TRANSPORTATION COMMITTEE AGENDA

Friday, August 4, 2006

10 a.m. to 11 a.m. (Transportation Committee)
11 a.m. to noon (Joint Meeting with RPC)

SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHT

• DRAFT REGIONAL GOODS MOVEMENT ACTION PLAN

A PORTION OF THIS MEETING WILL BE HELD JOINTLY WITH THE REGIONAL PLANNING COMMITTEE.

HIGHLIGHTS INCLUDE:

• PILOT SMART GROWTH INCENTIVE PROGRAM: ADDITIONAL FUNDING AND STATUS REPORT

• RCP: DRAFT BASELINE REPORT FOR PERFORMANCE MONITORING

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.

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Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

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TRANSPORTATION COMMITTEE
Friday, August 4, 2006

ITEM #                              RECOMMENDATION

+1. APPROVAL OF JULY 21, 2006, MEETING MINUTES            APPROVE

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

REPORT (3)

+3. OVERVIEW OF THE DRAFT REGIONAL GOODS MOVEMENT ACTION PLAN (Michael Hix)            DISCUSSION

SANDAG’s Regional Freight Working Group has been meeting since July 2005 to develop a Regional Goods Movement/Freight Intermodal Strategy for the San Diego region. The strategy will provide input for the 2007 RTP and is proposed for Board adoption as the region’s initial Goods Movement Action Plan in late 2006. The plan will form the basis of potential project submittals if the State Infrastructure Bond passes in November. Staff will provide an overview of the work to date, and will follow with projects and draft project evaluation criteria at the September 8, 2006, Board Policy Meeting.

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CONSENT ITEM (A)

+A. 2007 COMPREHENSIVE REGIONAL TRANSPORTATION PLAN WHITE PAPER: ENVIRONMENTAL MITIGATION PROGRAM (Shelby Tucker) INFORMATION

A number of white papers are being developed for the 2007 Comprehensive Regional Transportation Plan (RTP). The TransNet Environmental Mitigation Program is intended to improve the preservation of habitat areas associated with regional transportation projects. The information in this paper will be used in the development of the 2007 RTP.
REPORTS (B and C)

+B. PILOT SMART GROWTH INCENTIVE PROGRAM: ADDITIONAL FUNDING AND STATUS REPORT (Stephan Vance)

The Regional Planning and Transportation Committees are asked to approve $4.3 million additional Transportation Enhancement program funding for the Pilot Smart Growth Incentive Program as described in the report.

Based on estimates provided from the California Transportation Commission, $4.3 million in federal Transportation Enhancement funds are available to the San Diego region. This funding program was the source of revenue for the initial Pilot Smart Growth Incentive Program. Staff is recommending that these funds be used to fund projects using the priority list of projects from the initial project evaluation projects, funding two additional projects and maintaining a reserve of $942,000.

+C. REGIONAL COMPREHENSIVE PLAN: DRAFT BASELINE REPORT FOR PERFORMANCE MONITORING (Coleen Clementson)

The Performance Monitoring Chapter of the Regional Comprehensive Plan (RCP) identifies a set of performance indicators to monitor the region's progress toward achieving the goals and objectives of the RCP. The attached report establishes the baseline for performance monitoring. The Transportation and Regional Planning Committees are asked to authorize release of the draft Baseline Report for RCP Performance Monitoring for a 60-day review and comment period.

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4. UPCOMING MEETINGS

The Transportation Committee Meeting, originally scheduled for Friday, August 18, 2006, has been cancelled. The next meeting of the Transportation Committee is scheduled for Friday, September 1, 2006, at 9 a.m.

5. ADJOURNMENT

+ next to an agenda item indicates an attachment
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
MEETING OF JULY 21, 2006

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:05 a.m. See the attached attendance sheet for Transportation Committee member attendance.

Chair Kellejian asked Committee members for self-introductions. He introduced and welcomed the following guests: Senate Pro Tem Don Perata, SANDAG Board Chair Mickey Cafagna, and California Transportation Commissioner John Chalker.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Second Vice Chair Lori Holt Pfeiler (North County Inland) and a second by Councilmember Jim Madaffer (City of San Diego), the Transportation Committee approved the minutes from the July 7, 2006, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, said that in Diane Bell’s column in the Union-Tribune San Diego City edition, Section B, on Tuesday, July 18, 2006, there was an article entitled “Business Leaders Split Over Miramar initiative.” This article indicated that a straw poll, conducted by a group identified as CommNexus, indicated that 18 of the group’s 35 members were opposed to the Miramar airport initiative. It appears to him that when the business community cannot fully support going in one direction to benefit the total region, the joint Miramar/airport issue is pretty much dead even before it goes before the voters. In this conservative military environment, the vision for the future is lost until the cost becomes so obscene that there is only one way to go. He thanked all Committee members who contributed to the Multiple Sclerosis (MS) Walk campaign.

CONSENT ITEMS (3 through 5)

3. 2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER: PUBLIC SAFETY AND HOMELAND SECURITY (INFORMATION)

A number of white papers are being developed for the 2007 Comprehensive Regional Transportation Plan (RTP). The Public Safety and Homeland Security white paper evaluates the impacts of Homeland Security directives on the regional transportation system, as well
as looking at issues related to improving safety on the highway and transit system. The information in this paper will be used in the development of the 2007 RTP.

4. CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE (INFORMATION)

The California High-Speed Rail Authority (CHSRA) is the state agency responsible for planning, constructing, and operating a high-speed train system serving California’s major metropolitan areas. The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento using a state-of-the-art, electrified system capable of speeds in excess of 200 miles per hour. SANDAG continues to monitor the work of the CHSRA. This report is the regular quarterly update to the Transportation Committee.

5. LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR AGENCY BOARD MEETING REPORT (INFORMATION)

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second-busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. This report summarizes the actions from the LOSSAN Board meeting on May 10, 2006.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved Consent Items 3 through 5.

CHAIR’S REPORTS

6. INTRODUCTION OF SENATE PRESIDENT PRO TEM DON PERATA (INFORMATION)

Chair Kellejian said we are honored today to have California Senate President Pro Tem Don Perata in attendance. Senator Perata played a pivotal role in the development of the infrastructure bond for the 2006 November ballot. He thanked Senator Perata for listening to San Diego’s needs. He believes that San Diego’s suggestions helped to develop the bond issues 1A through 1E.

Chair Kellejian noted that the Senator distributed to Committee members information on the infrastructure bond.

Senator Perata, Senate Pro Tem, said that he left Los Angeles to drive to San Diego at 3:45 p.m. and arrived in San Diego at 7:15 p.m. He was able to have someone drive with him and, when getting into North County, noted the remarkable changes that have occurred. He said that what we have been doing in San Diego has been noted by many, and we are doing many things that he hoped other regions in the state would adopt. This is a series of bonds. The Transportation bond is $19.9 billion and is a stand-alone bond. The housing bond contains first-time home buyer and infill development incentives. The idea with this bond is
that local government should not have to bear all of the off-site costs, nor should the
developer. There is also an education bond and a levee bond. There are levees in Northern
California that are at risk for flooding. Some are at a fail-safe point right now. If we had a
large earthquake those levees would be vulnerable. If they were breached it would
jeopardize water for millions of Southern Californians. He indicated a plan has been put
together for investing in California’s infrastructure. This is an investment that hasn’t seen
the light of day since the era of Governor Pat Brown. This is a large undertaking that took a
two-thirds vote of the Legislature with a bipartisan effort. He credited several legislators for
their efforts in this process. He said they were able to meet the schedule deadline to have
the bonds placed on the November ballot. He noted that Senator Denise Ducheny has
played an active part in this. Senator Ducheny will be budget chair next September, in part
because she has the ability to get her arms around complex budget matters. San Diego
County has so many platforms on which to build improved infrastructure, especially being
next to the border with Mexico, in goods movement and other areas. This County will
receive an estimated half a billion dollars from the formula distribution. San Diego will be
eligible for bond funding for goods movement, air quality, infill housing, and a number of
other categories. Bond 1A is the fix for Proposition 42 funds. If passed, there will be a
constant flow of about $1.5 billion to $2 billion of transportation money to the road fund.
There will be a lot of money on the table for various matches. The match requirement on
the border was waived in recognition of how important that issue is. He said the aim was to
give flexibility to SANDAG and other groups. The bonds were modeled after the half-cent
sales tax measures. A lot of these funds will have some formula. Some of this will be re-
regulated, but no new bureaucracies will be created. If adjustments have to be made in the
existing language, they will be based upon something the Legislature should be more
adaptive to. The Legislature will not be making all of these decisions. The California
Transportation Commission (CTC) will have the responsibility for allocating these funds. Mr.
Chalker will be a popular person in this area. They want the CTC to do what it is set up to
do. They will be working between now and passage of the bonds in November to be
prepared on December 6. Everything will be done by urgency measure to be able to do
things within 90 days of bond passage to be off and running. He said the Legislature is
providing funding through these bond measures, and then will get out of the way and let
the CTC and the local regions implement the projects. So long as he is in the Senate and
San Diego has the leadership in the Senate, he will do right by you as much as possible.

Senator Perata introduced his Transportation consultant, Brian Kelly, who has done all of
the work on this bond, and Katharine Agar, his Director for Southern California. He stated
that Ms. Agar would come to San Diego any time we need her. She will be the liaison for
policy and will assist with any part of the campaign if we need her.

Chair Kellejian recognized Senator Ducheny in the audience.

Councilmember Madaffer thanked Senator Perata, Mr. Kelly, and Ms. Agar for coming to
San Diego. He asked of the half a billion dollars this region will get back by formula, how
much more money we think will be out there that San Diego will be eligible for.
Senator Perata said there are two primary areas: transportation and housing. Mr. Kelly
responded that $73 million is available for formula-based accounts. He added that there are
no new formulas in this bond bill. The cities and counties receive a part of the gas tax
through the State Transportation Improvement Program (STIP) and the county minimum
formula. The bonds will use this formula. The state/local partnership program funds will help match dollars from the self-help counties (those counties having their own sales tax funds). He said that an estimate would be 1/18 of the state, with San Diego County receiving about $55 million—because of the sophistication of San Diego’s sales tax measure and having ready-to-go projects that would be a low number for this County. The transit modernization account sends funds to transit operators and regional agencies based on population and farebox revenue in the region. An amount of $222 million has been identified for this region. In the seismic retrofit program, there are eight or nine San Diego projects on that list valued at about $28 million. What the bond provides is the local match for federal dollars for this program. The bond is broader after the formula portion. An amount of $10 billion is formula-based, and the rest will be through a competitive process through the CTC. That’s an additional $9.9 billion for projects like corridor mobility improvements or state highways with significant congestion. In this region, Interstate 5 (I-5), I-15, I-805, and others would be eligible for this funding. They are putting state dollars toward improving trade corridors in this bond.

Councilmember Madaffer thanked him for the $1 billion earmarked for cities and counties. He asked of that $9 billion, over what period of time might a region like San Diego be able to apply for these funds? Mr. Kelly said that the bond starts with the suggestion that all of the $19.9 billion be paid over a 10-year horizon. There is direction from the Legislature for CTC to adopt a geographically-based program. The Legislation requires the CTC to begin accepting nominations for projects by January 2007. Then by March 2007 it would allocate the first portion of funds. The Legislation authorizes the initial program in March 2007 and then updates the program every two years.

Councilmember Jerry Rindone (South County) thanked Senator Perata for joining us. He said that the transit modernization funds are formula-based for farebox recovery revenue. He asked if that was high or low farebox recovery. Mr. Kelly said that 20 percent of the Proposition 42 funds flow to transit based half on population and half on farebox recovery. Those with a high farebox recovery rate will be in a better position to receive these funds. The bond bill created no new formulas; it was modeled on the Proposition 42 transit piece. It breaks it up and flows to the regions based on that formula.

Councilmember Rindone said that action would bode well for us as San Diego has the highest farebox recovery rate in the state, although there is always room for improvement. He was pleased to hear that it is using that portion of the formula to reward those who do well.

Chair Kellejian said that San Diego is in pretty good shape, and he hoped the citizens of San Diego County will make this infrastructure bond a reality. Being a self-help county and having a lot of projects that are ready to go puts us in a good position to keep San Diego moving.

Councilmember Madaffer asked that item No. 8 be heard at this time. Chair Kellejian agreed to move up this item.
Richard Chavez, Senior Engineer, reported that progress continues with transportation projects here in the San Diego region in large part due to the passage of TransNet, our half-cent sales tax for transportation projects that was approved by the voters in November 2004. This 40-year extension of the half-cent sales tax for transportation improvements was passed by a slim margin. In an effort to keep faith with the voters, we began this effort to create a TransNet dashboard and Web pages to get meaningful and timely information to the public. We created an interface on the Web that will go live to the public on August 7. He said that project managers will be the central location for information and we will be housing this information at our SANDAG-owned-and-operated “keepsandiegomoving.com” Web site. He reviewed the various aspects of this Web site’s home page. This effort stresses the partnership between SANDAG, Caltrans, MTS, and North County Transit District (NCTD) on this program. There are Web pages for the individual corridors. He showed examples of those pages for I-5 and I-15. He noted that there also is a “newsroom” for the media with high resolution photos and press releases on the program. He explained the dashboard, which contains the schedule, budget, and expenditure information for each corridor. The dashboard is designed with the ability to provide a quick snapshot of the program. He explained the status process. We will be able to measure a variance over time. There is also a trends, risks, and issues page as well as a section on cost estimates, comparing the project budget to estimates. We will track those over time, comparing original budgets to escalated budgets, approved budgets, and cost estimates.

Mr. Chavez described the effort that went into accomplishing this effort in a four-month period. This dashboard is tailored to the Early Action Program. We were able to “mine” the financial data from those SANDAG and Caltrans systems. We are calling this version “1.0” and have the ability to add sections to it at a later date. This provides a good interface with the public.

Chair Kellejian indicated that there was a request to speak on this item.

Marian Babaki, Chair of the Independent Taxpayers Oversight Committee (ITOC), said that ITOC is very excited about the dashboard and how it all came together. It took the cooperation of Caltrans and SANDAG staffs and many other agencies. Part of ITOC’s responsibility is to provide quarterly status reports. We needed something to look at independently and assess how projects are doing. The dashboard provides that data. This tool provides us with a way to get the information directly. It is a milestone. No other agency in California is doing that now. She expressed her thanks for this program.

Councilmember Jerome Stocks (NCTD) agreed this is a very impressive Web site, especially the level of program content that went into it. He asked if there is a mechanism for updating the Web site. Mr. Chavez responded that financial information is being updated on a monthly basis though our partnership with Caltrans. We also have our PBS&J team out of Orlando, Florida, working on the dashboard and will help with updates. Our PBS&J team in Las Vegas will also assist with updating the Web pages. Project managers have a direct relationship with the PBS&J teams.
Councilmember Dave Druker (North County Coastal) asked how automated is the scheduling update; whether it is directly from another computer or if someone manually updates this information. Gary Gallegos, Executive Director, replied that this program mines the information from other computer programs. The public will be scrutinizing these projects, so the project managers will be keeping their information up-to-date.

Councilmember Phil Monroe (South County) agreed that this is a great program, and congratulated Jack Boda and his staff. He was a little confused about all programs starting at zero. He wanted to go to the original estimate, what the estimate is today, and the funding. Mr. Chavez brought up the part of the dashboard that includes that information. With regard to schedules, we felt it was important to give project managers time to get their schedules in place so the baseline equals current schedules.

Councilmember Monroe said he would like to see one chart that includes both the budget and the schedule. Mr. Chavez displayed a feature on the dashboard that provides that information.

Second Vice Chair Pfeiler asked if there is a way to get the SPRINTER and other major transit projects added to the dashboard. Mr. Gallegos said the goal is to eventually weave all the projects in the region into the dashboard. We started with the TransNet Early Action Program, and the SPRINTER is not one of these projects but we hope to evolve it so the whole program is included.

**Action:** This item was presented for information.

### REPORTS (7 through 11)

7. **PUBLIC HEARING: 2006 CONGESTION MANAGEMENT PROGRAM UPDATE (APPROVE)**

Chair Kellejian introduced this item. He said that SANDAG is required by state law to prepare and regularly update a Congestion Management Program (CMP). At the June 16 meeting, the draft 2006 CMP was released for public review and scheduled a public hearing at this meeting. The draft CMP was reviewed by SANDAG technical committees, including the Cities/County Transportation Advisory Committee (CTAC). This public hearing was noticed in local newspapers and on SANDAG’s Web site. The action today would be to open the public hearing for testimony and, after considering public testimony, approve the 2006 CMP Update.

Mario Oropeza, Senior Regional Planner, said that the purposes of the CMP are to monitor transportation system performance, integration transportation and land use planning, and develop short-range programs to better manage congestion. The 2006 CMP Update changes include updated roadway level of service (LOS) analysis, updated transit corridor analysis, and a new analysis of deficient roadways. The results of the CMP Roadway Monitoring analysis indicate that compared to the 2004 analysis, there have been neither changes in the number of deficient freeway or convention highway segments nor changes in the total deficient freeway mileage. For CMP arterials, there has been an increase in the number of deficient segments; however, total CMP arterial-deficient mileage actually declined by
The Transit Service Monitoring analysis noted that in general there is a decline in central city transit ridership, as was the case comparing the 2004 to the 2001 and 2003 transit data; however, by contrast, the past two years North County east-west corridors have seen ridership increases. Overall, the region meets the CMP standard that 50 percent of the region’s total population lives within ¼-mile of a transit stop and that 80 percent of the population lives within ½-mile of a transit stop. A new approach for evaluating deficient roadway segments was implemented with this CMP Update. This approach involves using the most current Regional Transportation Plan (RTP), MOBILITY 2030, to determine if recommended RTP improvements address the deficient roadway segments. Based upon the analysis, deficient CMP roadway network mileage decreases by 78 percent in 2030, with the improvements contained within MOBILITY 2030; however, even with this significant reduction in deficient mileage, 37 miles are projected to operate at LOS F in the future. Deficient segments not addressed by the RTP recommendations would be candidates for future study within the context of the next RTP Update and Regional Comprehensive Plan (RCP) subregional plans.

**Action:** Upon a motion by Mayor Art Madrid (East County) and a second by Councilmember Stocks, the Committee unanimously voted to open the public hearing at 10:06 a.m. No public comments were forthcoming.

**Action:** Upon a motion by Councilmember Stocks and a second by Councilmember Madaffer, the Committee unanimously voted to close the public hearing and approved the 2006 CMP Update.

**9. ESTABLISHING A SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) (RECOMMEND)**

Senior Planner Dan Levy reported that in 1979 the SANDAG Board created the Subcommittee for Accessible Transportation (SCAT), and its initial role was to advise on seniors and disabled transportation issues. Then it was assigned the role of the Social Service Transportation Advisory Council (SSTAC) and given the responsibility to review the federal 5310 applications, which provide federal grant money for vans for social service agencies. SCAT grew to 64 voting members; however, with this many members, difficulties have arisen, including compliance with the conflict of interest rules, compliance with financial disclosure rules, and the ability to obtain a required quorum. The California Public Utilities Commission (CPUC) has specific member requirements for a SSTAC consisting of a total membership of nine, with three-year terms. In addition, meetings are subject to the Brown Act; members must meet conflict of interest requirements; members must file a Form 700, Statement of Economic Interests; and meetings must follow the SANDAG quorum rules and Robert’s Rules of Order. The need for change was discussed with SCAT and a subcommittee was formed that nominated members for the new SSTAC. The Transportation Committee would appoint the initial members and all future members. He reviewed the proposed membership of the SSTAC and the proposed charter, which complies with the California Public Utilities Code; fulfills requirements of the federal Section 5310 program; provides for the Unmet Needs Hearings, if required; and fulfills other advisory roles on Senior and Disabled transportation issues for SANDAG.
Chair Kellejian stated that this matter will go to the Board for approval. There were no requests to speak on this item.

Mayor Madrid commented that due to the makeup of our constituency, we have to be sensitive to the representation on this committee. He asked if there is any plan for this committee to meet out in the communities. Mr. Levy said that the committee in the past has met quarterly and the Unmet Needs Hearings were held throughout the County. The committee is required to have one publicly-noticed hearing each year.

**Action:** Upon a motion by Councilmember Stocks and a second by Councilmember Madaffer, the Transportation Committee recommended that the SANDAG Board of Directors: (1) create a new SSTAC to replace the Subcommittee on Accessible Transit (SCAT); (2) approve the SSTAC membership structure and initial members as outlined in this report; (3) delegate to SSTAC the responsibility for future membership appointments; (4) delegate to SSTAC the role of Local Review Committee for Section 5310 grant applications; and (5) approve the proposed SSTAC Charter.

10. **COMPREHENSIVE 2007 REGIONAL TRANSPORTATION PLAN: INITIAL TRANSIT SCENARIO CONCEPTS (INFORMATION/POSSIBLE ACTION)**

Dave Schumacher, Principal Planner, reported that this item discusses a number of transit scenarios for the 2007 RTP Update. The Board accepted the Independent Transit Peer Review (ITPR) report for planning purposes. The ITPR suggested several themes for improving the role of transit in our area. For the RTP Update, it was suggested that we test alternative scenarios to explore how best to maximize transit system effectiveness. This item highlights the scenario concepts and asks Transportation Committee members to provide comments.

Mr. Schumacher said that the current RTP has a multimodal approach and transit is an integral part. An effective transit system accomplishes the following: provides more travel choices, maximizes the person-carrying capacity in key corridors, focuses transit infrastructure in smart growth areas to link land use and transit, and reduces the demand on the highway network.

Mr. Schumacher said that the overarching themes from the ITPR’s report included: better linking between transportation and land use; start with a good system plan, then focus on corridor-level planning; and focus on corridor-specific transit mode share goals rather than one regional goal. The current regional goal is a 10 percent mode split during peak hours. The ITPR’s transit system strategy consisted of: developing a good underlying local bus system, placing more emphasis on dedicated transit guideways, considering alternative strategies to best manage the managed lanes, minimizing transit facility investment in nonurban core areas, and retaining downtown San Diego as key transit focus. The purpose of these scenarios is to do a sketch planning exercise to test the performance and strategies and assuming a concurrent investment in roadways, including a managed lanes/bus rapid transit/FasTrak (ML/BRT/FasTrak) strategy. It is a recommendation that we carry forth the multimodal strategy in the current RTP to the 2007 RTP.
Mr. Schumacher highlighted different transit scenario alternatives: RTP unconstrained plan revisited, update the current network, and benchmark for comparing with other alternatives. The next steps are to further develop the scenarios in conjunction with MTS and NCTD, evaluate scenario concepts in terms of benefits to the overall transit/highway network, and present the recommendations on a possible revised transit planning approach at the October SANDAG Board meeting.

Councilmember Rindone thanked Mr. Schumacher for an excellent report. He asked if the downtown/urban core area is restricted to downtown San Diego. Mr. Schumacher clarified it as downtown/urban core for the key downtown areas in the region with high-density development.

Councilmember Rindone mentioned that the development of the Chula Vista Bayfront will be significant and regional. It will be a huge transportation hub for roads and waterways. There will be a water taxi between this development and other points in San Diego Bay, including the San Diego Convention Center facilities in San Diego and Coronado. We want to include significant regional attractions to alter the transportation needs.

Councilmember Emery said that we want to make sure that there is flexibility in this system to be able to switch from individual autos to lanes for transit. People will want a larger availability to transit. We need to have in the plan the recognition of that flexibility.

Chair Kellejian commented that we can manage the Managed Lanes any way we want to accommodate that flexibility. Mr. Gallegos said that is precisely what we have been trying to accomplish with the flexibility to reconfigure the Managed Lanes. This will maximize the investment to be able to move people and goods.

Mr. Sandor Shapery, Regional Planning Stakeholders Working Group, said that he chaired one of the presentations for the ITPR. He said some of their ideas were great, but we should look at their recommendations in light of their applicability to the San Diego County region and what impact they will have.

Mr. Gallegos said that is what these alternative scenarios will do. We are going to run the models and come back with real data to explain what it means, determine what’s good for transit and mobility, and how to maximize movement in a corridor. We will set up what we have done in the past with other alternatives and compare. Then the policymakers would decide where to go.

Pedro Orso-Delgado, Director, Caltrans District 11, said that what we are doing is the right approach. It will tell us if we are on the right track. Caltrans will help in this effort.

Councilmember Monroe said there was a phrase in the presentation that we should develop a good underlying local bus system. It didn’t mention the Comprehensive Operational Analysis (COA). That’s what we tried to do. He asked how the COA goes into this.

Chair Kellejian noted that Mr. Schumacher mentioned the COA twice during his presentation.
Mr. Schumacher stated that when we develop the alternatives, the first alternative to the update to the RTP in the unconstrained plan would factor in the COA. We built off of the COA.

Chair Kellejian said that NCTD’s Fast Forward plan would also be incorporated.

Mayor Madrid commented that we have to have flexibility with the rising cost of oil and gasoline. Public agencies have been called reactive. He asked if we have a method of making a determination about the reduction of traffic volumes on arterial roads to show that people are being impacted by the price of fuel and using public transit/carpools. He would like to see that information incorporated.

Chair Kellejian said that there is a test to determine how gas prices affect our driving habits.

Mr. Gallegos stated that we are working on trying to instrument the transportation system to show that data and better performance monitoring. Technology will benefit us with this information. We will be able to map that information, show the trends, and compare it with oil/gas prices. We will get there but it will take time to get those performance measures.

Mayor Madrid asked about the ridership increase as a result of the Green Line service through San Diego State University (SDSU). Before that, all of those students got to school by driving. We should show the drop-off in auto driving due to the Green Line. Mr. Gallegos said that we have been partnering with Caltrans in the performance monitoring system (PEMS) and are in the process of trying to expand that program to add a transit element. Our bigger challenge is to include the local arterial system.

Chair Kellejian noted that there were several requests to speak on this item.

Reyna Shigetomi-Toyama, representing Save Our Forests and Ranchlands (SOFAR), expressed support for the scenario concept 5. She thanked SANDAG staff for incorporating the positive suggestions of the ITPR. The ITPR said that public transit is most effective serving high-density origins and designation trips. The downtown San Diego location makes it a strong location for transit patronage. It can act as a catalyst for an improved transit system throughout the County.

Jay Powell, representing City Heights Community Development Corporation, expressed support for staff conducting this study of scenarios and drafting a plan. He was particularly interested in the dedication of lanes and in-line transit stations through the Mid-City area. He supported the observation that different scenario concepts might perform differently in corridors. He also supported the scenarios that accelerate the center line stations into service and create links up and down the corridor. He recently visited the new Caltrans Headquarters building to discuss the coordination for I-805, I-15, and State Route (SR) 94. He was looking forward to the teams on I-15.

Councilmember Druker said he was having some difficulty with carrying forth the current multimodal strategy. The ITPR report said that we should start first with transit and move everything around it. The 2030 plan should be a vision to create an incredible transit system rather than the phased approach we have now. He worried about retaining downtown
San Diego as the key focus and putting the University City and Sorrento Valley areas on the back seat. Transit is to get people to work. Most of the highway congestion is by people getting to work. The University City and Sorrento Valley areas are major employment centers that need to have better service and this approach doesn't take that into consideration. Intelligent Transportation Systems (ITS) and dedicated transit guideways are not in these scenarios. We need to build transit first and go from there.

**Action:** This item was presented for information.

11. **AMENDMENTS TO FY 2007 PROGRAM BUDGET AND OWP: NEW SAFETEA-LU FUNDING AND REORGANIZATION OF THE CONSOLIDATED TRANSPORTATION SERVICES AGENCY (APPROVE)**

Councilmember Madaffer asked if this item will go to the Board. Mr. Levy responded affirmatively.

Mr. Levy reported that this item relates to changes for the 2007 Overall Work Program (OWP) Short-Range Transit Planning and Coordinated Transit Service Agency (CTSA) accounts. The Budget must be amended due to the recent designation of an outside CTSA provider and the federal government approving SAFETEA-LU ((Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users).

Mr. Gallegos noted that matter is within the Transportation Committee's $500,000 authority limit, so this Committee can act on it.

Councilmember Madaffer wanted that clarification on the record.

Mr. Levy reviewed the changes for these three OWP amendments: 30047, CTSA; 30011, Transportation Planning for Seniors/Persons with Disabilities; and 30023, Regional Short-Range Transit Planning. For OWP 300047/30011, Transportation Development Act (TDA) money flows to the CTSA and any remaining money is transferred to Seniors & Persons with Disabilities (OWP 30011). In order for MTS/NCTD or another agency to receive Federal Transit Administration (FTA) Jobs Access and Reverse Commute (JARC)/New Freedom matching money, SAFETEA-LU requires SANDAG to first prepare annually a Coordinated Public Transit Human Services Transportation Plan, and annually develop/manage a competitive process to award $2.1 million per year in JARC and New Freedom funds.

Mr. Levy explained the SRTP change (OWP 30023) is that 10 percent JARC/New Freedom funds can be claimed by SANDAG for planning and administration (added to OWP 30023), and that percentage may decrease in the future.

Councilmember Madaffer referred to a phrase on page 8, “5% - develop a proposal for a program for the allocation of new money to become available for transit operations as part of TransNet in FY 2009.” He asked if this was germane to increasing Program Work Element 30023 for the Regional Short-Range Transit Planning. Toni Bates, Director of Transportation Planning, replied that contained in SAFETEA-LU is the development of a competitive grant process for specialized transportation services. Those monies are available to transit agencies and social service agencies. Before anyone is eligible to receive those funds they have to
develop a Corridor Human Services Transit plan. Then the applications for new monies have to be consistent with that plan.

Councilmember Madaffer asked if these budget amendments have been done in partnership with the transit operators. Ms. Bates replied affirmatively.

Action: Upon a motion by Second Vice Chair Pfeiler and a second by Councilmember Madaffer, the Transportation Committee approved the following changes to the FY 2007 Program Budget and OWP: eliminate Program Work Element 30047, CTSA, as a result of the designation of FACT as the new CTSA for San Diego County; increase Program Work Element 30011, Transportation Planning for Seniors and Persons with Disabilities, to $110,125 to provide oversight of the new CTSA; and increase Program Work Element 30023, Regional Short-Range Transit Planning, to $502,054 to fund preparation of the Coordinated Public Transit Human Services Transportation Plan and competitive award process for new FTA Sections 5316 and 5317 funding required by SAFETEA-LU. All changes are fully funded through new and existing resources.

12. UPCOMING MEETINGS

Chair Kellejian reviewed upcoming meetings. He reminded Committee members that on Friday, August 4, there is a SANDAG Board meeting from 8-10 a.m., a Transportation Committee meeting from 10-11 a.m., a joint meeting with the Regional Planning Committee from 11 a.m.-12 p.m., and a Regional Planning Committee meeting from 12-1 p.m.

The next meeting of the Transportation Committee is scheduled for Friday, August 4, 2006, at 10 a.m.

Mr. Gallegos commented that the SANDAG Board requested its July 28 Board meeting be rescheduled to August 4 due to a conflict with a League of California Cities event.

Councilmember Monroe said that we have a great chance to look at the effect of the new 125 toll road on the surface street situation. It would be a great time to capture the data in this corridor. He asked about the traffic flow and traffic speeds on the connecting arterial streets to the 125 toll road, and then we could show what happens after the 125 opens. We need the data today to see the effects in the future. He asked if there is a way to study this. Chair Kellejian suggested that Councilmember Monroe discuss this with SANDAG staff following this meeting.

13. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:59 a.m.

Attachment: Attendance Sheet
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<th>GEOGRAPHICAL AREA/ORGANIZATION</th>
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<th>NAME</th>
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OVERVIEW OF THE DRAFT REGIONAL GOODS MOVEMENT ACTION PLAN

Introduction

Since July 2005, staff has been working with SANDAG’s Regional Freight Working Group (FWG) to develop a Regional Goods Movement/Freight Intermodal Strategy, in line with the new freight planning initiatives included in the federal transportation reauthorization bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users). The first phase of the strategy, called the Goods Movement Action Plan, will be proposed for Board adoption in late 2006 and will provide input for the 2007 Regional Transportation Plan (RTP) update. More urgently, it will provide a regionally adopted plan and list of projects that would be eligible for potential funding if California voters approve the statewide transportation infrastructure bond measure in November (Proposition 1B).

The FWG assessed the needs of the goods movement networks in the San Diego region to form an initial Goods Movement Action Plan. However, beyond identifying immediate needs, the region also must consider its long-range approach to goods movement: What is the region’s desired role in goods movement, given the opportunities, costs, and benefits of accommodating either the present or an expanded level of trade growth?

In April 2006, staff prepared a white paper that documented recent trends in goods movement and issues to be evaluated locally. The white paper also acknowledged several important policy questions that will shape the direction of our regional freight strategy. Staff shared the white paper with several of SANDAG’s advisory working groups, and will bring the discussion of the long-range policy questions to the September 8, 2006 Board Policy meeting on the regional freight strategy.

Other discussion points at the September Board Policy meeting will include FWG recommendations for a list of potential goods movement projects and evaluation criteria for prioritizing projects for the RTP. The meeting also will include a discussion of policy issues and follow-on studies related to goods movement. Adoption of the initial Goods Movement Action Plan would be brought forward for Board adoption in November.

Discussion

Background

The new federal RTP guidelines require that SANDAG extend the planning horizon for freight to be compatible with the RTP. SANDAG must use a “systems approach” to identify current and future needs for region’s freight systems (including air cargo, border crossings, maritime, pipelines,
railways, and roadways); and show how these systems can “work together as one system.” The federal initiatives also place emphasis on planning for interregional and international trade corridors, identifying infrastructure requirements necessary to support both the regional and national supply chains, and preparation of a plan of finance for freight infrastructure separate from other transportation.

At the state level, the Administration has established among its highest priorities improving California’s goods movement industry and infrastructure to generate jobs, increase mobility, and improve California’s quality of life. The state, in collaboration with the logistics industry, local and regional governments, and other stakeholders, recently developed a draft Goods Movement Action Plan (GMAP). Southern California also is developing a Multi-County Goods Movement Action Plan, involving the six counties in the Southern California Association of Governments (SCAG) and SANDAG planning areas. The San Diego region’s role in trade and eligibility for infrastructure funding will likely be highly influenced by its contribution as part of Southern California’s goods movement network and the national supply-chain.

In June 2005, SANDAG’s Transportation Committee appointed a Regional FWG comprised of local freight agency planning staff to work with SANDAG on the creation of a Regional Freight/Intermodal Strategy. The FWG includes staff members from the following agencies and organizations: Caltrans, Kinder Morgan Pipelines (private), Metropolitan Transit System (MTS), North County Transit District (NCTD), San Diego & Arizona Eastern Railway (SD&AE), San Diego County Regional Airport Authority, Port of San Diego – Maritime Division, and the U.S. Department of Homeland Security. Input from freight operators such as trucking associations, rail operators, port tenants, and shippers has been included in the study.

The FWG has documented existing conditions and plans for the region’s various freight modal systems. The working group identified the gaps in each system, the necessary integration between the systems, and the intermodal opportunities necessary to prepare a regional Freight Intermodal Strategy and Goods Movement Action Plan. Its work includes suggested projects to relieve existing bottlenecks that affect freight traffic and considerations for future freight growth.

Trends and Existing Conditions

Much of the information regarding trends and existing conditions was documented by staff and the FWG in a working draft from August 2005, entitled Freight Modal Report; Existing and Planned Conditions. This early draft report on existing conditions will be incorporated into the draft goods movement action plan for the San Diego region.

Shift Toward a Global Economy

Over the past 25 years, the manufacture of goods has moved to Mexico and overseas, driven by rising demand for inexpensive products and a desire to take advantage of lower production costs. The trend toward a global economy shifts the flow of goods from a traditional regional distribution network to a worldwide system of international trade gateways and corridors. As a result, California and the United States have assumed expanded roles in global trade, which requires a network of intermodal freight infrastructure and services to move products and satisfy the ever-increasing demand in California and the nation.
Unprecedented Growth in International Trade

The rapid growth in goods movement and the emergence of Southern California as the nation’s largest gateway to international trade is evident in the numbers. Of the nation’s incoming goods today, 43 percent of all container goods and 12 percent of all goods coming in from Mexico arrive through Southern California’s gateway land and sea ports. Both the Los Angeles and San Diego Customs Districts report that goods movement has more than doubled since 1995 with the emergence of Asia and the Pacific Rim in international trade and the passage of the North American Free Trade Agreement (NAFTA) with Canada and Mexico. The U.S. Department of Transportation forecasts the volume of global trade shipped through Southern California will more than triple by 2030.

Impact of Global Trade on the Region

The influences of the global economy are almost unavoidable for the San Diego region as it lies adjacent to California’s largest trading partner– Mexico – and to the nation’s busiest maritime complex and international trade gateway – the Ports of Los Angeles and Long Beach. In 2005, the San Diego Customs District reported more than $33 billion in international trade goods passed through the San Diego gateway -- $24 billion through the U.S.-Mexico Ports of Entry (POE) (approximately 2 million trucks), and $9 billion through the Port of San Diego’s two marine terminals (nearly 3 million tons in maritime cargo). The growth rate of trade at the San Diego Customs District is expected to parallel that of the larger Los Angeles District (12 percent in 2005); however, since San Diego has not yet become part of mainstream international trade, the region’s trade volumes may fluctuate until the region determines its role and level of participation in international trade.

While the region has a potential role in the global goods movement network, the region’s large population and market size (second in California) also creates a major demand for domestic goods. The region’s growth rate for domestic goods movement closely parallels the growth rate for population and is generally tied to the demand for food stuffs, consumer goods, construction materials, and transportation.

Region’s Response to the Change in Trade

The unprecedented shift in trade flows during the past decade caught the San Diego region and others worldwide by surprise. Consequently, the lack of a comprehensive freight plan to guide our response through these unprecedented challenges has led our goods movement infrastructure to become incrementally inadequate for handling today’s freight flows and volumes. Few improvements have been made to the region’s freight infrastructure to accommodate the increasing trade volumes. Overall, the region’s freight system exhibits substantial congestion and delay resulting in some loss of existing and potential business because of capacity constraints.

Freight System Needs

Data Needs

The Freight Modal Report; Existing and Planned Conditions identified another key issue in assessing the health of our goods movement network: a limited amount of data for freight decision making.
Data on goods movement are needed to identify and evaluate numerous options: mitigating congestion, improving economic competitiveness, enabling effective land use planning, optimizing investments, enhancing safety and security, identifying marketing opportunities, and reducing fuel consumption and improving air quality. Informed choices rely on good data, and efforts are underway by the Transportation Research Board and the Bureau of Transportation Statistics to improve the amount and consistency of data in this field.

Planning Needs

Many freight system owners/operators do not have long-range plans that extend 25 years like the RTP. However, the strong emphasis on a comprehensive regional intermodal freight strategy in SAFETEA-LU requires SANDAG and the freight owners/operators to work together as much as possible for long-range goods movement planning. Some agencies adopt short- or long-term master plans which map out improvements for their facilities (e.g., airport and seaport), while other organizations (such as rail companies), normally focus on a much shorter planning timeframe. Updated market analyses and business plans are a necessity given the new global trade environment. Coordinated planning among agencies is even more important as federal, state, and regional governments consider public investment in transportation infrastructure that serves both the public good and private enterprise.

Improvements Needs

Attachment 1 is a table that summarizes system conditions and the near-term and long-term needs for each of the modal freight systems as identified by the FWG. It should be pointed out that none of these scenarios expand our abilities to capture or attract new trade to the San Diego region. The FWG felt these scenarios and their additional capacity improvements would only accommodate existing and expected trade demand through the RTP planning horizon of 2030.

The near-term improvements are broken into three scenarios, of which the first (Business I), addresses the region’s worst freight bottlenecks: the U.S.-Mexico POE, both marine terminals, and the coastal/south line railways. The other two near-term scenarios continue to add capacity and build on each other.

The three near-term improvement scenarios are:

- Business I – Dealing with existing bottlenecks and existing unserved freight demand
- Business II – Accommodating some of the latent demand (low market shift)
- Business III – Accommodating all of the latent demand (high market shift)

The Long-Term scenario accommodates continuing freight demand past the year 2030. Long-term concepts include additional north/south rail capacity, either inland or along the coast, and additional truck route improvements via an outer loop of freeways and highways. Attachment 2 is a high-level map of the regional freight network, indicating the six different freight systems, along with potential logistic centers to serve rail/truck transfers.

The following paragraphs summarize the existing conditions and general capacity needs for each of the freight systems.
1. **Air Cargo**: The air cargo capacity at San Diego International Airport (SDIA) is constrained by limited infrastructure. Even if a new airport is sited in the region, air cargo would continue to move through the existing SDIA for the next 10 to 20 years. If the region wants to increase its air cargo capacity, it needs to consider realignment of the existing SDIA air cargo facilities and ground access to improve throughput and efficiency.

2. **Border Crossing**: According to SANDAG’s study on Economic Impacts of Wait Times at the San Diego-Baja California Border, trucks crossing at the border at Otay Mesa/Tecate currently experience delays of over two hours on average without secondary inspection. Also, the lack of adequate rail infrastructure supporting the border crossing at San Ysidro leaves many businesses unable to link their industrial and manufacturing facilities to the regional rail network. This leaves business dependent upon trucks as the only means to ship their goods and raw materials. There is evidence that businesses are leaving Baja California and others are looking beyond the San Diego-Baja California area to locate new businesses due to transportation infrastructure constraints which impact U.S.-Mexico trade. The region needs to address cross-border capacity needs as proposed by the construction of the new East Otay Mesa/State Route (SR) 11/ SR 905 border crossing project to avoid further loss of U.S.-Mexico trade.

3. **Maritime**: The Port of San Diego has two marine terminals: one at Tenth Avenue in the City of San Diego and one in National City. The Port’s maritime capacity is severely constrained by limited space, infrastructure, and channel depth. While the potential for maritime growth is substantial, the expansion of existing and new businesses is being turned away due to the lack of infrastructure. The region needs to construct new maritime on-dock and inland port capacity and improved truck/rail access to support existing demand. The region also needs to determine whether it wants to build additional marine terminal capacity to help support the state and Southern California seaport network, avoiding diversion of ships to other ports.

4. **Pipeline**: The region’s volume of petroleum products shipped by pipeline is projected to continually increase, and new pipeline capacity would be required beginning in 2015. The region needs to construct improved truck access to the pipeline terminal to reduce freeway hazards and improve the efficient delivery of petroleum products, including the potential reduction of tanker trucks traveling to San Diego via Interstate 5 from the nearby terminal located in Orange, CA.

5. **Rail**: Freight rail capacity along the coastal/south line corridor is currently constrained by limited infrastructure and the sharing of track with passenger operations including Amtrak, the COASTER, and Trolley. Immediate capacity improvements are needed along the coastal/south line (including the San Diego-Tecate line in Mexico) to support existing customer demand including major manufacturing businesses that have not yet been connected to the freight rail system. The region needs to accelerate the construction of proposed NCTD and MTS/SD&AE track capacity improvements to reduce current passenger/freight rail bottlenecks and increase capacity for existing port and border freight. Logistics centers would bring rail and trucks together to transfer loads at key locations where local or subregional industrial/commercial demand is high. The region should include support for track capacity improvements for the San Diego-Tecate line to increase trade volumes with Mexico and help divert trucks to rail where possible. Long-range considerations include
additional north/south capacity, to meet the potential demand for rail freight itself and continuing to divert some truck cargo to rail.

6. Road/Truckways: The majority of the region’s freight travels by truck. The region’s freeways and highways are currently congested with substantial delay occurring for trucks along the regional road network, especially at key access points including the border and marine terminals. Substantial roadway-widening and construction of Managed Lanes are planned along the region’s primary truck routes. The region needs to determine whether the proposed concepts for including trucks on the Managed Lanes are operationally feasible and will provide enough capacity to meet future demand. Other considerations for additional truck capacity include improvements on an outer loop roadway.

Opportunities

The San Diego region, by virtue of its location on the U.S.-Mexico border and its natural seaport, faces an extraordinary economic opportunity and policy choice concerning whether to accept an expanded role in the emerging global economy and international trade.

In the San Diego-Tijuana basin today, new industry and manufacturing businesses tend to locate their plants south of the U.S.-Mexico border, attracted by lower infrastructure and labor costs. These businesses, however, are positioned to do business with the United States and are dependent on the shipment of their products through the San Diego gateway and to their final destination via the U.S. supply chain.

In 2005, the Ports of Los Angeles and Long Beach were forced to divert ships to other seaports due to lack of adequate capacity during the winter months and the holiday shipping season. As global trade continues to increase, diversions such as these are expected to become more frequent, even if the Ports of Los Angeles and Long Beach are able to increase capacity over time. When ships are diverted to other seaports outside California, both the impacted seaport and the State of California lose important revenues and potential jobs. The Port of San Diego is positioned to help handle the overflow and expansion of business through the Southern California seaport network.

Also, local commercial and industrial operations represent a primary source for the region’s domestic and international freight flows. The establishment of successful commercial/industrial land uses is important to local economies and jobs creation. Such land uses must be appropriately designed to support the efficient movement of goods and connection to the regional freight network so businesses can thrive and new businesses are attracted.

Next Steps

The FWG has taken the identified needs and created a list of projects and concepts to improve efficiency and add capacity to the freight network. At the September 8, 2006, Board Policy meeting staff will bring both the list of projects and the FWG’s draft list of evaluation criteria to prioritize those projects. Application of the criteria will allow the region to adopt at least a short-term Goods Movement Action Plan while it grapples with its desired long-range role as a gateway in the global trade market.
Key studies to assist a decision regarding the long-range direction of the region’s freight strategy are the recent Economic Impacts of Wait Times at the San Diego-Baja California Border, an update to the Regional Economic Prosperity Strategy, and the SD&AE Gateway Feasibility and Improvements Study. The SD&AE study is in the FY 2007 Program Budget and Overall Work Program (OWP) and will look at rail improvements at the border, including an assessment of business opportunities and a border intermodal freight strategy. One other study in the FY 2007 Program Budget and OWP is an evaluation of the feasibility of freeway truck lanes or use of the Managed Lanes to improve overall regional mobility.

The Goods Movement Action Plan, if adopted by the end of the year, would be incorporated into the 2007 RTP update. Further studies or concepts for the long-range strategy also could be mentioned as policies or actions in the 2007 RTP. Related studies with longer timeframes like the Regional Economic Prosperity Strategy and the Managed Lanes Truck Study would be included in the next RTP update or in an RTP amendment.

Several other freight plans are underway at the state level (California Goods Movement Action Plan), and for Southern California (Multi-County Goods Movement Action Plan). SANDAG is participating in those efforts, improving interregional coordination and integration.

BOB LEITER  
Director of Land Use and Transportation Planning

Attachments:  
1. San Diego Region: Freight System Conditions and Scenarios for Existing Business I-III and Long-Term  

Key Staff Contact: Michael Hix, (619) 699-1977, mhi@sandag.org
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<tr>
<td></td>
<td>SD&amp;AE/MEX - South/San Diego-Tecate Lines</td>
<td>South Line freight rail/passenger volumes constrained by infrastructure, exceeds capacity; SD-Tecate link to Mexico constrained by rehabilitation needs</td>
<td>Expansion of freight/passenger limited, existing Port/Mexico business unserved, delay, economic and opportunity loss</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>SD&amp;AE - Desert Line</td>
<td>Desert Line limited service (10 mph); capacity constrained by maintenance needs</td>
<td>Future east-west rail capacity, slow travel-time/weak market not competitive, opportunity loss</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Road/Truck</td>
<td>Caltrans</td>
<td>Regional highway network lacks adequate capacity, congested through shared use</td>
<td>Increasing delay occurs on overall network, bottlenecks at border and port, economic loss</td>
<td>Planned primary widening truck/MLs network, Interstates 5, 8, 15, and 805; study use of truck/managed lanes, safety, guidance and LCVs</td>
<td>Continue planned truck network widening/ connectors, outer loop SR 52, SR 94, SR 125</td>
<td>Continue planned truck network widening/ connectors, outer loop SR 54, SR 125</td>
</tr>
</tbody>
</table>

Attachment 1

07/28/2006
San Diego Region

1. Air Cargo
2. SR 905
3. SR 11/New Border Crossing
4. Maritime
5. Pipeline
6. Coastal/SPRINTER
6A. High Speed Rail/Inland
7. South/MEX
7A. Desert

Road/Managed Lanes
8. I-5
9. I-15
10. I-805
11. SR 94/125, I-8
12. SR 125/Toll
13. SR 54/125/52/67/94 Outer Loop

Projects
- Project Locations
- Logistics Center/Yard
- Coastal/SPRINTER
- South/Trolley/Mexico/Desert

Concepts
- Potential High Speed Rail/Inland
- SR 54/125/52/67/94 Outer Loop

Commercial/Industrial Land Use

San Diego Region

August 2006

Attachment 2
2007 COMPREHENSIVE REGIONAL TRANSPORTATION PLAN WHITE PAPER: ENVIRONMENTAL MITIGATION PROGRAM

Introduction

SANDAG has identified several key components to be developed for the 2007 Regional Transportation Plan (RTP). For each of these areas, staff is preparing a white paper to stimulate discussion and gather input from SANDAG’s policy committees and working groups. The white papers highlight several of the unique inputs and analyses that will enhance the development of the RTP.

Attached is the white paper for the Environmental Mitigation Program (EMP), which is listed under the category of Land Use/Transportation Connection. Since the passage of the TransNet Extension Ordinance and Expenditure Plan, staff has been working to implement the components laid out as part of the EMP. This white paper provides background information on the EMP, how it relates to the RTP, current conditions, challenges associated with the EMP, and conclusions and next steps for implementation of the program.

Discussion

SANDAG is currently updating the RTP. SANDAG’s last full update of the RTP, MOBILITY 2030, was adopted in March 2003. A technical update was completed in February 2006 to meet federal air quality conformity requirements and will serve as the foundation for the 2007 RTP. The 2007 RTP will incorporate a new regional growth forecast, strategic initiatives from the Regional Comprehensive Plan, the Independent Transit Planning Review, goods movement, and several other white papers on topics not previously covered in the RTP, including the EMP. The information included in this white paper will be incorporated as a section within the 2007 RTP.

The white papers address several of the specific components that have been identified as requiring focused analysis and discussion during the preparation of the RTP. In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. This transportation reauthorization bill calls for a discussion of environmental mitigation activities to be included in the RTP.

One of the efforts underway that is independent of the RTP, but whose results will be incorporated into the RTP and for which a white paper is being prepared, is the EMP. The EMP is a result of the TransNet Extension that was approved in November 2004.
A unique component of the TransNet Extension Ordinance and Expenditure Plan (TransNet Extension) is the creation of an environmental mitigation program (EMP), which goes beyond traditional mitigation for regional and local transportation projects. While the EMP includes an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for regional and local transportation projects, it also includes additional funding for habitat acquisition, management, and monitoring activities.

The goals of the EMP are:

- Expedite processing of permits for transportation projects
- Mitigate comprehensively instead of project-by-project
- Maximize cost efficiency through the purchase of land in advance of need
- Implement the Multiple Species Conservation Program and Multiple Habitat Conservation Plan

As work begins to set up habitat mitigation banks related to the development of transportation projects and identified funding, SANDAG staff will work to ensure that the work being done to implement the EMP is coordinated with the development and implementation of the RTP. The EMP white paper identified that the following items should be examined further as SANDAG works to implement the EMP:

- Future changes to the list of RTP regional projects
- Improving the approach to mitigation
- Distribution of funds available in the Regional Habitat Conservation Fund

To ensure that the most important areas of focus have been included in this white paper, SANDAG staff solicited input from the Regional Planning Stakeholders Working Group at its March 21, 2006, meeting and the Environmental Mitigation Program Working Group at its June 13, 2006, meeting. Comments received were incorporated into the white paper (Attachment 1) as appropriate. This white paper will be used in developing the Draft 2007 RTP, which is expected to be released for public comment in May/June 2007.

BOB LEITER
Director, Land Use and Transportation Planning

Attachment: 1. Environmental Mitigation Program White Paper for the 2007 Regional Transportation Plan

Key Staff Contact: Shelby Tucker, (619) 699-1916, stu@sandag.org
ENVIRONMENTAL MITIGATION PROGRAM WHITE PAPER

Introduction

In 1987, voters approved the TransNet program—a half-cent sales tax to fund a variety of transportation projects throughout the San Diego region. This 20-year, $3.3 billion transportation improvement program expires in 2008. In November 2004, 67 percent of the region’s voters supported the extension of TransNet to 2048, thereby generating an additional $14 billion for highway, transit, and local road projects and other transportation improvements.

A unique component of the TransNet Extension Ordinance and Expenditure Plan (TransNet Extension) is the creation of an environmental mitigation program (EMP), which goes beyond traditional mitigation for regional and local transportation projects. While the EMP includes an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for regional and local transportation projects, it also includes additional funding for habitat acquisition, management, and monitoring activities. The EMP will help implement the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP).

The TransNet Extension identifies $850 million to be used for the EMP. The EMP principles state that two funds shall be established. The first one, the “Transportation Project Mitigation Fund” (TPMF), covers direct mitigation costs for regional and local transportation projects estimated to be $650 million ($450 million for regional projects, $200 million for local projects). These funds will be used for the mitigation needs of the major transportation infrastructure improvement projects and programs identified in the Regional Transportation Plan (RTP), known as MOBILITY 2030.

The second fund, the “Regional Habitat Conservation Fund” (RHCF), will be approximately $200 million. These funds will be made available for regional habitat acquisition, management, and monitoring activities necessary to implement the MSCP and the MHCP, if certain requirements related to transportation project mitigation are met.

Objectives for 2007 RTP

In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. This transportation reauthorization bill calls for a discussion of environmental mitigation activities to be included in the RTP. The objective for the 2007 RTP is to mitigate for specified projects using funds from the EMP.

The goals of the EMP are listed below. In order to achieve these goals, the relationship between the EMP and the RTP needs to be included in the 2007 RTP.

- Expedite the permitting process of transportation projects
- Mitigate comprehensively instead of project-by-project
- Purchase land in advance of need to maximize cost efficiency
- Implement the MSCP and MHCP
Background

The intent of the EMP is to provide a fund for acquisition and management of habitat lands identified in the region’s habitat conservation plans and to create a reliable approach for funding required mitigation for transportation improvements, thereby reducing future costs and accelerating project delivery.

The projects identified in the RTP have been evaluated in a preliminary manner to estimate the potential impacts associated with implementation of each project and the potential cost of mitigating these impacts. The total estimated mitigation cost for all RTP regional projects has been identified by project, and totals approximately $450 million. The total estimated mitigation cost for all local projects is approximately $200 million. This total amount of $650 million allocated to cover full mitigation for all RTP projects makes up the TPMF.

SANDAG, through a partnership with Caltrans, will mitigate habitat impacts of certain regional and local transportation projects through the EMP. The regional transportation projects are identified in the RTP. Local jurisdictions will identify their mitigation needs and, through the use of funds from the TPMF, one of the options laid out below will be utilized to meet those mitigation needs.

- Establish a mitigation/conservation bank
- Purchase appropriate credits in an existing bank
- Perform restoration or habitat creation activities at a new or existing bank
- Purchase land for preservation outside of a formal bank

Funds in the RHCF are estimated based on the economic benefit derived from establishing fixed mitigation requirements for transportation projects early in the planning process, and purchasing land with the TPMF. Principle number 4 of the TransNet Extension EMP principles states that, “The EMP shall include a funding allocation for the estimated economic benefit of incorporating specified regional and local transportation projects into applicable habitat conservation plans, thereby allowing mitigation requirements for covered species to be fixed, and allowing mitigation requirements to be met through purchase of land in advance of need in larger blocks at a lower cost.” By predetermining mitigation ratios and purchasing land for mitigation in advance of actually needing it later in the planning process, the economic benefit is created from the cost savings.

The RHCF is estimated to be approximately $200 million. The accrual of economic benefit monies is tied to the completion of regional projects. Milestones within each project have been established and, once a milestone has been met, a proportion of the economic benefit money associated with that project (both the local and regional share) will be released into the RHCF. The milestones are as follows:

- Establishing and fixing project mitigation ratios
- Approval of mitigation methods (utilizing one of the options laid out above)
- Receiving permits

The RHCF monies will be allocated for regional habitat acquisition, management, and monitoring activities necessary to implement the MSCP and MHCP. The first allocation of RHCF funds is currently underway. The current allocation is being distributed through a competitive process and future funds could be allocated in a similar manner or through another process.
Current Conditions

SANDAG is preparing a Master Agreement (Agreement) among the United States Fish and Wildlife Service, California Department of Fish and Game, and California Department of Transportation. The Agreement identifies a process for allowing mitigation, through one of the methods outlined above, to help reduce project mitigation costs and expedite processing for environmental documents and permits for local and regional transportation projects.

Over the course of the 30-year buildout of various RTP projects and 40-year generation of TransNet revenue, individual projects will be proceeding at various times. SANDAG will work with Caltrans and local jurisdictions to determine the best means available to mitigate local and regional transportation projects.

Conclusions

The following items should be examined further as SANDAG works to implement the EMP:

- Future changes to the list of RTP regional projects

  As mentioned above, the estimated allocation of funds from the TPMF and RHCF has been identified for each RTP regional project. Since this list is tied to MOBILITY 2030, which was the current RTP at the time of the passage of the TransNet Extension Ordinance, how to address changes that would be made to the list by subsequent RTPs, such as the 2007 RTP, needs to be decided.

- Improving the approach to mitigation

  This is a new way of addressing project mitigation and requires collaboration among many parties. The Agreement is the first step in laying out the processes for implementing the EMP. However, once the process has been established, applying it to specific projects is the next challenge. Every project identified in the RTP will have its own mitigation requirements and the methods chosen to meet each of the milestones identified in the Agreement will be specific to that project. This becomes an even greater challenge when implementing the “Early Action Program” because satisfying the mitigation requirements for these priority projects will be addressed comprehensively rather than on a project-by-project basis in order to maximize early land acquisition opportunities allowing for the creation of the economic benefit. Although the TransNet Extension does not begin until April 2008, work on the “Early Action Program” has begun and is the first set of projects used to implement the EMP process outlined in the Agreement.

- Distribution of funds available in the RHCF

  In 2005, SANDAG created the Environmental Mitigation Program Working Group (EMPWG) to advise the Regional Planning Committee and the SANDAG Board on issues related to the coordination and implementation of the EMP. The EMPWG is responsible for making recommendations on the allocation of the RHCF and provided guidance for the first allocation mentioned above. The EMPWG prepared a “needs assessment” identifying the short-term and long-term activities necessary to implement the MSCP and MHCP, such as biological monitoring, land management coordination, and supplemental land acquisitions. Additionally, the EMPWG
will assist in identifying specific organizations to perform the monitoring, management, and acquisition activities identified in the needs assessment. Based on this analysis, the EMPWG will develop criteria and recommend priorities for allocation of RHCF funds.

Over the next several weeks, staff will be finalizing the Agreement and will include the applicable processes outlined in the Agreement in the RTP. Additionally, staff will work to implement the next phase of the EMP, which includes work on projects in the “Early Action Program.”

The Agreement will resolve many of the issues presented above, but as we move forward with this project we anticipate needing to address any additional issues that arise. Since the EMP was part of the TransNet Extension, work will continue over the life of the ordinance, beyond the adoption of the 2007 RTP through 2048.
PILOT SMART GROWTH INCENTIVE PROGRAM:
ADDITIONAL FUNDING AND STATUS REPORT

Introduction

In September 2005, SANDAG programmed $19.1 million for 14 projects under the Pilot Smart Growth Incentive Program (PSGIP). Funds for these projects came from the federal Transportation Enhancements (TE) Program. SANDAG now has authorization to program TE funds for FY 2010 and FY 2011. These funds, totaling $4.3 million, could be used to support more smart growth projects under the PSGIP. This report recommends using this revenue to fund additional projects from the original program call for projects. In addition, staff has identified potential cashflow constraints within the TE program, and the report proposes an approach to resolving cashflow issues should they arise.

It has been 11 months since SANDAG approved the original funding for the Pilot Smart Growth Incentive Program. An initial status report on the approved projects is provided at the conclusion of this report.

Discussion

In the MOBILITY 2030 Regional Transportation Plan, SANDAG committed to providing a $25 million Pilot Smart Growth Incentive Program. The initial $19.1 million program was supported by TE funds from the federal transportation program covering the fiscal years 2004 to 2009 and was a major step toward meeting the RTP commitment. The evaluation matrix that the project evaluation panel used to prioritize the initial list of projects is included as Attachment 1 for reference.

Every two years, the California Transportation Commission (CTC) provides an estimate of transportation revenues for the following six years that the regions use in developing their Regional Transportation Improvement Programs (RTIP). For the 2006 RTIP, the CTC has authorized SANDAG to program an additional $6.3 million in TE funds. In March 2006, SANDAG programmed $2 million of those funds to meet an immediate funding shortfall on the San Dieguito River Park’s bicycle and pedestrian bridge over Lake Hodges. SANDAG staff is recommending that the remaining $4.3 million be used to fund additional projects from the list of projects submitted in the initial PSGIP call for projects using the original ranking criteria, and project priorities.
In an effort to support as many projects as possible, the Maple Street Promenade in Escondido and the Old Palm Avenue Streetscape project in Imperial Beach received partial funding in the initial PSGIP allocation. Staff is recommending that these two projects be fully funded at this time. The Imperial Beach project would receive an additional $315,000, and the Escondido project would receive $298,000 more, leaving a balance of $3,687,000.

The next two projects on the original project priority list received identical scores. The 25th Street Renaissance project would revitalize a six-block area of 25th Street between Balboa Park and State Route 94 with pedestrian amenities, traffic calming, and streetscape enhancements. Total project cost is estimated at $1,589,000, and the grant request is for $1,425,000. The other project recommended for funding is the Grand Avenue/El Mercado project in Escondido. It includes pedestrian-scale lighting, decorative paving, curb extensions, street trees, and other pedestrian enhancements at an estimated cost of $1,600,000. The grant request is for $1,320,000. Funding these two projects would leave a balance of $942,000.

The next two projects on the priority list also received identical scores, but both could not be funded with this remaining balance. Consequently, staff is recommending that the remaining TE funds be held as a reserve for future funding needs. The table below details how the $4.3 million in available funds would be used. The full list of projects submitted for funding in the initial call for projects, their rank order, and the current funding recommendation are shown in Attachment 2.

<table>
<thead>
<tr>
<th>Complete Funding for Two Projects</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Palm Avenue Streetscape (Imperial Beach)</td>
<td>$ 315,000</td>
</tr>
<tr>
<td>Maple Street Pedestrian Promenade (Escondido)</td>
<td>298,000</td>
</tr>
<tr>
<td>Fund Next Two Priority Projects</td>
<td></td>
</tr>
<tr>
<td>25th Street Renaissance Project (City of San Diego)</td>
<td>$1,425,000</td>
</tr>
<tr>
<td>Grand Avenue/El Mercado Streetscape (Escondido)</td>
<td>1,320,000</td>
</tr>
<tr>
<td>Funding Reserve</td>
<td>942,000</td>
</tr>
<tr>
<td>Total</td>
<td>$4,300,000</td>
</tr>
</tbody>
</table>

**Cashflow Management**

The amount of TE funds available to the region each year is restricted based on cashflow estimates provided by the CTC. Predictably, projected local agency funding needs often do not match the annual revenue estimates. At the same time, experience suggests some projects will encounter delays and not require funding until later than expected. To address these uncertainties, staff recommends the following approach to meeting project cashflow needs:

- Funds should be authorized for obligation on a first-come, first-served basis as projects pass project development milestones.

- Once funds are exhausted in any year, SANDAG should work with grantees to advance funds from future years, subject to CTC approval.

- If funding cannot be advanced, and the grantee is willing to finance the project until funds are available for reimbursement, SANDAG should work with grantees and the CTC to obtain authorization for advanced construction.
Project Status Report

SANDAG receives quarterly status reports from each grantee as part of its ongoing program oversight activities under the Pilot Smart Growth Incentive Program. These status reports will alert the staff to emerging issues that SANDAG may be able help resolve, and they will help monitor cashflow needs. They also will help document issues that should be addressed in developing the long-term Smart Growth Incentive Program that the TransNet Extension will fund.

Based on the reports received to date, all the projects remain on schedule, but there are several issues worth noting. In general, while no significant environmental issues have been raised with any of the projects, many of the projects have been focused on the process of obtaining clearance under the National Environmental Policy Act (NEPA). This was an anticipated part of the process, but not all applications accurately reflected the time the NEPA process would add to their projects. A complete list of the approved projects, their schedules, and a brief status report that identifies any pending issues is included as Attachment 3 to this report.

BOB LEITER
Director, Land Use and Transportation Planning

Attachments: 1. Pilot Smart Growth Incentive Program - Project Evaluation Criteria
   2. Pilot Smart Growth Incentive Program - Program Recommendations
   3. Pilot Smart Growth Incentive Program - Project Status Report

Key Staff Contact: Stephan Vance, (619) 699-1924, sva@sandag.org
**Pilot Smart Growth Incentive Program**  
**Project Evaluation Criteria**

### I. Project Screening Criteria

Project screening criteria are meant to ensure the applicant is committed to the project, that the community supports it, and that it can be constructed within the schedule proposed. These criteria must be met in order for the project to be evaluated further.

<table>
<thead>
<tr>
<th>A. Local Commitment/Authorization</th>
<th>The application must include a resolution or minute order from City Council, County Board of Supervisors, or Board of Directors authorizing the application, and committing to allocate the staff resources and matching funds necessary to complete the project as proposed.</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Funding Commitment</td>
<td>The applicant must certify that funding for related improvements are in place to ensure the proposed project can be completed within the schedule proposed in the project application.</td>
</tr>
<tr>
<td>C. Funding Eligibility</td>
<td>The project must be eligible under the federal funding program guidelines.</td>
</tr>
</tbody>
</table>

### II. Project Evaluation Criteria

Project evaluation criteria are used to score and rank projects. These criteria are based on the requirements of the funding source, and the goals of the Smart Growth Incentive Program.

<table>
<thead>
<tr>
<th>Max. Points</th>
<th>Weight</th>
<th>Max. Score</th>
</tr>
</thead>
</table>

#### A. Project Readiness

To ensure the proposed projects can comply with the state's timely use of funds requirements, projects will be scored based on how close they are to beginning construction.

<table>
<thead>
<tr>
<th>Level of Project Development</th>
<th>Feasibility Study</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Projects receive 1 point for each completed phase to a maximum of 5 points)</td>
<td>Preliminary Engineering</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Environmental Clearance</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Right-of-way Acquisition</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Final Design</td>
<td>1</td>
</tr>
</tbody>
</table>

#### B. Smart Growth Area Land Use Characteristics

To encourage projects in smart growth development areas, and to evaluate how well they support smart growth development, the proposed projects are scored based on the intensity of development, the diversity of land uses, the quality of urban design in the project area, the provision of additional housing in general and affordable housing in particular.

<table>
<thead>
<tr>
<th>Max. Points</th>
<th>Weight</th>
<th>Max. Score</th>
</tr>
</thead>
</table>

1. **Intensity of Development (0-5 points)**
   - To what extent does the existing or planned project area meet the residential density levels identified in the RCP for its smart growth area type? Project areas at the minimum dwelling units per acre receive 1 point, and areas at the recommended upper end of the range receive 5 points.
   - 5 points | 4 | 20

2. **Land Use and Transportation Characteristics of Project Area (0-5 points)**
   - How well does the existing or planned urban form in the project area meet the smart growth objectives of the RCP? Maximum points are given for areas that have, or are planned to have, a mix of residential and commercial uses appropriate to its smart growth area type, and have the appropriate transportation system characteristics.
   - 5 points | 2 | 10

3. **Urban Design Characteristics of Project Area (0-5 points)**
   - How well does the existing or planned urban design in the project area conform to the smart growth design principles in the RCP? Maximum points are given for areas where the existing built environment, or the design standards for new construction provides a human-scale built environment. The street network and trail system should provide direct access to commercial and civic services, recreational opportunities, and transportation services. Building construction should be oriented to the pedestrian. Street design should accommodate bicyclists and pedestrians, including transit passengers.
   - 5 points | 2 | 10

4. **Related Land Development Projects (0-5 points)**
   - Is there a current land development project associated with the proposed capital improvements? How well does it contribute to smart growth development by providing additional housing in the area?
   - 5 points | 1 | 5

5. **Affordable Housing**
   - Does the project serve affordable (subsidized) housing? How much additional affordable housing is provided?
   - 5 points | 2 | 10
II. Project Evaluation Criteria (cont’d)

C. Quality of Proposed Project.

These criteria rate the proposed project based on the variety and quality of features proposed to be constructed. Points are accumulated for each type of improvement included in the project based on the quality of that improvement.

<table>
<thead>
<tr>
<th>Weight</th>
<th>Max. Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>10</td>
</tr>
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<td>5</td>
<td>5</td>
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<td>5</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>


1. Pedestrian Access Improvements (0-5 points)

To what extent does the project improve pedestrian access to a regional transit station, transit corridor, or rural village center? Maximum points should be awarded to projects that connect people to activity centers (especially transit) following the design principles in SANDAG’s Planning and Designing for Pedestrians.

2. Bicycle Access Improvements (0-5 points)

To what extent does the project improve bicycle access to, and secure parking at a regional transit station, transit corridor, or rural village center? Maximum points should be awarded to projects that provide seamless bicycle access to the areas activity centers, and include secure bicycle parking.

3. Transit Facility Improvements (0-5 points)

To what extent does the project improve the transit patron environment at transit stations, along transit corridors, or at access points immediately adjacent to the transit facility?

4. Streetscape Enhancements (0-5 points)

How well does the project include public art elements, public seating, pedestrian-scale lighting, enhanced paving or wayfinding signage?

5. Traffic Calming Features (0-5 points)

How well does the project include one or more of the traffic calming features recommended in Planning and Designing for Pedestrians?

6. Parking Improvements (0-5 points)

How well does the project provide appropriate levels of auto access to regional transit and the related project area without detracting from the quality of public spaces, and without detracting from transit, bicycle and pedestrian circulation?

D. Matching Funds

Matching Funds (0-15)

The higher the percentage of matching funds, the greater the number of bonus points the project will receive.

E. Low Income Household Bonus Points (15 percent of Total Score)

TOTAL SCORE

Notes

1Affordable housing is defined as income- or price-controlled housing. See the program guidelines for details.

2All bicycle facility improvements must comply with the requirements of the California Highway Design Manual, Chapter 1000.

3Low income household bonus points awarded per SANDAG Board policy (dated 2/25/05) to National City, El Cajon, Imperial Beach, Lemon Grove, La Mesa, Escondido, Vista, Chula Vista, San Diego, and San Marcos.
<table>
<thead>
<tr>
<th>Project No.</th>
<th>Project Name</th>
<th>Sponsoring Jurisdiction</th>
<th>Project Summary</th>
<th>Average Score</th>
<th>Total Project Cost</th>
<th>Funds Requested</th>
<th>Recommended Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>University Avenue Mobility Project- Phase I</td>
<td>City of San Diego</td>
<td>Improvements along University Avenue transit corridor in North Park: University Ave. from Florida St. to Boundary St., Lincoln Ave. from Utah St. to 32nd St., and North Park Way from 30th St. to 32nd St. Landscaped/painted medians, restriping University Ave., pedestrian popouts, new traffic signals, enhanced pedestrian crossings w/in-pavement flashers, pedestrian countdown signal heads, relocation of parking to side streets, new bike racks, enhanced North Park street name signs</td>
<td>108</td>
<td>$2,550,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>2</td>
<td>Park Boulevard at Harbor Drive Pedestrian Bridge</td>
<td>Centre City Development Corporation</td>
<td>Construction of a pedestrian bridge to serve as a grade-separated pedestrian crossing of Harbor Drive</td>
<td>105</td>
<td>$13,000,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>3</td>
<td>Grossmont Trolley Station Pedestrian Enhancements</td>
<td>City of La Mesa/ Metropolitan Transit System</td>
<td>Grossmont Trolley station pedestrian improvements including a tower with 2 elevators and stairs to a bridge that will enable pedestrians transiting users to access employment and entertainment centers at the top of the hill</td>
<td>103</td>
<td>$4,700,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>4</td>
<td>Washington/Goldfinch Intersection Pedestrian Improvement Project</td>
<td>City of San Diego</td>
<td>Pedestrian popouts, enhanced crosswalks/sidewalks, lighted bollards, trees, shrubs, ground cover, transit shelter, bike racks, enhanced paving in the median, upgraded traffic signals on all 4 corners</td>
<td>102</td>
<td>$928,000</td>
<td>$684,000</td>
<td>$684,000</td>
</tr>
<tr>
<td>5</td>
<td>Bird Rock Area Traffic Management Plan</td>
<td>City of San Diego</td>
<td>Improvements in the Bird Rock neighborhood including 5 modern roundabouts, a raised landscaped median, diagonal parking, new pedestrian crossings and sidewalks, and transit facility and pedestrian improvements</td>
<td>100</td>
<td>$4,385,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>6</td>
<td>Palomar Gateway Community Transit Area Project</td>
<td>City of Chula Vista</td>
<td>Street improvements along Palomar St. and Industrial Blvd., improvements to the Palomar Transit Station and its environs</td>
<td>96</td>
<td>$2,375,000</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Project No.</td>
<td>Project Name</td>
<td>sponsoring Jurisdiction</td>
<td>Project Summary</td>
<td>Average Score</td>
<td>Total Project Cost</td>
<td>Funds Requested</td>
<td>Recommended Funding</td>
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</tr>
<tr>
<td>7</td>
<td>7 Fountain Plaza-Promenade</td>
<td>City of National City</td>
<td>Construction of a central square for outdoor markets and fairs, including installation of a fountain, streetlights, landscaping, benches, and bicycle facilities in downtown National City.</td>
<td>95</td>
<td>$516,000</td>
<td>$258,000</td>
<td>$258,000</td>
</tr>
<tr>
<td>8</td>
<td>8 Allison Avenue-University Avenue Enhancements</td>
<td>City of La Mesa</td>
<td>Improvements to the pedestrian environment along Allison and University Aves., within the downtown La Mesa Smart Growth Opportunity Area, including upgraded sidewalks, trees, lighting, and transit stop improvements.</td>
<td>94</td>
<td>$3,156,000</td>
<td>$1,994,000</td>
<td>$1,994,000</td>
</tr>
</tbody>
</table>
| 8          | 8 Mid-City Urban Trail & SR-15 Bikeway           | City of San Diego                | Improvements along the I-15 corridor in Mid-City San Diego, including widened pedestrian paths, pedestrian lighting, street furniture, wayfinding and bikeway signage, bikeway striping and signal improvements.
<pre><code>                                       | 94                                      | $2,986,000          | $1,600,000        | $1,600,000        | $1,600,000        |
</code></pre>
<p>| 10         | 10 Commercial St. Streetscape project            | City of San Diego                | Rehabiltation of a 6 1/2-block area of National City Blvd., including replacement of sidewalks, tree grates, shrubbery, and bus benches.                                                                          | 91            | $2,480,000        | $1,500,000      | $1,500,000        | $1,500,000        |
| 10         | 10 National City Boulevard Sidewalk and Street Lighting Improvement Project | City of Imperial Beach           | Pedestrian-oriented enhancements including decorative streetlights, trees, shrubbery, and bus benches.                                                                                                         | 86            | $2,480,000        | $1,500,000      | $1,022,000        | $1,022,000        |</p>
<table>
<thead>
<tr>
<th>Project No.</th>
<th>Project Name</th>
<th>Sponsoring Jurisdiction</th>
<th>Project Summary</th>
<th>Average Score</th>
<th>Total Project Cost</th>
<th>Funds Requested</th>
<th>Recommended Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>National City Boulevard Median and Landscape Improvement Project</td>
<td>City of National City</td>
<td>Installation of medians and landscaping on Nat'l City Blvd. from 7th St. to Division St. to improve traffic safety and the visual appeal of the street</td>
<td>86</td>
<td>$1,440,000</td>
<td>$720,000</td>
<td>$720,000</td>
</tr>
<tr>
<td>13</td>
<td>Maple Street Pedestrian Plaza Project</td>
<td>City of Escondido</td>
<td>Reconstruction of a 2-lane through street into a short two-lane cul-de-sac ending in a large pedestrian plaza</td>
<td>86</td>
<td>$1,100,000</td>
<td>$945,000</td>
<td>$945,000</td>
</tr>
<tr>
<td>15</td>
<td>25th Street Renaissance Project</td>
<td>City of San Diego</td>
<td>Revitalization of a six block area of 25th St. north of SR 94, including pedestrian amenities, traffic calming, streetscape improvements, and parking</td>
<td>85</td>
<td>$1,589,000</td>
<td>$1,425,000</td>
<td>$1,425,000</td>
</tr>
<tr>
<td>15</td>
<td>Grand Avenue/El Mercado Project</td>
<td>City of Escondido</td>
<td>Pedestrian lighting on Grand Ave. through the downtown area, reconstruction of Grand Ave. from Centre City to Quince in the Mercado area to include decorative paving and sidewalks</td>
<td>85</td>
<td>$1,600,000</td>
<td>$1,320,000</td>
<td>$1,320,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$47,385,000</td>
<td>$23,446,000</td>
<td>$22,468,000</td>
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<tr>
<td>Project No.</td>
<td>Project Name</td>
<td>Sponsoring Jurisdiction</td>
<td>Project Summary</td>
<td>Average Score</td>
<td>Total Project Cost</td>
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</tr>
<tr>
<td>17</td>
<td>Reo Drive Revitalization Project- Phase II Improvements</td>
<td>City of San Diego</td>
<td>Rehabilitation of a one-block commercial strip including widening Reo Dr. for installation of enhanced crosswalks, bus pads, diagonal parking, pedestrian-oriented street lights, new sidewalks, enhanced landscaping and shade trees, ADA-compliant pedestrian ramps and curb enhancements</td>
<td>84</td>
<td>$939,563</td>
<td>$447,282</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>H Street Transit Corridor Project</td>
<td>City of Chula Vista</td>
<td>Beautification and improvements to pedestrian facilities along H St. between 3rd Ave. and Broadway</td>
<td>84</td>
<td>$2,300,000</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>San Ysidro Pilot Village Corridor Project</td>
<td>City of San Diego</td>
<td>Transportation and streetscape improvements including bicycle lanes, sidewalk widening, pedestrian ramps, popouts, trees, street furniture, median landscaping and other improvements</td>
<td>82</td>
<td>$2,268,851</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Oceanside-to-Escondido Rail Trail Project- Phase II</td>
<td>City of San Marcos</td>
<td>Construction of a one mile segment of the Oceanside to Escondido Rail Trail bicycle path, in San Marcos</td>
<td>80</td>
<td>$5,600,000</td>
<td>$1,500,000</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Rose Creek Bicycle Path and Pedestrian Bridge</td>
<td>City of San Diego</td>
<td>A 280 foot long pedestrian and bicycle bridge across Rose Creek in Mission Bay Park, and pedestrian and Class I bicycle trails leading to the bridge</td>
<td>77</td>
<td>$3,100,000</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Balboa Avenue Corridor Improvements Project- Phase I</td>
<td>City of San Diego</td>
<td>Traffic calming features and raised and landscaped medians, addition of 2 signalized intersections, reconfiguration of Balboa Ave., and other improvements</td>
<td>76</td>
<td>$6,000,000</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Streetscape II Project</td>
<td>City of Encinitas</td>
<td>Improvements to Hwy 101 between F St. and the entrance to Swami's Beach Park, including curb, gutter and sidewalk improvements, landscaped corner safe crossings, street furniture and lighting, increased parking</td>
<td>74</td>
<td>$3,105,000</td>
<td>$300,000</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Solana Beach Mixed Use Development</td>
<td>North County Transit District</td>
<td>Lighted walkways, improved signage, additional benches and sidewalks, covered pedestrian path from parking structure to platform, specialized bike facilities, doubling of drop-off zones, dedicated bus parking space for NCTD Route 308</td>
<td>73</td>
<td>$3,400,000</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>Project No.</td>
<td>Project Name</td>
<td>Sponsoring Jurisdiction</td>
<td>Project Summary</td>
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<td>Total Project Cost</td>
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</tr>
<tr>
<td>25</td>
<td>San Luis Rey Transit Center at North River Village</td>
<td>North County Transit District</td>
<td>Construction of a 20 mile portion of the Coastal Rail Trail bicycle facility between Del Mar and Downtown San Diego</td>
<td>70</td>
<td>$6,000,000</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Coastal Rail Trail Project</td>
<td>City of San Diego</td>
<td>Construction of transit center and public improvements such as sidewalks, landscaping, and bike facilities</td>
<td>61</td>
<td>$1,172,900</td>
<td>$1,000,000</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>San Diego River Bike Path Linkages</td>
<td>City of San Diego</td>
<td>Construction of a bridge over a drainage channel to link bike path segments in Mission Valley</td>
<td>61</td>
<td>$1,402,000</td>
<td>$371,000</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>No Courtyard/River Run bike path linkage - construction of a bridge over a drainage channel to link bike path segments in Mission Valley</td>
<td>City of San Diego</td>
<td>Construction of transit center and public improvements such as sidewalks, landscaping, and bike facilities</td>
<td>61</td>
<td>$1,402,000</td>
<td>$371,000</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Coastal Rail Trail Project</td>
<td>City of San Diego</td>
<td>Construction of a 20 mile portion of the Coastal Rail Trail bicycle facility between Del Mar and Downtown San Diego</td>
<td>58</td>
<td>$6,300,000</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>San Diego River Bike Path Linkages</td>
<td>City of San Diego</td>
<td>Construction of a bridge over a drainage channel to link bike path segments in Mission Valley</td>
<td>58</td>
<td>$6,300,000</td>
<td>$2,000,000</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Alvarado Canyon Road Realignment Project</td>
<td>City of San Diego</td>
<td>Realignment of Alvarado Canyon Road to improve bike, pedestrian, bus, and trolley access and around Granville</td>
<td>57</td>
<td>$2,800,000</td>
<td>$700,000</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>SR 75/283 Toll Removal Mitigation Measure Project</td>
<td>City of Coronado</td>
<td>A metering system for traffic entering Coronado from the bridge, traffic signals, sidewalk bulbouts, and enhanced landscaping along the corridor</td>
<td>55</td>
<td>$2,233,800</td>
<td>$1,000,000</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>City of Santee Bikepath/Walkway</td>
<td>City of Santee</td>
<td>Construction of sidewalks and installation of street lighting along portions of Sweetwater Springs Blvd. in Spring Valley</td>
<td>53</td>
<td>$935,000</td>
<td>$390,000</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Sweetwater Springs Boulevard Sidewalks at Stage Coach Lane</td>
<td>County of San Diego</td>
<td>Construction of a curb, gutter, and sidewalk on the south side of Stage Coach Lane in front of Fallbrook High School</td>
<td>39</td>
<td>$1,400,000</td>
<td>$700,000</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Stage Coach Lane Sidewalks at Fallbrook High School</td>
<td>County of San Diego</td>
<td>Construction of a curb, gutter, and sidewalk on the south side of Stage Coach Lane in front of Fallbrook High School</td>
<td>39</td>
<td>$1,400,000</td>
<td>$700,000</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Santee Trolley Square Raised Pedestrian Crossing</td>
<td>City of Santee</td>
<td>A raised pedestrian crossing between the MTS Transit Center in Santee Trolley Sq. and a future mixed-use development site</td>
<td>37</td>
<td>$343,400</td>
<td>$343,400</td>
<td></td>
</tr>
</tbody>
</table>
### Pilot Smart Growth Incentive Program
#### Project Status Report

<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Grant Amount</th>
<th>Scheduled Completion</th>
<th>Comments/Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 University Avenue Mobility Project</td>
<td>City of San Diego</td>
<td>$2,000,000</td>
<td>January 2009</td>
<td>In preliminary engineering.</td>
</tr>
<tr>
<td>2 Park Blvd. Pedestrian Bridge</td>
<td>CCDC/City of San Diego</td>
<td>$2,000,000</td>
<td>To Be Determined</td>
<td>Right-of-way acquisition is delayed.</td>
</tr>
<tr>
<td>3 Grossmont Trolley Station Pedestrian</td>
<td>City of Metropolitan Transit System</td>
<td>$2,000,000</td>
<td>September 2008</td>
<td>Right-of-way acquisition from one property owner unresolved.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Washington/Goldfinch Intersection</td>
<td>City of San Diego</td>
<td>$684,000</td>
<td>May 2008</td>
<td>On schedule.</td>
</tr>
<tr>
<td>Pedestrian Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Bird Rock Traffic Management Plan</td>
<td>City of San Diego</td>
<td>$2,000,000</td>
<td>August 2007</td>
<td>On schedule.</td>
</tr>
<tr>
<td>6 Palomar Gateway Community Transit Area</td>
<td>City of Chula Vista</td>
<td>$2,000,000</td>
<td>February 2007</td>
<td>On schedule.</td>
</tr>
<tr>
<td>7 Fountain Plaza Promenade/National City</td>
<td>City of National City</td>
<td>$2,000,000</td>
<td>April 2007</td>
<td>On schedule. This project is a combination of three projects submitted to the program. NEPA clearance approved.</td>
</tr>
<tr>
<td>Blvd. Sidewalk and Street Lighting Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 Allison Ave. – University Ave. Pedestrian</td>
<td>City of La Mesa</td>
<td>$1,994,000</td>
<td>September 2006</td>
<td>On schedule.</td>
</tr>
<tr>
<td>Enhancements</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Mid City Urban Trail and SR 15 Bikeway</td>
<td>City of San Diego</td>
<td>$1,600,000</td>
<td>June 2008</td>
<td>On schedule. This grant is being processed as four different projects within the Mid City area, all of which are part of the planned urban trail network.</td>
</tr>
<tr>
<td>10 Commercial St. Streetscape Improvements</td>
<td>City of San Diego</td>
<td>$1,500,000</td>
<td>February 2009</td>
<td>Project is on schedule. Environmental and geotechnical studies may affect the design and construction schedule of the associated housing project.</td>
</tr>
<tr>
<td>11 Old Palm Ave. Streetscape Improvements</td>
<td>City of Imperial Beach</td>
<td>$685,000</td>
<td>May 2007</td>
<td>On schedule. Additional funds recommended for this project.</td>
</tr>
<tr>
<td>12 Maple St. Pedestrian Plaza</td>
<td>City of Escondido</td>
<td>$647,000</td>
<td>July 2008</td>
<td>Project on schedule, but related housing project on hold.</td>
</tr>
</tbody>
</table>
Regional Comprehensive Plan (RCP), adopted by the SANDAG Board of Directors in July 2004, is now moving into the implementation phase. Chapter 8 of the RCP describes using performance indicators as a tool to track our progress in implementing the plan. Many of the strategies and actions recommended in the Plan will take years to develop and fund. Therefore, it is important to have a consistent and valid set of indicators that can reflect the sometimes subtle changes that occur over the long run. Future performance monitoring reports on these indicators will be used to assess the degree to which RCP implementation is influencing the quality of life in the region.

Monitoring our progress in implementing the RCP is both a recommendation of the Plan and a legal requirement. Assembly Bill 361 included the specific requirement that SANDAG monitor progress through “realistic measurable standards and criteria, which must be included in the RCP itself and made available to the public.” The list of indicators was published as part of the RCP.

The attached RCP Baseline Report for Performance Monitoring (Baseline Report) establishes a benchmark for future monitoring. The Baseline Report discusses the significance of each indicator and identifies targets for certain indicators. Initial analysis of the data collected and a discussion of SANDAG’s work efforts underway that may influence performance over time also is included in the Baseline Report.

Discussion

When preparing the RCP, SANDAG’s Regional Planning Committee, the Regional Planning Technical Working Group (TWG), and the previous Regional Planning Stakeholders Working Group (SWG) developed a set of performance indicators to monitor the region’s progress toward achieving the goals and objectives of the RCP.

The indicators are organized into the following six categories that relate back to the RCP:

1. Urban Form/Transportation
2. Housing
3. Healthy Environment – Natural Habitats, Water Quality, Shoreline Preservation, Air Quality
4. Economic Prosperity  
6. Borders  

The complete set of indicators is included in the attached Baseline Report. 

Data are available for most but not all of the indicators. Where data were not available, the report explains when data are expected for future reports and identifies the source. 

**Initial Targets**  

In addition to the indicators, staff recommended and reviewed a set of targets with the Regional Planning Committee in December 2005 that were based upon existing laws or adopted policy. As a result, four targets have been incorporated into the Baseline Report and address the areas of: 

- Beach Widths  
- Kilowatt Hours of Electricity Used Per Capita at Peak Hours  
- Share of Energy Produced In-County vs. Imported  
- Share of Energy Produced from Renewable Resources  

Setting targets for other indicators will be done with the Regional Planning Committee, the Transportation Committee, the Regional Planning Stakeholders Working Group, and the Regional Planning Technical Working Group over the next year. 

**Report Highlights**  

While the focus of this report is on establishing a baseline for future annual performance monitoring, the report highlights certain areas where the region appears to be moving in the right direction and others where improvement is needed. 

**Moving in the Right Direction**  

- Nearly one-third of new housing units built in 2005 were in Smart Growth Opportunity Areas  
- Ninety-nine percent of the region’s housing stock is located within the San Diego County Water Authority’s service area  
- Transit ridership has trended upward with population growth  
- Crime has decreased  
- Beach closures have declined  
- Air quality has improved  
- The work force in San Diego is increasingly well-educated
• The share of the region’s energy produced from renewable resources has increased significantly

Areas for Improvement

• The region continues to experience a serious housing affordability problem
• Congestion on most roads and freeways has increased over the last ten years as have total hours of delay per traveler
• Many waterbodies have some degree of impairment
• Several beaches are losing sand
• Job growth in the region has been concentrated in low-wage industries

Next Steps

This report will be provided to the Regional Planning Stakeholders and Technical Working Groups in September for review and comment. Once the 60-day public comment period is complete, the final report will be prepared and forwarded to the Board of Directors for consideration and acceptance as the Baseline Report for RCP Monitoring.

Over the next year, staff will work with the working groups and the Regional Planning Committee to establish targets for other indicators and will seek input on future reporting formats.

Conclusion

Many of the actions and paradigm shifts discussed in the Regional Comprehensive Plan may take years to develop, fund, and implement. Some short-term impacts are likely to be subtle, though some will be more noticeable. This Baseline Report will serve as a benchmark for monitoring progress. If progress is not made over time, SANDAG, through its Policy Advisory Committees and the Board, may wish to re-evaluate the strategies and actions recommended in the RCP.

BOB LEITER
Director of Land Use and Transportation Planning


Key Staff Contact: Coleen Clementson, (619) 699-1944, ccl@sandag.org
The Regional Comprehensive Plan:

Establishing a Baseline for Monitoring Performance

August 2006

DRAFT
The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; plans, engineers, and builds public transit; makes strategic plans; obtains and allocates resources; and provides information on a broad range of topics pertinent to the region’s quality of life.

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(A) Hon. Norine Sigafos, Monitoring Committee Chair

U.S. DEPARTMENT OF DEFENSE
(Advisory Member)
CAPT Daniel King, USN, CEC
Commanding Officer, Southwest Division
Navel Facilities Engineering Command
(A) CAPT Michael Giorgione, USN, CEC
Executive Officer, Southwest Division
Navel Facilities Engineering Command

SAN DIEGO UNIFIED PORT DISTRICT
(Advisory Member)
William Hall, Commissioner
(A) Michael Bixler, Commissioner

SAN DIEGO COUNTY WATER AUTHORITY
(Advisory Member)
Marilyn Dailey, Commissioner
(A) Mark Muir, Commissioner

MEXICO
(Advisory Member)
Hon. Luis Cabrera C., Consulate General of Mexico

As of July 12, 2006
ABSTRACT

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AUTHOR: San Diego Association of Governments

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ABSTRACT: This report provides a baseline by which to measure future performance toward RCP Implementation.
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EXECUTIVE SUMMARY
EXECUTIVE SUMMARY

BACKGROUND

Over the next 30 years, San Diego County is expected to grow by more than one million people, bringing the total population to almost four million. Many of these people will be our children and grandchildren. Where will they live? Where will they work? And what will the region around them be like?

The region’s 19 local governments, working under the umbrella of the San Diego Association of Governments (SANDAG), have developed a plan to address our region’s projected population growth. The goal is to ensure a high quality of life for ourselves and our future generations — to work toward a society that has resolved its housing shortage, transportation problems, and energy issues, and provides healthy, desirable environments for people and nature.

MANDATE ON MONITORING RCP PERFORMANCE

Thousands of people collaborated to produce the Regional Comprehensive Plan (RCP) over a nearly two-year period. Individuals, stakeholders, planning directors, public works directors, city managers, community-based organizations, elected officials, and representatives from tribal governments, state and federal agencies, neighboring counties, and the Republic of Mexico all contributed to the plan’s formation. The RCP was adopted by the SANDAG Board in July of 2004.

The result is a consensus statement of the region’s vision, core values, key issues, goals, objectives, and needed actions. It is a comprehensive summary of where we are today, where we want to be tomorrow, and what we need to do to get there.

But how will we track our progress? In many cases, we are talking about making major changes in our current ways of doing business, looking out 30 years and beyond. Many of the actions and paradigm shifts discussed in the plan may take years to develop, fund, and implement. Some short-term impacts are likely to be subtle. Some will be more noticeable. Over time, however, smart decisions and the cumulative effects of our actions will result in the future that the plan envisions.
Monitoring our progress is not just a good idea, it’s a legal requirement. Assembly Bill 361 (Kehoe) was signed into law in September 2003. It declares that the intent of the legislature is that SANDAG shall “complete the public process of preparing and adopting a regional comprehensive plan...by June 30, 2004.” And it contains specific language regarding monitoring:

“To ensure that the vision and goals of the regional comprehensive plan are implemented, the consolidated agency [SANDAG] must monitor its progress through realistic measurable standards and criteria, which must be included in the regional comprehensive plan itself and made available to the public.”

**STRATEGIC INITIATIVES**

Because of the wide range of actions included in the RCP, participants developed a list of “Strategic Initiatives,” that is, sets of priority actions to be undertaken by various groups to implement the recommended actions and concepts in the adopted plan. The Strategic Initiatives allow for the recommended actions to be organized into manageable units of work and prioritized by timeframe, helping ensure implementation.

Several “Early Actions” were included in the list. These are actions that were underway prior to adoption of the RCP in July 2004, or were expected to be initiated immediately after adoption. All of the “Early Actions” identified have been initiated and include:

- Preparation of a Smart Growth Concept Map
- Development of a regional funding program for MOBILITY 2030 (TransNet)
- Evaluation of the use of transportation impact funding
- Adoption of updated Regional Housing Needs Assessment
- Development of a regional habitat funding program

Many other Strategic Initiatives are underway or are planned to be undertaken in this fiscal year. Further discussion on efforts underway is included in the conclusion of the various sections of this report.

**WHERE WE NEED TO IMPROVE**

As a region, we should provide enough homes to meet the demand created by projected job and population growth. The RCP recognizes that local land use plans, if left unchanged, do not provide enough capacity to meet the region’s projected housing needs over time. If housing capacities in key locations of our more urbanized areas are not increased, more San Diego workers will live in surrounding areas including Riverside and Imperial Counties and Baja California. The result for our region will be a continued housing crisis and worsening traffic. Furthermore, the RCP calls for the San Diego region to take more responsibility for its own housing needs and create additional housing and mixed use capacity in appropriate locations.

The major challenges before us are how to intelligently use the small amount of remaining undeveloped land designated for residential development, how to protect our natural
environment, how to maximize urban redevelopment and infill opportunities, and how to coordinate these revitalization efforts with our current and future transportation networks, maximizing mobility within our region.

From an economic perspective, the RCP calls for creating opportunities for an improving standard of living. This report indicates that while our workforce is increasingly well-educated, job growth in the region has been concentrated in low-wage industries. And, overall, our region’s standard of living is growing very slowly and we have not made progress on reducing poverty.

REPORT HIGHLIGHTS

Based on the data collected for this Baseline Report, some highlights become apparent both positive and in areas where improvement is needed.

Moving in the right direction

- Nearly one-third of new housing units built in 2005 were in Smart Growth Opportunity Areas
- Ninety nine percent of the region’s housing stock is located within the San Diego County Water Authority service area.
- Transit ridership has fluctuated upward with population growth
- Crime has decreased
- Beach closures have declined
- Air quality has improved
- The work force in San Diego is increasingly well-educated
- The share of the region’s energy produced from renewable resources has increased significantly

Areas for improvement

- The region continues to experience a serious housing affordability problem
- Congestion on most roads and freeways has increased over the last ten years as have total hours of delay per traveler
- Many waterbodies have some degree of impairment
- Several beaches are losing sand
- Job growth in the region has been concentrated in low-wage industries

Many of the actions and paradigm shifts discussed in the Regional Comprehensive Plan may take years to develop, fund, and implement. Some short-term impacts are likely to be subtle, though some will be more noticeable. This baseline report will serve as the benchmark for monitoring progress. If progress is not made over time, SANDAG, through its policy committees or the Board may wish to re-evaluate the strategies and actions recommended in the RCP.
INTRODUCTION
INTRODUCTION

DEVELOPING INDICATORS

The set of performance indicators included in the RCP were discussed and developed by The SANDAG Regional Planning Committee and the Regional Planning Technical and Stakeholders Working Groups to monitor the region’s progress toward achieving the goals and objectives of the RCP. A primary prerequisite for all of the annual indicators was that they must be based on data that is available, consistent, and reliable. In addition, the groups clarified other characteristics for the indicators:

- **Regional**: The indicators are intended to focus on the region as a whole, not on individual jurisdictions or subregions.

- **Quality of Life**: The indicators are to be used for monitoring the region’s quality of life and are not intended to be used as the criteria for distributing incentives. Overall, the indicators are intended to answer the questions: “Is the RCP being implemented?” and “Is RCP implementation having a positive impact on the region?”

- **Flexibility**: Some of the indicators may evolve. As new technologies and data resources become available, the list of indicators could be updated and indicators that were once the best available could be replaced by better, more representative, or more informative indicators.

- **Annual and Periodic Indicators**: While it is the intent to update the indicators on an annual basis, the final project monitoring could include both a core group of annually-updated indicators and a set of periodic, more comprehensive indicators updated every three to five years. For example, specific habitat monitoring projects may only be feasible every few years, but would yield valuable information.

When the SANDAG Board of Directors adopted the Regional Comprehensive Plan (RCP) in July 2004, a commitment was made to monitor our progress toward implementing the plan.

In addition to monitoring the RCP, SANDAG undertakes three other performance monitoring programs on a regular basis:

- The Regional Transportation Plan
- The State of the Commute
- The Sustainable Competitiveness Index
These programs are currently maintained independently, but work is underway to coordinate and integrate the four performance monitoring programs. Integration of the programs will result in a greater consistency at a policy level, and improved efficiency of data collection at an administrative level.

In integrating the programs, the RCP will provide the overarching framework for all performance monitoring at SANDAG. All monitoring efforts would use RCP monitoring indicators to the extent possible.

Staff responsible for each monitoring program is currently working to refine and integrate the programs, streamline the indicators required by each program, and perhaps even collapse or combine some of the reports or the indicators included therein.

Table 1 presents the final set of annual indicators developed by the three groups and includes the addition of one new indicator (Balanced Job Growth). The indicators are grouped by RCP subject and goal category:

- Urban Form and Transportation
- Housing
- Healthy Environments – Natural Habitats, Water Quality, Shoreline Preservation, Air Quality
- Economic Prosperity
- Borders

ESTABLISHING A BASELINE

This report provides a baseline by which to measure future performance. The report features a discussion of the significance and initial findings from the data collected for each indicator. Data were not available for five indicators at the time this report was prepared: Travel Times and Volumes for Key Auto and Transit Corridors; Habitat Conserved Within Designated Preserve Areas; Percent of Habitat Preserve Area Actively Maintained; Lagoon Health; and Participation in SENTRI Lanes, Pedestrian Commuter Program, Free and Secure Trade Program. However, data for these indicators is expected to be available in the next one to two years. Additionally, since the initial list of indicators was prepared, the SANDAG Board of Directors approved the Regional Housing Needs Assessment which will be part of future reporting for the Share of New Units by Structure Type and Income Category.

At the conclusion of each section of this report, there is a discussion of work efforts underway that may, over time, influence the outcome of the various indicators. For example, the Smart Growth Incentive Program is intended to increase the region’s share of housing and jobs in Smart Growth Opportunity Areas and to reduce pressure for development outside the San Diego County Water Authority Boundary.
# Table 1

## ANNUAL INDICATORS FOR MONITORING THE REGIONAL COMPREHENSIVE PLAN

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**Energy**
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5. Share of energy produced in the region vs. imported
6. Share of energy produced from renewable resources

**Waste Management**
7. Percent of waste that is recycled
8. Landfill space available

6. BORDERS

1. Interregional traffic volumes into San Diego from surrounding counties and Baja California
2. Border wait times for personal trips and goods movement
3. Participation in SENTRI Lanes, pedestrian commuter program, Free and Secure Trade (FAST) program

**SETTING TARGETS**

Specific targets to be used as part of the performance measures have been identified for four indicators: Beach Widths, Kilowatt Hours of Electricity Used Per Capita at Peak Hours, Share of Energy Produced In-County vs. Imported, and Share of Energy Produced from Renewable Resources. All four of these targets are either included in existing legislation or adopted SANDAG policies and were reviewed with the Regional Planning Committee in December 2005.

Setting targets for the other indicators will be done with the Regional Planning Committee, the Regional Planning Stakeholders Working Group and the Regional Planning Technical Working Group over the next year. Where possible, both a short-range target—possibly five years—and a year 2030 target will be developed for each indicator.

By establishing a comprehensive set of performance indicators, we can begin to measure our success as we realize the goals of the Regional Comprehensive Plan.
URBAN FORM AND TRANSPORTATION
INTRODUCTION

The form of future development is a critical component of the Regional Comprehensive Plan. Central among the plan’s core values is creating attractive, sustainable communities within the region’s existing urbanized areas. Urban design matters at a regional scale and at a personal scale. Our land use and design decisions determine how well our communities serve us in our daily lives, including the quality of our travel choices and our personal safety. That’s why the RCP encourages urban development with an appropriate mix of uses designed to create safe and healthy communities. In addition, the relationship between regional transportation plans and local land use plans and policies is crucial in ensuring that the region’s transportation system efficiently connects our communities.

The indicator data included in this chapter establish a baseline for tracking progress toward the following goals included in the RCP:

- Focus future population and job growth away from rural areas and closer to existing and planned job centers and public facilities to preserve open space and to make more efficient use of existing urban infrastructure
- Create safe, healthy, walkable, and vibrant communities that are designed and built accessible to people of all abilities
- Integrate the development of land use and transportation, recognizing their interdependence
- Develop a flexible, sustainable, and well-integrated transportation system that focuses on moving people and goods – not just vehicles

The indicators designated for tracking progress toward the above urban form and transportation goals are as follows:

1. Share of New Housing Units and Jobs Located in Smart Growth Opportunity Areas
2. Share of New Housing Units Within County Water Authority Water Service Boundary
3. Annual Transit Ridership
4. Commute Mode Shares
5. Travel Times and Volumes for Key Auto and Key Transit Corridors (future indicator)
6. Miles of Deficient Roads on Congestion Management Program Network
7. Annual Hours of Traffic Delay Per Traveler
8. Regional Crime Rate
1. Share of New Housing Units and Jobs Located in Smart Growth Opportunity Areas

Significance

A primary goal of the RCP is to balance regional population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. The RCP further calls for improving connections between land use and transportation plans through incentives and collaboration. The identification of Smart Growth Opportunity Areas – places that accommodate, or have the potential to accommodate, higher residential and/or employment densities near public transit – will provide a basis for directing transportation improvements, other public facility investments, and incentives through the TransNet Smart Growth Incentive Program.

In collaboration with all member agencies, a Draft Smart Growth Concept Map has been prepared and was accepted by the Board of Directors for planning purposes in June 2006. The Concept Map includes nearly 200 existing, planned, or potential smart growth areas that have been recommended by each of the region’s 18 cities and the County.

Over time, the number of new housing units and jobs located in Smart Growth Opportunity Areas will serve as an indicator of the region’s success in collaborating with and creating incentives for development in smart growth areas and reducing pressure to develop in the region’s backcountry. The data below represent new units in those Smart Growth Opportunity Areas that have been identified as “Existing/Planned.”

Findings

The smart growth areas identified on the Draft Smart Growth Concept Map currently include 162,132 housing units and 368,162 jobs. In total nearly 15 percent of all the housing units in the region and 25 percent of all the jobs are located within the “Existing/Planned” areas. In 2005, new housing units in Smart Growth Opportunity Areas comprised nearly 33 percent of all new housing units in the region. This represents a increase over the previous year (14.9%).

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Housing Units</th>
<th>Housing Units in Smart Growth Areas</th>
<th>Total Jobs</th>
<th>Jobs in Smart Growth Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>1,095,077</td>
<td>157,725</td>
<td>1,449,349</td>
<td>368,162</td>
</tr>
<tr>
<td>2005</td>
<td>1,108,500</td>
<td>162,132</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: SANDAG Annual Population and Housing Estimates.
Figure 1
NEW HOUSING UNITS IN SMART GROWTH OPPORTUNITY AREAS COMPARED TO NEW HOUSING UNITS IN THE SAN DIEGO REGION (2005)

Source: SANDAG Annual Population and Housing Estimates.

Figure 2
JOBS IN SMART GROWTH OPPORTUNITY AREAS COMPARED TO JOBS IN THE SAN DIEGO REGION (2004)

Source: SANDAG Current Estimates Program.
2. Share of New Housing Units within County Water Authority Service Boundary

Significance

A primary goal of the RCP is to limit sprawl, especially into the backcountry. Specifically, the RCP recommends that the region focus future population and job growth away from rural areas and closer to existing and planned job centers and public facilities. The San Diego County Water Authority (Water Authority) service boundary serves as a useful distinction between existing urban/suburban areas and the backcountry.

Findings

Since the year 2000, about 99 percent of the region’s new housing units were constructed within the Water Authority service boundary.

Figure 3
SAN DIEGO REGION NEW UNITS IN COUNTY WATER AUTHORITY SERVICE AREA COMPARED TO TOTAL NEW UNITS (2005)

Source: SANDAG Current Estimates Program

3. Annual Transit Ridership

Significance

The RCP sets out an objective of developing a network of fast, convenient, high-quality transit services that is competitive with the cost and time of driving alone, especially during peak periods. Annual transit ridership will increase if this goal is met, and transit should, over time, play an
increased role in addressing regional mobility needs. Increases in transit opportunities and transit use provide citizens with more transportation choices and greater mobility. The following data examine annual ridership trends between 1996 and 2005 as compared with growth rates in population and vehicle miles traveled (VMT).

**Findings**

The trend in annual transit ridership since 1968 has been increasing. Between 1996 and 2005, annual transit ridership in the San Diego region increased from 62 million riders to nearly 88 million riders, representing an increase of more than 41 percent. While ridership declined somewhat between 2001 and 2004, the year 2005 reflects the first increase in ridership since 2001, suggesting that this trend may be reversing itself.

The growth in transit ridership outpaced growth in population and vehicle miles traveled; demonstrating that the role of transit in serving regional mobility needs has increased. This role may increase further in the future for several reasons:

- The recent opening of the new Green Line trolley
- The future opening of the SPRINTER rail line
- System structural changes being made by both the Metropolitan Transit System and North County Transit District
- The increased attractiveness of transit in light of higher fuel prices
- The increased funding for transit over the long-term given the recent extension of the TransNet program, which will allow for significant capital infrastructure improvements for rail and bus services, and operating funds for new and expanded services, including Bus Rapid Transit

**Figure 4**

SAN DIEGO REGION ANNUAL TRANSIT BOARDINGS (1968-2004)

![Graph showing annual transit boardings from 1968 to 2004.](source: Annual Boarding's Data, Metropolitan Transit System and North County Transit District.)
**Figure 5**
GROWTH IN TRANSIT RIDERSHIP COMPARED TO VEHICLE MILES TRAVELED AND POPULATION IN THE SAN DIEGO REGION (1996-2003)

![Bar chart showing the growth in transit ridership, vehicle miles traveled, and population.]

**Table 3**
GROWTH IN TRANSIT RIDERSHIP COMPARED TO GROWTH IN POPULATION AND VEHICLE MILES TRAVELED IN THE SAN DIEGO REGION (1996-2005)

<table>
<thead>
<tr>
<th></th>
<th>Annual Transit Ridership</th>
<th>Annual Vehicle Miles Traveled</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996</td>
<td>62,080,336</td>
<td>65,532,000</td>
<td>2,621,100</td>
</tr>
<tr>
<td>1997</td>
<td>78,047,377</td>
<td>67,354,000</td>
<td>2,653,400</td>
</tr>
<tr>
<td>1998</td>
<td>86,446,912</td>
<td>69,665,000</td>
<td>2,702,800</td>
</tr>
<tr>
<td>1999</td>
<td>90,582,180</td>
<td>71,984,000</td>
<td>2,751,000</td>
</tr>
<tr>
<td>2000</td>
<td>96,024,045</td>
<td>73,632,000</td>
<td>2,813,833</td>
</tr>
<tr>
<td>2001</td>
<td>95,128,745</td>
<td>75,795,000</td>
<td>2,863,657</td>
</tr>
<tr>
<td>2002</td>
<td>89,953,608</td>
<td>78,117,000</td>
<td>2,920,010</td>
</tr>
<tr>
<td>2003</td>
<td>87,224,915</td>
<td>79,442,000</td>
<td>2,971,805</td>
</tr>
<tr>
<td>2004</td>
<td>85,902,494</td>
<td>N/A</td>
<td>3,013,014</td>
</tr>
<tr>
<td>2005</td>
<td>87,770,419</td>
<td>N/A</td>
<td>3,051,280</td>
</tr>
</tbody>
</table>

Change 1996-2003: +25,144,579 +13,910,000 +350,705

Percent Change 1996-2003: +41% +21% +13%

Sources: Metropolitan Transit System, North County Transit District, SANDAG.
4. Commute Mode Shares

Significance

Transportation goals in the RCP include providing a wide range of convenient, efficient, and safe travel choices, and reducing traffic congestion on freeways and arterials. Commute modes other than single-occupant private vehicles help reduce traffic congestion and air pollution and improve the efficiency of the transportation system by maximizing the person carrying capacity. Thus, commute mode shares are used as an indicator of success in providing a wide range of travel choices and reducing congestion.

Commute mode share data are currently unavailable at the corridor level on an annual basis, although this is expected to change. (See SANDAG Role discussion at the end of this Section.) However, regional data on mode share is available each year from the Census Bureau’s American Community Survey (ACS).

Findings

In terms of the commute to work, recent Census data for the 2004-2005 period\(^1\) shows that the automobile continues to be the primary mode of travel in the region for about 81 percent of the home-to-work trips being made. It should be noted that this figure represents a typical means of travel to work and does not reflect activities such as carpooling or riding transit only once a week or occasionally. Such populations are presumably more likely to use transit or modes other than driving alone, so their exclusion from the survey may mean the commune mode shares for transit (about 4%) may be understated.

The other consideration is that these figures only provide a general indication of how people are getting to work on a region-wide basis and do not reflect the effect transit has on commute travel in specific corridors where transit investments have been focused. There are significant differences in commute behavior between communities within the San Diego region. The role of transit is maximized in areas that have transit-supportive land use densities and urban design. Thus, in transit supportive areas like downtown San Diego and City Heights in the Mid-City area are two areas that are well-served by transit. Accordingly, the 2000 Census found that they have transit commute mode shares of 20 percent and 11 percent, respectively. Conversely, in areas that are not transit-supportive from a land use standpoint, such as Spring Valley or San Marcos, generate just a two percent transit commute mode share.

---

\(^1\) American Community Survey, U.S Census Bureau
5. Travel Times and Volumes for Key Auto and Key Transit Corridors

Significance and Future Reporting

The RCP includes the goals of reducing traffic congestion on freeways and arterials, and developing a network of fast, convenient, high-quality transit services that are competitive with the time to drive alone during peak periods. Progress toward these goals can be measured by evaluating travel times and volumes for key auto and transit corridors.

Travel time and volume data on freeways will be provided by the Performance Measurement System (PeMS), a Web based system used for reporting and monitoring the performance of the freeway system. Freeway detector stations produce volume and lane occupancy information every 30 seconds. Once data is aggregated for each detector station, PeMS can apply algorithms to estimate a number of performance indicators.

The quality of transit related data for this indicator available at this time is somewhat limited. However, data sources for future monitoring reports are being investigated. Currently, travel time is available from transit schedules. Transit volume data are currently available from the SANDAG Regional Passenger Counting Program where transit ridership volumes are estimated for each transit route once a year. These data sources will likely be used in the near-term until a more sophisticated approach can be implemented.
6. Miles of Deficient Roads on Congestion Management Program Network

Significance

The Congestion Management Program (CMP) network is a subset of the region’s most heavily used arterial roadways and freeways, as shown in Map 1 (2006 CMP Roadway Network map). The roads on the network are regularly monitored and rated to determine their Level of Service (LOS). Roadway LOS is a measure used to evaluate how well a roadway section or intersection operates. LOS is commonly described in letter form, ranging from LOS A (least congested) to LOS F (most congested). Peak hour levels of service in 2005 for all roads on the network are shown on Map 2 (2005 Peak Hour LOS map). Congested roadways and freeways (those designated with LOS F) are considered “deficient.” The number of miles of deficient roads are key indicators to monitor the success of implementing MOBILITY 2030, the transportation component of the RCP. As traffic worsens, the number of deficient miles increases.

Findings

When compared to prior years, congestion has stabilized on the region’s freeways and conventional highways. Congestion fluctuated on the region’s arterials between 2001 and 2005. Between 2001 and 2003, the number of deficient miles on the region’s highways decreased slightly and remained the same in 2005. But the number of deficient miles increased considerably on arterials between 2001 and 2003, then decreased somewhat in 2005. Freeways also showed a slight increase in the number of deficient miles, followed by stabilization in 2005.

---

2 Arterials, Freeways, Highways Defined:
Principal Arterials – Signalized streets that serve primarily through traffic and provide access to abutting properties as a secondary function. For example, Balboa Avenue from I-5 to I-15.
Freeways – Multilane divided roadways grade separated from other roadways, with full control access and egress. For example, Interstate 5.
Highways – State or federally-designated urban or rural routes, designed to accommodate longer trips in the region. For example, State Route 75.
Figure 6

### Table 4

**Percent Deficient Roads**
Percent deficient is calculated from Miles Deficient and Total Miles.

<table>
<thead>
<tr>
<th></th>
<th>Arterials</th>
<th>Highways</th>
<th>Freeways</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2001</strong></td>
<td>13%</td>
<td>12%</td>
<td>34%</td>
</tr>
<tr>
<td><strong>2003</strong></td>
<td>26%</td>
<td>11%</td>
<td>37%</td>
</tr>
<tr>
<td><strong>2005</strong></td>
<td>22%</td>
<td>14%</td>
<td>36%</td>
</tr>
</tbody>
</table>

**Miles of Deficient Roads**

<table>
<thead>
<tr>
<th></th>
<th>Arterials</th>
<th>Highways</th>
<th>Freeways</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2001</strong></td>
<td>13</td>
<td>34</td>
<td>106</td>
</tr>
<tr>
<td><strong>2003</strong></td>
<td>25</td>
<td>30</td>
<td>118</td>
</tr>
<tr>
<td><strong>2005</strong></td>
<td>23</td>
<td>32</td>
<td>117</td>
</tr>
</tbody>
</table>

**Miles of Total Roads**

<table>
<thead>
<tr>
<th></th>
<th>Arterials</th>
<th>Highways</th>
<th>Freeways</th>
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<td><strong>2001</strong></td>
<td>98</td>
<td>283</td>
<td>312</td>
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<tr>
<td><strong>2003</strong></td>
<td>98</td>
<td>283</td>
<td>323</td>
</tr>
<tr>
<td><strong>2005</strong></td>
<td>102</td>
<td>237</td>
<td>321</td>
</tr>
</tbody>
</table>

**ID Values**

<table>
<thead>
<tr>
<th></th>
<th>Deficient</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2001</strong></td>
<td>117</td>
<td>114</td>
</tr>
<tr>
<td><strong>2003</strong></td>
<td>116</td>
<td>113</td>
</tr>
<tr>
<td><strong>2005</strong></td>
<td>107</td>
<td>115</td>
</tr>
</tbody>
</table>

7. **Annual Hours of Traffic Delay Per Traveler**

**Significance**

Annual hours of traffic delay per traveler is a key indicator for monitoring the success of implementing MOBILITY 2030, the transportation component of the RCP. Whereas average travel time during the peak period is a good measure of performance in individual corridors, annual hours of delay is a better overall regional indicator of the time residents spend in traffic each year – increased time spent in traffic typically corresponds to decreases in residents’ productivity and quality of life, and an increase in air pollution. As traffic worsens, annual hours of delay increases.

**Findings**

The region’s residents are spending an increasing amount of time in traffic. Annual hours of traffic delay represents the extra travel time it takes travelers to complete a trip during peak periods (6 to 9 a.m. and 4 to 7 p.m.) as a result of congestion. Between 1996 and 2003, the region experienced a 79 percent increase in the average hours of traffic delay per traveler during peak periods.

In Figure 7, delay continues to grow as annual vehicle miles of travel (VMT) outpaces the growth in population, employment, and new highway miles. Major highway improvements that may have contributed to the slower growth of traffic delay in the years 1997 and 1999-2001 include the State Route 76 expressway in Oceanside, portions of State Route 125 north of Interstate 8, and State Route 15 south of Interstate 8. The recent completion of the Green Line trolley extension to San Diego State University, along with projects underway at the I-5/I-805/SR 56 interchange and in the I-15 may help to curb the upward trend in regional traffic delay.  

---

3 Annual Hours of Traffic Delay per Capita: To calculate “Annual Hours of Delay,” Texas Transportation Institute estimates the daily vehicle hours delay per incident (delays that result from accidents or broken down vehicles) and recurring (predictable) conditions for both freeways and principal arterials. This is then multiplied by a factor of 250 (represents working days per year) and 1.25 (represents average persons per vehicle).
Figure 7
ANNUAL HOURS OF TRAFFIC DELAY PER TRAVELER DURING PEAK PERIODS (1996-2003)

![Graph showing annual hours of traffic delay per traveler during peak periods (1996-2003)].

Source: Annual Urban Mobility Study, Texas Transportation Institute.

Table 5
ANNUAL HOURS OF TRAFFIC DELAY PER TRAVELER DURING PEAK PERIODS (1996-2003)

<table>
<thead>
<tr>
<th>Year</th>
<th>Hours of Traffic Delay</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996</td>
<td>29</td>
</tr>
<tr>
<td>1997</td>
<td>34</td>
</tr>
<tr>
<td>1998</td>
<td>32</td>
</tr>
<tr>
<td>1999</td>
<td>39</td>
</tr>
<tr>
<td>2000</td>
<td>39</td>
</tr>
<tr>
<td>2001</td>
<td>41</td>
</tr>
<tr>
<td>2002</td>
<td>51</td>
</tr>
<tr>
<td>2003</td>
<td>52</td>
</tr>
</tbody>
</table>

Source: Annual Urban Mobility Study, Texas Transportation Institute.

8. Regional Crime Rate

Significance

One goal of the RCP is to create safe, healthy, walkable, and vibrant communities. The regional crime rate, as measured by Federal Bureau of Investigation (FBI) Index Crimes, is one way to measure safety. FBI Index Crimes include homicide, rape, robbery, aggravated assault, burglary, larceny, and motor vehicle theft.
Findings

Crime in the region decreased significantly between 1995 and 1999, and has remained relatively constant since 1999. Some explanation for this trend can be found in the SANDAG Criminal Justice Research Division April 2006 report entitled Twenty-Five Years of Crime in the San Diego Region: 1981 through 2005:

“A number of theories have been provided regarding possible factors related to this overall drop in crime, including declining numbers of young males in high crime-associated age groups, legislation which increased jail and prison time for violent offenses, economic factors, and the implementation of effective crime prevention programs.”

Figure 8
FBI INDEX CRIMES PER 1,000 POPULATION (1995-2005)

Source: SANDAG Criminal Justice Research Division (data provided by local law enforcement agencies).

URBAN FORM AND TRANSPORTATION SUMMARY

Conclusions

It is promising that one-third of the new housing units built in 2005 were in Smart Growth Opportunity Areas, and that 99 percent of the region’s housing stock is located within the Water Authority service area. Transit ridership has fluctuated, but the general trend over the last decade is upward. In some areas, as much as 20 percent of commute trips are made by transit. However, traffic congestion on most of our roads and freeways has increased over the last 10 years, as have total hours of travel delay. Crime has declined significantly.
Future Target Setting

Currently no targets have been set for this group of indicators. Targets may be developed in the future for some or all of the indicators as a result of discussions among local elected officials, stakeholders, and SANDAG staff. The Independent Transit Planning Review panel has recommended that commute mode share targets be set for defined corridors. SANDAG has identified a preliminary set of key transportation corridors that will be used to monitor mode share and other transportation related performance indicators.

SANDAG Role

As the region’s transportation planning agency, SANDAG plays many roles with regard to the regional transportation goals laid out in the RCP. Here is a list of some of the pertinent programs and projects. More detailed information is available from the SANDAG public information office and Web site.

2007 Regional Transportation Plan

The Regional Transportation Plan (RTP) will next be updated in 2007. One of the purposes of the RTP is to better connect our freeway, transit, and road networks to our homes, schools, work, shopping, and other activities. The 2007 Regional Transportation Plan will build upon MOBILITY 2030, the RTP adopted in 2003, as well as the 2006 RTP Update and Supplemental Environmental Impact Report. The 2007 RTP will continue to strengthen the land use transportation connection and offer regional transportation funding incentives to jurisdictions that support smarter, more sustainable land use.

As an input to the 2007 RTP, an Independent Transit Planning Review (ITPR) was designed to provide an independent assessment of the transit plan contained in the 2030 Mobility Plan. A peer review panel, made up of transit planning, transit operations, and land use experts from around North America, helped guide the study process and work of a technical consultant. In addition to providing recommendations on the transit plan and project corridors, they also discussed the need for increased coordination of SANDAG Smart Growth initiatives and overall RCP goals with transportation planning...Recommendations contained in the final report prepared by the peer review panel and consultant will serve as input into the 2007 comprehensive update of the RTP.

Smart Growth Concept Map

The draft Smart Growth Concept Map lays out almost 200 existing, planned, or potential smart growth locations that have been identified by the 18 cities and the County of San Diego as Smart Growth Opportunity Areas. The Map will provide a framework for such programs as the TransNet Smart Growth Incentive Program, and recommendations that will be included in the 2007 RTP. The final map will be approved in 2007.
Pilot Smart Growth Incentive Program and the TransNet Smart Growth Incentive Program

The Pilot Smart Growth Incentive Program awarded $19 million of federal Transportation Enhancement funds to projects throughout the region that integrate smart growth land uses and transportation facilities. Lessons learned from the Pilot Program will guide the design of the TransNet Smart Growth Incentive Program, which will fund $7 million in projects each year beginning in 2009.

Urban Design Guidelines

SANDAG is preparing Smart Growth Urban Design Guidelines that will provide guidance to local governments, planners, developers, community members, and others in defining smart growth development principles.

Congestion Management Program

The Congestion Management Program (CMP) provides innovative options for managing our region’s traffic congestion now and into the future. The CMP addresses both current and future congestion, giving jurisdictions options for implementing innovative and preventive congestion management strategies. The CMP addresses congestion through monitoring of our region’s roadway system, evaluation and mitigation of the impacts of new major developments on the CMP system, Deficiency Plans that include recommendations for improving a roadway’s performance, and alternative strategies such as better project design to encourage transit use and walking, or the establishment of carpool or vanpool programs, among others.

Other Projects and Programs

SANDAG also oversees the planning and development of key transportation projects and programs that may impact mode share, travel times, and traffic congestion over time. Some examples are:

- The Interstate 15 Managed Lanes/Bus Rapid Transit will create a 20-mile Managed Lanes facility in the median of Interstate 15 between State Route 163 and State Route 78 designed to provide priority access for transit, carpooling, and FasTrak.

- The Mid-Coast Transit Corridor project will connect with trolley service from the Old Town Transit Center to the University of California, San Diego (UCSD) and University Towne Centre areas.

- The 22-mile Sprinter rail project will link the downtown areas of four rapidly growing North County cities: Oceanside, Vista, San Marcos, and Escondido.

- Evaluating the use of freeway shoulder lanes for buses in times of congestion based upon what is learned in the one-year demonstration project that allow buses on MTS Route 960.
to use the freeway shoulder from Interstate 805 and Nobel Drive to State Route 52 and Kearny Villa Road during morning and evening rush hours.

- Ridelink which coordinates a number of free commuter services to San Diego region residents to promote alternatives to driving alone to work or school.

- Implementing selected recommendations from the Independent Transit Planning Review including evaluating alternative approaches for monitoring the transit mode share in key transportation corridors to accurately measure return on transit investments.
HOUSING

INTRODUCTION

Affordable housing is typically defined as housing for which the resident pays no more than 30 percent of their income toward housing costs. The lack of affordable housing is one of the major issues facing the San Diego region today. Housing can provide stability to our neighborhoods, communities, and families. It is vital to our economy. It is directly linked to traffic congestion, the length of our commutes, and the quality of our environment. Unfortunately, the costs of renting or owning a home in the San Diego region have risen dramatically over the past ten years. In fact, our region is regularly ranked as one of the top ten areas in the nation with the highest priced and least affordable housing.

A core value of the Regional Comprehensive Plan is to provide more housing choices—more apartments, condominiums, and single family homes in all price ranges. How much housing we build, what type of housing we build, and where we build it are some of the most important decisions we can make in shaping our region’s future.

While the types of homes vary, the majority (61 percent) of the housing units in the San Diego region are single family homes. Multifamily homes make up 35 percent of the region’s housing stock, and mobile homes, manufactured homes, and trailers comprise the remaining four percent.

The cost of homes in the region has increased dramatically over the last decade, especially when compared to household income, which has increased only slightly over the past 20 years. As of December 2005, only nine percent of households in the San Diego region could afford a median priced home, compared to 14 percent in California and 49 percent for the nation.4

Rental housing costs also are high. In an annual survey of rental costs entitled “Out of Reach,” the National Low Income Housing Coalition ranked the San Diego region as the 11th costliest rental housing market in the United States—up from 12th the year before. In 1999, the region ranked 40th.

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

4 Source: California Association of Realtors, Housing Affordability Index, December 2005
The indicator data included in this chapter establish a baseline for tracking progress toward the following goal included in the RCP:

- Provide a variety of affordable and quality housing choices for people of all income levels and abilities throughout the region

The indicators designated for tracking progress toward the above housing goal are as follows:

1. Housing Affordability Index
2. Percent of Households with Housing Costs Greater Than 35 percent of Income
3. Ratio of New Jobs to New Housing Units
4. Share of New and Existing Units by Structure Type and Income Category
5. Vacancy Rates
6. Percent of Households Living in Overcrowded Conditions
7. Number of households on the waiting list for Section 8 (housing assistance) Vouchers

1. **Housing Affordability Index**

**Significance**

A primary goal of the RCP is to provide a variety of affordable housing choices for people of all income levels. The Housing Affordability Index rates the affordability of owner-occupied units currently on the market. The Index compares local median housing prices (including mortgage payments, interest rates, taxes, and insurance) with local household incomes to determine overall affordability. The Index shows the percentage of households that can afford a median priced home in the county. Lower index values represent less housing affordability. The Index ranges from zero (no household can afford a median priced home) to 100 (every household can afford a median priced home).

**Findings**

Housing affordability in the region has decreased significantly since 1995.
Figure 9
HOUSING AFFORDABILITY INDEX (1995-2005)

![Graph showing the percentage of households that can afford a median priced home from 1995 to 2005. The percentage decreases over time, from 38% in 1995 to 9% in 2005.]

Source: California Association of Realtors.

Table 6
HOUSING AFFORDABILITY INDEX (1995-2005)

<table>
<thead>
<tr>
<th>Year</th>
<th>Percent of Households that can Afford a Median Priced Home in San Diego</th>
</tr>
</thead>
<tbody>
<tr>
<td>1995</td>
<td>38 %</td>
</tr>
<tr>
<td>1996</td>
<td>38 %</td>
</tr>
<tr>
<td>1997</td>
<td>38 %</td>
</tr>
<tr>
<td>1998</td>
<td>38 %</td>
</tr>
<tr>
<td>1999</td>
<td>33 %</td>
</tr>
<tr>
<td>2000</td>
<td>24 %</td>
</tr>
<tr>
<td>2001</td>
<td>26 %</td>
</tr>
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<td>2002</td>
<td>22 %</td>
</tr>
<tr>
<td>2003</td>
<td>19 %</td>
</tr>
<tr>
<td>2004</td>
<td>11 %</td>
</tr>
<tr>
<td>2005</td>
<td>9 %</td>
</tr>
</tbody>
</table>

Source: California Association of Realtors.
2. Percent of Households with Housing Costs Greater Than 35 Percent of Income

Significance

A primary goal of the RCP is to provide a variety of affordable housing choices for people of all income levels. In addition to the Housing Affordability Index, which relates to owner-occupied housing, it is important to look at the full spectrum of housing options. To do this, the federal affordability standard is applied. Federal guidelines suggest that no household should spend more than one-third of its income on housing, for either rental or owner-occupied housing. Households spending more than one-third of their income on housing are considered to be living in unaffordable housing. The values listed below represent the percent of households that are paying 35 percent or more of their income for housing. This includes households with a mortgage, households without a mortgage, and renter-occupied units.

Findings

Housing affordability has declined in the region since 2000, as more households are paying 35 percent or more of their income for housing. While some fluctuations in the reported data are possibly the result of sampling variability, the overall trend between 2000 and 2004 is statistically significant at the 0.10 confidence level, according to the U.S. Census Bureau.

Figure 10
PERCENT OF HOUSEHOLDS PAYING 35 PERCENT OR MORE OF INCOME FOR HOUSING (2000-2004)

Source: American Community Survey, U.S. Census Bureau.
3. Ratio of New Jobs to New Housing Units

Significance

A balance of jobs and housing is fundamental to many of the goals and objectives of the RCP. In particular, the RCP focuses on providing an adequate supply of housing for our region’s workforce and adequate sites to accommodate business expansion and retention. The ratio of new jobs to new housing units provides an indicator of whether or not the region is meeting both goals and is a calculated variable based on housing unit and wage and salary job counts.

Findings

Since 2001, we have seen steady growth in the number of new housing units completed, while job growth has fluctuated as a result of the nationwide recession.

![Figure 11: TOTAL NEW JOBS PER NEW HOUSING UNIT RATIO (2001-2004)](source: SANDAG Annual Population and Housing Estimates, California Employment Development Department.)
Table 7
TOTAL JOBS PER HOUSING UNIT RATIO (2001-2004)

<table>
<thead>
<tr>
<th>Year</th>
<th>Housing Unit</th>
<th>Jobs</th>
<th>New Units</th>
<th>New Jobs</th>
<th>New Jobs / New Units</th>
<th>Jobs / Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>1,040,149</td>
<td>1,193,800</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2001</td>
<td>1,048,699</td>
<td>1,218,400</td>
<td>8,550</td>
<td>24,600</td>
<td>2.9</td>
<td>1.2</td>
</tr>
<tr>
<td>2002</td>
<td>1,063,371</td>
<td>1,230,700</td>
<td>14,672</td>
<td>12,300</td>
<td>0.8</td>
<td>1.2</td>
</tr>
<tr>
<td>2003</td>
<td>1,078,416</td>
<td>1,240,100</td>
<td>15,045</td>
<td>9,400</td>
<td>0.6</td>
<td>1.1</td>
</tr>
<tr>
<td>2004</td>
<td>1,095,077</td>
<td>1,258,600</td>
<td>16,661</td>
<td>18,500</td>
<td>1.1</td>
<td>1.1</td>
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<tr>
<td>2005</td>
<td>1,108,500</td>
<td>1,281,000</td>
<td>13,423</td>
<td>22,400</td>
<td>1.7</td>
<td>1.2</td>
</tr>
</tbody>
</table>

Source: SANDAG Annual Population and Housing Estimates, California Employment Development Department.

4. Share of New and Existing Units by Structure Type and Income Category

Significance

A primary goal of the RCP is to provide a variety of housing choices for people of all ages and income levels. The mix of single family and multifamily units is an indicator of the types of housing choices available to the region’s residents. Single family units may be either detached or attached units. Multifamily units include apartment buildings. Condominiums may fall into either category, depending on the configuration of the building. Note: Data on new and existing units by income category are not currently available, but should be included in future reports. Additionally, as stipulated in the SANDAG Board Policy No.033, jurisdictions are asked to report annually on their progress toward meeting the Regional Housing Needs Assessment for 2005-2010.

Findings

The mix of single and multifamily units in the region has remained constant over time. New construction may show some variation from year to year, but the overall trend has been a mix of roughly 1/3 multifamily and 2/3 single family units. It is interesting to note that the number of new multifamily units being constructed overall is generally increasing. Each year, except 2005 saw a net decrease in mobile homes.
Figure 12
SHARE OF EXISTING UNITS BY STRUCTURE TYPE (2000-2005)

Source: SANDAG Annual Population and Housing Estimates

Figure 13
NEW MULTIFAMILY AND SINGLE FAMILY UNITS (2001-2005)

Source: SANDAG Annual Population and Housing Estimates
5. Vacancy Rates

Significance

Housing vacancy rates are indicative of the supply of housing in the region. Low vacancy rates suggest a tight housing supply, and can lead to an increase in housing costs.

Findings

The owner-occupied vacancy rate has remained relatively constant since 2000. Rental vacancy rates have increased since 2000. Minor fluctuations in the reported data are likely the result of the survey techniques, and are not statistically significant at the 0.10 confidence level, according to the U.S. Census Bureau. The change between 2000 and 2004 is statistically significant according to the U.S. Census Bureau. These values represent the share of housing units that are not occupied.

Figure 14
VACANCY RATES BY OWNERSHIP (2000-2004)

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

6. Percent of Households Living in Overcrowded Conditions

Significance

Overcrowding is an indicator of both the supply and affordability of housing. Overcrowded housing suggests that residents either cannot find, or cannot afford, adequate housing. Federal guidelines
suggest that a household is overcrowded if there is more than one person per room in the housing unit.

Findings

Overcrowding in the region has remained relatively constant since 2000. There is no statistically significant change between 2000 and 2004 at the 0.10 confidence level, according to the U.S. Census Bureau.

Figure 15

7. Number of Household on the Waiting List for Section 8 (Housing Assistance) Vouchers

Significance

Tens of thousands of families and individuals in San Diego earn less than half of the median area income. They include seniors living on low fixed incomes, veterans who served the country, but cannot afford decent homes, single-parent and even two-parent families in low-wage jobs, and people with disabilities.

To assist with rental costs, various housing authorities manage major programs to help house San Diegans. These programs make housing more affordable by reducing a family's rent amount.
One such program is Section 8 which was enacted as part of the Housing and Community Development Act of 1974. The Section 8 rental assistance programs are federally funded and administered through various housing agencies.

Findings

There are six housing authorities that administer the Section 8 program in the San Diego region; these agencies include the San Diego Housing Commission, the San Diego County Housing Authority, and the cities of Carlsbad, Encinitas, National City, and Oceanside. According to staff at these agencies, approximately 73,500 households are on Section 8 waiting lists with a wait time that ranges from four to seven years.

HOUSING SUMMARY

Conclusions

The region continues to experience serious housing affordability problems. The clearest evidence of this is the affordability ranking by the California Association of Realtors (CAR) Housing Affordability Index, which indicates that only 9 percent of the county’s households can afford a median priced home, down from 38 percent in 1995. Further evidence of the region’s growing unaffordability is the rising percentage—from 29 percent in 2000 to 36 percent in 2005—of households that pay more than 35 percent of their income for housing. Contributing to the increase in housing costs is the region’s lack of housing supply and variety of housing types as shown in the ratio of new jobs to housing units and the share of existing units by structure type.

During the 1999-2004 housing element cycle the number of new homes built for very low and low income households in the region was about 5,800 units or about 16 percent of the new housing needed as identified in the Regional Housing Needs Assessment. (See the Regional Housing Needs Assessment discussion below.)

Future Target Setting

The initial housing-related targets for the RCP will come from the Regional Housing Needs Assessment (RHNA) process described below. Over the next year, work will continue on setting targets for the other housing indicators.

SANDAG Role

SANDAG has a number of roles in helping the region address its housing needs and the goals laid out in the RCP. These roles include: undertaking the Regional Housing Needs Assessment (RHNA) process associated with the preparation of local general plan housing elements, staffing the Regional Housing Working Group (RHWG), reviewing state and federal housing-related legislation, and working with local jurisdictions on implementing smart growth.
The role of SANDAG in the local general plan housing element process is the preparation of the Regional Housing Needs Assessment (RHNA). SANDAG and the California Department of Housing and Community Development determine each region’s share of the state’s housing need for the five-year housing element cycle based on growth projections. This number represents the amount of new housing units for which the region will need to plan during the housing element cycle. Then SANDAG works with the local jurisdictions to allocate overall regional housing needs to each jurisdiction in four required income categories (very low, low, moderate, and above moderate).

The RHNA for the 2005-2010 housing element cycle was adopted by the Board of Directors on February 25, 2005. The goals set as part of this process will help the region plan for more housing and a greater diversity of housing types. Monitoring the region’s actual production of housing against the RHNA goals will help the region determine its success in meeting its housing needs. SANDAG Board Policy No. 33 lays out specific provisions regarding the allocation of certain discretionary funding to local jurisdictions in relation to local jurisdiction housing element compliance.

The Regional Housing Working Group is a standing committee that advises SANDAG on housing issues, including housing production, affordable housing, housing elements implementation, and SANDAG R-H-Needs-A (RHNA). The committee is composed of local housing staff and the representatives from the construction, financial, and real estate industries, low-income housing advocacy groups, and nonprofit organizations.
HEALTHY ENVIRONMENT
HEALTHY ENVIRONMENT

INTRODUCTION

To ensure a healthy environment, the region must protect key open spaces and sensitive habitat areas, ensure that the air and water are clean, and restore eroding beaches. Also important to our healthy environment is urban ecology: those natural areas that remain in or around urbanized areas.

A number of issues must be addressed in order to implement a comprehensive, regional habitat preservation system to sustain natural features in urbanized areas of the region. While preserve areas provide habitat for threatened and endangered species, urban canyons and natural landscapes outside preserve areas also are important. They provide visual relief from urbanization as well as public access to the region’s natural resources.

Viable natural habitats, water quality, a well-managed shoreline, and air quality are critical components to the overall economic prosperity of our region. Also, there are critical to the health and well being of our residents.

The indicator data included in this chapter establish a baseline for tracking progress toward the following policy objectives included in the RCP:

NATURAL HABITATS

- Preserve and maintain natural biological communities and species native to the region
- Protect agricultural lands for future crop production and for functions described in habitat conservation plans

WATER QUALITY

- Restore, protect, and enhance the water quality and the beneficial uses of local coastal waters, inland surface waters, groundwaters, and wetlands
- Reduce or eliminate pollutants at their source before they enter our region’s water bodies

SHORELINE PRESERVATION

- Preserve and enhance the region’s beaches and nearshore areas as environmental and recreational resources

AIR QUALITY

- Achieve and maintain federal and state clean air standards
The indicators designated for tracking progress toward the above healthy environment policy objectives are as follows:

NATURAL HABITATS
1. Habitat Conserved Within Designated Preserve Areas (future indicator)
2. Percent of Habitat Preserve Area Actively Maintained (future indicator)

WATER QUALITY
3. Number of Beach Closure Days
4. Impaired Waterbodies (miles or acres) Based on Federal Clean Water Act 303(d) Criteria

SHORELINE PRESERVATION
5. Beach Widths
6. Lagoon Health (future indicator)

AIR QUALITY
7. Air Quality Index

1. Habitat Conserved Within Designated Preserve Areas

Significance and Future Reporting

The RCP aims to preserve and maintain natural biological communities and species native to the region. The number of acres of sensitive habitat conserved (as denoted by “designated preserve areas”) indicates how well the region is doing at protecting native ecosystems.

There are a total of four habitat conservation planning programs in the San Diego region as shown in Map 3. Of these, plans have been completed for the MSCP South County Subregion and the Multiple Habitat Conservation Program (MHCP). The MSCP for the North County and East County Subareas are underway.

When the plans are completed, local jurisdictions are required to prepare annual habitat tracking reports that show how and where lands are being conserved, how well their conservation goals are being achieved, and how the habitat preserve system is being built out. A Regional Conserved Lands Database is being constructed which will allow the region to have a more complete accounting of conserved lands. The database will not limit itself to only those jurisdictions that prepare annual habitat tracking reports.

Findings

Since 1997, when the MHCP and the South County MSCP and were adopted, over 30,000 acres of land have been conserved in the City of San Diego and the unincorporated areas of the South County MSCP.
2. Percent of Habitat Preserve Area Actively Maintained

Significance and Future Reporting

The RCP recognizes that just preserving open space and habitats is not enough to maintain the biological value of the land, particularly in the urbanized western portion of the region where conserved areas are in close proximity to developed/urban areas. Similar to other infrastructure in the region, such as roads, transit systems, and water and sewer conveyance systems, natural habitat areas must be actively maintained to support the species and their habitats in perpetuity. This can be accomplished through adaptive land management activities and ongoing biological monitoring.

The responsibility to manage lands conserved to protect biological resources is that of the individual owner of the land – a government agency, a non-profit organization such as a land conservancy, a homeowner association, or an individual. There is currently no centralized strategy for preserve implementation; therefore there is no centralized data source from which to obtain data on land management activities.
Implementing structure to perform the functions of regional coordination. For example, with a coordinating structure in place, preserve data would be available to comprehensively track preserve build-out progress, including the percentage of the preserve being managed.

The first step of regional coordination is underway with the Regional Conserved Lands Database slated for completion in the summer of 2007. This database will provide general information on the status of land management activities for conserved areas. The database may also assist in identifying land areas in need of funds for land management activities. If a regional coordinating structure is developed, then activities pertaining to the preserve – land acquisition, habitat management, and biological monitoring, can be readily determined.

3. Number of Beach Closure Days

Significance

For environmental, economic, and recreational reasons, a goal of the RCP is to reduce or eliminate pollutants in our region’s water bodies. Beach closures pinpoint specific instances in which pollutants affect water quality in our ocean and bays. Fewer beach closures mean less pollution. It is necessary that beach closure days be examined with regard to the amount of rainfall each year, as this amount influences the number of beach closure days. The following data signifies the number of days in the year during which the region experienced at least one beach closure, adjusted by inches of rainfall.

Findings

The number of weather-adjusted beach closure days in the region has been decreasing over time. Beach closures within the region are largely attributed to pollution in urban runoff that is transported to rivers, bays, and ultimately the ocean via the stormwater conveyance system. To reduce pollution in urban runoff, the San Diego Regional Water Quality Control Board (RWQCB) has issued a permit to local jurisdictions requiring them to develop and implement water quality programs that address this issue. The decrease in beach closures may be the result of the region’s jurisdictions working together to address this issue since the issuance of the permit in 2001.

The reduction in the number of weather-adjusted beach closure days also may be attributed to stricter water quality regulations. Over the last several years, the RWQCB has increased its standards and requirements placed on local jurisdictions. Furthermore, over the last several years the RWQCB has been stricter in its enforcement.

Figure 17 and Table 9 show the steady reduction of beach closure days since 2000. Although during 2005 the region had its highest yearly rainfall in the five-year period analyzed for this report, the weather-adjusted closures continued to decrease. Knowing that rainfall events have a large impact

Rainfall often results in beach closures due to elevated bacteria levels in ocean waters. Levels of bacteria rise significantly in ocean waters especially those adjacent to storm drains, creeks, and rivers during and after rainstorms. Elevated levels of bacteria may continue for a period of up to three days following rainstorms, depending upon the intensity of the rain and the volume of runoff.
on beach closures, progress made by local jurisdictions in implementing stormwater programs now and in the future may lessen the correlation between rainfall and beach closures. Increases in rainfall events may not necessarily mean an increase in beach closure days.

However, as standards set by the RWQCB become stricter over the next several years, the local jurisdictions may find it more difficult to meet these requirements. Funding for local stormwater programs must increase as the demands placed on local jurisdictions increase, in order to meet the ultimate goal of zero weather-adjusted beach closure days per year.

**Figure 16**

**WEATHER-ADJUSTED BEACH CLOSURE DAYS (2000-2005)**

![Graph showing weather-adjusted beach closure days from 2000 to 2005](image)

Source: Annual Beach Closure and Advisory Report, County of San Diego Department of Environmental Health; Western U.S. Historical Summaries, Western Regional Climate Center.

**Table 8**

**WEATHER-ADJUSTED BEACH CLOSURE DAYS**

<table>
<thead>
<tr>
<th>Weather-Adjusted Closures</th>
<th>Beach Closure Days</th>
<th>Rainfall (inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>29</td>
<td>202</td>
</tr>
<tr>
<td>2001</td>
<td>26</td>
<td>217</td>
</tr>
<tr>
<td>2002</td>
<td>24</td>
<td>103</td>
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<td>2003</td>
<td>18</td>
<td>165</td>
</tr>
<tr>
<td>2004</td>
<td>15</td>
<td>203</td>
</tr>
<tr>
<td>2005</td>
<td>14</td>
<td>203</td>
</tr>
</tbody>
</table>

Source: Annual Beach Closure and Advisory Report, County of San Diego Department of Environmental Health; Western U.S. Historical Summaries, Western Regional Climate Center.
4. Impaired Waterbodies (miles or acres) based on Federal Clean Water Act 303(d) Criteria

Significance

The Federal Clean Water Act (Section 303(d)) mandates that states develop a list of segments of water that do not meet water quality standards, even after pollution control technology has been implemented for point sources of pollution. The State Water Resources Control Board (SWRCB) works with the regional water quality control boards and local jurisdictions to prepare this list. Local jurisdictions are required by law to establish action plans and rank the waters in order to move towards improvement of these segments.

For environmental, economic, and recreational reasons, a goal of the RCP is to reduce or eliminate pollutants in our region’s waterbodies. The list of 303(d) impaired waterbodies pinpoints specific instances in which pollutants affect water quality in our lakes, rivers, and streams. Fewer impairments mean less pollution.

Findings

As of 2002, there are 52 water segments in the San Diego region, such as streams, waterbodies, and the shoreline, that are considered impaired and do not meet water quality standards. As seen below, the data represents the 303(d) list prepared for 2002. Currently, the SWRCB is updating the 303(d) list for 2006 and collecting comments from local jurisdictions. The 303(d) list is usually updated every two years and as information becomes available, the data will be included in future RCP performance monitoring reports.
Map 4
SAN DIEGO REGION 303(d) IMPAIRED WATERS

San Diego Region 303(d) Impaired Waters
- 303(d) Impaired Waters
- Streams
- Water Bodies
- Watersheds

Map showing the San Diego Region 303(d) Impaired Waters with a legend indicating different water features such as streams, water bodies, and watersheds.
5. Beach Widths

Significance

The beaches of the San Diego region are an important environmental, economic, and recreational resource. The shoreline is an erosional coast, consisting primarily of narrow beaches backed by steep sea cliffs. The beaches and cliffs have been eroded for thousands of years by ocean waves and rising sea levels. Episodic and site-specific coastal retreat, such as bluff collapse, is inevitable, although some coastal areas have remained stable for many years.

In recent times, this erosion has been accelerated by urban development. The natural supply of sand to the region’s beaches has been significantly diminished by flood control structures, dams, water quality control devices, removal of sand and gravel through extraction operations, and the creation of impervious surfaces. With more development, the region’s beaches will continue to suffer increased erosion, thereby reducing, and possibly eliminating their physical and economic benefits.

Preserving the region’s beaches is a key policy objective of the RCP. The average beach widths representing all segments along the San Diego coastline are in Table 10.

Targets

Targets for individual shoreline segments were set in the SANDAG Shoreline Preservation Strategy in 1993. These targets are listed in Table 10, and are designated as the estimated total need for design property protection in the Strategy. Four shoreline segments (Silver Strand State Beach, Coronado, Ocean Beach, and Pacific/Mission Beaches) exceeded the 2010 target in 2004. The remainders of the shoreline segments are short of their 2010 targets.

Findings

Beach widths in the region have been declining since the Regional Beach Sand Project in 2001.

The SANDAG Regional Shoreline Monitoring Program (Monitoring Program) was initiated in 1996. The Monitoring Program provides physical measurements of the region’s beaches and is essential to the design and evaluation of future efforts to replenish beaches and manage the region’s shoreline. Specifically, the Monitoring Program measures the changes in beach width over time, documents the benefits of sand replenishment projects, and helps to improve the design and effectiveness of beach fills.

Since the Monitoring Program was first implemented, there has been regular nourishment of our beaches through the dredging of harbors and lagoons and the Regional Beach Sand Project (RBSP), which nourished 12 of the region’s beaches in 2001. Since the completion of the RBSP, little to no sand has been placed on area beaches, the impact of which has been the return to pre-RBSP sand levels.
As seen in Table 10, with the exception of a couple of segments, after the RBSP the beach widths slowly declined and the data for 2004 looks very similar to the pre-RBSP beach width data for 1998.

<table>
<thead>
<tr>
<th>Table 9</th>
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</thead>
<tbody>
<tr>
<td>BEACH WIDTHS AND TARGETS OF SHORLELINE SEGMENTS, SAN DIEGO REGION (IN FEET) (1998-2004)</td>
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<tr>
<td>Fall Averages</td>
</tr>
<tr>
<td>Imperial Beach</td>
</tr>
<tr>
<td>Silver Strand State Beach</td>
</tr>
<tr>
<td>Coronado</td>
</tr>
<tr>
<td>Ocean Beach</td>
</tr>
<tr>
<td>Pacific/ Mission Beaches</td>
</tr>
<tr>
<td>La Jolla</td>
</tr>
<tr>
<td>San Diego</td>
</tr>
<tr>
<td>Del Mar</td>
</tr>
<tr>
<td>Solana Beach</td>
</tr>
<tr>
<td>Encinitas</td>
</tr>
<tr>
<td>Carlsbad</td>
</tr>
<tr>
<td>Oceanside</td>
</tr>
</tbody>
</table>

6. **Lagoon Health**

**Significance and Future Indicator**

The RCP sets out the following policy objectives regarding water quality: restoring, protecting, and enhancing the water quality and the beneficial uses of local coastal waters, inland surface waters, groundwater and wetlands; and reducing or eliminating pollutants at their source before they enter our region’s water bodies.

The Lagoon Health indicator tells us about the health of the lagoon itself. The Federal Clean Water Act mandates that local governments develop plans for attaining or maintaining water quality in water bodies, which includes rivers, bays, estuaries, lagoons, and the ocean. The three indicators together (beach closures, impaired water bodies, and lagoon health) provide an overall picture of
the health of the region’s water bodies. Just as beaches and rivers perform an essential function in the region’s ecosystem, lagoons perform a valuable function as well.

Lagoons act as a filter that removes pollution from runoff; they are critical to the survival of various types of birds, fish, and other wildlife through their provision of diverse habitat types, and similar to beaches, lagoons can be used for recreation.

As part of the San Diego Regional Water Quality Control Board (RWQCB) permit issued in 2001, parties to the permit are required to monitor the health of a majority of the region’s lagoons. Starting in 2007, monitoring data collected regarding bacterial levels in the lagoons will be included in this report. Currently, the City of Encinitas is charged with overseeing the collection of this data. They are re-evaluating their methodology over the next year and plan to implement a new program with the issuance of the new San Diego RWQCB permit. Once this methodology is finalized, SANDAG will likely utilize this data for this indicator.

7. Air Quality Index

Significance

Air quality affects public health, productivity, and the environment. Thus, for environmental, economic, and equity reasons, a goal of the RCP is to achieve and maintain federal and state clean air standards. Air quality can be measured by the number of days that the region fails to meet clean air pollution standards.

The Air Quality Index (AQI) can be used for reporting daily air quality. It tells us how clean or polluted the air is, and what associated health effects might be a concern. The AQI focuses on the health effects people may experience within a few hours or days after breathing polluted air. The United States Environmental Protection Agency (EPA) calculates the AQI for five major air pollutants regulated by the Clean Air Act: ground-level ozone, particle pollution (also known as particulate matter), carbon monoxide, sulfur dioxide, and nitrogen dioxide. For each of these pollutants, the EPA has established national air quality standards to protect public health. In the San Diego region, ground-level ozone and particulate matter pollutant levels are responsible for the majority of days during which the region experiences an AQI over 100.

An AQI value of 100 generally corresponds to the national air quality standard for the pollutant, which is the level US EPA, has set to protect public health. AQI values below 100 are generally thought of as satisfactory. When AQI values are above 100, air quality is considered to be unhealthy-first for certain sensitive groups of people, then for everyone as AQI values get higher. Sensitive groups are defined as those “at greater risk than the general population from the toxic effects of a specific air pollutant,” such as older adults, children, or those with heart or lung disease.
Findings

Air quality in the region has improved significantly since the early 1990s, as evidenced by the decrease in the number of days during which air quality was deemed unhealthy for sensitive groups. Effective emission control efforts have resulted in cleaner vehicles, power plants, industries, and consumer products, as well as transportation plans that integrate transit and other alternatives to solo vehicle travel. Air quality improvements are expected to continue despite projected growth in population, employment, industrial activity, and vehicles miles traveled.

Figure 17
NUMBER OF DAYS AIR QUALITY WAS DEEMED UNHEALTHY FOR SENSITIVE GROUPS (1995-2005)


HEALTHY ENVIRONMENT SUMMARY

Conclusions

Some of the indicators for which data is currently available show a relatively positive picture. Beach closures have declined and air quality has improved. On the other hand, many of our waterbodies have some degree of impairment, and many of our beaches are losing sand. We are making progress in habitat conserved with designated preserve areas.

Future Target Setting

At this point only the Beach Widths indicator has official targets. These targets are for the year 2010 and were established in 1993 as a part of the SANDAG Shoreline Preservation Strategy. The
Shoreline Preservation Working Group, which developed the Strategy and targets, is still active and may wish to establish later-year targets.

As the habitat conservation plans are completed, targets will be established by default. For example, the target for the South County MSCP is to conserve a total of 172,000 acres in that planning area.

Another potential target for air quality can be derived from requirements embodied in the federal and state Clean Air Acts. The San Diego air basin is classified as a “serious” non-attainment area for 1-hour ozone under the state Clean Air Act. At the federal level, the San Diego region has been designated as non-attainment for the 8-hour ozone standard. The California Air Resources Board, in cooperation with the San Diego Air Pollution Control District and SANDAG, is developing an attainment plan for 8-hour ozone to demonstrate how the region will attain required 8-hour ozone levels by the June 2009 attainment date.

Targets for the other indicators in this section may be set after discussions among local elected officials, stakeholders, and SANDAG staff.

**SANDAG Role**

**Habitat Conservation Planning**

The largest subregional plan, the Multiple Species Conservation Program (MSCP), spans eleven cities and a portion of unincorporated San Diego County in southwestern San Diego County. Approved in 1997, the plan targets more than 172,000 acres for conservation and protects 85 sensitive plants and animal species.

The Multiple Habitat Conservation Program (MHCP) includes seven incorporated cities in northern San Diego County. This subregional plan, approved by the SANDAG Board of Directors in March 2003, provides the guidelines for the preservation of a 20,000-acre preserve system and the protection of 61 plant and animal species.

**Environmental Mitigation Program**

A component of the TransNet Extension is the creation of an Environmental Mitigation Program (EMP), which goes beyond traditional mitigation for regional and local transportation projects. While the EMP includes an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for regional and local transportation projects, it also includes additional funding for habitat acquisition, management, and monitoring activities. The EMP will help implement the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). Satisfying the mitigation requirements for priority projects will be addressed comprehensively rather than on a project-by-project basis in order to maximize early land acquisition opportunities.
The Environmental Mitigation Program will be a collaborative effort among SANDAG, the cities, the County, the wildlife agencies (California Fish and Game and the U.S Fish and Wildlife Service), and other regulatory agencies (Coastal Commission, U.S Army Corps of Engineers, U.S Environmental Protection Agency, and the Regional Water Quality Control Board) as well as representatives of various stakeholder groups, including the environmental community and the science/technical community.

**Shoreline Preservation Working Group**

The Shoreline Preservation Working Group (Working Group) was formed as a committee in the 1980s and currently advises the Regional Planning Committee on issues related to the implementation of the Shoreline Preservation Strategy (Strategy) adopted in 1993. The Strategy proposes an extensive beach building and maintenance program for the critical shoreline erosion areas in the region. It contains a comprehensive set of recommendations on the beach building program and on financing and implementation. The Working Group has technical expertise and background knowledge of regional shoreline issues, which is useful in applying the principles and goals laid out in the Strategy and The Regional Comprehensive Plan (adopted in 2004). Continuing to support the region’s ongoing and future beach nourishment efforts is a top priority for the Working Group. Additionally, in 1996, SANDAG enacted a shoreline monitoring program and the Working Group will continue to oversee and implement this program.

**MOBILITY 2030/Regional Transportation Improvement Conformity with the State Implementation Plan (Air quality)**

SANDAG and the U.S. Department of Transportation (DOT) must make a determination that the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) conform to the California State Implementation Plan (SIP) for air quality. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the national ambient air quality standards.
ECONOMIC PROSPERITY
ECONOMIC PROSPERITY

INTRODUCTION

The Regional Economic Prosperity Strategy (REPS) was originally developed in 1998 in response to the economic restructuring and recession of the early 1990s. REPS laid out a concise strategy that called for infrastructure investment (both human and physical capital) and public policy support to strengthen the region's economic foundation. The Prosperity Strategy is based upon the premise that investments in human and physical infrastructure will lead to stronger businesses and a well-trained workforce, ultimately leading to improvements in the regional standard of living.

IMPROVING THE REGION’S STANDARD OF LIVING

As a component of Regional Comprehensive Plan implementation, the Regional Economic Prosperity Strategy is currently being updated to incorporate new data and to reflect economic
changes since the 1990s. The overall strategy, however, remains the same: invest in infrastructure to improve standard of living.

In light of the update it has become clear that some indicators may be better suited to tracking our progress than others. For instance, former studies have included indicators that focused on job growth in high-wage sectors of the economy. What is becoming apparent through the REPS update is that the balance of job growth is ultimately a more important metric for the region’s economic prosperity. For that reason, a new job-balance indicator is being added to the RCP Monitoring report.

The indicator data included in this chapter establish a baseline for tracking progress toward the following goal included in the RCP:

- Ensure a rising standard of living for all of our residents

The indicators designated for tracking progress toward the above economic prosperity goal are as follows:

HUMAN CAPITAL

1. Labor Force Educational Attainment

JOBS BALANCE

2. Balanced Job Growth
3. Employment in High-Wage Clusters
4. Unemployment Rate

STANDARD OF LIVING

5. Real Per Capita Income
6. Regional Poverty Rate

1. Labor Force Educational Attainment

Significance

The RCP maintains that the region should offer broad access to education and workforce training opportunities to all residents, with an emphasis on the economically disadvantaged to foster shared economic prosperity. Educational opportunity assists in raising the standard of living for the region’s residents by providing people with the training to move up their career ladders.
Findings

Educational attainment in the region has increased somewhat since 2000. While some fluctuations in the reported may be the result of the survey techniques, the general improvement in educational attainment is statistically significant at the 0.10 confidence level, according to the Census Bureau.

Figure 18
LABOR FORCE EDUCATIONAL ATTAINMENT (2000-2004)

2. Balanced Job Growth

Significance

The balance of job growth is important to the long-term economic health of the region. If job growth is concentrated in low-wage jobs, the standard of living will fall. Job growth can occur in those lower-wage industries, but must be balanced by growth in jobs higher on the career ladder to provide upward mobility and a rising standard of living for the region's residents.

Findings

Since the 1990s employment in low-wage industries has grown faster than in middle- and high-wage industries.
3. Employment Growth in High-Wage Economic Clusters

Significance

Economic clusters are groups of interrelated, export-oriented industries that are responsible for bringing new money into the region. Industries within a cluster have business transactions with one another, and thus are interdependent. Cluster companies often participate in local industry associations, which foster collaboration and the exchange of knowledge. Companies within a cluster also compete with each other for market share, which drives innovation and productivity.

Companies within clusters tend to be among the region’s leaders in research and development funding, patent awards, and other key indicators of innovation. Many of the clusters also pay high wages, although some do not. All clusters are economic drivers for the region because they are export-oriented. San Diego’s export-oriented clusters include the following:

- Biomedical Products
- Biotechnology and Pharmaceuticals
- Communications
- Financial Services
- Fruit and Vegetables
- Horticulture
Of these clusters, twelve are considered to have high wages. High-wage clusters are clusters in which the average annual salary is above the regional average across all industries. Growth in high-wage economic clusters therefore has a dual benefit for the region: economic growth that brings money into the region and growth of high-paying jobs for local residents. These characteristics fit in with the RCP goals of improving the local business environment, and providing a rising standard of living to the region’s residents.


**Findings**

An economic slowdown at both the local and national levels caused employment in high wage clusters to dip by approximately 1,800 jobs between 2002 and 2003. Slight declines occurred in Biomedical Products, Communications, Computer and Electronics, Defense and Transportation Equipment, Publishing, Recreational Goods, and Software, which lost a combined total of 5,900 jobs. Meanwhile San Diego’s Biotechnology and Pharmaceuticals, Design, Environmental Technology, and Financial Services clusters continued to grow, adding a total of 4,100 jobs to the regional economy.
Figure 20

4. Regional Unemployment Rate

Significance

The unemployment rate is an indicator of economic activity in the region. A low unemployment rate implies that the economy is strong and that most people who want a job can find one. These characteristics fit in with the RCP goals of improving the local business environment, and providing a rising standard of living for the region’s residents.

The unemployment rate is the proportion of persons in the labor force who do not currently have a job. The labor force is defined as persons age 16 and older who are either currently employed or unemployed but looking for a job. Persons who cannot work, or who choose not to work, are not included in the rate.

Findings

While the region’s unemployment rate increased slightly during the national recession at the beginning of the 1990s, San Diego has fared far better than the state or nation as a whole. Moreover, the region’s unemployment rate continues to remain at historically low levels, signifying a strong local economy.
Figure 21
UNEMPLOYMENT IN SAN DIEGO, CALIFORNIA, AND THE UNITED STATES (1990-2005)

Table 10
UNEMPLOYMENT IN SAN DIEGO, CALIFORNIA, AND THE UNITED STATES (1990-2005)

<table>
<thead>
<tr>
<th></th>
<th>San Diego</th>
<th>California</th>
<th>United States</th>
</tr>
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<td>4.6%</td>
<td>5.8%</td>
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</tr>
<tr>
<td>1991</td>
<td>6.3%</td>
<td>7.8%</td>
<td>6.8%</td>
</tr>
<tr>
<td>1992</td>
<td>7.3%</td>
<td>9.4%</td>
<td>7.5%</td>
</tr>
<tr>
<td>1993</td>
<td>7.9%</td>
<td>9.5%</td>
<td>6.9%</td>
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<td>7.1%</td>
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<td>6.1%</td>
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<td>6.4%</td>
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<td>5.4%</td>
<td>7.3%</td>
<td>5.4%</td>
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<tr>
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<td>4.3%</td>
<td>6.4%</td>
<td>4.9%</td>
</tr>
<tr>
<td>1998</td>
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</tr>
<tr>
<td>1999</td>
<td>3.1%</td>
<td>5.3%</td>
<td>4.2%</td>
</tr>
<tr>
<td>2000</td>
<td>3.9%</td>
<td>4.9%</td>
<td>4.0%</td>
</tr>
<tr>
<td>2001</td>
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<tr>
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<td>4.7%</td>
<td>6.2%</td>
<td>5.5%</td>
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<tr>
<td>2005</td>
<td>4.3%</td>
<td>5.4%</td>
<td>5.1%</td>
</tr>
</tbody>
</table>

5. Real Per Capita Income

Significance

The primary, overarching goal of the Economic Prosperity chapter of the RCP is to ensure a rising standard of living for all residents. One common measure of standard of living is per capita income.

Per capita income is determined by dividing a region’s total personal income by the population of the region. Values are listed in inflation-adjusted 2004 dollars.

Findings

The region’s real per capita income rose steadily from 1995 to 2000, but has fallen slightly since. However, it continues to be higher than both the state and the nation.

Figure 22
REAL PER CAPITA INCOME IN SAN DIEGO, CALIFORNIA, AND THE UNITED STATES (1990-2003) IN INFLATION-ADJUSTED 2004 DOLLARS

Sources: U.S. Bureau of Economic Analysis; SANDAG Annual Population & Housing Estimates; U.S. Census Bureau, Annual Population Estimates
Table 11
REAL PER CAPITA INCOME IN SAN DIEGO, CALIFORNIA, AND THE UNITED STATES (1990-2003) IN INFLATION-ADJUSTED 2004 DOLLARS

<table>
<thead>
<tr>
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<tr>
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<td>$30,277</td>
<td>$28,150</td>
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<td>1991</td>
<td>$31,412</td>
<td>$29,222</td>
<td>$27,589</td>
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<td>1992</td>
<td>$31,517</td>
<td>$29,181</td>
<td>$28,078</td>
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<td>1993</td>
<td>$31,308</td>
<td>$28,619</td>
<td>$27,905</td>
</tr>
<tr>
<td>1994</td>
<td>$31,248</td>
<td>$28,931</td>
<td>$28,261</td>
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<td>$31,938</td>
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<td>$32,860</td>
<td>$30,436</td>
<td>$29,106</td>
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<td>1997</td>
<td>$34,053</td>
<td>$31,177</td>
<td>$29,817</td>
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<td>$36,325</td>
<td>$32,742</td>
<td>$31,155</td>
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<td>$33,439</td>
<td>$31,679</td>
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<tr>
<td>2000</td>
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<td>$35,612</td>
<td>$32,739</td>
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<tr>
<td>2001</td>
<td>$37,766</td>
<td>$35,068</td>
<td>$32,612</td>
</tr>
<tr>
<td>2002</td>
<td>$37,544</td>
<td>$34,448</td>
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<tr>
<td>2003</td>
<td>$37,150</td>
<td>$34,278</td>
<td>$32,326</td>
</tr>
</tbody>
</table>

6. Regional Poverty Rate

Significance

The primary, overarching goal of the Economic Prosperity chapter of the RCP is to ensure a rising standard of living for all residents. The poverty rate provides one measure to determine whether or not conditions are improving for the region’s lower-income residents.

These values represent the percentage of individuals whose total income falls below the poverty threshold set by the U.S Census Bureau, according to family size and composition.

Findings

Poverty in the region has remained relatively constant since 2000. Minor fluctuations in the reported data are likely the result of the survey techniques, and are not statistically significant at the 0.10 confidence level, according to the U.S Census Bureau.
**Table 12**
PERCENT OF RESIDENTS LIVING IN POVERTY IN SAN DIEGO, CALIFORNIA, AND THE UNITED STATES (2000-2004)

<table>
<thead>
<tr>
<th></th>
<th>San Diego</th>
<th>California</th>
<th>United States</th>
</tr>
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<tbody>
<tr>
<td>2000</td>
<td>12%</td>
<td>14%</td>
<td>12%</td>
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<tr>
<td>2001</td>
<td>12%</td>
<td>13%</td>
<td>12%</td>
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<tr>
<td>2002</td>
<td>12%</td>
<td>13%</td>
<td>12%</td>
</tr>
<tr>
<td>2003</td>
<td>12%</td>
<td>13%</td>
<td>13%</td>
</tr>
<tr>
<td>2004</td>
<td>12%</td>
<td>13%</td>
<td>13%</td>
</tr>
</tbody>
</table>

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

**ECONOMIC PROSPERITY SUMMARY**

**Conclusions**

A few trends can be detected from the above data. The workforce in San Diego is increasingly well-educated, but recent job growth in the region has been concentrated in low wage industries. Overall, our region’s standard of living is growing very slowly and we have not made progress in reducing poverty.

**Future Target Setting**

SANDAG is in the process of updating the Regional Economic Prosperity Strategy (REPS). The updated strategy may result in the refinement of the indicators included in future RCP monitoring reports. In addition, goals developed through the REPS update may serve as future targets for the Economic Prosperity indicators.

**SANDAG Role**

**Regional Economic Prosperity Strategy**

Through the update of the Regional Economic Prosperity Strategy, SANDAG will identify the infrastructure investments needed to ensure a rising standard of living for the region’s residents.

Implementing the REPS requires a variety of regional organizations and agencies to coordinate their efforts and to promote the creation of middle and higher income jobs. The REPS also recommends that the region focus on targeted workforce development and training for local residents so that they can attain the jobs created. The prosperity strategy is presented within the three “E”s sustainability framework of Environment, Equity, and Economy. Balancing these areas requires a universal and holistic approach to policy making. Making the REPS an element of the RCP has inextricably linked economic growth, opportunity, and prosperity to quality of life.
PUBLIC FACILITIES
PUBLIC FACILITIES

INTRODUCTION

Our region requires reliable supplies of water and energy, opportunities to reuse and recycle materials, and sufficient disposal options for waste. The region also needs to make more efficient use of its resources. We can do this by locating public facilities where they will most effectively provide access and availability of needed services and protect public health and safety.

To address the importance of public facilities to the San Diego region, this chapter focuses on water supply, energy, and waste management. Key issues include meeting our water demand, energy, and waste management infrastructure needs, and providing public facilities that meet our current and future needs in a timely, efficient, and sustainable manner.

The indicator data included in this chapter establish a baseline for tracking progress toward the following policy objectives included in the RCP:

WATER SUPPLY
- Ensure a safe, sufficient, reliable, and cost-efficient water supply for the San Diego region

ENERGY
- Meet the region’s energy needs in a fiscally and environmentally sound manner

WASTE MANAGEMENT
- Minimize the need for additional landfills and provide economically and environmentally sound resource recovery, management, and disposal facilities
- Exceed the state-mandated 50 percent waste stream diversion rate and work toward a 75 percent diversion rate.

The indicators designated for tracking progress toward the above public facilities policy objectives are as follows:

WATER SUPPLY
1. Water Consumption per Capita and Total
2. Diversity of Water Supply
3. Amount of Reclaimed Water Used

ENERGY
4. Kilowatt Hours of Electricity Used Per Capita at Peak Hours
5. Share of Energy Produced In-County vs. Imported
6. Share of Energy Produced from Renewable Resources

WASTE MANAGEMENT
7. Percent of Waste that is Recycled
8. Landfill Space Available

1. Water Consumption Per Capita and Total

Significance

A goal of the RCP is to ensure a safe, sufficient, reliable, and cost efficient water supply for the San Diego region. The San Diego County Water Authority (Water Authority) and local water districts are mandated to supply sufficient water resources to meet the needs of the region. These agencies base their supply needs upon population, demographic, housing, and economic numbers provided to them by SANDAG and the local land use agencies. With current forecasts projecting one million more people in the region by 2030, how the region grows will have a significant impact upon water demand.

The types and design of development as well as the locations where development occurs also can have impacts on consumption of water and water infrastructure, and affect our water agencies’ ability to supply enough water to the region.

Findings

The Water Authority is the wholesale water agency serving 23 retail water agencies in the San Diego region.

As seen in Figures 25 and 26, the amount of water delivered overall and the amount delivered per capita by the Water Authority since 1999 have fluctuated; however, from 2004 to 2005 demand has decreased. Decreases in overall consumption and per capita consumption of water may be caused by several factors. Most notable are the efforts by the Water Authority to diversify their water supply and increase the amount of water conserved. More information on diversification can be found in the next section of this report.

According to the 2000 Water Authority Urban Water Management Plan (see Figure 24), from 2004 through 2020, the demand for water is forecasted to increase. This may be due to projected increases in the region’s population (Table 15).

In addition to diversification, conservation measures also can help address future water demands. Local governments can directly affect our overall demand by promoting conservation programs within their jurisdiction and implementing water efficiency standards throughout the planning process. Promotion of water saving measures, such as planting native, drought resistant plants and discouraging over-watering by helping the public calculate how much to water their gardens at varied times of the year can add positively to the region’s overall water savings each year. In
addition, implementation of programs such as the ultra-low-flush toilet incentives program and adopting Best Management Practices such as making irrigation system upgrades that promote efficiency will help to reduce overall water consumption throughout the region.

Figure 23
REGIONAL HISTORIC AND PROJECTED NORMAL WATER DEMAND (1990-2000)

Projected water use now includes demands at Camp Pendleton Marine Corps Base.
Figure 24
AMOUNT OF WATER DELIVERED BY THE SAN DIEGO COUNTY WATER AUTHORITY (1999-2005)

Source: San Diego County Water Authority Annual Reports (Water Use by Member Agency)

Figure 25
AMOUNT OF WATER DELIVERED BY THE SAN DIEGO COUNTY WATER AUTHORITY PER CAPITA (2000-2005)

Source: San Diego County Water Authority Annual Reports (Water Use by Member Agency); SANDAG Annual Population and Housing Estimates.
Table 13
SAN DIEGO WATER CONSUMPTION (2000-2005)

<table>
<thead>
<tr>
<th></th>
<th>Water per Capita (acre-feet)</th>
<th>Water Delivered (acre-feet)</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>0.26</td>
<td>694,995</td>
<td>2,724,561</td>
</tr>
<tr>
<td>2001</td>
<td>0.23</td>
<td>646,387</td>
<td>2,813,278</td>
</tr>
<tr>
<td>2002</td>
<td>0.24</td>
<td>686,530</td>
<td>2,825,574</td>
</tr>
<tr>
<td>2003</td>
<td>0.23</td>
<td>649,622</td>
<td>2,843,697</td>
</tr>
<tr>
<td>2004</td>
<td>0.25</td>
<td>715,763</td>
<td>2,885,713</td>
</tr>
<tr>
<td>2005</td>
<td>0.22</td>
<td>644,845</td>
<td>2,922,863</td>
</tr>
</tbody>
</table>

Source: San Diego County Water Authority Annual Reports (Water Use by Member Agency); SANDAG Annual Population and Housing Estimates.

2. Diversity of Water Supply

Significance

Currently, only about 22 percent of the water used within the San Diego County Water Authority service area comes from local sources, primarily from surface water reservoirs. Water demands are met primarily through imported water deliveries from the Metropolitan Water District of Southern California (MWD). MWD secures its imported supply from two main sources, the Colorado River and the State Water Project. The reliability of these two supplies has a direct impact upon our region’s availability of water for future growth.

To lessen demands on a single supply source like the MWD, the goal of the Water Authority is to diversify the region’s water supply portfolio. This may be done through a variety of methods, such as the Water Authority-Imperial Irrigation District water transfer, the All American and Coachella Canal Lining Projects, and through the development of local recycling, groundwater, and seawater desalination projects.

Development of a diverse supply provides for flexibility and adaptability in the resource mix to handle potential risks associated with managing and developing supplies. These risks could include environmental constraints, water supply contamination, and/or lack of funding.

Findings

As seen in Figures 27 and 28 below, the Water Authority has made progress toward their diversification strategy. In 2005, the amount of water imported was reduced from 84 percent in 2003 to 78 percent. This reduction can be attributed to the Water Authority-Imperial Irrigation District water transfer, which was finalized through the Colorado River Quantification Settlement Agreement in 2003. The annual maximum of the water transfer is 200,000 acre feet, which will be met in 2021.
In 2011, the Water Authority plans to have the regional seawater desalination facility at the Encina Power Station delivering 50 million gallons of desalinated seawater per day to the region. The completion of the regional seawater desalination facility is essential to the Water Authority meeting their goal of providing 40 percent of the region’s water through local sources (seawater desalination, conservation, service water, recycling, and groundwater).

Figure 29 shows the diversification targets for the Water Authority for the year 2020. Increases in water supplied through local sources other than seawater desalination, as well as the concrete lining of the All American and Coachella Canals in Imperial Valley will need to be realized before these goals can be met.

Figure 26
SAN DIEGO WATER SUPPLY BY SOURCE (2000)

Source: San Diego County Water Authority Annual Reports (Fiscal Year Water Supply by Source).
**Figure 27**
SAN DIEGO WATER SUPPLY BY SOURCE (2005)

![Pie chart showing water supply by source for 2005.](image)

Source: San Diego County Water Authority Annual Reports (Fiscal Year Water Supply by Source).

**Figure 28**
WATER AUTHORITY DIVERSIFICATION TARGETS FOR 2020

![Pie chart showing water supply target for 2020.](image)

Source: San Diego County Water Authority Annual Reports (Fiscal Year Water Supply by Source).
3. Amount of Reclaimed Water Used

Significance

The policy objective of the water supply section of the RCP is to ensure a safe, sufficient, reliable, and cost-efficient water supply for the region. Because water is a limited resource, increasing the amount of water that is reclaimed (or recycled) throughout the region is important in meeting this goal. The reuse of water has not been implemented by many agencies and jurisdictions due to negative public perception and the high cost of these programs. However, there is a large opportunity available to the region to become more diverse in its methods for meeting the region’s water demand if increases in recycled water were to occur.

According to the San Diego County Water Authority (Water Authority), “[a] number of agencies in San Diego continue to implement and expand their water recycling projects. Currently, about 13,000 acre feet of recycled water is reused within the Water Authority service area annually. This number is projected to increase to over 53,000 acre feet per year by 2020. Approximately 69 percent of the recycled water is used for agriculture, landscape irrigation, and other municipal and industrial uses; the remaining 31 percent is recharged into groundwater basins.”

Findings

Over the last several years the amount of reclaimed water has remained steady or declined. As mentioned above, the Water Authority plans to increase the amount of recycled water in the region to 53,000 acre feet per year by 2020. This is a dramatic increase over the amount of water that the region is currently recycling. Because of this aggressive goal, the Water Authority should work to reverse the declining trend seen in Figure 30.

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4. Kilowatt Hours of Electricity Used Per Capita at Peak Hours

Significance

The amount of electricity used on a per capita basis is an important indicator to assess how well the region is implementing energy conservation and efficiency measures. To accomplish this, the RCP recommends assessing both the amount of electricity needed (in kilowatts or kW) and electricity used (in kilowatt hours or kWh) by San Diegans on a per capita basis.

The Regional Energy Strategy (RES) was approved by SANDAG in 2003. The RES developed policies and provided measurable targets to achieve the region’s sustainable energy vision. Regarding energy conservation and efficiency, the RES called for a reduction in per capita electricity peak demand (i.e., electricity needed in summer at the hottest time of day) and overall per capita electricity consumption back to 1990 levels by 2010 and to 1980 levels by 2030.

Findings

Energy consumption per capita increased 16 percent between 1990 and 2005.

Between 1990 and 2005, electricity consumption per capita has increased by less than 1 percent per year. Although this indicates the region is not on track to meet the significant reductions called for in the RES, California has the lowest per capita electricity consumption of any state and consumes almost 50 percent less electricity per capita than the national average. San Diego’s per capita consumption was 23 percent lower than the state level in 2000 and 15 percent lower in 2003. This is
in part due to aggressive statewide energy efficiency and demand reduction goals and due to milder climate of the San Diego region.

**Figure 30**
SAN DIEGO ANNUAL PER CAPITA ELECTRICITY USE (ANNUAL KILOWATT HOURS) (1990-2005)

Source: San Diego Gas and Electric.
Figure 31
PEAK KILOWATT POWER USAGE PER CAPITA (1990-2005)

Table 14
ANNUAL KILOWATTHOURS OF ELECTRICITY USED PER CAPITA AND PEAK KILOWATT ENERGY USAGE PER CAPITA (1990-2005)

<table>
<thead>
<tr>
<th>Year</th>
<th>San Diego Use-Per-Capita (kWh, Normalized)</th>
<th>San Diego Use-Per-Capita (Watts, Normalized)</th>
<th>California Use-Per-Capita (kWh)</th>
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<tr>
<td>2000</td>
<td>5,989</td>
<td>1,181</td>
<td></td>
</tr>
<tr>
<td>2001</td>
<td>5,555</td>
<td>1,099</td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>5,639</td>
<td>1,148</td>
<td></td>
</tr>
<tr>
<td>2003</td>
<td>5,723</td>
<td>1,194</td>
<td>6,732*</td>
</tr>
<tr>
<td>2004</td>
<td>5,918</td>
<td>1,266</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>5,996</td>
<td>1,292</td>
<td></td>
</tr>
</tbody>
</table>

Source: San Diego Gas and Electric and California Energy Commission. 2003 is most recent year of state data available.
5. Share of Energy Produced in the Region vs. Imported

Significance

A recommended action of the RCP is to promote the local production of cost-effective, environmentally sensitive energy to reduce our dependence on imported energy. The proportion of local energy that is supplied from in-region sources directly reflects progress toward this goal.

Target

Table 17 identifies the amount of energy in kilowatt hours (kWh) produced in-region. In terms of capacity, or the amount of electricity that can be produced by a generator provides targets: 65 percent in-county generation by 2010 and 75 percent in county by 2020. The region’s assets currently provide approximately 60 percent of the region’s total capacity needs, and that percentage is steadily increasing.

Findings

The share of energy produced within the region generally remains at roughly one-third, as shown in Table 18. The share peaked at approximately 40 percent in 2000 as a result of the energy crisis because local power plants ran at their maximum capacity. Generally, San Diego’s older in-region
resources run at partial capacity due to the potential environmental impact. In addition, distributed generators dependent on natural gas shut down as fuel prices steeply increased in the 2000s.

Table 15
SHARE OF ENERGY PRODUCED WITHIN THE REGION (1990-2000)

<table>
<thead>
<tr>
<th>Share of Energy Produced Within the Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
</tr>
<tr>
<td>1995</td>
</tr>
<tr>
<td>2000</td>
</tr>
<tr>
<td>2005</td>
</tr>
<tr>
<td>2010 Target</td>
</tr>
<tr>
<td>2030 Target</td>
</tr>
</tbody>
</table>

Source: San Diego Gas and Electric.

6. Share of Energy Produced from Renewable Resources

Significance

The development of renewable energy resources such as wind, solar, and geothermal is specifically encouraged in the RCP and targets have been established in the Regional Energy Strategy.

Target

The RES, adopted by the SANDAG Board in 2003, includes a goal of increasing the total electricity supply from renewable resources to 15 percent by 2010, 25 percent by 2020, and 40 percent by 2030. By 2005, the share of energy produced from renewable resources reached 5.25 percent, after ten years at only 1 percent or less. Since 2003, the California Legislature set more aggressive renewable goals for the state; the state targets encourage Investor Owned Utilities (IOUs) like SDG&E to use renewable resources.

In addition, the RES called for an emphasis on in-county renewable installations. For 2010, the RES called for 740 megawatts of renewables, of which 340 MW (46%) are to be in-county. For 2010, the SDG&E 2004 Long Term Resource Plan identified 777 MW of renewables, of which 342 MW (44%) are to be in-county.
Findings

The share of the region’s energy produced from renewable resources increased significantly in recent years. In 2002, Senate Bill 1078 was passed which required IOUs to increase the share of energy generated by renewable resources and established a target of 20 percent of electric generation that should come from renewable resources by 2017. IOUs are encouraged to increase the share of energy produced by renewable resources by 1 percent per year to reach the target of 20 percent by 2017.

Table 16
SHARE OF ENERGY PRODUCED FROM RENEWABLE RESOURCES7 (1990-2030)

<table>
<thead>
<tr>
<th>% of Energy Produced</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>from Renewable</td>
<td></td>
</tr>
<tr>
<td>Resources</td>
<td></td>
</tr>
<tr>
<td>1990</td>
<td>0.5%</td>
</tr>
<tr>
<td>1995</td>
<td>0.5%</td>
</tr>
<tr>
<td>2000</td>
<td>1.0%</td>
</tr>
<tr>
<td>2005</td>
<td>5.3%</td>
</tr>
<tr>
<td>2010 Target</td>
<td>15.0%</td>
</tr>
<tr>
<td>2020 Target</td>
<td>25.0%</td>
</tr>
<tr>
<td>2030 Target</td>
<td>40.0%</td>
</tr>
</tbody>
</table>

Source: San Diego Gas and Electric.

7 These values are based on the California Public Utility Commission’s Renewable Portfolio Standard Rules and thus do not include Customer Owned Photovoltaic.

7. Percent of Waste that is Recycled

Significance

The waste management goals of the RCP are to minimize the need for additional landfills and provide economically and environmentally sound resource recovery, management, and disposal facilities. A second goal is to exceed the state-mandated 50 percent waste stream diversion rate by the year 2005 and work toward a 75 percent diversion rate.

Both goals can be tracked by reviewing the percentage of waste that is diverted from landfills and is instead recycled or put to another use.
**Target**

Assembly Bill 939 sets forth a target for solid waste diversion. It mandates that 50 percent of solid waste must be diverted from landfills by 2005. As of 2002, the most recent year for which data is available, the region had not yet met the target.

**Findings**

The waste diversion rate has fluctuated since 1995, but the region has not yet reached the 50 percent diversion rate mandated by the State of California, although there has been a slight upward trend over the last ten years.

![Figure 33: Percent of Solid Waste Diverted from Landfills (1995-2002)](image)

Source: California Integrated Waste Management Board.

**8. Landfill Space Available**

**Significance**

The waste management goals of the RCP include minimizing the need for additional landfills and provide economically and environmentally sound resource recovery, management, and disposal facilities. The RCP also aims to exceed the state-mandated 50 percent waste stream diversion rate by the year 2005 and work toward a 75 percent diversion rate.
Findings

Trend data is currently unavailable; the data source for this indicator, the Countywide Siting Element is completed every five years and only 2002 data are available at this time. The current remaining landfill capacity is represented here in cubic yards. This estimate is based upon existing permitted in-county capacity, excluding the San Onofre and Las Pulgas landfills. This estimate also does not include any landfills planned but not permitted. Therefore, the Gregory Canyon landfill and the expansion of the Sycamore Canyon landfill are not included in the capacity figures.

The estimated number of years of remaining capacity is based on assumptions such as reaching a regionwide diversion rate of 50% by 2005, and slight increases in total disposal and exported solid waste. Again, this does not take into account any landfills that are planned but not permitted. The actual year when the county is projected to run out of capacity under this scenario is also listed in parentheses.

<table>
<thead>
<tr>
<th>Current Remaining Capacity (cubic yards)</th>
<th>Estimated Years of Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>89,044,519</td>
<td>11 (to 2016)</td>
</tr>
</tbody>
</table>


PUBLIC FACILITIES SUMMARY

Conclusions

Water consumption per capita has remained fairly steady since 2000, but declined slightly between 2004 and 2005. The amount of reclaimed water used in the region each year has declined. Between 1990 and 2005, electricity consumption per capita has increased by less than 1 percent per year. The share of the region’s energy produced from renewable resources increased significantly in recent years from 0.5 percent in 1990 to 5.3 percent in 2005; and the share of energy produced within the region generally remains at roughly one-third. The waste diversion rate has fluctuated since 1995, but the region has not yet reached the 50 percent diversion rate mandated by the State of California, although there has been a slight upward trend over the last ten years.

Future Target Setting

Three of the eight indicators in this section already have targets. While not impossible, setting targets for things such as landfill space will be challenging. The targets will be set by stakeholders and SANDAG staff.
SANDAG Role

Regional Energy Strategy

SANDAG, with other partners, produced the Regional Energy Strategy (RES), which used the technical information of the Regional Energy Infrastructure Study to develop a vision for how energy will be produced and consumed in the region. The RES proposes eight goals and the implementation steps necessary to achieve them.

Integrated Regional Infrastructure Strategy

The Integrated Regional Infrastructure Strategy (IRIS) was prepared as part of the RCP to provide an investment and financing strategy to help the region meet its combined infrastructure needs. IRIS addresses transportation, water, wastewater, stormwater management, solid waste, energy, education, and parks and open space. The RCP Strategic Initiatives call for further developing guidelines to link annual expenditures of capital improvement programs to the long term goals of facility master plans that incorporate RCP goals.
INTRODUCTION

The San Diego region’s borders have traditionally been thought of as limited to the jurisdictional boundaries of San Diego County. However, over the years, the perceptions of our borders have expanded. San Diego County increasingly has close ties to its neighboring counties and Mexico, which challenge us to think of our region beyond our borders. In addition, San Diego County is home to 17 federally-recognized tribal nations with sovereignty over 18 reservations -- more than any other county in the United States (see Map 5). Our abundant natural resources, as well as our location on the U.S.-Mexico border, make our region an attractive place to live and work. Continued growth here, as well as in the surrounding regions, is evidence of this desirability. The region’s distinct characteristics also present a variety of opportunities and challenges for planning and coordination along our interregional and binational borders.

Map 5
THE SAN DIEGO REGION, SOVEREIGN INDIAN NATIONS, AND NEIGHBORING AREAS
An important issue is access to jobs and housing. The growth projected for the San Diego region over the next 30 years is a function of economic expansion and job creation, a continued influx of people moving to the area, and natural population growth within the area. However, home construction in the San Diego region has not kept pace with population growth. Consequently, housing prices have risen, making home ownership difficult for much of the population. As a result, many people who are employed in the region have started moving to neighboring regions, including southwestern Riverside County, Imperial County, and Baja California, in search of homeownership. As people move further away from their places of employment, increased pressure is placed upon our interregional transportation systems, affecting not only the long-distance commuter but also causing congestion for residents in communities along the transportation route.

The indicator data included in this chapter establish a baseline for tracking progress toward the following goal included in the RCP:

- Provide reliable and efficient transportation systems associated with key trade corridors, interregional commuting corridors, tribal reservations, and ports of entry.

The indicators designated for tracking progress toward the above borders goal are as follows:

1. Interregional Traffic Volumes to and from Surrounding Counties and Baja California
2. Border Wait Times for Personal Trips and Goods Movement
3. Participation in SENTRI Lanes, Pedestrian Commuter Program, FAST Program (future indicator)

1. **Interregional Traffic Volumes to and from Surrounding Counties and Baja California**

**Significance**

A goal of the RCP relating to interregional and binational commuting is to ensure an efficient flow of people and goods across the international ports of entry and along key trade and interregional commuting corridors. A policy objective towards this goal is to reduce future long-distance interregional and binational commuting. Progress towards this goal can be measured by examining the flow of commuters crossing into the region each day. However, the existing data is limited to the Caltrans Traffic Census, which includes all vehicles, not just commuters. Additional data such as level of service or another measure of congestion would be useful in measuring our progress towards this goal.

The following data examines average weekday traffic volumes at the borders between San Diego and Tijuana, Imperial County, Riverside County, and Orange County. Total annual passenger vehicle and pedestrian border crossings are examined as well.
Findings

The largest volume of interregional trips takes place between Tijuana, Baja California and the San Diego region, followed by Orange County, Riverside County, and Imperial County, in that order. Note that these volumes include all vehicles going in both directions, not just commuters. They also include vehicles just passing through the region, for example, those going from Baja to Los Angeles. Between 2000 and 2004, Riverside County became the fastest growing contributor of interregional trips to and from San Diego, with a 37 percent increase in average weekday traffic volumes. Average weekday traffic volumes to and from San Diego from all neighboring regions grew 15 percent between 2000 and 2004.

The growth of interregional commuting between Riverside County and San Diego can be attributed to people seeking a lower cost of housing in Riverside County but continuing to work in San Diego. Long-distance commuting, both interregional and from within the region, puts a tremendous strain on our roads, freeways, infrastructure, and personal lives. While some amount of interregional commuting will always occur, providing additional housing capacity in key locations within the more urbanized areas of the region could assist in reducing the projected increases in interregional commuting and provide more housing and transportation choices to our residents. Additionally, another focus needs to be providing jobs in those communities where employees can afford to live.

Between 1997 and 2004, the increase in the number of pedestrian border crossings outpaced the increase in the number of passenger vehicle border crossings; pedestrian border crossings grew 43 percent, while passenger vehicle border crossings grew 38 percent. As a result of stricter security screenings since the 9/11 events, there have been longer and more unpredictable waits at the border for vehicle crossings, which may have contributed to a shift from vehicle to pedestrian crossings.

2. Border Wait Times for Personal Trips and Goods Movement

Significance

Providing reliable and efficient transportation systems associated with key trade corridors and ports of entry is a goal of the RCP. Wait times at the border provides a way to measure how efficiently people and goods are able to flow across our international ports of entry.

Findings

In 2005, according to U.S. Customs and Border Protection (CBP) Web site data, the combined average weekday wait time at the San Ysidro and Otay Mesa Ports of Entry (POE) was 34.4 minutes in general passenger vehicle lanes, and 4.4 minutes in SENTRI\textsuperscript{8} lanes between 5 a.m. and 9 a.m. However, on a typical weekday, observed waits during the morning peak periods appear to be higher than the delays reported on the CBP Border Wait Times Web page.

\textsuperscript{8} SENTRI is a management process offered by CBP that expedites border crossings for pre-screened participants.
For commercial vehicles, CBP reported an average weekday wait time at the Otay Mesa POE of 27.5 minutes in general lanes between noon and 6:00 p.m. However, users report they experience longer waits to cross into the San Diego region. No delay data were available for FAST\textsuperscript{9} lanes in 2004 and 2005.

No data on border delays is available prior to 2004. Still, queues at the border have increased and become more unpredictable over time. Border wait times—especially in the northbound direction—are a result of growth in crossborder travel and stricter security screenings coupled with transportation infrastructure constraints.

A recent SANDAG study\textsuperscript{10} quantified economic opportunities lost because of current and projected traffic congestion and delays at the San Diego-Baja California POEs. In particular, current delays for both personal crossborder trips and freight movement cost the San Diego-Baja California region $4.2 billion in lost output and a loss of more than 35,000 jobs in 2005. If steps are not taken to improve border crossing and transportation infrastructure and management, these losses are projected to more than double in the next ten years.

To provide additional crossborder travel capacity, a new POE has been proposed about two miles east of the existing Otay Mesa crossing. State Route 11, an east-west extension of future State Route 905, would connect the future East Otay Mesa-Otay II POE to a roadway in Tijuana, which would link to the Tijuana-Tecate Toll Road and the Tijuana-Rosarito Corridor.

### Figure 34
**AVERAGE BORDER WAIT TIMES – NORTHBOUND INTO SAN DIEGO FROM TIJUANA (2004-2005)**

![Bar chart showing average border wait times for different categories of travelers at the San Diego-Tijuana border.](image)

**Source:** U.S. Customs and Border Protection, *Border Wait Times: Southern Border Ports of Entry, 2004-2005*

\textsuperscript{9}FAST is a commercial process offered by CBP to pre-approved importers, carriers, and registered drivers that results in quicker clearance across the border. FAST is available at the Otay Mesa POE only.

Table 18
AVERAGE BORDER WAIT TIMES - NORTHBOUND INTO SAN DIEGO
FROM NORTHERN BAJA CALIFORNIA (2004-2005)

<table>
<thead>
<tr>
<th></th>
<th>SENTRI Lanes Average Wait Time</th>
<th>General Passenger Lanes Average Wait Time</th>
<th>General Cargo Lanes Average Wait Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>4.3</td>
<td>30.2</td>
<td>23.1</td>
</tr>
<tr>
<td>2005</td>
<td>4.4</td>
<td>34.4</td>
<td>27.5</td>
</tr>
</tbody>
</table>


Figure 35
SAN DIEGO REGION AVERAGE WEEKDAY TRAFFIC VOLUMES TO AND FROM ORANGE, IMPERIAL, AND RIVERSIDE COUNTIES AND TIJUANA, BAJA CALIFORNIA (2000)

Source: Caltrans Traffic Census
Figure 36
SAN DIEGO REGION AVERAGE WEEKDAY TRAFFIC VOLUMES TO AND FROM ORANGE, IMPERIAL, AND RIVERSIDE COUNTIES AND TIJUANA, BAJA CALIFORNIA (2004)

Source: Caltrans Traffic Census
3. Participation in SENTRI Lanes, Pedestrian Commuter Program, Free and Secure Trade (FAST) Program

Significance and Future Indicator

At least 30,000 commuters pass northward through our border ports of entry on a daily basis. Projections indicate that cross-border vehicle traffic will more than double between 2000 and 2020. To accommodate the dynamic border transportation system, MOBILITY 2030 includes projects to improve access to border crossings, expand freight rail service, coordinate commercial vehicle crossings, and implement programs such as the Secure Electronic Network for Travelers Rapid Inspection (SENTRI) and Free and Secure Trade (FAST) that expedite border crossings for pre-screened participants. Currently there are approximately 71,000 vehicle SENTRI participants and 5,500 Pedestrian SENTRI participants. In addition, there are 1588 FAST enrollees.

11 Economic Impacts of Border Wait Times at the San Diego- Baja California Border Region, June 2005
**BORDERS SUMMARY**

**Conclusions**

Current data suggests that we do not meet our objective of reducing future long-distance interregional and binational commuting. Interregional and binational trips are increasing and are expected to continue to increase as the population grows. Additional data such as level of service or another measure of congestion would be useful in measuring our progress towards this goal. In addition, periodic surveys of interregional and crossborder travelers would be useful to better estimate the volume or share of commute trips from the overall travel volumes.

**Future Target Setting**

Several work efforts are underway that may begin to establish potential targets for the indicators in this section such as the Otay Mesa-Otay de Mesa Binational Corridor Strategic Plan and the 2007 Regional Transportation Plan. Additionally, indicators measuring cooperation with neighboring jurisdictions, including the region’s Tribal Governments, could be developed as means to measuring inter-regional cooperation.

**SANDAG Role**

**I-15 Interregional Partnership (IRP)**

One of the most active interregional programs at SANDAG is the I-15 IRP. The IRP is a voluntary partnership among elected officials representing communities along Interstate 15. As part of Phase One, SANDAG and the Western Riverside Council of Governments (WRCOG) worked to address congestion on the I-15 by looking at jobs-housing imbalance. The result was twenty-three short, medium and long term interregional strategies in transportation, economic development and housing. The focus of Phase Two is analyzing the ways in which the Riverside and San Diego economies are connected through a joint employment cluster study. Additionally, several transportation projects are underway including a Caltrans County Line Study to identify transportation issues facing the I-15 corridor and an interregional Bus Rapid Transit bus operation plan. Work is also being done to encourage workforce housing in north San Diego County.

**Tribal Liaison Program**

It is through the Borders Committee that SANDAG has been pursuing government-to-government relations with tribal governments in the region. In 2002 SANDAG held a regional Tribal Summit as part of the development of the 2003 RTP. Since that time the agency has incorporated tribal liaison work into its work plan and a “tribal government-to-government” component in its Public Involvement Policy. In 2005, SANDAG built partnerships with two regional intertribal councils – the Reservation Transportation Authority (RTA) and the Southern California Tribal Chairmen’s Association (SCTCA). In that same year, the SCTCA became an advisory member on the SANDAG Borders Committee. SANDAG, together with the RTA and SCTCA co-hosted the 2006 San Diego
Regional Tribal Summit. This second summit was held between elected tribal leaders from the 17 tribes in the San Diego region and the SANDAG Board of Directors which has lead to several follow-up actions to build government-to-government relations including the assembly of an Interagency Tribal Technical Working Group. Additionally, through the Tribal Liaison Program and with assistance from Caltrans, SANDAG will be working with the tribal governments on a Tribal Transit Feasibility Study and the development of a Tribal Transportation Demand Management Plan.

**Economic Impacts of Border Wait Times, Otay Mesa Strategic Plan**

SANDAG, in cooperation with Caltrans, completed an extensive study to gauge the economic impacts of border wait times on the binational economy. This first set of results, released in June 2005, focused on personal travel. The latest study looked at freight movement. Findings show the effects of border crossing delays on productivity, industry competitiveness, and lost business income at the regional, state, and national level for the United States and Mexico.

Also in partnership with Caltrans, SANDAG has developed an economic model to assess the magnitude of regional economic impacts resulting from delays at the ports of entry. This model will serve as an analysis tool that can be used to understand economic impacts as the volume of travel increases and/or as a result of security screenings.

**Otay Mesa-Mesa De Otay Binational Corridor Strategic Plan**

The SANDAG Borders Committee and the Committee on Binational Regional Opportunities (COBRO) identified the Otay Mesa-Mesa de Otay binational corridor as an area of opportunity to create an effective binational planning partnership. Transportation, economic development, housing, and environmental conservation are the four key issue areas that were recognized for evaluation as part of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. The draft Early Action Plan was released in June 2006. The Final Strategic Plan is anticipated to be completed in early 2007.
APPENDIX
## APPENDIX

### RCP INDICATOR DATA STATUS AND TARGET SETTING - 2006

<table>
<thead>
<tr>
<th>RCP SECTION / Indicator</th>
<th>Status of Data</th>
<th>How Often Is the Data Source Updated?</th>
<th>Indicator Target Set?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>URBAN FORM AND TRANSPORTATION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Share of New Housing Units and Jobs Located in Smart Growth Opportunity Areas</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>2. Share of New Units Within County Water Authority Boundary</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>3. Annual Transit Ridership</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>4. Commute Mode Shares</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>5. Travel Times and Volumes for Key Auto and Key Transit Corridors</td>
<td>Future (1)</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>6. Miles of Deficient Roads on Congestion Management Program Network</td>
<td>Current</td>
<td>Every 2 Yrs.</td>
<td>No</td>
</tr>
<tr>
<td>7. Annual Hours of Traffic Delay Per Traveler</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td><strong>HOUSING</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Housing Affordability Index</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>2. Percent of Households with Housing Costs Greater Than 35% of Income</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>3. Ratio of New Jobs to New Housing Units</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>4. Share of New and Existing Units by Structure Type and Income Category</td>
<td>Partial (2)</td>
<td>Annually</td>
<td>---</td>
</tr>
<tr>
<td>5. Vacancy Rates</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>6. Percent of Households Living in Overcrowded Conditions</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>7. Number of Households on the Waiting List for Section 8 Vouchers</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td><strong>HEALTHY ENVIRONMENT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Habitat Preserved Within Designated Preserve Areas</td>
<td>Future (4)</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>2. Percent of Habitat Preserve Area Actively Maintained</td>
<td>Future (5)</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>3. Number of Beach Closure Days</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>4. Impaired Water Bodies Based on Federal Clean Water Act Criteria</td>
<td>Current</td>
<td>Every 2-4 Yrs.</td>
<td>No</td>
</tr>
<tr>
<td>5. Beach Widths</td>
<td>Current</td>
<td>Annually</td>
<td>Yes</td>
</tr>
<tr>
<td>Indicator</td>
<td>Frequency</td>
<td>Availability</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>-----------</td>
<td>--------------</td>
<td></td>
</tr>
<tr>
<td>Lagoon Health</td>
<td>Future (6)</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>Air Quality Index</td>
<td>Current</td>
<td>Annually</td>
<td>No</td>
</tr>
</tbody>
</table>

**ECONOMIC PROSPERITY**

1. Labor Force Educational Attainment                                     | Current   | Annually     | No           |
2. Balanced Job Growth                                                     | Current   | Annually     | No           |
3. Employment in High-Wage Clusters                                        | Current   | Annually     | No           |
4. Unemployment Rate                                                        | Current   | Annually     | No           |
5. Real Per Capita Income                                                  | Current   | Annually     | No           |
6. Regional Poverty Rate                                                   | Current   | Annually     | No           |

**PUBLIC FACILITIES**

1. Water Consumption Per Capita and Total                                  | Current   | Annually     | No           |
2. Diversity of Water Supply                                               | Current   | Annually     | No           |
3. Amount of Reclaimed Water Used                                          | Current   | Annually     | No           |
4. Kilowatt Hours of Electricity Used Per Capita at Peak Hours             | Current   | Annually     | No           |
5. Share of Energy Produced In-County vs. Imported                         | Current   | Annually     | Yes          |
6. Share of Energy Produced from Renewable Resources                       | Current   | Annually     | Yes          |
7. Percent of Waste That is Recycled                                       | Current   | Annually     | Yes          |
8. Landfill Space Available                                                | Current   | Every 5 Yrs. | No           |

**BORDERS**

1. Border Wait Times for Personal Trips and Goods Movement                | Current   | Annually     | No           |
2. Interregional Traffic Volumes to and from Surrounding Counties and Baja California | Current   | Annually     | No           |
3. Participation in SENTRI Lanes, Pedestrian Commuter Program, FAST Program | Future (7) | ---          | ---          |

Notes:
- A status of “Current” means the indicator reflects the most recent available data.
- (1) New data required.
- (2) Income category not yet available by local jurisdiction.
- (3) Data not available.
- (4) Data to become available as plans are completed.
- (5) No centralized data currently available, but may be in the future.
- (6) Data may be available in 2007.
- (7) Data may be available in 2007.
Draft

Goods Movement Action Plan

Transportation Committee
August 2006

SANDAG
Objective

- Develop Regional Freight Intermodal Strategy for 2007 RTP
  - Develop and Adopt Goods Movement Action Plan
  - Pursue State Infrastructure Bond Funding
General Findings – Global Trade

Changes in Goods Movement

- Shift to global economy
- Shift in trade flows
- Emergence of new gateways
- Unprecedented growth in international trade
- Overall system constrained, increasing delay
- Agencies worldwide unprepared
Projected Trade Growth

Volume of trade, 2004 and 2020

So. CA +446%
National Freight Policy - Vision

- Freight system which ensures the efficient, reliable and secure movement of goods
- Supports the nation’s economic growth while improving environmental quality
Study Framework

- Form Freight Working Group
  (Air, Border, Maritime, Pipeline, Rail, Road)
- Identify needs for each freight system
- Demonstrate how systems can work together
- Integrate with adjacent regions and the national supply-chain
Study Approach

- Document existing freight systems and operations
- Evaluate system gaps, integration requirements and opportunities
- Identify improvements and concepts to provide future capacity
- Evaluate connectivity with Southern California and Baja California
- Prepare draft Regional Freight Intermodal Strategy for RTP
General Findings - San Diego Region

Response to Trade Shift

- Unprepared
- Losing ground against increasing demand for goods
- Lacks clear role in trade
- Lacks strategy, plan, actions
- Losing economic opportunities
General Findings – San Diego Region

Existing Conditions

- Domestic goods circulation
  - Overall system constrained, increasing delay, economic loss
General Findings – San Diego Region

Existing Conditions

- International trade movement
  - Severe bottlenecks
  - Lack of infrastructure constrains opportunities at airport, border, marine terminals, and railways
  - Business expansion stalled
  - Land use conflicts
Existing Infrastructure & Volumes

- **Air Cargo (SDIA)**
  62,000 annual truck trips (post EIR)

- **Border (Otay Mesa POE)**
  1.4 million annual truck trips

- **Maritime (TAMT/ NCMT)**
  310,000 annual truck trips

- **Pipeline (KM Mission Valley)**
  420,000 annual tanker truck trips

- **Rail (NCTD, MTS, Mexico)**
  28,000 carloads = 225,000 annual truck trips

- **Roadway/Truck (Caltrans)**
  7-12% trucks (I-5, 8, 15, 805 & SR 905)
Freight Strategy – Regional Role?

- What is the region’s desired role as a gateway for binational and international trade?
  - Ignore, Accommodate, or Expand?
  - Opportunities, Costs, Benefits?

- What improvements are needed until the long-range vision is evaluated?
Draft Goods Movement Action Plan

- Baseline strategy until region’s role defined
- Provides reasonable expansion of region’s freight capacity
- Based on incremental improvements to meet existing and forecasted needs
- Includes concepts for long-term capacity
Serving Existing Growth Trends

- Near Term – Present Trends through 2030
  - Business I: Existing bottlenecks and unserved demand
  - Business II: Serve some of the latent demand
  - Business III: Serve all of the latent demand

- Long Term – Present Trends beyond 2030
Business I Scenario – Immediate Priorities

**Border:** New capacity, East Otay Mesa POE, SR905, SR11

**Maritime:** Terminal capacity, better access, dredging, +100 acres

**Rail:** New Coastal/South Line capacity, SD-Tecate Line rehabilitation, links to border/port
Air Cargo Needs

- **Current**: SDIA infrastructure constrained

- **Priority/Near-term**: Realign SDIA facilities and ground access to increase efficiency, meet 2030 demand

- **Long-term**: Air cargo and ground access facilities if new airport site selected
Border Crossing Needs

- **Current**: Volumes exceed capacity; long delays
- **Priority/Near-term**: East Otay Mesa Crossing, SR 905, SR 11
- **Long-term**: Additional throughput at the border
Maritime Needs

- **Current**: Infrastructure constrained; cannot accommodate new business

- **Priority/Near-term**: Terminal capacity and efficiency, dredging, improved rail/truck ground access

- **Long-term**: Additional terminal capacity (on-dock, inland port)
Pipeline Needs

- **Current:** Poor truck access from freeways
- **Priority/Near-term:** Ground access improvements; reduce Orange County trucking; increase system capacity
- **Long-term:** Increase pipeline size/capacity; consider extension to Mexico, reverse flow from port for alternate emergency supply
Rail Needs

- **Current**: Coastal/South Line infrastructure constrained; SD-Tecate/Desert Line limited service

- **Priority/Near-term**: Coastal/South Line capacity improvements; rehabilitate SD-Tecate Line

- **Long-term**: Additional capacity High Speed/Inland Rail Line (N-S); Desert Line (E-W)
Truckway Needs

- **Current:** Freeways congested, delay at border and seaport
- **Priority/Near-term:** Planned widenings, air/border/pipe/port access; study truck lanes, safety, guidance, logistics centers
- **Long-term:** Additional truck facilities, potential outer loop
Goods Movement Action Plan Schedule

- September – Board Policy Meeting
  - Project List
  - Project Evaluation Criteria
  - Policy Questions
- November – Adopt GMAP
- December – Input for the RTP
- May 2007 – Draft RTP
- November 2007 – Final RTP
Freight Strategy Development

- **2007 RTP**
  - Develop Goods Movement Action Plan (GMAP)

- **Next RTP**
  - Incorporate Long-Range Freight Strategy, Based on Desired Trade Role and Ongoing Studies:
    - *Update Regional Economic Prosperity Strategy*
    - *SD&AE Gateway Study*
    - *Managed Lane Truck Study*
    - *Master Plans for the Port, Airport, Border*
    - *Freight Agencies Master Business Plans*
    - *RCP and Cities/County General Plans*
Regional Comprehensive Plan: Draft Baseline Report for Performance Monitoring

Joint Meeting of the Regional Planning and Transportation Committees

August 4, 2006
Why Performance Monitoring?

• Assembly Bill 361 (Kehoe)- Mandated RCP preparation and ongoing monitoring

• Regional Comprehensive Plan (RCP)
  Chapter 8 Performance Monitoring-
  Measuring our Progress
The Report

- Establishes a baseline
- Discusses significance
- Reports results
- Discusses SANDAG’s role
Report Indicators

- Urban Form and Transportation
- Housing
- Healthy Environment
- Economic Prosperity
- Public Facilities
- Borders
<table>
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<tr>
<th>RCP Subject Area</th>
<th>Indicator</th>
<th>Baseline</th>
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| Urban Form and Transportation | Share of New Housing Units Within County Water Authority Service Boundary | • 13,423 total new units  
• 13,200 within boundary (99%) |
Share of New Housing Units Within County Water Authority Service Boundary

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2005
Moving in the Right Direction

- Housing in Smart Growth Areas
- Transit ridership
- Crime
- Beach closures
- Air quality
- Workforce
- Energy produced from renewables
Areas for Improvement

- Housing affordability
- Congestion on roads and freeways
- Impaired water bodies
- Beach sand
- Quality of job growth
Next Steps

• 60 days for public comment

• Regional Planning Technical Working Group and Stakeholders Working Group

• Board of Directors in October
The Regional Planning and Transportation Committees are asked to authorize release of the draft Baseline Report for RCP Monitoring for a 60-day public review and comment period.
Regional Comprehensive Plan: Draft Baseline Report for Performance Monitoring

Joint Meeting of the Regional Planning and Transportation Committees

August 4, 2006