

RESOLUTION NO. 212853

R. 75-2004

MAR 20 1975

BE IT RESOLVED, by the Council of The City of San Diego,
as follows:

That the City's delegate to the Comprehensive Planning Organization (CPO) is hereby instructed to seek further amendment of CPO's regional transportation plan as contained in the Planning Director's report dated March 20, 1975, a copy of which is on file in the office of the City Clerk as Document No. 751506, as amended, as follows:

A. Proposed Amendments to Policy R-2-c, Transit Element, pages 52 and 53 of the CPO Report

(1) The short range programs for local bus improvements for 1975 through 1980 presently devised for the San Diego Transit Corporation, Chula Vista transit system should be adopted and updated annually. Based upon the availability of funding and further review by affected local agencies implementation should be achieved in concert with private carriers.

(2) Express bus and local bus service should be implemented based upon the availability of funding prior to the opening of the fixed guideway system to serve the region with a significantly improved level and quality of service.

(3) Although funding, feasibility, cost effectiveness and detailed planning for the regional fixed guideway system are being carried out by local agencies acting

through the transit implementation entity, when formed, and in cooperation with CPO, groundbreaking for the first usable segment of the fixed guideway transit system should be achieved by 1980.

(4) Determination of the core element and first usable segment of the fixed guideway system should be based upon the determination of feasibility and availability of funding and be decided by local agencies acting through the transit implementation entity when formed.

(5) Early stages of the fixed guideway, if economically feasible and based upon the availability of funding, should be constructed in usable segments to serve the cities of San Diego, National City, Chula Vista, and La Mesa and El Cajon and the international border. It is anticipated that the cities of Coronado and Imperial Beach would be linked to the fixed guideway system by buses.

(6) If economically feasible the 60 mile fixed guideway system should be completed by 1995, consistent with the availability of funds and social, environmental and economic goals.

(7) No amendments are proposed; therefore the policy reads as follows: The first stages of the fixed guideway system should take advantage of proven technology but should be designed to accommodate future advances in technology which would allow increases in system capacity and level of service.

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(8) No amendments are proposed; therefore the policy reads as follows: Immediate attention should be given to further evaluation of the viability of interim tram (light rail) service in appropriate corridors consistent with service policies and basic performance characteristics of the regional transit system. Such action would have as its purpose one option for the provision of early fixed guideway service at lower cost.

(9) No amendments are proposed; therefore the policy reads as follows: The regionally related transportation problems of Center City San Diego must be resolved and solutions developed that will be consistent with both San Diego City goals and regional transportation system service and performance requirements.

(10) No amendments are proposed; therefore the policy reads as follows: The formation of a regional transit entity (or entities) with powers to raise funding for purposes of transit financing and administering the regional transit program construction and operation and to maintain and improve the regional transit system under policy guidance of local elected officials should be vigorously pursued.

B. Proposed Amendments to Policy R-2-g, Transportation Plan Financial Policies

(2) Add the following sentence:

Prior to such an election and prior to implementation of a fixed guideway transit system there shall be a determination of economic feasibility in terms of whether the increase in ridership thus achieved is sufficient to warrant the substantial public investment required to achieve it. Feasibility is to be established by the implementing transit entity or entities.

(3) Add a new policy that reads as follows:

The San Diego City Council endorses as a source of local funding and as a demonstration of local commitment to achieving long term transit goals the proposal that land value enhancement, particularly land values in close proximity to stations, be taxed or assessed to provide funding.

C. Proposed Amendments to Policy R-2-h, Transportation Plan Institutional Policies

(1) System planning shall include technology selection and the determination of the performance characteristics of the transportation systems including general location of routes and access points, the capacity of the system, and the overall staging of such systems.

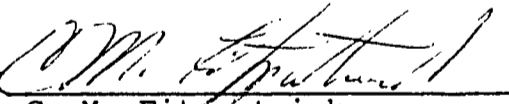
(2) The system planning as well as the allocation of monies from state and federal sources to the various modes of transportation is best accomplished by a transit implementing entity which has the operating responsibility

under the control of members of a governing board appointed by elected officials of those general purpose local governments which form the implementing entity.

(3) Both system planning (including technology selection and determination of performance characteristics such as location of routes, access points, capacity of the system, and the overall staging of such systems) and precise project planning (including preliminary engineering and operational planning) shall be the responsibility of local agencies pending the establishment of a transit implementation entity. Upon establishment of a transit implementation entity these responsibilities shall become the entity's responsibility.

(4) Delete subparagraph c.

APPROVED: JOHN W. WITT, City Attorney

BY 
C. M. Fitzpatrick
Senior Chief Deputy

CMF:v1:622
Rev. 4/11/75
Or. Dept.: Mayor's Office

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Passed and adopted by the Council of The City of San Diego on MAR 20 1975,
 by the following vote:

Councilmen	Yeas	Nays	Excused	Absent
Gil Johnson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maureen F. O'Connor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lee Hubbard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leon L. Williams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floyd L. Morrow	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bob Martinet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Jim Ellis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jess D. Haro	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Pete Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

PETE WILSON
 Mayor of The City of San Diego, California.

EDWARD NIELSEN
 City Clerk of The City of San Diego, California.

By Patricia Polen, Deputy.

(Seal)

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Office of the City Clerk, San Diego, California

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