



April 27, 2020

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 2021 Final Budget Modifications

Dear Mayor and Councilmembers,

The impacts of COVID-19 this spring have caused disruptions to the City's operations, services, revenue and priorities. As you work to adapt and respond to these changes in the FY 2021 Budget, we urge you to prioritize the following recommendations to ensure the City fulfills its commitments to implementing the legally-binding Climate Action Plan and addresses the other health, safety, and economic crisis—the climate emergency.

Mobility Department

We were pleased to see the creation of the Mobility Department in the Mayor's Fiscal Year 2021 Proposed Budget, and recommend that this budget proposal not be modified. We recommend that the Mobility Department oversee implementation of the much-overdue Mobility Action Plan and ensure the City reaches its mode share targets and Vision Zero goals. The example of Oakland's newly formed Department of Transportation may be helpful for the creation of this department.¹

The CAP sets a target of 50% of commutes by bike, walking, and transit by 2035, but the City still has no comprehensive plan to meet this aggressive commitment. The Mobility Action Plan, which was promised as a roadmap to meet the City's mode share targets, fails to provide this roadmap. In order to meet its legal commitments, the Mobility Department should revise the Mobility Action Plan to 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.

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 were 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

¹ Oakland Department of Transportation Strategic Plan.
<https://www.oaklandca.gov/resources/department-of-transportation-a-strategic-plan>

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

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

Sustainability Department

We were also pleased to see funds allocated for the Sustainability Department in the Mayor’s Fiscal Year 2021 Proposed Budget, and recommend that this budget proposal not be modified.

Climate Action Plan Update

The Climate Action Plan calls for an update by 2020. We recommend that the FY 21 Budget allocate necessary funds to start the CAP update process and amend the CAP to include new best practices and strategies.

Five-Year Climate Action Plan Outlook

We request the (overdue) release of the CAP Five-Year Outlook as an addendum to the Five-Year Financial Outlook. That Outlook, a five-year CAP implementation plan with associated costs that has been completed but not released, would offer the Mayor and Council a clear understanding of the actions and investments needed to hit the 2035 CAP targets. The City must take a holistic programmatic approach

² 2017 Vancouver Panel Survey.

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

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

to CAP implementation, rather than continuing a piecemeal approach to CAP implementation through the annual budget cycle.

Resiliency

As federal stimulus packages are debated in the months ahead to jumpstart our economy, we urge the City to plan shovel-ready climate resiliency projects that create good jobs for San Diegans quickly—as well as build a city prepared for the impacts of the climate crisis. These projects could include infrastructure projects to protect residents against sea level rise, wildfires, floods, and extreme heat waves.

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,



Maleeka Marsden
Co-Director of Policy

CC: Sustainability Department Director and Chief Sustainability Officer Cody Hooven, Infrastructure Policy Manager Lee Friedman, Public Policy Manager Adrian Granda, Planning Director Mike Hansen, Transportation & Stormwater Director Kris McFadden, Public Works Director James Nagelvoort, Mobility Program Manager Everett Hauser