



The Regional
Comprehensive Plan

2009 Annual Performance Monitoring Report



BOARD OF DIRECTORS



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As of September 13, 2010

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The Regional Comprehensive Plan (RCP), adopted by the SANDAG Board of Directors in 2004, is the long-term planning framework for the San Diego region. It defines a vision and lays out goals, key issues, and needed actions in areas ranging from urban form and transportation to public facilities and borders. It summarizes where the region was in 2004, where the region wants to be by 2030, and what the region needs to do to get there. The RCP also calls for ongoing monitoring to track progress toward meeting the goals outlined in the Plan.

In 2006, SANDAG released the Regional Comprehensive Plan: Establishing a Baseline for Monitoring Performance (Baseline Report), to be used to benchmark progress on an annual basis. The 2009 RCP Annual Performance Monitoring Report (2009 Monitoring Report) is the third since the Baseline Report was accepted by the Board in October 2006.

The 2009 Monitoring Report includes the most recent data available for each indicator, typically from 2009. For some indicators, there is a one year delay or longer in reporting; in these cases, data from the most recent year available are included. For all indicators, the most recent data are provided and related to the Baseline Report.

Based on the data collected for the 2009 Monitoring Report, the indicators illustrate those areas in which the region appears to be moving in the right direction and those in which improvement is needed.

Moving in the Right Direction

- The share of new housing units built in Smart Growth Opportunity Areas (SGOAs) continued to increase; the SGOAs also experienced job growth despite job losses in the region as a whole.
- Transit ridership continued to increase.
- Travel times have decreased.
- The regional crime rate continued to decrease.
- The number of beach mile closure days has decreased.
- Water consumption decreased over the last two years.

Areas for Improvement

- Housing production in the very low, low, and moderate income categories did not keep pace with above-moderate housing production: 145 percent of the above-moderate income housing goal identified in the RHNA has been met, while 16 percent of the very low-, 22 percent of the low-, and 17 percent of the moderate-income housing goal has been met. Overall, 71 percent of the RHNA housing production goal has been met during the housing element cycle.
- Regionwide, the share of commuters who drive alone has not decreased.
- Unemployment has been increasing in the last three years and has now hit double digits. San Diego's unemployment rate is higher than that of the United States as a whole.

Throughout the 2009 Monitoring Report, indicator data are in certain cases related to growth in population, housing, or jobs, as shown in Table 1. Between 2008 and 2009, the region grew by 41,855 people, and added 5,199 housing units. In the same time period, the region lost 70,000 jobs.

Table 1

Population, Housing Units, and Job Growth in the San Diego Region, 2004 to 2009

	2000	2008	2009	Percent Change	
				2000-2008	2008-2009
Population	2,813,833	3,131,552	3,173,407	11%	1%
Housing Units	1,040,149	1,140,349	1,145,548	10%	0%
Jobs	1,205,200	1,309,300	1,239,300	9%	-5%

Sources: SANDAG Annual Population and Housing Estimates; California Department of Finance; California Employment Development Department; Bureau of Labor Statistics

Many of the indicators included in this report use the American Community Survey as their data source. ACS is the United States (U.S.) Census Bureau’s new program for collecting and disseminating demographic, socio-economic, and housing data on an annual basis. Approximately one out of 40 addresses (2.5% of the population) is surveyed each year, which equals about three million addresses a year. In San Diego County, one out of 40 equates to roughly 28,800 addresses each year.

Please note that ACS is not designed to count the population, but rather to collect person and household characteristic information. The official Census (short form), which counts the entire population, still will be held every ten years.

Annual indicators were selected as part of the RCP, based upon key policy areas and data availability. The list of indicators is revised periodically as new plans are adopted, to reflect indicators included in those plans. The Regional Energy Strategy was adopted in 2009, and the energy indicators in the RCP Monitoring report now match those of the Regional Energy Strategy. Miles of deficient roads on Congestion Management Program network is being eliminated, as the SANDAG Board of Directors opted out of the Congestion Management Program. SANDAG is no longer required to report on this indicator, and this information will be captured in the future through data provided through the travel times and volumes indicator, once data is available from the A-PeMS system. Additionally, there are two indicators for which data has not been available since the Baseline Report. Although attempts have been made over the years to identify data sources, those indicators are now being dropped from the list due to lack of data. Those indicators include Lagoon health and Participation in the Pedestrian Commuter Program and Free and Secure Trade (FAST) program. It should be noted that lagoon water quality is already captured in the Impaired waterbodies indicator.

Annual Indicators for Monitoring the Regional Comprehensive Plan

URBAN FORM AND TRANSPORTATION	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 transportation corridors
		Miles of deficient roads on Congestion Management Program network
	6	Annual hours of traffic delay per traveler
HOUSING	7	Regional crime rate
	8	Housing Opportunity Index
	9	Percent of households with housing costs greater than 35 percent of income
	10	Ratio of new jobs to new housing units
	11	Share of new and existing housing units by structure type and income category
	12	Vacancy rates
	13	Percent of households living in overcrowded conditions
HEALTHY ENVIRONMENT	14	Number of households on the waiting list for Section 8 vouchers
	15	Habitat conserved within designated preserve areas
	16	Percent of preserve areas actively maintained
	17	Number of beach mile closure days
	18	Impaired waterbodies
	19	Beach widths
		Lagoon health
ECONOMIC PROSPERITY	20	Air Quality
	21	Labor force educational attainment
	22	Employment growth in high-wage economic clusters
	23	Regional unemployment rate compared to California and the United States
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PUBLIC FACILITIES	25	Regional poverty rate compared to California and the United States
	26	Water consumption
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		Per capita electricity consumption and peak demand
		Share of energy produced in the region versus imported
	29	Regional energy by source
	30	Share of energy produced from renewable resources
	31	Per capital peak demand for electricity
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34	Percent of solid waste that is recycled	
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BORDERS	36	Interregional traffic volumes into San Diego from surrounding counties and Baja California
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Urban Form and Transportation

Our land use and urban design decisions determine how well our communities serve us in our daily lives, including the quality of our travel choices and our personal safety. The Regional Comprehensive Plan (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 to ensuring that the region's transportation system efficiently connects our communities. The Urban Form and Transportation indicators track progress toward achieving these goals.

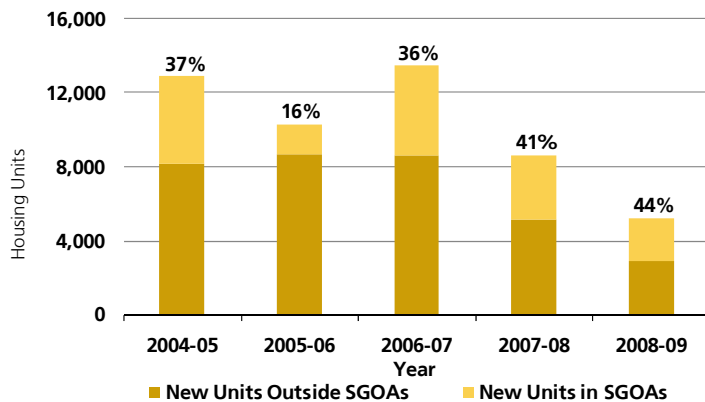
Share of New Housing Units and Jobs Located Within Smart Growth Opportunity Areas

While the total number of new housing units has decreased since 2006 with the downturn in the economy, the share of new units in Smart Growth Opportunity Areas (SGOAs) continues to increase, as shown in Figure 1. There were 8,600 new units in 2007-8 and 5,109 new units in 2008-9, with 41 percent and 44 percent of those in SGOAs, respectively.

The SGOAs experienced a net gain of 11,654 jobs, representing a 2 percent increase between 2005 and 2008. In areas of the region outside of the SGOAs, there was a net loss of 9,355 jobs; therefore the region as a whole experienced an increase of 2,299 jobs between 2005 and 2008. As of 2008, 34 percent of the region's total jobs were located in SGOAs. Data for 2006 and 2007 were unavailable.

With only five years of housing data and three years of jobs data for this indicator, it is unclear how many new housing units and jobs can be anticipated annually in SGOAs and which factors may be influencing growth in these areas. Continued monitoring is required to identify trends.

Figure 1
Share of New Housing Units in SGOAs, 2004 to 2009



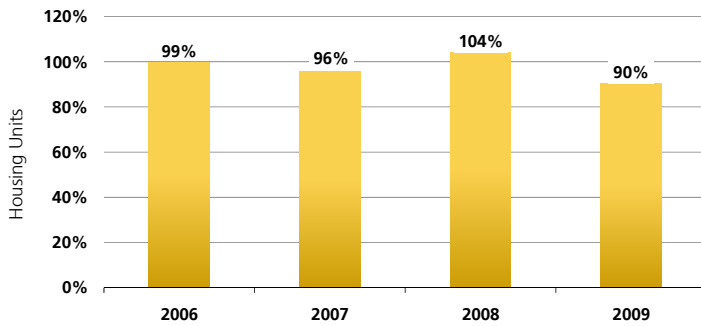
Source: SANDAG Current Estimates Program

Share of New Housing Units Within County Water Authority Water Service Boundary

As shown in Figure 2, the number of new housing units in the San Diego County Water Authority (Water Authority) service boundary accounted for more than 100 percent of the change in housing units in the San Diego region between 2007 and 2008. While the number of new units in the Water Authority service boundary was 8,944 during 2008, the net increase in housing units for the region as a whole was 8,600. This was due to the 2007 wildfires that caused a loss of homes in other areas of the region. A smaller share of housing units built in the Water Authority service boundary during 2009 (90%) than previous years also may be due to

rebuilding from the fires in other areas. As in previous years, these data signify progress toward the RCP goal of focusing population and job growth away from rural areas and closer to existing and planned job centers and public facilities.

Figure 2
New Housing Units in the County Water Authority Service Area, 2006 to 2009

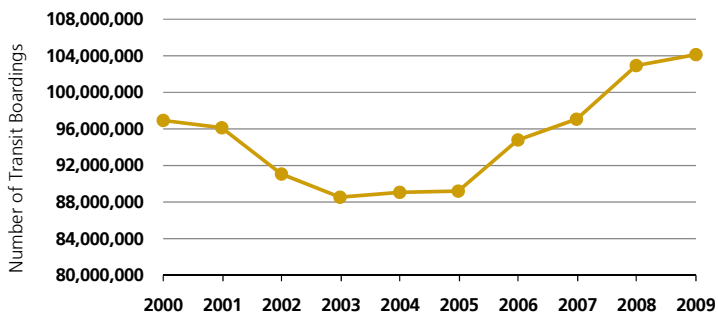


Source: SANDAG Current Estimates Program

Annual Transit Ridership

Regional transit ridership continues to increase, continuing an upward trend since 2003. The number of transit boardings increased by 6 percent between 2007 and 2008, and it began to level off between 2008 and 2009, with a 1 percent increase. The increase in boardings since 2005 indicates a dramatic increase in ridership over the last five years.¹

Figure 3
San Diego Regional Annual Transit Boardings, 2000 to 2009



Source: Annual Boardings Data, Metropolitan Transit System and North County Transit System; SANDAG

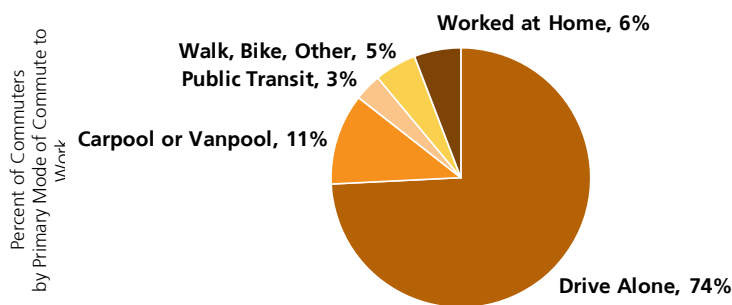
¹ The number of boardings is not equal to the number of transit passengers since many passengers make multiple trips via transit.

Commute Mode Shares

As shown in Figures 4 through 6, the regional mode split remains stable. While there appears to have been a slight decrease in the share of workers who drove alone between 2005 and 2006, this segment of commuters has remained stable since 2006; this suggests that the change between those years was likely due to data collection differences starting in 2006. Beginning in 2006, the American Community Survey (ACS) included data on residents of group quarters facilities, whose commute patterns may have differed from those of the household population. Since alternative commute modes also remained stable since 2006, it is likely that the small increase in the portion of workers who walked, biked, and used other modes between 2005 and 2006 was due to the change in data collection methods.

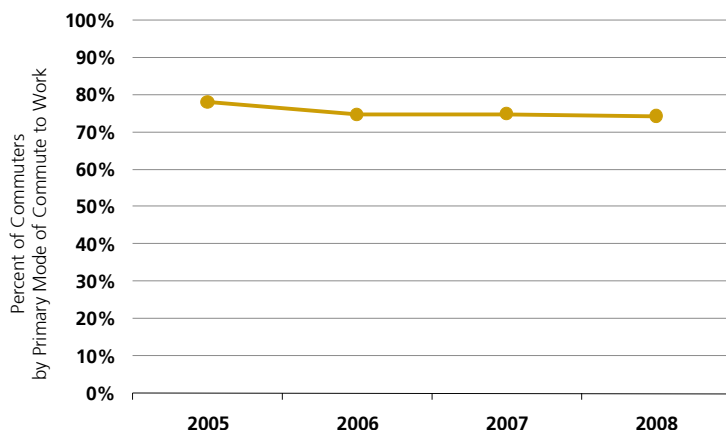
In future years this data will be reported at a corridor level. Corridor-level reporting in future years will likely demonstrate substantial transit mode shares in specific corridors that are well served by transit. For example, as shown in Figure 7, the 2000 Census found that Downtown San Diego and City Heights had transit commute mode shares of 20 percent and 11 percent, respectively.

Figure 4
Regional Commute Mode Shares, 2008



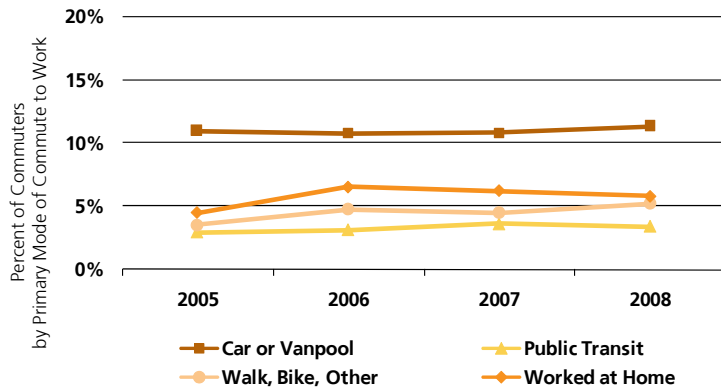
Source: American Community Survey, U.S. Census Bureau

Figure 5
Drive Alone Mode Shares, 2000 to 2008



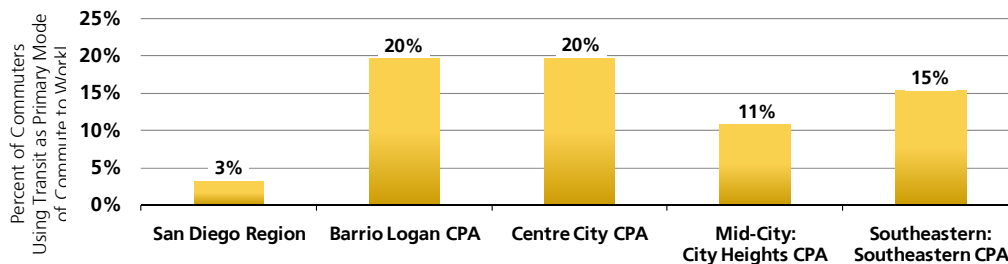
Source: American Community Survey, U.S. Census Bureau

Figure 6
Alternative Commute Mode Shares, 2005 to 2008



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

Figure 7
Transit Use High in Well-Served Areas (2000), San Diego Region



Source: Census Transportation Planning Package, Census 2000, U.S. Census Bureau

Note: Community Planning Areas are approximated using census tracts.

Travel Times and Volumes for Key Transportation Corridors

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 drive-alone travel times 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 are 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 collect volume and lane occupancy information every 30 seconds.

It should be noted that the data presented in Map 1 and Table 2 do not represent “door-to-door” commute times, but rather, trip time once on the freeway. Travel times are representative only of a freeway trip; average travel times are computed from an aggregation of freeway loop detector data. Accordingly, travel time monitoring currently is limited to freeway segments and the availability of freeway loop detector stations; thus, all segments shown in Map 1 and Table 2 are confined to each respective freeway.

Improvement of the PeMS is an ongoing effort since its initial development and the release of the first PeMS version dating back to the late 1990s. Key PeMS enhancements have generally focused on assessing and improving the quality of the data and performance measures that the PeMS provides. Specific enhancements currently being developed for the San Diego region under the PeMS multimodal project will allow the PeMS to incorporate real-time transit and arterial data. Through this effort, the PeMS will have the ability to measure usage and travel time data for both transit and arterials, including the estimation of on-ramp wait times. This additional data will better approximate “door-to-door” travel times. PeMS analysis of key performance measures also will be enhanced by reporting an estimated travel time reliability factor. Once these PeMS enhancements are completed, they will be incorporated in future monitoring reports.²

Travel times shown in Table 2 differ from those presented in the 2007 Regional Transportation Plan (RTP) for two reasons:

- RTP travel times are model based, whereas the reported travel times represent actual observed data. The San Diego Regional Transportation Model estimates travel time on each arterial or freeway link, taking into account the configuration of the road, volume of traffic assigned, and any intersection controls. The modeled travel times are not observed data, as they are derived from a series of programs designed to forecast travel demand on the transportation system.
- RTP travel times represent “door-to-door” commute times that include trip time on arterial streets, whereas the travel times listed below only include trip time once on the freeway. However, as indicated above, the PeMS will have the ability to measure arterial travel times to approximate RTP door-to-door travel times for future reports.

Travel times have decreased in most corridors, but most notably for the morning commutes. The corridors with the greatest decreases in travel time include Interstate (I-) 5 southbound from Oceanside to Downtown San Diego, Interstate 805 northbound from Chula Vista to Sorrento Valley, and Interstate 8 north-westbound from El Cajon to Sorrento Valley. Between 2008 and 2009, commute times in most corridors either decreased slightly or remained the same.

Table 2
Travel Times in Key auto Corridors, 2005 to 2009

Average Trip Time (minutes)												
No.	Corridor	Direction	AM Peak					PM Peak				
			2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
1	I-5 Oceanside to Downtown SD	SR 76 to Front St	55	54	55	43	36	47	46	44	38	36
2	I-15 Escondido to Downtown SD	SR 78 to A St via SR 163	49	49	42	37	34	37	36	34	32	30
3	SR 78 Escondido to Carlsbad	I-5 to I-15	16	16	16	16	16	20	25	25	22	22
4	SR 94 El Cajon to Downtown SD	El Cajon Blvd to F St via SR 125/SR 94	16	17	16	15	13	12	12	12	12	11
5	I-8 El Cajon to Downtown SD	El Cajon Blvd to A St via SR 163	19	20	18	16	14	15	15	15	15	14
6	SR 52 Santee to Kearny Mesa	SR 125 to I-805	11	13	13	12	11	13	14	15	14	13
7	I-805 Mid-City to Sorrento Mesa	I-8 to I-5	15	16	13	12	10	17	19	16	13	12
8	I-805 Chula Vista to Sorrento Mesa	SR 905 to Mira Mesa Blvd	45	45	39	34	30	37	39	32	29	28
9	I-805 Chula Vista to Downtown SD	SR 905 to F St via SR-94	26	24	22	19	18	18	18	17	15	15
10	I-5 San Ysidro to Downtown SD	SR 905 to 6th Ave	14	17	16	14	14	16	18	15	15	14
11	I-8 El Cajon to Sorrento Valley	El Cajon Blvd to Mira Mesa Blvd via I-805	29	31	26	23	19	22	23	22	22	20

Source: Freeway Performance Measurement System (PeMS) Version 9.0, the California Department of Transportation (Caltrans)

Notes: (a) The a.m. peak period is based on a departure time of 7:30 a.m., and the p.m. peak period is based on a departure time of 4:00 p.m. (b) The a.m. direction is listed; the p.m. is the reverse direction of travel. (c) Corridor limits are listed for the a.m. direction and are approximately the same for the p.m. direction. (d) Data are reported for commutes on Tuesdays, Wednesdays, and Thursdays.

² Additionally, travel times and volumes reported for previous years in the 2009 RCP Monitoring Report may differ from those reported in last year’s report as loop detection capability has been enhanced and now more accurately reflects the start and end points of the designated freeway segments.

Map 1

Key Auto Corridor Travel Times, San Diego County, 2009



As shown in Table 3, travel volumes continued to fluctuate in 2009. Observed decreases in travel time despite increases in travel volume can potentially be attributed to a variety of factors, including the completion of high occupancy vehicle (HOV) lanes on I-5 in the summer of 2008 and decreases in traffic at the border.

Table 3
Travel Volumes in Key Auto Corridors, 2005 to 2009

Average Number of Vehicles Passing Monitoring Stations on a Weekday												
No.	Corridor	Direction	Northbound/Eastbound					Southbound/Westbound				
			2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
1	I-5 Oceanside to Downtown SD	Carmel Valley Rd	108,100	98,100	93,100	93,200	96,600	84,800	85,600	84,600	83,100	85,300
2	I-15 Escondido to Downtown SD	Poway Rd	97,000	99,300	114,100	113,500	115,600	113,700	114,300	114,600	95,300	106,500
3	SR 78 Escondido to Carlsbad	Barham Rd/Woodland Pkwy	77,300	76,300	75,600	75,700	77,200	79,700	79,000	79,200	78,500	79,000
4	SR 94 El Cajon to Downtown SD	Euclid Ave	75,500	81,600	81,000	79,500	79,300	77,200	77,600	77,000	76,100	76,600
5	I-8 El Cajon to Downtown SD	Waring Rd	114,900	115,800	114,700	112,400	112,900	117,200	118,000	117,800	114,900	114,400
6	SR 52 Santee to Kearny Mesa	Santo Rd	39,200	39,100	40,600	39,900	38,900	39,500	39,300	32,400	33,800	30,700
7	I-805 Mid-City to Sorrento Valley	Governor Dr	104,200	106,600	106,200	103,600	103,300	105,300	105,600	104,700	102,600	101,200
8	I-805 Chula Vista to Sorrento Valley	Governor Dr	104,200	106,600	106,200	103,600	103,300	105,300	105,600	104,700	102,600	101,200
9	I-805 Chula Vista to Downtown SD	N/O SR 54	106,900	107,200	105,400	101,500	102,400	103,400	104,100	102,500	101,500	101,700
10	I-5 San Ysidro to Downtown SD	24th St	83,200	87,400	79,200	75,800	76,000	89,900	93,900	79,700	73,000	73,800
11	I-8 El Cajon to Sorrento Valley	Waring Rd	114,900	115,800	114,700	112,400	112,900	117,200	118,000	117,800	114,900	114,400

Source: Freeway Performance Measurement System (PeMS) Version 9.0, Caltrans

Notes: (a) Data are reported for commutes on Tuesdays, Wednesdays, and Thursdays. (b) Traffic data obtained from monitoring stations may be subject to atypical operating conditions due to active highway construction. Volumes for I-805 Mid-City to Sorrento Valley and I-805 Chula Vista to Sorrento Valley are the same as those for Chula Vista to Downtown San Diego because they share the same screenline.

As mentioned above, as the PeMS continues to be developed and refined, it will eventually incorporate real-time transit data. In the meantime, the 2009 RCP Monitoring Report includes transit volume information from FY 2005 through FY 2009 based on SANDAG Passenger Counting Program data. Transit passenger volumes are measured at key locations (screenlines) selected within each corridor. For each corridor, transit passenger volumes are listed by screenline in Table 4.

Transit volumes increased between 2008 and 2009 along most corridors. The largest increase (from 2007 when data was last available, to 2009) in the State Route (SR) 78 Escondido to Carlsbad corridor is associated with the opening of the SPRINTER in 2008. The SPRINTER opening resulted in the addition of more than 1,500 passengers each way along the corridor on an average weekday. Additionally, the Green Line Trolley may have seen increases in conjunction with possible increases in the San Diego State University student population and with the economic downturn, resulting in a greater number of student transit riders.

The COASTER experienced a notable decrease in volume between 2008 and 2009. This could potentially be attributed to fare increases from the second quarter of FY 2009, as well as the economic downturn. Since the COASTER is largely a discretionary service (providing alternative transportation for those who choose not to drive), patronage is sensitive to transit fares.

Table 4
Transit Passenger Volumes in Key Transit Corridors at Specific Screenline Locations, 2005 to 2009

Monitoring Point At Description		Northbound/Eastbound					Southbound/Westbound					Total - Both Directions				
		2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
1 I-5	Oceanside to Downtown SD	2,852	2,945	2,762	2,974	2,421	2,331	2,331	2,422	3,293	2,637	5,183	5,276	5,184	6,267	5,058
	COASTER Sorrento Valley	2,576	2,617	2,486	2,581	1,946	2,015	2,003	2,082	2,920	2,192	4,591	4,620	4,568	5,501	4,138
	Bus 101 Camino Del Mar & Del Mar Heights	276	328	276	393	475	316	328	340	373	445	592	656	616	766	920
2 I-15	Escondido to Downtown SD - Poway*	647	701	547	651	786	771	749	533	751	804	1,418	1,450	1,080	1,402	1,590
	Bus 20 Rancho Penasquitos Blvd/Calle	450	449	348	409	600	421	408	241	400	531	871	857	589	809	1,131
	Bus 810 Escondido Bl & Felecita	139	193	117	145	141	236	218	185	235	198	375	411	302	380	339
	Bus 820 Poway Rd & Pomerado	32	25	35	43	31	58	67	51	78	51	90	92	86	121	82
	Bus 850 Carmel Mtn and Penasquitos**	13	15	23	44	14	31	32	31	22	24	44	47	54	66	38
	Bus 860 West Bernardo & Poblado Rd	13	19	24	10	0	25	24	25	16	0	38	43	49	26	0
	Escondido to Downtown SD - Miramar*	943	958	797	858	1,012	1,139	1,150	839	1,058	1,223	2,082	2,108	1,636	1,916	2,235
	Bus 20 Mira Mesa Blvd / Black Mountain Rd	582	526	375	415	667	536	545	287	397	690	1,118	1,071	662	812	1,357
	Bus 210 Mira Mesa Blvd / Black Mountain Rd	48	56	45	37	47	63	66	60	46	61	111	122	105	83	108
	Bus 810 Escondido Blvd and Felecita	139	193	117	145	141	236	218	185	235	198	375	411	302	380	339
	Bus 820 Sabre Springs Pkwy and Evening Creek Dr	78	69	73	78	60	89	93	69	107	100	167	162	142	185	160
	Bus 850 Carmel Mountain Rd and Paseo Cardiel	60	68	82	102	59	113	128	112	133	116	173	196	194	235	175
	Bus 860 Rancho Carmel and Provençal	36	46	105	81	31	102	100	126	140	53	138	146	231	221	84
Bus 880 Mira Mesa Blvd / Black Mountain Rd	n/a	n/a	n/a	n/a	7	n/a	n/a	n/a	n/a	5	n/a	n/a	n/a	n/a	12	
3 SR 78	Escondido to Carlsbad - Vista*	420	460	468	1,835	1,731	531	477	473	1,504	1,387	951	937	941	3,339	3,118
	Bus 320 Vista Transit Center	420	460	468	n/a	n/a	531	477	473	n/a	n/a	951	937	941	n/a	n/a
	SPRINTER Vista Transit Center	n/a	n/a	n/a	1,835	1,731	n/a	n/a	n/a	1,504	1,387	n/a	n/a	n/a	3,339	3,118
	Escondido to Carlsbad - San Marcos*	354	393	377	1,460	1,471	508	489	502	1,603	1,541	862	882	879	3,063	3,012
	Bus 320 Palomar College	354	393	377	n/a	n/a	508	489	502	n/a	n/a	862	882	879	n/a	n/a
SPRINTER Palomar College	n/a	n/a	n/a	1,460	1,471	n/a	n/a	n/a	1,603	1,541	n/a	n/a	n/a	3,063	3,012	
4 SR 94	El Cajon to Downtown SD	4,888	4,780	4,703	4,837	5,474	5,423	5,544	5,266	5,196	5,701	10,311	10,324	9,969	10,033	11,175
	Orange Link Euclid	4,888	4,780	4,703	4,837	5,474	5,423	5,544	5,266	5,196	5,701	10,311	10,324	9,969	10,033	11,175
5 I-8	El Cajon to Downtown SD - Fashion Valley*	1,224	5,396	6,372	6,560	7,085	1,227	5,394	6,216	6,482	6,645	2,451	10,790	12,588	13,042	13,730
	Green Line Fashion Valley	n/a	4,027	4,521	4,750	5,280	n/a	4,018	4,414	4,763	4,879	n/a	8,045	8,935	9,513	10,159
	Bus 11 University Ave and 3rd Ave	584	650	673	641	684	640	732	718	731	779	1,224	1,382	1,391	1,372	1,463
	Bus 14 Fashion Valley Transit Center	n/a	77	181	201	100	n/a	60	174	137	82	n/a	137	355	338	182
	Bus 44 Linda Vista Rd and Ulric St	640	642	997	968	1,021	587	584	910	851	905	1,227	1,226	1,907	1,819	1,926
	El Cajon to Downtown SD - SDSU/Grantville*	162	3,043	3,737	3,775	4,438	194	4,037	4,874	5,365	5,642	356	7,080	8,611	9,140	10,080
	Green Line SDSU	n/a	2,653	3,129	3,244	3,914	n/a	3,608	4,305	4,802	5,113	n/a	6,261	7,434	8,046	9,027
	Bus 11 Campanile Dr and Montezuma**	162	324	438	353	439	194	383	377	421	445	356	707	815	774	884
	Bus 14 Mission Gorge and Fairmount	n/a	66	170	178	85	n/a	46	192	142	84	n/a	112	362	320	169
	6 SR 52	Santee to Kearny Mesa	6	16	9	9	6	18	17	14	11	15	24	33	23	20
Bus 870 Clairemont Mesa Blvd and Overland		6	16	9	9	6	18	17	14	11	15	24	33	23	20	21

*monitoring at two screenlines along corridor **end of line after 2006, so measure "on board"

Table 4 (cont'd)

Transit Passenger Volumes in Key Transit Corridors at Specific Screenline Locations, 2005 to 2009

Monitoring Point At Description		Northbound/Eastbound					Southbound/Westbound					Total - Both Directions				
		2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
7 I-805	Mid-City to Sorrento Valley	663	776	1,318	1,468	1,460	554	552	1,215	1,290	1,344	1,217	1,328	2,533	2,758	2,804
	Bus 50 Genesee Ave / Clairmont Mesa Blvd	292	363	277	254	262	220	257	192	254	235	512	620	469	508	497
	Bus 105 Clairmont Mesa Blvd / Clairmont Dr	n/a	n/a	272	302	257	n/a	n/a	323	277	274	n/a	n/a	595	579	531
	Bus 150 Gilman Dr and Via La Jolla	284	340	674	818	827	246	218	630	668	726	530	558	1,304	1,486	1,553
	Bus 960 Clairemont Mesa Blvd and Overland	87	73	95	94	114	88	77	70	91	109	175	150	165	185	223
8 I-805	Chula Vista to Sorrento Valley	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9 I-805	Chula Vista to Downtown SD	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10 I-5	San Ysidro to Downtown SD - San Ysidro*	13,234	13,835	13,941	14,790	15,471	11,152	10,989	11,095	11,551	12,184	24,386	24,824	25,036	26,341	27,655
	Blue Line Iris Ave	12,008	12,232	12,251	13,082	13,677	9,029	8,729	9,059	8,833	9,731	21,037	20,961	21,310	21,915	23,408
	Bus 929 Iris Ave	756	769	755	924	905	678	752	731	1,532	1,240	1,434	1,521	1,486	2,456	2,145
	Bus 932 International Border	470	834	935	784	889	1,445	1,508	1,305	1,186	1,213	1,915	2,342	2,240	1,970	2,102
	San Ysidro to Downtwon SD - 12th and Imperial	10,904	10,654	10,820	11,940	12,343	11,855	11,289	12,031	12,250	12,675	22,759	21,943	22,851	24,190	25,018
	Blue Line 12th and Imperial	1	10,319	10,343	11,465	11,896	11,228	10,588	11,218	11,364	11,821	21,773	20,907	21,561	22,829	23,717
	Bus 929 12th and Imperial	359	335	477	475	447	627	701	813	886	854	986	1,036	1,290	1,361	1,301
11 I-8	El Cajon to Sorrento Valley	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

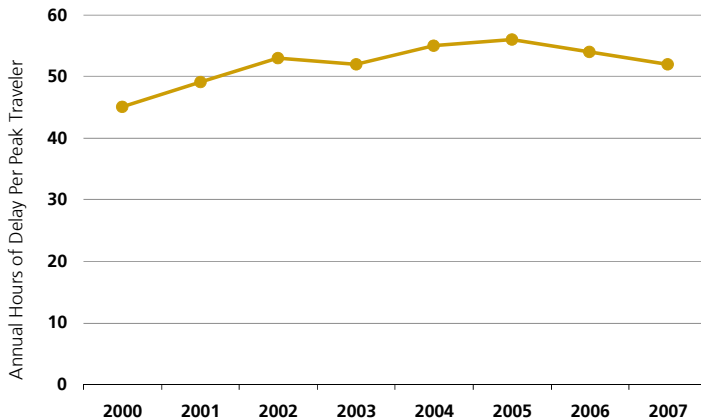
*monitoring at two screenlines along corridor **end of line after 2006, so measure "on board"

Overall as predicted in the 2008 RCP Monitoring Report, systemwide transit travel volumes continued to increase from 2007 to 2008, while freeway travel times and volumes continued to decrease in the same time period. These predictions were made in light of multiple factors such as the economic slowdown, increases in gas prices, as well as infrastructure improvements (such as the opening of the SPRINTER light-rail service along the SR 78 corridor).

Annual Hours of Traffic Delay Per Traveler

Annual hours of traffic delay per traveler has decreased since 2005, as shown in Figure 8. Delay is defined as the extra travel time it takes travelers to complete a trip during peak periods (6 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) as a result of congestion.

Figure 8
Annual Hours of Traffic Delay Per Traveler During Peak Periods, 2000 to 2007

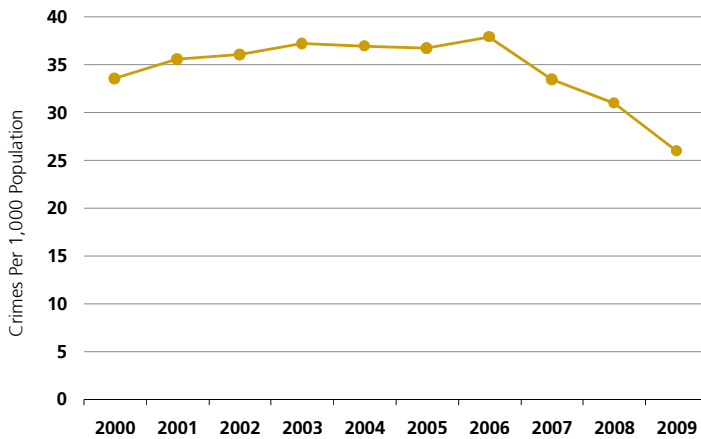


Source: Annual Urban Mobility Report, Texas Transportation Institute

Regional Crime Rate

As shown in Figure 9, the rate of crime in the region continues to decline, and in 2009 it reached a new low.

Figure 9
FBI Index Crimes Per 1,000 People, 2000 to 2009



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

Conclusion

As of 2009 the region continued to make progress toward achieving some of the urban form and transportation goals listed in the RCP, but not others. The continued increase in annual transit ridership is an encouraging sign that the region's residents are increasingly traveling by public transit. Future monitoring is required to fully understand our progress toward improving mobility. When examining travel times and volumes in key auto and transit corridors, this indicator suggests that the region is reasonably managing congestion, as freeway travel times and volumes have mostly decreased. Finally, the regional crime rate continues the decrease that started in 2006-2007.

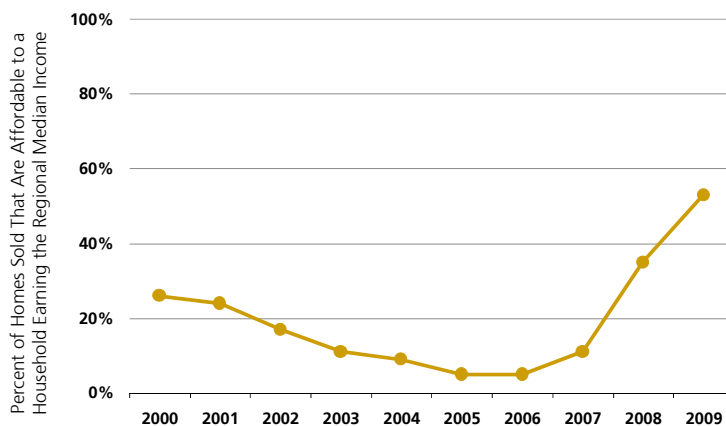
Despite the sharp fall in housing prices during the last several years, the lack of affordable housing continues to be one of the major issues facing the San Diego region today. The RCP calls for more housing choices—more apartments, condominiums, and single family homes in all price ranges. How much, what type, and where housing is built are some of the most important decisions the region can make in shaping its future. The Smart Growth Opportunity Areas located on the Smart Growth Concept Map identify 200 sites throughout the region where new housing can be located near jobs and transit—thus providing more housing and transportation choices and better connecting transportation and land use. Implementation of smart growth, by creating more compact, walkable, and bicycle-friendly communities that are accessible to public transit, will help the region meet its greenhouse gas reduction targets that will be set by the California Air Resources Board (CARB).

Housing Opportunity Index

As shown in Figure 10, data from 2009 continues the upward trend in housing affordability since 2007. The percent of homes sold that are affordable to households earning the regional median income has increased from a low of 5 percent in 2006 to 53 percent in 2009. This change from the first part of the decade is the result of the mortgage lending and foreclosure problems and economic downturn that have affected the region, as well as the nation as a whole.

Despite the increase in affordability during the past four years, housing prices are still out of reach for many households in the region. The median price of all homes (resale houses, resale condominiums, and new houses/condominiums and condominium conversions) dropped by 25 percent from \$495,500 in June 2007, to \$370,000 in June 2008, and by 15 percent to \$314,250 in June 2009 (DataQuick Information Systems). The current median home price is just over four times the regional median household income of \$72,963, and although historically the median price of a home has been considered to be affordable at three to four times the median income, home prices have begun rising again. According to DataQuick as reported in the San Diego Union-Tribune, the median price of all homes during the current real estate cycle peaked in November 2005 at \$517,500, appears to have bottomed out in January 2009 at \$280,000 and continues to rise, with the most recent median price reported at \$325,250 in April 2010.

Figure 10
Housing Opportunity Index, 2000 to 2009

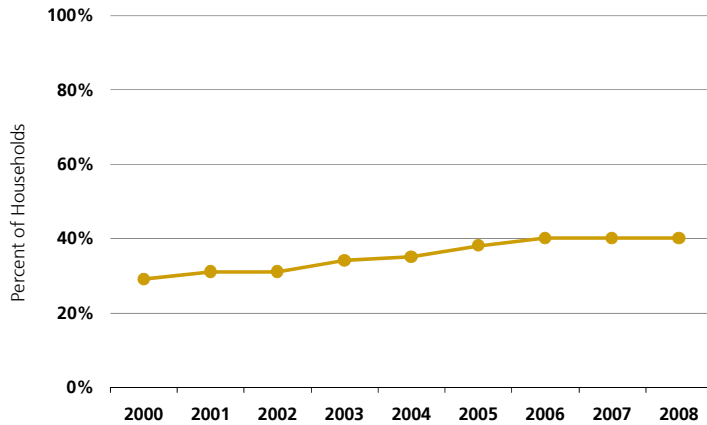


Source: National Association of Home Builders

Percent of Households With Housing Costs Greater Than 35 Percent of Income

During the first half of last decade, the percentage of households paying more than 35 percent of their income toward housing costs was on an upward trend. While this trend did not reverse, it did stabilize beginning in 2006. It remained constant, with 40 percent of households paying more than 35 percent of income for housing costs during 2006, 2007, and 2008.

Figure 11
Percent of Households Paying 35 Percent or More of Income for Housing, 2000 to 2008

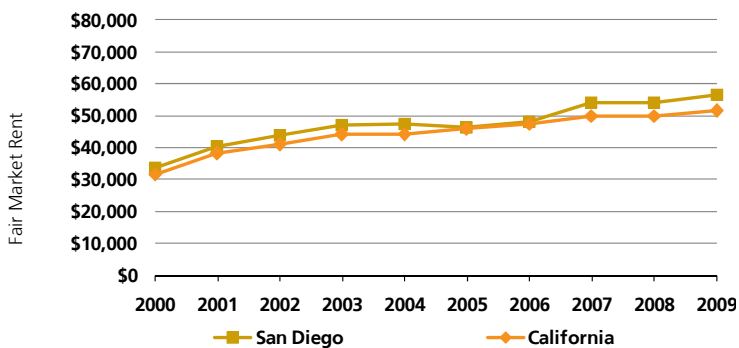


Source: American Community Survey, U.S. Census Bureau

Another indicator of affordability problems in the region is the income a household must earn to afford the rent for an apartment at the Department of Housing and Urban Development’s Fair Market Rent of \$1,418 for a two-bedroom unit. In 2009 that amount was \$56,720 annually or \$27 per hour (assuming that no more than 30 percent of income is spent on housing). However, the income needed in the San Diego region is roughly \$5,000 more than for the state (\$51,654); the upward trend over the last ten years is fairly consistent for both areas.

Currently, the minimum wage in California is \$8.00 per hour. Therefore, a household must include more than three minimum wage earners working forty hours per week year-round to make a two-bedroom fair market rent affordable in the San Diego region.

Figure 12
Annual Income Needed to Afford Fair Market Rent, 2000 to 2009



Source: Out of Reach, National Low-Income Housing Coalition

Ratio of New Jobs to New Housing Units

In 2008 the California Planning Roundtable published a thoughtful informative report entitled, “Deconstructing Jobs-Housing Balance.” This report provides an overview of jobs-housing balance issues for planning practitioners. It outlines the objectives such a policy hopes to achieve (such as reduced driving and congestion, reductions in air pollutants, and lower costs to businesses and commuters, among others) and the strengths and shortcomings of the various ways of measuring this balance. The conclusion of the report is that jobs-housing balance ratios should be used as generalized indicators, and that regional and local policies such as the smart growth, affordable housing, economic prosperity, transit-oriented transportation, congestion pricing, and transportation demand and system management strategies that the region has been pursuing through implementation of the RCP and RTP will assist in meeting the objectives associated with jobs-housing balance. The variables that make assessing jobs-housing balance difficult include the types of jobs available, job skills and education of residents, availability (or lack thereof) of a range of housing choices that are affordable to a variety of income levels, households with multiple workers, job changes, and quality of schools.

With that perspective in mind, Figure 13 shows the ratio of new jobs created to new housing units built from 2001 to 2009, and Table 5 shows the jobs and housing data and ratios for both total jobs and housing units and new jobs and housing units. The ratio fluctuates between 1.17 and 1.09 based on the total number of jobs and housing units between 2001 and 2009. This ratio is similar to most of the other major metropolitan areas of the state (see California Regional Progress Report, 2007).

As shown in Table 5 over the past few years, growth in the number of new housing units has slowed significantly; growth in the number of new jobs began to slow in 2006, the region experienced net job losses in 2008 and 2009. The loss of 59,000 jobs in 2009 caused the significant drop in the ratio of new jobs to new units as well as the drop in the ratio of total jobs to total housing units as shown in Figure 13. As the economy recovers in future years, this indicator (and others because of the complicated nature of this issue) will be a more useful measure of whether the region is achieving a good balance between jobs and housing units. The regional ratio also can be used to determine whether the subregions are providing a balance between jobs and housing.

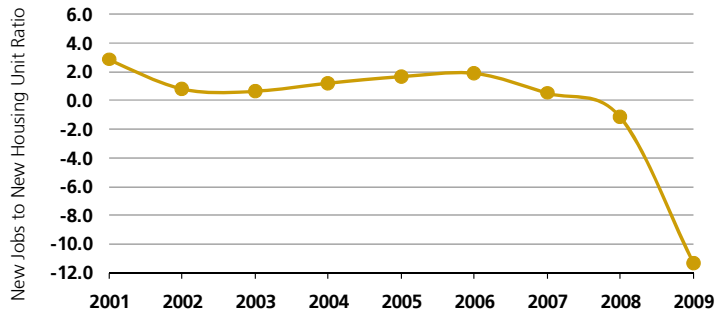
Table 5
Total Jobs Per Housing Unit Ratio, 2001 to 2009

Year	Housing Units	Jobs	New Units	New Jobs	New Jobs/ New Units	Jobs/Units
2000	1,040,149	1,205,200				
2001	1,048,699	1,299,800	8,550	24,600	2.9	1.17
2002	1,063,371	1,241,700	14,672	11,900	0.8	1.17
2003	1,078,416	1,251,300	15,045	9,600	0.6	1.16
2004	1,095,077	1,271,500	16,661	20,200	1.2	1.16
2005	1,107,985	1,292,800	12,908	21,300	1.7	1.17
2006	1,118,283	1,312,500	10,298	19,700	1.9	1.17
2007	1,131,749	1,319,700	13,466	7,200	0.5	1.17
2008	1,140,349	1,310,000	8,000	-9,700	-1.1	1.15
2009	1,145,548	1,251,000	5,199	-59,000	-11.3	1.09

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

Figure 13

Total New Jobs Per New Housing Unit Ratio, 2001 to 2009



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

Share of New Housing Units by Income Category

A total of 76,121 building permits for new housing units were issued in the region between July 1, 2003 and December 31, 2009 (seven years of the 7.5-year planning period for the July 1, 2005-June 30, 2010 housing element cycle), including 3,972 very low-income, 4,021 low-income, 3,512 moderate-income, and 64,616 above moderate-income housing units, as shown in Table 5. Based on the 2003 – 2010 Regional Housing Needs Assessment (RHNA) adopted by SANDAG in February 2005, the region has achieved 16 percent of the very low income, 22 percent of the low income, 17 percent of the moderate income, and 145 percent of the above moderate income regional housing needs established in the RHNA. The data show that the above moderate-income housing needs established in the RHNA have been exceeded, while the housing needs for very low-, low-, and moderate-income households are not being met. The subsidies needed to build very low- and low-income housing in the region have proved inadequate to meet the region’s lower-income RHNA goals despite the approval of the statewide affordable housing bonds in 2002 (Proposition 46) and 2006 (Proposition 1C). Few moderate-income units were built because of the high costs associated with land and construction materials and the requirement to use most financial resources to build lower-income units. Building permit issuance has dropped off during the past couple years, so the construction of above moderate-income units may slow over the next two years.

Overall, the region has met 71 percent of its RHNA housing goal of 107,301 units during seven years (only six months shy of the seven and a half years of the housing element planning period).

Table 6

Share of New Housing Units by Income Category, January 1, 2003 through December 31, 2009

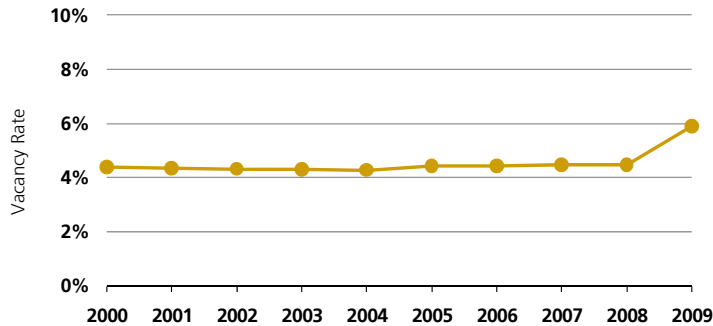
Income Level	Very Low	Low	Moderate	Above Moderate	Total for all Categories
Total Housing Units Produced	3,972	4,021	3,512	64,616	76,121
RHNA Goal	24,143	18,348	20,280	44,530	107,301
Percent of Goal Produced	16%	22%	17%	145%	71%
Units Left to Permit	20,171	14,327	16,768	-20,086	31,180

Source: Data compiled from building permits issued by local jurisdictions in the San Diego region

Vacancy Rates

Vacancy rates remained stable between 2000 and 2008, but increased between 2008 (4.5%) and 2009 (5.9%), as shown in Figure 14.

Figure 14
Vacancy Rates, 2000 to 2009

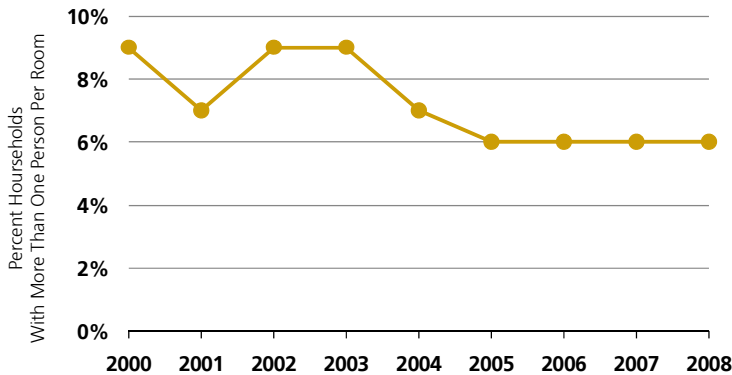


Source: American Community Survey, U.S. Census Bureau

Percent of Households Living in Overcrowded Conditions

As shown in Figure 15, the percentage of households living in overcrowded conditions in the region has remained stable since 2005 at 6 percent.

Figure 15
Overcrowding in the Region, 2000 to 2008



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

Number of Households on the Waiting List for Section 8 Vouchers

In 2009 there were approximately 83,420 households on the Section 8 waiting list. While this appears to be a dramatic increase since 2008 when there were 49,700 households, the smaller waiting list in 2008 was likely the result of the periodic purging of the lists undertaken by the Section 8 jurisdictions. There were 73,500 and 65,600 households on the waiting list in 2006 and 2007, respectively. The jurisdictions that issue Section 8 vouchers include Carlsbad, Encinitas, National City, Oceanside, the City of San Diego, and the County of San Diego.

Conclusion

Housing affordability continues to be a problem for the region; however, the above data indicate that the rapid decline in affordability (i.e., increase in housing costs) may have slowed for the time being. Much of this change has been due to the decline in housing prices resulting from the large number of foreclosures and the economic downturn experienced both in the region and nationwide. Although building permits for above moderate-income (market rate) homes has exceeded the RHNA goals, progress continues to be slow toward meeting the RHNA goals for the lower- and moderate-income categories. With the expenditure of the state's housing bond money (Propositions 46 and 1C) almost complete and because the construction of very low- and low-income units requires some type of financial subsidy or regulatory assistance, the region will need to consider new ways to provide housing for families and individuals whose incomes fall into these categories. The need to look at ways to build more moderate-income housing also should be explored.

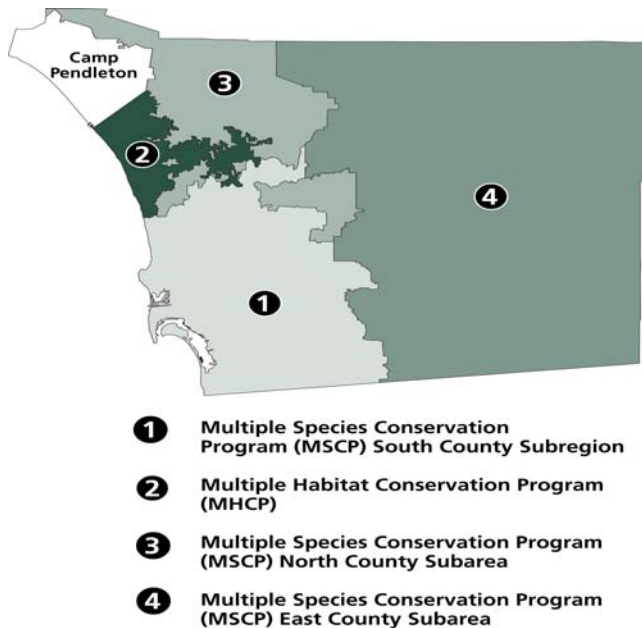
To ensure a healthy environment, the region must protect its key open spaces and sensitive habitat areas, ensure that the air and water are clean, and restore the eroding beaches. Viable natural habitats, water quality, a well-managed shoreline, and air quality are critical components to the health and well being of residents as well as to the overall economic prosperity of the region.

Habitat Conserved Within Designated Preserve Areas

The region is engaging in the implementation or development of four subregional habitat conservation plans: the Multiple Species Conservation Program (MSCP) South, finalized in 1998; the Multiple Habitat Conservation Program (MHCP), finalized in 2003; the North County MSCP, anticipated for completion in 2010 (the revised draft North County Plan will be released for public review mid-2010); and the East County MSCP, originally anticipated for completion in 2010. Work on the East County MSCP has slowed significantly due to budget and staffing constraints at the County. Map 2 shows the location and boundaries of these plans.

Map 2

San Diego Region Habitat Conservation Planning Areas



Six jurisdictions, including a portion of the unincorporated area of the County, have approved habitat conservation plans and signed implementing agreements (covering 20% of the region). Seven jurisdictions are working on approval of their implementing agreements (covering 73% of the region), and seven jurisdictions are not pursuing implementing agreements due to limited habitat in their jurisdictions (covering 1% of the region). The remaining area (covering 6% of the region) consists of military lands which have their own integrated natural resource management plans.

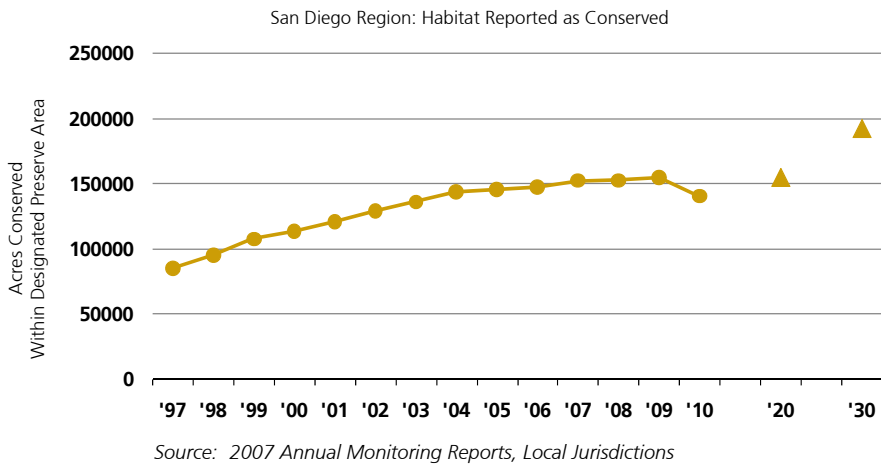
During this last year, the City of Oceanside has received comments during their public review of their draft subarea plan. Oceanside staff will be responding to these comments with the intent of bringing the draft plan to their City Council in the fall of 2010.

As part of SANDAG participation in regional habitat conservation planning, a conserved lands database has been developed in 2010 to track the conservation and management of land in San Diego County. This database,

available to the public, will be maintained and serve as the basis for RCP monitoring for habitat conservation. Of the total land in jurisdictions that have approved conservation plans and signed implementing agreements, 81 percent of land has been conserved within the habitat preserve system, as shown in Figure 16. This includes lands preserved to date within the MSCP South and the MHCP.

Additional acreage has been obligated by the City and County of San Diego under approved discretionary development entitlements or conservation banks, but has not yet been conserved through formal legal mechanisms (e.g., easement, dedication in fee title to jurisdictions). This acreage will be added to the conserved lands database when they are legally conserved.

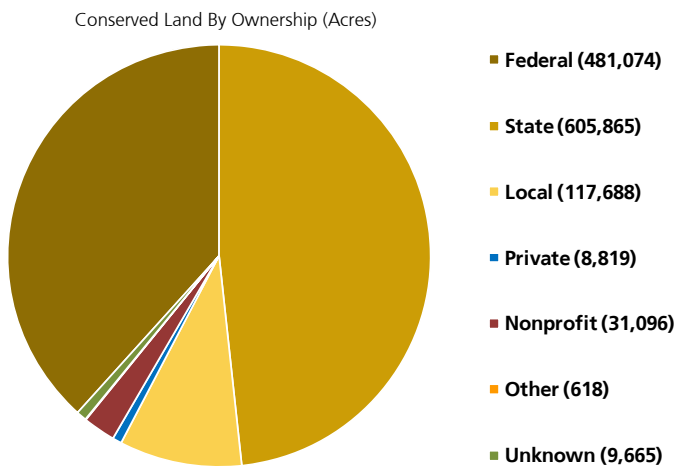
Figure 16
MSCP South County and MHCP Land Conservation by Year, 1997 to 2010 with 2020 and 2030 Targets



Percent of Preserve Area Actively Maintained

Once conserved, the owner of the property is responsible for the maintenance of the area to retain its habitat conservation values. Based upon the estimates of land conserved in the region described in the previous section, over 1.25 million acres in the region are managed as open space with dedicated land managers. This includes land in North and East County MSCP that are federal, state, and locally owned and conserved for open space and habitat (e.g. State Parks, U.S. Forest Service Lands, Bureau of Land Management areas).

Figure 17
Land Management by Source, 2010



Source: SANDAG Conserved Land Database 2010

Implementation of RCP Strategic Initiatives

A number of strategic initiatives relating to regional habitat management were identified in chapter 9 of the RCP. The following provides information on the progress to date.

- ***Develop regional habitat funding program***

The SANDAG Board of Directors established The Quality of Life Ad Hoc Steering Committee in June 2008 to provide policy direction and guide collaborative efforts to collaborate with regional stakeholders on possible approaches to a regional Quality of Life Funding Strategy. A regional funding program for habitat conservation is one of the funding elements being discussed

- ***Develop and implement regional habitat management and monitoring plan***

The SANDAG Board of Directors approved funding for the coordination of regional management and monitoring efforts. A group of contractors was hired to assist the local jurisdictions, land managers, and wildlife agencies with the development of standardized habitat management and monitoring plans that are efficient and cost-effective.

- ***Coordinate regional habitat monitoring databases***

Currently there are four regional databases for management and monitoring efforts located at the federal, state, and local levels. The focus of the regional management and monitoring team for FY 2011 will be to assist the database managers to make these independent databases be able to share data and collaborate of future data gathering efforts.

- ***Prepare guidelines for protecting natural habitats in urbanized areas, and for use of native vegetation in urban landscapes***

The various jurisdictions are working on implementing or adopting habitat conservation plans for the natural habitats in urbanized and nonurbanized areas. The various subregional habitat conservation plans illustrated in Map 2 provide the umbrella guidelines for conservation. Included in these jurisdictional plans are provisions for use of native and prohibition of invasive species in urban areas adjacent to open space areas.

- ***Coordinate the planning of future transportation and wildlife corridors***

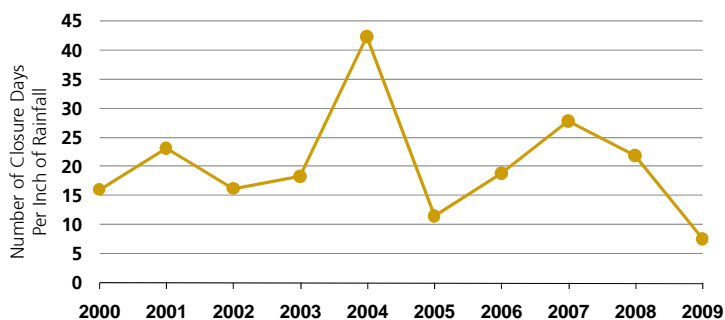
Caltrans has been partnering with SANDAG, U.S. Fish and Wildlife Service and the California Department of Fish and Game on the development of wildlife movement structures under new transportation infrastructure projects, such as SR 76. In addition, SANDAG is engaged in a multistakeholder effort to identify critical linkages for the connectivity of wildlife linkages and to initiate regional monitoring of these areas.

Number of Beach Mile Closure Days

The number of beach mile closure days reached a new low in 2009. The number of beach mile closure days fluctuated between 2000 and 2007, but has been decreasing since 2007, as shown in Figure 18.

Figure 18

Weather-Adjusted Beach Mile Closure Days, 2000 to 2009



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

Beach Widths

Most beaches experienced an increase in sand between 2007 and 2008. Many beaches, particularly in Mission Beach and Silver Strand, remained in excess of their target widths, as shown in Table 7. The areawide shoreline advance that occurred in 2006 was sufficient to restore the beach widths to levels not observed since the first two years following the Regional Beach Sand Project. In 2007 some beaches exceeded their target widths. It is expected that the 2009 beach widths will remain constant, but a significant drop in widths is anticipated in 2010 due to severe wave conditions.

Table 7

Beach Widths and Targets of Shoreline Segments San Diego Region (in feet), 2000 to 2008

Fall Averages		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2010 Target
Silver Strand Littoral Cell	Imperial Beach	300.0	218.0	218.0	308.0	218.0	217.0	221.0	229.0	307.0	234.0	242.0	238.0
	Silver Strand State Beach	427.0	461.0	448.0	451.5	451.0	449.0	434.5	438.5	486.0	453.5	458.5	210.0
	Coronado	759.0	758.0	767.0	784.0	767.0	768.0	764.0	737.0	790.0	784.0	767.0	232.0
Mission Beach Littoral Cell	Ocean Beach	278.0	282.0	274.0	283.0	295.0	259.0	264.0	260.0	305.0	284.0	270.0	220.0
	Pacific/Mission Beaches	238.5	273.0	286.0	277.7	279.3	282.3	283.7	268.3	301.7	254.0	275.3	200.0
	La Jolla	182.0	141.0	192.0	213.0	183.0	229.0	219.0	224.0	223.0	183.0	201.0	n/a
Oceanside Littoral Cell	San Diego	194.3	192.0	226.0	265.5	250.5	209.3	217.8	216.0	236.0	182.5	212.5	228.0
	Del Mar	185.5	227.0	166.0	133.3	167.3	157.3	120.7	102.3	158.0	106.0	125.5	232.0
	Solana Beach	134.0	123.0	108.0	171.0	141.0	138.0	133.0	130.0	157.0	116.0	155.0	232.0
	Encinitas	157.5	134.0	152.3	183.0	177.3	181.3	175.0	150.3	201.8	140.8	167.2	240.0
	Carlsbad	161.3	171.5	182.8	190.4	210.2	212.8	189.4	177.2	205.8	178.4	193.2	216.0
	Oceanside	283.0	278.3	287.3	287.0	294.7	302.7	265.0	277.7	300.7	248.0	230.0	232.0

Source: SANDAG Regional Beach Monitoring Program, Annual Report 2009

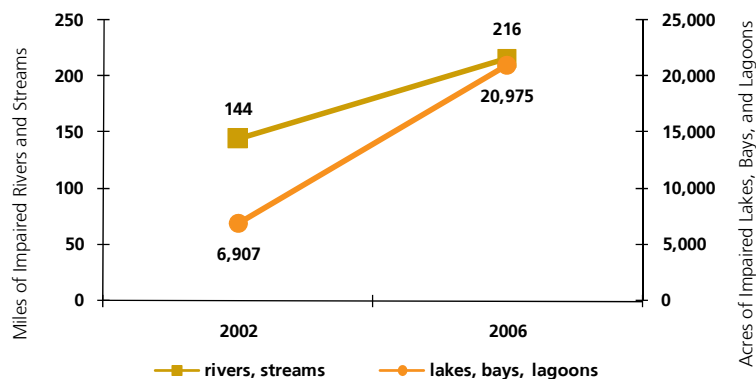
Note: The SANDAG Regional Beach Sand Project nourished 12 of the region's beaches in 2001.

Impaired Waterbodies

There are no new data for this indicator as this data is published every four years. Between 2002 and 2006, impaired waterbodies in the region increased. Impaired waterbodies are those that do not meet Clean Water Act standards. This list is prepared every four years by the San Diego Regional Water Quality Control Board.

As noted in last year's report, the region as a whole greatly enhanced its monitoring efforts in recent years; as such, a greater percentage of waterbodies were found to be impaired in 2006 than in 2002. Therefore, the extent to which the region's impaired waterbodies has increased cannot be conclusively determined, as data from 2002 and 2006 are not comparable. Data collected in future years should indicate whether the dramatic increase in impaired waterbodies between 2002 and 2006 signifies a valid trend.

Figure 19
Impaired Waterbodies, 2002 and 2006



Source: San Diego Regional Water Quality Control Board

Air Quality

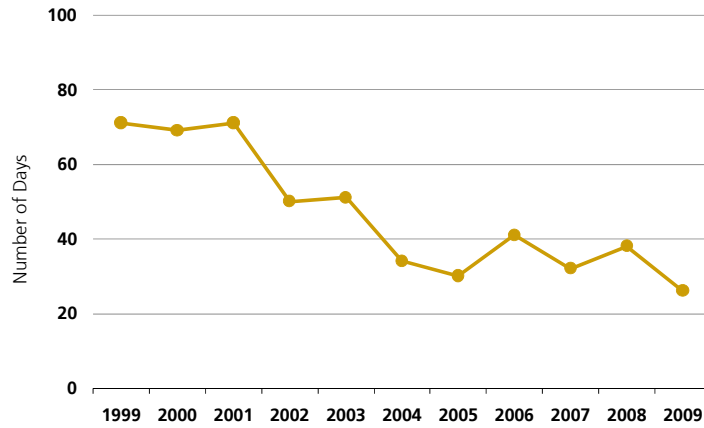
The Air Quality Index (AQI) data suggest that air quality largely continues to improve in the San Diego region as compared to 1999. Air quality appeared to have been at its cleanest in 2009, with the lowest number of days during which air quality was considered unhealthy since 1999. The increases in 2006 and 2008 were likely due to a number of days during which the region experienced record-high temperatures.

The AQI can be used to report daily air quality. It tells us how clean or polluted the air is and what associated health effects might be of concern. The United States Environmental Protection Agency (EPA) calculates the AQI for five major 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 the 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 rise. 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.

The AQI data presented in this report reflect EPA revised standards for PM_{2.5} (fine particles). The EPA enacted a stricter standard for PM_{2.5} in 2006. The data shown report on performance relative to the revised standard from 1999 to 2009. It also should be noted that the data exclude days during the 2003 and 2007 wildfires when PM_{2.5} and carbon monoxide exceeded their respective standards.

Figure 20
Number of Days AQI > 100, 1999 to 2009



Source: San Diego Air Pollution Control District

Conclusion

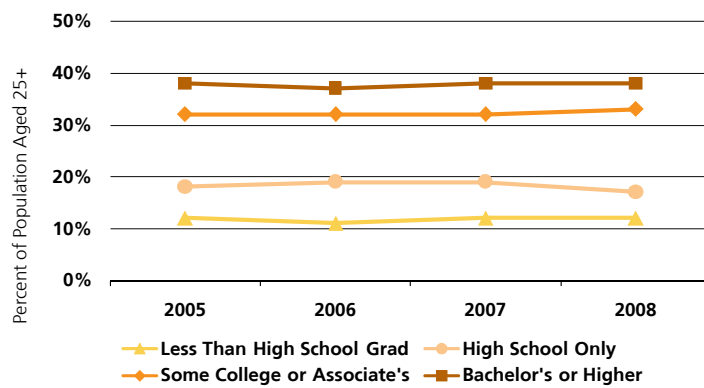
The region continues to make progress on habitat conservation, and further progress is anticipated as the North and East County MSCPs are adopted. As of 2007 the region has been experiencing mixed results with regard to water quality. The number of beach mile closure days continued to decrease and is at its lowest since 2005. Beach widths have increased at most beaches but are not at 2001 replenishment levels. With respect to air quality, the AQI reached its lowest since 1999, but the region remains in non-attainment for the 8-hour ozone standard. In FY 2011 SANDAG continues to evaluate strategies to fund improvements to water quality, habitat preservation, and beach nourishment.

The Regional Economic Prosperity Strategy (REPS), originally developed in 1998, was updated in 2008. The REPS identifies strategic goals and recommends actions that call for infrastructure investment and public policy support in order to strengthen the region's economic foundation. The REPS is based on 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.

Labor Force Educational Attainment

Labor force educational attainment remained stable, as shown in Figure 21. Between 2007 and 2008, there was a slight decrease in the percentage of the labor force with a high school degree only, from 19 percent to 17 percent, and there was a slight increase in those with some college or an associate's degree, from 32 percent to 33 percent.

Figure 21
Labor Force Educational Attainment, 2000 to 2008



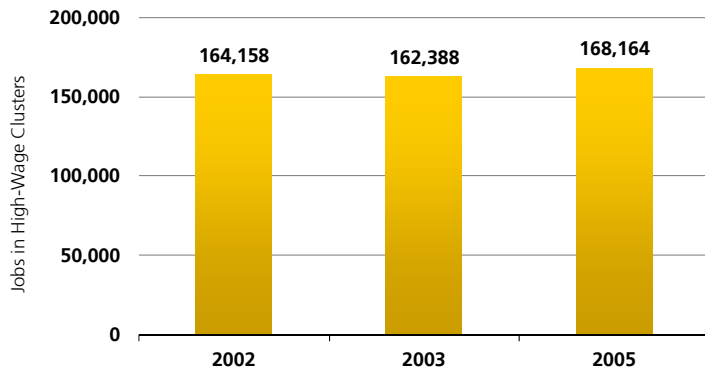
Source: American Community Survey, U.S. Census Bureau

Employment Growth in High-Wage Economic Clusters

There are no new data available for this indicator. In 2005 there was a slight increase in employment in high-wage economic clusters over 2002 and 2003, as shown in Figure 22.

Figure 22

Employment in San Diego's High-Wage Economic Clusters, 2002, 2003, and 2005



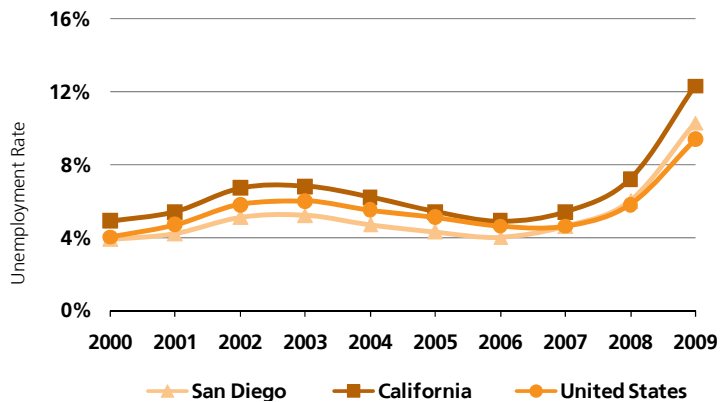
Source: SANDAG Cluster Inventory

Regional Unemployment Rate Compared to California and the United States

The unemployment rate in the San Diego region, California, and the United States has increased dramatically over the last two years with the economic downturn, as shown in Figure 19. The region's unemployment rate is currently 10.3 percent; it is lower than the state's rate (12.3%), but greater than the country's (9.4%) for the first time in years. This could mainly be attributed to the fact that the recession affected the San Diego region earlier than the rest of the nation. The San Diego economy, and specifically the local construction industry, were possibly also hit harder than the nation as a whole because of the recession's impact on our local building boom.

Figure 23

Unemployment in San Diego, California and the United States, 2000 to 2009



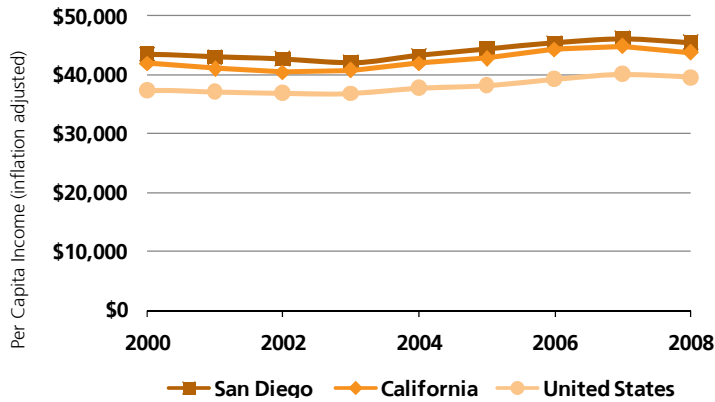
Source: California Employment Development Department, Labor Market Information; U.S. Department of Labor, Bureau of Labor Statistics

Real Per Capita Income Compared to California and the United States

San Diego's real per capita income has remained stable since 2006. It increased slightly in 2007, but it declined slightly in 2008. As shown in Figure 24, it remains above that of California and the United States, which also follow a similar increase/decrease trend since 2006.

Figure 24

Real Per Capita Income in San Diego, California and the United States in Inflation-Adjusted 2008 Dollars, 2000 to 2008



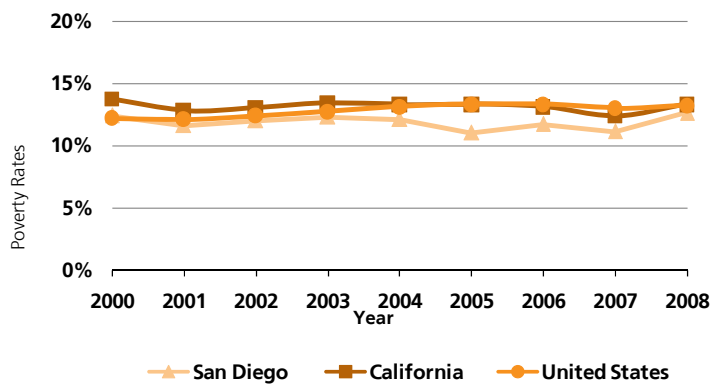
Source: U.S. Bureau of Economic Analysis; SANDAG Annual Population and Housing Estimates; U.S. Census Bureau, Annual Population Estimates

Regional Poverty Rate Compared to California and the United States

The San Diego region's poverty rate increased slightly in 2008. It is approximately 13 percent and is now even with that of California and the United States. Again, as with other indicators, this increase may partly be attributable to the current economic recession.

Figure 25

Percent of Residents Living in Poverty in San Diego, California and the United States, 2000 to 2008



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

Conclusion

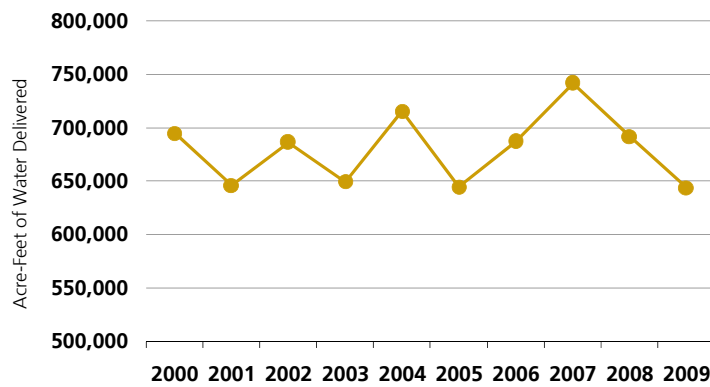
Unemployment increased in 2008 and 2009 in the San Diego region. It is lower than the California rate, but higher than the United States rate for the first time in years. The region had been experiencing a rising standard of living between 2004 and 2007, as measured by an increase in real per capita income. Other indicators of economic prosperity in the region appear to be relatively stable. The REPS contains strategic goals and recommended actions to help improve the condition of the local economy. It calls for infrastructure investment and public policy support to strengthen the region's economic foundation and make it more competitive. These policy efforts and infrastructure investments will help to ensure that the region reinforces its status as one of the most desirable places to work and live. Above all, the strategic goals and recommended actions are designed to expand and create high- and middle-income jobs, which will ensure a rising standard of living for the region's residents. Future monitoring reports will measure the success of these strategies.

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. The Regional Energy Strategy (RES), originally adopted in 1994 and updated in 2003, was again updated in 2009. It serves as an energy policy guide to support decisionmaking by SANDAG and its member agencies. The RES identifies region-specific energy issues such as increasing the diversity of energy supply in the region. The 2009 RCP Monitoring Report reflects new indicators and targets included in the updated RES.

Water Consumption

As shown in Figure 26, water consumption fluctuated over the last decade, but has declined over the last two years. The continued decline in water consumption could potentially be attributed to efforts by the San Diego County Water Authority (Water Authority) and local jurisdictions to increase public awareness regarding water issues and the need for water conservation in light of the ongoing drought.

Figure 26
Water Consumption, 2000 to 2009

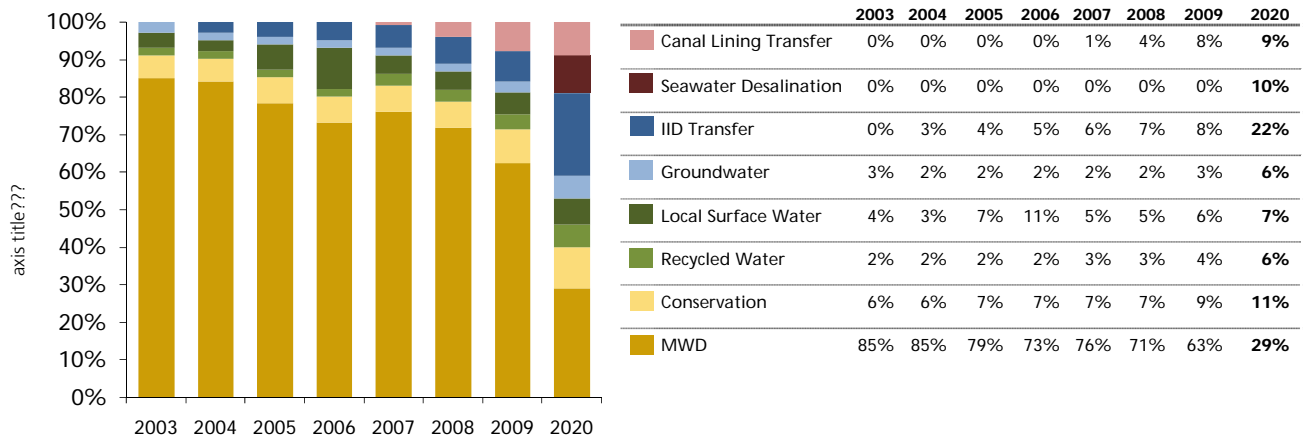


Source: San Diego County Water Authority Annual Reports (fiscal year water supply by source)

Diversity of Water Supply

The diversity of the region's water supply has been increasing. Reliance on the Metropolitan Water District of Southern California as a source has decreased from 85% in 2003 to 63% in 2009. Efforts undertaken by the Water Authority several years ago have begun to yield benefits in terms of diversity in the region's water supply. The shares of conserved water, recycled water, and local surface water supply sources increased and are close to meeting their 2020 targets.

Figure 27
San Diego Water Supply by Source, 2003 to 2009 With 2020 Target

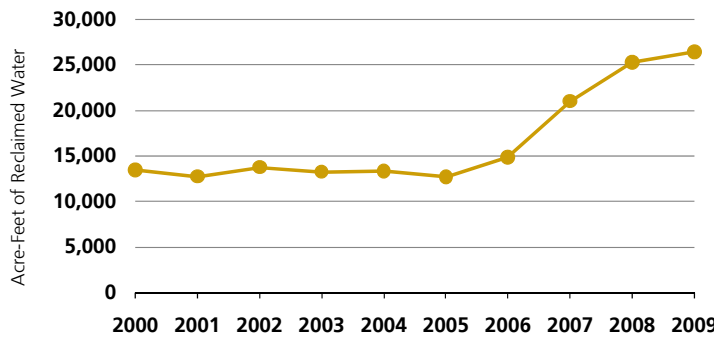


Source: San Diego County Water Authority Annual Reports (fiscal year water supply by source)

Recycled Water Use

As indicated in previous reports, the amount of recycled water use continues to increase as the region continues to invest in infrastructure and consumer awareness, as shown in Figure 28. Recycled water use has steadily increased since 2006. In 2009 the region reached a new high of 26,323 acre-feet of recycled water used. These increases may be due to larger recycled water facilities that have begun serving customers in the region. In addition, agencies have been providing recycled water retrofit assistance to existing customers in order to expedite hook-ups to their recycled water systems. It is anticipated that the amount of recycled water used will continue to increase as the region continues to invest in infrastructure and consumer awareness.

Figure 28
Amount of Recycled Water Used, 2000 to 2009



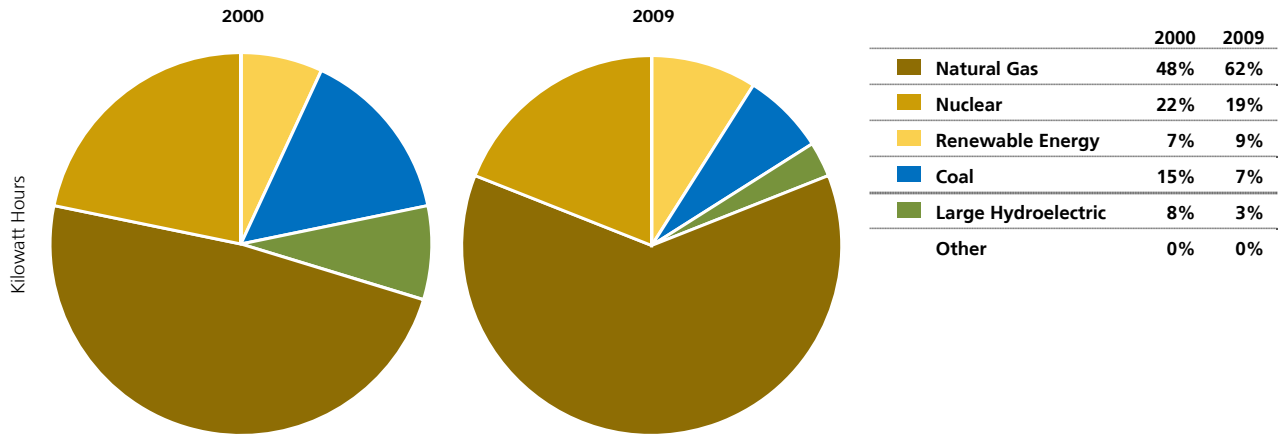
Source: San Diego County Water Authority Annual Reports (fiscal year Water Supply by Source)

Share of Energy Produced from Renewable Resources

More than half (56%) of the region's energy resources come from natural gas. Figure 28 shows the region's projected overall breakdown of energy resources used in 2009. It should be noted that the percentages below are not comparable to last year's report because purchase power is not included this year. Purchase power refers to power that is sold to San Diego Gas & Electric (SDG&E), but the energy source is unknown. This unknown percentage should decrease over time as the California Department of Water Resources contracts entered into during the energy crisis are phased out. Additionally, the estimates for coal and large hydroelectric are based on state-prescribed averages – the percentages for the San Diego region are likely much lower.

As of 2009, 9 percent of the region's electricity comes from renewable resources. The renewable resources percentage must increase significantly to meet state minimum requirements. In 2009 The SANDAG Board of Directors approved the RES, which updated the region's energy goals and targets. One of the RES goals is to support development of renewable energy resources to meet or exceed a 33 percent renewable portfolio standard by 2020. The region's most used renewable resource was wind (46%). Figure 29 shows the different types of renewable energy resources that were used in the San Diego region in 2009.

Figure 29
San Diego Annual Per Capita Electricity Consumption, 2000 to 2009

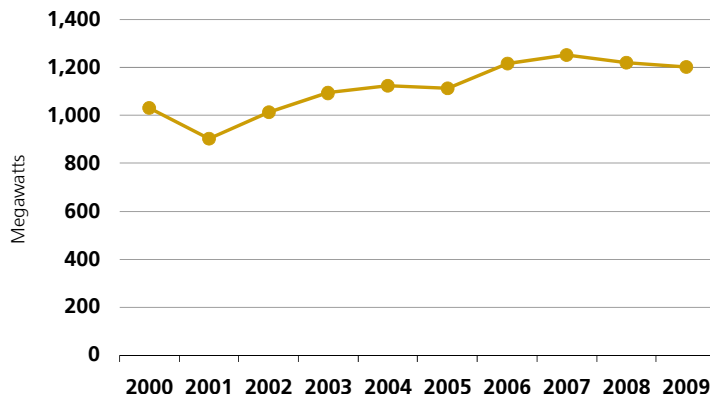


Source: San Diego Gas & Electric

Per Capita Peak Demand for Electricity

The region's annual per capita electricity peak demand has slowly increased since 2001 and slightly decreased since 2007.

Figure 30
San Diego Annual Per Capita Electricity Peak Demand, 2000 to 2009

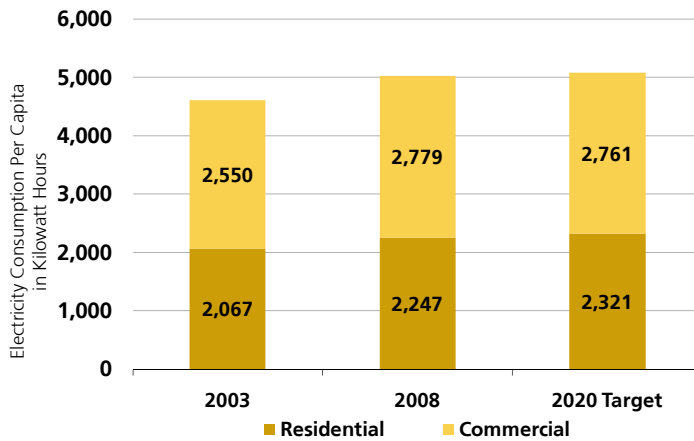


Source: San Diego Gas & Electric

Electricity Consumption by Sector

Additionally, another update to the RES included the replacement of the “per capita electricity consumption and peak demand” with “electricity consumption by sector” in order to track and identify total electricity consumption by residential and commercial sectors. The change in this indicator will assist in meeting the RES goals of reaching energy efficiency and conservation, implementing cost-effective steps to reduce peak demand, and increasing the total amount of renewable and nonrenewable energy resources to diversify electricity resources in the region. Residential and commercial sectors used the most electricity in the region. Figure 31 shows their consumption per capita.

Figure 31
Per Capita Electricity Consumption by Sector, San Diego Region, 2003, 2008, and 2020 Target

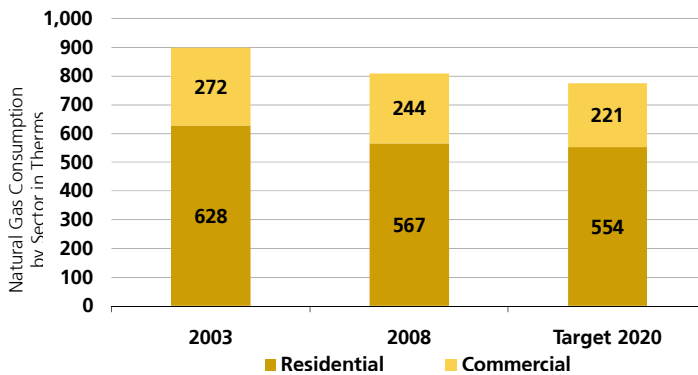


Source: Energy Policy Initiatives Center, University of San Diego, 2008

Natural Gas Consumption by Sector

Natural gas is the most environmentally benign fossil fuel and the only fossil fuel that the state permits to power electricity. In 2007, the San Diego region consumed approximately 581 million therms of natural gas (this number does not include gas used for electricity production). Similar to electricity consumption, the majority of natural gas consumption is from both the residential and commercial sectors. Figure 32 shows their consumption.

Figure 32
Per Capita Natural Gas Consumption by Sector, San Diego Region, 2003, 2008 and 2020 Target



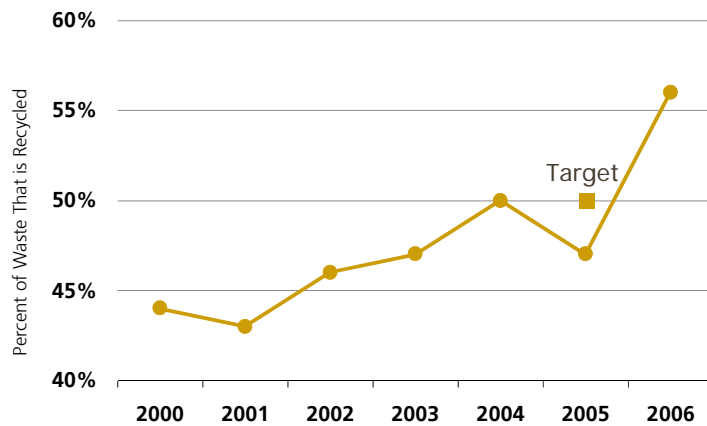
Source: Energy Policy Initiatives Center, University of San Diego, 2008

Percent of Solid Waste that is Recycled

Local jurisdictions are no longer required by the state to report on this indicator. SANDAG staff is currently working to determine if a new data source will be available for future reporting. The following data and analysis are from the 2008 RCP Monitoring Report.

The percent of solid waste that is recycled in the region increased in 2006, moving closer to the state-mandated target, as shown in Figure 33. The target calls for a 50 percent solid waste diversion rate; in 2006 48 percent of solid waste was diverted from landfills.³

Figure 33
Percent of Solid Waste Diverted From Landfills, 2000 to 2006



Source: California Integrated Waste Management Board

Landfill Space Available

There are no new data for this indicator in 2009. The following data and analysis are from the 2008 RCP Monitoring Report. For the regional landfill system as a whole, there appears to be an adequate supply of physical landfill capacity in terms of land area and air space until approximately 2016, but there is a significant limiting factor because present permitted daily tonnages at the landfills will not accommodate projected tonnages in the near future. Permitted daily tonnages for each landfill are determined by environmental concerns such as traffic, noise, water quality, and odors. Based on these limitations, estimates from the San Diego County Integrated Waste Management Plan Countywide Siting Element indicate that the region will actually reach capacity in terms of permitted daily tonnage between 2010 and 2011 unless other changes are made, such as reducing the amount of trash generated in the region and extending the hours of operation for trash collecting and hauling. This estimate is based on existing permitted regional capacity, excluding the San Onofre and Las Pulgas landfills located in Camp Pendleton.

The estimate was also based on assumptions such as reaching a regionwide solid waste diversion rate of 50 percent by 2005 and slight increases in total disposal and exported solid waste. According to the County Integrated Waste Management Board preliminary estimates, the region reached a 55 percent solid waste diversion rate in 2006, and progress continues to be made.

The County and City of San Diego are actively working on a number of options to expand capacity. The above estimate does not include current expansion efforts underway at Sycamore Canyon and Miramar landfills, nor the proposed but not completely permitted new landfill at Gregory Canyon.

Every year there has been some solid waste exported from San Diego County. Export tonnage has fluctuated from year to year. In 1995 the region exported 14 percent of its waste compared to 4 percent in 2001.

³ The percent of solid waste that was recycled in 2006 is based on a preliminary estimate; it is anticipated that when this estimate is revised, it will be higher than was originally estimated and will show that the region has actually achieved or exceeded the state-mandated target.

Conclusion

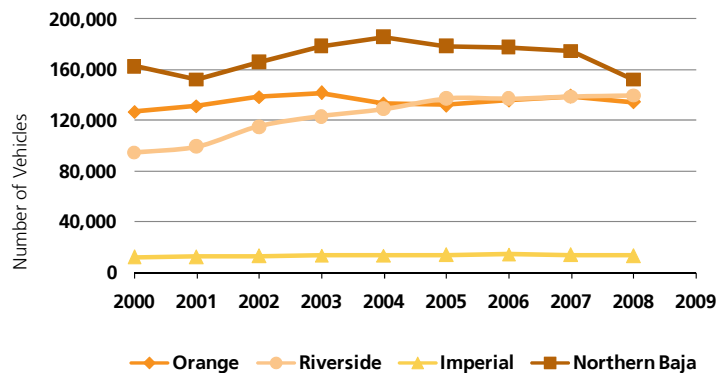
Regional water consumption has been declining as public awareness increases about water issues. There continues to be an increase in the amount of recycled water used. New indicators from the recently updated RES provide a new illustration of energy usage in the region; the share of energy produced from renewable resources has increased slightly.

The region's distinct characteristics present a variety of opportunities and challenges for planning and coordinating along our interregional and binational borders. Access to jobs and housing continues to be an important issue. As people move farther away from their places of employment, increased pressure is placed upon our interregional transportation systems.

Interregional Traffic Volumes into San Diego from Surrounding Counties and Baja California

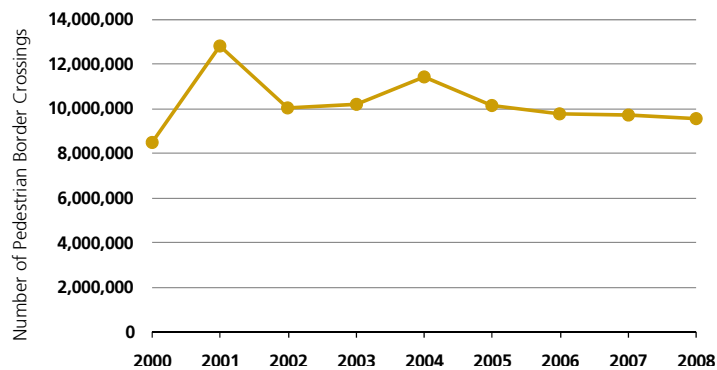
The number of interregional trips into San Diego from Orange County, Riverside County, and Imperial County appears to be stabilizing; however, there has been a decline (from 174,500 in 2007 to 152,100 in 2008) in the number of vehicles traveling between the region and Northern Baja. The number of trips between San Diego and Riverside County slightly increased in 2008, but to a lesser extent than in previous years. In addition, the annual number of pedestrian trips into San Diego from Baja California continues to decline from 9,714,786 in 2007 to 9,538,352 as shown in Figure 34.

Figure 34
San Diego Region Average Weekday Traffic Volumes to and From Orange, Imperial, and Riverside Counties and Tijuana, Baja California, Mexico, 2000 to 2009



Source: Caltrans Traffic Census

Figure 35
Pedestrian Border Crossings from Tijuana Into San Diego, 1997 to 2008



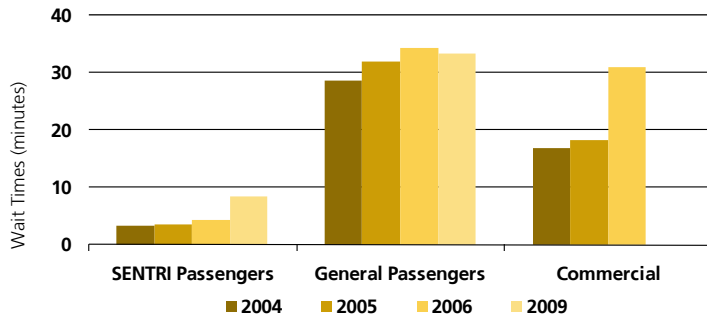
Source: SANDAG

Border Wait Times

Border wait times continue to fluctuate and has increased for SENTRI passengers. Data are not available for 2007, 2008, and for Commercial in 2009.

Figure 36

Average Border Wait Times – Northbound Into San Diego From Tijuana, Mexico, 2004 to 2007



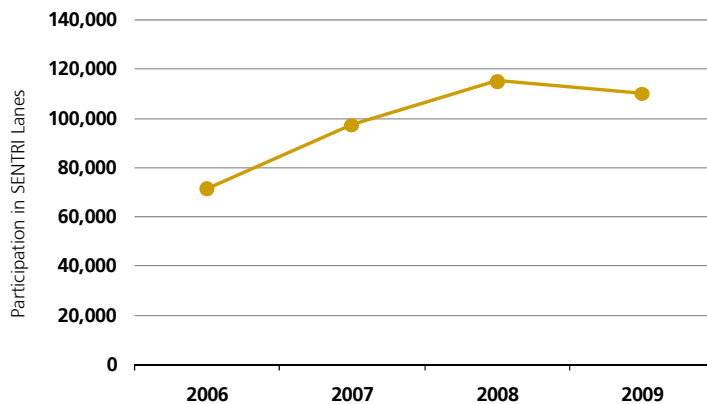
Source: U.S. Customs and Border Protection, *Border Wait Times: Southern Border Ports of Entry, 2004-2006*

Participation in SENTRI Lanes, Pedestrian Commuter Program, Free and Secure Trade Program

There are a total of 110,000 Secure Electronic Network for Travelers Rapid Inspection (SENTRI) participants in 2009, which represents 5,000 fewer participants than were reported in the last year's report, as shown in Figure 37. There are no new data for the Pedestrian Commuter Program and the Free and Secure Trade Program, but it is anticipated that new data will be available in the 2010 report.

Figure 37

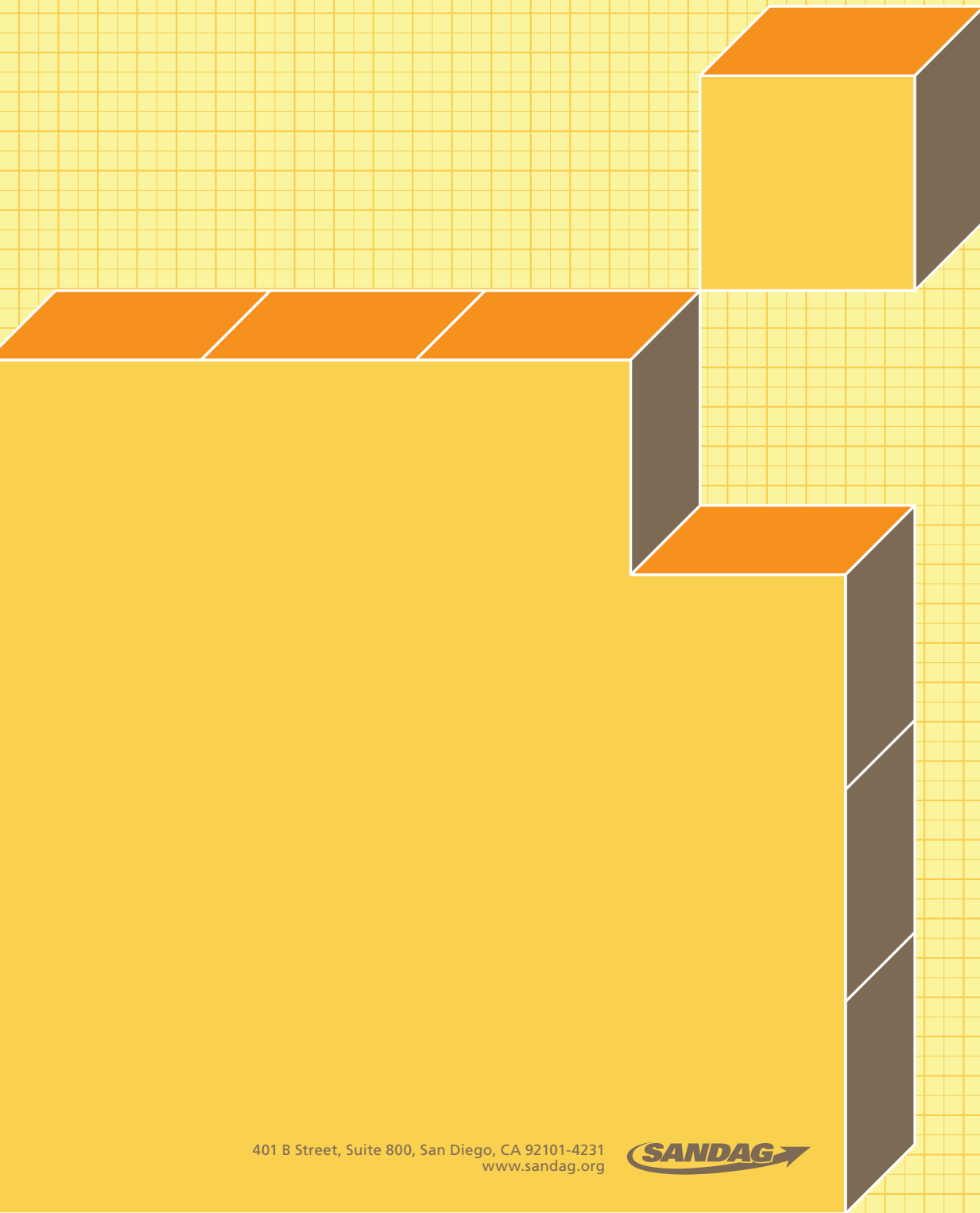
SENTRI Participants, 2006 to 2009



Source: SANDAG Border Crossing Data

Conclusion

The volume of commutes into San Diego from Baja California has decreased, as have the number of new participants in the SENTRI program.



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