

# TRANSPORTATION COMMITTEE

May 6, 2005

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF APRIL 15, 2005

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:09 a.m. See the attached attendance sheet for Transportation Committee member attendance.

### 1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Jim Madaffer (City of San Diego) and a second by Councilmember Bob Emery (Metropolitan Transit System [MTS]), the Transportation Committee approved the minutes from the April 1, 2005, meeting and the minutes of the April 1, 2005, joint meeting with the Regional Planning Committee.

### 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Robert Hoffman, representing SMART, provided his opinion that there was no evidence of knowledge, expertise, wisdom, or insight contained in the agenda items for this meeting. He said it is clear that the business of transit is not understood. He noted, in response to mention of the GIS (global information system) to track transit vehicles, that it is the nature of human beings to be random. He stated that the solution is given in terms of existing hardware when the vehicles are the problem, not the solution. Nothing in public transit can offer the amenities that automobiles can provide. The car gives us independence and transit can never do that. Transit provides transportation for those who are too young to drive, too old to drive, or to infirm to drive. Transit is a modern-day Works Progress Administration (WPA).

Councilmember Madaffer stated that if there was free parking in downtown San Diego there would be no need for mass transit, and he didn't know where we would put all of those cars. He added that 25 percent of the workers in downtown San Diego use mass transit.

Leon Williams, MTS Chair, said that 80 million people use the public transit system in San Diego each year, compared to only 16 million using the airport.

Gary Gallegos, Executive Director, added that if you add North San Diego County Transit Development Board (NCTD) ridership, it is closer to 100 million people a year using public transit.

Chuck Lungerhausen, a member of the public, solicited donations for the Multiple Sclerosis Society (MS). He has raised a total of over \$4,000 in donations. He thanked those who have donated to this cause. On the transportation front, Mr. Lungerhausen said that he hoped everyone read the *San Diego Union-Tribune* Opinion/Editorial (Op/Ed) article entitled, "Gas Tax Not Meeting State's Needs." He said the Governor doesn't want to increase taxes, yet we have all of these roads we want to build and no money to maintain them.

Mayor Art Madrid (East County) said that he participated in the MS Walk on Saturday, April 2, 2005, and it was a great event. Close to \$1 million has been raised for this charity.

### **CHAIR'S REPORT**

3. VERBAL REPORT ON THE METROPOLITAN TRANSIT SYSTEM (MTS) COMPREHENSIVE OPERATIONAL ANALYSIS (COA) TECHNICAL ADVISORY COMMITTEE ACTIVITIES (INFORMATION)

Dave Schumacher, Principal Transit Planner, reported that this technical advisory committee has not met since the last update was provided to the Transportation Committee; however, the technical advisory committee will meet on April 22 to discuss outreach efforts and Phase 1 efficiencies. Staff will report back in several weeks on the results of that meeting. He mentioned that there is an MTS public hearing scheduled for April 28, 2005, on Phase I service changes.

### **CONSENT ITEMS (4 THROUGH 7)**

4. 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) QUARTERLY AMENDMENT (APPROVE)

At its meeting on July 23, 2004, the SANDAG Board adopted the 2004 RTIP, the five-year program of major transportation projects in the San Diego region covering the period from FY 2005 to FY 2009. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approved the 2004 RTIP on October 4, 2004. SANDAG processes amendments to the RTIP on a quarterly basis based on requests from member agencies. The Transportation Committee is asked to adopt Resolution No. 2005-22 approving Amendment No. 7 to the 2004 RTIP.

5. APPROVAL OF APPLICATIONS FOR VEHICLES TO TRANSPORT SENIORS AND PERSONS WITH DISABILITIES (RECOMMEND)

Section 5310 of the Transportation Equity Act for the 21st Century (TEA-21) provides federal funds for social service agencies to purchase vehicles and related equipment used to transport elderly persons and persons with disabilities. These funds are available through a statewide competition. The Transportation Committee is asked to recommend Board approval of Resolution No. 2005-23, endorsing the scores approved by SANDAG's Subcommittee for Accessible Transportation as the Local Review Committee. The resolution

finds the applications for Section 5310 funds in conformance with the 2030 Regional Transportation Plan (RTP), and ensures that the projects will be added to the 2004 RTIP.

6. CALIFORNIA STATEWIDE HIGH-SPEED PASSENGER RAIL SYSTEM QUARTERLY UPDATE (INFORMATION)

The California High-Speed Rail Authority (CHSRA) is the state agency responsible for planning, constructing, and operating a high-speed train system serving California's major metropolitan areas. The proposed system stretches over 800 miles and would connect San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento using a state-of-the-art, electrified system capable of speeds in excess of 200 miles per hour. SANDAG continues to monitor and comment on the work of the CHSRA. This report is the first quarterly update to the Transportation Committee.

7. AGREEMENT WITH NORTH SAN DIEGO COUNTY TRANSIT DEVELOPMENT BOARD (NCTD) FOR MINOR SPRINTER REDESIGN (APPROVE)

Coordination of Caltrans Interstate 5 (I-5) North Coast design efforts with NCTD's Sprinter rail transit design has identified a conflict. The future I-5 bridge widening would eliminate minimum Sprinter rail transit clearance requirements. In order to avoid possible prohibitively expensive I-5 construction costs in the future, a redesign of the Sprinter rail transit profile will be required. Staff is seeking Transportation Committee approval to authorize the Executive Director to enter into an agreement with NCTD to cover the Sprinter rail transit redesign and any related additional construction costs.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Jerry Rindone (South County), the Transportation Committee approved Consent Items 4 through 7, including Resolution Nos. 2005-22 and 2005-23.

Chair Kellejian announced that we need to complete this meeting by 11 a.m. as there is another meeting scheduled in the Board Room.

### **REPORTS (8 THROUGH 10)**

8. FY 2005-FY 2009 REGIONAL SHORT-RANGE TRANSIT PLAN (RSRTP) – PUBLIC HEARING AND PLAN ADOPTION (ADOPT)

Toni Bates, Division Director of Transportation Planning, reported the RSRTP is updated annually to support the Regional Transportation Plan (RTP) MOBILITY 2030 vision by providing the short-term regional policy framework for transit and by moving the transit system towards meeting the regional goals. On March 4, 2005, the Transportation Committee released the draft RSRTP for public review and scheduled a public hearing for this meeting date. The public hearing was published in several newspapers and is available on the SANDAG Web site. A notice of availability was sent to public agencies throughout the region. The draft plan was also presented to the MTS and NCTD Boards and to the La Mesa City Council in response to its request.

Ms. Bates stated that no public comments were received, but we did receive comments from the two transit boards. NCTD would like to include an east-west community service between the Coaster station in Solana Beach and business parks along Lomas Santa Fe, with funding provided by Solana Beach businesses. A paragraph was added in the Neighborhood Services section to accommodate this request. NCTD also expressed concern with the proposal to conduct a study for transit service improvements in the Carmel Valley/Del Mar Heights area. The NCTD Board noted the past studies had been conducted to address this need and felt that emphasis should be on implementing services identified in those studies rather than continuing to study this issue. Ms. Bates said staff has added language to Chapter 6 indicating that a review of previous studies will be the basis for development of service proposals to meet this need. Also at NCTD's request, clarification was added to the plan regarding operating funding deficits. NCTD sent a letter to SANDAG with an additional comment requesting that SANDAG develop a funding plan for new services in the Del Mar Heights and San Elijo Hills areas. Language was added to the plan to accommodate this request. Ms. Bates said that in accordance with the RSRTTP, proposals for new services for these areas will be refined for future funding consideration in accordance with the policies and processes established in SANDAG Policy No. 18.

Ms. Bates reported that at the MTS Board meeting, there was one comment related to the goals and objectives that the Transportation Committee adopted several months ago that "Transit service should support Smart Growth areas." The MTS Board expressed a concern that the goal implies that a high level of transit services be provided to outlying growth areas, which can be inefficient and costly. The MTS Board requested that this goal be revised to state that Smart Growth should be implemented in areas with existing concentrations of transit service to take advantage of existing transit investment and to improve service productivity. Ms. Bates stated that the Regional Comprehensive Plan (RCP) contains seven different Smart Growth place types and identified within those place types are an appropriate level of transit service. The RSRTTP will be revised to better link the smart growth/transit goal with the Smart Growth Classification Criteria in the RCP to reflect the expectation and feasibility of providing transit in each place type.

Ms. Bates said that another MTS Board comment related to the fact that there will be significant changes resulting from the Comprehensive Operations Analysis (COA). Ms. Bates stated that the RSRTTP is updated on an annual basis, and the results of the COA will be incorporated into next year's update.

Ms. Bates continued that the MTS Board wanted to have a stronger recognition of the region's capital replacement needs, and that short-term planning should consider funding and projects to address the need to maintain the existing system. She said that Chapter 4 related to transit facilities has been expanded to identify aging parts of the system in need of infrastructure replacement. In addition, a new section has been added to Chapter 4, under "Challenges and Opportunities" that discusses the need for financial resources to provide infrastructure replacement as well as capital improvements to maintain and enhance the facilities and system.

Chair Kellejian mentioned that Figure 4.5 on page 33 listing Major Transit Centers does not include the Solana Beach Coaster Station, and he was assured that it will be included on the

final plan. He reiterated the fact that the Loma Santa Fe connection will be implemented with funding assistance from the Solana Beach business community.

Councilmember Scott Peters (City of San Diego) agreed that we should take advantage of the studies that have already been conducted for the Carmel Valley/Del Mar Heights areas. He noted that in 1998 the voters approved 10,000 more homes in this area. He said that there has been tremendous growth in housing and business since those previous studies were conducted, and he wanted to ensure that new examination takes into account this changed environment.

Councilmember Rindone pointed out that the chart on page 17 notes that the largest percentage of population change for 2003-2010 is expected to occur in the south suburban area. This is due to the huge expansion of the eastern section of Chula Vista.

Councilmember Rindone asked if the bus rapid transit project that Congressman Bob Filner has introduced for funding is the same project listed on page 65, which has already had preliminary planning to link the South Bay with downtown San Diego. Ms. Bates replied affirmatively, and added that Congressman Filner has facilitated federal dollars for this project. Councilmember Rindone asked about the status of the funding. Mr. Gallegos said that it is already in the proposal for this next fiscal year, which begins in October 2005. This is also one of the projects tied into the *TransNet* Early Action projects. Ms. Bates added that we have received about \$900,000 for this project from past efforts of Congressman Filner.

Supervisor Pam Slater-Price (County of San Diego) provided her agreement with Councilmember Peters' comments about the Carmel Valley/Del Mar Heights areas in that there has been a significant change in both employment center status and the number of residents. She asked staff to look at the whole area, including the Torrey Pines/Torrey Mesa area. She suggested that some kind of feeder service be provided to facilitate use of the Coaster, especially since there are no parking facilities at the Sorrento Valley Coaster Station. If we want the fullest use of the Coaster, we need to look at these kinds of linkages.

Supervisor Slater-Price mentioned that if you combined the North County west and east sections on the same graph referred to by Councilmember Rindone, the total is also 20 percent, which equals that of South County.

Councilmember Rindone said that means that transit service needs to expand in the areas with the greatest growth.

Chair Kellejian stated that there are no additional funds expected for transit operations in FY 2006, and that's a real problem. He hopes that when funds do become available, we move toward providing service in the Carmel Valley/Del Mar Heights areas. He said that at some point we need to have a discussion about operating transit service in various areas between NCTD and MTS. He stated that we should think about shifting the jurisdictional lines between MTS and NCTD with the appropriate funding shift; however, that would take legislation.

Councilmember Peters agreed that we should have some serious discussion about eliminating that line altogether. One of the largest employment areas is on the line between the two operating entities.

Councilmember Phil Monroe (South County) said that MTS was concerned that transit should not chase growth, but growth should be added where transit is located. Mr. Gallegos said that growth is happening throughout the region, and we are trying to map out the Smart Growth areas. The eastern part of Chula Vista has been planned with the idea that transit would serve it. As part of the RCP, we are in the process of mapping the Smart Growth areas, both existing and potential ones, and overlaying it with the RTP to make investments in those areas.

Councilmember Jerome Stocks (North County Coastal) said that the Carmel Valley/Del Mar Heights area contains high-density housing and dense employment centers. Due to the artificial service line, it is on the very edges of both transit districts, and it is not getting the attention it deserves.

MTS Chair Williams commented that areas like Sorrento Valley/Sorrento Mesa were developed without any thought for public transit. The problem is not having adequate resources, not which agency serves the area. These areas can be served with the present split if there are sufficient resources. MTS supported consolidation, but we didn't get the agency that was needed, and there are not sufficient dollars in *TransNet* to get everything done.

Chair Kellejian opened the public hearing. There were no requests to speak.

Action: Upon a motion by Councilmember Emery and a second by Councilmember Jack Feller (NCTD), the SANDAG Board unanimously approved the closing of the public hearing.

Councilmember Emery said that it doesn't make any difference which transit agency has jurisdiction, no one will do anything if there are no resources. We can't expand the existing system without additional capital and operating resources. We need to focus on obtaining more resources.

Mr. Gallegos stated that the issue of jurisdiction between the two transit agencies will be coming before the Committee during the discussion of implementing BRT in the Interstate 15 (I-15) corridor.

Councilmember Madaffer said that there are benefits to blurring those lines of jurisdiction and eventually eliminating them altogether.

Councilmember Madaffer said that as part of the motion, MTS and NCTD should meet and report back at a future meeting to address the Carmel Valley/Del Mar Heights service issue and develop cost estimates.

Councilmember Monroe suggested that we develop a way to be more flexible such as implementing routes on a trial basis. Some existing transit routes are subsidized by as much

as \$40 an hour. Just because we have an existing route doesn't mean we should always keep it.

Chair Kellejian agreed with that sentiment, and noted that some time ago NCTD set route standards that determined whether a route would continue to be operated.

Mayor Madrid suggested that SANDAG accept the challenge of merging the two operating organizations into one. If are really going to accept the challenge seriously, we need to do this.

Councilmember Feller said that both MTS and NCTD provide services to the University Towne Centre shopping center so the jurisdictional lines are already crossed in this area. He thought there was an easy fix to this problem.

Action: Upon a motion by Councilmember Feller and a second by Councilmember Emery, the Transportation Committee adopted the FY 2005-2009 Regional Short-Range Transit Plan, incorporating the changes discussed in the agenda report; and directed staff to report back with specifics on how transit service can be provided to the Carmel Valley/Del Mar Heights area.

9. *TransNet* EARLY ACTION PROGRAM: MID-COAST LIGHT RAIL TRANSIT (LRT) PROJECT APPROACH (APPROVE)

Christine Rychel, Senior Planner, reported that in January 2005 the SANDAG Board approved the Mid-Coast Light Rail Transit (LRT) project as part of its Tier 1 Early Action projects. This is an 11-mile LRT line that extends from Old Town to the University City (UC) area. This line would connect high activity centers in the UC area with the Old Town Transit Center and downtown San Diego. In 1995, the MTD Board split the project into two phases; Old Town to Balboa Avenue and Balboa Avenue to University Towne Centre (UTC), due to funding constraints. In the interest of keeping this project moving, the MTD Board approved proceeding into environmental work and preliminary engineering on the first segment. A Final Environmental Impact Statement (EIS) and Record of Decision (ROD) were received in 2001. The Balboa segment has been pursuing federal funding through the New Starts process at a 50 percent share. The Federal Transit Administration (FTA) has three project ratings: Highly Recommended, Recommended, and Not Recommended. The latest rating the Balboa segment received was "Recommended." The 50 percent share on the Balboa phase is approximately \$65 million, which we are in good position to receive.

Ms. Rychel said that the next step on the Balboa phase is an environmental reevaluation since the environmental document has reached its three-year shelf life. The next phase is the Balboa to UC segment. In 2003, the alignment in the UC area was updated to better serve the University of California, San Diego (UCSD), the UTC shopping center, and high-density residential and employment in University City.

Ms. Rychel said that a draft Environmental Impact Report (EIR) was completed in 1995 on the entire 11-mile project, which includes the second segment, but this report included a previous alignment. Due to alignment changes in the University City area in 2003, we now need to complete a supplemental environmental document on the updated route. This

second segment to the UC area has not been included in the New Starts application process, and we would need to initiate this process. In order to be rated in the New Starts process, we also have to receive permission from FTA to enter into preliminary engineering. We must submit eight different plans to indicate the project's readiness. Staff proposed to combine the two segments given the status of the two phases.

Ms. Rychel said that staff feels it would be in the best interest of the project and transit system to build the ultimate project (combining both segments) at once to serve the major activity centers. There is renewed interest in the project as indicated from the *TransNet* vote, and we believe combining the segments would minimize the operating complexities, save on bonding costs, provide economies of scale for staff and consultants, and minimize the risk of project delays. By combining the two phases we also would improve our chances of receiving a Highly Recommended rating from the FTA in the New Starts funding process.

Ms. Rychel said that the next step in the combined process would be to conduct the supplemental environmental document and preliminary engineering. We are already doing a feasibility analysis on I-5 to look at the fit of light rail with proposed highway expansion. We also are partnering with UCSD, based on lessons learned from working with San Diego State University (SDSU) on the Mission Valley East project. We are working with the City of San Diego on the proposed UTC expansion in the University City area and the location of the transit center and other major developments in coordination with light rail in the City's Community Plan update. Upon approval to combine the segments, we would submit a New Starts application for the entire project.

Mr. Gallegos mentioned that he had a recent opportunity to participate in a phone conversation with FTA Administrator Jennifer Dorn related to this project. Ms. Dorn said that the FTA is committed to working with us to get this project done. In regard to pursuing one project or two in this corridor, she emphasized that there is no risk of delayed funding with having two New Starts applications in the process at once. Mr. Gallegos said that he expressed concern to Ms. Dorn about having to redo documents several times causing delays. Mr. Gallegos reiterated that Ms. Dorn is supportive of this project and wants to partner with San Diego. Ms. Dorn told him that San Diego has served as a model for other parts of the country in terms of expanding its light rail system.

Councilmember Madaffer said that in 1987 the public was promised that a trolley would be built to UTC, and the public doesn't care if it's done by one or two projects. He thought changing to one project should give us a chance to achieve a better FTA rating. The recommendation makes a lot of sense, and we should move forward with one project.

Councilmember Rindone mentioned that the MTS Board talked about the possibility of closing the loop on this line and that there might be some benefit for ridership to UTC by closing the loop. There might be a need to go from UTC to Balboa to Old Town, and this possibility should be examined. Mr. Gallegos agreed that was a good suggestion, and it could be used as a leverage point when working with UCSD.

Supervisor Ron Roberts (County of San Diego) also wanted to know the difference in costs and schedule to combine the two phases of this project. He said that there are more issues to resolve in the northern portion of the line, and we could possibly complete the first

segment before the entire project. Ms. Bates stated that the cost for the Balboa segment is about \$135 million, but it is several years old and would have to be updated.

Supervisor Roberts said he was interested in the cost benefits of combining the two lines. Ms. Bates said that there would be some advantages to combining the two projects by avoiding potential areas of delay twice, but there are also risks to the time schedule related to our ability to resolve the issues in the northern section. She stated that there are tradeoffs to combining the project phases.

Supervisor Roberts said he was trying to understand the tradeoffs. Mr. Gallegos said that the environmental documents will cost a few million dollars to do. We will have to do a reassessment versus a new document. Mr. Gallegos stated that even if we combine the projects in the planning and environmental phase, we may be able to construct the Balboa segment sooner by using our own money to advance the design. He said that it was his hope that we advance the Balboa segment even under one project. Typically, at an environmental document stage, the FTA would encourage you not to go past the 30 percent design level. There is a good reason to remain at 30 percent design when there is high risk. He believes there is a large piece of this project that has a low risk. We could parallel more extensive design with the environmental piece to complete the final design on Balboa. This may result in two different construction phases.

Supervisor Roberts asked if we have looked at a possible extension north and east from the UTC area. Mr. Gallegos replied that we would be looking at that as part of the RTP update.

Supervisor Roberts stated that that might change how you go into the UCSD area. Mr. Gallegos agreed that we should keep our options open when it comes to working with the University on this project.

Chair Kellejian asked how combining the projects will affect the completion schedule. Mr. Gallegos said the key is doing things in parallel. We need to do a single project as it relates to the environmental document..

Councilmember Emery said that the overall MTS opinion is support for both strategies. The full project is the goal, but if you can get part of it done that's good, too. This is a key spoke in the MTS system and will really make for a full LRT system.

#### Public Comment:

Clive Richard, a member of the public, echoed Mr. Emery's comments. He is supportive of either approach. It is a good idea to move forward with the entire project when the resources are available, and it is useful to have an idea of what the entire line will look like. He was glad to see that UCSD is on board with this project.

Councilmember Peters commented that we ought to be thinking about a whole project and beyond. There are significant proposed developments slated for the University City area and it's difficult for developers to address mitigating transportation impacts. By planning development and transportation together we can make a better system. He wanted to ensure that implementation of the Nobel Drive Coaster Station is part of the whole plan.

Mr. Gallegos said that the Super Loop is one of the circulators that need to be part of this project. Staff is already working with the City of San Diego and some of the developers and has had discussions with the UTC shopping center representatives.

Mayor Madrid thought a single project is visionary and supported this action. He mentioned that there is a significant growth pattern on the UCSD campus and medical facilities. He agreed that lessons learned from working with SDSU could help to avoid problems in working with UCSD.

Councilmember Rindone said that the most visionary change was when MTDB decided to construct the Mission Valley East project through the SDSU campus.

Councilmember Feller noted that the Nobel Drive piece is close to the Mid-Coast line, and the more connections we can make with public transit the better off we will be.

Action: Upon a motion by Councilmember Madaffer and a second by Councilmember Emery, the Transportation Committee approved combining the Mid-Coast Balboa and University City LRT segments for the purposes of preparing a single Supplemental Environmental Impact Statement (EIS) and pursuing a single Full Funding Grant Agreement (FFGA) for the full 11-mile LRT extension from Old Town to University City. Councilmember Judy Ritter voted as the North County Inland representative on this motion.

#### 10. TRANSPORTATION PROGRAM FUNDING UPDATE (INFORMATION)

Jose Nuncio, Senior Engineer/Programming Manager, reported that as negotiations continue between the State Legislature and the Governor on the transportation element of next year's state budget, many proposals and counterproposals are taking shape in Sacramento. There are existing financing mechanisms that staff is exploring to help pay for the region's high-priority projects. GARVEE (Grant Anticipation Revenue Vehicle) bonds advance future federal funds. The region successfully pushed the California Transportation Commission (CTC) for \$197 million in GARVEE bonds for the I-15 Managed Lanes. As part of the 2004 State Transportation Improvement Program (STIP), the region is pushing for State Route (SR) 950 and SR 52 projects to be included in the next round of GARVEE projects. While the CTC supports GARVEE bonds, the magnitude of the state's financial difficulties coupled with limited state funds to match the bonded federal funds, is causing the CTC to defer additional GARVEE bonds.

Mr. Nuncio said that one potential solution to the lack of state funds would be to change current policy to allow the use of local sales tax funds as the match for the bonded federal funds. Staff will continue to explore the potential for GARVEE bonds to bridge some of the funding gaps and any changes in policy that may affect the viability of their use.

Mr. Nuncio said that another funding mechanism is TIFIA (Transportation Infrastructure Financing Innovation Act). This Act was passed in 1998 to leverage limited federal resources and to stimulate private capital investment in transportation infrastructure. This program provides credit assistance in the form of direct loans, loan guarantees, or standby lines of credit. At this time, it has an annual credit limit of \$2.6 million. The TIFIA requirements

include the following for projects: must be at least \$100 million; have an investment grade rating; have dedicated nonfederal revenues for repayment, which could include sales tax revenues or user charges; and all other federal requirements apply, including environmental and labor compliance. The program has had mixed results. It should be noted that the timing of the disbursement is dependent upon the project's construction schedule and the relative availability and cost of other funding sources. Locally, the SR 125 toll road has an active credit agreement through the TIFIA of \$140 million.

Mr. Nuncio said that the decision to use this mechanism will depend on how the borrowing costs, flexibility, and federal oversight requirements compare with simply borrowing against future *TransNet* sales tax revenues. Given the typical program financing costs and current interest rates, it is likely that the region could obtain financing through *TransNet* that is more cost-effective in the long run.

Ms. Nuncio stated that TIFIA financing might make more sense for projects not in *TransNet*, have a fixed amount of *TransNet* funds, or a dedicated revenue stream, such as tolls. TIFIA also allows the possibility of locking in today's interest rates that may be more cost-effective, and it allows debt service payment to be deferred for up to six years.

Mr. Nuncio said that the draft *TransNet* Plan of Finance, which will include an analysis of potential financial needs to implement the Early Action Plan, will be presented at the May 20 Transportation Committee meeting. Upcoming events affecting this is the May Revise of the state budget, which updates the revenue forecast for final budget negotiations and the release of the draft 2006 Fund Estimate in July, which will update the revenue assumptions for transportation programs.

Mr. Nuncio mentioned that a letter was sent from the Democratic Legislative delegation to the Governor opposing the suspension of Proposition 42 funds in the FY 2006 state budget.

Action: This report was presented for information.

## 11. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, May 6, 2005.

Chair Kellejian noted that legal counsel wanted to provide a comment. Jack Limber, General Counsel, stated that NCTD is considering a fare increase as part of its budget process for next year. This Committee would hold a fare hearing in the North County area. NCTD has proposed that the hearing be on Thursday, June 16, in the afternoon, as part of the NCTD Board meeting. We will be contacting Transportation Committee members for their availability at that meeting. If this date does not work in terms of getting a quorum, then it may be held on either June 17 or July 1, which are regular meeting dates for the Transportation Committee. The fare hearing would need to be held in North County. We wanted to alert the Committee about this event. The scheduling of this fare hearing is predicated upon NCTD proceeding with the potential fare increase.

Chair Kellejian noted that it would be better to have a joint meeting rather than two separate meetings.

Councilmember Monroe mentioned that the MTS Board had a closed session item where it discussed a recent court case that MTS lost related to condemnation for projects. MTS lost again in appeals but is going to go forward and will be asking cities in the MTS jurisdiction to play a part in this matter.

12. ADJOURNMENT

Chair Kellejian adjourned the meeting at 10:49 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
APRIL 15, 2005**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	COMMENTS
North County Coastal	City of Solana Beach	Joe Kellejian (Chair)	Member	Yes	
	City of Encinitas	Jerome Stocks	Alternate	Yes	
North County Inland	City of Poway	Mickey Cafagna	Member	No	
	City of Vista	Judy Ritter	Alternate	Yes	
East County	City of Santee	Jack Dale	Member	Yes	
	City of La Mesa	Art Madrid	Alternate	Yes	
South County	City of Chula Vista	Jerry Rindone	Member	Yes	
	City of Coronado	Phil Monroe	Alternate	Yes	
City of San Diego	----	Jim Madaffer	Member	Yes	
	----	Scott Peters	Alternate	Yes	
		Dick Murphy	Alternate	No	
County of San Diego	----	Ron Roberts	Member	Yes	
	----	Pam Slater-Price	Alternate	Yes	
	----	Dianne Jacob	Alternate	No	
Metropolitan Transit System	City of Poway	Bob Emery	Member	Yes	
	MTDB	Leon Williams	Alternate	Yes	
North County Transit Development Board	City of Oceanside	Jack Feller	Member	Yes	
	City of Vista	Judy Ritter	Alternate	No	Attending as North County Inland Alternate
	City of Del Mar	Ed Gallo	Alternate	No	
San Diego County Regional Airport Authority	City of Lemon Grove	Mary Sessom	Member	No	Will be at CALCOG
	Governor's Appointee	Xema Jacobson	Alternate	Yes	
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes	
	—	Bill Figge	Alternate	No	