



January 12, 2017

To: Mayor Kevin Faulconer, Council President Myrtle Cole, Council President Pro Tem Barbara Bry, and Councilmembers Zapf, Ward, Kersey, Sherman, Cate, Alvarez, and Gomez

**Subject: Recommended Items for FY 2019 Councilmember Budget Priority Memoranda**

Dear Mayor and Councilmembers,

Climate Action Campaign recommends the following items for your Budget Priority Memoranda and ultimately for inclusion in the FY 2019 Budget, to ensure the City fulfill its commitments in the Climate Action Plan. These efforts to implement the CAP will not only reduce the City's carbon footprint but also contribute to making San Diego a thriving, sustainable, and safe city with high quality of life for all residents.

The City made some progress on CAP implementation in 2017, most notably in pursuing the Business Plan for Community Choice Energy as the pathway to 100% clean energy. In addition, energy efficiency and waste diversion rates have improved, and staff are working to develop energy efficiency ordinances and a fleet conversion plan to reduce emissions from city vehicles.

We remain far behind, however, in addressing our largest source of GHG emissions: on-road transportation. To make progress in this arena, the City needs to identify transportation and land use as a top priority. The following recommendations, if funded, would support the ongoing exploration of Community Choice Energy, lay the foundation for meaningful progress on land use and transportation, improve resiliency, and help ensure the CAP is implemented fairly and with justice for communities already overburdened by pollution and high cost of living.

### **Social Equity**

#### **Staff Resources to Draft Social Equity Metrics**

Develop social equity criteria for CIP expenditures that support CAP implementation, and develop a monitoring program that accounts for capital improvement and grant fund expenditures in underserved communities, as described in the CAP. The focus of this position would be on the nexus of sustainability and equity, and it would include extensive research and stakeholder outreach to ensure the meaningful participation members of community members, especially those living in neighborhoods that score high on CalEnviroScreen.

Estimated Cost: 1 FTE

Council District(s) Impacted: 4, 8, 9



## **100% Clean Energy**

### **Community Choice Energy Local Buildout Study**

Thanks to Mayor Faulconer's leadership on clean energy, the City has moved forward in developing a business plan for Community Choice Energy. In addition, we recommend allocating funds for an analysis of local clean energy buildout scenarios and attendant jobs and economic development. This study would emphasize development of new renewable resources from proven developers in San Diego and adjacent counties, as well as the potential from energy efficiency and demand-side measures. We also ask that this analysis include how local buildout scenarios could prioritize investments, programs, and policies that benefit communities of concern, identified as those communities scoring within the top 25% of CalEnviroScreen rankings.

Estimated Cost: \$75,000 in addition to NREL funds

Council District(s) Impacted: All

## **Transportation and Land Use**

### **Transportation Master Plan**

Complete development of a Transportation Master Plan, as promised in the [FY 17 CAP Implementation Memo](#), that offers a roadmap to meet the City's mode share targets, and ensure that the plan includes mode share analysis. The plan should establish a clear vision for how San Diego will become a multi-modal city that supports mobility for healthy citizens in a safe, accessible, and vibrant city, increases affordability, reduces VMT, and protects and enhances the natural environment. It should lay out both high-level policies and specific actions to achieve that vision.

Estimated Cost: No Additional Cost (In Development)

Council District(s) Impacted: All

### **Mobility Monitoring Program**

Using smart streetlights or another technology, develop and implement a mobility monitoring program that allows the City to reliably measure bicycle, pedestrian, and transit mode share in transit priority areas. As Mayor Faulconer has said in regards to Climate Action Plan monitoring, 'What gets measured gets managed.' We agree, and key to moving the needle on commuter mode share is having accurate, up-to-date information about how San Diego residents are moving around our city.

Estimated Cost: Little or No Additional Cost (part of Smart Street Light rollout)

Council District(s) Impacted: All



### **Downtown Mobility Plan Cycle Track Network**

Fully fund the construction of the cycle track network in the Downtown Mobility Plan, which is estimated to cost \$15 million, to ensure completion by the end of 2019. These protected bike lanes will serve as the central node of San Diego's bike network, making the project an essential component of any effort to increase bicycle mode share.

Estimated Cost: Likely \$3.5 million funding gap (\$15 million total, approximately \$7.3 million unfunded with grants out to cover \$4 million of that cost.)

Council District(s) Impacted: D3, D8

### **Bicycle Improvements Concurrent with Resurfacing**

Ensure that bicycle improvements continue to be made concurrently with street resurfacing, and maximize opportunities to implement traffic calming measures that align with CAP and Vision Zero goals (which will require the resurfacing team to be equipped to incorporate best practices for Complete Streets.)

In the FY 2018 Adopted Budget (p. 614), Transportation & Stormwater noted that they had been "redirected to fulfill the current highest priority, which is completing the Downtown Mobility Plan," to explain why the FY 18 targets for number of bike mile improvements decreased from 50 in both FY 16 and FY 17 to just 35 in FY 18. Allocation of funds toward the Downtown Mobility Plan should not siphon resources away from bicycle improvements made as streets are resurfaced. In order to meet the CAP mode share targets, we must progress meaningfully on multiple fronts simultaneously.

Estimated Cost: Unknown

Council District(s) Impacted: All

### **Resiliency**

#### **Urban Forestry Staffing**

Expand the City's urban forestry staff by hiring four additional FTEs in FY 2019 to support full implement the Five-Year Urban Forest Management Plan and progress toward the CAP targets. Cities similar in population to San Diego average 18 FTE urban forestry staff; by contrast, San Diego has two. Additional staff, who would support the City Forester and Arborist, are needed to adequately oversee \$2.4 million in tree care contracts (for planting, trimming, and emergency tree and limb removal.) Further, a fully staffed program will allow successful implementation of the Mayor's Tree Planting Initiative, which involves planting 2,000 trees with \$400,000 total funds.

Estimated Cost: 4 FTEs

Council District(s) Impacted: All



## Conclusion

Early investments in CAP Implementation - in securing energy democracy for San Diego families, making it safe for kids to walk and bike to school, planting and caring for trees that beautify neighborhoods and filter pollution from the air, and making sure historically underserved communities are first in line to benefit - will pay dividends in improved public health, local green jobs, and cost savings from energy, fuel and water efficiency.

Thank you for your consideration and for your ongoing support.

Sincerely,

Sophie Wolfram  
Policy Advocate

CC: Chief Sustainability Officer Cody Hooven, Director of Land Use and Economic Development Elyse Lowe, Transportation & Stormwater Director Kris McFadden, Transportation & Stormwater Deputy Director Linda Marabian, Planning Director Jeff Murphy, Public Works Director James Nagelvoort