



**CIRCULATE**  
PLANNING & POLICY



**SAN DIEGO 350**  
CLIMATE ACTION



**CITY HEIGHTS**  
COMMUNITY DEVELOPMENT



May 13, 2026

To:

Council President Joe LaCava  
Council President Pro Tem Kent Lee  
Councilmember Dr. Jennifer Campbell  
Councilmember Stephen Whitburn  
Councilmember Henry Foster  
Councilmember Marni von Wilpert  
Councilmember Raul Campillo  
Councilmember Vivian Moreno and  
Councilmember Sean Elo-Rivera

**Re: Revised Councilmember Budget Priority Memos Vision Zero Priorities**

Dear Council President LaCava and Members of the San Diego City Council.

We write to follow up on our request to ensure that the City of San Diego's budget prioritizes safety in Fiscal Year (FY) 2027.

**1. Councilmembers can help San Diego street safety by rejecting cuts to the Multi-Modal team in your Budget Priority Memos.**

We are grateful for the Mayor's proposal to fund two of the Vision Zero Coalition's priorities: (1) funding for the Fatal 15 and (2) implementation of the Speed Management Plan as part of the Road Maintenance and Rehabilitation Account funds expenditure plan. This would not have happened without Council support.

Despite these positive elements from the Mayor's proposed budget, we need the Council to reject the Mayor's cuts to the Multi-Modal Team. We are appreciative of the Council's engagement on this issue thus far. As you prepare your revised budget priority

memos, we write to urge you to prioritize funding the Multi-Modal Team at the full capacity. This amounts to \$2.6 million for the upcoming fiscal year.

## **2. Transportation Funds for the City of San Diego are not impacted by the General Fund budget problems.**

As we have noted in our advocacy, the proposed Transportation Department budget has actually increased by \$10.1 million dollars (8.4 percent) this fiscal year.<sup>1</sup> This is largely due to the fact that non-general fund revenue sources fund the majority of Transportation Department expenditures, including Multi-Modal Team salaries. As such, the City has multiple options to support continued funding for this team.

## **3. The City Council has options to fund the Multi-Modal Team without impacting the General Fund.**

To assist in your difficult task of adding expenditures back into the budget, we propose the following three potential sources of funding.

### *a. Option: Draw down additional TransNet funds.*

The Multi-Modal Team is almost entirely funded by TransNet revenue, which the City draws down annually from SANDAG. However, the City does not draw down the full amount of funding available to use. It leaves a reserve balance of funds in a “savings account” of sorts. The balance fluctuates, but remains at around \$40 million annually.<sup>2</sup>

The balance is intended to be kept for a rainy day. With 115 traffic fatalities and 384 serious injuries in 2024<sup>3</sup> and the threat of eliminating this team resulting in streets that are even *more* unsafe—today is that day.

Additionally, the Transportation Department will begin receiving additional revenues from Measure C in 2031. At that point the City will be able to draw down less TransNet revenue and replenish the fund at SANDAG if desired. Saving lives is worth temporary reduction in the City’s TransNet “savings account”.

### *b. Option: Enact alternate cuts initially prioritized by the Transportation Department.*

In its initial budget request memo, the Transportation Department proposed a series of cuts to non-lifesaving City services executed by the Transportation Department. The Mayor’s proposed budget did not enact many of these cuts, instead opting to cut this

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<sup>1</sup>Charles Modica, City of San Diego Office of the Independent Budget Analyst, Review of the Fiscal Year 2027 Proposed Budget (April 29, 2026), available at [https://www.sandiego.gov/sites/default/files/2026-04/iba-report-26-11-review-of-the-fiscal-year-2027-proposed-budget\\_0.pdf](https://www.sandiego.gov/sites/default/files/2026-04/iba-report-26-11-review-of-the-fiscal-year-2027-proposed-budget_0.pdf), last visited May 11, 2026.

<sup>2</sup>City of San Diego, TransNet Program and Transportation Capital Improvements Program Update, presentation to SANDAG Independent Taxpayer Oversight Committee (April 8, 2026) <https://pub-sandag.escribemeetings.com/filestream.ashx?DocumentId=13770>, last visited May 11, 2026.

<sup>3</sup>Data from Transportation Injury Mapping System, 2014-2024, TIMS - Transportation Injury Mapping System, available at <https://tims.berkeley.edu/>, last visited April 24, 2026.

safety team. While these services are incredibly important, we believe that they should be considered secondary to lifesaving traffic safety improvements in City right of way, a core essential city service. Especially considering the common budget priority of public safety. These cuts proposed by the Transportation Department but not the Mayor are indicated from the chart below.<sup>4</sup>

<b>Transportation Proposed Reductions <i>Not</i> Included in the Proposed Budget</b>	
<b>Programmatic Addition</b>	<b>Total</b>
Tree Maintenance	1,836,000
Weed and Brush Abatement	1,600,000
Graffiti Abatement	600,000
Traffic Data Collection Services	200,000
<b>Totals</b>	<b>\$ 4,236,000</b>

*From the Office of the Independent Budget Analyst FY 2027 Budget Review*

- c. *Option: Use flexible Road Maintenance and Rehabilitation Account (RMRA) funds to continue maximizing efficiency of this State funding stream.*

Much of this team's work consists of making complete streets improvements when a road gets repaved. This way, when the City uses—often State RMRA—funding to repave a street, the Multi-Modal Team makes sure that the final refinished street is also made safer rather than just accepting the status quo. This team's work significantly increases the utility of these RMRA funds. Instead of just a repaving, we also get a safer street for only the additional cost of staff salaries. This is a mere fraction of what separate CIP street redesign might cost. As such, multi-modal team engineer salaries would be a prudent use of RMRA funding.

This funding is highly flexible, and use plans can be modified following Council approval without requiring additional state approvals.

Thank you for your consideration. Please do not hesitate to reach out for further clarification or discussion.

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<sup>44</sup>Charles Modica, City of San Diego Office of the Independent Budget Analyst, Review of the Fiscal Year 2027 Proposed Budget (April 29, 2026), available at [https://www.sandiego.gov/sites/default/files/2026-04/iba-report-26-1.1-review-of-the-fiscal-year-2027-proposed-budget\\_0.pdf](https://www.sandiego.gov/sites/default/files/2026-04/iba-report-26-1.1-review-of-the-fiscal-year-2027-proposed-budget_0.pdf), last visited May 11, 2026.

Sincerely,

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Cc:

Mayor Todd Gloria  
Charles Modica, Independent Budget Analyst