



January 14, 2019

To: Mayor Kevin Faulconer, Council President Georgette Gómez, Council President Pro Tem Barbara Bry, and Councilmembers Campbell, Ward, Montgomery, Kersey, Cate, Sherman, and Moreno

Re: Recommended Items for FY 2020 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 2020 Budget, to ensure the city fulfills its commitments to implementing the Climate Action Plan.

Taking bold, aggressive action to fight climate change is fundamentally about making San Diego a more equitable, safer, and healthier place to live, work, and play.

In 2018, the Mayor supported the city's commitment to achieving 100% clean energy by 2035, announcing that San Diego will move forward to develop a Community Choice program. We are counting on the Council to move that forward this year.

The city continues to lag, however, in reducing emissions from transportation, the city's most significant contributor to climate change. To make progress in this arena, the City needs to identify transportation and land use top priorities.

Further, the promise of equitable implementation that prioritizes frontline underinvested communities that are overburdened by pollution remains unfulfilled. Finally, CAP implementation remains a piecemeal effort, without an overarching implementation and investment strategy.

The following recommendations, if funded, would:

- Support a comprehensive investment strategy for CAP implementation.
- Ensure the CAP is implemented first in communities on the front lines of the climate crisis.
- Establish the path forward to reshape mobility in San Diego.
- Complete the highest priority bike projects to begin shifting commute patterns.
- Improve resilience to climate impacts.

Comprehensive Implementation Strategy

Five-Year Climate Action Plan Outlook

We request implementation of the Independent Budget Analyst's 2018 recommendation that the CFO include a CAP Five-Year Forecast as an addendum to the Five-Year Financial Outlook, on an annual basis. That Outlook, a five-year implementation plan for the CAP, with associated costs, would offer the Mayor and council a clear understanding of the actions and investments needed to hit the 2020 and 2035

CAP targets. The city must take a holistic programmatic approach to CAP implementation, rather than continuing to plan implementation simply through the budget cycle on an annual basis.

Social Equity

Equity Division in the Sustainability Department

One of the signature promises of the Climate Action Plan was to prioritize implementation in historically underinvested communities most vulnerable to the impacts of climate change. To make socially equitable implementation a reality, the city needs technical consulting services and increased staff capacity to access existing, available grant funds that are critical to support CAP implementation in communities of concern. New staff positions funded through this investment should comprise a new Equity Division within the Sustainability Department.

Estimated Cost: \$500,000

Council Districts Impacted: all, with focus on D4, D8, D9

Transportation and Land Use

Transportation Master Plan

The CAP sets a target of 50% of commutes by bike, walking, and transit by 2035, but San Diego has no comprehensive plan to meet this aggressive commitment. The city must complete by the end of June 2019 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.¹ The plan should establish a clear vision for how San Diego will become a multi-modal city that supports mobility for healthy residents 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 Districts Impacted: All

Mobility Monitoring Program

The city must develop and implement a mobility monitoring program that reliably measures bicycle, pedestrian, and transit mode share in transit priority areas. The "smart streetlights" that are supposed to count bike and vehicle trips have been unsuccessful, so the city currently has no way to track progress toward the CAP mode share targets. We recommend instead taking advantage of low-cost bike and pedestrian counters already available and bringing on a consultant to conduct a travel survey at least every two years to complement counts, similar to the survey Vancouver conducts annually.²

¹ Fiscal Year 2017 Climate Action Plan Budget & Implementation Report.

https://www.sandiego.gov/sites/default/files/fy17_cap_funding_implementation_memo_may_2_2016_final_2.pdf

² 2017 Vancouver Panel Survey.

<https://vancouver.ca/files/cov/2017-transportation-panel-survey-final-draft-20180516.pdf>

Estimated Cost: \$400,000 every two years for travel survey; \$25,000 annually for counters
Council District(s) Impacted: All

Downtown Mobility Plan Cycle Track Network

Fully fund design and construction of Phases II and III of the cycle track network in the Downtown Mobility Plan, to ensure completion of the full network by the end of 2020. 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: \$16 million
Council District(s) Impacted: D3, D8

Complete Highest Priority Projects in Bike Master Plan

As promised in the FY 17 CAP Funding & Implementation Report, complete the bike lanes planned in the Bicycle Master Plan on El Cajon from 43rd to Montezuma and on University from Boundary to Winona.³ These projects are both in high-scoring CalEnviroScreen communities and Vision Zero corridors.

Estimated Cost: Unknown
Council District(s) Impacted: D3, D9

Director of Mobility in the Mayor's Office

San Diego needs a Director of Mobility in the Mayor's Office, as recommended in the Bicycle Master Plan Strategic Implementation Plan adopted unanimously by the City Council in July 2018. The Director of Mobility would be empowered to take bold action to shift mobility patterns across the city to hit the CAP mode share targets. This person would plan for and develop a transportation network in which biking, walking, and taking transit are viable choices, especially for underinvested communities, by coordinating work among city departments and with other regional and state governmental bodies whose decision-making affects transportation in San Diego. In the near-term, this person would prioritize completion of Transportation Master Plan and swift implementation of top-priority transportation infrastructure projects.

Estimated Cost: 1 FTE
Council Districts Impacted: All

Creation of a Mobility Department

Create a new Mobility Department to oversee implementation of the Transportation Master Plan and ensure the city reaches its mode share targets and Vision Zero goals. Staff would be reassigned from

³Fiscal Year 2017 Climate Action Plan Budget & Implementation Report.
https://www.sandiego.gov/sites/default/files/fy17_cap_funding_implementation_memo_may_2_2016_final_2.pdf

existing departments, significantly limiting the investment needed in new staff. The example of Oakland's newly formed Department of Transportation may be instructive.⁴

Estimated Cost: No Additional Cost
Council Districts Impacted: All

Resiliency

Urban Forestry Staffing

Expand the City's urban forestry staff by hiring two additional FTEs in FY 2020, one Code Enforcement Officer in Development Services, and one additional arborist/horticulturalist in the Streets Division of Transportation & Stormwater, to support full implementation of the Five-Year Urban Forest Management Plan and progress toward the CAP targets. In addition, we request \$300,000 for planting 1,500 additional street trees, and a \$500,000 increase in contracts and scheduled tree care. This funding will allow the city to take care of the canopy we currently have, especially as drought has increased the need for maintenance.

Estimated Cost: See Description.
Council District(s) Impacted: All

Conclusion

Thank you for your consideration of Climate Action Campaign's priorities for bold and equitable solutions to implement the city's Climate Action Plan and protect the health and safety of all San Diegans.

Sincerely,



Sophie Wolfram
Director of Programs

CC: Sustainability Department Director and Chief Sustainability Officer Cody Hooven, Infrastructure Policy Manager Lee Friedman, Public Policy Manager Adrian Granda, Planning Director Mike Hansen,

⁴ Oakland Department of Transportation Strategic Plan.
<https://www.oaklandca.gov/resources/department-of-transportation-a-strategic-plan>

Transportation & Stormwater Director Kris McFadden, Public Works Director James Nagelvoort,
Mobility Program Manager Everett Hauser