Stephanie Rojas

From: Daria Griffith <daria.b.griffith@gmail.com>
Sent: Thursday, June 18, 2026 11:18 AM
To: City Council; City Clerk
Subject: Ensure the Guajome–Jeffries Ranch Habitat Linkage Is Recognized in General Plan

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Hello,

I am writing to request an update to the general plan that recognizes the habitat linkage between Guajome Regional Park and Jeffries Ranch Preserve.

The City and several councilmembers have recognized the importance of wildlife connectivity in this area previously at the January 28 appeal for the Guajome Lake Homes project, and I want to ask that the General Plan reflect this.

I would like for staff to evaluate and map this linkage during the future wildlife movement study, and include this linkage among areas priorities for future conservation, restoration, and connectivity planning.

This essential linkage should be specifically considered during development of the future Biological Resource Protection Ordinance.

Thank you for your concern and attention to this matter.

Sincerely,
Daria Griffith
Oceanside resident
949-412-2744

Jericho Moulder

From: Diane Nygaard <dnygaard3@gmail.com>
Sent: Monday, June 22, 2026 7:56 PM
To: City Clerk; City Council
Subject: Comments on GPU/CAP/CAP Checklist
Attachments: Final FEIR Comments on GPU and CAP June 2026 .pdf

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Honorable Mayor and City Council

Please see the att comment letter submitted on behalf of Preserve Calvera for Item # 1 on the June 24,2026 City Council Meeting Agenda.

Thank you for considering our comments.

Diane Nygaard
On behalf of Preserve Calavera

Preserve Calavera
Coastal North San Diego County

June 22,2026

Oceanside City Council
Sent Via Email to Council@oceansideca.org, CityClerk@oceansideca.org

Subject: Comments on General Plan, CAP and CAP Checklist
Honorable Mayor and City Council:

The mission of Preserve Calavera is to protect, enhance and restore the natural resources of coastal north San Diego County. As part of that mission, we have been working to achieve effective regional and local conservation and climate action plans for over 25 years.

We appreciate the massive effort the City has undertaken to update its current plans and these new ones are far superior to those that have been in place for many years. Thank you for all of that work over the last five years!

But while recognizing the progress that has been made, these plans still fail to adequately protect our priceless natural resources or to sufficiently reduce the impacts of climate change.

We understand the time pressures the City is under to get these plans adopted. But it is also essential to make a few specific changes to these documents, and to direct staff to follow up on the key next steps to ensure these are implemented as planned. Lastly, attached is a summary of proposed changes to the CAP Checklist. Staff has not included an action for the City Council to adopt the CAP Checklist at the hearing on June 24,2026 and we have been informed that it may be revised through an administrative process after the hearing. However, these changes are necessary to consider now, as the CAP checklist will be used to support implementation of the CAP.

Preserve Calavera has already provided this proposal to Staff, but was informed that these changes could not be incorporated ahead of the City Council hearing given the timing constraints. This Checklist was released very late in the process and has not received the opportunities for community input provided for the other documents. We request that City Council acknowledge in any resolution related to the adoption of the CAP that the checklist may be further strengthened, but may not weakened without additional review under the California Environmental Quality Act. Staff may then make the final changes that will ensure that this Checklist fully supports the implementation of the CAP.

A. Recommended Changes to Documents as Part of Council's Vote Now

1. **Revise VSR policy 5-30 to better address bird friendly design and reduce bird collisions**.

The current language is too vague and has not referenced the voluntary Bird Friendly design standards that are included in the new Building Code. It appears the intent was to reference the Building Code as that is where the 40 feet comes from, but it is not in context, has left out key information, seems to require no consideration for the first 40 feet of a building, and does not reference the Building Code. What would be used for guidance if not that? Either of the suggestions provided by BVAS would make this much clearer and easier for developers and staff to ensure compliance. We propose the following substitute language for this policy:

"No less than 90% of building elevation from grade to 40 feet, and no less than 60% of building elevation 40 feet and higher, shall incorporate bird-friendly mitigation strategies."

or

"No less than 90% of building elevation from grade to 40 feet, and no less than 60% of building elevation 40 feet and higher, shall incorporate bird-friendly mitigation strategies as described in California Green Building Standards Code A5.107.1 to A5.107.3."

2. Revise the CAP Checklist to include residential building electrification

The City should require residential electrification, at least in some form, as part of the CAP. Not only does this better align with the City's targets and plans to rely on retrofitting buildings for most of the CAP's GHG reductions, it compliments existing state building code requirements. The 2025 Building Code already imposes electric readiness requirements for residential units and common areas in multifamily buildings, including electric readiness for space heating, cooktops, clothes dryers, and water heating. (Section 160.9(b)-(e).) There are additional requirements related to hot water gas systems and solar provision. (Section 170.2(d)(2)(B).) Even under the performance method, we have confirmed with the CEC that some level of solar is always required in practice to meet the energy use budget. Residents of new homes already required to provide solar will benefit from electrification.

Oceanside adopted the 2025 update to the state energy code that is now in effect. The City's code moves the state residential requirements forward toward all-electric. The code requires electric readiness requirements for gas and propane appliances within the units, requiring up-front costs for the construction of infrastructure and wiring for future electric appliances, and therefore incentivizing the installation of electric appliances at the outset.

It does not make sense for the City to rely on retrofitting existing homes towards electrification (among other efficiency improvements) yet not have any electrification requirement for new builds. This creates more work and expense down the road. We ask the City to consider inclusion of all electric on the Checklist for all new residential (above code but consistent with shift towards all-electric) and all new city facilities (above code) which is already included. This

would align with the CAP's existing mandates.

B. Essential Follow Up Actions – Direction Needed to Staff

3. Commit to the next CAP update within one year of finalizing the Transit Oriented Development plan to implement SB79.

That is when there will be new growth projections that the new CAP will need to address. But it also provides time to come up with further actions and an alternative that fully meets the state GHG reduction target- with **feasible** programs. The proposed CAP assumes that over 70% of the required GHG reduction will come from a single action--retrofitting water heating and HVAC systems on 60,000 existing buildings- with no program or no funding identified to do that. That is not a reasonable assumption and no other CAP in SD County has proposed to do that. This future CAP can also address other shortcomings of this CAP by expanding the TDM program to include all land uses, expand the tree program to existing development, and include an updated CAP Checklist with electrification, as noted above.

4. **Review and optimize completion dates for all of the ordinances/studies identified in the CAP and CAP Checklist.**

Many of the critical actions needed to implement the CAP are not proposed to be done until 2028. The longer it takes to make these changes, the more costly and difficult it will be to meet the new targets. SB79 will require a massive level of staff work within the next year. None of that was anticipated when the schedule for the CAP actions was developed, yet there is a lot of interface between the two planning efforts. The SB79 work will be supported by having some of this CAP work done earlier and it will help address the failure of SB79 to consider infrastructure needs. Please direct staff to review the schedule for key follow up tasks and expedite those that will help mitigate the impacts of SB79.

5. **Update Transportation Impact Fees (TIF) to address the full range of transportation options**.

Our SSCSP and its Smart growth policies assume people have transportation choices and are not just forced into driving. For that to work we need to greatly expand our alternative transportation systems to provide those choices- for walking, biking and public transit. Yet the funding for alternative transportation is woefully inadequate to meet the need. This will be even more important along the Oceanside Blvd. corridor because of the concentration of growth caused by SB79. The update of these fees has been in process for over two years. It is time to move this forward **now** and to update again after the current grant funded projects to address active transportation and road safety are completed in the next two years (Move Oceanside).

6. **Update the methodology for evaluating the transportation impacts of new development**.

Using our current Local Transportation Study (LTS), we see project after project that is given a pass on mitigating their traffic impacts because it has been determined it is not feasible to widen the roads. But it is feasible to have new development do its fair share to address the traffic impacts their projects will cause, especially given the importance of expanding

alternative transportation infrastructure. Other options like funding more frequent transit service or providing convenient sidewalk access to nearest transit stop need to be considered. Our LTS needs to provide that guidance so new development is considering the complete transportation system.

7. Allocate sufficient funds to implement the CAP.

The city hired a consultant (EPIC) to evaluate the costs of implementing the CAP- but those results are not yet complete. When they are, sufficient funds need to be committed to ensure the CAP can be implemented as planned. The city has not implemented the current CAP as planned- primarily because of a lack of sufficient resources. Without adequate funding for implementation this new CAP will suffer the same fate. Please direct staff to return with a revised budget request that will provide the resources needed to implement the CAP, **shortly after receipt of the EPIC analysis of the costs instead of waiting for the next annual budget**. The vast majority of the implementation tasks are required to be completed by 2028 so waiting until the 28/29 fiscal year for funding is not consistent with the CAP timeframe for implementation

8. Strengthen CAP Checklist to address community concerns prior to implementation.

The CAP Checklist was only recently completed and has not had the opportunities for review by you or the public that all of the other documents have had. Your June 24th hearing will be the first real opportunity to do that. This document is not under the same time constraints as the rest of the GPU, and it will be implemented administratively so it can strengthened over time as needed. We have presented a number of proposed changes that will make the Checklist better reflect the actions in the CAP. Please direct staff to consider changes to the CAP Checklist received up through the June 24th hearing prior to its implementation. See Attachment for details of the changes we proposed.

Please note that additional comments are being submitted by Chatten Brown Law Group on our behalf.

Thank you for considering our comments.

Diane Nygaard, President
Preserve Calavera
760-724-3887

Attachment: Proposed Changes to the CAP Checklist

Proposed Changes to the CAP Checklist

Enforcement: Need a plan for monitoring/enforcement after initial project approval, including to verify that what the developer said would be done on the Checklist has in fact been incorporated into the project. For example, specifying regular plan check. We recommend adding the following language to the introduction of the CAP Checklist, to ensure that project applicants are aware that they must fill out the form truthfully or face enforcement penalties. "All answers, attestations, and documentation contained in a project's completed CAP Checklist will be verified by City staff." The exact details on what and how the city verifies the Checklist should be developed.

Recommended Revisions to Specific Sections of CAP Checklist:

(Note- underlined language is proposed to be added)

1b The project is consistent with current General Plan Efficient and Compatible Land Use (ECLU) land use designations and the uses and development density and intensity allowed under the Comprehensive Zoning Ordinance, without accounting for any density bonuses available pursuant to State law.

1c The project includes a General Plan and/or zoning designation amendment, is not located on open space or agricultural lands, and an analysis has been completed that demonstrates the project would result in equivalent or less GHG emissions when compared to the existing designations provided by the Comprehensive Zoning Ordinance and General Plan, not accounting for any density bonuses available pursuant to State law.

Methodology: Compare the maximum buildout of the existing designation and the maximum buildout of the proposed designation, as provided for within the Comprehensive Zoning Ordinance and General Plan and not accounting for any density bonusses available pursuant to State law, using the California Emissions Estimator Model (CALEEMod) and standard GHG modeling protocol and methods pursuant to CEQA.

2a- Change the language that currently exempts 100% of tenants from enrolling where it is "not possible" to require them to enroll, to something that requires mandatory enrollment, or at least documented findings of infeasibility.

4a- Draft TDM plans should be submitted with entitlement package so there is opportunity for public review and comment.

4c Change “directly adjacent to” to “within 500 feet” This change would provide helpful clarification to this vague term.

9a – This “all electric” should not just apply to city projects. Preserve Calavera proposes that this term be expanded to include private residential projects via offering of streamlining incentives. Furthermore, the term already includes an exemption for infeasibility.

Stephanie Rojas

From: Elizabeth Audiffred <elizabethaudiffred@gmail.com>
Sent: Sunday, June 21, 2026 6:18 PM
To: City Clerk
Subject: CAP/GPU Hearing 0n June 24,2026

As a 12yr Oceanside resident, I want to start by thanking you for work done to date on the Climate Action Plan. Protecting the environment is of the upmost importance for a livable future for ourselves and our children. While this step makes great progress, there is still room for improvement. For starters, the CAP checklist should require, or substantially incentivize that all residential construction be electric. Additionally, another CAP should be put into place as soon as the SB79 growth projections are known. We can not wait 5 years for the routinely scheduled update to the plan.
Thank you for recognizing the importance of these adjustments.

Sincerely,
Elizabeth Audiffred
Foster Street, Oceanside 92054

Jericho Moulder

From: Thomas Schmiderer
Sent: Tuesday, June 23, 2026 3:54 PM
To: City Clerk
Subject: FW: CAP Update Adoption

Thomas Schmiderer
Assistant City Clerk
City of Oceanside

tschmiderer@oceansideca.org
+1 (760) 435-3004
300 N. Coast Highway
Oceanside, CA 92054
www.oceansideca.org

From: Ellen Bartlett <ellenruth206@icloud.com>
Sent: Tuesday, June 23, 2026 3:54 PM
To: City Council <Council@oceansideca.org>
Subject: CAP Update Adoption

Honorable Mayor and City Council:

Preserve Calavera previously distributed the report by the San Diego Foundation titled ***San Diego's Changing Climate: A Regional Wakeup Call***. We feel that its contents is important enough to call your attention to it once again. The report is a **wake up call** for our region. if current trends continue, climate change will impact the very essence of life as we know and enjoy it in our wonderful coastal city of Oceanside.

Here is a link to the the **Summary of the Focus 2050 Study**. It is a **must read** as the council moves forward to adopt an updated CAP.

Thank you in advance for taking time to read the summary.

Ellen Bartlett
Preserve Calavera

SAN DIEGO'S CHANGING CLIMATE:

A REGIONAL WAKE-UP CALL

A SUMMARY OF THE FOCUS 2050 STUDY PRESENTED BY **THE SAN DIEGO FOUNDATION**

The First Comprehensive Regional Assessment of Climate Change Impacts to San Diego County

Understanding The San Diego Region
The San Diego Foundation
We must understand. Then we can act.

To All San Diegans –

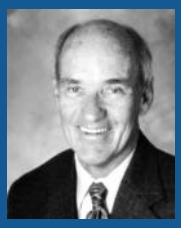
This report, commissioned by The San Diego Foundation, is a serious wake-up call for the people of the San Diego region. With this comprehensive analysis, we now can see, if current trends continue, what impacts climate change will have on the very essence of life in San Diego as we know and enjoy it.

The science-based findings presented on the following pages represent the best available information for decision makers today. The question is not whether our climate is changing. The question is whether we will use the scientific knowledge we have now gained to prepare our communities for the future.

Read this summary report. Understand the information in the technical assessment available on our website (www.sdfoundation.org). And encourage public officials in your area to adopt and implement strategies to prepare for future climate change impacts.

The future we create for our children depends on our actions now.

Sincerely,



Bill Kuni
Chair, Climate Initiative Committee

Bob Kelly
President & CEO, The San Diego Foundation

Emily Young, Ph.D.
Director, Environment Analysis & Strategy

IN 2050, IF CURRENT TRENDS CONTINUE...

San Diego's climate will be hotter and drier.

Sea level will be 12–18 inches higher.

We will face a severe water shortage.

Wildfires will be more frequent and intense.

Public health will be at risk, especially among our elderly and children.

Native plant and animal species will be lost forever.

We will not be able to meet our energy needs.

By 2050, our population is expected to grow by 50% to 4.5 million people. More people competing for fewer resources will further magnify the effects of climate change described in this report.

2050

FOCUS

ABOUT THE SCIENCE

The San Diego Foundation's Regional Focus 2050 Study explores what the San Diego region will be like in the year 2050 if current trends continue. More than 40 multi-disciplinary experts from regional universities, local governments, public sector agencies, nonprofits, and private sector organizations contributed to this research.

The range of impacts presented in the Focus 2050 Study are based on projections of climate change on the San Diego region using three climate models and two emissions scenarios drawn from those used by the Intergovernmental Panel on Climate Change (IPCC). A number of analytical models were developed and used for this study to provide quantitative estimates of the impacts where possible. This report draws upon the most current scientific analyses from a broad array of experts in climate science, demography and urban/regional planning, water, energy, public health, and ecology.

This summary document highlights the scientific findings from the Focus 2050 Study.

For a list of the scientists and agencies that contributed to the Focus 2050 Study, please see the back cover of this report.

In San Diego County, our way of life is closely tied to our climate.

SCIENTISTS AGREE: THE EARTH'S CLIMATE IS CHANGING.

While we can reduce the speed and severity of the changes ahead by reducing world-wide emissions of greenhouse gases, some further warming is unavoidable as a result of past emissions that have built up in the atmosphere. As we work to reduce emissions on a global level, we must also begin to prepare for the local impacts that climate change will have on the San Diego region.

The good news is that we can take actions today that will curtail emissions, prepare us for the impacts of climate change, and protect San Diego's health, environment, and economy. By understanding how San Diego will be affected in coming decades, we can protect our community from the most harmful risks.

Some programs and policies are already in place in local cities and at the county level to reduce greenhouse gas emissions. However, much less has been done to prepare for the unavoidable impacts of climate change. Each section of this report describes what actions can be taken now to address these risks.

By 2050, San Diego will look significantly different than it does today. How it looks, however, will depend on the decisions we make today and going forward.

San Diego's climate will be hotter and drier.

- Average annual temperatures will rise between 1.5 and 4.5 degrees Fahrenheit, with higher increases in summer.
- Heat waves will increase in frequency, magnitude, and duration.
- Early November will "feel" like September currently does.
- Our region will become even more vulnerable to drought.

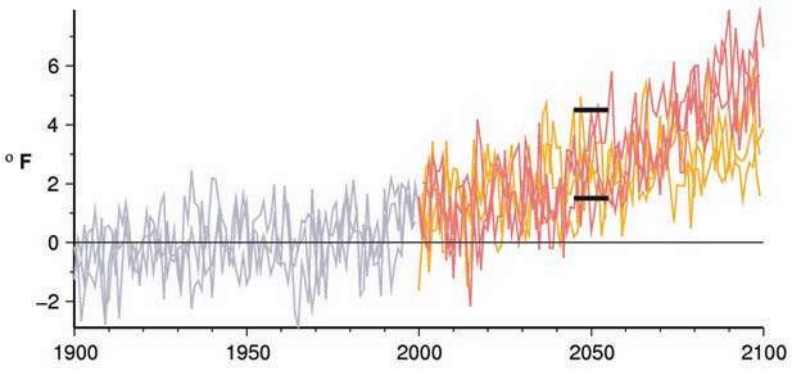
Around the world, the San Diego region is known for sunshine, mild temperatures, and low rainfall. Until recently, we assumed our future climate would remain the same, but we are already seeing changes.

In California, there is less snow and more rain in the mountains during winter. In spring, snow melts more quickly and flowers bloom earlier. Over the past few years, warmer temperatures and less rain in the summer and fall seasons have left San Diego County in the middle of a prolonged drought.

In the decades ahead, summers here will be even hotter. Heat waves — periods of uncomfortably hot days and nights — will be more common, last longer, and reach higher temperatures. Projections indicate that Miramar will be warmer than 84 degrees Fahrenheit for more than a third of the year.

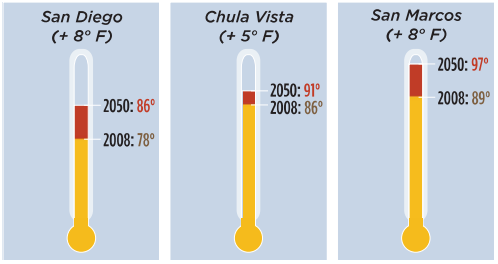
Precipitation in the region will retain its Mediterranean pattern, with winters receiving the bulk of the year's rainfall and summers being dry. Rainfall is hard to predict, but experts agree that it will continue to vary widely from year to year, which means our region will remain highly vulnerable to drought.

Projected temperature increase for San Diego County



By 2050, San Diego County will experience significantly warmer average temperatures throughout the year. *The black bars show the upper and lower ranges of temperature change by the year 2050. The upper range represents the change in average temperature if global greenhouse gas emissions continue to increase. The lower range represents a significant reduction in global emissions.*

Expected difference in August average temperature by 2050



Average annual temperature will be 1.5 to 4.5 degrees warmer, but peak summer temperatures will be considerably higher.

Heat waves will begin earlier in the year, last longer into the fall, and continue for more days in succession.

WHAT CAN WE DO NOW?

Decreasing local greenhouse gas emissions today will help slow down climate change after 2050.

- Government, industry, and individuals can all make efforts to reduce the number of miles we drive, utilize more fuel-efficient cars, and use lower emission fuels.
- Regional planning and transportation agencies can improve the connectivity of our transit systems so San Diegans are more able to rely on public transportation and drive less.
- Cities can grow responsibly by implementing "smart growth" principles to make communities more walkable, compact, and climate friendly.
- Local governments can update building codes to better enable developers to create more climate-friendly buildings and communities.

Sea level will be 12-18 inches higher.

- Beaches will shrink and some will disappear completely.
- Fragile sea cliffs will collapse.
- Coastal properties will be flooded with increasing regularity.
- More frequent high waves and rough surf will increase the potential for significant damage.
- Existing tide pools will be destroyed.
- Coastal wetlands will lose their capacity to filter polluted runoff and keep beaches clean.

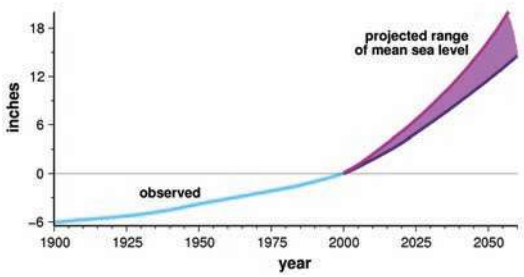
Along roughly 70 miles of coastline, rising sea levels will have a major impact on the San Diego region's environment and economy. When high tide occurs during a large storm, particularly in El Niño winters, flooding will threaten homes, businesses, and hotels in low-lying coastal communities such as Imperial Beach, Coronado, Mission Beach, La Jolla Shores, Del Mar, and Oceanside. The military, port and airport may also be affected.

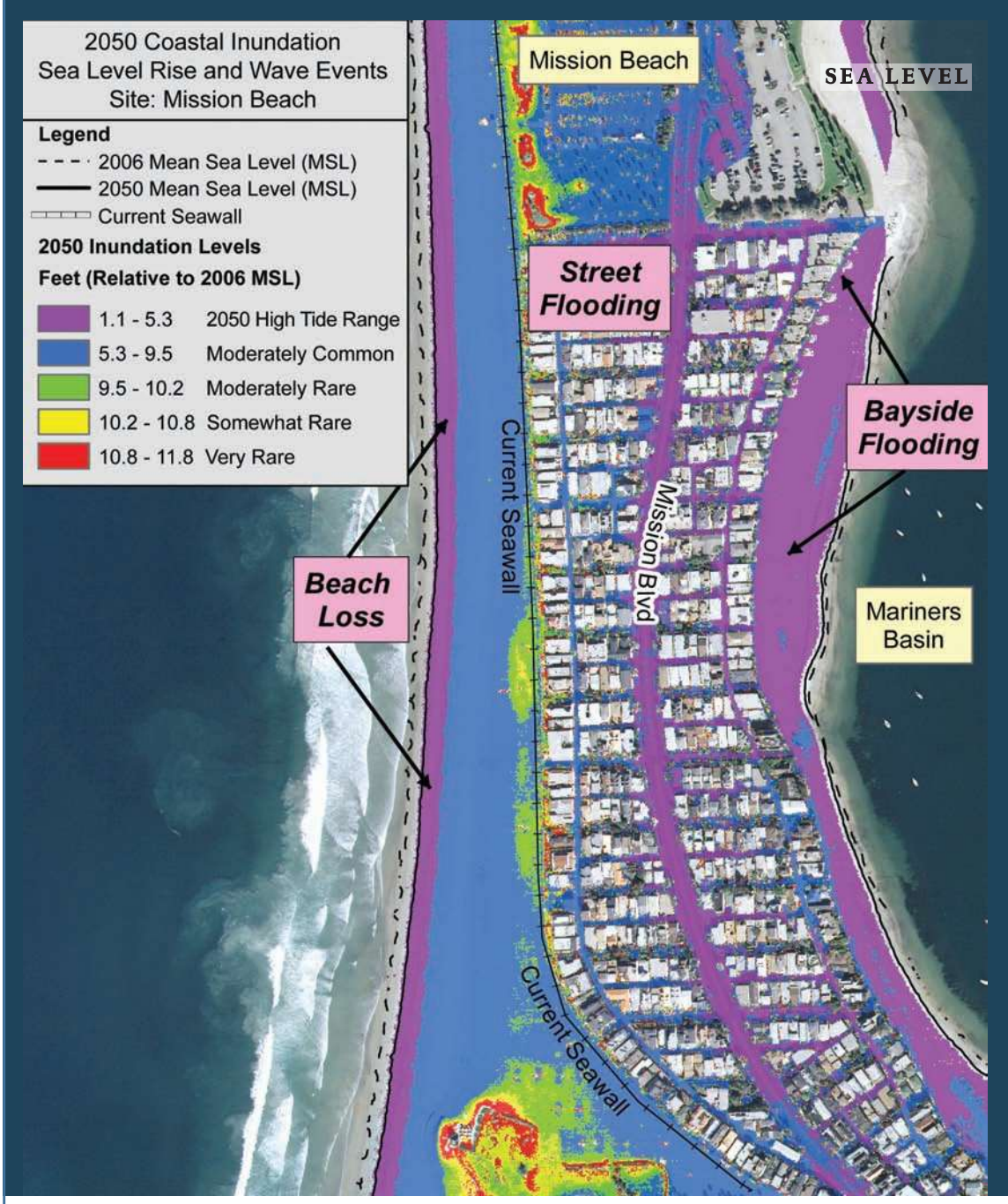
As the decades progress, high surf events will last for more hours, with waves causing even greater coastal erosion and related damage. Rising sea levels will wear away the foundations of sea bluffs, such as those found in Solana Beach or Torrey Pines, significantly changing our coastline.

Sandy beaches and nearby wetlands serve as a barrier to protect coastline developments from high surf. As these areas shrink from more intense wave activity, there may be a greater need for beach sand replenishment. We may also need to build more seawalls and breakwaters to defend homes and businesses from coastal flooding. In addition to being extremely costly, these structures will destroy beaches and wetlands that do not have space to shift inland.

Beaches and wetlands serve as vital nurseries to numerous fish, shellfish, and shorebirds. They also play a critical role as natural filtering systems for rain water that runs down our streets, picking up pollutants before flowing into storm water drains that lead out to the ocean. Wetlands and estuaries could be devastated, leaving beaches exposed to more pollutants that endanger human and marine life.

Projected sea level rise for San Diego County coastline over the next several decades





What we experience in Mission Beach by 2050 would be typical of low-lying beach flooding throughout San Diego County. *High tides alone (purple) are expected to flood parts of the sandy beach and bayside streets. Additional "run-up" from common high surf events (blue) floods the majority of the sandy beach, streets and parts of Mission Beach Park. Rare high surf events (green) are expected to breach the seawall and flood streets and sidewalks. Very rare high surf events (red) flood the sandy beach, surface streets and heavily used boardwalk in Mission Beach.*

In the coming decades, sea level will rise more than twice as fast as during the last century. *The higher projection of 18 inches assumes that global greenhouse gas emissions continue to increase. The lower projection assumes we are successful in reducing global emissions.*

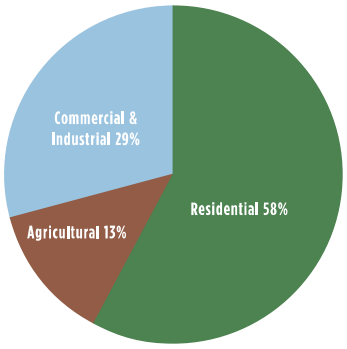
WHAT CAN WE DO NOW?

- Residents, business, industry, and public agencies may consider relocating threatened structures.
- Public and private hazard insurance will need to accommodate increased threats to coastal structures.
- Coastal managers can build natural buffers to protect our coastline and let beaches move inland over time.
- Local governments can incorporate expected sea level rise into community planning and structural design requirements to protect coastal property and infrastructure in flood hazard zones.
- In some cases, communities may need to reduce or stop coastal development altogether.

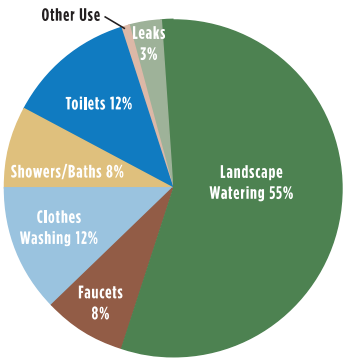
San Diego County will face a severe water shortage.

- San Diego County will require 37% more water than we currently use.
- Our major sources of water — the Colorado River and the rivers of Northern California — could shrink by 20% or more.
- Extended and more frequent droughts will diminish local water supplies.
- We could face an 18% water shortage by 2050.

Water Demand in San Diego County



Typical Residential Consumption



San Diego is a major urban area built by importing water from hundreds of miles away into what is essentially a desert environment.

Aqueducts bring water from the Colorado River and rivers in Northern California, supplying from 75% to 95% of San Diego's needs. The amount we import each year varies depending on local rainfall, as remaining supplies come from local stream flow, ground-water pumping, and recycled wastewater.

By 2050, San Diego County's demand for water is expected to increase by 37% as a result of population and economic growth. Drought years, which have historically increased water demand by another 7%, might occur as much as 50% as often and be considerably drier. In drought years, parched soil soaks up more surface water and groundwater, increasing the need for imports and other supplies.

At the same time that our demand for water is increasing, climate change could shrink Colorado River flow by 20% or more. Our other primary water source, the California Aqueduct, brings water from the rivers of Northern California, fed each spring by melting snowpack in the Sierra Nevada Mountains. In May 2008, the California Department of Water Resources reported that the Sierra Nevada snowpack was only 67% of normal. This trend may continue as average winter temperatures rise.

Given these uncertainties, San Diego's water supply plans are likely to be severely challenged by climate change. We must create significant new water supplies from wastewater recycling, creative water transfer agreements, and desalination of seawater and other sources. In addition to developing new supplies, it is critical that the San Diego region use water more wisely in order to reduce its demands and better position itself for future water negotiations.

Even with current plans in place to conserve, recycle, and augment our available water, it is estimated we could face an 18% shortfall in supply by 2050.

Photo credit: San Diego County Water Authority

Even with new water transfer agreements and canal lining projects, San Diego County could face an 18% shortfall in water supply by 2050.

San Diego County currently imports up to 95% of its water hundreds of miles from the California and Colorado River aqueducts.

WHAT CAN WE DO NOW?

- All consumers can alter their irrigation practices and switch to drought-tolerant landscaping.
- Water districts can modify water rates and use incentives to further encourage water conservation and discourage water waste.
- Local governments can update laws and codes to require residents, businesses, industry, and agriculture to be more water-wise, especially in irrigation and landscaping practices.
- Water managers can invest in expanded water reuse, efficiency, and creative water transfers, as well as desalination practices that use less energy and minimize harmful impacts to the environment.
- All water planners must take climate change into account in developing long-term city and county water supply and land use plans.

Wildfires will be more frequent and intense.

- Warmer spring temperatures will make the fire season longer.
- Droughts will make vegetation drier and further increase fire risk.
- Santa Ana winds may occur for a longer period of time during the fire season, prolonging extreme fire conditions.
- The number of days each year with ideal conditions for large-scale fires will increase by as much as 20%.

San Diego County already has one of the worst wildfire conditions in the country, and the situation will worsen with climate change.

San Diego's unique combination of fire-adapted, shrubby vegetation and extreme fire weather means that fires here are not only frequent, but often very large and extremely intense. Likewise, decades of fire suppression in our region's forests have led to a build-up of potential fuel for fires, increasing vulnerability to larger fires.

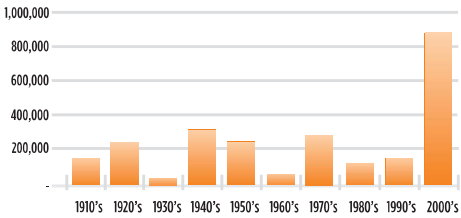
Fire occurrence has steadily increased in Southern California, in direct proportion to human population growth as most ignitions are caused by human activities. Most fires start during the summer, when coastal sage and chaparral vegetation have dried to a highly flammable state. Fires that start during the fall, however, burn many more acres because flames are intensified and spread by hot, dry Santa Ana winds.

It is not yet clear from climate change models exactly how Santa Ana conditions will affect San Diego regional fire regimes in the future. Some models predict a decrease in the frequency and intensity of Santa Ana conditions while others predict an increase, particularly during the fire season. If Santa Ana conditions increase significantly earlier in the fire season, this shift could increase the incidence of massive Santa Ana fires, because the winds will begin gusting during the time of year when most fires start.

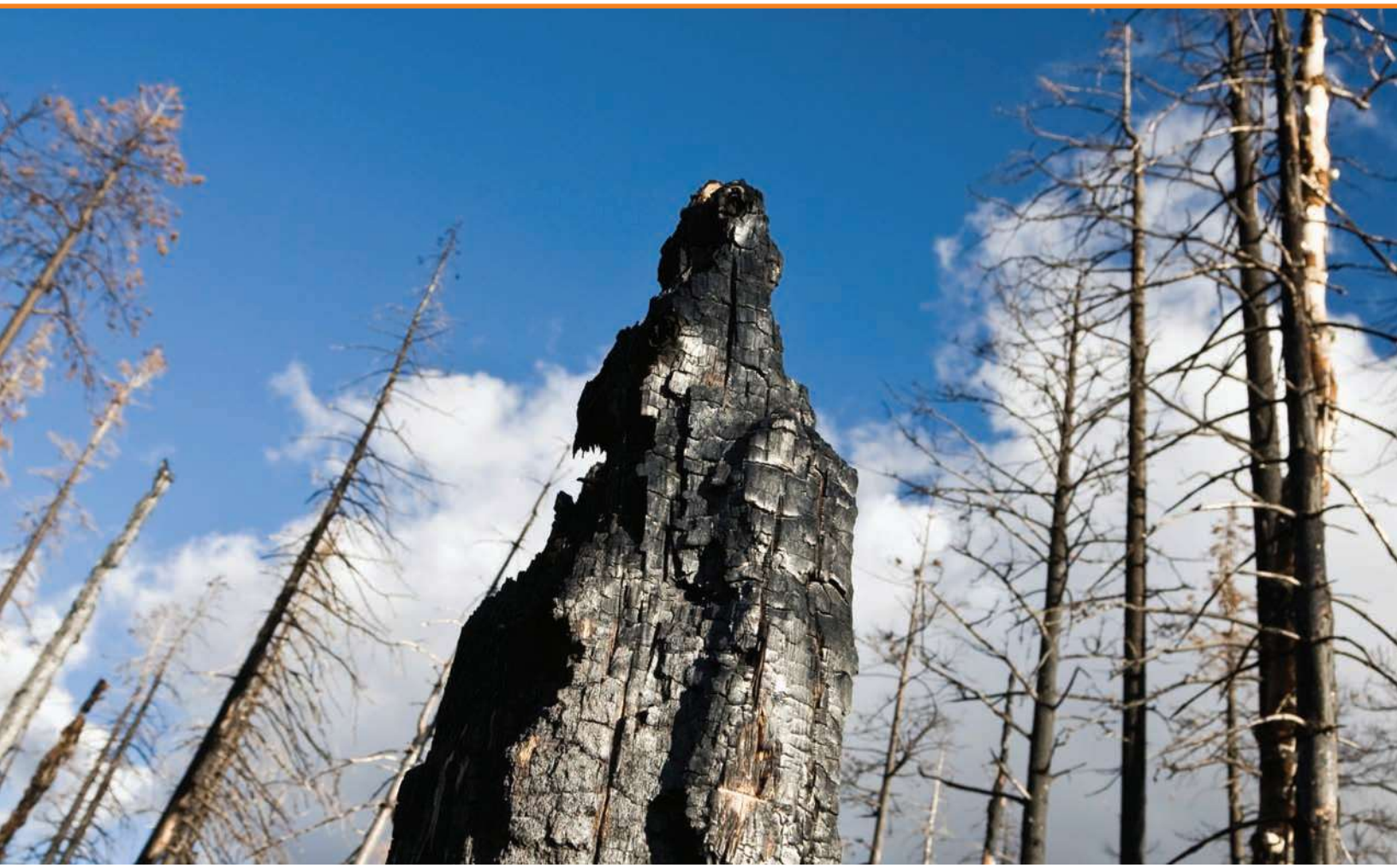
More frequent fires threaten native plant species by not allowing sufficient recovery time before they burn again. This allows weedy, non-native species, which thrive in post-fire conditions, to multiply. Weedy invaders dry out earlier in the year, catch fire more easily, and burn faster than native plants.

If current trends continue, the San Diego region will experience a large human population increase, with more development and human activities in backcountry areas over the coming decades. As a result of climate change, we can expect higher spring temperatures, scorching summers, drier vegetation, and longer fire seasons. A simultaneous occurrence of all of these factors will increase the likelihood of more devastating firestorms similar to those that destroyed so many homes and lives in 2003 and 2007.

Total Acres Burned by Wildfires in San Diego County by Decade



In the last ten years, the area burned by wildfires was unprecedented. In 2003 and 2007, wildfires burned nearly 740,000 acres across San Diego County.



During the 2003 wildfires, 20,000 acres of native pine trees in Cuyamaca Rancho State Park burned so hot that they did not grow back. The forest may be permanently changed unless the pine trees are replanted.

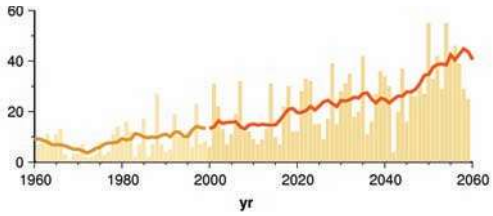
WHAT CAN WE DO NOW?

- Residents can maintain defensible space near their homes with drought-tolerant, fire-resistant landscaping and irrigation where appropriate.
- Local governments can use building codes to require the use of fire-resistant building design, materials and landscaping.
- Local governments may also consider prohibiting development in fire-prone areas.
- Conservation professionals can manage vegetation in forests to reduce fire intensity and potential ignition sources while protecting critical habitats for native plants and animals.
- Fire professionals can coordinate and centralize regional firefighting information that stays up to date on wildfire risks worsened by climate change, with special attention to how and where fires start.
- Fire professionals can also work with communities to monitor changing climate conditions and develop preparedness plans in backcountry areas along the urban-wildland interface.

Public health will be at risk, especially among our elderly and children.

- More frequent episodes of extreme heat will cause illness and death.
- Dangerously poor air quality will increase respiratory and cardiac health problems.
- More frequent wildfires will cause fire-related injuries, exposure to hazardous smoke, and deaths.
- More infectious diseases could be spread by mosquitoes and rodents.
- The impacts from climate change will increase demand on medical and public health services, straining our public health system.

Number of extremely hot days in May–September for Chula Vista over the next several decades



If we continue to increase our emissions, the number of hot days above 84 degrees could triple over the next several decades, as shown by the solid line in this graph. *The solid line represents a running 11-year average of hot days under one climate model simulation, while the light bars show the projected number of hot days for each year.*

Increased heat, air pollution, wildfires, and infectious disease will cause illness and death in San Diego County, especially among the elderly, children, and the chronically ill.

Californians experience the worst air quality in the nation, and San Diego is currently out of compliance with the federal ozone standard. By 2050, more hot sunny days will increase ozone air pollution levels, which can exacerbate asthma and other respiratory and cardiovascular diseases.

Fire-related injuries and death are likely to increase as intense wildfires occur more frequently. Wildfires can also be a significant contributor to air pollution. Wildfire smoke contains numerous toxic and hazardous pollutants that are dangerous to breathe and can worsen lung disease and other respiratory conditions.

Warmer temperatures year-round could lead to growing mosquito populations, increasing the occurrence of West Nile Virus in our region. Hot weather could also bring tropical diseases such as malaria and dengue fever to our region for the first time. In our coastal waters, conditions are likely to favor more frequent "red tides" or harmful algal blooms, which can harbor toxic bacteria and other diseases.

In 2050, with an aging population and more residents living in areas with extreme-heat conditions and poor air quality, the San Diego region will face intensified public health concerns. Without adequate planning, our healthcare and emergency response systems will be pushed to the limit, service may be compromised, and taxpayers will likely feel the burden on our local economy.

Quick Facts from the 2006 California Heat Wave

Lives lost: **140**

Hospitalizations: **1,200**

Proportion of Hospitalizations Who Were Elderly: **52%**

Added Emergency Room Visits: **16,000**

Added Health Costs: **$133,000,000**

In California, heat waves have claimed more lives over the past 15 years than all other declared disasters combined.

Source: *The 2006 California Heat Wave: Impacts on Hospitalizations and Emergency Department Visits.* Knowlton, et al.

Mosquito populations thrive in warmer weather, increasing the San Diego region's public health risk of West Nile Virus.

WHAT CAN WE DO NOW?

- Public health planners and practitioners should take expected health impacts from climate change into account when making public health system and air quality improvement plans.
- Public health planners and caregivers can better prepare our hospitals and emergency responders to care for the elderly and children during heat waves.
- Public health planners can improve early warning systems during heat waves, provide more access to cooling centers and public swimming pools, and plant shade trees in our cities.
- Public health practitioners can expand disease monitoring, educate the public on preventing the spread of disease, and improve emergency response for disease outbreaks.
- We can all work to promote good health through better nutrition and exercise to reduce risk and increase the resilience of individuals and communities. Our built environment can also contribute to active, healthier lifestyles with more accessible bikeways, public transit, and parks.

Photo credit: Don Getty Photo

Native plant and animal species will be lost forever.

- Some plants and animals will migrate to new habitats, and others will become extinct.
- There will be widespread loss of trees and forests from wildfires, drought, and insect attack.
- Entire ecosystems will be challenged.

With a rich natural diversity, San Diego County may be home to more plants and animals — many of them imperiled — than any other county in the continental United States. Our beaches, canyons, mountains and deserts support an amazing variety of plants and animals, some of which are found nowhere else on the planet.

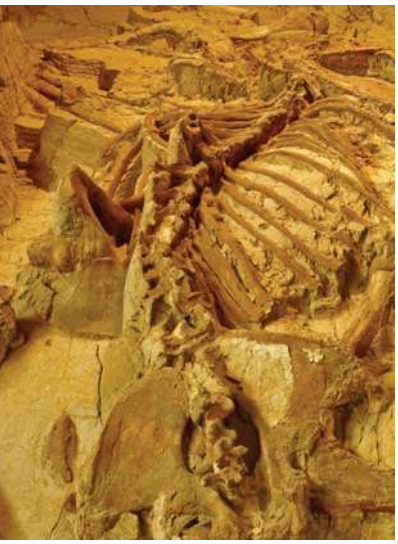
This great biodiversity is already under stress from human population growth and land use changes that have broken up and reduced species habitat to fragmented areas.

The impacts of climate change — more severe and frequent wildfires, extended droughts, sea level rise, higher temperatures, and increased air pollution — all add to the pressures on habitats and the species that live here. As a result, the locations where the temperature, moisture, and other environmental conditions are suitable for a particular species will shift.

Plant and animal species are generally able to adapt to shifting habitats, but the climate change that we are experiencing is so rapid that ecological conditions may shift faster than species are able to follow. Human changes to the landscape, resulting in fragmented habitats, make it even more difficult for species to adapt. To survive, some animals and plants will have to move up to 95 miles over the next century to find new habitats or they will face extinction.

Drought and unusually warm years have already led to growing insect populations, such as bark beetles, which have attacked and killed drought-stressed trees in San Diego County and throughout western North America. With warmer weather, our region's forests will lose even more trees.

Ecological changes will be cascading as the loss of one species will challenge the ability of other species up and down the same food chain to survive. Top predators like coyotes may be lost if habitat patches become too small or isolated, and that can lead to an increase in smaller predators that prey on native songbirds. The cascading ecological changes we already know to be unfolding in San Diego likely foreshadow the complexity and gravity of the changes to come as the effects of future changes in climate and land use interact over the coming decades.



Woolly Mammoth Skeleton

To put the rate of temperature change for species survival into context, a 1 to 5 degree Fahrenheit increase by 2050 is 10-50 times faster than the temperature changes that occurred when the ice ages receded (2 degrees Fahrenheit per 1,000 years).

Sea level rise will threaten marine life in San Diego County, primarily affecting intertidal species in tide pools and estuaries. Cabrillo National Monument and Scripps Coastal Reserve, both of which are bordered by steep cliffs, will lose much of their marine life.

WHAT CAN WE DO NOW?

- Local governments and conservation professionals can advance the development of an interconnected network of nature preserves across the variety of landscapes and elevations in our region that allow animals and plants to relocate and adapt to climate change.
- Local governments can also work with neighboring counties and the Mexican government to expand these nature preserves beyond our borders.
- In some cases, conservation professionals may need to actively manage specific species and habitats to enhance their resilience to climate change.
- Conservation professionals and foresters can work to create a forest structure through management that will be more capable of surviving drought conditions.

We will not be able to meet our energy needs.

- In the San Diego region, we will use at least 60% more electricity by 2050.
- Peak electric demand will grow by over 70%, with warmer weather causing about 7% of the increase.
- Higher demand will come from hotter inland areas where our population will grow most, driven primarily by people using air conditioning.

Warmer temperatures and a growing population will translate into big challenges for the San Diego region's energy supply by 2050. The main impact will be higher demand for electricity as a result of the greater need for summer cooling, especially in inland areas where both regional population growth and temperature increases will be highest.

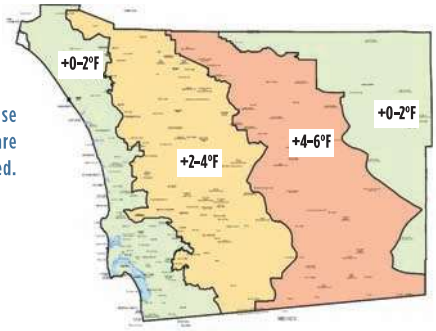
Hotter summers and more frequent, longer and intense heat waves will increase our peak demand for electricity, which could result in blackouts and power outages without adequate planning. In 2006, peak demand for electricity was the highest on record for our region, mostly because of air conditioners running during that year's unusually hot summer.

Electricity consumption in San Diego County has increased steadily over the past 17 years with the exception of 2000-2001 due to the energy crisis. Voluntary efforts to reduce consumption have helped San Diego avoid extensive outages since 2001, but more recently consumption trends have resumed and even exceeded pre-crisis levels.

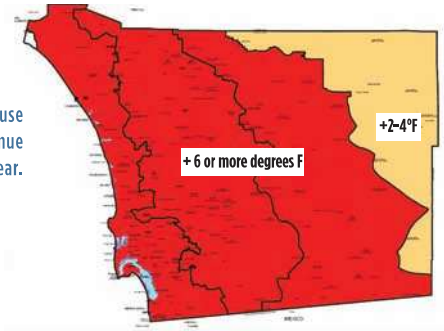
To provide our region with a reliable energy supply, we must conserve energy, use it more efficiently, and develop more renewable energy sources. If we do not, we will face energy shortages in the future.

Projected change in summer daytime peak temperatures in San Diego County in the year 2050.

If global greenhouse gas emissions are sharply reduced.



If global greenhouse gas emissions continue to increase every year.



WHAT CAN WE DO NOW?

- All San Diegans can save energy and use it more efficiently.
- Our electric utility can use more "smart grid" technologies, add renewable energy power plants in the San Diego region, and diversify local and renewable energy sources.
- Local governments can revise building codes and provide incentives for green building and more street tree planting.
- Our government and electric utility can use rebates, tax credits and peak pricing incentives to encourage residential and business installation of renewable energy systems such as solar panels and wind turbines.

This is a regional wake-up call. It is now time for the citizens and political leaders of our community to develop plans of action and work together to reduce the harmful effects of climate change on San Diego.

Through sensible adjustments and informed, careful planning, we can reduce and manage the risks described in this report. Decisions about transportation, water and energy resources, public health, ecosystem protection, natural disaster preparation, and how and where we grow as a region are all part of managing climate change.

The quality of life we experience in the year 2050 will depend on the choices we make today. It's important for us, and it's important for our children.

THINK GLOBALLY ACT LOCALLY

Our State Government is already developing a report detailing California's climate adaptation strategy, due for release in April 2009. Our local governments and public agencies must complement these efforts with local climate action plans. The cities of San Diego and Chula Vista are already working to implement plans to reduce greenhouse gases. In recent years, Carlsbad, Coronado, Del Mar, Imperial Beach, La Mesa, Solana Beach, and Vista have also committed to reducing their emissions. Their next step is to develop comprehensive action plans. As a region, our cities and county need to respond to climate change in a coordinated and systematic way.

ESSENTIAL ELEMENTS OF A LOCAL CLIMATE ACTION PLAN

1. Conduct a baseline greenhouse gas emissions inventory.
2. Assess local vulnerabilities from climate change.
3. Adopt emissions reduction targets and prioritize areas for climate adaptation.
4. Enact a Local Climate Action Plan with policies to reduce emissions and vulnerabilities to climate change.
5. Conduct regular assessments that incorporate new knowledge into planning processes.

WHAT CAN YOU DO NOW?

- **Contact your mayor, city council members, and county supervisor to encourage the development of a local climate action plan to reduce emissions and prepare our community to be climate-resilient. Send them a copy of this report.**
- **Share this report with your family, friends and coworkers.**
- **Get involved in community efforts to conserve our natural resources and become a greener, more sustainable community in order to avoid the most harmful consequences of climate change.**
- **Finding ways to use less energy and prepare for climate change is everyone's responsibility. Commit to three personal changes you can make to help our environment.**

2050

FOCUS

The time horizon of this study projects only to the year 2050.

The current trend is that human-caused greenhouse gases emissions are increasing every year. Because the effects of greenhouse gas accumulations on climate are very long-lasting in impact, the levels of warming, amount of sea level rise, and other impacts described will probably not reach their peaks by 2050.

In other words, the anticipated effects outlined for the San Diego region in this report are not the maximum levels that we will experience. *These impacts will continue to worsen after 2050, unless there is a major shift in global energy generation and a sharp reduction in greenhouse gas emissions worldwide.*

The San Diego Regional Focus 2050 Study forms the basis for a technical assessment that was developed for inclusion in the 2008 Climate Change Impacts Assessment, Second Biennial Science Report to the California Climate Action Team. ***For a list of the scientists and agencies that contibuted to the Focus 2050 Study, please see the back cover of this report.***

The Focus 2050 Study emulates an approach taken by King County, Washington, a region renowned for its pioneering efforts in climate change planning.

Contributors:

Emily Young
The San Diego Foundation

Nicola Hedge
The San Diego Foundation

Anahid Brakke
The San Diego Foundation

Sarah Thailing
Wordanista

Editor:
Anahid Brakke

Design & Production:
viadesign

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A foundation for your passion

About The San Diego Foundation:

With a dynamic mix of leadership, grantmaking, and civic engagement, The San Diego Foundation makes the San Diego region a better place to live. Founded in 1975, The Foundation addresses evolving issues facing our region by convening community leaders, providing research and expertise on topics important to our citizens, and partnering with nonprofit organizations to meet urgent and changing needs. By working with individuals, families and organizations to carry out their giving plans, The San Diego Foundation utilizes charitable dollars toward the ultimate goal of improving the quality of life in the greater San Diego region, now and for generations to come.

This report was made possible through the generous contributions of donors to The San Diego Foundation, including Bank of America, the Beyster Family Fund II, Blasker-Miah-Rose Fund, Hattie Ettinger Conservation Fund, Hervey Family Fund, Orca Fund, Platt/Whitelaw Architects, Inc., TSX Group and Zell Family Foundation. Such contributions enable The Foundation to provide leadership and strategic response to the ever-changing needs of the San Diego region.

Please visit ***www.sdfoundation.org*** *for more information.*

Printed on recycled paper with vegetable-based inks.

The full text of the Focus 2050 Summary Assessment, and the core scientific working papers that comprise this analysis, are online at www.sdfoundation.org. The scientists and other contributors who participated in this effort are:

Scott Anders
University of San Diego

Randy Bucciarelli
Scripps Institution of Oceanography, UC San Diego

Dan Cayan
Scripps Institution of Oceanography, UC San Diego; US Geological Survey

Michael Dettinger
US Geological Survey; Scripps Institution of Oceanography, UC San Diego

Zohir Chowdury
San Diego State University

Gary Erbeck
San Diego County Dept. of Environmental Health

Exequiel Ezcurra
San Diego Natural History Museum; UC Riverside

Anne Fege
San Diego Natural History Museum

Robert Fisher
US Geological Survey

Peter Franks
Scripps Institution of Oceanography, UC San Diego

Rick Gersberg
San Diego State University

Robert Guza
Scripps Institution of Oceanography, UC San Diego

Lee Hanna
UC Santa Barbara

Mary Ann Hawke
San Diego Natural History Museum

Hugo Hidalgo
Scripps Institution of Oceanography, UC San Diego

Brian Holland
San Diego Association of Governments (SANDAG)

Walter Jetz
UC San Diego

Jeffrey Johnson
Health and Human Services Agency, County of San Diego

Jacob LaRiviere
UC San Diego

Bob Leiter
San Diego Association of Governments (SANDAG)

Andrew McAllister
California Center for Sustainable Energy

Steve Messner
SAIC

Scott Morrison
The Nature Conservancy

Paula Murray
Health and Human Services Agency, County of San Diego

Tom Oberbauer
San Diego County Dept. of Planning and Land Use

Michele Okihiro
Scripps Institution of Oceanography, UC San Diego

William O'Reilly
Scripps Institution of Oceanography, UC San Diego

Kris Preston
UC Riverside

Jenny Quintana
San Diego State University

Bruce Rideout
Zoological Society of San Diego

Lydia Ries
UC Santa Barbara

Timothy Rodwell
UC San Diego

Kaustuv Roy
UC San Diego

Rob Rundle
San Diego Association of Governments (SANDAG)

Lisa Shaffer
UC San Diego

Wayne Spencer
Conservation Biology Institute

Jeffrey Tayman
UC San Diego

Julie Thomas
Scripps Institution of Oceanography, UC San Diego

Mary Tyree
Scripps Institution of Oceanography, UC San Diego

John Westerman
SAIC

Emily Young
The San Diego Foundation

Reviewers:

Tim Bombardier
San Diego County Water Authority

Anahid Brakke
The San Diego Foundation

Richard Carson
UC San Diego

Marty Eberhardt
Water Conservation Garden

Guido Franco
California Energy Commission

Nicola Hedge
The San Diego Foundation

Walter Jetz
UC San Diego

Bill Kuni
The San Diego Foundation

Amy Luers
Google.org

Kimberly McIntyre
UC San Diego

Jeff O'Hara
Chicago Climate Exchange

Lisa Shaffer
UC San Diego

Richard Somerville
Scripps Institution of Oceanography, UC San Diego

Rick Van Schoik
Arizona State University

Mary Yang
Kairos Scientific, Inc.

Emily Young
The San Diego Foundation

Focus 2050 Steering Committee

Dan Cayan
Scripps Institution of Oceanography, UC San Diego; US Geological Survey

Exequiel Ezcurra
San Diego Natural History Museum; UC Riverside

Larry Herzog
San Diego State University

Charles Kennel
Scripps Institution of Oceanography, UC San Diego

Bill Kuni
The San Diego Foundation

Walter Oechel
San Diego State University

Richard Somerville
Scripps Institution of Oceanography, UC San Diego

Mary Yang (ex-officio)
Kairos Scientific, Inc.

Emily Young
The San Diego Foundation

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2508 Historic Decatur Road, Suite 200, San Diego, CA 92106
Phone: (619) 235-2300 • Email: info@sdfoundation.org
Website: www.sdfoundation.org

Agenda Item Position Slip

City of Oceanside

Submitted On:
Jun 23, 2026, 11:50PM EDT

Email	jimmysipes@gmail.com
Council Meeting Date	6/24/2026
Agenda #	1
Subject	Climate action plan
Position	In Favor
Name	**First Name:** James **Last Name:** Sipes
Oceanside Resident	Yes
Comments	The CAP is far better than the existing CAP but still has room for improvement. The CAP checklist should require or substantially incentivize that all residential construction be electric. Another CAP is needed as soon as the SB79 growth projections are known, we can not wait 5 years for the routinely scheduled update to the plan.

Stephanie Rojas

From: Jennifer Jacobs <jenn.jacobs@yahoo.com>
Sent: Tuesday, June 16, 2026 12:25 PM
To: City Council
Cc: City Clerk
Subject: General Plan concern: Guajome-Jeffries Ranch wildlife linkage

Dear Mayor and Councilmembers,

I am writing to ask you to please consider directing staff to include the Guajome Park-Jeffries Ranch Preserve wildlife linkage in the General Plan conservation policies.

At the January 28th Guajome Lake Homes project appeal, several of you cited concerns about wildlife movement between Guajome Park and JRP as a significant reason for denying certification of the EIR. The City's adopted resolution states that these linkages "serve an essential pathway for facilitating daily, annual, and seasonal movements, and for some species for permitting dispersal to breeding and foraging areas."

In light of the City's position, I am concerned that this important linkage is not included in the General Plan's conservation policies.

I appreciate that the General Plan includes a future Biological Resource Protection Ordinance and meaningful conservation goals, but implementation details may not be addressed for up to two years. For that reason, it is especially important that the General Plan acknowledge this linkage now.

I respectfully request that Council direct staff to add a policy recognizing this linkage, or at minimum ensure it is specifically evaluated and incorporated during BRPO development and future conservation planning.

I greatly appreciate your consideration and the concern you've shown for our wildlife.

Sincerely,
Jennifer Jacobs

Stephanie Rojas

From: Thomas Schmiderer
Sent: Wednesday, June 24, 2026 7:30 AM
To: City Clerk
Subject: FW: CAP Update - 2045 goal

Please add to the record for item #1 and upload on Legistar. Thank you.

Thomas Schmiderer
Assistant City Clerk
City of Oceanside

tschmiderer@oceansideca.org
+1 (760) 435-3004
300 N. Coast Highway
Oceanside, CA 92054
www.oceansideca.org

From: Jonathan Borrego <JBorrego@oceansideca.org>
Sent: Wednesday, June 24, 2026 6:42 AM
To: Peter Weiss <PWeiss@oceansideca.org>; Esther Sanchez <ESanchez@oceansideca.org>; Rick Robinson <RWRobinson@oceansideca.org>; Eric Joyce <EJoyce@oceansideca.org>; Jimmy Figueroa <JFigueroa@oceansideca.org>
Cc: Justin Gamble <JGamble@oceansideca.org>; Oscar Romero <ORomero@oceansideca.org>; Steve Burke <TSBurke@oceansideca.org>; Thomas Schmiderer <TSchmiderer@oceansideca.org>
Subject: FW: CAP Update - 2045 goal

Honorable Mayor and Councilmembers: The following information was prepared by staff in response to questions from Council and public comment claiming that our proposed GHG reduction goals included in the revised CAP fall short of nearly all other cities in the County. As noted in the analysis, only three cities and the County itself have adopted the more aggressive statewide targets promulgated under AB 1279, approved by Governor Newson in 2022. AB 1279 requires California (not individual cities) to achieve "net zero greenhouse gas emissions" as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. Because only a handful of cities in San Diego County have adopted their CAPs post-AB 1279, our GHG reduction targets are consistent with the overwhelming majority of other cities. In developing a GHG reduction strategy, staff was mindful of establishing GHG reduction targets that are reasonably achievable given our local conditions and resources. Striving to reach "net zero" emissions by 2045 is an admirable goal but likely unachievable at the local level, therefore, adopting the targets included in AB 1279 is not something staff would recommend at this juncture. – Jonathan

Jonathan Borrego
City Manager
City of Oceanside

City Manager's Office
jborrego@oceansideca.org
+1 (760) 435-3918
300 N. Coast Highway
Oceanside, CA 92054
www.oceansideca.org

From: Justin Gamble <JGamble@oceansideca.org>
Sent: Tuesday, June 23, 2026 5:23 PM
To: Eric Joyce <EJoyce@oceansideca.org>
Cc: Jonathan Borrego <JBorrego@oceansideca.org>; Oscar Romero <ORomero@oceansideca.org>
Subject: CAP Update - 2045 goal

Deputy Mayor Joyce,

To follow up from our briefing on the GPU/CAP today, I mentioned there has been prior public comment on how our CAP Update does not meet the GHG reduction targets for 2045 that were based on the State's AB 1279 legislation. The CAP's goalposts are based on two key pieces of State legislation, SB 32 and AB 1279.

AB 1279 was signed into law in 2022 and included the most stringent GHG reduction goals to date. Out of 18 incorporated municipalities in the County, only four other cities have adopted CAPs (post-2022) that use the same AB 1279 target for 2045. These include Carlsbad, County of San Diego, La Mesa & Solana Beach. Of those, La Mesa's adopted CAP does not meet the 2045 target, and Solana Beach's CAP is not a qualified plan under CEQA and cannot be relied on for development review.

In developing the CAP Update, staff understood the importance of bold climate leadership by setting our aspirations on most current State guidance under AB 1279. It is important to note that AB 1279 is not a mandate or regulatory requirement for local municipalities to meet via Climate Action Plans. Rather, it is relied upon as current guidance in CAP development and for CEQA compliance purposes.

Please let us know if you have any questions.

Sincerely,

Justin Gamble
Sustainability Program Administrator
City of Oceanside

Development Services Department
jgamble@oceansideca.org
+1 (760) 435-5093
300 N. Coast Highway
Oceanside, CA 92054
www.oceansideca.org

Jericho Moulder

From: Kassy Cox <kassyccox@gmail.com>
Sent: Tuesday, June 23, 2026 6:31 PM
To: City Council; City Clerk
Subject: General Plan to recognize important linkage; Guajome and Jefferies Ranch Preserve

Dear Council members,

I am writing to you as an Oceanside resident and as a voice for the flora and fauna, since they have not been granted citizenship, despite their long standing on these lands. I also mentor children who observe, learn, and play at the Guajome Regional Park. We have fallen in love with the coyote, wood rat, blackbirds, hawks, bushtits, ducks, coots, thrushes, gnatcatchers, and orioles (to name a few) that reside here, not to mention the invertebrates. I write now to protect the wildlife linkages, enabling these non-human friends to walk and fly safely through their habitats.

I urge the council to add language to the General Plan recognizing the habitat linkage between Guajome and Jefferies Ranch Preserve. Please map the linkage during future wildlife movement studies. Also include the linkage among areas prioritized for future conservation, restoration, and connectivity planning, especially for the future Biological Resource Protection Ordinance.

We want to live in a world where we can learn from our plant and animal relatives. If these corridors aren't protected, roads, development, poisons, or habitat loss will kill the animals and birds (some of which are already endangered). We've lost too many already. It is very important that our documents and plans specify this corridor to protect and respect our plant and animal relatives.

Sincerely,

Kassy Cox

Jericho Moulder

From: Katie Pettit <kmp@chattenbrownlawgroup.com>
Sent: Wednesday, June 24, 2026 9:44 AM
To: Esther Sanchez; Eric Joyce; Rick Robinson; Jimmy Figueroa; Peter Weiss
Cc: City Clerk; Steve Burke; Isabella Coye; Josh Chatten-Brown
Subject: Preserve Calavera's Comments on the Proposed CAP Update and EIR, Agenda Item 1
Attachments: 2026-6-24 PC CBLG Letter.pdf

Dear Mayor Sanchez, Deputy Mayor Joyce, Councilmember Robinson, Councilmember Figueroa, and Councilmember Weiss:

On behalf of Preserve Calavera, we provide the following comments on the City of Oceanside's proposed Climate Action Plan Update and Environmental Impact Report.

Thank you very much for your consideration of these comments.

Sincerely,
Katie Pettit

--

Kathryn Pettit
Associate

kmp@chattenbrownlawgroup.com
(619) 393-1440
chattenbrownlawgroup.com

Chatten-Brown Law Group, APC
Kathryn Pettit | Associate
325 W. Washington Street, Suite 2193
San Diego, CA 92103
kmp@chattenbrownlawgroup.com
Phone: (619) 393-1440

June 24, 2026

Via E-mail
City Council of Oceanside
300 N Coast Hwy
Oceanside, CA 92054

Re: Preserve Calavera's Comments on the Proposed Climate Action Plan Update and Environmental Impact Report, Agenda Item 1

Dear Mayor Sanchez, Deputy Mayor Joyce, Councilmember Robinson, Councilmember Figueroa, and Councilmember Weiss:

On behalf of Preserve Calavera, we provide the following comments on the City of Oceanside's proposed Final Climate Action Plan ("CAP") Update and Environmental Impact Report ("EIR"). Preserve Calavera has continuously advocated for improvements to the City's CAP and related monitoring processes, after identifying that much of the prior CAP was not implemented in its January 1, 2024 letter to the City. Since then, Preserve Calavera has reviewed and provided comments on the draft CAP Update and EIR, including on August 5, 2024 and February 1, 2026, and met with staff on several occasions to identify necessary changes to bring the CAP into compliance with the California Environmental Quality Act ("CEQA").

Preserve Calavera greatly appreciates City staff's good faith efforts to improve the CAP and CAP Checklist, as well as their time spent meeting with Preserve Calavera on these issues. Preserve Calavera provides these final narrow comments to ensure that this CAP is funded and fully implemented, accurately and programmatically reduces GHG emissions as promised, and avoids becoming a paper exercise. While the Final CAP Update and EIR have not addressed all of Preserve Calavera's identified concerns, with Preserve Calavera's recommended changes in its June 22, 2026 letter, Preserve Calavera believes the City's CAP Update and Checklist can avoid the pitfalls of the last CAP. Our letter provides additional context on three of those asks.

1. **Direct Staff to Conduct Analysis to Incorporate Electrification into the CAP Checklist, Which Would Not Require Revisions to the CAP or EIR**

Preserve Calavera's key outstanding concern is that the CAP relies on a single retrofitting measure for 70 percent of its emission reductions that is not fully funded and dependent on citizen participation for 60,000 existing buildings. In the prior CAP, the measures that were not implemented were those that relied on extensive staff outreach to residents and lacked established funding, as detailed in Preserve Calavera's January 1, 2024 letter. In contrast, the few

measures that were successfully implemented were those that established requirements of new development, such as solar installation, and were implemented by an ordinance update. Preserve Calavera requests that the City Council direct staff to include some level of residential electrification as part of the CAP Checklist, as the CAP Checklist is an optional streamlining benefit available to developers to avoid project-specific GHG analysis under CEQA.

To base much of the CAP's projected emission reductions on the retrofitting of existing homes, while not requiring new development to be built with some level of electrification, does not make sense from a fiscal or efficiency standpoint. The CAP already envisions electrification under Measure E-3, which lists the following key performance indicator: "retrofits to buildings that install energy efficiency/*electrification* measures in compliance with the ordinance." (CAP, p 5-6, emphasis added.)

Further, as Preserve Calavera detailed in its June 22, 2026 letter to City Council, the State already requires electric readiness and solar measures for most new development. Electrification, especially when coupled with solar, can reduce energy costs for homeowners.[1]

At a time when more and more large new developments are being proposed in the City, and private developers are receiving economic bonuses from the State—which will continue to increase with recent state legislation—it is more financially prudent to require private developers to incorporate electrification into new development now, which reduces the need for later retrofitting down the road that is paid for by the City or residents. An electrification term could have a minimum threshold of a certain number of units, such as 50 units, to focus on larger, privately funded developments where electrification is financially feasible.

2. Require Plans for Sufficient Funding for CAP Implementation and Retrofitting and Adoption of Ordinances By 2027

Preserve Calavera urges City Council to direct that implementation of the CAP-related ordinance updates and plans begin immediately, especially given the large influx of incoming development from recent State legislation. The Existing Building Decarbonization Strategy required under Measure E-3 should also be brought for Council vote alongside the ordinance updates in 2027.[2] This will ensure that new development's emissions are truly mitigated and that GHG reductions under the CAP measures begin now.

[1] See, for example: https://rmi.org/resources/the-economics-of-electrifying-buildings/; https://www.energy.gov/grid-talk/what-electrification.
[2] See FEIR, RTC-28 (Preserve Calavera's letter requesting same).

3. Direct Staff to Add Necessary Clarification on Use of the Checklist, Including to Protect Open Space and Agricultural Areas

Preserve Calavera reiterates the necessary revisions to the language to Checklist items 1B and 1C detailed in its June 22, 2026 letter, which can be accomplished without revising the CAP or EIR via Council direction. In particular, the following underlined language should be added to Checklist Item 1C, to avoid unintended consequences from the Checklist:

> The project includes a General Plan and/or zoning designation amendment, is not located on open space or agricultural lands, and an analysis has been completed that demonstrates the project would result in equivalent or less GHG emissions when compared to the existing designations provided by the Comprehensive Zoning Ordinance and General Plan, not accounting for any density bonuses available pursuant to State law.

Our firm has reviewed various CAP Consistency evaluations, and CAP Checklists without clear guardrails on methodology are subject to misapplication. For example, we have seen consultants claim that development of open space land, which required a General Plan amendment, is "consistent" with a CAP Checklist on grounds that golfing open space uses are more energy intensive, and thus conversion to development would produce less GHG emissions.

Given the City's stated desire to preserve agricultural and open space, these revisions are necessary to prevent potential misuses of the Checklist.

4. Conclusion

Preserve Calavera sincerely thanks the City Council for its consideration of these necessary revisions and direction. While the Final EIR did not address all of Preserve Calavera's identified CEQA concerns,[3] Preserve Calavera greatly appreciates the City's efforts to improve the CAP Checklist and Thresholds, and the additional improvements it has incorporated to date.

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[3] This includes the reliance on off-model adjustments to claim reductions from speculative assumptions and inconsistent growth projections. (RTC-32 to 33.) In rejecting requested mitigation to require net-zero emissions for high-VMT development, the FEIR invokes the State's "zero-emissions vehicle regulations that would reduce transportation emissions from passenger vehicles." (RTC-25.) This lacks evidentiary basis, especially given the various setbacks to California's clean fleet mandates. The FEIR even "acknowledges that some components of the Advanced Clean Fleets Regulations are no longer being enforced." For this reason, the EIR further failed to incorporate feasible mitigation to meet reduction targets via addressing transportation emissions, the City's largest source of emissions. (RTC-22 to 24, 28.) SANDAG maps which areas of the City are high-VMT by year: https://arcg.is/1OyfnD2.

Therefore, Preserve Calavera presents these narrow requests on the pressing remaining issues that can be resolved without revisions to the CAP or FEIR, to the City Council:

1. Direct Staff to conduct the necessary analysis to incorporate residential electrification, via requirements and/or incentives, into the CAP Checklist.
2. Require plans for sufficient funding for CAP implementation and retrofitting and adoption of ordinances by 2027.
3. Add the necessary clarification on allowable use of the CAP Checklist.

Thank you for your time and consideration of these comments.

Sincerely,

Kathryn Pettit
Isabella Coye

cc: City Attorney T. Steven Burke, City Clerk Dr. Zeb Navarro

Stephanie Rojas

From: Leslie Hinich <lesliehinich@gmail.com>
Sent: Wednesday, June 17, 2026 5:13 PM
To: City Clerk
Subject: Help Protect Wildlife Connectivity Between Guajome Park and Jeffries Ranch Preserve

---

The City Council identified wildlife connectivity in this area as a significant issue. Please recognize the Guajome–Jeffries Ranch habitat linkage in the General Plan:
*Ensure the General Plan reflects the City's own recognition of the importance of wildlife connectivity in this area.
*Direct staff to evaluate and map this linkage during the forthcoming wildlife movement study. *Include the linkage among areas prioritized for future conservation, restoration, and connectivity planning.

This is a perfect opportunity for the City to formalize its commitment to protecting connectivity between Guajome Regional Park and Jeffries Ranch Preserve and ensure that future conservation planning reflects the importance of this linkage.

I visit Guajome several times a week for 8 years now. Please recognize the importance of protecting wildlife in this area and the vital connection to Jeffries Ranch Preserve.
Thank you,

Leslie Cochran

Jericho Moulder

From: Thomas Schmiderer
Sent: Thursday, May 28, 2026 10:41 AM
To: City Clerk
Subject: FW: GPU, Vital and Sustainable resources

Please add to correspondence. Thank you!

Thomas Schmiderer
Assistant City Clerk
City of Oceanside

tschmiderer@oceansideca.org
+1 (760) 435-3004
300 N. Coast Highway
Oceanside, CA 92054
www.oceansideca.org

From: Margot Lowe <margotlowe1@gmail.com>
Sent: Thursday, May 28, 2026 9:12 AM
To: City Council <Council@oceansideca.org>
Subject: GPU, Vital and Sustainable resources

Mayor Esther Sanchez,
Deputy Mayor Eric Joyce,
Councilmember Rick Robinson,
Councilmember Jimmy Figueroa,
Council member Peter Weiss.

I commend City Council members and staff for the tremendous effort that has gone into the production of the General Plan Update.

Regarding the General Plan update, in general: the Climate Action Plan needs to be updated to meet State Targets; and the City needs to adopt a bird-friendly building ordinance.

Regarding the Vital and Sustainable Element: the current element does not adequately plan for wildlife as the City develops. The plans for a Wildlife Corridor Planning Zone, and set-aside conservation areas, are based on outdated biological data; and are skewed toward the coastal California gnatcatcher. Oceanside needs to update and adopt the Oceanside Subarea Plan - Oceanside's component of the Multiple Habitat Conservation Plan that encompasses the 6 cities in the Region and is

administered by the U.S Department of Fish and Wildlife and SANDAG. If adopted, wildlife would benefit by having areas set aside from development; and developers would benefit by having the assurance that they could develop properties without worry about receiving the required permits from Wildlife Agencies. Cities with adopted Subarea Plans can issue permits under the Endangered Species Acts.

Envision Oceanside in 2050 - Will there be any wildlife left in Oceanside? Will developers still be wondering if an endangered species on a property will scuttle plans for development? The time is now to adopt the Oceanside Subarea Plan.

Please update the Climate Action Plan to meet future state targets, adopt a bird-friendly building design ordinance, and approve an Oceanside Subarea plan.

Thank you for everything you do for the city.

Margot Lowe
4834 Northerly St
Oceanside CA 92056
760 842 7252

Agenda Item Position Slip

City of Oceanside

Submitted On:
Jun 23, 2026, 01:33AM EDT

Email	president@lwvncsd.org
Council Meeting Date	June 24, 2026
Agenda #	1
Subject	2026-06-24 Oceanside City Council Agenda Item 1 General Plan and Climate Action Plan OPPOSED
Position	In Opposition
Name	**First Name:** Marian **Last Name:** Clancy
Oceanside Resident	No
Full Address	**Street Address:** P.O. Box 131272 **City:** Carlsbad **State:** CA **Zip:** 92013-1272
Comments	Dear Oceanside Councilmembers, The League of Women Voters of North County San Diego (LWVNCSD) acknowledges that climate change affects nearly everything – our ecosystem, our society, our health, our economy, and even our democracy. We acknowledge and applaud the extensive work the City has undertaken to update Oceanside's Climate Action Plan, and we are grateful for that commitment. However, espite the commendable progress the proposed plan falls short in several critical areas. We respectfully urge the Council to address the following issues before the July 1, 2026 deadline. 1. Require all-electric construction for new residential buildings and city facilities The City should include residential electrification as a requirement in the CAP, consistent with its existing goals of retrofitting buildings to reduce emissions. The 2025 Building Code - already adopted by Oceanside - requires electric readiness for appliances in new residential construction, and new homes are already required to install solar and electric-ready infrastructure. Requiring full electrification is the logical next step. It is inconsistent to plan for costly retrofits of existing homes while imposing no electrification requirement on new construction. We ask the City to include all-electric requirements for all new residential construction and city facilities, and to incorporate

residential electrification into the Consistency Requirements within the CAP's Consistency Checklist.

2. Commit to accelerating the next CAP update

We must raise a significant concern about the CAP's approach to green house gas (GHG) reduction. As documented in the community engagement notes, this concern has been raised by the public previously. The plan assumes that more than 70% of required GHG reductions will come from retrofitting water heating and HVAC systems in approximately 60,000 existing buildings – yet no funding sources and no programs have been identified to accomplish this. "Without dedicated funding, the ambitious GHG reductions of this plan are unlikely to be realized. Further, the current proposal fails to meet California's GHG emissions reduction standards for 2045 and 2050. For these reasons, we respectfully but firmly request that the City commit to updating the CAP update as soon as SB79's Transit-Oriented growth projections are available, and not wait the currently scheduled five years. An earlier update would allow the City to address the plan's shortcomings in a timely and meaningful manner.

3. Commit to a budget that supports implementation

The City has not successfully implemented the current CAP primarily due to inadequate resources. Without a committed funding plan, there is no reason to expect a different outcome from this new CAP. We ask the Council to identify concrete procedural steps to ensure that revised budgets are adopted that allow the CAP to be implemented as planned.

Addressing essential residential electrification, an accelerated update timeline, and a committed budget will demonstrate to residents and stakeholders that the City takes this plan seriously and will build public confidence in a CAP that is both impactful and achievable.

LWVNCSD supports evidence-based policy at every level of government. We stand ready to support Oceanside in this critical work. Thank you for your consideration and for your service to our community.

Respectfully,

Marian Vega Clancy
President, The League of Women Voters of North County San Diego

Jericho Moulder

From: Thomas Schmiderer
Sent: Tuesday, June 23, 2026 4:44 PM
To: City Clerk
Subject: FW: Comments Regarding the CAP Update, SSCSP, June Draft Checklist
Attachments: 00_BullockCommentsGPU_Phase2_2026.docx; Ref(1)_CA_SurfMuseumPost.ppt; Ref(2)_DividendAccount2020v5.doc; Ref(3)_AdoptedBikePedRUC_Resolution 22-01 3-14-22.pdf

Thomas Schmiderer
Assistant City Clerk
City of Oceanside

tschmiderer@oceansideca.org
+1 (760) 435-3004
300 N. Coast Highway
Oceanside, CA 92054
www.oceansideca.org

From: mike_bullock@earthlink.net <mike_bullock@earthlink.net>
Sent: Tuesday, June 23, 2026 4:41 PM
To: City Council <council@oceansideca.org>; City Manager <CityManager@OceansideCa.org>; City of Oceanside Climate Action & Sustainability <sustainability@oceansideca.org>; Justin Gamble <jgamble@oceansideca.org>; Oscar Romero <oromero@oceansideca.org>
Subject: Comments Regarding the CAP Update, SSCSP, June Draft Checklist

June 23, 2019

City of Oceanside
Attn: City Manager Jonathan Borrego; Sustainability Program Administrator Justin Gamble; Oscar Romero, City Planner
300 North Coast Highway
Oceanside, California 92054

Via E-mail at council@oceansideca.org; CityManager@OceansideCa.org; sustainability@oceansideca.org; jgamble@oceansideca.org; oromero@oceansideca.org

(760) 435-3539

Subject: Comments Regarding the *Climate Action Plan Update,* the *Smart and Sustainable Corridors Specific Plan, and the DRAFT City of Oceanside Climate Action Plan Consistency Checklist* dated June 2026 AND a Recommendation to Approve the Related Staff Recommendations for the June 24, 2026, Oceanside Council Meeting

Honorable Mayor Sanchez and Honorable Councilmembers,

I support the June 24, 2026, Council Meeting Staff recommendations that are related to the subject documents. **I also urge** the immediate implementation of Measure TR-1's Action TR-1.4, which is a firm commitment to put a price on the use of employee car parking. This must be done with a car parking system that wins a super-majority of support from employees after it is implemented. This means that all employees must earn more money under the system. The details of this car-parking system and how to proceed are provided in my attached letter..

Please find my letter and its three References attached to this letter.

Thank you for working hard, working smart, and working with extreme integrity, in challenging times. Oceanside has the best CAP I have ever seen or heard about.

Regards,

Mike Bullock
1800 Bayberry Drive
Oceanside, CA 92054
760 421 9482

Former California Democratic Party Delegate, 76th Assembly District (author of 2 adopted resolutions and 5 Platform changes)
Former Elected (now Associate) Member of the San Diego County Democratic Party Central Committee (author of 5 adopted resolutions)

Final title before leaving Aerospace: ***Senior Staff Systems Engineer***

Air and Waste Management Association published and presented papers:
Author, ***The Development of California Light-Duty Vehicle (LDV) Requirements to Support Climate Stabilization: Fleet-Emission Rates & Per-Capita Driving***
Author, ***A Climate-Killing Regional Transportation Plan Winds Up in Court: Background and Remedies***
Co-author, ***A Plan to Efficiently and Conveniently Unbundle Car Parking Cost***

Quotes from the Secretary General of the UN:

1.) We have a Code Red Climate Emergency.
2.) We are solidly on a path to an unlivable planet.
3.) We are driving towards Climate Hell with our foot on the accelerator.
4.) We are dangerously close to the point of no return.

Mike Bullock
mike_bullock@earthlink.net
1800 Bayberry Drive
Oceanside, CA 92054
760 421 9482

June 23, 2019

City of Oceanside
Attn: City Manager Jonathan Borrego, Sustainability Program Administrator Justin Gamble, Oscar Romero, City Planner
300 North Coast Highway
Oceanside, California 92054

Via E-mail at council@oceansideca.org; CityManager@OceansideCa.org; sustainability@oceansideca.org; jgamble@oceansideca.org; oromero@oceansideca.org

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Focus on Personal Transportation

Cars and light-duty trucks are by far the largest category of GHG emissions in the US, in California, in San Diego County, and in Oceanside. This letter is primarily focused on this overwhelmingly important category of emissions. We must reduce Vehicle Miles Travelled (VMT.)

Climate Crisis

We have a climate crisis. SB 32 requires a significant reduction in GHG emissions by 2030, so that CA will do its part to avoid climate destabilization. The *CARB Scoping Plan*, CA's official plan to achieve SB 32, uses a 25% reduction in VMT by 2030 with respect to 2018 levels. One of its three primary mitigation measures, as shown in its appendix e, is to put a price on the use of car parking.

It states that, "pricing is essential". This means that it must be done in to have a chance of success. Primarily, municipalities control car parking policies.

Details about this are in Reference 1. The slides were presented at an event advertised in the flyer shown in Figure 1.

Figure 1, Flyer for Presentation on Our Climate Crisis

Personal Introduction

I have a BSEE and a Masters in Engineering. I worked for Lockheed Martin for 36 years. My title when I retired was *Senior Staff Systems Engineer*. Since 2007 my focus has been on climate change and transportation policy, including systems to price parking and road use. I have studied and worked on solutions related to SB 375, CAPs, RTPs, SB 32, AB 32, and the *CARB Scoping Plan*. I have presented at conferences, on urban planning panels, in (going from west to east) San Diego, Long Beach, San Francisco, Calgary, Guadalajara, New Orleans, Chicago (once downtown and once in the suburbs), and the Washington DC metro area. Most of these presentations have been at Air and Waste Management Association (AWMA) conferences. My first such conference was in 2010, in Calgary. I was put on their Urban Planning Panel, even though I have no Urban Planning background. I was put on the panel based on the car parking system my submitted paper described.

CAP Update

From Page 4-13 of the CAP Update

> **Measure TR-1**
>
> To reduce emissions associated with vehicular travel, the City plans to require and support TDM strategies to reduce VMT through multiple actions. A primary action is to lower the compliance threshold for the City's current TDM Ordinance to 40 daily commute trips for businesses. This will serve to capture additional employers and increase the effectiveness of the ordinance. **The City will support employers in complying with these new requirements by providing model TDM plans and providing information about cost effective TDM measures,** such as . . .
>
> **Action TR-1.4**
>
> **Reduce City employee VMT by** providing subsidized transit passes, a carpool connection program, preferential parking for carpools, and **setting pricing for employee parking** to provide car parking cash out opportunities.

The system that does the pricing must be designed to gain a supermajority of employees that favor the system over the current system of "free parking" because it is important that other employers want to implement the same system, for their employees.

The word “opportunities” means that the system to do this pricing has some leeway. The firm commitment is to price parking. The pricing should be done with a system that operates the priced parking for the financial gain of the employees. It is, after all, their parking. That means the employees get the earnings. The way to distribute the earnings is to pay each employee in proportion to the duration of time they spend at the workplace, regardless of how they got to the workplace. This means that there is no need for cash-out payments. Or to look at it another way, the earnings, with no charge for parking, become the “cash-out” payment. Drivers also get the earnings, but they are also required to pay to use the parking.

The employee parking is available to all drivers, not just employees, to maximize the earnings for the employees. This means that the parking is *shared*. Shared parking is a more efficient use of parking, compared to parking that is not shared. This point is made repeatedly in the *Smart and Sustainable Corridors Specific Plan*.

The system also needs to pay the employees that drive every day (and most will) an extra amount called an “add-in”. The “add-in” is computed so that an employee that drives everyday will break even. The “add-in” is computed to be equal to the amount the employee was charged to park their car over a week, minus the amount the employee was paid in the form of the car-parking earnings, over a week. A negative “add-in” is set to zero. For employees that can sometimes get to work without driving, the system will feel like getting paid to not drive. (That makes it equivalent to paying cash-out.)

At the end of the year, all employees will get a car parking bonus amount. This means that every single employee will earn extra money with the new system, compared to “free parking.” The car parking vendor will be able to do this because they will be skilled at monetizing unused parking and monetizing data. They will also be skilled at selling electricity generated from solar canopies.

Keith Jones, CEO of ACE Parking, would like to be a vendor. He understands this system. He want to reinvent Ace Parking. Other vendors can compete with ACE Parking in a Request for Proposals (RFP) process. This employee car parking system is an example of a set of car parking systems known as “Dividend Account Parking” more fully described in Reference 1 and below.

It is well known that so called “free parking” significantly increases SOV commuting to work. It is also true that the system described here increases economic equity and choice. The economic equity and choice is especially important for low- income workers. For this reason, referring to TR-1 above, this car parking system needs to become the backbone of the Transportation Demand Management (TDM) plans that employers will use to reduce single occupancy vehicle (SOV) commuting to work. For that to happen, it is critical that the vendor and the City have a plan to poll workers to prove that the system is favored by a supermajority of workers. That is why it is critical that employers

earn enough extra money to make it worth the extra trouble to work within the automation requirements and to trust the data is not used against them in any way. The full automation means that the employees will need to register the license plate numbers for the cars they will use to drive to work. It also means that they will need to carry a FOB, as the owners of newer cars carry to use their cars instead of using car keys, to automate the collection of their time at the work site.

The Requirements Document used to operate the RFP process used to select the vendor, needs to specify how the privacy of the employees will be protected.

Again:

> **Action TR-1.4**
>
> Reduce City employee VMT by **providing subsidized transit passes**, a carpool connection program, preferential parking for carpools, and setting pricing for employee parking to provide car parking cash out opportunities.

Action TR-1.4 also states that Oceanside will provide subsidized transit passes for their employees. This would be done by negotiating a price with the NCTD, to provide the passes. I received an “Eco-pass” when I worked at Lockheed. I biked to work but used the “Eco-pass” on weekends to ride the buses for free. Lockheed gave the Eco-pass to any employee that went to the trouble to go to a location each year to get the yearly pass. Lockheed paid the transit district a negotiated amount for this. Oceanside may want to skip the negotiation and the expense. The car parking earnings for those who drive less than every day can be used to pay for transit use, and, in that way, implementation of the car parking system described here meets the obligation to provide subsidized transit passes.

Generalized Use of This Car Parking System

A good vendor will want to expand the use of “their” car parking system, beyond employee car parking. The system is not for *assigned* parking, however.

The car-parking system that is used to implement priced parking for Oceanside employees has been dubbed “Dividend Account Parking”. It will work for all locations except for the driveway of a single-family home or the driveway or parking spaces for apartments or condominiums below an agreed-upon size. (*Assigned* parking needs to be unbundled, as described in my comments in the SSCSP section of this letter). The basic idea for Dividend Account Parking is that the parking-lot earnings go to those for whom the parking is built. Those for whom the parking is built will then favor having their parking being used by all drivers, to raise more money. This will allow for *shared parking*. The system would work well for on-street parking, transit centers, barber shops, grocery stores, mixed use developments, shopping centers, and so on. Dividing

up the earnings differs, for the various cases. As stated above, for employees, the amount of money that is given to an employee is proportional to the time the employee spent at work, over the pay period. Often, for other cases where Dividend Account Parking is used, the amount of car parking earnings given to an individual is proportional to the money the individual spent. For train riders, the money that is given to a rider (of driving age) is proportional to the time the rider spent on a round trip. For example, a train rider that spends 12 hours on a round trip earns twice as much money as a rider that spends 6 hours on a round trip.

For on-street parking, the money sometimes goes to Oceanside, unless there is housing in front of the on-street parking. For the housing case, the money goes to those living in the housing that is fronting the street. This is very important for single-family homes, because people living in those homes need to get nearly 100% of the money earned from the parking fronting their property. They must favor the system, because citizens living in single-family housing are an important block of voters. For the cases where there is no housing on the street, Oceanside would get 100% of the revenue. On-street parking would be free, until the occupancy rate exceeds some agree-upon value, such as 50%. This system is fair, both to the drivers and the residents of Oceanside, who make up the City of Oceanside. They own the on-street parking, and they deserve to have it be operated in a way that benefits them. They benefit when Oceanside is fairly funded for what it must maintain, such as on-street parking.

Dividend Account Parking must be as easy to use as “free parking.” Full automation will mean that there is no need for parking meters and no need for machines that issue parking permits that are set on the dashboard. Beach parking automation pricing can be designed so that Oceanside will lose no money compared to the parking machine parking system now used. For a time, users can choose between the old system and the easier-to-use new system.

Smart and Sustainable Corridors Specific Plan

From here: https://onwardoceanside.com/project-documents. Then choose either the whole document or the Chapters. It is seen in the *Introduction*’s table of contents that Section 2.0 is “Setting and Context”. Section 3.0 is “Land Use”. 3.6 is “parking”.

Section 2.0 Setting and Context

Subsection 2.3 Planning Issues

Page 2-10 has the 3rd *issue* which is “*To Support local, regional, and state air quality targets*.” Note that “air quality” includes CO2_e. These words are from Page 2-10, and they refer to CA’s efforts to achieve its GHG mandates, now contained within SB 32 and AB 1279.

> The state's targets themselves are being revised by the California Board (CARB) as part of the State Clean Air Plan update, anticipated to be completed [in the] summer of 2022. In order to maintain alignment with state targets through 2050, the City will need to implement additional emission reduction measures.

These words are now out of date. The *CARB Scoping Plan* was completed in late 2022. Oceanside needs to update its understanding and take the quickest action possible to remedy a serious situation, considering our climate crisis. That would be to update its *Consistency Checklist* to augment its "*Plan to reduce GHG*" ("Plan") by adding the *CARB Scoping Plan* to the documents that are currently considered to be part of the Plan. The *Consistency Checklist* is a way to ensure that projects meet the requirements of the Plan. More details are shown in that section of this letter. However, it should be stated here that the CA mandates to avoid climate destabilization are SB 32 (reduce emissions to be at least 40% below what CA emitted in 1990) and AB 1279 (net zero by 2045.) The *CARB Scoping Plan* of 2022 shows that **we must reduce per capita VMT by 25% by 2030 and this is with respect to CA's 2019 level of per capita VMT**. 2030 is soon and therefore this is very challenging. If SB 32 is achieved, there will be 15 years to get to net zero. That will be relatively easy. Oceanside, like all municipal governments, needs to focus on doing its part to achieve the 2030 climate mandate, SB 32. This means Oceanside needs to focus on what applies to Oceanside. The three primary mitigation measures of the *Scoping Plan* are as follows:

1. Double transit service by 2030 with respect to 2018
2. Price the use of car parking
3. Price the use of roads

The *CARB Scoping Plan* states flatly that, "pricing is essential". Oceanside should do everything it can to get the state and the NCTD to do numbers 1 and 3. The 2nd mitigation measure, "Price the use of car parking," is Oceanside's responsibility. How to do this is shown in this letter, relying on Reference 2.

This section, "***Setting and Context"*** should also cover the existing problems CA cities have in maintaining their roads. Reference 3, a resolution adopted by the Oceanside Bicycle Pedestrian Committee, was provided to Oceanside. It was adopted, in part, because poorly maintained roads are especially difficult, and sometimes very dangerous, for bike riders. Oceanside needs funds to maintain its roads. CA needs to be encouraged to solve a problem (internal combustion engine cars must be phased out) that will get worse with time. As drivers transition to ZEVs, the gas-tax accounts will dwindle away. Reference 3 should result in a letter from Oceanside to our CA leaders. Reference 3 supports a "Pricing and Payout System". The resolution covers the pricing system well, with many features described. However, it fails to describe the Payout System. The following figure shows the solution. It is Slide 35 of Reference 1. The

yellow highlight helps the reader see that the Payout system is relatively simple. If I drive my car on roads within Oceanside, I am wearing out Oceanside's roads and so Oceanside should get the money I will pay. As soon as my car crosses into Carlsbad, Carlsbad needs to get the money.

If I drive on SR 78, CA gets the money. If I drive on I-5, perhaps the money will go to the city I am in with part of it going to fund CA transit. It would not go to the federal government because this would be a CA RUC.

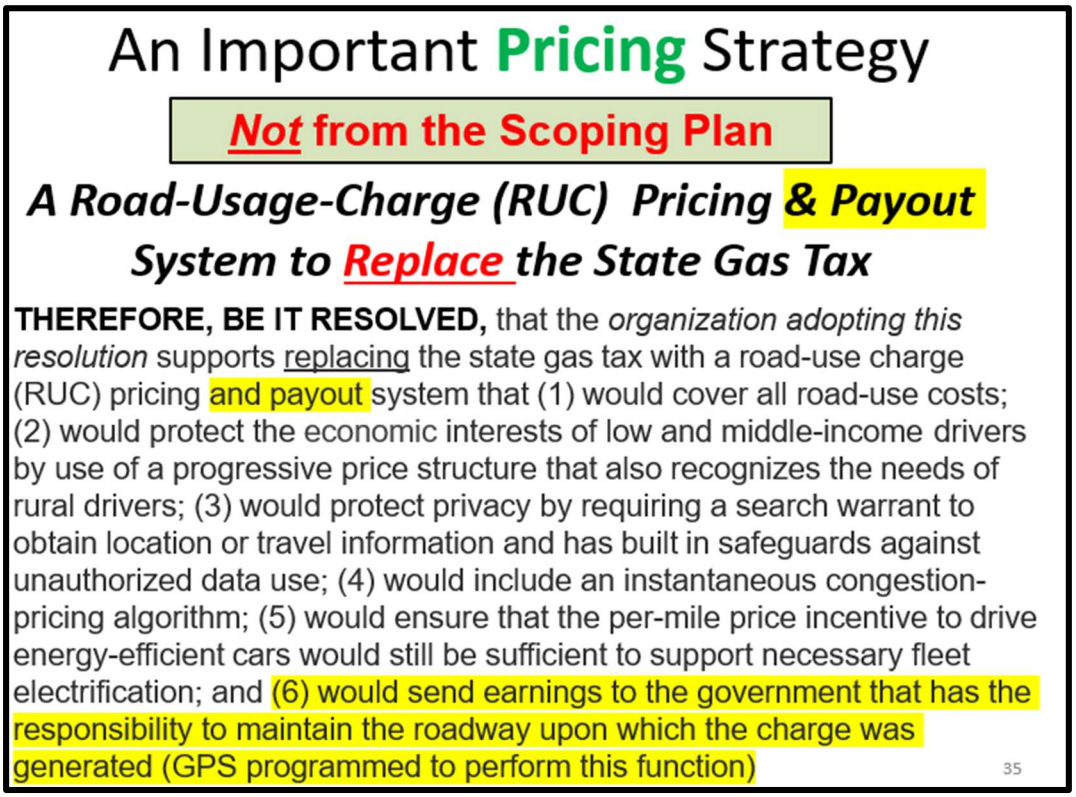


Figure 2, A Slide from Reference 1 That Shows the "*Payout System*" of a CA RUC

Section 3.2 , Land Use Framework

It states that people in the corridors will have easy access to Sprinter and bus lines. On Page 3-6 it says affordability can be achieved through ***unbundled parking***.

Unbundling the Cost of Car Parking for Assigned Car Parking

Unbundling the price of an assigned car parking space from the price of rent does more than increasing affordability. It also reduces VMT, as shown in Chapter 20 of Shoup's book, *The High Cost of Free Parking*.

Unbundling the cost of car parking at an apartment complex allows the prospective renter to see clearly what is being offered, without being misled into thinking that the

rent for the apartment is higher than it would be with no assigned parking and thinking that the assigned car parking is somehow being offered for free. Instead, for the case of unbundled-cost, assigned car parking, the prospective renter is given the rent for the apartment alone (without any assigned car parking cost) and is then offered the choice to rent assigned car parking spaces at the average monthly cost, given the algorithm described below that rewards less driving.

The monthly charge should be an average over all the spaces, obtained by adjusting other parameters (price per minute for two cases: car present and car absent), used to compute each unit's monthly charge. The calculation will incentivize even less driving than the traditional unbundling that is described by Shoup in his book, *The High Cost of Free Parking*, where the charge is a monthly fee that is unchanged by how much or how little the car is driven. Minutes when the car is parked are priced at a lower rate than the minutes when the car is not parked.

For assigned parking at work, the opposite would be true. Minutes when the car is parked are priced at a higher rate than the minutes when the car is not parked. For the "at-work" case, the worker gets to choose to either have the assigned parking or get the value of the assigned parking, in an increased wage.

Potential Problems of Priced Car Parking Systems

When parking is priced, either assigned or not, it could cause a problem for residents and businesses because some drivers, to avoid paying the price to park a car, will use any parking that they can find, either on-street or off-street, that has no price. This will not be a problem if the car parking systems for the surrounding area are compatible with the priced parking systems described here. With the advent of Automated License Plate Readers (ALPRs), detection of someone parking in a location that is off limits to them is easily accomplished and the owner of the car can be billed. Paying such a bill is inconvenient compared to establishing an account that is associated with the license plate, so that the money flows out of an account with no effort. Car parking statements can be supplied at the level of detail requested by the car owner to enable privacy within a family. A car parking vendor will know how to do all of this, and Oceanside could earn a significant amount of money, by being fair and transparent and earning money from a significant amount of on-street parking.

The car-parking systems used need to be as easy to use as the car parking system known as "free parking" and today's technology makes that requirement achievable for the vendor. Oceanside and other municipal governments will want to have a vendor install an on-street, car parking system for unassigned car parking, as described above. Unassigned, car-parking systems that are described here are more fully described in a paper, *Dividend-Account Parking: Feasible & Enforceable Mitigation*. The paper is available upon request from mike_bullock@earthlink.net. It is also Reference 2.

Page 3-18, LU 27

> ***Shared Parking****. Update the City's parking regulations to allow and encourage shared parking between adjacent commercial centers and, where appropriate, between commercial and residential uses.*

This becomes easy when parking is operated for the financial gain of those for whom the parking is built, because no one in such a group, such as employees, shoppers, or train riders, will complain about others using their parking because they know that such usage earns them more money. For this system of unassigned parking, car parking is universally shared. If the parking occupancy rate approaches being full, congestion-pricing algorithms will be used to limit occupancy rate, and the increase in price will earn even more money for those for whom the parking is built, such as employees, residents, shoppers, or train riders. A congestion-pricing algorithm is described in the paper identified above, *Dividend-Account Parking: Feasible & Enforceable Mitigation*, which is Reference 2.

All drivers that have set up accounts that are associated with the license plate on their car are allowed to park anywhere these “Dividend-Account Parking” systems are used. The drivers will need to have their license plates associated with an account that will supply the charge, as soon as the car leaves the parking area. If a car does not have a license plate associated with an account, the car is trespassing and the car owner will be charged, just as charging by use of a mail notice happens now, when a driver accidentally drives on a charged highway in California. There is no law violation but paying the bill is inconvenient. People are always encouraged to set up an account, to avoid the inconvenience.

3.5 Vista Way Corridor

Page 3-22

> *While the existing shopping centers along the corridor are largely envisioned to remain, they are currently developed at low intensities, with large, underutilized parking areas. These sites present opportunities for higher-intensity commercial, residential, or mixed-use projects, which in turn present opportunities to improve mobility and visual quality within the corridor*

The best example of this is the Pacific Coast Plaza (home of Walmart, near the intersection of SR-78 and I-5).

When people want to walk, bike, or use some other form of active transportation, from the intersection of Coast Highway and Vista Way to Pacific Coast Plaza, they are forced to go out of their way, to Cassidy, where, after crossing over the bridge, they are met with a very steep grade to get into the back of the shopping center.

To connect the Coast Highway to the Vista Avenue Corridor or, more specifically Vista Way in front of Walmart’s parking lot, the bike/ped east-west mobility on Vista Way, such as a Kelly Street Bike/Ped Bridge route, using Soto to Vista Way, in front of Walmart is needed. See Figure 3.

Figure 3, Soto Bike/Ped Trail to Vista Way, with Kelly St. Bike/Ped Bridge

Taking a route that is north of Vista Way, such as a Kelly Street Bike Bridge, should be evaluated against other choices. For the Bike/Ped that wants to go east or west on Vista Way, travelling North to Kelly, or worse, Cassidy, is an inconvenience but would improve on current conditions, which require using Cassidy, that has a significant climb, especially going west, up Cassidy, from Bayberry. The bike route along SR 78 to Vista Way (shown in the Figure with the thick blue lines) would be created with pavement and perhaps, depending on a design that minimizes elevation change, large concrete barriers to protect the bike/peds from the danger of high-speed traffic. It is hoped that no large concrete barrios would be needed and the large trees could be saved. The large concrete barrios would be a safety hazard for drivers going from West on SR-78 to North on I-5.

A cheaper alternative would be to have bike/peds travel over the existing Cassidy bridge, although this would require that the Bike/Ped person wanting to cross I-5 at Vista Way go further out of their way. The retail stores and other businesses along Vista Way, such as Walmart, might be willing to contribute money to pay for these improvements. The “Walmart Shopping Center” and its parking would be able to provide new housing after this mitigation measure is implemented because the making it easier to use active transportation will reduce the need to own as many cars and to drive as often as we do now. Easier, at-grade, active transportation access to the Ocean would be a feature of the new housing. Perhaps the developer of the new housing would want to pay for the increased east-west mobility for active transportation. Rather than a bridge, a bike-bearing gondola should also be considered. They are used in small towns in Mexico, to help people get up hills. It might also be feasible to cantilever a bike-ped facility off the north side of the current bridge carrying traffic on SR 78 over I-5, connecting to a shorter bridge going over the SR-78 West to I-5 North lanes which are below grade

3.6 Parking

Page 3-24

> *Parking consumes a significant amount of urban space. When provided only at the ground level, parking can undermine neighborhood walkability by spreading land uses farther apart and thereby reinforce driving as the most practical mode for travel.*

Also:

> *While structured and underground parking can support walkability, it can be prohibitively expensive.*

Also:

> *In some cases, overly restrictive minimum parking requirements can render development infeasible.*

Also:

> *When bundled into the cost of development, parking is seemingly 'free' to the user, but the allocation of space for parking comes with a cost that is borne by drivers and non-drivers alike. Passing the cost of parking onto those who don't need it can incentivize driving even in situations when choosing other transportation modes could be viable.*

The text successfully describes the advantages of pricing and sharing parking. In Table 3-7 the text identifies SB 743, which eliminated parking minimums, close to Sprinter Stations and other transit stops that meet SB 743 standards. However, we are now living in a post SB 79 world, which changes things more than SB 743. The service (headway) that should be provided for the bus lines in the Mission and Vista Way corridors should soon cause SB 79 to enable development height and density around many transit-stops in all three corridors.

With SB 79, and with Oceanside's commitment to save neighborhoods from increased density, the corridors, on their arterials, will have a significant increase in height and density that must be approved close to transit stops. If a good car parking system, for both assigned and unassigned parking is implemented, the Corridors will support SB 32's climate mandate and net zero by 2045. The traffic in the Corridors will also be reduced because the car parking systems described in this letter will reduce SOV use.

Unbundling the cost of assigned parking at apartment complexes and at offices should be a requirement in the next Smart and Sustainable Corridors version. Ideally, it would be a requirement for the entire city. It increases economic equity, choice, and transparency, while it reduces driving. This can be reflected in the Consistency Check

List for the SSCSP even before the next version of the SSCSP is written. The CARB Scoping Plan should be added to the checklist's "Plan to Reduce GHG."

Unbundling the cost of car parking at an apartment complex allows the prospective renter to see clearly what is being offered, without being misled into thinking that the rent for the apartment is higher than it would be with no assigned parking and thinking that the assigned car parking is somehow being offered for free. Instead, the prospective renter is informed as to the rent for the apartment alone and is then offered the choice to rent some number of assigned car parking spaces, including the option to not rent a car parking space.

But there is more to this. It will be helpful to incentivize less car use.

The monthly charge should be an average over all the spaces, obtained by adjusting parameters, used to compute each unit's monthly charge. The calculation should incentivize even less driving than the traditional unbundling described by Shoup where the charge is a monthly fee, unrelated to car use. Minutes when the car is parked need to be cheaper than for those minutes when the car is gone. For assigned parking at work, the opposite would be true. And for assigned parking at work, the worker gets to choose to either have the assigned parking or get the value in an increased wage.

Page 3-25

> *Shared parking agreements can help to ensure efficient use of parking during peak periods of parking demand at different times of the day.*

The comments for Page 3-18, LU 27, shown above, apply here, for car parking that is not assigned.

Shared Parking, for Employee Parking

Shared parking happens naturally if the pricing is done with a system that operates the priced parking for the financial gain of the employees or other group, for whom the parking is built. (After all, it is their system).

The question arises: how are the employee car parking earnings divided up among the employees? The way to do that is to pay them in proportion to the time they spend at the workplace, regardless of how they got to the workplace.

The employee parking is available to all drivers (not just the employees),so as to maximize the earnings for the employees.

The system also needs to pay the employees that drive every day (and most will) an extra amount called an "add-in". The "add-in" is computed so that an employee that drives everyday will break even. The "add-in" is computed to be equal to the amount the employee was charged to park their car, minus the amount the employee was paid in

the form of the car parking earnings. For employees that can sometimes get to work without driving, the system will feel like getting paid to not drive. At the end of the year, all employees will get a car parking bonus amount. The car parking vendor will be able to do all this because they will be skilled at monetizing unused parking and monetizing data. They will also be skilled at selling electricity generated from solar canopies. Keith Jones, CEO of ACE Parking, would like to be a vendor. He understands this system. He want to reinvent Ace Parking.

To generalize this, a good car-parking system would mean that the parking is operated to produce earnings for the members of the group for whom the parking is built, or for the group that is losing money because the parking is being built. Other examples, besides employees, would be train riders, shoppers, movie patrons, and sports fans.

3.7 Projected Development

The second sentence of this section mentions a 30-year buildout. With the advent of SB 79, this could occur much faster and put very significant heights and densities on the arterials. This is especially true in a city like Oceanside, that wants to, with few exceptions, prevent such changes from occurring in the neighborhoods. Preventing density in the neighborhoods means additional density on the arterials.

Again, car-parking systems are important.

> **LU-55** Allow Developments to Unbundle Parking from Residential and Employment Land Uses. Allow developments that construct parking to rent/sell the parking separately from the cost of the sale or lease of the building space

The goal here is to increase economic fairness, transparency, and choice, in a way that will reduce SOV use. However, the methods described earlier in this letter are better than what is in LU-55. The methods described earlier in this letter need to be adopted ASAP at both new and at existing locations. They show how to do both assigned parking and unassigned parking. The unassigned parking car parking system has been dubbed “Dividend Account Parking”, Reference 2. The “Dividend” word is from the *earnings* generated. Those that get the earnings could think of them as a “dividend” to make up for the priced parking being implemented. Accounts need to be established that are tied to a license plate, recognizing that the accounts must be able to both supply and accept money.

4.1 Public Realm and Streetscape

I agree with this section. Steets need to be designed for lower speeds. The council and staff need to continue to listen to the citizen’s group that calls themselves the “Oceanside Bicycle and Pedestrian Committee.” They walk and bike themselves and they understand how to help those who want to use active transportation and transit. It

is worth noting that they recently asked Oceanside for a moratorium on Class IV bike lanes, sometimes referred to as “cycle tracks”. They have also asked the Oceanside to express support for replacing the CA gas tax with a CA Road Use Charge (RUC), with many RUC features that would make the RUC both politically acceptable and an important tool in our efforts to avoid climate destabilization (Reference 3). Slide N of Reference 1 shows an important improvement to that resolution. The Cities need to be given money to maintain their roads, in proportion to the amount of driving that is being done on their roads.

CAP Consistency Checklist

The statements at the top of the Checklist show that the “Plan” (the *Plan to Reduce GHG* that is associated with the Checklist, under CEQA law) does not accomplish AB 1279 and therefore the checklist cannot be used to “tier and streamline” for any project that will operate beyond 2030. This would be true for all the projects I can think of. To remedy, this, the “Plan to Reduce GHG” needs to be augmented by adding the CARB Scoping Plan. Most of the *CARB Scoping Plan*’s mitigation measures do not apply to Oceanside. However, its measure to price parking does apply. This means that at least the new projects in the corridors defined in the SSCSP need to be required to have the priced car-parking system that Oceanside will, with a car parking vendor, implement for their employees, as described in this letter and Reference 2. It is well known that “free parking” at work greatly increases SOV commuting. Being able to “tier and streamline” will be a great service to the companies that want to provide the new developments that will make Oceanside a great city.

Reference List

1. *The Climate Crisis*, including the reason we have the crisis, how bad it could get, the CARB Scoping Plan, and the mitigation measures. Power Point slides, *1_CASurfMuseumPost.ppt*, available upon email request from mike_bullock@earthlink.net
2. *Dividend-Account Parking: Feasible & Enforceable Mitigation*. The paper is available upon request from mike_bullock@earthlink.net
3. Resolution 22-01*, Resolution of the Oceanside Bicycle and Pedestrian Committee in Support of Replacing the State Gas Tax with a Means-Based Road Use Charge (RUC) that Protects Privacy*, adopted on 3/14/22, available upon email request from mike_bullock@earthlink.net

Regards,

Mike Bullock
1800 Bayberry Drive
Oceanside, CA 92054
760 421 9482

Former California Democratic Party Delegate, 76th Assembly District (author of 2 adopted resolutions and 5 Platform changes)
Former Elected (now Associate) Member of the San Diego County Democratic Party Central Committee (author of 5 adopted resolutions)

Final title before leaving Aerospace: ***Senior Staff Systems Engineer***

Air and Waste Management Association published and presented papers:
Author, ***The Development of California Light-Duty Vehicle (LDV) Requirements to Support Climate Stabilization: Fleet-Emission Rates & Per-Capita Driving***
Author, ***A Climate-Killing Regional Transportation Plan Winds Up in Court: Background and Remedi****es*
Co-author, ***A Plan to Efficiently and Conveniently Unbundle Car Parking Cost***

Quotes from the Secretary General of the UN:

1.) We have a Code Red Climate Emergency.
2.) We are solidly on a path to an unlivable planet.
3.) We are driving towards Climate Hell with our foot on the accelerator.
4.) We are dangerously close to the point of no return.


California Surf Museum
BIG WEDNESDAY
Earth Day Event
THE CLIMATE CRISIS
How climate change is reshaping our planet, including waves, beaches, and coastlines— and what we can do about it
WEDNESDAY, APRIL 22 • 6:00 PM
CALIFORNIA SURF MUSEUM
312 Pier View Way, Oceanside, CA
(760) 721-6876 | www.surfmuseum.org

Mike Bullock

mike_bullock@earthlink.net

760-421-9482

Thanks to

You!!!

The CA Surf Museum

F-CAT (Fallbrook Climate Action Team)

The Oceanside Bicycle-Pedestrian Committee

The **Oceanside Cultural District** is a state-designated, eclectic, and diverse arts hub, having murals, public art, Artist Alley, the Oceanside Museum of Art, and the **California Surf Museum**. The area features historic theaters, weekly sunset markets, and dining, blending coastal surf/skate culture with military heritage.

More detailed title than "The Climate Crisis"

Climate Literacy and Transportation Policy Reform (Drive Less)

Mike Bullock

mike_bullock@earthlink.net

760-421-9482

Next Slide: Even more detailed title

Climate Crisis, Leading to a Requirement to *Reduce Driving by*

- Increasing transit service
- Reforming how we pay to use roads
- Reforming Car Parking

Mike Bullock
mike_bullock@earthlink.net
760-421-9482

The Reforms would increase economic equity and choice AND reduce driving

The Parking reform would include Solar Canopies, Charging, and Buying/Selling Electricity

ACE Parking CEO, Kieth Jones wants to do this.

Reducing Driving

Anthropogenic Climate Change*

1. **Why?**

From CA's official plan to achieve CA's official 2030 Climate Mandate

2. ***How much?***
3. ***How?***

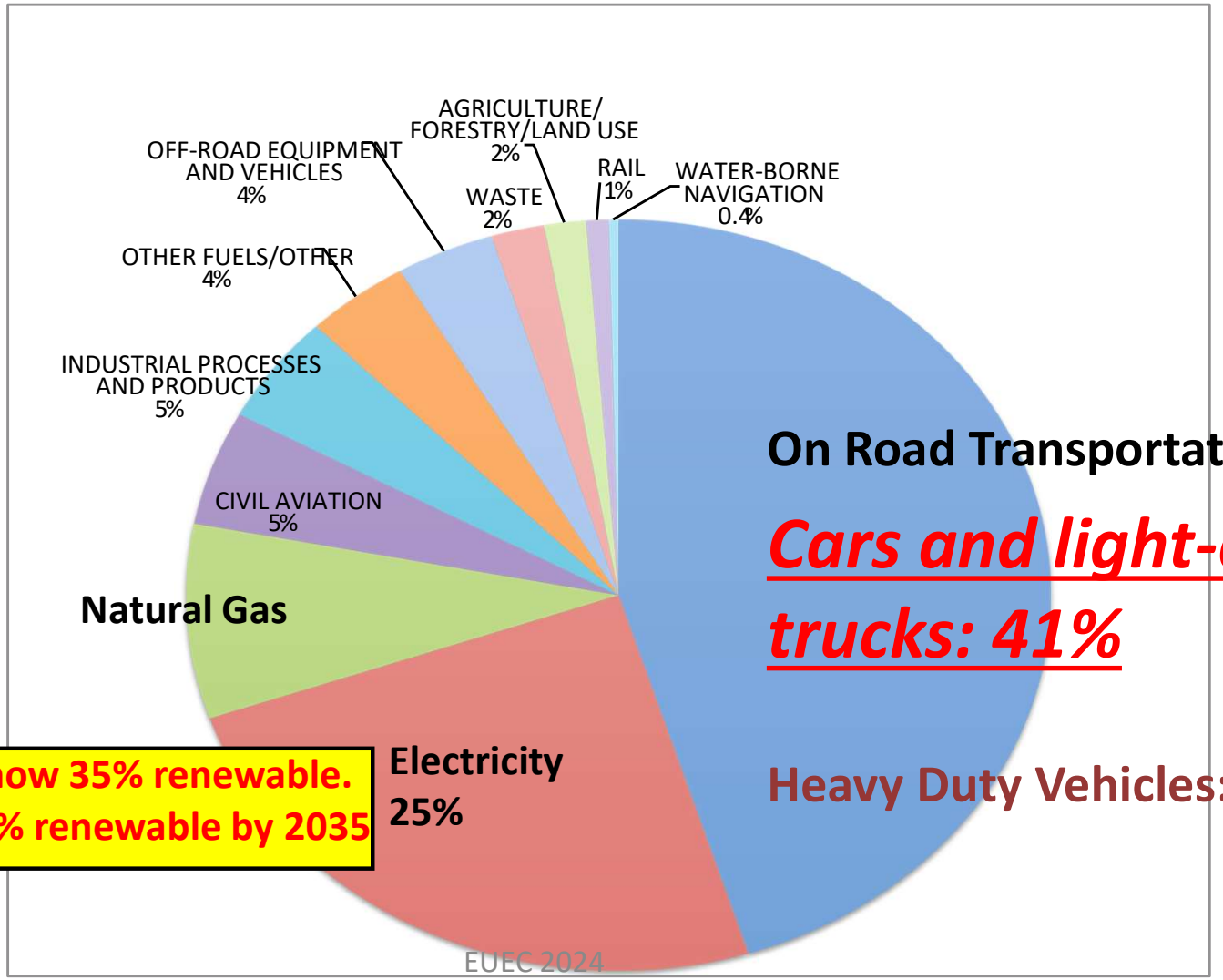
****To get the "Why" out of "Anthropogenic Climate Change," we need to be "Climate Literate"***

Why Pick on Cars?

Greenhouse Gas (GHG) Emissions, SD County

Source: Energy Policy Initiatives Center (EPIC, USD)

http://www.sandiego.edu/EPIC/ghginventory/GHG-On-Road1.pdf.pdf



Our electricity is now 35% renewable. Some promise 100% renewable by 2035

Climate Literacy, as Vetted by CA Sierra Club and a CA Political Party

- **Work to ensure that graduating high school students are *climate literate*, meaning they know:**
  - ***Reasons*** **for climate change and its potential for harm**
  - **The difference between climate stabilization and destabilization**
  - **Climate-stabilizing GHG reduction requirements** (2030, 2045)
    - **The basis for those requirements, and**
    - **The measures needed to achieve them; and**
  - **Primary categories of emissions, including the most problematic category: cars (The Pie Chart)**

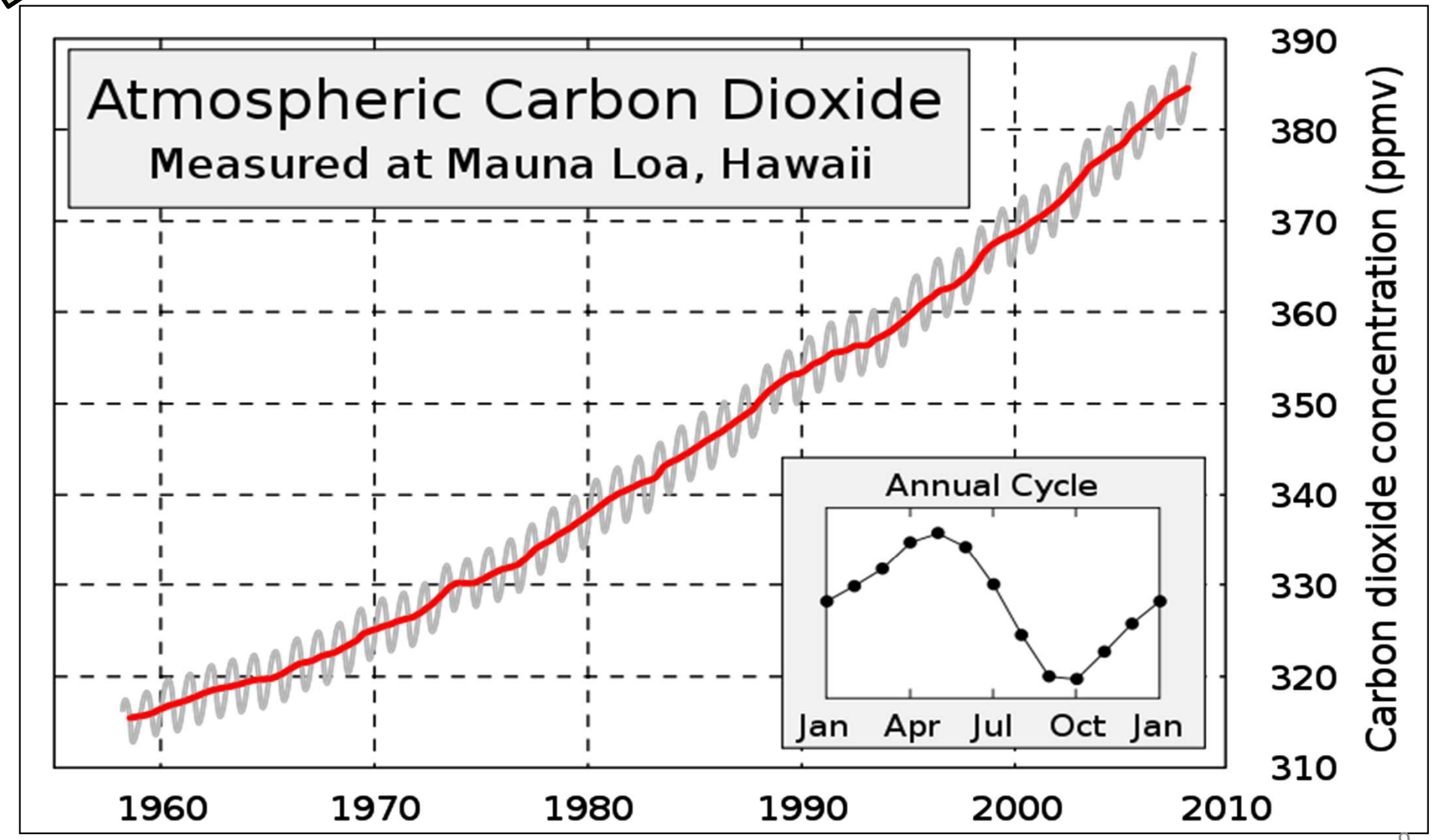
Reasons for Climate Change

Climate Data

Currently 420 PPM! *

Keeling Curve:

http://en.wikipedia.org/wiki/An_Inconvenient_Truth#Scientific_basis



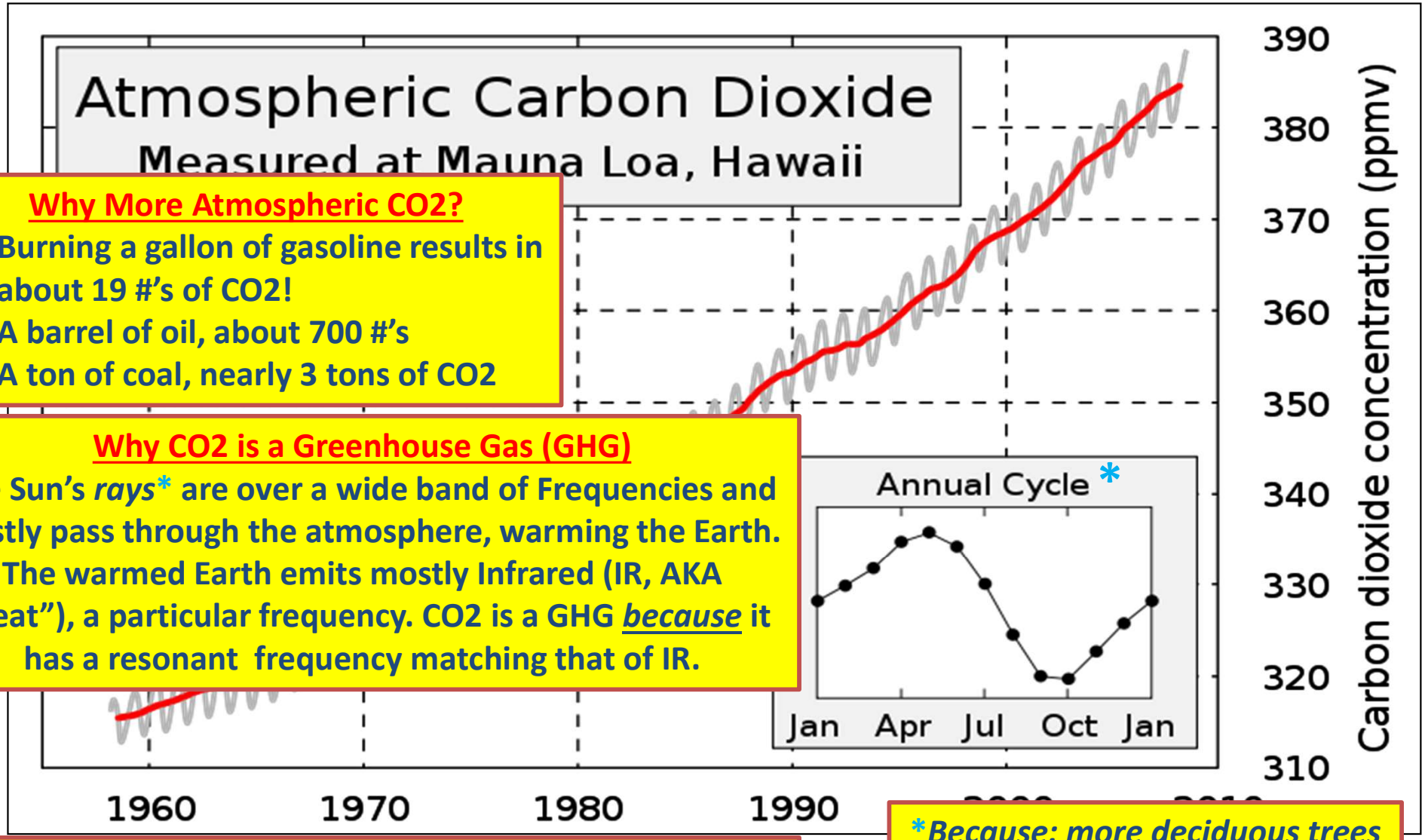
Reasons for Climate Change

Climate Data

Currently 420 PPM! *

- Keeling Curve:

http://en.wikipedia.org/wiki/An_Inconvenient_Truth#Scientific_basis



Why More Atmospheric CO2?

- Burning a gallon of gasoline results in about 19 #'s of CO2!
- A barrel of oil, about 700 #'s
- A ton of coal, nearly 3 tons of CO2

Why CO2 is a Greenhouse Gas (GHG)

The Sun's *rays** are over a wide band of Frequencies and mostly pass through the atmosphere, warming the Earth. The warmed Earth emits mostly Infrared (IR, AKA "Heat"), a particular frequency. CO2 is a GHG ***because*** it has a resonant frequency matching that of IR.

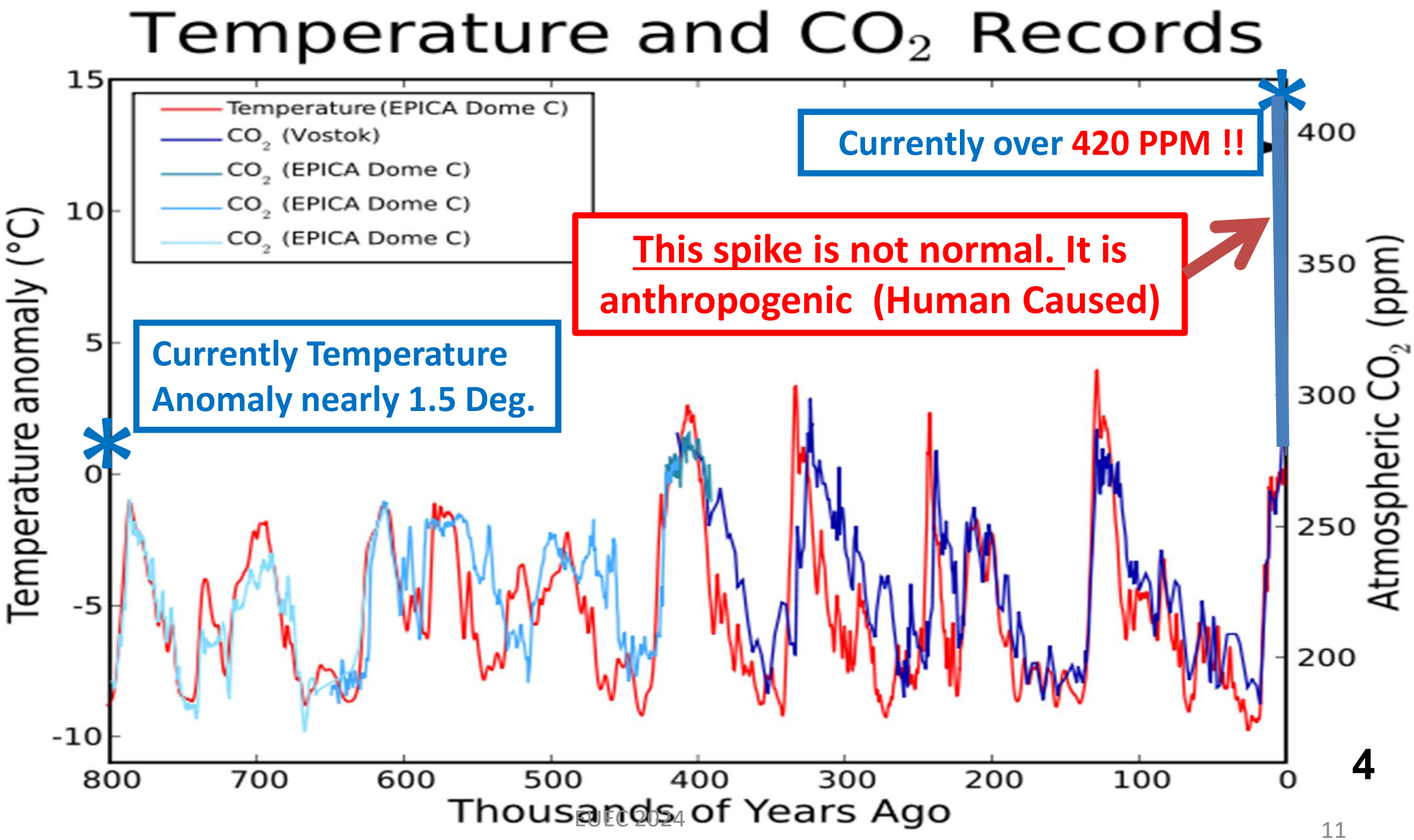
**rays*: AKA: Light Waves or Electro Magnetic Radiation

Because: more deciduous trees in the Northern Hemisphere

More detail on Reasons for

Computing Temperature Anomaly is complicated but involves a study of isotopes.

Climate Change, Mostly Normal

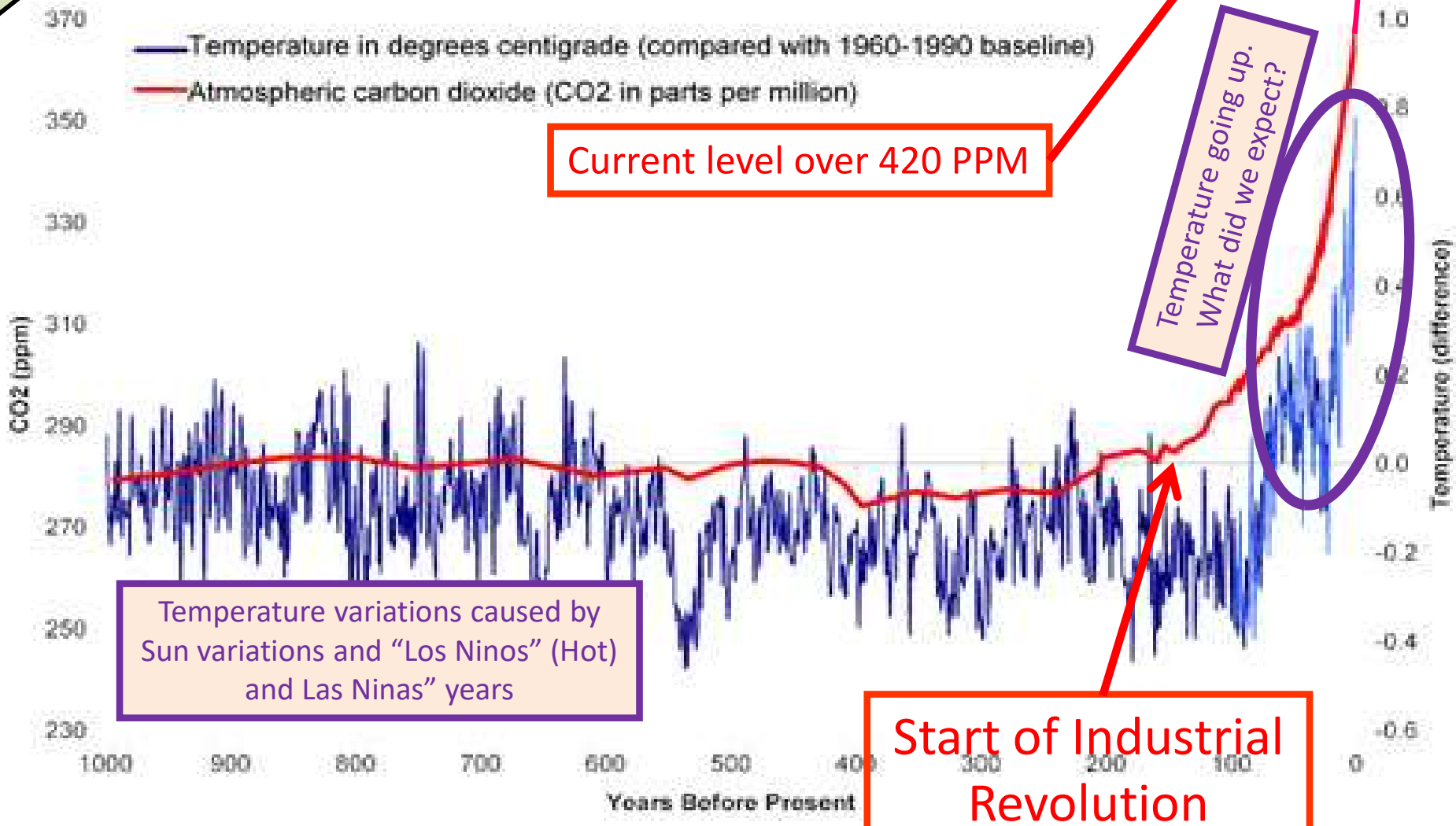


4

Focusing on that Spike

More detail on *Reasons for*

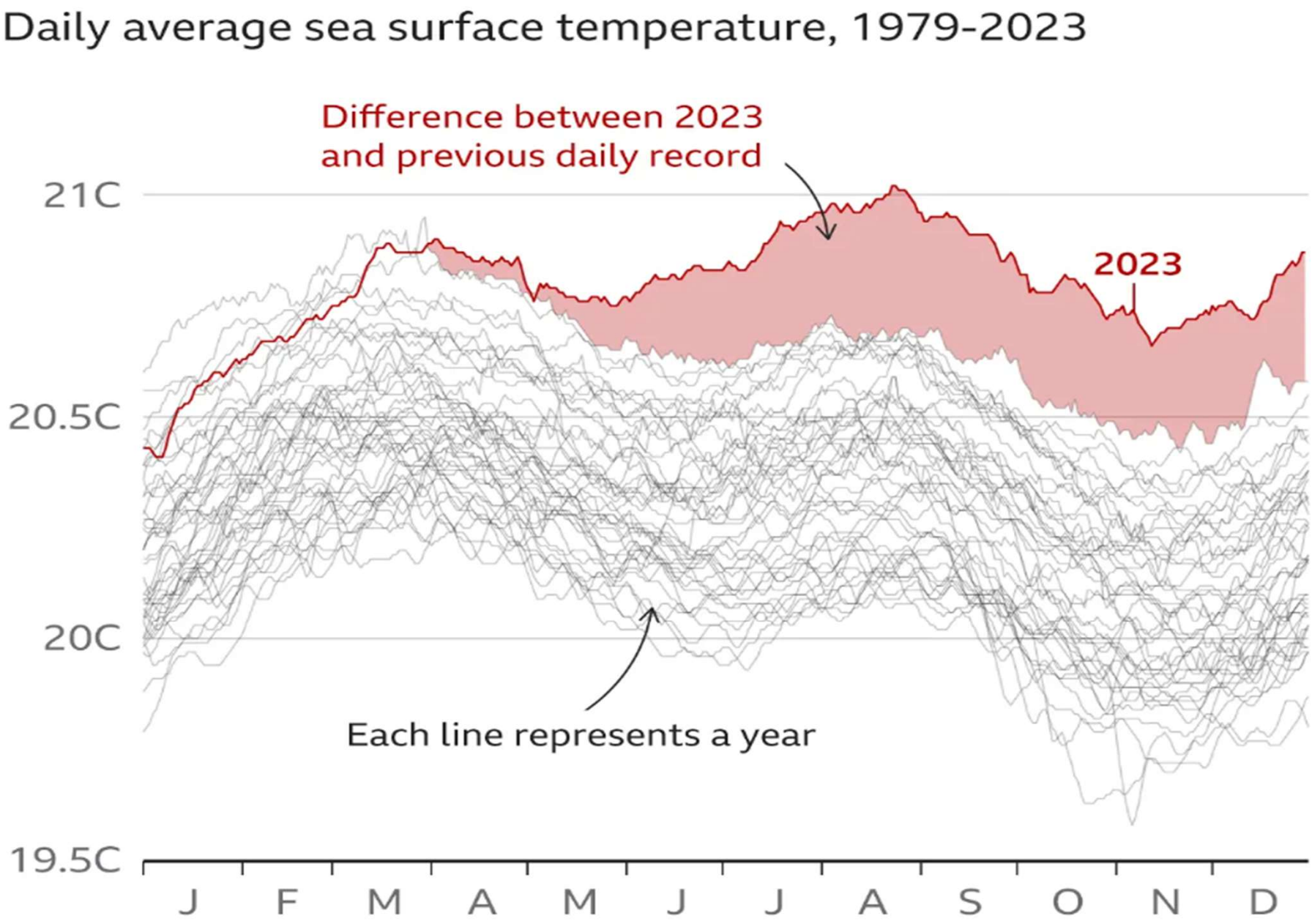
- Earth & Space Research (ESR) website: http://www.esr.org/outreach/climate_change/mans_impact/man1.html



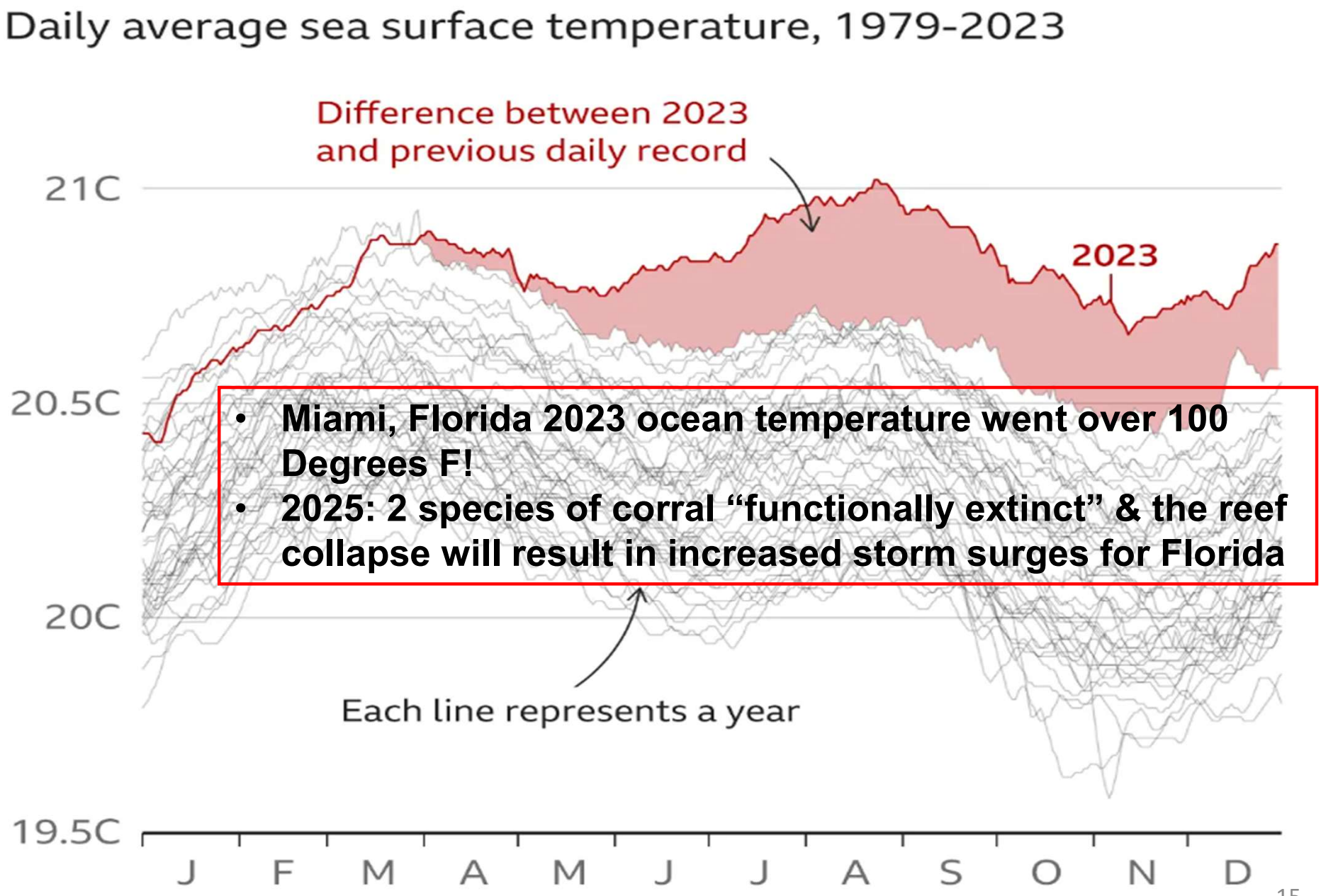
Besides "Climate Literacy"

The Next 7 Slides are not needed for "Climate Literacy." They show what the temperature anomaly of 1.5 Degrees has done and what we might see in the fairly short term. They include the "Surfing Slides."

2023 Ocean Temperature



2023 Ocean Temperature



- **Miami, Florida 2023 ocean temperature went over 100 Degrees F!**
- **2025: 2 species of corral "functionally extinct" & the reef collapse will result in increased storm surges for Florida**

Warmer Ocean, Surfing
Google Search

- Links
  - The Impact of Climate Change on Surfing | Kima Surf Blog
  - Surfing and Climate Change: How Rising Sea Levels Affect Our Favorite Breaks
  - The Endless High Tide - The Surfers Journal
- A warmer ocean, fundamentally alters surfing
  - **Drowning Reef & Beach Breaks**: Rising sea levels, caused by thermal expansion, changes the water depth over reefs
  - **Coral Reef Destruction:** Warmer oceans cause coral bleaching and death. Because many of the world's best waves rely on live reefs to shape their form, reef degradation can make these surf spots lower quality

Warmer Ocean, Surfing
Google Search

- A warmer ocean, fundamentally alters surfing, continued
  - **Reduced Water Quality**: Warmer waters can increase bacterial growth, such as *Vibrio*, and lead to more frequent beach closures

Warmer Ocean, Surfing

- More Severe Storms (Yes, more big waves)
  - **Beach erosion & Coastal erosion**
  - **Loss of coastal infrastructure & tourist amenities**
- How warm is too warm? 85 Degrees?

Paraphrased from a Mike Raven* link (with my **emphasis**)

- To help mitigate climate change, support policies that
  - protect coastal areas,
  - **reduce carbon emissions**, and
  - promote renewable energy

*Mike Raven is a former British, English, & European surfing champion. He holds the highest-level coaching accreditation, an ASI Level 4 Master Surfing Coach.

The AMOC

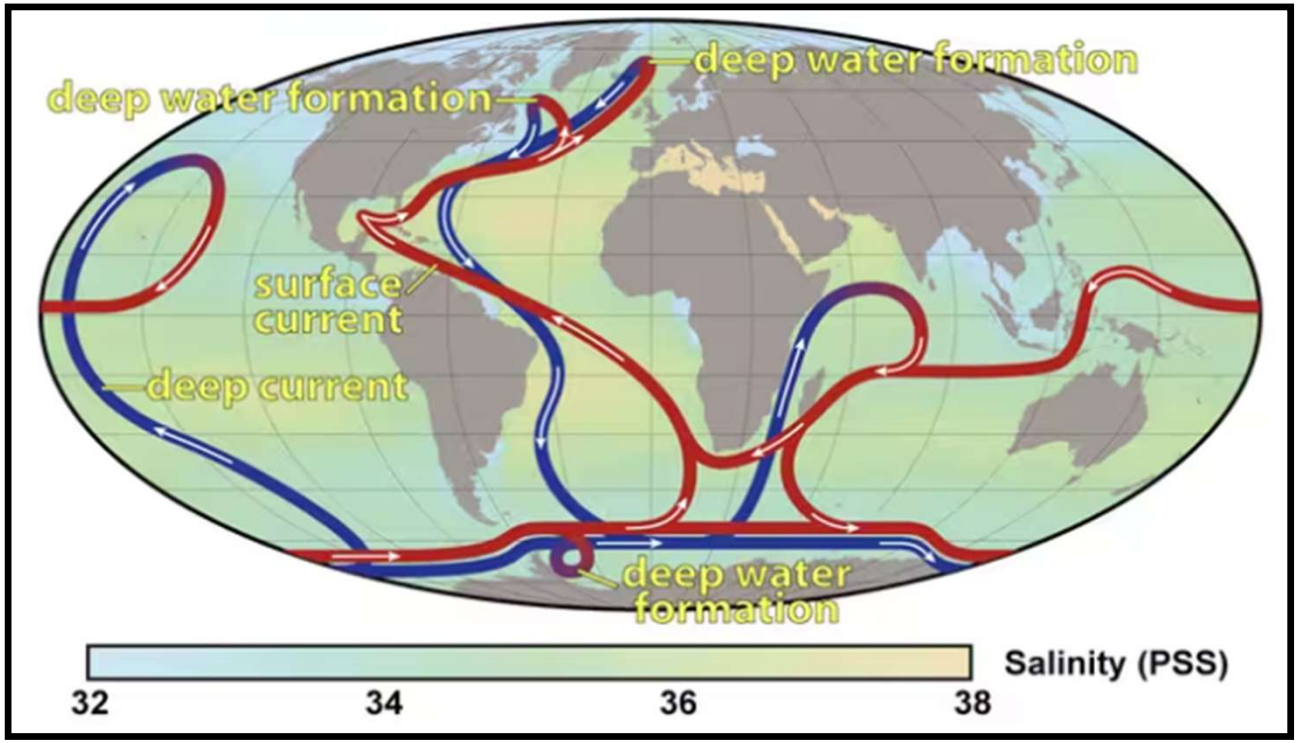
A Climate Crisis Wild Card

The "**Gulf Stream System,**" is part of the

Atlantic **M**eridional **O**verturning **C**irculation

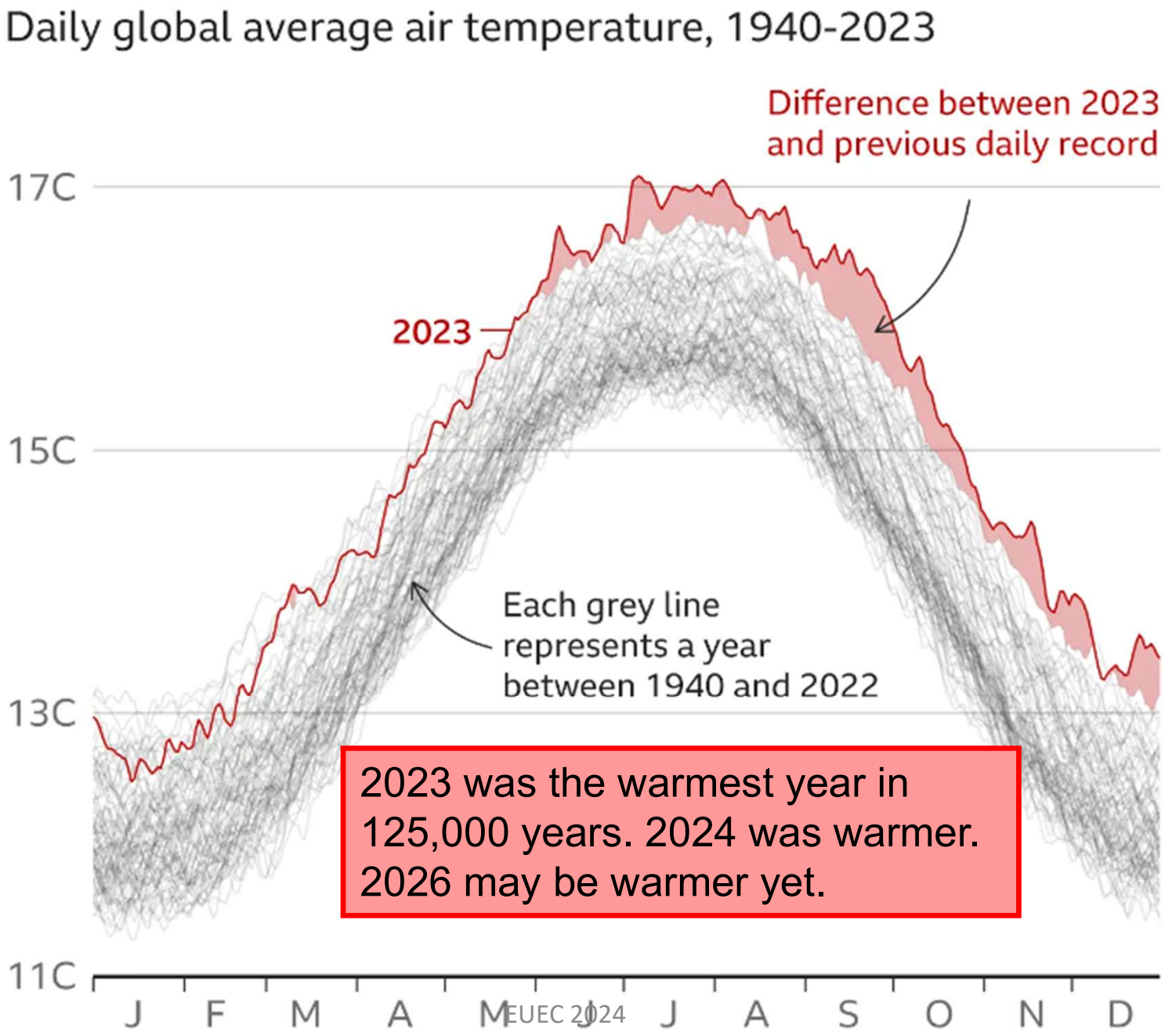
Climate change is weakening and shifting the **Gulf Stream System** due to freshwater from melting ice reducing water density. **Could it get shut down?**

Some experts say this could not happen this century



Others say we can't be sure

2023 Air Temperature



2023 was the warmest year in 125,000 years. 2024 was warmer. 2026 may be warmer yet.

How Bad Could It Get?

Comments from the Secretary General of the UN:

1. *We have a **Code Red** Climate Emergency.*
2. *We are solidly on a path to an **unlivable** planet.*
3. *We are driving toward a Climate Hell, with our foot on the accelerator.*
4. *We are dangerously close to a point of no return.*

How Bad Could It Get?

Governor Brown to the Pope:

Humanity must

Reverse Course* **or** ***Face Extinction***

* *T*hese words should have been "***Adopt Sufficient Mitigation Measures***"

How Bad Could It Get?

From a reliable 2012 source (then, same topic, *updated*) "Such a large temperature rise occurred ~~250~~ 252 million years ago and extinguished ~~90~~ 97% of the life on Earth. The current rise is of the same magnitude but ***is occurring about 10 times faster!!!!!!!!"***

Climate Destabilization & Climate Stabilization

Climate Destabilization

- A process with a large warming potential, that is also *caused by* warming, proceeds at a rate that is large enough to perpetuate warming, even if we stop our emissions
- One such process would trigger other such processes
- Outcome: human habitat destruction
  - High food prices, then mass starvation
  - Human extinction

Climate Destabilization Example

- Permafrost melting, at a sufficiently high rate
- The melting releases large amounts of Methane (CH4)
- The released methane (a very potent GHG) traps more atmospheric heat, accelerating the permafrost melting

Climate Stabilization

Avoiding Climate Destabilization

Human Survival Requires *Climate Stabilization*

2011 Letter to SANDAG from CA AG Harris (paraphrasing):

1. CA's GHG Climate Mandates represent the level scientists believe is necessary to ***stabilize climate***.
2. They are official CA policies to meet the CEQA environmental objective, ***climate stabilization.***
3. SANDAG cannot ignore them

*SANDAG ignored Harris, lost in Superior Court and then lost in Appellant Court. The Board voted to appeal to the CA Supreme Court **with 1 no vote: Oceanside Deputy Mayor Chuck Lowery. Lowery defended his vote well in the press.**

Conclusion: neither municipal governments nor MPOs (like SANDAG) can legally ignore CA's Climate Mandates and the Official Plan to achieve them. CEQA projects must include the Official Plan mitigation measures, if applicable.

Fixing the Problem

First, we must stabilize the value of the earth's atmospheric CO2_e

CO2_e Emissions | **Sequestration (Photosynthesis)**

$E_N + E_A + E_{WFB}$ **>** → **Positive Slope**

$E_N + E_A + E_{WFB}$ **=** → **Zero Slope**

$E_N + E_A + E_{WFB}$ **<** → **Negative Slope**

S

Natural: rotting, fire, digestion. respiration

Anthropogenic: combustion of fossil fuel, methane, other

Warming **F**eed **B**ack: such as **methane from melting permafrost**

Growth of plants on Earth

The Warming Feed Back term is the wild card. It must not become dominant.

Fixing the Problem

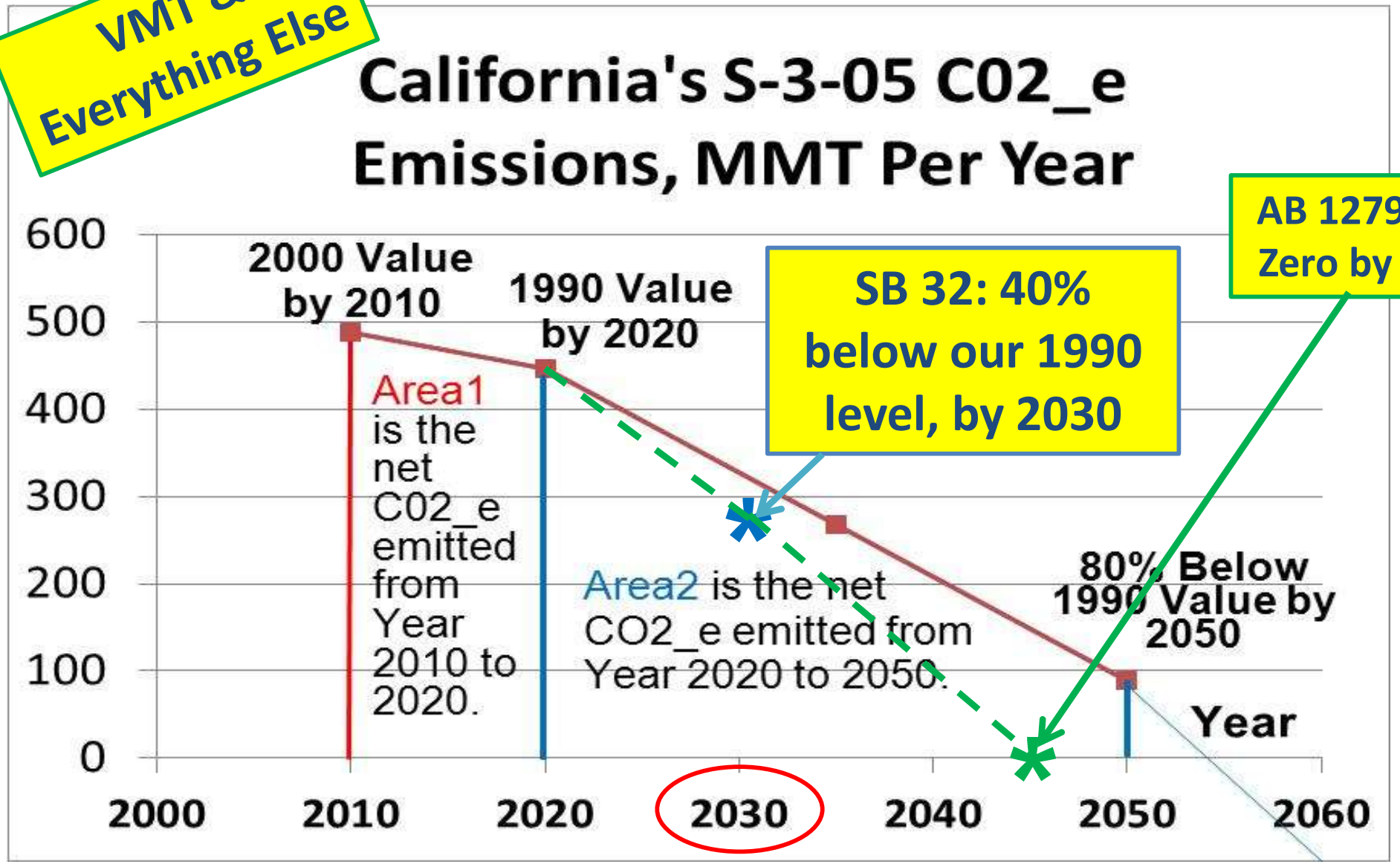
First, we must stabilize the value of the earth's atmospheric CO2_e

If Anthropogenic emissions are sufficiently low, the slope of CO2_e would be zero, thus capping the value of the Earth's atmospheric CO2_e. CA's 2030 mandate will support this. It is SB 32: 40% below 1990 levels by 2030.

CA Climate Mandates

SB 32 and AB 1279

VMT & Everything Else



CARB's 2022 Scoping Plan

The CARB (California Air Resources Board) *Scoping Plan* is CA's official Plan to achieve its Climate Mandates.

https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents

From Page 4 of Appendix E of the Scoping Plan

2.1 Zero-emission vehicles are not enough to solve the climate crisis.

*Contrary to popular belief, zero-emission vehicles (ZEVs) alone are not enough to solve the climate crisis. [It] also depends on reducing per capita vehicle-miles travelled (VMT.) [The] Scoping Plan proposes reducing VMT from 24.6 miles per day in 2019 to 18.4 miles per day by 2030 (**a 25 percent reduction**).*

CARB's 2022 Scoping Plan

From Appendix E, emphasis added:

Page 12: *Double* local transit service frequencies by 2030.

As stated at the start of this presentation, three primary measures are needed, by 2030, according to the ***Scoping Plan***:

1. Double transit service
2. Reform how we price the use of roads
3. Reform how we price the use of parking
   a. "Managed Parking" (This Name is not in the Scoping Plan.)
   b. "Priced Parking" is stated in the Scoping Plan.

CARB's 2022 Scoping Plan

From Appendix E, emphasis added:

Pricing strategies include fees for miles driven, **parking fees**, and dynamic fees on highway lanes. **Authorizing pricing strategies is *essential* . . .**

Actions

- California employs over 200,000 people. **End the State's subsidies for employee parking** and take additional actions to move away from subsidizing public spaces for car parking

CARB's 2022 Scoping Plan

From Appendix D (Local Actions) emphasis added:

Table 1– *Priority* GHG Reduction Strategies	
VMT Reduction	Implement parking pricing or transportation demand management pricing strategies

CARB's 2022 Scoping Plan

What to do, regarding car parking

Having observed CARB for over 10 years, I believe that they have finally done the math and come to the correct conclusions. Although the conversion to battery-electric cars will be very fast, and although renewable electricity in CA will probably be over 80% by 2030, there will still be GHG from using electricity and there will still be Internal Combustion Engine cars on the roads in 2030. The 25% driving reduction CARB computes is reasonable. CA is very car centric. **Pricing is required**. *If someone wants to "shoot the messenger", shoot the climate scientists.*

Regarding car parking policy, if we value human survival and understand the political difficulties of pricing, a good interpretation of the Scoping Plan is that it requests municipal governments to adopt an enforceable mitigation measure to procure *well-managed car parking* for their workers, in such a way that the parking system will spread to all places of employment, apartment complexes, shopping centers, train stations, and so on, for both on-street and off-street parking. "Well Managed" must incorporate economic equity, and social justice. It must reduce driving.

Car Parking **Pricing** Strategy

Not from the Scoping Plan

Managed Parking: provides earnings to those for whom it is built; is shared, value-priced (with congestion pricing), & automated

The first system would be installed by a third-party vendor, that is selected by an RFP (Request for Proposal) process, for municipal government employees, as part of a government's **Climate Action Plan**. It would be operated for the financial gain of the employees, such that the employees that drive every day would still at least break even. This would require an "add-in" payment. The vendor would be skilled at monetizing parking that is not being used by the employees, monetizing data, building solar canopies, operating charging stations, selling electricity, and expanding the parking system into nearby streets and developments. Managed Parking must increase economic equity and reduce driving alone to work.

An Important Pricing Strategy

Not from the Scoping Plan

A Road-Usage-Charge (RUC) Pricing & Payout System to Replace the State Gas Tax

THEREFORE, BE IT RESOLVED, that the *organization adopting this resolution* supports replacing the state gas tax with a road-use charge (RUC) pricing and payout system that (1) would cover all road-use costs; (2) would protect the economic interests of low and middle-income drivers by use of a progressive price structure that also recognizes the needs of rural drivers; (3) would protect privacy by requiring a search warrant to obtain location or travel information and has built in safeguards against unauthorized data use; (4) would include an instantaneous congestion-pricing algorithm; (5) would ensure that the per-mile price incentive to drive energy-efficient cars would still be sufficient to support necessary fleet electrification; and (6) would send earnings to the government that has the responsibility to maintain the roadway upon which the charge was generated (GPS programmed to perform this function)

Questions or Comments?

Unused, Background Slides

More detailed title

How Climate Change is Reshaping* our Planet (and What Must be Done)

Mike Bullock

mike_bullock@earthlink.net

760-421-9482

Next Slide: Even more detailed title

**"Reshaping"? The Secretary General of the UN has said: "We are solidly on a path to an unlivable Planet"*

Dividend-Account Parking

A System Designed to Eliminate the Harm (less net take-home pay and no benefit from the parking for those that don't use the parking) of so-called "Free" Parking for Employees

- **Top-Level Outcome & Overview**
- **Some Top-Level Calculations**
- **Who gets to use the system**
- **Outcomes of a new incentive**

Top-Level Outcomes

- Employees that drive every day, “break even” **(Lose no money!)**
- Employees get *paid not to drive* **(Make more money!)**
- Fewer employees drive, reducing Greenhouse Gas (GHG) emissions **(Less GHG!)**

Overview

- Fully-automated parking system, implemented by a 3rd-party vendor (RFP selection process)
- Operated for the financial gain of employees
  - Earnings = Money Generated Minus Operational Cost
    - Operational Cost Would be Contractually Bounded
  - Earnings go to employees
- An employee's **Earnings** ("**Dividend**") is proportional to their time at the work site
- Price is charged per minute
  - Such as 1.85 cents per minute (= $1.11 per hour= $10 per 9 hours at the workplace)

Calculations of an Employee's Earnings

- An employee's earning is proportional to time spent at work (automatic collection of enter/exit times, using employee RFID)

Definitions to Compute an Employee's Monthly Earnings	
$T_{Employee}$	The Employee's Monthly Time at the Work Site
$T_{AllEmployees}$	Total Monthly Time at the Work Site, All Employees
$E_{AllEmployees}$	Total Monthly Earnings from the Employee Parking

$$\text{Employee Earnings} = E_{AllEmployees} \times (T_{Employee} / T_{AllEmployees})$$

"Add In" Payment so Those that Drive Every Day Will Lose No Money

Note: This is for an individual employee

The employee's Parking Payment =

The employee's Earnings – The employee's parking charge + The employee's "Add In"

"Add In" is zero, unless it must take on a positive value so that the employee loses nothing

In many cases, the "Add-In" payments will be covered by non-employees using the parking.

Charge, Earnings, & Add-In, Payment *For Each Employee*

- **Charge**
  - Total Minutes Parked x Cost per Minute
- **Earnings**
  - As shown on earlier slide (proportional to employee's time spent at work)
- **Add-In**
  - If **Charge** > **Earnings**, **Add-In** = **Charge** – **Earnings**
  - **Otherwise, Add-In = zero**
- **Payment** = **Earnings** – **Charge** + **Add-In**

Who Gets To Use Dividend-Account Parking

- ***Anyone*** (not necessarily an employee) driving a car registered in the system
  - There is a person with an account associated with the car
    - Note: (A CA Car's owner is in the CA system and can be billed, in any case.)
  - Typically, the car will be identified and associated with an account
    - License plate reader
    - An account could be established on the spot: credit card info and license number

Results of 3 Actions, Including Cash-out

Case (#1), Reference Patrick Siegman's article in Bicycle Pedestrian Federation

- Company: CH2M Hill
  - Location: Bellevue, WA (Seattle suburb)
  - Engineering Firm with 430 employees
- Actions
  - $54/month (1995 $'s), *to not drive*
  - Improved Transit
  - Improved Bike/Ped facilities

CH2M Hill Work Trips		
Mode	***Before***	***After***
Drive Alone	**89%**	**54%**
Carpool	**9%**	**12%**
Bus	**1%**	**17%**
Bike, Walk	**1%**	**17%**
	100%	***100%***

Since these changes are brought about by more than just cashout, this case is not used in the tabulation of cashout results

(next chart)

Cash-Out Results

(11 Locations, 3 Groups, 1995 Dollars)

Money Matters !!!!

- Reference: *How to Get Paid to Bike to Work: A Guide to Low-traffic, High- Profit Development* by Patrick Siegman*. Published in *Bicycle Pedestrian Federation of America*, 1995.
- 3 Largest Responses
  - 38%, 36%, 31%
- 3 Smallest Responses
  - **15%** , 18%, 24%
- Responses are the *change;* car vacancy rates would be larger

*Patrick Siegman, of Nelson Nygaard

Impact of Financial Incentives on Parking Demand

Location	Scope	1995 dollars per mo.	Parking Use Decrease[1]
Group A: Areas with little or no public transportation			
CenturyCityDistrict, West Los Angeles	3500 employees at 100+ firms	$81	15%
Cornell University, Ithaca, NY	9000 faculty & staff	$34	26%
San Fernando Valley, Los Angeles	1 employer, 850 employees	$37	30%
Costa Mesa, CA		$37	22%
Average for Group		**$47**	**23%**
Group B: Areas with fair public transportation			
Los Angeles Civic Center	10000+ employees, several firms	$125	36%
Mid-Wilshire Blvd., Los Angleles	1 mid-size firm	$89	38%
Washington DC Suburbs	5500 employees at 3 worksites	$68	26%
Downtown Los Angeles	5000 employees, 118 firms	$126	25%
Average for Group		**$102**	**31%**
Group C: Areas with good public transportation			
University of Washington, Seattle Wa.	50,000 faculty, staff & students	$18	24%
Downtown Ottowa, Canada	3500+ government staff	$72	18%
Bellevue, WA	1 firm with 430 employees	$54	39%[2]
Average for Group, but not Bellevue Washington		**$45**	**21%**
Over All Average, Excluding Bellevue Washington			**25%**

[1] **Parking vacancy would be higher!** [2] **Not used, since transit & walk/bike facilities also improved.**

Difficult-to-Not-Drive Example

Fictional, Simplified Case with Pricing and Payout Considered per Day, *Page 1*

- Employment Center (factory and office)
- Outside Hemet, California
- 100 employees; parking lot has 100 spaces
- No Transit, 110-degree temperature with poor roads for biking, culture of not car-pooling
- Before installing
  - 99 drive
  - 1 bikes

Difficult-to-Not-Drive Example

Fictional, Simplified Case with Pricing and Payout Considered per Day, *Page 2*

- Dividend-Account Parking charges $10/day
- After installing
  - 99 drive
  - 1 bikes
- Total collected each day: $990
- Each employee gets $9.90 earnings per day ($990/100)
- Each driver loses 10 cents per day
- The “crazy” bike rider gets $9.90 per day extra

Hey, isn’t this an improvement? I would say the “crazy” bike rider is earning his money!

If another employee bikes, the drivers would lose 20 cents per day and the bike riders would get $9.80 per day. If the company president rented out the 2 extra spaces for $10 per day, the drivers would lose nothing and the bike riders would get $10 per day. Biking would increase by 100%! **What’s wrong with that?**

Human survival requires climate stabilization

Therefore, *climate stabilization* is critically important.

However, the current 2030 CA Climate Mandate, is insufficient to support climate stabilization, based on an unambiguous statement from Dr. James Hansen, our preeminent climate scientist. SB 12 (Stern) would increase CA's 2030 mandate from 40% below our 1990 level to 55% below.

Human Survival Requires Climate Stabilization

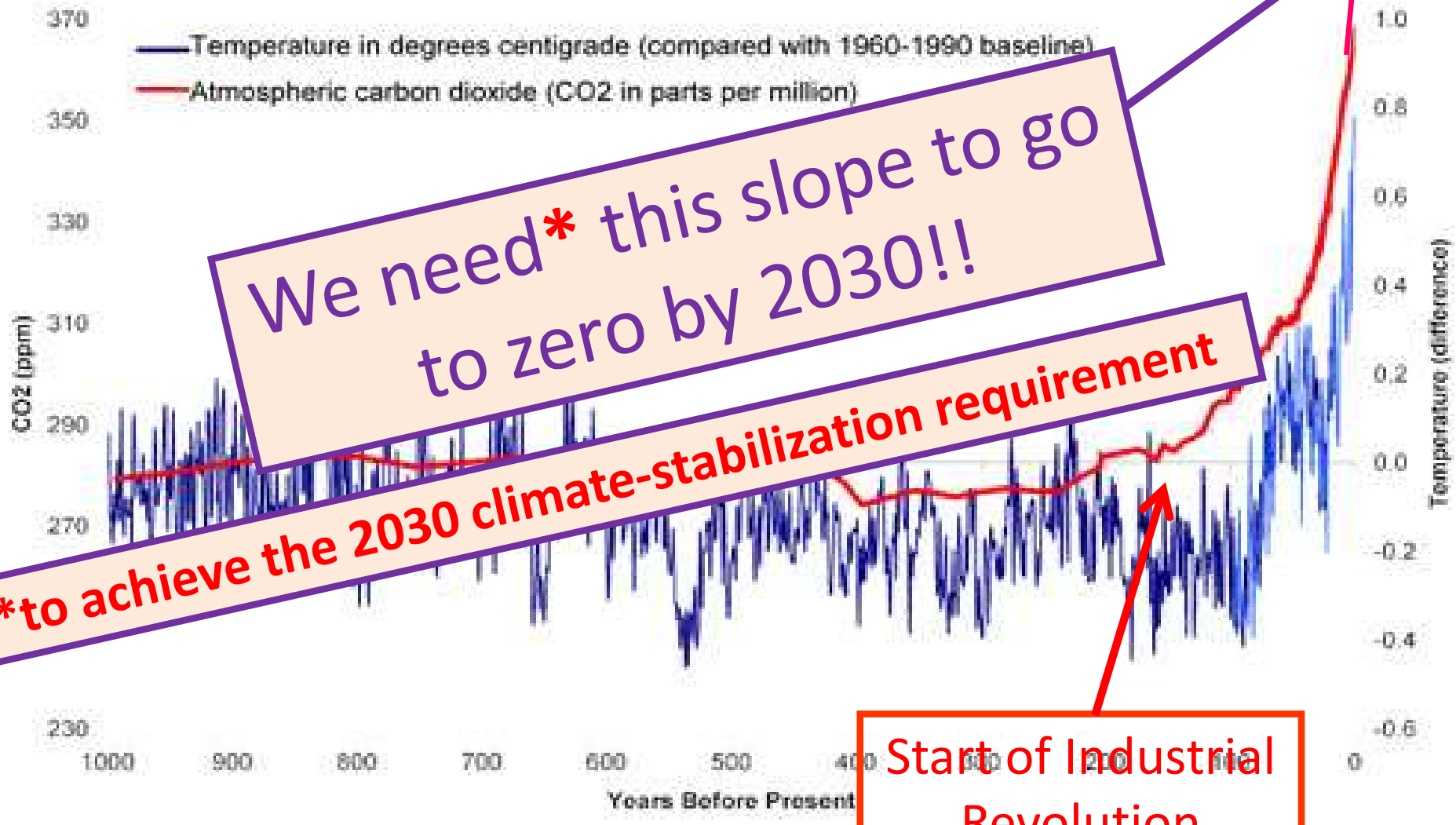
2023 CA Democratic Party Platform:

Support the requirement that all projects requiring California Environmental Quality Act (CEQA) analysis incorporate a climate impacts analysis incorporating and conforming to the policies and goals of the state's 2022 **Scoping Plan** for Achieving Carbon Neutrality.

CARB's **Scoping Plan** is the official Plan to achieve CA" Climate Mandates

Refocusing on that Spike

- Earth & Space Research (ESR) website: http://www.esr.org/outreach/climate_change/mans_impact/man1.html



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Dividend-Account Parking: Feasible & Enforceable Mitigation

Updated from Air and Waste Management Association Paper 2010-A-554-AWMA

Mike R. Bullock
Satellite Systems Engineer (36 years), now retired, 1800 Bayberry Drive, Oceanside, CA 92054

ABSTRACT

Bundled-cost and *bundled-benefit* car-parking systems (generally called "free parking") are defined, showing that they are not free and that they increase the drive-alone mode, since non-drivers lose just as much money as those that use the parking.

Dividend-Account Parking (DAP) is defined as a parking system in which the parking spaces are *shared* by all drivers that are driving a car that is registered in the system. "Registered" means that the car can be associated with a person having an *account* in the system. As a last resort, the car's license plate can be used for billing, with the offer to exchange this inconvenient system with one that automatically draws the money from the agreed-to account and then notices the owner. (Clearly, a parking vendor is needed and the ACE Parking CEO has assured the author that they would submit a proposal, in response to an RFP process. Car parking is *value-priced*, with an option for a *congestion pricing overlay*. The critical final feature is that the earnings ("*dividends"*) are given to the people for whom parking is built, such as employees, shoppers, residents of apartments or condominiums, students, or train riders. It is stated that this system is defined in the California Democratic Party (CDP) Platform, making it the official policy of the largest political, environmental, and public-policy-advocacy organization in California. It is also at the center of the Sierra Club's first lawsuit against the San Diego County's Climate Action Plan (CAP). The court found in multiple rulings that DAP is feasible mitigation.

Motivations for change are provided, mostly based on an Air and Waste Management Association paper, *Climate-Stabilizing California Light-Duty-Vehicle (LDV) Requirements*. The following is shown:

1. Parking reform is needed, since fleet electrification, while critically needed (ASAP), cannot, under even the most wildly optimistic assumptions, achieve the needed GHG emission reduction, for light-duty vehicles (LDVs), soon enough to achieve climate-stabilizing targets.
2. Per-capita driving must be reduced.

It is asserted that parking reform has a large role to play.

DAP is presented as a feasible, enforceable, mitigation measure for any Climate Action Plan or for any application where sustainability is a goal.

100-word summary:

Bundled-cost and *bundled-benefit* car-parking systems (erroneously called "free") are defined, showing that they are not free and that they increase the drive-alone mode, since non-drivers lose just as much money as drivers, due to the parking.

Dividend Account Parking (DAP) is presented as a mitigation measure for any Climate Action Plan (CAP) or for any application where sustainability is a goal. The parking is shared,

convenient, fully automated, and value priced with a congestion-pricing algorithm. Earnings go to those who are losing money because the parking is provided.

Motivations are provided, based on an Air and Waste Management Association (AWMA) paper.

It shows documented driving reductions due to the pricing of parking. It notes that although the benefits of priced and shared parking are known, such parking has not been widely implemented, due to understandable concerns. It states that a system solution, called *Dividend-Account Parking*, can overcome these concerns, because it would be is easy to use, share, understand, and support. The system operates the parking to maximize the financial gain of those losing money because of the parking. Eight background informational items are provided, including how value-priced parking would help California achieve greenhouse gas (GHG) reduction targets. Arguments for less parking, shared parking, and priced parking are made. Barriers to progress are identified. The fair pricing of parking is described. Seven goals of *Dividend-Account Parking* are listed. Eleven definitions and concepts that define *Dividend-Account Parking* are given. This includes a method to compute a baseline price of parking and how to adjust that price instantaneously to keep the vacancy above 15%. That price adjustment implements "Congestion Pricing." This information is sufficient to support a "Request for Proposal" (RFP) process to get a *Dividend-Account Parking* design. An implementation strategy is provided.

INTRODUCTION:

It has been well established that appropriately priced parking will significantly reduce driving[1]. Most case studies presented in Table 1 are evaluations of the most general type of "car-parking cash-out": *a program that pays employees extra money each time they get to work without driving*. They show that a price differential between using parking and not using parking will significantly reduce driving, even when transit is described as poor. Since driving *must* be reduced[2], the pricing of parking is desirable.

Shared parking is also recognized as desirable because it can sometimes result in less parking being needed.

Although the advantages of pricing and sharing parking have been recognized for many years, these practices are still rare. This paper identifies some of the reasons for this lack of progress. The pricing and sharing method of this paper has a natural transparency and ease of use that would reduce many of the concerns. This paper also suggests that those governments that have the necessary resources can take the lead role in developing and implementing the described systems. These governments will recover their investments, over time.

This paper describes how parking facilities could be tied together and operated in an optimum system, named *Dividend Account Parking (DAP)*. The description of *Dividend Account Parking (DAP)* is sufficient to support a "Request for Proposal" process, leading to full implementation.

There are two distinct parts to *Dividend Account Parking (DAP)*. The first is how to set the price. The second is how to distribute the earnings. Briefly, the earnings go to the individuals in the group for whom the parking is built.

Table 1 Eleven Cases of Pricing Impact on Parking Demand

Location	Number of Workers @ Number of Firms	1995 $'s Per Mo.	Parking Use Decrease
Group A: Areas with poor public transportation			
West Los Angeles	**3500 @ 100+**	**$81**	**15%**

Cornell University, Ithaca, NY	**9000 Faculty & Staff**	**$34**	**26%**
San Fernando Valley, Los Angeles	**850 @ 1**	**$37**	**30%**
Costa Mesa, CA	**Not Shown**	**$37**	**22%**
	Average for Group	**$47**	**23%**
Group B: Areas with fair public transportation			
Los Angeles Civic Center	**10,000+ @ "Several"**	**$125**	**36%**
Mid-Wilshire Blvd, Los Angeles	**1 "Mid-Size" Firm**	**$89**	**38%**
Washington DC Suburbs	**5,500 @ 3**	**$68**	**26%**
Downtown Los Angeles	**5,000 @ 118**	**$126**	**25%**
	Average for Group	**$102**	**31%**
Group C: Areas with good public transportation			
U. of Washington, Seattle, WA	**50,000 employees, students**	**$18**	**24%**
Downtown Ottawa, Canada	**3,500 government staff**	**$72**	**18%**
Bellevue, WA	**430 @ 1**	**$54**	**39%***
Average for Group, except Bellevue, WA Case*		**$45**	**21%**
Overall Average, Excluding Bellevue, WA Case*			**25%**

* Bellevue, WA case was not used in the averages because its walk/bike facilities also improved and those improvements could have caused part of the decrease in driving.

PERTINENT BACKGROUND INFORMATION

- Vehicle miles traveled (VMT) are a major cause of global warming and pollution[2, 3].
- California's Metropolitan Planning Organizations (MPOs) will need to adopt strategies that reduce vehicle miles traveled (VMT), in order to meet SB375 GHG reduction targets, to be issued by the California Air Resources Board in late 2010, for years 2020 and 2035[2].
- The appropriate pricing of parking is one of the least costly documented tools to reduce VMT.
- New technologies, such as sensors feeding computer-generated billing, offer the potential to efficiently bill drivers for parking and alert law enforcement of trespassers.
- Reformed parking policies can increase fairness, so that, for example, people who use transit or walk do not have to pay higher prices or suffer reduced wages, due to parking.
- Methods to unbundle parking cost are inefficient unless they support the spontaneous sharing of parking spaces. Shared parking with unbundled cost would ultimately allow cities to require significantly less parking.
- Typical systems of timed parking and metered parking are far from ideal. Parking has no automated record keeping, so it is difficult to know where there is too much or too little.
- Good policies will eventually let cities turn parking minimums into parking maximums.

A GLIMPSE INTO A POSSIBLE FUTURE

Jason is driving to work for the first time in several years. He has decided to save money by carrying home a new 3-D, big-screen computer, which he plans to purchase at a store near his office after work. He wanted to avoid paying delivery charges.

Things have been changing around his office development since they unbundled the cost of parking at the near-by train station. Many people who caught the early trains and lived close to the station stopped driving and parking in the best parking spaces; demand for housing close to the station went up; and wealthy riders, who insisted on driving, did so, confidant that they could always find parking as close to the platform as their schedules required, due to congestion pricing. Who would have guessed how much those people were willing to pay? It was shocking. Parking-lot earnings, paid to round-trip train riders, meant that the net cost to ride the train went significantly down. Ridership and neighborhood vitality both went significantly up. All Jason knew was that the price to park at his office had been going up yearly because of increased land values. His parking-lot earnings from his office had been increasing almost every month, due to the ripple effect of train riders parking off-site at cheaper parking. Some of them were using his office parking.

As he pulls out of his driveway, he tells his GPS navigation unit his work hours (it already knew his office location), the location of the store where he plans to buy the computer, and his estimated arrival and departure times at the store. He tells the GPS unit he wants to park once, park no more than 1 block from the store, walk no more than 1 mile total, and pay no more than an average of $2 per hour to park. He is not surprised to hear the GPS tell him that his request is impossible. He tells the GPS he will pay an average of $3 per hour and learns that the GPS has located parking.

It guides him into a church parking lot. He hopes the church will use his money wisely. The GPS tells him the location of a bus stop he could use to get to work and the bus's next arrival time at the stop. With automatic passenger identification and billing, the bus has become easy to use, except that it is often crowded. Jason gets out of the car and walks to work, with no action required regarding the parking.

Three weeks later, when Jason gets his monthly statement for his charges and income for automotive road use, transit use, parking charges, and parking earnings, he finds that the day's parking did indeed cost about $30 for the 10 total hours that he parked. He notes that the parking-lot earnings for his office parking averaged about $10 per day that month. He then notices the parking lot earnings from the store, where he spent about $1000 dollars. He sees that the parking-lot earnings percent for the store that month was 1.7%, giving him about $17. So for the day, Jason only spent a net of about $3 on parking. Then he realized that he should have had the computer delivered after all. If he would have bicycled that day, as he usually did, he would have still gotten the $27 earnings from the two parking facilities and he would have paid nothing for parking. So the choice to drive cost him $30. He remembers that the delivery would have only been $25 dollars. Oh well. He enjoyed his before-work and after-work walks.

THE CASE FOR LESS PARKING

Less parking will support more compact development.[1] This makes walking and biking more enjoyable and less time consuming. There would certainly be less "dead space", which is how parking lots feel to people, whether they arrive by car or not, after they become pedestrians.

Since parking can be expensive, less parking can reduce overhead costs significantly, such as leasing expense and parking-lot maintenance cost. Less overhead means more profit and less expense for everyone. A need for less parking can create redevelopment opportunities at existing developments and reduce project cost at new developments.

At new developments, car-parking costs could prevent a project from getting built.[2]

THE CASE FOR SHARED PARKING

Shared parking for mixed uses means that less parking is needed. For example, shared parking could be used mostly by employees during the day and mostly by residents at night.

Fully shared parking means that very little parking would be off limits to anyone. In a central business district with shared parking, drivers would be more likely to park one time per visit, even when going to several locations. Pedestrian activity adds vitality to any area.

THE CASE FOR APPROPRIATELY-PRICED PARKING

To Reduce Driving Relative to Zero Pricing

Traditional Charging or Paying Cash-out Payments

As shown in the Introduction, this relationship (pricing parking reduces driving) is not new.[3]

Using results like Table 1, at least one study[4] has used an assumption of widespread pricing to show how driving reductions could help meet greenhouse gas (GHG) target reductions. Dr. Silva Send of EPIC http://www.sandiego.edu/epic/ghgpolicy/ assumes that all work locations with 100 employees or more in San Diego County will implement cash-out, to result in 12% less driving to work. Currently, almost all employees in San Diego County "park for free", unless they happen to work in a downtown core area.

Current, Best-Practice "Unbundling"

The "best-practice" use of the phrase, "unbundled parking cost", is to describe the case where either the cost of parking, for the case of a condominium, or the rent for parking, for the case of

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[1] This is especially true of surface parking, which only accommodates 120 cars per acre.

[2] On September 23, 2008, a panel of developers reviewed the Oceanside, Ca. "Coast Highway Vision" http://www.ci.oceanside.ca.us/pdf/chv_finalvisionstrategicplan.pdf. Parts of this plan were described as smart growth.

At the review, developer Tom Wiegel said, "Parking is the number 1 reason to do nothing," where "do nothing" meant "build no project." The other developers at the meeting agreed.

[3] For many years the Victoria Transport Policy Institute (VTPI) has been recognized as a source of reliable information on "Transportation Demand Management", or TDM.

From http://www.vtpi.org/tdm/tdm72.htm#_Price_Parking:

> Even a relatively small parking fee can cause significant travel impacts and provide significant TDM benefits.

"TDM Benefits" refers to the many public and private benefits of having fewer people choosing to drive.

an apartment, is separated from either the purchase price and common fees or the rent of the dwelling unit.

This gives the resident families the choice of selecting the number of parking spaces they would like to rent or buy, including the choice of zero. This would tend to reduce the average number of cars owned per dwelling unit and, in this way, would also tend to reduce driving. Its major drawback is that this method does not encourage sharing.

To Increase Fairness and Protect the US Economy

It is stated above that almost all employees in San Diego County "park for free". Of course there is really no such thing as "parking for free". So-called "free parking" always reduces wages or increases costs. At a work site, it reduces everyone's wage, even those employees that never drive. At an apartment complex, so-called "free parking" increases the rent. Therefore, "free parking" at work or at apartments violates the fundamental rule of the free market, which is that people should pay for what they use and not be forced to pay for what they do not use. Parking should at least be priced to achieve fairness to non-drivers.

The US economy would also benefit. Reductions in driving would lead to reductions in oil imports, which would reduce the US trade deficit.[4]

BARRIERS TO PROGRESS

Given all this, it might seem that the widespread pricing of parking should have happened by now. However there are barriers. In 2007, a majority of the City Council of Cupertino, Ca. indicated that they wanted their City Manger to negotiate reduced parking requirements with any company that would agree to pay sufficient cash-out payments. To this date, no company, including Apple Inc., has expressed an interest. Most companies probably perceive cash-out as expensive. Even if they realize they could get a reduced parking requirement in exchange for paying sufficient cash-out amounts and even if the economics worked in support of this action (quite possible where land is expensive), they want to stay focused on their core business, instead of getting involved in new approaches to parking, real estate, and redevelopment.

On the other hand, simply charging for parking and then giving all the employees a pay raise is probably going to run into opposition from the employees, who will feel that they would be losing a useful benefit.

In addition, neighbors fear the intrusion of parked cars on their streets. Permit parking, which could offer protection, is not always embraced. City Council members know that a sizable fraction of voting citizens believe that there can actually never be too much "free parking", Professor Shoup's famous book[5] notwithstanding. Some Council members probably feel that way themselves.

It doesn't help that current methods of charging for downtown parking are often very inefficient.[5] For example, downtown Oceanside, California has parking meters that will only

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[4] From http://en.wikipedia.org/wiki/Balance_of_trade#Warren_Buffett_on_trade_deficits, Warren Buffet wrote in 2006,

> "The U.S. trade deficit is a bigger threat to the domestic economy than either the federal budget deficit or consumer debt and could lead to political turmoil. Right now, the rest of the world owns $3 trillion more of us than we own of them."

accept coins. Besides this, all their on-street, downtown parking is timed, with maximums from 10 minutes to 4 hours. These time limits are enforced by a city employee, who applies chalk from a tire to the street and then records the time. However, by watching the time and moving their car soon enough, drivers can avoid getting a ticket. Of course, they could instead drive to the mall and not have to worry about having coins or elapsed time since parking. It is not surprising that downtown merchants often object to charging for parking.

In summary, those that resist charging for parking, *based on their perceptions*, include

- Companies, *who fear the complexity and expense of paying cash-out payments*;
- Employees, *who fear losing a current benefit*;
- City leaders, *who fear the political repercussions*;
- Downtown patrons, *who dislike the inconvenience and worry*;
- Downtown business owners, *who fear that it will drive away customers*.

THE COST, VALUE, AND FAIR PRICE OF PARKING

Estimated and Actual Capital Cost

Surface Parking

One acre of surface parking will accommodate 120 cars. Land zoned for mixed use is sometimes expensive. At $1.2 million per acre, the land for a single parking space costs $10,000. Construction cost should be added to this to get the actual, as-built cost of each parking space. Estimated cost can be determined by using appraised land value and construction estimates. For new developments, after the parking is constructed, it is important to note the actual, as-built cost.

Parking-Garage Parking

One acre of parking-garage will accommodate considerably more than 120 cars. The construction cost of the garage and the value of its land can be added together to get the total cost. Dividing that total cost by the number of parking spaces yields the total, as-built cost of each parking space. Adding levels to a parking garage may seem like a way to cut the cost of each parking space, for the case of expensive land. However, there is a limit to the usefulness of this strategy because the taller the parking garage, the more massive the supporting structural members must be on the lower levels, which increases total cost. Parking-garage parking spaces are often said to cost between $20,000 and $40,000. The actual costs should be noted.

Underground Parking

In order to compute an estimate for the cost of a parking space that is under a building, it is necessary to get an estimate of the building cost with and without the underground parking. The difference, divided by the number of parking spaces, yields the cost of each parking space. The cost or value of land plays no role in the cost of this parking. However, it does not follow that this parking is cheap. Underground parking spaces are often said to cost between $60,000 and $90,000 dollars each. Although there will be an "as built" cost of the building with the parking, there will never be an "as built" cost of the building without the parking. However, after the

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[5] According to Bern Grush, Chief Scientist of Skymeter Corporation http://www.skymetercorp.com/cms/index.php, often two-thirds of the money collected from parking meters is used for collection and enforcement costs.

construction is done, the estimate for the cost of the underground parking should be reconsidered and re-estimated if that is needed. The final, best-estimate cost should be noted.

Value

Initially, value and cost are the same. For surface parking and parking-garage parking, the value would initially be the same as the as-built cost. For underground parking, the value would initially be the same as the best-estimate cost. However, over time, the value must be updated. Both construction costs and land-value costs will change. The value assigned to a parking place should always be based on the current conditions.

Fair Pricing

Parking space "values", as described above, must first be converted to a yearly price by using a reasonable conversion factor. This conversion factor could be based on either the "cost of money" or the "earnings potential of money". It is expected that this conversion factor would be 2% to 5% during times of low interest rates and slow growth; but could be over 10% during times of high-interest and high growth. For example, if the surface parking value is $12,000 and it is agreed upon to use 5% as the conversion factor, then each parking spot should generate $600 per year, just to cover capital costs. The amount needed for operations, collection, maintenance, depreciation, and any special applicable tax is then added to the amount that covers capital cost. This sum is the amount that needs to be generated in a year, by the parking space.

The yearly amount of money to cover capital cost needs to be re-calculated every year or so, since both the value and the conversion factor will, in general, change each year. The cost of operations, collection, maintenance, depreciation, and any special applicable tax will also need to be reconsidered.

Once the amount generated per year is known, the base price, per unit year, can be computed by dividing it (the amount generated per year) by the estimated fraction of time that the space will be occupied, over a year. For example, if a parking space needs to generate $900 per year but it will only be occupied 50% of the time, the time rate charge is $1800 per year. This charge rate per year can then be converted to an hourly or even a per-minute rate. The estimated fraction of time that the parking is occupied over a year will need to be reconsidered at least yearly.

NEW DEFINITIONS TO PROMOTE AN OBJECTIVE VIEW OF PRICING

- The "fair price" means the price that accounts for all costs.
- The "baseline amount of driving" means the driving that results from the application of the fair price.
- "Zero transportation demand management" ("zero TDM") is the amount of demand management that results when the fair price is used. It will result in the baseline amount of driving.
- "Negative TDM" refers to the case where the price is set below the fair price. This will cause driving to exceed the baseline amount. Since TDM is commonly thought to be an action that reduces driving, it follows that negative TDM would have the opposite effect.
- "Positive TDM" refers to the case where the price is set above the fair price. This would cause the amount of driving to fall below the baseline amount.

Clearly, so-called "free parking" is an extreme case of negative TDM. The only way to further encourage driving would be to have a system that pays a driver for the time their car is parked.

GOALS OF THE "DIVIDEND ACCOUNT PARKING" CAR-PARKING SYSTEM (FORMERLY "*INTELLIGENT PARKING")*

- There is only one third-party vendor (or several, collaborating so closely that users are unaffected compared to a single operator) operating all parking. ("All parking" does not include driveways and garages in single-family homes.) *Dividend Account Parking* is designed and installed by regional or state government, using low-bid contractors, with design and start-up costs covered by the overhead portion of collection fees.
- Nearly all parking is shared. Almost always, anyone can park anywhere. Those who want exclusive rights to parking will pay "24/7" (all day, every day).
- Parking is operated so that the potential users of parking will escape the expense of parking by choosing to not use the parking. This characteristic is named "unbundled" because the cost of parking is effectively unbundled from other costs.
- Parking is priced and marketed to eliminate the need to drive around looking for parking.
- Parking at any desired price is made as easy as possible to find and use.
- Records of the use of each parking space are kept, to facilitate decisions to either add or subtract parking spaces.
- The special needs of disabled drivers, the privacy of all drivers, and, if desired, the economic interests of low-income drivers are protected.

DEFINITIONS & CONCEPTS OF *DIVIDEND ACCOUNT PARKING (DAP)*

Parking Beneficiary Groups

There are at least 7 types of beneficiary groups. Note that in all cases, members of beneficiary groups must be old enough to drive.

1.) People who have already paid for the capital cost of parking. An example of this type of beneficiary group would be the owners of condominiums, where parking has been built and the cost is included in the price of the condominium. Note that although they have technically already paid for the parking, if they borrowed money to pay for some portion of the price, the cost is built into their monthly payment. This illustrates why the value of parking and the cost of borrowing money (rate of return on money) are key input variables to use to compute the appropriate base, hourly charge for parking.

2.) People who are incurring on-going costs of parking. An example of this type of beneficiary group is a set of office workers, where the cost of 'their" parking is contained in either the building lease or the cost of the building. Either way, the parking costs are reducing the wages that can be paid to these employees.[6]

3.) People who are purchasing or renting something where the cost of the parking is included in the price. Examples of this beneficiary group are people that rent hotel rooms, rent an apartment, buy items, or dine in establishments that have parking.

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[6] Such parking is often said to be "for the benefit of the employees". Defining this beneficiary group will tend to make this statement true, as opposed to the common situation where the employees benefit only in proportion to their use of the parking.

4.) People who own off-street parking as a business. They could be the individual investors or could be a government or government-formed entity.

5.) People who are said to benefit from parking, even though the money for the parking has been supplied by a source that may have very little relationship to those that are said to benefit. An example of this group would be train riders that make round trips from a station which has parking that is said to be "for riders". Students at a school with parking would be another example.

6.) People who are considered by many to be the logical beneficiaries of on-street parking. Owners of single-family homes are the beneficiaries of the parking that is along the boundaries of their property. The same status is given to residents of multi-family housing.

7.) Governments. Since they build and maintain the streets, they should get a significant benefit from on-street parking.

Unbundled Cost and Spontaneous Sharing

"Unbundled cost" means those who use the parking can see exactly what it costs and those who don't use the parking will either avoid its cost entirely or will get earnings to make up for the hidden parking cost they had to pay. This conforms to the usual rule of the free market where a person only pays for what they choose to use. Unbundled cost is fair.

"Spontaneous sharing" means that anyone can park anywhere at any time and for any length of time. Proper pricing makes this feasible.

How to Unbundle

The method of unbundling can be simply stated, using the concept of "beneficiary group" as discussed above. First, the fair price for the parking is charged. The resulting earnings[7] amount is given to the members of the beneficiary group in a manner that is fair to each member. Methods are described below.

Why this Supports Sharing

Members of a beneficiary group benefit financially when "their" parking is used. They will appreciate users increasing their earnings. They are also not obligated to park in "their" parking. If there is less-expensive parking within a reasonable distance, they might park there, to save money. This is fine, because all parking is included in the *Dividend Account Parking (DAP)* system.

Computing the Earnings for Individuals

Dividend Account Parking (DAP) must be rigorous in paying out earnings[7]. For a mixed use, the total number of parking spaces must first be allocated to the various beneficiary groups. For example in an office/housing complex, 63.5% of the parking might have been sold with the office. If so, the housing portion must be paying for the other 36.5%. For this case, it would follow that the first step is to allocate 63.5% of the earnings to the workers and 36.5% to the residents.

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[7] The earnings amount is the revenue collected minus the collection cost and any other costs that will have to be paid due to the implementation of *Dividend Account Parking (DAP)*. The costs associated with the parking, paid *before* the implementation of *Dividend Account Parking (DAP)*, should *not* be subtracted from the revenue because they will continue to be paid as they were before the implementation of *Dividend Account Parking (DAP)*. Therefore, these costs will continue to reduce wages and increase the prices of goods and services.

How the monthly earnings are divided up among the members of the beneficiary group depends on the beneficiary group type. For each member, the group's total monthly earnings amount is always multiplied by a quantity and divided by the sum (the sum is the denominator) of that quantity, for all members.

For example, for each employee, the multiplier is the number of hours that the employee worked over the month while the denominator is the total number of hours worked by all employees over the month. At a school, for each student, the numerator is the total time spent at the school, over the month, while the denominator is the sum of the same quantity, for all the students.

For a train station with parking being supplied for passengers that ride on round trips of one day or less, the numerator is the passenger's monthly hours spent on such round trips, over the month; while the denominator is the total number of hours spent by all passengers on such round trips, over the month. Radio Frequency Identification (RFID) units on passengers could support an automated calculation of monthly charges for fares, as well as monthly hours on round trips.

At a shopping center, the numerator is the sum of the money spent by the shopper, over the month, while the denominator is the total amount of money spent by all shoppers over the month.

At a condominium, the numerator is the number of parking places that were paid for (directly or indirectly) by the resident family and the denominator is the total number of parking places at the condominium project; similarly, for apartment complexes.

Where Earnings Are Low

The goal is that if someone doesn't park, they don't pay, either directly or indirectly, because the earnings that they get will balance out their losses (like reduced wages, for example). However, charging for parking that few want to use will not sufficiently compensate the people that have been forced, or are being forced, to pay for such parking. The only remedy in this case is to redevelop the parking or lease the parking in some other way, for storage, for example. The earnings from the new use should go to those that are in the beneficiary group that was associated with the low-performing parking.

Why This Method of Unbundling Will Feel Familiar to Leaders

Developers will still be required to provide parking and will still pass this cost on, as has been discussed. There will be no need to force an owner of an exiting office with parking to break his single business into two separate businesses (office and parking).

Parking beneficiaries are identified that conform to traditional ideas about who should benefit from parking.[8]

Unbundling the Cost of On-Street Parking

The revenue from on-street parking in front of businesses will be split evenly between the city and the business's parking beneficiaries. All of the earnings from on-street parking in front of apartments or single-family homes will be given to the resident families.[9]

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[8] Showing exactly where parking earnings go will reduce the political difficulties of adopting pay parking in a democracy where the high cost of parking is often hidden and rarely discussed.

[9] Although governments own the streets, often, back in history, developers paid for them and this cost became embedded in property values. Admittedly, how to allocate on-street parking earnings is somewhat arbitrary. With

Special Considerations for Condominiums

Unbundling for a condominium owner means that, although their allocated amount of parking has added to their initial cost, their allocated amount of parking also earns money for them. Unbundling for a condominium could also mean that an owner can choose to have control over a single or several parking places. Such parking spaces could be equipped with a red light and a green light. If the red light is lit, this will mean that the space is not available for parking, except for the person who is controlling the spot. If the green light is lit, it will mean that the space is available to anyone. A space that is being reserved with a red light is charged at the full price to the condominium owner that has control over the space. The owner that controls these spaces can change the state of the parking space (available or not available) by either a phone call, on line, or at any pay station system that might be in use for the system. After condominium owners experience the cost of reserving a space for themselves, they might give up on the idea of having their own, personal, unshared parking space; especially since *Dividend Account Parking (DAP)* will give most owners and their guests all the flexibility they need in terms of parking their cars.

Some people think that condominium parking should be gated, for security reasons. However, parking within parking garages needs to be patrolled at the same frequency level as on-street parking, which is enough to ensure that crime around either type of parking is very rare. Cameras can help make parking garages that are open to the public safe from criminal activity.

Special Considerations for Renters

Unbundling for renters means that, although their allocated amount of parking increases their rent, their allocated amount of parking also earns money for them. Therefore, their traditional rent (includes parking) is effectively reduced by the money earned by those parking spaces allocated to them. Renters will be motivated to either not own a car or to park in a cheaper location. Parking in a cheaper location is not a problem because all parking is part of the *Dividend Account Parking (DAP)* system. Renters will welcome anyone to park in "their" parking, because it will increase their earnings.

Special Considerations for Employers

At first, companies may want the option of offering "free parking" to their employees so as to be able to compete with traditional job sites. This means giving employees that drive every single day an "add-in" amount of pay so that the sum of the add-in and their parking-lot earnings equals their charge, for any given monthly statement. The operator of the parking, which sends out statements, can pay out the "add in" amount, in accordance with the company's instruction. The company will then be billed for these amounts. There could be no requirement for the company to provide any such "add-in" amount to the employees that don't drive every day. This would allow the company to treat its every-day drivers better than other employees and so this would be a negative TDM. However, this economic discrimination would be substantially less than the current, status-quo, economic discrimination, where drivers get "free" parking and non-drivers get nothing.

Clusters of Parking

Clusters are a contiguous set of parking spaces that are nearly equal in desirability and thus can be assigned the same price. They should probably consist of from 20 to 40 spaces. For off-street

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congestion pricing and efficient methods, governments may earn significantly more than they are under current practices.

parking, they could be on either side of the access lane to the parking spaces, so that an observer could see the 20 to 40 cars, and get a feel for the vacancy rate. At a train station, clusters will normally be organized so that their parking spaces are approximately an equal distance from the boarding area. On-street clusters would normally conform to our current understanding of what a block is, which is to say from one cross street to the next cross street. The width of the street and the length of the block should be taken into account in defining on-street clusters of parking and in deciding if the parking on either side of the street should or should not be in the same cluster of parking spaces.

Examples of Good and Bad Technology

Parking Meters or Pay Stations

Parking meters are a relic of an earlier period, before computers. Pay stations do not add enough usefulness to merit their inclusion in *Dividend Account Parking (DAP)*, except as a bridge technology. Once good systems are set up, pay stations should cost additional money to use because of their expense. It would be best to devise an implementation strategy that will minimize their use when the system is first put into effect and will take them out of service as soon as possible.

Radio Frequency Identification Backed Up by Video-Based "Car Present" and License Recognition

Government will eventually enter into an RFID (Radio Frequency Identification) age. Organizers of large athletic events already have. Organizers that put on large open-water swims, foot races, and bike rides have routinely used RFID for many years.[10] An RFID vendor in San Diego[11] states that passive RFID units cost less than $5, are reliable, are durable, and they could be used to identify cars as well as people. He also sees no problem in implementing most of the features of *Dividend Account Parking (DAP)*.[12]

Automatic Data Collection and Sending Out Statements

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[10] For example, over 20,000 people ran the 2008 Bay-to-Breakers foot race in San Francisco. Each runner had a "chip" in their shoe lace. Each runner's start time and finish time were recorded and all results were available as soon as the last runner crossed the finish line.

[11] David R. Carta, PhD, CEO Telaeris Inc., 858-449-3454

[12] Concerning a Final Environmental Impact Report-approved and funded new high school in Carlsbad, California, where the School Board has signed a *Settlement Agreement* to consider "*unbundled parking*", "*cash-out*", and "*pricing*", Dr. Carta wrote, in a January 13th, 2010 written statement to the Board,

> I wanted to send a quick note discussing the technical feasibility of tracking cars into a lot without impacting students or requiring the need for gates. Mike Bullock and I have discussed this project; it can be accomplished straightforwardly by utilizing Radio Frequency Identification and/or Video Cameras integrated with automated license recognition systems. The cars would need to register with the system at the start, but it would be fairly painless for the users after the initial installation. The back end database system can also be implemented both straightforwardly and at a reasonable price.
>
> This is not necessarily a recommendation of the proposal for unbundled parking. Rather it is strictly an unbiased view of the technical feasibility of the proposal to easily and unobtrusively track cars, both registered and unregistered, into a fixed lot.

Note that the "back end database" of Dr. Carta's written statement[12] refers to the ability to send statements of earnings and billing to students.[13]

Putting it Together

Certainly, government, and in particular transit agencies and parking agencies, could use RFID-based technology. For example, when a person with an RFID unit which is tied to a billable address or a credit card with an open account gets on a bus or a train, they should not have to pay at that time, visit a pay station, or "swipe a card" that has a positive balance. Utility customers that pay their bills are not required to pre-pay. The same courtesy should be extended to transit riders, people that drive on roads, people that get parking-lot earnings, and people that park cars. There should be one monthly bill or statement, for all four activities.

Global Positioning Systems GPS

An alternative model is to have GPS systems in cars that would detect the car's parking location, that location's current charge rate, and would perform all of the charging functions in the car. The only information the parking-lot-enforcement system would need is whether or not a car being parked is owned by a bill-paying owner. The car owner's responsibility would be to pay the bills indicated by the box in the car. The box would need to process a signal that a bill had been paid. It would also need to process pricing signals.

Not Picking Winners

The purpose of this report is to describe what an ideal system would do, *not* how it is done. How a proposed system works is left to the systems, software, and hardware engineers that work together to submit a proposal based on this description of what an ideal system does.

Privacy

Privacy means that no one can see where someone has parked, without a search warrant. Also, the level of the detail of information that appears on a bill is selected by the customer.[14]

Ease of Use for Drivers

For credit-worthy drivers that have followed the rules of the system, pay parking will not require any actions other than parking. Paying for all parking fees over a month is then done in response to a monthly billing statement. Parking will feel to the consumer like a service provided by a municipality, such as water, energy, or garbage. One important difference is that users belonging to a "beneficiary group" will get an earnings amount in their monthly statement. Those that earn more than what they are charged will receive a check for the difference. This ease of use will make all parking less stressful.

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[13] In an earlier email on this subject, Dr. Carta wrote,

> This is not too tough - we probably would integrate with a service that already sends physical mail from an electronic submission instead of re-inventing this wheel.

[14] License plates that have no RFID tags fail to use the best technology to accomplish the primary purpose of license plates, which is to identify and help intercept cars used in a crime. Identifying cars is a legitimate government goal. Protecting privacy is also a legitimate goal. Both goals can be realized with good laws, good enforcement, and good systems engineering.

Base Price

Off-Street

Off-street parking is priced so that even if demand does not threaten to fill the parking beyond 85%, the money generated will at least equate to an agreed-upon return on the parking value and pay all yearly costs. Equation 1 shows the calculation of the hourly rate.

$$r_{BaselineHourly} = \frac{(r_{Investment} \times v_{Parking}) + c_{YOPD}}{(n_{HoursPerYear} \times f_{TO})} \quad \textbf{(Eq. 1)}$$

where:

$r_{BaselineHourly}$	=	the computed baseline hourly rate to park
$r_{Investment}$	=	yearly return on investment, such as .06
$v_{Parking}$	=	value of a parking space, such as (parking garage) $40,000
c_{YOPD}	=	yearly operations[15] plus depreciation, per space, such as $100
$n_{HoursPerYear}$	=	number of hours per year, 24 x 365 = 8760 Hours per Year
f_{TO}	=	fraction of time occupied, such as 0.55.

For the example values given, the base hourly rate of parking, to cover the cost of the investment, operations[15], and depreciation is $0.519 per hour. This could be rounded up to $0.52 per hour. This price could also be increased to result in positive TDM, to reduce driving more than the fair-price, zero-TDM amount.

On-Street

If on-street parking is located within walking distance (one-quarter mile) of off-street parking, its base price is set equal to the closest off-street parking's base price. Otherwise, it is set to some agreed-upon value, like fifty cents per hour. However, on-street parking has a special meaning for downtown merchants and for neighborhoods, two powerful political forces in any city. Merchants that have few cars parking on their street, even though it is permitted, are probably failing in their businesses. They would like free parking to help draw visitors to their store front. Neighborhoods that are not impacted by parking would probably prefer no pricing. For these reasons, for any on-street parking cluster, no price is charged until the cluster occupancy reaches 50%. (Time of day is irrelevant.)

Congestion Pricing

The time-rate price of parking is dynamically set on each cluster of parking, to prevent the occupancy rate from exceeding 85% (to reduce the need to drive around looking for parking). An 85% occupancy rate (15% vacancy) results in just over one vacant parking space per city block[5]. If the vacancy rate is above 30%, the price is left at the baseline hourly rate. If vacancies fall below 30%, the price can be calculated in a stair-step method, such as shown in Table 2.

Equation 2 is an alternative method.

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[15] This includes money for policing, cleaning, maintenance, any applicable parking tax, and all collection costs. Collection costs will need to include an amount to recover the development and installation costs of *Dividend Account Parking (DAP)*.

In either case, the total charge is time parked, multiplied by the time-averaged, time-rate price. The base multiplier would be adjusted to be just large enough to keep the vacancy rate from falling below a desired level, such as 15%, so it is always easy to find parking.

Table 2 Hourly Rates for 2 Base Multipliers and a Baseline Hourly Rate of $0.52

Vacancy Rate	Base Multiplier = 2			Base Multiplier = 2.5		
	Multiplication		Hourly	Multiplication		Hourly
	Formula	Value	Rate	Formula	Value	Rate
Above 30%	2^0	1	$0.52	2.5^0	1	$0.52
25% to 30%	2^1	2	$1.04	2.5^1	2.5	$1.30
20% to 25%	2^2	4	$2.08	2.5^2	6.25	$3.25
15% to 20%	2^3	8	$4.16	2.5^3	15.625	$8.13
10% to 15%	2^4	16	$8.32	2.5^4	39.0625	$20.31
5% to 10%	2^5	32	$16.64	2.5^5	97.6563	$50.78
Below 5%	2^6	64	$33.28	2.5^6	244.1406	$126.95

$$r_{HourlyRate} = r_{BaselineHourly} \times \left(B^{(30-V)/5}\right), for\ V < 30;\ r_{BaslineHourly}, otherwise \quad \textbf{(Eq. 2)}$$

where:

$r_{HourlyRate}$ = the congestion-priced hourly rate to park

$r_{BaselineHourly}$ = the baseline hourly rate to park, such as $0.52 per hour (taken from from Eq. 1.

B = the base of the multiplier being computed, such as 2.50

V = the vacancy rate percent, such as 17.5, for 7 vacancies in a cluster of 40 spaces, 100*(7/40) = 17.5

For the example values given, the hourly rate of parking would be $9.88 per hour.

Pricing Predictions and Notifications

Drivers will develop strategies for their routine trips. The computer system that keeps records of parking use will also provide help for users. The *Dividend Account Parking (DAP)* website will direct a user to an appropriate cluster of parking if the user provides the destination location or locations, the time and date, and the hourly rate they wish to pay. If the walk is going to be long, the website could suggest using transit to get from the cheaply-priced parking to the destination. In such cases, the website may also suggest using transit for the entire trip.

Another user option is to specify the time, location, and the distance the user is willing to walk. In this case, the computer would give the cheapest cluster of parking available at the specified walk distance. The price prediction would be provided.

All price predictions would also have a probability of correctness associated with them. If a user can show that a computer has predicted a much lower price than what actually occurred, with a sufficiently high probability, it would be reasonable to charge the user the predicted price rather than the actual price.

Websites could routinely inform viewers when occupancy rates are expected to be unusually high, due to a special event (for example, a sporting event). The parking system website will always give current and predicted hourly rates for all locations. The hourly rates of parking will also be available at a phone number and possibly at pay stations. The base-price hourly rate, for any parking cluster, would be stable and could therefore be shown on signs. Parking garage entrances could have large video screens showing both predicted and existing price. Users will also learn to look at parking and judge whether congestion pricing applies, or could apply, while their car is parked. It would not be long before these capabilities are added into GPS navigation systems.

Prepaid RFID

To be inclusive, pay stations or convenience stores will offer a pre-paid RFID that can be set on the dashboard of a car. This will support drivers with poor credit or drivers who have not obtained the necessary equipment to support the normal, trouble-free methods. This will also work for drivers that do not trust the system to protect their privacy for a certain trip (by removing or disabling the permanent RFID) or for all trips. No billing would occur.

Enforcement

The system would notify the appropriate law enforcement agency if an unauthorized car was parked. Authorized cars would need either a pre-paid RFID or equipment indicating that their owners had *Dividend Account Parking (DAP)* accounts and were sufficiently paid up on their bills.

IMPLEMENTATION

This description of *Dividend Account Parking (DAP)* will help to implement efficient parking systems. Parking at train stations, schools, and government buildings could introduce many of these concepts. This description of *Dividend Account Parking (DAP)* is sufficient to support a "Request for Proposal" process, which could lead to full implementation. Widespread installation should be done by a government agency, to minimize actions required on the part of the private sector. Laws would simply require the cooperation of all private-sector and government entities.

SUMMARY

A parking plan, *Dividend Account Parking (DAP)* has been described.

1. Technology will make it easy to use for most drivers.
2. Its parking is almost always shared, to support mixed uses.
3. It unbundles cost by charging and having earnings go to the parking beneficiaries.
4. Traditional groups, such as single-family home owners, employees, tenants, train riders, and students benefit from parking. The benefit is equal for drivers and non-drivers.
5. Baseline prices are computed primarily from the value of the parking and an agreed-upon rate of return. On-street parking is free until it is half full, at which time its base price often matches that of the closest off-street parking.
6. For all parking, price is dynamically increased to guarantee availability. Earnings are therefore only limited by what people are willing to pay.
7. Technology helps drivers find parking and decide if they want to drive or use transit.

8. Prepaid RFIDs provide service to those who have poor credit or don't want to be billed.
9. Disabled and perhaps low-income drivers will have accounts that allow them to park at reduced prices and perhaps avoid congestion pricing. Specially designated spots might also be required for disabled drivers.
10. The system will provide reports showing where additional parking would be a good investment and where it would be wise to convert existing parking to some other use.
11. Privacy will be protected. Law enforcement officials would need a search warrant to see where someone's car has been parked. The level of detail on billing would be selected by the car's owner.
12. Implementations could begin in carefully selected locations and expand.

Global warming, air pollution, trade deficits, and fairness are some of the significant reasons that governments have a responsibility to implement *Dividend Account Parking (DAP)*.

ACKNOWLEGEMENTS

The following people have offered encouragement, specific information, and/or special insights.

Dr. Dennis Martinek, Oceanside Planning Commissioner; Sandra Goldberg, California Deputy Attorney General; Jerry Kern, Oceanside, City Council; Amy Volzke, Principal Planner, City of Oceanside; Dr. Nilmini Silva-Send, Senior Policy Analyst of the Energy Policy Initiative Center; Diane Nygaard, Director of Preserve Calavera and founder of Nelson Nygaard, Consulting Associates; Lisa Rodman, Trustee, Carlsbad Unified School District; Dr. Michael McQuary, President, La Jolla Democratic Club; Joan Bullock; Judy Jones, San Diego County Central Committee, California Democratic Party; Patrick Siegman, Principal and Shareholder, Nelson Nygaard; Andy Hamilton, San Diego Air Pollution Control District; Renee Owens, Conservation Chair, San Diego Sierra Club; Caroline Chase, Executive Committee Chair, San Diego Sierra Club; Ed Mainland, Co-Chair, Energy-Climate Committee, Sierra Club California; Bern Grush, Chief Scientist, Skymeter Corporation; and the following San Diego Area Government (SANDAG) employees: Susan Baldwin, Senior Regional Planner; Bob Leiter, former Director of Land Use and Transportation Planning; Coleen Clementson, Principle Planner; and Stephan Vance, Senior Regional Planner.

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3 Anders, S. J.; De Haan, D. O.; Silva-Send, N.; Tanaka, S.T.; Tyner, L.; *San Diego County Greenhouse Gas Inventory*, September 2008. http://www.sandiego.edu/epic/ghginventory/

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5 Shoup, D. *The High Cost of Free Parking*. Chicago University Press, June 7, 2005.

KEYWORDS

A&WMA, Parking, Unbundled, Shared, TDM, cash-out, pricing, beneficiary, greenhouse gas, GHG, GPS, RFID

Resolution 22-01

Resolution of the Oceanside Bicycle and Pedestrian Committee in Support of Replacing the State Gas Tax with a Means-Based Road Use Charge (RUC) that Protects Privacy

WHEREAS, (1) Greenhouse gas (GHG) emissions must be significantly reduced by 2030 to mitigate a climate catastrophe; (2) about 40% of California's GHG is emitted by on-road vehicles; and (3) even given the most ambitious estimates for fleet efficiency and fleet electrification, to support climate-stabilization requirements, it will be necessary to reduce per-capita driving; and furthermore,

WHEREAS, (1) California's current road-use fees (our gas tax, our toll roads and our bridge-use tolls) do not currently cover the full cost of operating and maintaining roads, and gas tax revenues are projected to further decrease as vehicles become more efficient and/or electric powered; (2) having the full cost of motor vehicle road use hidden from users decreases incentives to bicycling and walking, thereby increasing driving and, thus adding significantly to air pollution, congestion, sprawl, and GHG emissions; (3) an assessment conducted by the California Transportation Commission (CTC) found that 58 percent of our state's roads are in need of maintenance, 20 percent of our bridges need major or preventive maintenance, and 6 percent of our bridges require replacement; (4) roads and bridges are our most important cycling infrastructure; and (5) a RUC has been shown to be feasible by the CTC; and finally,

WHEREAS, (1) our gas tax is our most significant road-use fee; (2) state-mandated increases in battery-electric vehicles will reduce gas-tax revenue; (3) a gas tax is inherently regressive because low-income drivers tend to drive older, less fuel-efficient cars; and (4) a gas tax does not account for time, place, driver income, vehicle weight, vehicle pollution level, or instantaneous roadway congestion;

THEREFORE, BE IT RESOLVED, that the Oceanside Bicycle and Pedestrian Committee supports replacing the state gas tax with a road-use charge (RUC) pricing and payout system that (1) would cover all road-use costs; (2) would protect the economic interests of low- and middle-income drivers by use of a progressive price structure that also recognizes the needs of rural drivers; (3) would protect privacy by requiring a search warrant to obtain location or travel information and has built in safeguards against unauthorized data use; (4) would include an instantaneous congestion-pricing algorithm; (5) would ensure that the per-mile price incentive to drive energy-efficient cars would still be sufficient to support necessary fleet electrification; (6) would ensure that cyclists and pedestrians are not charged under the system, given that they contribute no emissions or wear-and-tear on the road system, and they help alleviate congestion.

BE IT FURTHER RESOLVED, that this support be communicated to the City of Oceanside.

Approved by a majority vote of those present at the March 14, 2022 Committee Meeting:

Tom Lichterman — Tom Lichterman, Chairman

March 14, 2022 — Date

Agenda Item Position Slip

City of Oceanside

Submitted On:
Jun 23, 2026, 05:24AM EDT

Email	rachel@supergoodvibes.com
Council Meeting Date	June 24, 2026
Agenda #	1
Subject	Climate Action Plan - does not meet state's GHG standards
Position	No Position
Name	**First Name:** Rachel **Last Name:** Heussenstamm
Oceanside Resident	Yes
Full Address	**Street Address:** 117 N Cleveland St Apt 624 **City:** Oceanside **State:** CA **Zip:** 92054
Comments	Thank you for working on this critical issue. I urge the council to direct staff to work towards meeting the state's Greenhouse Gas standards despite them not being met in this CAP? Thank you, rachel

Agenda Item Position Slip

City of Oceanside

Submitted On:
Jun 21, 2026, 09:15PM EDT

Email	rachel@supergoodvibes.com
Council Meeting Date	June 24, 2026
Agenda #	1
Subject	Climate Action Plan - missing electric construction mandates/incentives
Position	In Favor
Name	**First Name:** Rachel **Last Name:** Heussenstamm
Oceanside Resident	Yes
Full Address	**Street Address:** 117 N Cleveland St Apt 624 **City:** Oceanside **State:** CA **Zip:** 92054
Comments	Dear Council, I live in Pierside apartment building downtown, as a renter. Every day I walk into my kitchen and can not believe I am looking at a gas stove. It is terrible. This is dated, inefficient technology in relatively new construction. When I moved here I was shocked the city allowed this construction then and as a renter, I want electric choices. So, will construction being built almost a decade later, still not be modernized? As the city meets the SB79 construction demand, it would be negligent not to deeply incentivise or require new residential construction to focus on electric. One of the main goals of CAP's is to successfully support the community toward full electrification. It's also imperative that residents in new low income housing not be stuck with the costs of maintaining gas infrastructure, as the rest of the community moves into the efficient world of electricity. ACTION ITEM: "All residential construction should be electric" needs to be added to the CAP Checklist. Thank you for your dedication to the Climate Action Plan. I hope the city continues to design and launch programs and finds funding for this critical climate work.

Thank you,
Rachel Heussenstamm

Jericho Moulder

From: tlichterman@cox.net
Sent: Tuesday, June 23, 2026 8:47 PM
To: City Clerk
Cc: City Council; Oscar Romero; Darlene Nicandro; Kristopher Martinez; ldoherty@nctd.org; 'Bob Nelson'; mike_bullock@earthlink.net; 'Steve Sims'; 'Tom Lichterman'; 'Tom Lichterman'
Subject: Comments on Oceanside General Plan Update Documents
Attachments: OBPC Comments on Final GPU Docs and CAP Checklist 6-23-2026.pdf; GPU Letter 1-29-2026 FINAL.pdf

Dear City Clerk,
Please find attached a Comment Letter and attachment for Item 1 on the Agenda, the Oceanside General Plan Update Public Hearing for June 24, 2026.

Thank you.

Tom Lichterman, Chairman
Oceanside Bicycle and Pedestrian Committee

City of Oceanside Bicycle and Pedestrian Committee
BikeWalk Oceanside
Phone: 619-200-6133 • E-Mail: lichtermanti@gmail.com

June 23, 2026

City of Oceanside
Oceanside Mayor and City Council Members
300 N. Coast Highway
Oceanside, CA 92054
DELIVERED VIA: cityclerk@oceanside.ca.org

RE: Comments on General Plan Update Phase 2, Revised Dec. 2025 Documents and CAP Checklists

Dear Honorable Mayor, Councilmembers, and Staff,

The Oceanside Bicycle and Pedestrian Committee is a citizen's advisory committee whose role is to advise the City on programs, projects, and policies which improve bicycling and walking in the community. The Committee's membership includes over 90 Oceanside residents who are concerned about bicycling and walking infrastructure and opportunities. Our goals are to promote bicycling and walking in the community for health, recreation, and transportation, to promote bicycle and pedestrian safety, and to improve and increase bicycling and pedestrian facilities. In addition to these goals, the Committee has been active in commenting on and supporting the City's Climate Action Plan, the goals of which are closely aligned with the Committee's goals and initiatives.

The Committee has previously sent the City detailed comment letters twice regarding the GPU Update Documents and Climate Action Plan. The most recent letter, dated January 29, 2026, is attached hereto and incorporated by reference.

The Committee is highly-supportive of the bicycle- and pedestrian-oriented elements in these GPU update documents and applauds the City for providing a compelling future vision for the important role active transportation can and will play in the community. We further commend the City for taking a cross-element, holistic approach in fashioning these goals and policies to ensure they support one another towards achieving the overall Community Vision.

Since our previous letters thoroughly reviewed the GPU documents for Active Transportation issues, our comments today are specifically on the recently-released updated Climate Action Plan Checklists, as follows:

Separation of Checklist Items for Private vs. Public Projects

The Committee recommends that staff revisit the separation of Private vs. Public Projects in the Checklists, as regards Section 4. – Vehicle Miles Traveled Reduction, Section 10. – Public Transit Infrastructure, and Section 11 – Active Transportation Infrastructure. We believe there are overlaps between these three areas for Private and Public Projects and that Private Projects

should be required to complete Section 10 (Public Transit Infrastructure) and Section 11 (Active Transportation Infrastructure).

Large private development projects can have a significant impact on transit accessibility and active transportation users in the way they are laid out; for example, large subdivisions may be separated from major streets with transit service by walls or other obstacles that increase walking or cycling distance to bus stops. Furthermore, the City may choose to condition such private developments to include specific changes to improve transit use and accessibility, such as bus shelter pads and bus shelters. Applying Section 10's and 11's requirements to Private developments will help to address these issues. Also, private developers may be constructing the public street improvements as part of their projects, another reason for applying Sections 10 and 11 to Private developments.

Specific Recommendations under Section 10 – Public Transit Infrastructure and Section 11 - Active Transportation Infrastructure

Section 10 should include a checklist item ensuring that any bus stops serving the project or development must be ADA-compliant, and the project layout should be developed so as to minimize walking distance from development residences or businesses to adjacent transit-served streets.

Section 11 should include a checklist item requiring that any time street repaving or restriping projects are considered by the City (including maintenance as well as capital improvement projects), efforts shall be made to maximize Class II bicycle lane installation and restriping, and that such projects are reviewed by the City's Active Transportation Coordinator before they are finalized.

In closing, the Committee appreciates the effort that Staff have put into these updated planning documents and supports these efforts to improve Active Transportation and our climate. Thank you for the opportunity to comment.

Sincerely,

Tom Lichterman

Tom Lichterman
Chairman, Oceanside Bicycle and Pedestrian Committee

cc: Darlene Nicandro, Planning Director
Oscar Romero, City Planner
Oceanside Bicycle and Pedestrian Committee Members
Kristopher Martinez, Active Transportation Coordinator
Lillian Doherty, NCTD Development Officer

ATTACHMENT – January 29, 2026 Committee Comment Letter on GPU Update

City of Oceanside Bicycle and Pedestrian Committee
BikeWalk Oceanside
Phone: 619-200-6133 • E-Mail: lichtermanti@gmail.com

January 29, 2026

Darlene Nicandro, Planning Director
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054
DELIVERED VIA: gpu_2_deir@oceansideca.org

RE: Comments on General Plan Update Phase 2, Revised Dec. 2025 Documents

Dear Oceanside Planning Commissioners and City Planning Staff,

The Oceanside Bicycle and Pedestrian Committee is a citizen's advisory committee whose role is to advise the City on programs, projects, and policies which improve bicycling and walking in the community. The Committee's membership includes over 90 Oceanside residents who are concerned about bicycling and walking infrastructure and opportunities. Our goals are to promote bicycling and walking in the community for health, recreation, and transportation, to promote bicycle and pedestrian safety, and to improve and increase bicycling and pedestrian facilities. In addition to these goals, the Committee has been active in commenting on and supporting the City's Climate Action Plan, the goals of which are closely aligned with the Committee's goals and initiatives.

With City Staff's assistance, the Committee previously conducted an in-depth review of the bicycle and pedestrian-oriented goals, policies, standards, and actions in the General Plan Update, Phase 2 documents when they became available in May, 2024. We submitted a detailed comment letter dated July 24, 2024, to Russ Cunningham, then Principal Planner for the City. That letter is attached to this comment letter and is incorporated by reference. Documents which we reviewed at that time and which we have re-reviewed in the December 2025 document release, and which contain specifically-relevant elements include:

- Efficient and Compatible Land Use Element (ECLU)
- Integrated Mobility Element (IM)
- Remarkable Community Element (RC)
- Healthy and Livable Community Element (HLC)
- Smart and Sustainable Corridors Specific Plan (SSCSP)
- Updated Climate Action Plan (CAP)

Our re-review of the December 2025 documents indicates that virtually all of the previous documents' Active Transportation policy statements are still in the new documents. The Committee is highly-supportive of the bicycle- and pedestrian-oriented elements in these GPU documents and applauds the City for providing a compelling future vision for the important role active transportation can and will play in the community. We further commend the City for

taking a cross-element, holistic approach in fashioning these goals and policies to ensure they support one another towards achieving the overall Community Vision.

However, while the goal and policy statements affecting active transportation appear to have been preserved in the new documents, we cannot find any reference to the other policy recommendations we submitted in our July, 2024 letter. Thus, we are repeating those recommendations in this letter along with some new ones where appropriate.

In the following sections of this comment letter, we have recapped the relevant goals, policies, standards and actions in each of the above document elements (shown in *italics*) and have then added comments where appropriate to further strengthen these elements.

Efficient and Compatible Land Use Element (ECLU)

The ECLU "promotes synergies between different land uses that encourage walking, biking, and sustainable lifestyles."

- *Increase residential density allowances and floor area ratios in commercial corridors*
- *Encourage a synergistic mix of residential, commercial, and public uses in these corridors*
- *Decrease reliance on the private automobile through compact development patterns, mixed-use development, and transit-oriented environments*
- *Require surface parking be separated and/or screened from primary street frontages*
- *Require new mixed-use development to provide adequate and secure bike parking facilities*
- *Encourage bicycle and pedestrian links between commercial centers and surrounding residential uses*

Committee Comments: Increased future densities will be key to making our community more bikeable and walkable. Decreased reliance on the private automobile will require a "complete streets" approach to future corridor planning so that biking and walking are safe and viable alternatives to automobile use. On several major corridors, such as Oceanside Blvd., Vista Way, Coast Highway, and College Blvd., this will require remaking the roadways to better accommodate cyclists and pedestrians, as called out in the SSCSP reviewed later.

Decreased reliance on the private automobile will also require the consideration of replacing parking minimums with parking maximums. More importantly, the car parking system should increase economic equity and choice while it reduces the economic incentive to drive. Such a system will provide car-parking earnings to those who are losing money because parking is provided. For example, "employee parking" should provide earnings to employees, based on the time they spend at work, regardless of how they get to work. The employee parking should be available to all drivers, to maximize the earnings for the employees.

Efficient and Compatible Land Use should also mean that the City will avoid sprawl development such as is occurring in South Morro Hills, which will require inefficient extension of City services and make active transportation infrastructure investments more costly and difficult. If such development goes forward, the developers should be required to pay ALL of the

public costs of such development, not just for road widening but for active transportation improvements and all the on-going City services' operating costs that will be impacted, such as police, fire, and public transit.

Integrated Mobility Element (IM)

The IM "promotes a citywide mobility network that effectively integrates all modes of travel, including driving, walking, biking, transit use, ride-hailing services, and powered micro-mobility options."

- *Complete the Inland Rail Trail, Coastal Rail Trail, and San Luis Rey River Trail; enhance access to these facilities*
- *Prioritize funding to [bicycle facilities] based on safety, demand, equity, value, and locational balance*
- *Leverage maintenance activities and capital projects to implement active transportation improvements in a cost-effective manner*
- *Strive to provide bicycle parking that (1) supports a bicycle in at least two places, (2) is U-lock compatible, (3) is securely anchored, and (4) is located in highly visible and well-lit areas*
- *Collaborate with Caltrans, SANDAG, and other agencies to reduce barriers to walking and bicycling created by Interstate 5 and State Routes 76 and 78*
- *Prioritize bicycle connections to transit services, schools, and recreational facilities when seeking grant funding for active transportation projects*
- *Ensure new developments provide pedestrians and bicyclists with seamless connections between private property and the public right-of-way*
- *Integrate bicycle parking and other bicycle amenities into mobility nodes and hubs (e.g., SPRINTER station sites, San Luis Rey Transit Center)*
- *To the extent possible, minimize curb cuts/driveways where sidewalks and/or bicycle facilities are present*
- *Provide buffers between bike lanes and vehicle traffic lanes, and between parked vehicles and bike lanes, where feasible*
- *Improve active transportation safety at intersections, where feasible. Utilize high visibility crosswalks, advance stop bars, green conflict paint for bike lanes, bike boxes, traffic circles/roundabouts, pedestrian countdown signal heads, bicycle signals, lead pedestrian/bicycle intervals, advance bicycle detection, curb extensions, lighting, signage, pedestrian hybrid beacons, rectangular rapid flashing beacons, pedestrian refuges, and other context appropriate enhancements*
- *Continue and expand opportunities to provide education on transportation behaviors, including the Safe Routes to School program and bicycle education courses*
- *To enhance pedestrian comfort on sidewalks and other shared facilities, motorized mobility devices such as electric bicycles and electric scooters, will only be allowed to operate on roadways, parking lots, bicycle lanes, and will be prohibited to operate on sidewalks, promenades, nature trails, parks, plazas, parking garages, and piers*

- *Promote land use patterns and urban design that support active transportation (e.g. mixed-use developments, strong street grids, and short blocks)*

Committee Comments: Completion of the Inland Rail Trail (IRT) and the Coastal Rail Trail have been the Committee's two highest priority goals for many years, and those goals are properly called out first in this list of bicycle and pedestrian goals. It should be noted that the cities and county in the SPRINTER corridor first passed a resolution supporting completion of the Inland Rail Trail in 1995, over 30 years ago. It is critical that the City of Oceanside express support for completion of this major regional bikeway which has been on the Regional Bike Network Plan for many years, by strongly advocating for its completion when funding discussions are held at SANDAG. The Inland Rail Trail is either completed or in process in the rest of the communities in the corridor. An alignment feasibility study is just now being completed for the Oceanside segment and shows the Inland Rail Trail is feasible in the SPRINTER corridor.

The Committee also wants to emphasize that, while completion of the IRT is a top Committee goal, the City must still work to enhance bicycle access and safety on the parallel Oceanside Blvd. Even IRT users will likely need to use portions of Oceanside Blvd. to begin or complete their trips. Right now, Oceanside Blvd. is very hazardous for cyclists and in many spots the existing striped bike lanes are either undersized or missing altogether. The City is in possession of proposals from a recent study to enhance bike lanes at several major intersections on Oceanside Blvd. (the "Berkeley Study"). The Committee urges the City to prioritize implementation of these low-cost improvements.

It is very important that City development reviews include review for bicycle parking and storage whenever a new or re-use development comes before the City. We recommend the following policy statement be added to the Integrated Mobility Element:

- *All new development proposals and development re-use proposals coming before the City shall be reviewed for adequate bicycle parking and storage*

Including bike parking and facilities during project development is far more cost effective than trying to retrofit it later. One solution that should be considered is to amend Oceanside's off-street parking ordinance to include numerically and functionally adequate bicycle parking.

It is also critical that, when the City is undertaking road maintenance activities, that the project be reviewed in advance by the Active Transportation and Micromobility Coordinator to ensure that work such as road re-striping accommodates bicycles to the maximum extent possible.

Transportation safety elements for cyclists and pedestrians are crucial if active transportation is to contribute to reduced vehicle miles travelled and associated greenhouse gas emissions. We applaud the list of traffic safety enhancements at intersections listed above and hope these will become the standard for roadway design and upgrades in the City in the future.

Remarkable Community Element (RC)

The RC "seeks to introduce and expand pedestrian and bicycle trails along the east-west riparian corridors and link these trails to key destinations."

- *Pursue roadway design that balances efficient vehicle through-put with traffic calming that contributes to pedestrian and bicycle safety and reduces noise and air pollution. Potential design elements include minimum-width traffic lanes, roundabout intersections, curb bulb-outs, chicanes and other path deviation devices, and variable paving treatments*
- *Coordinate with Caltrans and SANDAG to improve pedestrian and bicycle facilities on and near the Mission Avenue bridge over Interstate 5*
- *Pursue complete streets improvements on Mission Avenue and major cross streets, including expanded sidewalks and buffered bicycle lanes*
- *Expand and improve pedestrian and bicycle trails throughout the City and create linkages between the SLR River Trail, Coastal Rail Trail, and Inland Rail Trail*
- *Encourage businesses to establish an active presence on alley frontages with building transparency, outdoor merchandizing and dining areas, bicycle parking, etc.*

Committee Comments: Several of these goal and policy statements relate to a "complete streets" approach to roadway design and re-design. The Committee strongly supports this approach and calls upon the City to adopt a standard operating procedure (SOP) that ensures that all development proposals coming before the City, for both new and re-use development, include a requirement for review by the City Active Transportation Coordinator. Too many projects have gotten all the way through the development review process without such review, resulting in a need for retrofit changes later. This concept can be incorporated into the Remarkable Community Element by adding the following recommended policy statement:

- *All development proposals and development re-use proposals coming before the City shall be reviewed by the City Active Transportation Department to ensure active transportation needs and complete streets concepts are being included.*

The Committee is in total agreement with the goal to expand and improve pedestrian and bike trails throughout the City, as noted earlier. Linkages from these trails to nearby major land uses are very important to maximize the value of these trails to the community. Bike trail and bike lane improvements need to be viewed as part of a network; stand-alone bike improvements that don't connect to other parts of the network, such as was done on Mission Avenue from Coast Highway to Clementine Street, should be avoided.

Healthy & Livable Community Element (HLC)

The HLC calls upon the City to maintain its status as a designated Bicycle Friendly City.

- *Provide consistent and clear pedestrian/bicycle wayfinding signage throughout Oceanside, including in the public right of way and along off-street trails and shared-use paths*

- *Work to improve pedestrian, bicycle and transit connections to the City's libraries*

Committee Comments: Consistent wayfinding signage should be provided throughout the City and should include not only pedestrian and bicycle signage but also signage for major destinations such as SPRINTER stations, City government facilities, and the Oceanside Transit Center (OTC.) Regarding the OTC, Michigan Street, from the Coast Highway to the train Platform, should be renamed "Transit Center Way" and the roundabout at Michigan and Coast Highway should contain an oversized art and wayfinding sculpture.

Smart and Sustainable Corridors Specific Plan (SSCSP)
The SSCSP establishes that "bicycle routes along the corridors will be safe, comfortable, and accessible for bicyclists of all ages and abilities."

- *Extend the Inland Rail Trail (regional Class I bike path) along its prevailing alignment within the Escondido Sub rail right-of-way* (We recommend using the term "SPRINTER corridor" or "SPRINTER Right-of-Way" rather than "Escondido Sub" which the general public may not understand)
- *Install a path system within the grounds of El Corazon Park,* (we recommend adding, "with connections to the Inland Rail Trail")*, which provides off-street connections to and from Oceanside Boulevard, Mesa Drive, El Camino Real, and Rancho Del Oro Drive*
- *Install Class IV bikeway facilities when feasible*
- *Where feasible along Class IV bikeways at signalized intersections, install "protected intersections," which apply raised concrete islands or other physical delineators to separate bicyclists approaching an intersection while lowering the speeds of right-turning vehicular traffic and positioning them to have a better view of bicyclists at the conflict point*
- *Along Class II bikeways and Class IV bikeways where "protected intersections" (M-17) are not feasible at signalized intersections, install treatments at intersections which increase separation between bicyclists and vehicular traffic, and/or which improve the visibility of bicyclists*
- *All traffic-actuated signals (e.g., traffic signals which do not operate on fixed timed phases) should have the loop detectors beneath travel lanes at the signal approach calibrated to detect bicycles where no bicycle facility is present*
- *Install secure bicycle parking for both short-term and long-term trips at major destinations, commercial areas, employment sites, transit stations, and multi-family housing complexes within the SSCSP area*

Committee Comments: The earlier drafts of the SSCSP covered Mission Avenue, Oceanside Blvd., and Vista Way. The Committee recommends the SSCSP also include Coast Highway, based on the Coast Highway Corridor Plan which has been adopted for that corridor.

The Committee previously commented on the original draft Smart and Sustainable Corridors Specific Plan issued by the City in late 2023 and respectfully re-submits comments from our previous letter here along with additional recommendations:

Proposed additional goal: Bicycle lanes and paths need to be viewed and constructed as a NETWORK, with full connectivity throughout the city between bike paths, bike lanes, and intersecting streets. The City should avoid piecemeal projects which do not connect to the larger network. The network approach should also ensure that adequate bicycle parking and storage facilities, and safe pedestrian paths from such storage facilities to final destinations are included.

Proposed additional goal: The Committee has had a long-standing concern about the difficulty of cycling and walking access between South Oceanside and the major shopping areas in Pacific Coast Plaza and Vista Way, just to the east, due to the major barrier created by Interstate 5. A proposed goal addressing this issue would read as follows:

> *The City will work with SANDAG, Caltrans, the businesses in the Pacific Coast Plaza (who may want to provide funding), and responsible agencies to develop a safe, comfortable, and accessible facility connecting South Oceanside communities west of I-5 with the major shopping and commercial areas east of I-5*.

The first SSCSP goal listed above calls for completion of the Inland Rail Trail (IRT) through Oceanside. This has long been a top goal of our Committee and we appreciate the emphasis placed on it. The Policy notes the possibility that the IRT may need to revert to Oceanside Blvd. or other parallel streets in some areas; however, the Inland Rail Trail Alignment Feasibility Study just now being completed has shown that the vast majority of the IRT can be built within the SPRINTER corridor. It will still be of utmost importance that such parallel street sections that become part of the designated IRT route, if any, provide enhanced separation and safety for cyclists, through Class II buffered bike lanes or other similar strategies. Oceanside Blvd. in its current state is woefully inadequate as a bicycling facility, where narrow bike lanes, non-existent bike lanes at major intersections, high traffic speeds and heavy truck volumes combine to create a high "bicycling level of traffic stress" for users.

The third policy above calls for installing Class IV Separated Bicycle Facilities along SSCSP corridors and connections where feasible. While the Committee supports separated facilities in concept, it is important that each specific location where such facilities are proposed be independently evaluated to ensure unintended safety problems don't materialize as a result. The Committee has spent much time reviewing Class IV separated bicycle facilities implemented elsewhere in North County in the past few years, and finds that, too often, they potentially REDUCE safety, not increase it. The limited situations where Class IV lanes make sense are long stretches of roadway with no intersecting cross streets, where the hazards from right-hook accidents are minimized. In general, the Committee prefers Class I bike trails, or buffered Class II bike lanes in most situations in Oceanside because they provide motorists in adjacent lanes with higher visibility of cyclists.

The next-to-last policy statement above calls for traffic signal loop detectors to be calibrated so as to detect bicyclists where no bicycle facility is present. The Committee recommends this be required at all signalized intersections, and/or that the City replace the loop technology with the new camera detection system now being used in some locations which has been demonstrated to be extremely effective in detecting pedestrians as well as cyclists. Besides designs based on

timing, using the cameras to operate traffic lights using "situational awareness" should be considered. For example, if there is no other traffic and a bicycle rider (or driver) approaches a signal, there is no reason that the light should not turn green for convenience and energy efficiency. Similarly, a slow-moving pedestrian should be given extra time to cross.

The last policy statement listed above calls for the installation of secure bicycle parking for both short-term and long-term trips at major intersections, commercial areas, employment sites, transit stations, and muti-family housing complexes in SSCSP areas. The Committee supports this recommendation but believes it would be enhanced by providing some specific bicycle parking quantity standards so that City Planners will have more direct guidance to follow in reviewing project development proposals. For example, please consider our proposal listed in our previous review letter of November 14, 2022, on this topic, which reads in part:

- *Provide safe and secure bicycle parking in addition to vehicle parking at all significant commercial and multi-family residential developments in an amount equal to at least 20% of vehicle parking spaces. A higher percentage of bicycle parking shall be considered for destinations on connected corridors. Such bicycle parking shall follow minimum space requirements identified by City standards.*

The Committee also recommends addition of the following Policies which are consistent with past input we have provided on the SSCP:

- *Seek the completion of the Coastal Rail Trail and the Inland Rail Trail in Oceanside at the earliest possible dates.*
- *Pursue extension of the San Luis Rey River Trail as a Class I Trail out to Interstate 15. (This is proposed as an extension of the Mission Avenue corridor), and include an Equestrian Trail*
- *For projects on the affected corridors, the City's Development Review process shall always include a review of Active Transportation access and accommodations to ensure all modes of transportation are served by prospective development.*
- *New developments in the affected corridors should be required to reduce vehicle miles travelled (VMT) by prioritizing transit, HOV, pedestrian, and bicycle travel, including by having managed car-parking systems that are shared, value-priced, automated, and that provide earnings to those for whom the parking is built, and by incorporating active transportation and transit infrastructure enhancements.*

Updated Climate Action Plan (CAP)

The updated CAP points to "key levers the City has to reduce transportation related emissions through reduction in vehicle miles traveled (VMT)." Our review is focused on the Transportation section of the CAP. The following list of statements, which we agree with, are from the latest CAP Transportation Section, other GPU-2 Updated statements, or from slides presented to our Committee by Principal Planner Russ Cunningham. Active-transportation-related strategies include:

- *Transportation Demand Management (TDM) – Proposes reducing the compliance threshold for the City's current TDM Ordinance to 40 daily commute trips* (from the current 50 daily commute trips) in redevelopment projects and at sites where a conditional use permit is being issued/updated, with these changes done by 2027. (From Action TR-1.1)
- *Develop a model TDM plan and provide education on compliance and reporting and resources for implementing TDM measures for businesses subject to Zoning Ordinance 3050* (From Action TR-1.2)
- *Support proposed GP policies IM 4-85 and 4-86 by implementing an outreach and educational campaign targeted to businesses to promote TDM strategies and encourage participation in the San Diego Association of Governments' (SANDAG's) Sustainable Transportation Services program.* (From Action TR-1.3)
- *VMT reduction in new development (15% below baseline)*
- *Continue implementation of the 2008 Bicycle Master Plan to install/implement 11 miles of Class I bike paths, 5 miles of Class II bike lanes, and 9 miles of Class III bike lanes by 2030* (From Action TR-4.3)
- *Continue to implement the existing Bicycle Master Plan and develop a new Active Transportation Plan/Trails Master Plan with Goals to (i) Update the bike trails and hiking trails maps available on the Parks, Trails, Amenities page on the City's website, (ii) Improve the Inland Rail Trail, (iii) Extend San Luis Rey River Trail.*
- *Develop and release a solicitation for a public-private partnership for planning and implementing a docked or dockless bikeshare/e-bike program for key destinations in the City, including virtual wayfinding to and from key destinations and docking stations.* (From Action TR-4.2)
- *Reduce City employee VMT by providing subsidized transit passes, a carpool connection program, preferential parking for carpools, and setting pricing for employee parking to provide parking cash out opportunities* (From Action TR-1.4)
- *Support proposed GP policies ECLU 3-43 and 3-45 by requiring that new mixed-use developments promote linkages with adjacent uses and provide adequate and secure bike parking facilities, as well as allowing for mobility, transit accessibility, and telework amenities as a part of public benefits packages.* (From Action TR-1.5)
- ~~*Requiring*~~ *Support proposed GP policy IM 4-11 by requiring that the design of new development provides pedestrians and bicyclists with safe, conspicuous, and convenient connections between the public right-of-way and private property.* (From Action TR-6.6)
- *By 2035, complete the Coast Highway Corridor Design Complete Streets Projects to enable safe and efficient bike and pedestrian travel along the Coast Highway Corridor.* (From Action TR-6.8)
- *Develop and implement a policy consistency checklist for projects in the Smart and Sustainable Corridors Specific Plan (SSCSP) plan area which requires consistency with smart growth policies. A full list of the SSCSP policies will be included in the policy.* (From Action TR-6.1)

- *Support proposed SSCSP policy LU-55 by adopting an ordinance to reduce minimum parking standards and encourage shared or unbundled parking for development in the SSCSP and CHID plan areas* (From Action TR-6.3. "CHID" refers to the Coast Highway Incentive District. Shared and unbundled parking should be required.)

Committee Comments: We start with the following overarching comment. The City's Climate Action Plan should conform to the CARB Scoping Plan, since that plan is designed to support climate stabilization, a requirement for human survival. This update to the City's Climate Action Plan includes improved policies and beneficial enhancements, all of which the Committee supports. Key among them are the goals for increases in Class I and Class II bike facilities, implementation of a docked bike-share program, implementation of City Employee VMT reduction measures including priced-parking to fund cashout and subsidized transit passes (which could be improved to operating the employee parking as shared parking that generates earnings for employees), development of a new Trails Master Plan to improve the Inland Rail Trail and extend the San Luis Rey River Trail, and completing the Coast Highway Corridor Complete Streets project by 2035.

The Committee has two principal concerns with the overall Transportation Section of the CAP. The first is that Measure TR-1's overall goal is to reduce per-capita vehicle-miles-traveled (VMT) by just 3% by 2030 and 6% by 2045 from 2016 levels through TDM strategies. This conflicts with the CARB Scoping Plan that identifies the need ~~asks f~~or a 25% reduction in VMT with respect to 2019 levels, by 2030. The CARB Scoping Plan states that "pricing is essential" and makes it clear that both pricing for parking and pricing for road use will be needed. Oceanside's responsibility is to adopt a strategy that will result in priced parking. The best strategy is to use a vendor identified in a Request for Proposal (RFP) process to implement a parking system for their employees that is so compelling that other employers will want to hire the vendor to implement the system for their employees.

We understand that California has the responsibility to improve the way drivers pay for road use and that other areas of the CAP's Transportation Section and other documents in the GPU-2 process specify additional potential GHG reduction. The CAP should clearly state in the first paragraph of the Transportation section what the overall VMT reduction percentage will need to be to reach climate-stabilization levels by 2030 and 2045, and carry this through each subsection as to each subsection's contribution to this goal. This will enable the reader to better understand the magnitude of the shift that will be needed in the transportation sector to ensure that Oceanside does its part to achieve climate stabilization.

Our second overall concern is that the CAP needs to include an Implementation Plan that shows specifically how the active transportation infrastructure improvements listed above and other Transportation Sector measures will be funded and implemented in time to help stabilize the climate. A contract with a car parking vendor should specify that the vendor will assume the costs incurred until the system becomes widespread and efficiently managed. Traffic Impact Fees covering roadway improvements should be expanded to cover all modes of transportation, not just road expansion for cars. And all new and existing developments need to be required to

prepare and implement a Transportation Demand Management Program to help reduce use of the single occupant auto.

Some of the Transit Facilities Measures (TR-2) listed in the CAP Update's Transportation section also relate to or support increased active transportation use, including Action TR-2.1, Support proposed GP policy IM 4-9570, 4-72, and 4-73 by partnering with SANDAG to implement the Flexible Fleets Implementation Strategic Plan in Oceanside for:

- *Developing a system for subsidized, shared rides to or from the train and bus stops by 2030.* (This could include bike-share programs and other micro-mobility devices.)
- *Creating a circulator shuttle service that provides bi-directional frequent, free or low-cost connections between the train stations and key city destinations and employment hubs.* (Again, this could include Active Transportation, and the current "gOside" Shuttle is a good example).
- *Support proposed GP policy IM 4-79 and 4-80 by collaborating with NCTD to increase shading, with planting of trees when feasible, and heat-mitigating materials at transit stops, sidewalk/crosswalk safety enhancements, bus shelter improvements, improved lighting, and other features.*
- *Conduct an audit of current access to rail stations and bus stops and identify upgrades/modifications needed to support equitable transit access.*

Committee Comments: The Committee sees transit measures as an important supporting area for Active Transportation; indeed, Active Transportation is already used to access many transit trips today and can do more in the future. The above-listed Transit strategies are examples of this multi-modal support for both modal areas.

We would like to call out a specific example where the above goal regarding creating circulator shuttles between train stations and key destinations comes into play. The Frontwave Arena is a major sporting venue just 0.6 miles away from the Rancho Del Oro SPRINTER station. When well-attended sporting events occur during the rush hour at this facility, there are significant traffic impacts on Oceanside Blvd., College Blvd., and El Camino Real as thousands of attendees drive to and park at the events. NCTD and/or Frontwave Arena should institute a special-event circulator shuttle connecting to the existing SPRINTER service at Rancho Del Oro Station to provide a viable alternative that will reduce congestion and emissions.

In closing, the Committee appreciates the effort that Staff have put into these updated planning documents and supports these efforts to improve Active Transportation and our climate. Thank you for the opportunity to comment.

Sincerely,

Tom Lichterman

Tom Lichterman
Chairman, Oceanside Bicycle and Pedestrian Committee

cc: Oceanside Bicycle and Pedestrian Committee Members
Oceanside Planning Commission Members
Kristopher Martinez, Active Transportation Coordinator

ATTACHMENT – July 24, 2024 Committee Comment Letter on GPU Update

Stephanie Rojas

To: Thomas Schmiderer
Subject: RE: Notice for Special Meeting on 6/24/2026

From: Thomas Schmiderer <TSchmiderer@oceansideca.org>
Sent: Tuesday, June 23, 2026 10:27 AM
To: City Council <Council@oceansideca.org>
Cc: philip.diehl@sduniontribune.com <philip.diehl@sduniontribune.com>; Carly Starr <cstarr@koct.org>; Zeb Navarro <ZNavarro@oceansideca.org>
Subject: Notice for Special Meeting on 6/24/2026

Honorable Mayor and Councilmembers,

Attached please find the Mayor's notice calling a Special Meeting on June 24, 2026. There are no changes to the agenda; providing this notice is simply a formality. The agenda packet was distributed last Friday and sent out via GovDelivery.

Please feel free to reach out to me if you have any questions.

Thank you,

Thomas Schmiderer
Assistant City Clerk
City of Oceanside

tschmiderer@oceansideca.org
+1 (760) 435-3004
300 N. Coast Highway
Oceanside, CA 92054
www.oceansideca.org

CITY COUNCIL AGENDA

DATE: 06/19/2026

TO: Honorable Mayor and Councilmembers

FROM: Mayor Esther C. Sanchez

SUBJECT: **SPECIAL MEETING NOTICE – June 24, 2026**

NOTICE IS HEREBY GIVEN that a Special Meeting of the Oceanside City Council is called for Wednesday, June 24, 2026 at 5:00 p.m. in the City Council Chambers, 300 North Coast Highway, Oceanside, California, for the following purpose:

ROLL CALL
PLEDGE OF ALLEGIANCE

5:00PM - PUBLIC HEARING ITEMS

1. Staff recommends that the City Council:

   1) Certify the Final Environmental Impact Report for the Onward Oceanside Project (Phase 2 of the Comprehensive General Plan Update, Smart and Sustainable Corridors Specific Plan, and Climate Action Plan Update) and adopt the Findings of Fact, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program per CEQA Guidelines §15093; and
   2) Adopt a General Plan Amendment (GPA21-00003) for the Onward Oceanside Project (Phase 2 of the Comprehensive General Plan Update, Smart and Sustainable Corridors Specific Plan, and Climate Action Plan Update) per Government Code §65300; and
   3) Adopt Guidelines and Thresholds for Determining Significance of Greenhouse Gas Emissions, pursuant to CEQA Guidelines §15064.7

   a. Mayor opens public hearing
   b. Mayor requests disclosure of Councilmember and constituent contacts and correspondence
   c. Clerk presents correspondence and/or petitions

d. Testimony beginning with Oscar Romero, City Planner
e. Discussion
f. Recommendation - Adopt the resolutions

GENERAL ITEMS

2. Staff recommends that the City Council adopt a resolution submitting a proposed temporary one-half cent general transactions and use (sales) tax increase measure to the voters at the November 3, 2026 General Municipal Election, and introduce an ordinance adding Chapter 34, Article II, Division 3, Section 34.7.1 through 34.7.17 to the Oceanside City Code to establish a temporary one-half cent general transactions and use (sales) tax to be administered by the California Department of Tax and Fee Administration including provisions for citizens' oversight and accountability.

    a. Report by Michael Gossman, Assistant City Manager
    b. Discussion
    c. Recommendation – Adopt the resolution and introduce Ordinance

3. Staff recommends that the City Council:

    1) Confirm issuance of a statutory exemption per the CEQA Guidelines under Sections 15378(b)(5) and 15060(c)(3); and
    2) Introduce an interim urgency ordinance to exclude and exempt eligible sites, and defer implementation of SB 79 on qualifying sites, as authorized under Government Code Sections 65858, 65912.157(h), 65912.160(e)(1) and 65912.161(b)(1).

    a. Report by Dane Thompson, Senior Planner
    b. Discussion
    c. Recommendation - Confirm issuance of statutory exemption and introduce interim urgency ordinance

OFF-AGENDA ITEMS

4. Public communications on City Council Matters (off-agenda items)

ADJOURNMENT
The next regularly scheduled meeting is at 3:30 p.m. on Wednesday, August 5, 2026

Esther C. Sanchez, Mayor

In accordance with Government Code Section 54956, this Notice has been posted on a bulletin board outside the City Council Chambers at least 24 hours prior to the special meeting

AGENDA POSTING AND AVAILABILITY

This special meeting agenda has been posted at least 24 hours prior to the meeting at the Civic Center Plaza, 300 North Coast Highway in the kiosk near the library. The agenda, including backup reports, will be posted on the City's website at www.oceansideca.org and will be available for public review during business hours by no later than the Friday preceding the meeting at the City Clerk's Office, Second Floor City Hall North, 300 North Coast Highway.

Written materials relating to an item on this special meeting agenda that are distributed to the City Council/HDB/CDC/OPFA within 72 hours before it is to consider the item at its special meeting will be made available for public inspection at the City Clerk's Office (location above), during normal business hours. Such written materials will also be made available on the City of Oceanside's website, subject to staff's ability to post the documents before the regularly scheduled meeting.

ASSISTANCE TO PERSONS WITH DISABILITIES

If you have special needs because of a disability which make it difficult for you to participate in the meetings, please contact the City Clerk at 300 North Coast Highway, Oceanside, CA, telephone (760)-435-3001 by noon the Monday preceding the meeting. The City of Oceanside will attempt to make arrangements to accommodate your disability.

WRITTEN COMMUNICATIONS

If you wish to provide a comment to the City Council, but are not interested in speaking during the meeting, you may email your comments to the City Clerk (CityClerk@OceansideCA.org). All comments must be sent via email by 4 PM on the day of the meeting. All timely received comments will be provided to the City Council prior to the meeting and made a part of the record of the meeting. Please note that these comments will not be read aloud during the meeting.