



San Diego's Regional Planning Agency

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MEETING NOTICE AND AGENDA

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit Development Board
- North San Diego County Transit Development Board
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Baja California/Mexico

REGIONAL PLANNING TECHNICAL WORKING GROUP

The Regional Planning Technical Working Group may take action on any item appearing on this agenda.

Thursday, December 9, 2004

1:15 p.m. – 3:15 p.m.

SANDAG, Seventh Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Committee Chair: Gail Goldberg, City of San Diego
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REGIONAL PLANNING TECHNICAL WORKING GROUP

Thursday, December 9, 2004

ITEM #		ACTION
1.	WELCOME AND INTRODUCTIONS (Chair Gail Goldberg, City of San Diego)	
PUBLIC COMMENTS AND COMMUNICATIONS		
<p>Members of the public will have the opportunity to address the Technical Working Group (TWG) on any issue within the jurisdiction of the Working Group. Speakers are limited to three minutes each.</p>		
CONSENT ITEMS (2-3)		
<p>The TWG will take action on all items on the consent agenda without further discussion and with one vote, unless an item is pulled by a Working Group member or by a member of the public for comment.</p>		
+ 2.	SUMMARY OF THE NOVEMBER 18, 2004 TECHNICAL WORKING GROUP MEETING (pp. 4-8)	APPROVE
+ 3.	REGIONAL PLANNING TECHNICAL WORKING GROUP 2005 MEETING SCHEDULE (Carolina Gregor) (p. 9)	APPROVE
<p>Attached is the TWG meeting schedule for calendar year 2005. The TWG will continue to meet on the second Thursday of the month from 1:15 p.m. to 3:15 p.m.</p>		
+ 4.	REGIONAL PLANNING TECHNICAL WORKING GROUP ROSTER (Carolina Gregor) (pp. 10-12)	INFORMATION
<p>Attached is an updated TWG roster. Changes or corrections should be submitted to Andrew Martin of SANDAG at ama@sandag.org.</p>		
REPORTS (5-8)		
+ 5.	DRAFT REGIONAL COMPREHENSIVE PLAN BASELINE PERFORMANCE MONITORING REPORT (Beth Jarosz) (pp. 13-45)	DISCUSSION
<p>The Regional Comprehensive Plan (RCP) called for the development of a baseline monitoring report on annual indicators for urban form/transportation, housing, healthy environment, economic prosperity, public facilities, and borders, including historical trends and current conditions. The draft RCP baseline monitoring report is presented for TWG discussion.</p>		

ITEM #		ACTION
6.	SMART GROWTH EFFORTS IN LA MESA (Dave Witt, City of La Mesa) Dave Witt, Assistant City Manager and Community Development Director, will make a presentation about local smart growth planning and development activities taking place in the City of La Mesa. The Regional Planning Committee has asked for periodic presentations on local smart growth efforts occurring throughout the region; these presentations also will be shared with TWG, as appropriate. TWG members are welcome to suggest other potential presentation topics.	INFORMATION
7.	REGIONAL HOUSING NEEDS ASSESSMENT UPDATE (Susan Baldwin) On December 2, 2004, members of the City/County Management Association and the region's planning directors met to discuss the Regional Housing Needs Assessment (RHNA). Staff will report on the results of the meeting. Staff also will update the TWG on other RHNA-related issues, including the status of the Department of Housing and Community Development's response to the City of Carlsbad's letter about the time period associated with the 107,000 regional housing need number, and any proposed adjustments to the Draft RHNA discussed by individual jurisdictions.	INFORMATION
8.	PILOT SMART GROWTH INCENTIVE PROGRAM (Stephan Vance) Staff will report on the first meeting of the ad hoc working group that is helping to develop guidelines and project selection criteria for the Pilot Smart Growth Incentive Program. The ad hoc working group includes members of the TWG, Cities/County Transportation Advisory Committee, and Transportation Committee.	INFORMATION
9.	ADJOURNMENT AND UPCOMING MEETINGS The next regularly-scheduled meeting will be held on Thursday, January 13, 2005 from 1:15 p.m. to 3:15 p.m.	INFORMATION

+ next to an agenda item indicates an attachment

December 9, 2004

To: Regional Planning Technical Working Group (TWG)
From: SANDAG Staff
Subject: Summary of the November 18, 2005 TWG Meeting
Action: APPROVE

Agenda Item #1: Welcome and Introductions

Gail Goldberg, City of San Diego, chaired the meeting. Self-introductions were conducted.

Janet Fairbanks, SANDAG, requested that two TWG members volunteer to serve on a selection committee for the recently approved Regional Planning Stakeholders Working Group, which will be providing input into the implementation of the Regional Comprehensive Plan (RCP) and the update of the Regional Transportation Plan (RTP). The selection committee would be helping to evaluate applicants against established criteria and recommend a slate of candidates to SANDAG's Regional Planning and Transportation Committees. The selection committee already includes two members of the Regional Planning Committee and three members of the Transportation Committee. Staff is soliciting two volunteers from the TWG as well as two from the Cities/County Transportation Advisory Committee (CTAC). The selection committee is scheduled to meet on December 16, 2004 from 9 a.m. to 11 a.m. No TWG members volunteered. Chair Goldberg indicated that she would select members to participate and would notify staff.

CONSENT ITEMS (#2)

Agenda Item #2: Summary of the October 14, 2004 Technical Working Group Meeting

A motion and second were made to approve the October 14 meeting summary. The motion passed unanimously.

REPORTS (#3-6)

Agenda Item #3: Land Use-Transportation Coordination Policy

To ensure adequate time for the remaining agenda items, including the infill housing workshop, this item was postponed to a future TWG meeting.

Agenda Item #4: Pilot Smart Growth Incentive Program

Staff reported that the Regional Planning and Transportation Committees have approved the proposed approach for developing the Pilot Smart Growth Incentive Program. The pilot program

would use \$17 million in federal Transportation Enhancements (TE) monies, which would fund capital improvement projects that support local smart growth development. An ad hoc working group that consists of members of the Transportation Committee, TWG, and CTAC would help develop administrative procedures and project selection criteria for the pilot program.

Staff also noted that the Transportation Committee is very concerned that the types of projects that receive funding be able to demonstrate a measurable benefit to public transit. Staff requested volunteers for the ad hoc working group. Three TWG members volunteered to serve on the ad hoc working group: Andy Hamilton (Air Pollution Control District), Jerry Backoff (City of San Marcos), and Patrick Richardson (City of Vista). Members of the ad hoc working group should expect to meet one to two times over the next month.

Agenda Item #5: Smart Growth Concept Map

Chair Goldberg asked that Agenda Item #6 on the Regional Housing Needs Assessment (RHNA) be discussed before this item on the Smart Growth Concept Map. The length of the RHNA item did not allow time for discussion of the Smart Growth Concept Map item.

Agenda Item #6: Regional Housing Needs Assessment Update

Staff reminded the group that the draft RHNA numbers were accepted by the SANDAG Board of Directors in September 2004, and are currently out for public review until December 31, 2004. As part of the public review process, presentations on the draft RHNA numbers will be made to local jurisdictions and other interested organizations upon request.

As a side note, staff reported that draft RHNA numbers sent to local jurisdictions contained a minor error. The numbers for the moderate and above-moderate income categories need to be adjusted. Staff noted that the correct figures will be sent to the local jurisdictions the following day.

Staff then mentioned that as an additional component of the public review process, a presentation will be made to the City/County Management Association (CCMA) on December 2, 2004. The CCMA also has invited the region's planning directors to the December 2nd meeting. The purpose of the presentation to the city managers and planning directors is to provide information on the RHNA process, housing element law, and other regional housing issues. A detailed, comprehensive outline of the presentation was provided in the agenda packet.

- Patrick Murphy, City of Encinitas, commented that the presentation should focus more on approaches and solutions that local jurisdictions can employ to meet their housing needs, and less discussion of state housing law and the RHNA process itself. Staff responded that the presentation includes background information about housing law and the RHNA, because some City Managers are not as informed as others about the process. It was agreed that including the background information was appropriate.
- Joan Vokac, County of San Diego, asked for clarification of a new state law requiring local jurisdictions to plan for increased housing densities in order for local housing projects to be accepted as low and very low income units. Staff responded that the law does not require increased densities; it merely offers guidelines as to what densities should be used for low and very low income housing projects. Language in the law allows for lower densities as

long as the jurisdiction can show that affordable housing is being provided. Cathy Creswell, Department of Housing and Community Development (HCD), added that the purpose of the new law is to communicate to local jurisdictions that low and very low income housing projects meeting the new density guidelines will be accepted by HCD.

Staff reported that the some members of the SANDAG Board of Directors expressed concern about their jurisdiction's allocation of units under the RHNA. Staff noted that inter-jurisdictional reallocation of units were being considered during the public review period. Staff reported that the City of Poway has expressed an interest in reallocating some of their units. Bob Leiter, SANDAG, briefed the group on the potential trade of housing units for habitat mitigation between Poway and National City. He noted that SANDAG will keep the TWG informed on the matter.

Staff asked the TWG if jurisdictions other than Poway and National City were interested in discussing reallocation of units. None of the other TWG members expressed an interest in either accepting or trading away units.

- In response to a question, Cathy Creswell of HCD stated that state law allows trading among jurisdictions during the RHNA public review period. SANDAG staff noted that any potential reallocation of units would be subject to SANDAG Board approval.
- Several TWG members expressed concerns that trading units outside of subregions and more specifically, from high to relatively low income jurisdictions, could create a problem of social equity. It also was clarified that HCD will not review reallocations or trades of units at the jurisdictional level; HCD is concerned with RHNA allocation on a regional level. Staff reiterated the point that SANDAG will inform the TWG, as well as HCD of any potential reallocations during the review period.

Staff continued discussion of the RHNA by distributing a table containing the forecasted allocation of housing units by jurisdiction for period 2003 to 2010. Staff asked TWG members if the numbers of forecasted housing units were generally correct for their jurisdictions. Staff is specifically interested in learning if any jurisdictions are building significantly more units than forecasted by SANDAG. Due to time constraints, the discussion was ended, and members were asked to contact Susan Baldwin if they identified inaccuracies in the forecasted number of housing units for their jurisdiction.

Staff then moved on to the matter of the letter from the City of Carlsbad to HCD regarding the issue of converting the 7.5-year regional share number into a 5-year number consistent with the housing element cycle. After introducing the topic, staff turned the discussion over to Dennis Turner of Carlsbad.

Mr. Turner explained that Carlsbad objects to the method of conversion used by HCD of taking the 7.5-year housing need number and subtracting actual production during the first 2.5 years of the 7.5-year period to come up with a 5-year number for the updated housing element. Carlsbad believes this methodology is inappropriate and inconsistent with state housing law. Carlsbad proposes a new approach that would divide the 7.5-year number by 7.5 years and multiply it by five to come up with a 5-year number for updated housing element. The proposed methodology would decrease SANDAG's 7.5-year regional share number from 107,000 to 71,333 units over the 5-year housing element period.

- Ed Kleeman, City of Coronado, shared Mr. Turner's objection to HCD's requirement to subtract actual production of units during the first 2.5 years by income category. He commented that his jurisdiction cannot produce an analysis of actual units built by income category during the first 2.5 years of the period. Joan Vokac of the County echoed Mr. Kleeman's concerns.
- Cathy Creswell of HCD stated that her agency will respond in writing to the Carlsbad letter. She asserted that the HCD's current methodology is consistent with state housing law and that using a 7.5-year number is necessary to the housing element update process.
- Mr. Turner asked if other jurisdictions would be supportive of submitting correspondence to HCD on behalf of the region. TWG members from Coronado and the County of San Diego expressed support. Other members commented that more information and time were needed before the TWG could feel comfortable voting on the issue.
- Ms. Creswell promised HCD will do its best to respond to Carlsbad's letter prior to the next meeting of the TWG on December 9, 2004.

Discussion was halted at this point to allow adequate time for the infill housing study workshop (Item #7).

Agenda Item #7: UC Berkeley's Statewide Infill Housing Capacity Study

At the behest of Sunne Wright McPeak, Secretary of California's Business, Housing and Transportation Agency, Caltrans commissioned a statewide inventory and analysis of the potential infill housing capacity in all of the state's urban areas. Dr. John Landis of the University of California (UC) Berkeley was selected to conduct the study, which also is being done in partnership with HCD.

The project's main objectives include: developing a statewide, parcel-based inventory of potential infill sites and making it available to local planners and other stakeholders via the Internet; estimating the potential of these sites to accommodate additional housing in appropriate locations at appropriate densities; identifying the potential of infill development to meet California's long-term housing needs; estimating current and projected demand for infill housing and locations by demographic group; and identifying the market and financing gaps associated with infill development.

Dr. Landis also laid out the components of the study's approach, which consisted of locating and inventorying potential infill sites, estimating infill housing potential, assessing physical and financial feasibility, evaluating consistency with local plans, and identifying the size and other characteristics of the current and potential market for infill housing.

Dr. Landis repeatedly made the point that the results identify potential sites, and are intended to assist staff from local jurisdictions in their community planning efforts. Dr. Landis pointed out that the study helps inform planners about what *could*, rather than what *should* be done.

Dr. Landis also conducted a brief tutorial on how the results can be accessed via the Web site that is now under development. He indicated that the Web site should be up and running in approximately six months.

The final portion of the presentation was conducted by Heather Hood of UC Berkeley. She discussed existing and projected infill housing demand by demographic characteristics as well as various issues regarding market and financial feasibility of infill development.

Some of the project's main findings for San Diego County include:

- There are between 15,500 -37,000 potential infill acres; only about 4 to 11 percent of these are vacant sites.
- There is an infill housing unit potential of 221,000 to 422,000 units, depending on acceptable densities.
- The study revealed an infill housing unit potential that was 5 percent higher than results calculated using densities in SANDAG's Regional Comprehensive Plan.
- New rental construction does not appear to be financially feasible except at the top end of the market.

In addition, TWG members raised the following two issues:

- The analysis for San Diego County should be updated to exclude potential infill areas that are part of habitat preserves.
- There was discussion and questions about how the study results and data collected would and should be used. Ms. Hood reiterated that the results and future Web site are intended to serve as a resource tool for local jurisdictions.

Ms. Hood completed the presentation by thanking the group for providing helpful feedback and reminding everyone that the Web site will be up within six months.

The final portion of the meeting was allotted to Tom Mullaney, a member of the public, who made comments on growth management. He stated that growth is a self-fulfilling prophecy and that state housing mandates need to be changed, so that local jurisdictions do not need to plan for more growth.

Agenda Item #8: Adjournment and Upcoming Meeting

The next meeting of the Regional Planning Technical Working Group will be held on Thursday, December 9, 2004, from 1:15 p.m. to 3:15 p.m. in the 7th Floor Conference Room.

Regional Planning Technical Working Group Meeting Schedule for Calendar Year 2005

*Meetings will be held on the second Thursday of each month from 1:15 p.m. - 3:15 p.m. The date of each meeting is shaded below.

JANUARY						
M	T	W	T	F	S	S
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REGIONAL PLANNING TECHNICAL WORKING GROUP (12/9/04)

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REGIONAL PLANNING TECHNICAL WORKING GROUP (12/9/04)

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Regional Comprehensive Plan Baseline Indicators Report December 2004

Introduction

Adopted by the SANDAG Board of Directors in July 2004, the Regional Comprehensive Plan (RCP) is now moving into the implementation phase. Chapter 8 of the RCP talks about using performance indicators as a tool to track our progress in implementing the plan. It makes the point that many of the actions and paradigm shifts discussed in the plan will take years to develop and fund. Therefore, it is important to have a consistent set of indicators that can reflect the sometimes subtle changes that occur over the long run. The indicators listed in Chapter 8 were developed to help us measure the RCP's effectiveness as it is phased in over time.

Monitoring our progress in implementing the Regional Comprehensive Plan is both a good idea and a legal requirement. Assembly Bill 361 included the specific condition that SANDAG must monitor the progress through "realistic measurable standards and criteria which must be included in the RCP itself and made available to the public."

This report establishes the baseline status of the various indicators. It provides current data—typically calendar year 2003—as well as some historical data for comparison. During the first several months of 2005, a task for the Technical Working Group, the Stakeholders Working Group, and the Regional Planning Committee will be to develop quantitative targets for each indicator. In other words, this Baseline Report describes where we are today, and where we have been in the recent past. Now the question is, exactly where do we want to be in 10 years? How about in 30 years?

Background

From January through April 2004, SANDAG's Regional Planning Committee and the Regional Planning Technical and Stakeholders Working Groups discussed and developed a set of performance indicators 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 are 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 question: "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.

In addition, the indicators must interrelate with the “three Es” of sustainability: the *Economy*, the *Environment*, and *Social Equity*. Sustainability is a key theme of the RCP, and is defined as “simultaneously meeting our current economic, environmental, and community needs while also ensuring that we are not jeopardizing the ability of future generations to meet their needs.”

Table 1 presents the final list of indicators as developed by the working groups. However, in collecting the data for this Baseline Report, it became apparent that for various reasons some of the indicators will need to be delayed, modified, or dropped altogether. Those indicators are footnoted, and explanations are provided following Table 1.

Following Table 1, each page describes an indicator, its significance to the RCP, its impact on the three Es, the source of the data, the current and historical data itself, and, when necessary, explanatory notes.

Also provided is a graph of the data that describes the general trend over the last few years. Again, the working groups and committees should review the information in this report with an eye toward setting both long- and short-range targets for each indicator.

Table 1
Annual Indicators for Monitoring the Regional Comprehensive Plan

1. URBAN FORM / TRANSPORTATION

- (1) A. Share of new units and jobs located in Smart Growth Opportunity Areas
- B. Share of new housing units within County Water Authority water service boundary
- C. Annual weekday transit ridership
- D. Commute mode shares single occupancy vehicles, carpool, transit, walking, biking, etc.)
- (2) E. Travel times and volumes for key auto corridors and key transit corridors
- F. Miles of deficient roads on Congestion Management Program network
- G. Annual hours of delay per capita
- H. Regional crime rates

2. HOUSING

- A. Housing Affordability Index (compares median home ownership costs to median income)
- B. Percent of households with housing costs >35% of income
- C. Ratio of new jobs to new housing units
- D. Share of new and existing units by structure type (single family, multifamily) and income category
- (3) E. Vacancy rates
- F. Percent of households living in overcrowded conditions
- (4) G. Number of households on the waiting list for Section 8 (housing assistance) Vouchers

3. HEALTHY ENVIRONMENT

Natural Habitats

- A. Habitat conserved within designated preserve areas (acres and percent of preserve area)
- (5) B. Percent of preserve area actively maintained (trash removal)

Water Quality

- A. Number of beach closures and advisories per rainfall inch measured at Lindbergh Field
- B. Impaired waterbodies (miles or acres) based on Federal Clean Water Act 303(d) criteria

Shoreline Preservation

- A. Beach widths
- (6) B. Lagoon health (salinity, dissolved oxygen levels)

Air Quality

- A. Air Quality Index (number of days "unhealthy for sensitive groups" with AQI > 100)

4. ECONOMIC PROSPERITY

- A. Regional unemployment rate compared to state and nation
- B. Real per capita income
- C. Regional poverty rate compared to state and nation
- (7) D. Employment growth in high-wage economic clusters
- E. Educational attainment (Share of adult population with high school, college, and graduate education)

5. PUBLIC FACILITIES

Water Supply

- (8) A. Water consumption per capita and total
- (8) B. Diversity of water supply (share of regional water supply, by source)
- (9) C. Amount of reclaimed water used

Energy

- A. Kilowatthours of electricity used per capita at peak hours
- B. Share of energy produced in-county vs. imported
- C. Share of energy produced from renewable resources

Waste Management

- A. Percent of waste that is recycled
- (10) B. Landfill space available

6. BORDERS

- (11) A. Border wait times for Secure Electronic Network for Travelers Rapid Inspection (SENTRI) lanes, and non-SENTRI lanes
- (12) B. Interregional commute volumes into San Diego from surrounding counties and Baja California
- C. Participation in SENTRI Lanes, pedestrian commuter program, Free and Secure Trade (FAST) program

Notes:

1. The Smart Growth Opportunity Areas are in the process of being developed. This indicator will be included in the 2005 report.
2. This indicator was to be based on survey data collected for annual travel time analyses of San Diego's major transportation corridors, a SANDAG project that began in 2002. However, budget constraints have curtailed those efforts indefinitely. It is possible that in the future data for this indicator could be obtained from freeway "loops" and transit schedules.
3. Data on units by income category are not available. Only structure type is reported.
4. Regional data are not available. This indicator will be dropped.
5. This indicator was deemed unnecessary because all three jurisdictions within permitted MSCP subareas (the City of San Diego, the City of Poway, and the County of San Diego) report that all conserved lands are actively managed.
6. No consistent and comparable data are available for this indicator.
7. High wage economic clusters are being redefined. This indicator will be included in the 2005 report.
8. It was determined that these two indicators are affected too much by weather to be meaningful.
9. This indicator was expanded to include the amount of groundwater used and the amount of water conserved.

10. The true amount landfill space available is very difficult to determine. The region's existing landfills will reach their "approved" capacity in just a few years. Four of the five landfills have additional space available, but the approval process can take as long as 15 years, depending on many potential financial, environmental, legal, and political obstacles.
11. No consistent and comparable data are available for this indicator.
12. Commute volumes from surrounding counties are not currently available.

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Category: Urban Form / Transportation

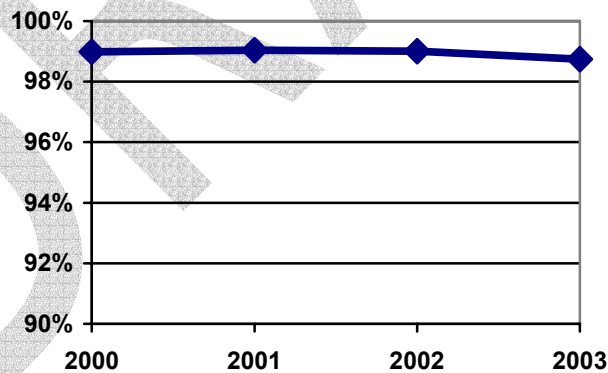
Indicator: **Share of new housing units within County Water Authority service boundary**

Impacts: Environment

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 County Water Authority service boundary serves as a useful distinction between existing urban/suburban areas and the backcountry.

Data Source: SANDAG annual Population and Housing Estimates (Annual address-level housing completions provided by the 19 local jurisdictions.)

	<u>New Units</u>	<u>Within CWA</u>
2000	10,802	98.99%
2001	13,461	99.04%
2002	15,925	99.01%
2003	13,266	98.74%



Category: Urban Form / Transportation

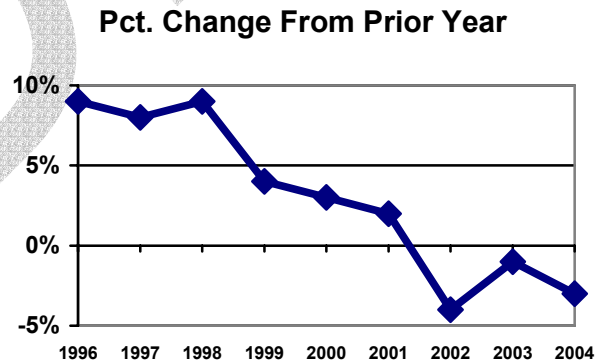
Indicator: **Weekday transit ridership**

Impacts: Environment, Equity

Significance: A distinct policy objective of the RCP is to develop a network of fast, convenient, high-quality transit services that are competitive with the cost and time to drive alone during peak periods. Weekday transit ridership will increase if these goals are met. Increases in transit opportunities and transit use provide citizens with more transportation choices and greater mobility.

Data Source: SANDAG Annual Passenger Counting Program

<u>Fiscal Year</u>	<u>Average Weekday Boardings</u>	<u>Change From Prior Year</u>
1995	237,938	--
1996	260,328	9%
1997	279,976	8%
1998	305,245	9%
1999	318,734	4%
2000	328,051	3%
2001	333,040	2%
2002	320,991	-4%
2003	318,231	-1%
2004	310,019	-3%



Category: Urban Form / Transportation

Indicator: **Commute mode shares**

Impacts: Economy, Environment, Equity

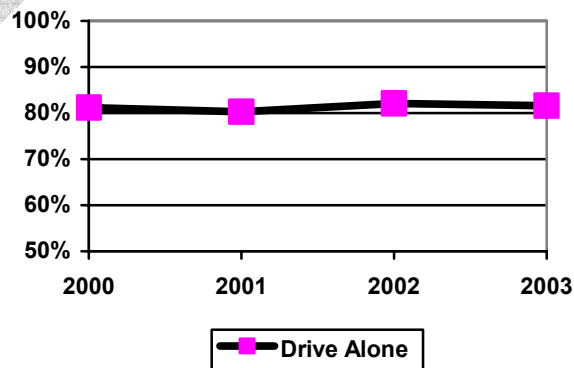
Significance: Transportation goals in the RCP include providing a wide range of convenient, efficient, and safe travel choices, and reducing traffic congestion on freeways and arterials. Commute modes other than single-occupant private vehicles serve to reduce traffic congestion and air pollution. Thus, commute mode shares are used as an indicator of success in providing a wide range of travel choices and reducing congestion.

Data Source: American Community Survey (U.S. Census Bureau)

<u>Mode</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>
Drive Alone	81.2%	80.3%	82.1%	81.6%
Pool	11.6%	10.7%	10.4%	10.9%
Transit	3.4%	4.6%	3.6%	4.1%
Walk	2.0%	2.5%	2.0%	2.1%
Other	1.8%	1.8%	1.8%	1.3%

Notes:

- Workers age 16 and over.
- Excludes people who work at home.
- These values represent a person's typical means of travel to work and do not reflect activities such as carpooling or riding transit once a week.



Category: Urban Form / Transportation

Indicator: **Miles of deficient roads on Congestion Management Program network**

Impacts: Economy, Environment

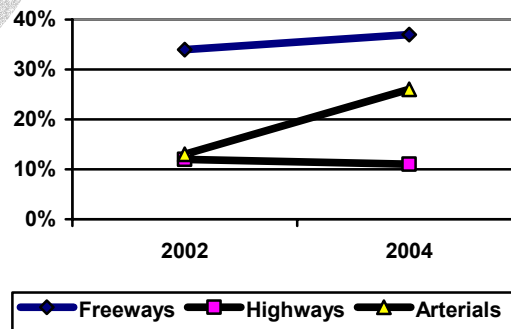
Significance: The Congestion Management Program network is a subset of the region's roads and freeways including those most heavily used. The roads on the network are regularly monitored and rated to determine their Level of Service (LOS). Roadways and freeways failing to provide an adequate level of service due to congestion are considered to be "deficient." Thus, miles of deficient roads are a key indicator to monitor the success of implementing *MOBILITY 2030*. As traffic worsens, the number of deficient miles increases.

Data Source: SANDAG Congestion Management Program updates, 2002 and 2004. (Original data provided by the 19 local jurisdictions.)

	2002 Total <u>Miles</u>	2002 Deficient <u>Miles</u>	2002 Percent <u>Deficient</u>	2004 Total <u>Miles</u>	2004 Deficient <u>Miles</u>	2004 Percent <u>Deficient</u>
Freeways	312	106	34%	323	118	37%
Highways	283	34	12%	283	30	11%
Arterials	98	13	13%	98	25	26%
Total CMP Network	693	153	22%	704	173	25%

Notes:

- Deficient is defined as Level of Service (LOS) F.
- Data reported are from previous year (e.g. 2002 update reports 2001 data).



Category: Urban Form / Transportation

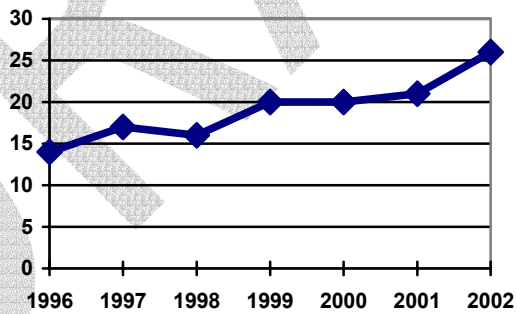
Indicator: **Annual hours of delay per capita**

Impacts: Economy, Environment

Significance: Annual hours of delay per capita are a key indicator to monitor the success of implementing *MOBILITY 2030*. Annual hours of delay measures the average time residents spend in traffic each year. As traffic worsens, this number increases. Thus, if policy actions are taken, the RCP goal of reducing traffic congestion on freeways and arterials should reduce the annual hours of delay per capita.

Data Source: Annual Texas Transportation Institute Urban Mobility Study

1996	14
1997	17
1998	16
1999	20
2000	20
2001	21
2002	26



Category: Urban Form / Transportation

Indicator: **Regional crime rates**

Impacts: Economy, Equity

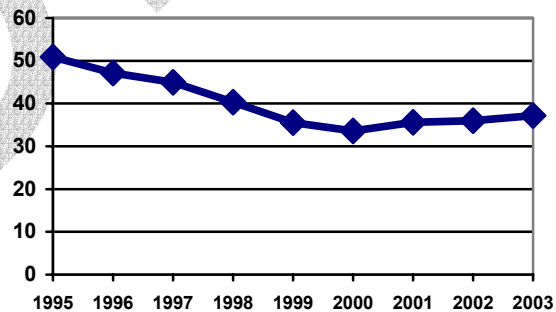
Significance: Public safety is included in the RCP goal to create safe, healthy, walkable, and vibrant communities that are designed and built accessible to people of all abilities. Regional crime rates are one way to measure safety.

Data Source: SANDAG Criminal Justice Research Division (original data provided by local law enforcement agencies), California Department of Finance, U.S. Census.

1995	50.9
1996	47.1
1997	45.0
1998	40.3
1999	35.5
2000	33.6
2001	35.6
2002	36.0
2003	37.2

Notes:

- FBI Index Crime Rates per 1,000 people. Includes violent crimes and property crimes.



Category: Housing

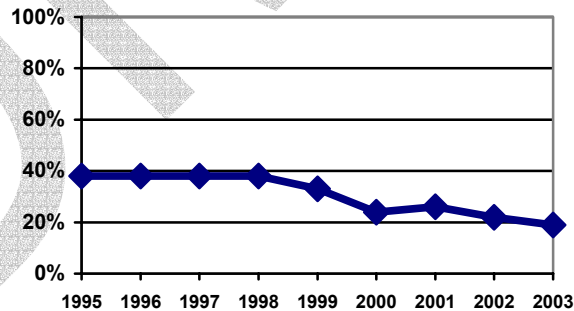
Indicator: **Housing Affordability Index**

Impacts: Economy, Equity

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 housing prices (including mortgage payments, interest rates, taxes, and insurance) with local incomes to determine overall affordability. The higher the index values, the more affordable housing is. Lower index values represent less housing affordability.

Data Source: California Association of Realtors.

1995	38%
1996	38%
1997	38%
1998	38%
1999	33%
2000	24%
2001	26%
2002	22%
2003	19%



Category: Housing

Indicator: **Percent of households with housing costs greater than 35% of income**

Impacts: Equity

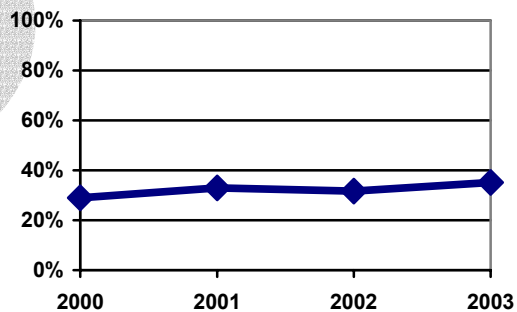
Significance: A primary goal of the RCP is to provide a variety of affordable housing choices for people of all income levels. In addition to the Housing Affordability Index, which relates to owner-occupied housing, it is important to look at the full spectrum of housing options. To do this, the federal 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.

Data Source: American Community Survey (U.S. Census Bureau)

2000	29.0%
2001	32.9%
2002	31.7%
2003	35.1%

Notes:

- Includes households with a mortgage, households without a mortgage, and renter-occupied units.



Category: Housing

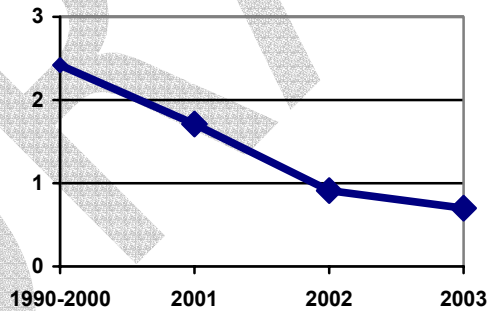
Indicator: **Ratio of new jobs to new housing units**

Impacts: Economy, Equity

Significance: A balance of jobs and housing is fundamental to many of the RCP's goals and objectives. 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.

Data Source: SANDAG Annual Population and Housing Estimates, California Employment Development Department average annual employment (total non-farm).

<u>Year(s)</u>	<u>New Jobs per New Unit</u>
1990 to 2000	2.42
2001	1.71
2002	0.91
2003	0.70



Category: Housing

Indicator: **Share of new and existing units by structure type (single family and multifamily) and income category**

Impacts: Equity

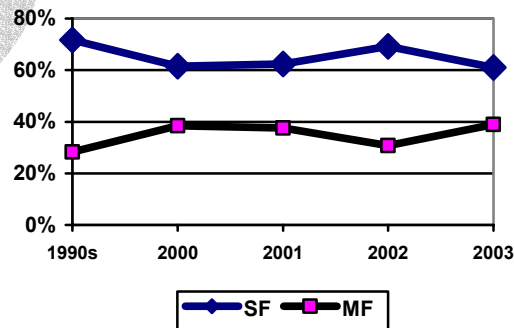
Significance: A primary goal of the RCP is to provide a variety of affordable housing choices for people of all ages and income levels. The mix of new and existing units is an indicator of the types of housing choices available to the region's residents.

Data Source: U.S. Census, SANDAG Annual Population and Housing Estimates.

	All Units		Incremental Units	
	SF	MF	SF	MF
1990 Census	62.3%	37.7%	--	--
2000 Census	63.3%	36.7%	71.7%	28.3%
Jan. 1, 2001	63.3%	36.7%	61.5%	38.5%
Jan. 1, 2002	63.3%	36.7%	62.4%	37.6%
Jan. 1, 2003	63.4%	36.6%	69.2%	30.8%
Jan. 1, 2004	63.3%	36.7%	61.0%	39.0%

Notes:

- Single family and multifamily units only. Does not include mobile homes or Census category "Other."
- Only structure type is included, as local jurisdictions are not regularly reporting Income category data.



Category: Housing

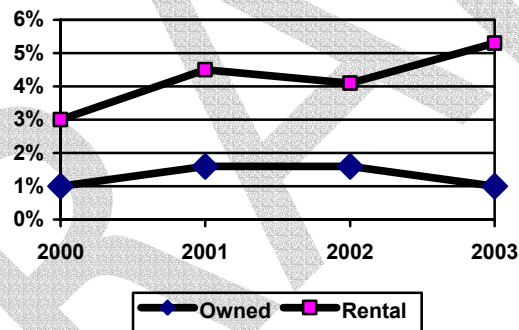
Indicator: **Vacancy rates – owner occupied and rental**

Impacts: Equity

Significance: Low vacancy rates can lead to an increase in housing costs.

Data Source: American Community Survey (U.S. Census Bureau)

	Owner Occupied	Rental
2000	1.0%	3.0%
2001	1.6%	4.5%
2002	1.6%	4.1%
2003	1.0%	5.3%



Category: Housing

Indicator: **Percent of households living in overcrowded conditions**

Impacts: Equity

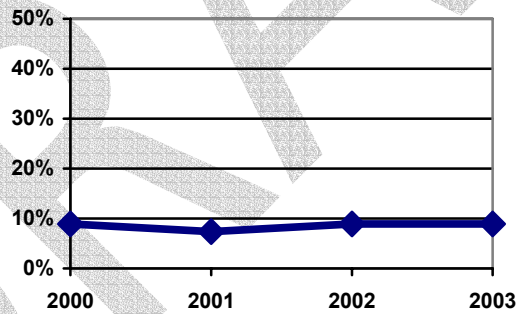
Significance: Reflects the overall state of the economy and the local housing market.

Data Source: American Community Survey (U.S. Census Bureau)

2000	8.9%
2001	7.4%
2002	8.9%
2003	8.9%

Notes:

- Overcrowded is defined as households with more than one person per room.



Category: Healthy Environment – Natural Habitats

Indicator: **Habitat conserved within designated preserve areas (acres and percent of preserve area)**

Impacts: Environment

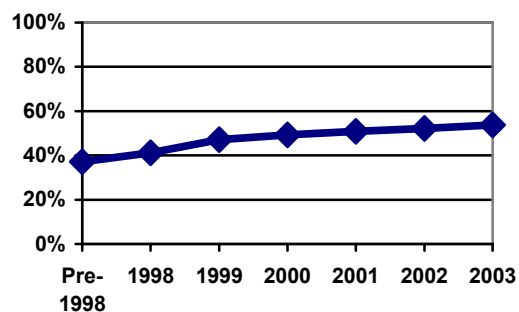
Significance: The RCP aims to preserve and maintain natural biological communities and species native to the region. The number of acres of sensitive habitat conserved (as denoted by “designated preserve areas”) indicates how well the region is doing at protecting native ecosystems.

Data Source: HabiTrak, 2003 aggregate data

	<u>Annual</u>	<u>Cumulative</u>	<u>Percent of Goal</u>
Pre-1998	63,910	63,910	37.2%
1998	6,872	70,782	41.2%
1999	10,149	80,931	47.1%
2000	3,908	84,839	49.3%
2001	2,624	87,463	50.9%
2002	2,103	89,566	52.1%
2003	2,740	92,306	53.7%

Notes:

- The South County MSCP subregional plan, approved in 1997, includes a habitat conservation goal of 172,000 acres.
- Acres conserved represent conservation that has occurred within permitted MSCP subareas: the City of San Diego, the City of Poway, and the County of San Diego.
- All three jurisdictions report that all conserved lands are actively managed.
- HabiTrak is a geographic information system (GIS) application cooperatively developed by the wildlife agencies, local jurisdictions, special districts, and SANDAG specifically to meet the Natural Communities Conservation Program annual reporting requirements.



Category: Healthy Environment – Water Quality

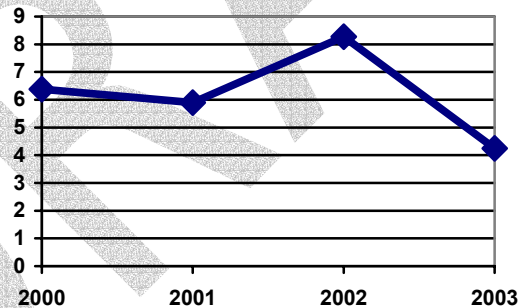
Indicator: **Number of beach closures per rainfall inch measured at Lindbergh Field**

Impacts: Economy, Environment

Significance: For both environmental 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.

Data Source: *2003 Beach Closure and Advisory Report and Beach Closure Report 3-Year Summary (2000-2002)*, County of San Diego Department of Environmental Health, National Weather Service San Diego.

2000	6.38
2001	5.90
2002	8.27
2003	4.25



Category: Healthy Environment – Water Quality

Indicator: **Impaired waterbodies (miles and acres) based on Federal Clean Water Act 303(d) criteria**

Impacts: Environment

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

Data Source: San Diego Regional Water Quality Control Board, Section 303 (d) Impaired Water Bodies List

	1998	2002
Miles	27	82
Acres	3,027	4,290

Notes:

- Section 303(d) of the federal Clean Water Act requires states to identify waters that do not meet water quality standards after applying certain required technology-based effluent limits ("impaired" water bodies). States are required to compile this information in a list and submit the list to USEPA for review and approval. This list is known as the Section 303(d) list of impaired waters.
- The most common pollutants are bacteria, total dissolved solids, sedimentation/siltation, and metals.

Category: Healthy Environment – Shoreline Preservation

Indicator: **Beach Widths**

Impacts: Economy, Environment

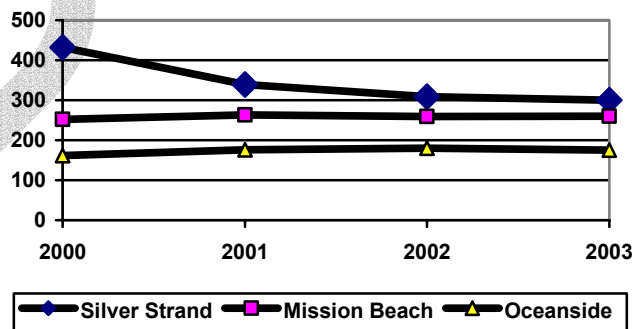
Significance: The beaches of the San Diego region are important for both economic and recreational purposes. Preserving them is a key policy objective of the RCP.

Data Source: SANDAG Regional Beach Monitoring Program Annual Report (prepared by Coastal Frontiers Corporation).

<u>Littoral Cell</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>
Silver Strand	432	339	309	300
Mission Beach	252	263	259	260
Oceanside	162	176	180	175

Notes:

- All coasts are divided into natural compartments called littoral cells. Each cell contains a complete cycle of sedimentation including sources, transport paths, and sinks. The presence of sand on any particular beach depends on the transport of sand within the cell. When structures such as dams or harbors interfere with sand transport, downcoast beaches will erode. Therefore, the littoral cell and its budget of sediment are essential planning tools for regional and coastal management.
- Values are in feet and represent the average of all measurements taken within each littoral cell in the fall of each year.
- The San Diego portion of the Oceanside littoral cell extends from La Jolla to Oceanside.



Category: Healthy Environment – Air Quality

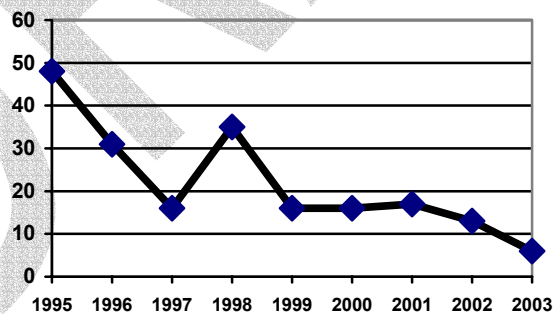
Indicator: **Number of days Air Quality Index >100 (“unhealthy for sensitive groups”)**

Impacts: Economy, Environment, Equity

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 is measured by the number of days on which the region fails to meet pollution standards.

Data Source: County of San Diego Air Pollution Control District

1995	48
1996	31
1997	16
1998	35
1999	16
2000	16
2001	17
2002	13
2003	6



Category: Economic Prosperity

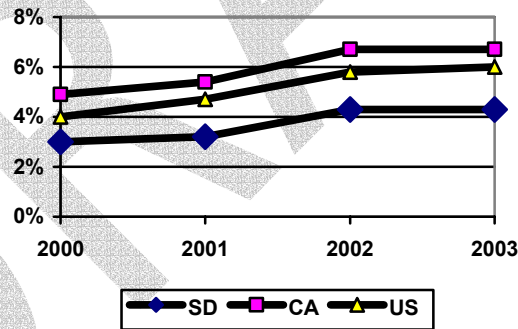
Indicator: **Regional unemployment rate compared to state and nation**

Impacts: Economy, Equity

Significance: The unemployment rate is an indicator of economic activity in the region. A low unemployment rate implies that residents looking for jobs can find one, and that local businesses are thriving. 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.

Data Source: California Employment Development Department Labor Market Information, U.S. Department of Labor Bureau of Labor Statistics

	<u>SD Region</u>	<u>California</u>	<u>Nation</u>
2000	3.0%	4.9%	4.0%
2001	3.2%	5.4%	4.7%
2002	4.3%	6.7%	5.8%
2003	4.3%	6.7%	6.0%



Category: Economic Prosperity

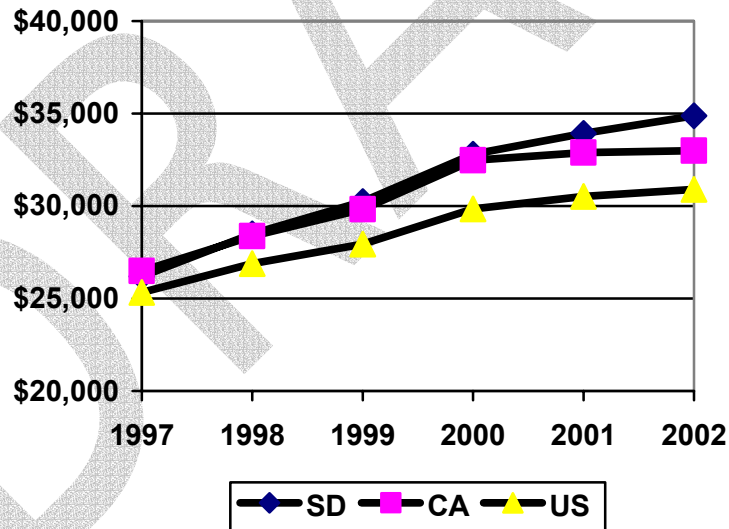
Indicator: **Regional real per capita income compared to state and nation**

Impacts: Economy, Equity

Significance: The primary, overarching goal of the Economic Prosperity chapter of the RCP is to ensure a rising standard of living for all residents.

Data Source: U.S. Department of Commerce Bureau of Economic Analysis

	<u>SD Region</u>	<u>California</u>	<u>Nation</u>
1997	\$26,196	\$26,490	\$25,334
1998	\$28,490	\$28,374	\$26,883
1999	\$30,236	\$29,828	\$27,939
2000	\$32,797	\$32,466	\$29,847
2001	\$33,926	\$32,892	\$30,527
2002	\$34,872	\$32,989	\$30,906



Category: Economic Prosperity

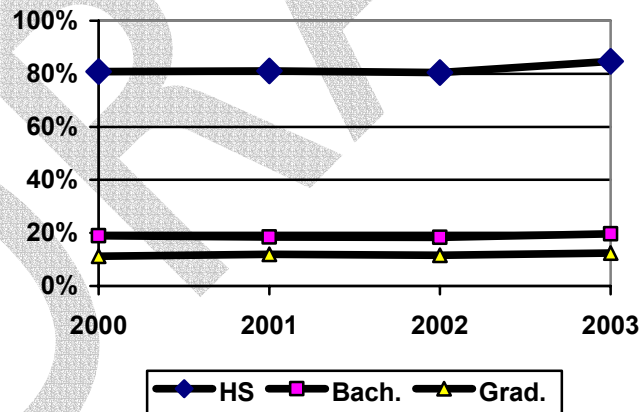
Indicator: **Educational attainment (Share of adult population with high school diploma, bachelor's degree, graduate degree)**

Impacts: Economy, Equity

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.

Data Source: American Community Survey (U.S. Census Bureau)

	HS Diploma	Bachelor's	Graduate
2000	80.8%	18.9%	11.2%
2001	81.1%	18.5%	11.9%
2002	80.5%	18.3%	11.6%
2003	84.7%	19.7%	12.4%



Category: Public facilities – Water Supply

Indicator: **Amount of groundwater and reclaimed water used, and amount of all water conserved**

Impacts: Economy, Environment

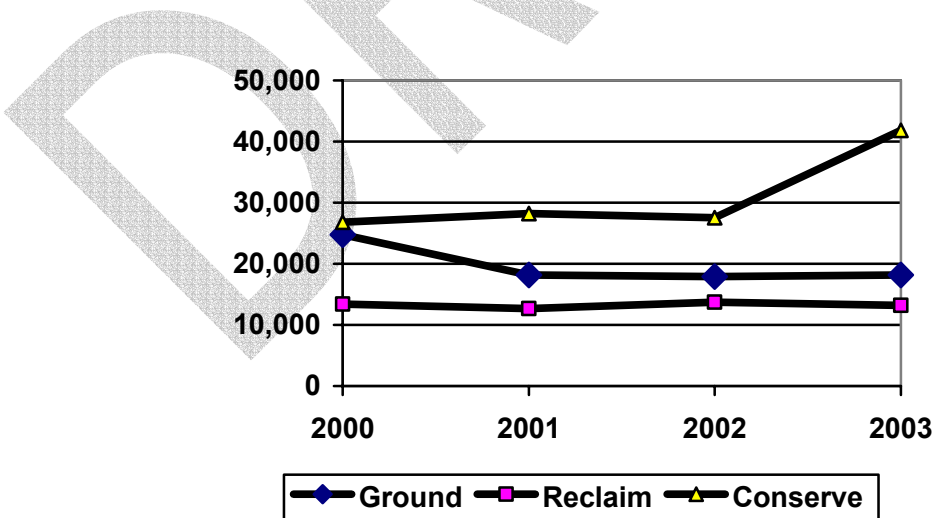
Significance: The policy objective of the water supply section of the RCP is to ensure a safe, sufficient, reliable, and cost-efficient water supply for the region.

Data Source: San Diego County Water Authority

	Groundwater	Reclaimed	Conserved
2000	24,750	13,397	26,783
2001	18,170	12,693	28,225
2002	17,884	13,694	27,529
2003	18,144	13,181	41,820

Notes:

- All figures are in acre-feet. One acre-foot is approximately 326,000 gallons, or enough to supply the average needs of one or two households for one year.
- The increase in water conserved in 2003 is primarily attributable to the addition of Mainline Leak Detection Program savings.



Category: Public facilities – Energy

Indicator: **Kilowatthours of electricity used per capita**

Impacts: Environment, Economy

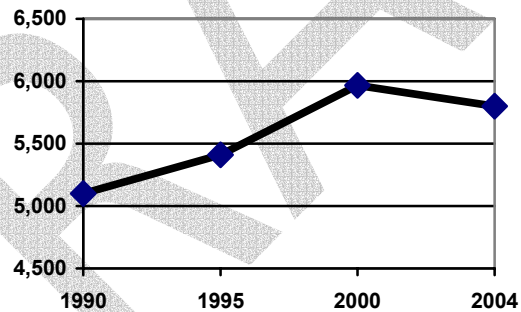
Significance: Implementing energy conservation measures is a Recommended Action of the RCP.

Data Source: San Diego Gas and Electric

	1990	1995	2000	2004 (est.)
Annual Sales Per Capita (KWH)	5,099	5,409	5,966	5,766
System Peak Per Capita (KW)	1.098	1.138	1.225	1.252

Notes:

- Based on weather-normalized data.



Category: Public facilities – Energy

Indicator: **Share of energy produced in county vs. imported.**

Impacts: Environment, Economy

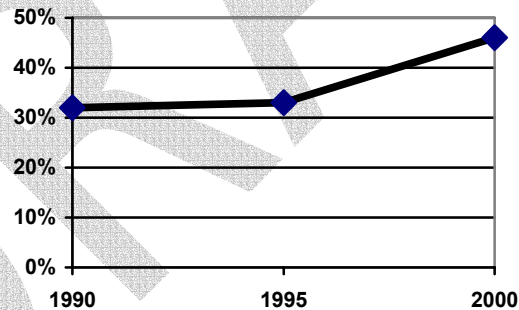
Significance: Another Recommended Action of the RCP is to “Promote the local production of cost-effective, environmentally sensitive energy to reduce our dependence on imported energy.”

Data Source: San Diego Gas and Electric

1990	32%
1995	33%
2000	46%

Notes:

- Year 2000 value was affected by the energy crisis and does not represent normal operations.



Category: Public facilities – Energy

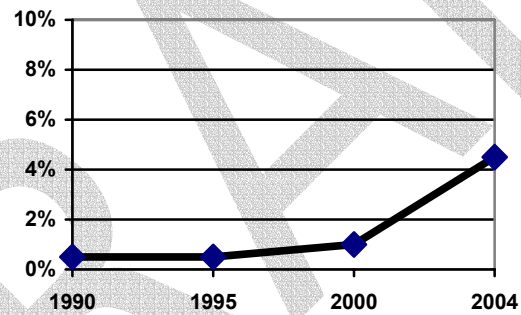
Indicator: **Share of energy produced from renewable resources**

Impacts: Environment, Economy

Significance: The development of renewable energy resources such as wind, solar, and geothermal is specifically encouraged in the RCP.

Data Source: San Diego Gas and Electric

1990	<1%
1995	<1%
2000	1%
2004 (est.)	4.5%



Category: Public facilities – Waste Management

Indicator: **Percent of waste that is diverted from landfills**

Impacts: Economy, Environment

Significance: The RCP's waste management goals include the following:

- 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 by the year 2005 and work toward a 75 percent diversion rate.

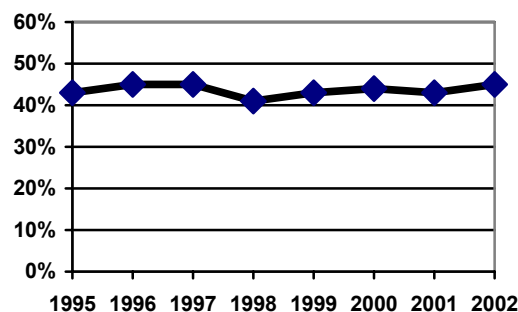
Both goals can be tracked by reviewing the percent of waste that is diverted from landfills, and is instead recycled or put to another use.

Data Source: California Integrated Waste Management Board

	<u>Diversion Rate</u>
1995	43%
1996	45%
1997	45%
1998	41%
1999	43%
2000	44%
2001	43%
2002	45%

Notes:

- The diversion rate is the percentage of total waste that is diverted from disposal at landfills and transformation facilities through reduction, reuse, recycling, and composting programs.
- Jurisdictions were required by law to achieve 50 percent diversion for the year 2000. A few have, and the rest have either received a time extension, applied for a Good Faith Effort, or are preparing a new base year study.



Category: Borders

Indicator: **Interregional commute volumes into San Diego from Baja California**

Impacts: Economy, Equity

Significance:

Data Source:

Notes:

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Category: Borders

Indicator: **Participation in SENTRI Lanes, pedestrian commuter program, Free and Secure Trade (FAST) program**

Impacts: Economy, Equity

Significance:

Data Source:

Notes:

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