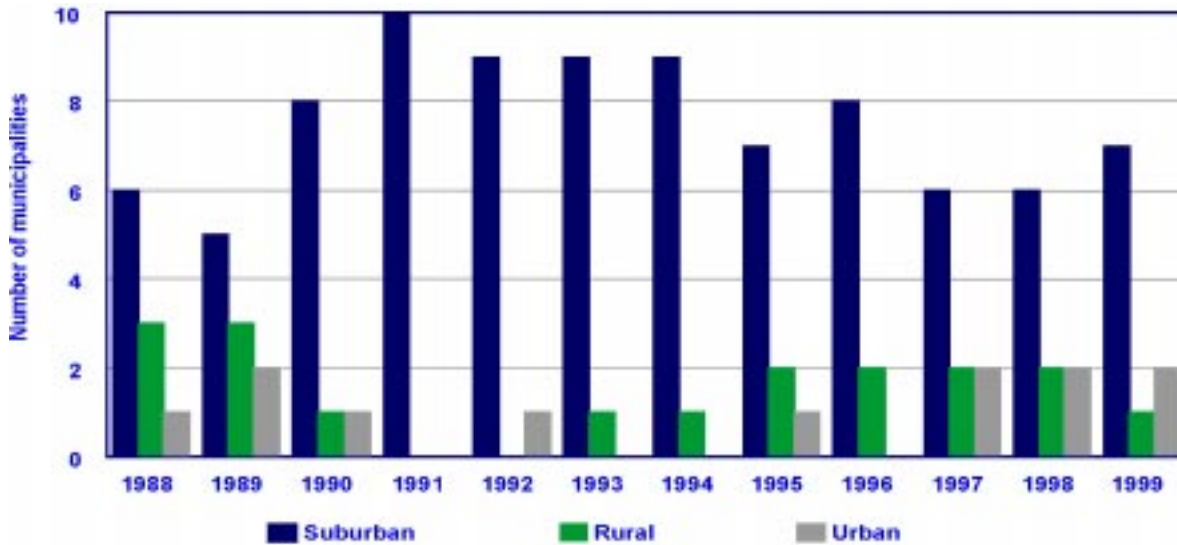
Although homes are more affordable, the data do not tell us the locations of the homes involved. Therefore, we don't know if the overall quality of homes is improving as affordability improves. For example, we cannot tell how safe the homes are, the quality of the school districts that serve them, the levels of racial segregation in the regions where they are located, their environmental impact, or how close the homes are to neighbors, key services, public transportation, and jobs. The data also do not reflect regional variations in home prices and income.

Note: See the Technical Appendix for information on the use of different data sources and a change in the description of this indicator since the 1999 Sustainable State Project Report.

DATA SOURCES: US DEPARTMENT OF COMMERCE, BUREAU OF ECONOMIC ANALYSIS, US BUREAU OF THE CENSUS, NJ DEPARTMENT OF LABOR, AND REGIONAL FINANCIAL ASSOCIATES

Housing Choice

The 10 fastest-growing residential areas in New Jersey according to their location in urban, suburban, or rural settings: Little change



Importance

Although housing choice has improved slightly in recent years, the vast majority of our new housing continues to be built in suburbs. This trend contributes to the overall problem of limited options for homebuyers who wish to purchase high quality housing in non-suburban areas. Some years, urban places don't even show up in this "top 10" indicator. This historical trend has changed our state from one of close-knit towns to one of dispersed sprawling places without centers. It has multiplied the number of cars that we drive, caused the paving of large expanses of farmland and forest, aided in the stagnation and decay of our cities, increased the

pollution we emit and the energy we use, changed our relationships with our neighbors, and generally restructured our society.

Economic

We once lived near the factories and farms where we worked, as well as the shopping we needed. Today, we commute long distances through congested traffic. This requires expanded investments in road construction, maintenance, cars, and transit. The AAA estimates it costs us 46 cents for every mile we drive. Rutgers University found that building in and around existing communities would save New Jersey taxpayers \$400 million annually by not having to service sprawl.

Environmental

Sprawling suburbs put concrete over large areas of land, destroy habitat for wildlife, and change water systems. Living in the suburbs increases our reliance on the automobile, which is a major source of greenhouse gases and other air pollution. Our choice to live mostly in the suburbs converts forests, wetlands, and many diverse ecosystems into fairly uniform housing developments.

Social

Suburban developments, when done incorrectly, leave little opportunity for walking and talking with neighbors and developing the community so many of us seek.

Things to think about

- Many of us spend our vacations traveling to places that have quaint towns or densely packed cities because we like the character and lifestyle of such places. Yet we have moved New Jersey in the opposite direction during the past 50 years.
- Many people now say that most parts of our state, and even our country, have started to look the same. The trend toward the type of suburbs that are being built is a major source of this uniformity.

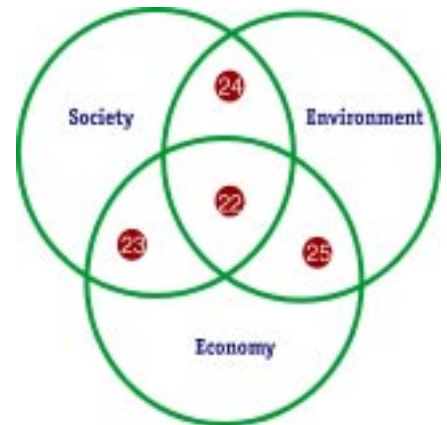
Knowledge gaps

This indicator only analyzes the 10 fastest-growing towns and so is not a full description of land use and housing trends in New Jersey. It also does not tell us about such issues as how many people live in each unit or how many people live in apartments, condominiums or houses. An analysis that covers all towns in New Jersey is desirable.

Healthy People

GOAL: The highest opportunity for all New Jerseyans to be healthy, with equal access to high-quality health care and minimized exposure to health risks.

New Jersey could credibly be called the health-knowledge capital of the world. We are home to some of the world's largest healthcare and pharmaceutical companies. Health service is one of our largest private-sector employers, providing more than 300,000 jobs. Some of the foremost health research in the world takes place here. At the same time, New Jersey has a variety of environmental problems - including smog, radon, and contaminated sites - that may potentially affect our health. For example, according to a recent Environmental Defense study, New Jersey has the eighth worst smog in the country.



What we know

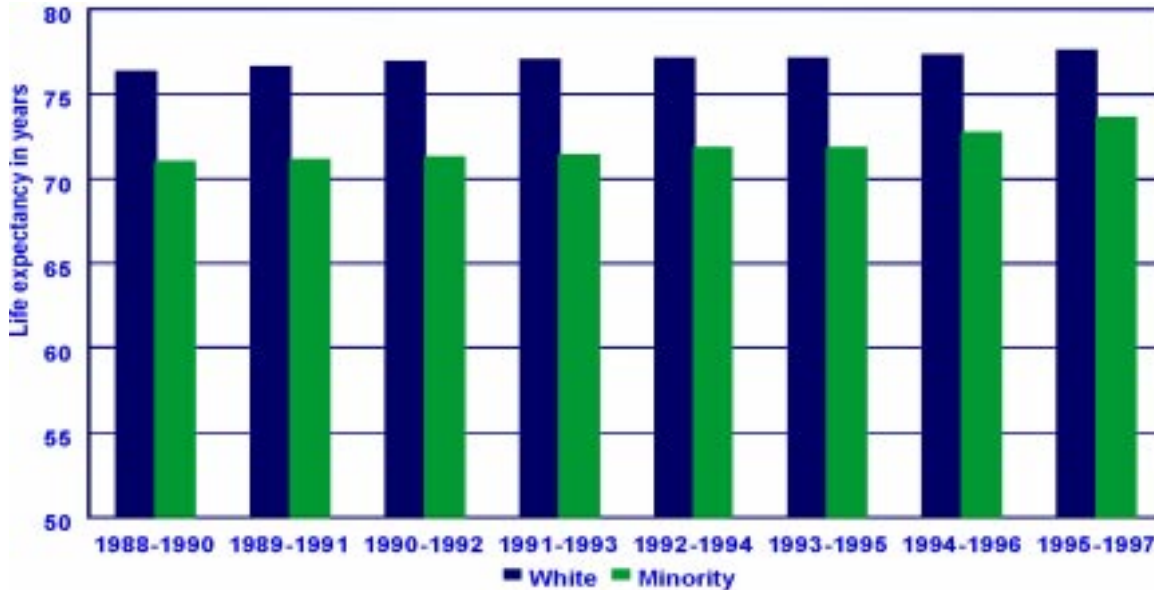
22 Life expectancy increasing	page 41
23 Decreasing rate of occurrence of infectious diseases	page 42
24 Decreasing number of hospitalizations for asthma	page 43
25 Little recent change in workplace fatalities	page 44

What we don't know

- How large a role environmental contaminants play in the cause of illness.
- How well our health care system is meeting the needs of New Jersey.
- Whether people who are living longer continue to enjoy a high quality of life.

Life Expectancy

Average expected number of years of life for New Jerseyans: Increasing



Importance

Life expectancy is an important measure in its own right and can be a proxy measure for many other issues such as healthcare, wealth, opportunities, and education. Inequities in life expectancy signal inequities through this range of other issues. In New Jersey, those of us from some races live longer than those from others - a remarkable inequity in its own right and one that also indicates many other imbalances. Even with inequities, life expectancy has been increasing for everyone.

Economic

As we live longer, we are able to prolong our contributions to

society and lead more active lives. We are able to earn more money. In fact, senior citizens are among the wealthiest of us. Our increased life span comes at a price. The medical care prolonging our lives is costly.

Environmental

Some of us remember the “dust bowl” of the Great Depression. Even more of us can mourn the loss of natural places and wild animals known in our childhood. Longer life spans offer the opportunity to apply the environmental lessons of our past. It also means that each of us imposes a larger burden on the planet, which increases our

individual responsibility for making environmentally sound decisions.

Social

Lost years of life are perhaps the largest social loss. When family and loved ones are gone, we lose the knowledge and culture they held. When these losses are suffered disproportionately by some races, they help to perpetuate other inequities between races and weaken our whole social fabric.

Things to think about

Up until the 1830s, even in wealthy industrial countries, people died on average by the age of 40. Today, we in New Jersey live some of the longest lives in the world.

TARGETS

(from Healthy New Jersey 2010)

By 2010, increase life expectancy at birth, in years, to:

White	81.0	Current level: 77.6
Black	76.5	Current level: 69.5

Data for other minorities are not available.

Knowledge gaps

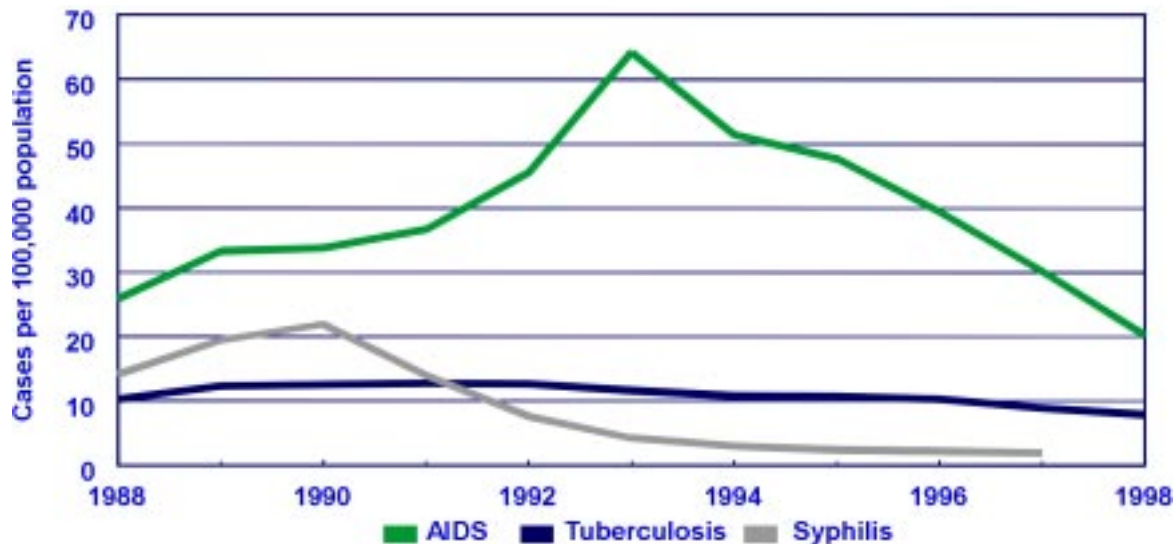
Even though we live longer, some of us are uncomfortable, or in pain, during our later years. This indicator does not address the quality of life that we enjoy at older ages.

Infectious Diseases

INDICATOR
23

Infectious Diseases

The rate of occurrence of newly reported cases of tuberculosis, AIDS, and syphilis in New Jersey: Decreasing



Importance

Tuberculosis (TB) remains a significant public health problem in New Jersey. At the same time, many of the infectious diseases that we face in New Jersey are preventable. Prompt identification, effective treatment, and reducing the risk of transmission are the keys to controlling infectious diseases and the hallmarks of an effective health care system. In general, we can reduce the rates of sexually transmitted disease and most other infectious diseases through better education about sex and better access to basic health care.

Economic

These illnesses are expensive in every way. They cost our health care budgets directly. They also lead to lost earnings and lowered productivity. They burden our social and familial relationships that are the building blocks of our economy.

Environmental

Environmental and health indicators often move in tandem. Healthy people create successful societies that continually improve

social, environmental, and economic indicators. In other places, though, high rates of disease and other problems build vicious cycles that worsen a range of indicators, from environment to health.

Social

The illness rates as shown by this indicator are also indicative of a number of other diseases and health-related issues. The likelihood of getting any one of these illnesses is related to education and socioeconomic status.

Things to think about

- From 1986 through 1998, the active TB case rate among the minority population was much greater than that for the white population.
- The most effective and inexpensive way to fight sexually transmitted diseases such as chlamydia, gonorrhea, and HIV is not through treatment after exposure, but rather through education and prevention.
- Chlamydia cases have been rising dramatically in New Jersey: from 1,716 cases in 1991 to 11,683 in 1998.

TARGETS

(from *Healthy New Jersey 2010*):

- * By 2010, reduce the incidence of AIDS per 100,000 population to 14.6.
Current level: 20.2
- * By 2010, reduce the tuberculosis incidence rate per 100,000 population to 2.4.
Current level: 7.9
- * By 2010, reduce the incidence of primary and secondary syphilis per 100,000 population to 0.5.
Current level: 1.9

Knowledge gaps

We need data for other infectious diseases as well. It would also be useful to have measures that illuminate the differences in harm caused by various diseases, so as to distinguish, for example, between deadly diseases such as HIV and less deadly ones such as chlamydia. It is also necessary to have consistently collected data on the underlying social, economic, and environmental conditions that promote the spread of all infectious disease.

Note: See the Technical Appendix for the use of a different data source for AIDS than the source used in the 1999 Sustainable State Project Report.

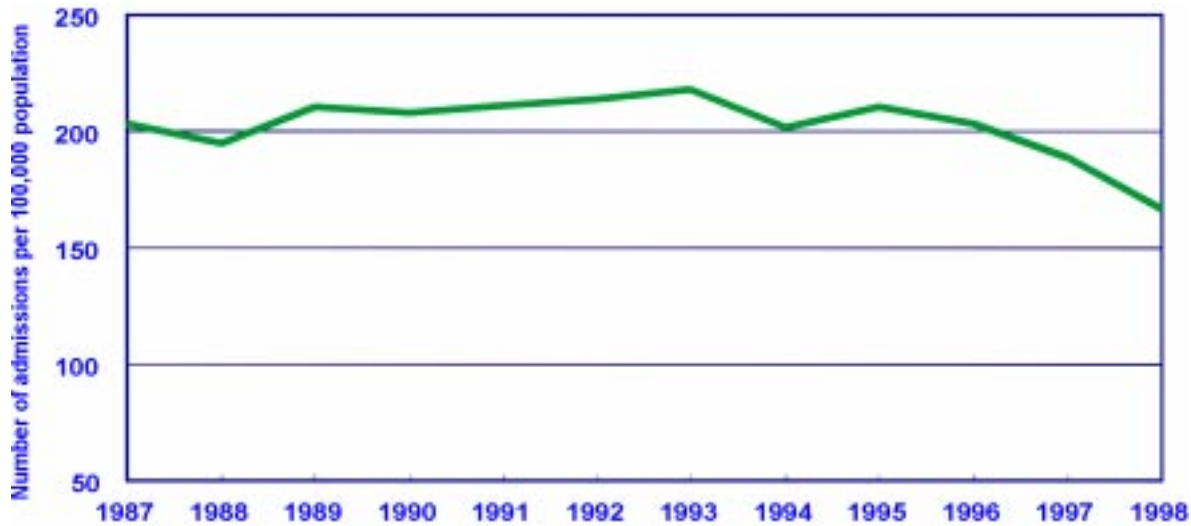
INDICATOR

24

Asthma

Number of reported hospital admissions for asthma per 100,000 people: Decreasing

Asthma



Importance

Asthma is believed to be caused in part by poor air quality. Moreover, asthma is an indicator of environmental conditions that can cause a host of other serious respiratory ailments. It is a leading indicator of health care costs and reduced economic productivity as well as of human suffering.

Economic

Elevated asthma rates increase health care costs. When their symptoms become severe, asthmatics are also sometimes

unable to work, and so part of their productivity is lost as well.

Environmental

The amount of suffering from asthma is a proxy measurement for local air quality conditions, and those conditions can trigger other respiratory ailments. Air quality is an interesting indicator because it is caused by many environmental problems such as automobile emissions, electricity generation, open space destruction, and pollution from manufacturing. These connections tie

public health to related issues such as environmental quality, vehicle miles traveled, ridership of mass transit, and economic productivity.

Social

The simple ability to go out and play, or walk around and be neighborly, is a pillar of our civil lives. But asthma keeps some of us inside, especially on hot summer days when air quality is poor.

Things to think about

- Asthma is the leading cause of school days missed due to illness.
- With good medical management, many asthma attacks can be prevented and should not require hospitalization.
- Asthma afflicts our children, racial and ethnic minorities, the elderly, and those of us who already have other respiratory illnesses more than other New Jerseyans.

TARGET

(from *Healthy New Jersey 2010*):

By 2010, reduce the annual asthma hospital admission rate per 100,000 population to 150.0
Current level: 166.6

Knowledge gaps

We do not fully understand the triggers of asthma. To combat the disease it is essential to know the interactions between the host of potential causes. In 1996, asthma was the tenth most common diagnosis nationally in hospital emergency rooms. We are not yet able to track emergency room visits in New Jersey, but it is probable that asthma is one of the most frequent diagnoses. Hospitalizations are only a proxy for asthma incidents. Asthma incidents may vary, yet not be fully reflected in the number of hospital visits.

Note: In the 1999 Sustainable State Project Report, the chart was labeled "Asthma" but included admissions due to both asthma and bronchitis. This report includes only asthma.

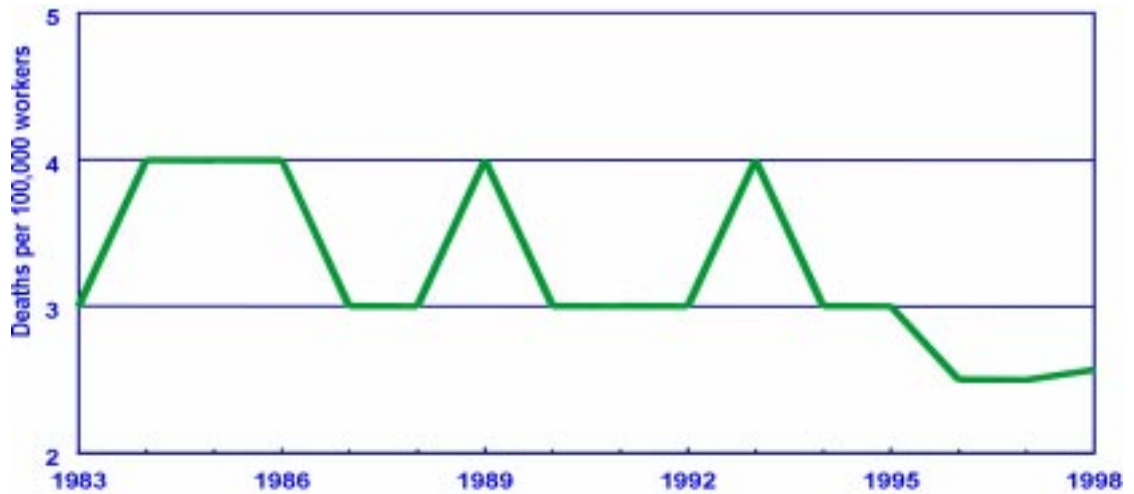
DATA SOURCE: NJ DEPARTMENT OF HEALTH & SENIOR SERVICES

INDICATOR

25

Workplace Fatalities

Job fatalities per 100,000 workers: Little recent change



Importance

One measure of a successful economy is its ability to care for its workers. Since the beginning of the industrial revolution, we have fought for and won significant rights for workers, including the right to a safe working environment. As a result, we have seen the rate of worker injuries and deaths drop significantly in the past 150 years. Accidents cannot be eliminated entirely but many current causes of occupational injury and illness are avoidable. Lead is but one example of a contaminant that causes illness through occupational exposure.

Economic

Occupational injuries destroy careers and undercut family livelihoods. They also raise the rates that we pay for insurance, the cost of doing business, and the cost we pay for products and services. Some jobs are undesirable to workers because of the risk of injury.

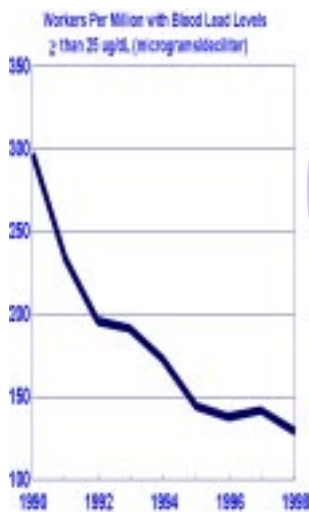
Environmental

Environmental issues are generally not associated with workplace fatalities. However, environmental contaminants are among the causes of occupational harm. The contaminants list is

long and includes many chemicals unknown to most of us. We can also infer that a company that does not care for its workers does not care for the environment.

Social

The devastating social effects of injuries have been dramatized successfully in movies and novels. The language of public policy and economics does not capture the emotional loss and the harm to families, communities, and incomes that comes when one of a household's breadwinners is hurt or killed.



TARGET

For Lead Toxicity
(from *Healthy New Jersey 2010*):

By 2010, reduce the number of workers per million* with occupational lead exposure causing blood lead level concentrations equal to or greater than 25 ug/dL of whole blood to 70. Current level: 129

*See the Technical Appendix for an explanation of the change from total workers in the chart used in the 1999 Sustainable State Report to a rate per million used this year.

Things to think about

- In most types of work in New Jersey, it is safer to do the job than to drive to that job.
- Early in America's industrial revolution, child exploitation, 18-hour workdays, low pay, and hazardous conditions were common. We have come a long way.
- Although job-related injuries have declined as our economy has shifted from manufacturing to services, there has been increased recognition of such disabilities as carpal tunnel syndrome in "white collar" occupations.
- Although we have improved conditions for our workers, many of the products we buy are imported from countries that have lower safety and environmental standards.

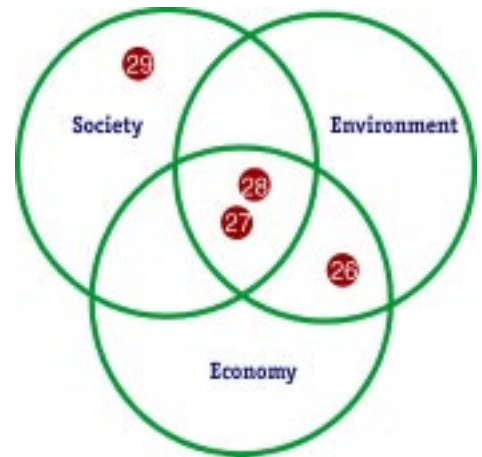
Knowledge gaps

Lead poisonings and fatalities are only two of the various hazards that a worker can be exposed to on the job. Better indicators, which integrate worker health and safety statistics, are needed.

Efficient Transportation and Land Use

GOAL: A choice of efficient, convenient, safe and affordable transportation and land use options, providing access to jobs, shopping, recreational centers, schools, airports, and rail centers.

New Jersey is a state of transportation “firsts”: the first stagecoach, the first balloon flight, the first airport, the first steam locomotive. But despite this promising “multi-modal” start, mobility in our state depends on cars and highways. The number of miles we drive in a year has risen steadily, as has the amount of time we spend sitting in cars. The amount of land we pave for roads and subdivisions has risen correspondingly, as has the congestion we endure. Our pattern, to build new homes rather than renovate existing towns, perpetuates our car culture. When we require services or recreation, most of us have little choice but to drive. The lack of choice in transportation and land use is likely to be an increasing problem as the population ages and becomes less able to live in auto-dependent locations.



What we know

26	Need for road and bridge repairs increasing	page 46
27	Vehicle miles traveled increasing	page 47
28	Workplace transportation options increasingly auto-dependent	page 48
29	Traffic fatalities decreasing	page 49

What we don't know

- The lifestyle and public health costs of our increased auto-dependency, including time spent in traffic instead of walking, biking, or exercising.
- The full environmental impacts of auto-dependency, in areas such as wildlife habitat loss, air and water quality degradation, and global warming.
- How many of us have transportation options aside from driving for doing the things that we want to do, including eating, shopping, and socializing.

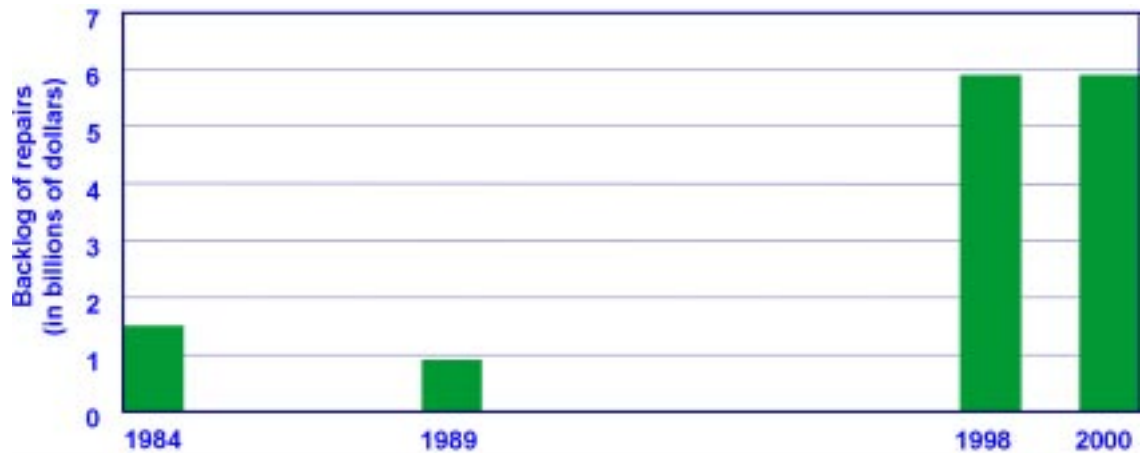
Road & Bridge Repairs

INDICATOR

26

Need for Road and Bridge Repairs

The accumulated cost of repair work necessary to bring New Jersey's roads and bridges up to standard: Increasing



Importance

Our daily lives take place within New Jersey's vast transportation infrastructure. Without proper maintenance, our options and opportunities - economic and social - will deteriorate along with our roads, bridges, railways, and ports. The backlog of repairs on our existing bridges and roads stands at an all-time high. Our transportation resources have become strained through building costly and inefficient new infrastructure to accommodate sprawl-type development in more rural areas, rather than using them for upkeep of infrastructure in older suburbs, towns, and cities.

Economic

An efficient and dependable transport system is a basic and necessary ingredient for any kind of economic success. Transportation is especially important to our economy, as New Jersey is an international shipping and transportation hub for cars, trucks, ships, airplanes, and trains. Maintenance costs are simply part of the price of doing business. However, as with all business expenses, we can be dragged down by the cost if our transportation and land use systems are not planned and do not operate efficiently. New Jersey has a special economic burden as a corridor state with much "pass through" traffic that doesn't contribute much to our economy.

Environmental

The environmental impact of a deficit in infrastructure repair depends on the reasons for the deficit and the actions New Jerseyans take in response. When the repair backlog exists because new roads and bridges are being built at the expense of the old, there are environmental consequences. Development will move to the new roads, create new demand in new areas, trigger the need for more roads, and speed the pace of paving New Jersey's remaining farms and forests.

Social

Some of our most pressing social problems - urban decay and poverty - may be caused in part by a declining infrastructure of housing, streets, and neighborhoods in urban areas.

TARGET

(from NJDOT 1998 Capital Investment Strategy):

By 2010, reduce the backlog in road and bridge repairs to \$1.3 billion.

Current level: \$5.9 billion

Things to think about

- In the past, as much as 40 percent of New Jersey's construction and maintenance dollars went toward building new roads, often promoting suburban sprawl. In fiscal year 2001, however, only 4 percent of the state's proposed transportation capital investments is budgeted for new capacity highway improvements.
- Recent enactment of the "Statewide Transportation and Local Bridge Bond Act of 1999" marks an increased emphasis in the repair of existing infrastructure in cities and suburbs.
- Many major roads were built in New Jersey in the 1950s and 1960s. 40 years later, these roads and bridges need significant repair.
- Transportation decision-making is fragmented among federal, state, local, and regional agencies.

Knowledge gaps

This indicator does not report on the backlog of repair work for non-road infrastructure, such as trains or sidewalks. It does not take into account many of New Jersey's smaller roads that are not under the jurisdiction of the New Jersey Department of Transportation.

Vehicle Miles Traveled

Annual vehicle miles traveled (VMT) per capita on New Jersey's road system: Increasing

Vehicle Miles Traveled



Importance

Vehicle miles traveled and ridership on public transit are both measures of mobility – a highly prized asset at the beginning of the 21st century. Our jobs, schools, shopping, and recreation sites are frequently spread out and far from our homes. Further, much development – office, retail center, housing – is designed for optimal auto access at the expense, and often elimination, of other transportation options. Planning our “built environment” better would mean increasing our ability to take public transit, bike, or walk. We would then have less traffic congestion and pollution.

Economic

The more we drive, the more we are delayed. This irony is the essence of congestion. As our VMT rises, our transport efficiency declines in the resulting traffic jams. As our transit ridership rises, however, congestion is reduced and energy efficiency is increased. This efficiency improves the competitiveness of the economy as workers, consumers, and goods get where they need to go with minimum time and cost.

Approximately 33 percent of all energy consumed in our state is used for transportation. Without continuous improvements in efficiency and environmental technology, our pollution will increase as VMT increases.

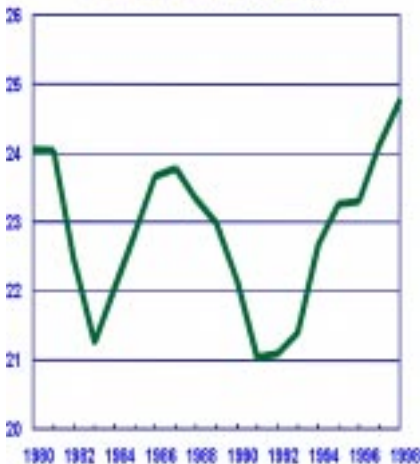
Social

Traditional, centralized towns and cities are more amenable to transit use and harbor a greater sense of community identity than sprawling townships and corporate campuses. Automobile dependence tends to isolate people in their cars, inhibiting interaction and community coherence. Transit brings people together in stations, towns, and in larger vehicles.

Environmental

Motor vehicles and roads are a significant source of air and water pollution in New Jersey. Roads also fragment wildlife habitat, making it unsuitable for some species.

Annual NJ Transit Trips per Capita



Things to think about

- In many new communities, it is impossible to get a candy bar, gallon of milk or a newspaper, or to go to school or church, without using a car. Many new subdivisions don't even have sidewalks.
- Most of our existing commuter rail lines are well patronized. For ridership to increase significantly, more capacity and new lines will have to be added.

Knowledge gaps

We need data about the locations of our jobs, homes, recreation, and shopping districts so that they can be analyzed for proximity to each other and to existing transportation services. Consistently collected land use data, surprisingly, remain unavailable. It is by understanding the layout of our daily activities that we can really address the issues of why and how much we have to travel. These data do not include the very important ridership of numerous privately operated mass-transit companies, especially bus lines.