

San Diego Association of Governments
BORDERS COMMITTEE

April 27, 2007

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

**BORDERS COMMITTEE DISCUSSION AND ACTIONS
MEETING OF MARCH 23, 2007**

The meeting of the Borders Committee was called to order by Chair Patricia McCoy (South County) at 12:34 p.m. See the attached attendance sheet for Borders Committee member attendance.

Chair McCoy welcomed Mr. Carrillo (County of Imperial). Mr. Carrillo commented that he appreciated the support from SANDAG members during his stay in the hospital.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Dave Allan (East County) and a second by Ed Gallo (North County Inland), the Borders Committee approved the minutes from the January 26, 2007, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Jason Wells, Executive Director of the San Ysidro Chamber of Commerce (SYCC), read a letter from the SYCC to Adele Fasano, San Diego Field Director of Customs and Border Protection (CBP) dated March 23, 2007, in which the SYCC stressed its opposition of a possible closure of the pedestrian bridge adjacent to the San Ysidro Port of Entry (POE) administration building.

Councilmember Phil Monroe (South County) asked if Mr. Wells had informed the Metropolitan Transit System (MTS).

Mr. Wells replied that due to the recent revelation, he had not done so.

Councilmember Monroe encouraged Mr. Wells to contact Mr. Paul Jablonski of MTS.

Greg Thompson, representing the U.S. Bureau of Land Management (BLM) gave an update on the Resource Management Plan. He stated that currently, the Draft Plan and Environmental Impact Statement for the 100,000 acres located in eastern San Diego County in the McCain Valley Area were out for public review. The first public meeting will be held on April 2nd at the Hilton in Mission Valley.

Chair McCoy commented that she is definitely interested in the issue regarding the McCain Valley.

Councilmember Ben Hueso (City of San Diego) asked for an update from Hector Vanegas, Borders Program Manager, on the Tijuana River Valley Watershed Management Program and the advancement of a study that will create a watershed management program for the Tijuana River Valley Watershed.

Mr. Vanegas stated that the information he was seeking would be presented in the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan item later during the meeting. He also announced that the April 3rd meeting of the Committee on Binational Regional Opportunities (COBRO) would also have an item regarding the Tijuana watershed.

Councilmember Hueso asked Mr. Vanegas to provide him information regarding the item to be presented at COBRO also.

CONSENT ITEM (#3)

3. STATUS REPORT ON INTERNATIONAL BORDER SEWAGE ISSUES (INFORMATION)

Action: This item was presented for information only.

REPORT ITEMS (#4 - #6)

4. INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIP (IRP): PHASE II FINAL DRAFT REPORT (APPROVE)

Chair McCoy reminded the group that this report concludes Phase II of the initiatives which was funded by a grant from Caltrans.

Jane Clough-Riquelme, Associate Planner and Project Manager, stated the project sought to strengthen and expand the scope of the interregional institutional arrangement between SANDAG and the Western Riverside Council of Governments (WRCOG). The emphasis was to extend the regional planning agenda into the area of economic development through the implementation of an employment cluster study, while at the same time working together to implement strategies in the area of transportation and housing that were identified in the Phase I effort.

Ms. Clough-Riquelme cited some key accomplishments in the areas of economic development, transportation, and housing.

Economic Development:

- Establishment of the Economic Development Working Group which provided the foundation for long term economic development and collaborative strategies.

- Completion of a two-county employment cluster study which identified key industry clusters, provided recommendations on how to pursue collaborative economic development strategies and identified specific areas in which the two regions should coordinate infrastructure planning and public policy to support the growth of the common clusters.

Transportation:

- Caltrans Cooperative I-15 County Line Study which addressed solutions to existing and future transportation problems by analyzing a number of alternative improvements including general purpose HOV managed lanes and toll lanes to meet future demand. The study analyzed the transit travel forecasts identifying potential location and demands for park-and-ride facilities, and developed operational strategies to service the commuter travel demand between the Riverside and San Diego counties.
- Vanpool coordination.
- Rail planning which includes a study on high speed train service, commuter rail, and MAGLEV.

Housing:

- Development of the Smart Growth Concept Map which identified areas of housing close to the transit system. SANDAG is currently working through the Urban Land Institute (ULI) on establishing a Smart Growth Map for the cities of Riverside, Murrieta, and Temecula.
- Establishment of the SPRINTER Smart Growth Stakeholders Working Group to encourage more Smart Growth development at the SPRINTER stations.

Pending approval by the Boards of WRCOG and SANDAG, the I-15 IRP will proceed to Phase III. In Phase III, the planning structure will be maintained as follows:

- The two agencies will convene the Joint Policy Committee twice a year to receive updates on performance monitoring.
- The relevant agencies will convene executive staff twice a year to review coordination efforts in all three strategic areas.
- Staff from all agencies will continue to work on specific collaborative efforts, meeting periodically as specific projects require.

In Phase III, SANDAG and WRCOG will investigate collaborative regional economic development strategies based on the findings of the cluster study. SANDAG and the Riverside County Transportation Commission (RCTC) will convene transportation staff from participating agencies quarterly to review ongoing efforts and refine actions. SANDAG will continue to explore ways to create moderate-cost family housing near employment centers by pursuing funding for a pilot workforce housing study in northern San Diego County.

Also, SANDAG and WRCOG will continue to collaborate on Smart Growth development near transit.

Chair McCoy commented that this type of comprehensive approach was ideal and cited the article from the *LA Times* highlighting the I-15 IRP as an interregional approach to follow.

Councilmember Thomas Buckley (County of Riverside) said the report was excellent and would like to continue to move forward. He remarked that public transit, particularly bus riding, in California has always had a social stigma. He suggested a promotional campaign coupled with an improvement in the actual facilities in Phase III. A possible slogan could be "Have you ever ridden in a 38 seat limousine?" He also suggested mentioning potential funds from Riverside to assist with the area north of Escondido.

Councilmember Ed Gallo (North County Inland) reiterated that the group should read the *LA Times* article as it brought up the issues of Riverside's lack of infrastructure and the ability to attract large employers. He suggested directing the efforts more toward transportation and transit as it may not be a reasonable expectation that the imbalance of jobs and housing can be solved at this time.

Bob Leiter, Director of Land Use and Transportation Planning, responded that progress has been made in developing a coordinated approach to improving the transportation system on the I-15 corridor. The RCTC is helping to make the I-15 improvements connect with the San Diego managed lane bus rapid transit (BRT) system. Meetings will be held with the cities of Temecula and Murrieta to discuss BRT and the possibility of successful implementation in southwest Riverside County.

Councilmember Gallo added that people are more apt to ride a train than a bus.

Councilmember Monroe stated that he would like to see results and specific actions that have happened that wouldn't have happened if the strategy didn't exist.

Marney Cox (SANDAG) commented that the potential to move forward in the area of economic development exists through the expansion of the winery industries in the Temecula area. It is essential to combine the talents of the various visitor bureaus and other business groups, hotels, and casinos to attract visitors, and then connect all of them through public transportation and bikeways. It is also necessary to take advantage of San Diego State University's curriculum which provides an educated, skilled workforce to the wineries. It will, however, be a private venture as it moves forward.

Councilmember Crystal Crawford (North County Coastal) said that this project has provided an opportunity for better communication and collaboration between key individuals and long term relationships between SANDAG, and the counties of San Diego, Riverside, Orange, and Imperial. The studies have provided the data, information, and relationships necessary to proceed to the next step.

Supervisor Slater-Price (County of San Diego) stated that the Board of Supervisors has taken an affirmative step to allow wineries “by right” in the regions of the County. They have also put in place safeguards that will produce a quality type of winery business that will generate tourism. Although wineries are generally resident-friendly types of tourism, the County is also making certain to protect the rights of the residents as they do not want city-type impacts. In reference to the *LA Times* article and the comment that they are unable to attract large corporations, Supervisor Slater-Price suggested they convert the area near the March Air Force Reserve Base to a regional commercial airport.

Mr. Leiter commented that staff’s focus in Phase II was to move from concepts to specific actions, and added that some accomplishments in the area of transportation ranged from having the SANDAG RideLink program staff work with the Riverside counterpart to develop a better system of using vanpools and allocating vanpool resources to the riders on the I-15 corridor. Regarding transit, SANDAG worked with the Riverside Transit Agency to link transit planning together and develop specific recommendations and specific projects to use the I-15 corridor more effectively. Both SANDAG and the RCTC will reflect the coordinated Regional Transportation Plans in the 2007 Plan Update. SANDAG is presently working jointly with RCTC on a feasibility analysis regarding development of a commuter rail system in the I-15 corridor. In the area of housing, the work has moved from concept to reality through the Smart Growth Concept Map and the SPRINTER Working Group, which is now pursuing specific workforce housing projects.

Councilmember Jim Desmond (North County Inland) asked for more information on the SPRINTER Smart Growth Working Group with regard to housing strategies, and the possibility of receiving more support or information supporting transit-oriented and Smart Growth projects.

Susan Baldwin, Senior Planner, stated that the SPRINTER Smart Growth Working Group was formed out of a suggestion received from Supervisor Slater-Price. The group consists of planning and public works directors from the cities of Oceanside, Vista, San Marcos, Escondido, and the County of San Diego. The purpose of the group is to share information from a land use, transportation supportive, and infrastructure standpoint about what will occur around SPRINTER stations and how opportunities for Smart Growth, employment and housing will occur around those station sites. It also serves as a forum to share the challenges and successes so that development in those areas may be implemented in a more efficient manner.

Councilmember Desmond asked that he be included on the email list for the SPRINTER Smart Growth Working Group.

Ms. Baldwin added that there have been two meetings. The second meeting consisted of a tour of all the stations.

Kevin Viera (WRCOG) reported that his agency recently completed a feasibility study and analysis on Transit Oriented Developments (TOD) within the Riverside WRCOG region. Part of the study was a phone survey regarding TOD. The initial response was negative, however, once it was explained, the response rate changed dramatically. As a result, approximately 40 percent of those polled would consider living in a Transit Oriented Development in the next 10 years. This information was shared at the ULI meeting, which is a relationship that didn't exist before.

Action: Upon a motion by Phil Monroe (South County) and a second by Ed Gallo (North County Inland), the Borders Committee approved Item 4.

Chair McCoy took Item #6 out of order.

6. REPORT ON STATUS OF ACTIVITIES AND ACTION PLAN FOR IMPLEMENTATION OF STATE ROUTE 11 AND THE EAST OTAY MESA – MESA II PORT OF ENTRY (INFORMATION)

Pedro Orso-Delgado, Caltrans District 11 Director, gave an overview of the project and cited accomplishments of the Interagency Group which were:

- Recognition by Customs and Border Protection of the new Port of Entry (POE) in their new Five-Year Capital Improvement Plan.
- The Diplomatic Note which was obtained and sent to the Mexican government.
- Financial feasibility report.

Future goals include:

- Presidential Permit submittal by the end of 2007.
- Identification of a corridor for State Route 11.
- CHP facility study.
- Begin construction in 2012.

Consul General Cabrera C. reiterated the importance of having a coordinated process between the two countries. The San Diego-Tijuana Border Liaison Mechanism formed technical commissions to work on border crossing projects. Each one of the technical commissions is co-chaired by a Mexican and U.S. agency. The commissions gather authorities from the different levels of governments on both sides of the border to discuss each particular project. Each commission works on a specific issue.

The commissions are: Technical Commission for El Chaparral-San Ysidro, chaired by Mexico's Instituto de Administración y Avalúos de Bienes Nacionales (INDAABIN) and the U.S. General Services Administration (GSA); Technical Commission for East Otay Mesa-Otay II chaired by the Secretaría de Comunicaciones y Transportes (SCT) and the Federal Highway Administration (FHWA); Technical Commission for Tecate chaired by INDAABIN, GSA & Customs and Border Protection (CBP); and the Technical Commission for Algodones-Andrade in Mexicali/Calexico, chaired by INDAABIN and GSA.

During a recent meeting, Presidents Bush and Calderon agreed to explore possibilities to open new bridges and border crossings, as well as strategies to facilitate the flow of people and goods. President Calderon has also ordered the creation of a high level executive committee of Mexican authorities to speed up the process.

Lisa Dye, U.S. Federal Highway Administration, informed that the Border Liaison Mechanism has an established protocol to promote bilateral dialogue. The Mechanism is hosted by the Consuls General of the Sister Cities and allows local issues to be discussed locally, as opposed to being discussed exclusively in Washington D.C. or Mexico City.

The Technical Commission for the East Otay Mesa-Otay II POE is responsible for coordinating, planning, and implementation activities for the new Port of Entry and connecting transportation facilities on both sides of the border. The Technical Commission allows both U.S. and Mexican agencies to share progress, identify process and discuss potential roadblocks and provides a forum to ensure a collaborative and coordinated product, namely a new port of entry and connecting roadways at Otay Mesa East. The Technical Commission has generated a Draft Work Program and Master Calendar of completed and required future tasks.

Objectives of the Technical Commission are to:

- Identify or confirm the planning process to effectively implement the new POE and connecting roads.
- Prepare a Joint Working Program and Master Calendar of tasks to align implementation activities, including connecting roads and land acquisition on both sides of the border.
- Identify and confirm the lead agency responsible for each task.
- Facilitate the dissemination and exchange of information.
- Evaluate the feasibility of financing the POE and connecting roads through public private partnerships reviewing tolls, developer's contributions, or other innovative funding financing mechanisms.
- Evaluate the feasibility of utilizing innovative crossborder strategies to mitigate the environmental impacts of the POE and the necessary transportation facilities.

Mr. Orso-Delgado remarked that it is important to remember that this is a binational project, and one side should not be too far ahead of the other and that he has been working with the Chief Counsel for the Council of Environmental Quality (CEQ), who is assisting in the coordination of the federal agencies.

Chair McCoy asked if this person was from the White House.

Mr. Orso-Delgado confirmed that yes, the Chief Counsel has a special interest in binational environmental mitigation and has been of great help to the project. He also suggested that updates be given on a regular basis to the Committee on the project.

Chair McCoy said that regular updates would be welcomed.

Supervisor Greg Cox (County of San Diego) commented on the problems of right-of-way in the area. He remarked that most of the project and SR 11 will be located in the unincorporated area and efforts are being made to ensure the reservation of as much right-of-way as possible.

Chair McCoy said that this project illustrates the collaborative efforts of benefit to both sides of the border.

Action: This item was presented for information only.

5. DRAFT OTAY MESA – MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN (DISCUSSION)

Elisa Arias, Principal Planner, explained that in 2005, the Borders Committee identified the binational area of Otay Mesa – Mesa de Otay as an area of opportunity to implement effective planning. In 2006, the Draft Early Action Plan was presented and approved by the Borders Committee.

Ms. Arias reviewed the transportation, economic development, housing, and environmental Early Actions and provided a brief status report on progress made since summer 2006.

Councilmember Hueso commented that the number of housing units proposed in the community of Otay Mesa seems to be many; however, the area in Otay Mesa is very large. He asked if there was any emphasis placed on transportation, as there are two international airports located in the area.

Ms. Arias replied that yes, it had.

Councilmember Hueso stated that his interest is in moving forward with the issue of a Tijuana River Watershed management program and in seeing how both countries are working together.

Ms. Arias stated that regarding the two watersheds (Otay River and Tijuana River), IMPlan has identified actions to expand environmental analysis to assess habitat conditions and support plans for habitat restoration and rehabilitation along the Alamar River corridor. It includes a proposal to channelize the Alamar River with impervious materials that would allow filtration and recharging of the aquifer, providing a linear park and also increasing the supply of potable water and connection of residential zones to the local sewer system.

Ms. Arias also reported that the APCD obtained a grant from the EPA to implement a demonstration project to mitigate the air quality impacts of crossborder heavy duty diesel truck traffic. This project allows for the retrofitting of up to 50 Mexican trucks that operate within the San Diego/Tijuana border region.

Councilmember Gallo asked about the changes in diesel engines as reported by the California Area Resources Board in order to meet air quality standards.

Ms. Arias stated that this strategy is trying to accomplish some of those mandates. All trucks crossing into the U.S. must meet the requirements.

Councilmember Gallo asked if it was an environmental issue or just that a common basin is shared by both countries.

Ms. Arias replied that it seems to be a localized problem at the POE due to the idling by commercial vehicles in the immediate border area that creates the localized problem of carbon monoxide and particulate matter.

Supervisor Slater-Price asked about the progress of biodiesel availability in Mexico.

Ms. Arias said that she was not familiar with the efforts in Mexico to generate biodiesel and offered to investigate it.

Supervisor Slater-Price commented that she would appreciate it.

Ms. Arias informed that Mexico has made some agreements with the EPA to accelerate their timeline to provide cleaner diesel fuel.

Supervisor Slater-Price stated that biodiesel is very effective and utilizes cooking oils.

Councilmember Gallo explained that a company in Escondido is presently using biodiesel in their delivery trucks.

Ms. Arias continued with the proposed new strategies included in the draft Strategic Plan. The strategies can be grouped in three categories: new East Otay Mesa-Otay II Port of Entry, the existing Otay Mesa Port of Entry, and Community Planning.

Regarding the new POE, SANDAG and Caltrans are proposing the evaluation of the economic benefits of the new border crossing, including travel time savings, reliability, safety, vehicle operating costs, and vehicle emissions. Another strategy proposed is related to an environmental baseline assessment for habitat conservation in Mexico due to potential impacts of SR 11 and the new POE. It will look at binational mitigation as an innovative approach to preserving biological links in the San Diego/Tijuana region.

Regarding the existing POEs, one strategy is to support implementation of technologies to measure commercial vehicle wait times. Currently, SANDAG and Caltrans are conducting a study that will identify some technologies to measure the commercial vehicle waits. Another strategy is to support implementation of the APCD's "Smart Way Transport Project," which is specifically designed to demonstrate clean freight strategies on crossborder commercial truck traffic.

Another new strategy is the implementation by U.S. Customs and Border Protection (CBP) of the Advanced Passenger Information System for crossborder bus operators. It would expedite buses both at San Ysidro and Otay Mesa through the provision of the Advanced Bus Manifest. This would provide the CBP advanced notice of the passengers and the driver on the bus.

In the area of community planning, the City of San Diego has identified three potential Smart Growth areas in the Otay Mesa Community Planning Area. The City will investigate the possible formation of an Infrastructure Financing District in the border development zone to provide a potential financing mechanism for highways, transit, and other improvements.

IMPlan has also proposed exploring Smart Growth opportunities in both the Mesa de Otay and Alamar River areas in Tijuana, and will be collaborating with the Urban Land Institute (ULI) on Smart Growth on both sides of the border. The San Diego/Tijuana chapter of the ULI is interested in setting up a crossborder committee that would assist with collaboration. IMPlan has also proposed the establishment of business service centers such as science and technology parks in the Tijuana study area.

Regarding the crossborder airport terminal, the San Diego County Regional Airport Authority authorized staff to move forward with the market demand study, and the Mexican government has sent a letter of support expressing interest. SANDAG will be collaborating with the Airport Authority, land use agencies, and the South County Economic Development Council in the next phase of the study.

The Draft Strategic Plan has been presented to COBRO and has been released for public review and comment. It will be presented to the Tijuana Subcommittee on Binational Affairs next week. The comment period closes on April 6 and it is anticipated that the SANDAG Board will take action on the Plan sometime in the summer after review by both COBRO and Borders Committees.

Councilmember Minto ((East County) asked if there was a possibility of creating temporary or overnight parking at the border for those that used mass transportation.

Ms. Arias asked if he was referring to the Flex Car concept.

Councilmember Minto replied that he was not familiar with Flex Car. He was wondering about something similar to the Park and Ride system.

Angelika Villagrana (COBRO) stated that the Strategic Plan provides an excellent roadmap that can be used for planning purposes. She suggested the Plan be distributed to planning directors. She also announced the Second Mobile Seminar to be organized by COBRO next Tuesday, where they will be traveling to Mexico to view the study area.

Councilmember Monroe asked to view slide number 13. He asked if the purple color represented Brown Field, the blue color represented industrial land and the color green represented residential land.

Ms. Arias responded that it represents industrial and commercial uses, and that slide number 13 is based on the current Plan.

Councilmember Monroe then commented on the airport compatibility zone in connection to Brown Field and conflicts that may arise in the proposed development of the area.

Ms. Arias said that the Airport Authority has released a Draft Plan for Brown Field, but the Plan hasn't been completed yet.

Councilmember Monroe clarified that in the area of the airport, structures are limited to one story only.

Theresa Millette, City of San Diego Senior Planner, informed that she is assigned to the Otay Mesa Community Planning Area. She clarified that the property on the map in the City of San Diego is designated for industrial use. The purple color indicates developed industrial lands. The lighter green color represents vacant industrial lands, and the medium green color is what is termed as "interim" or "underutilized" industrial properties.

Councilmember Monroe asked if they were planning to change these properties to residential.

Ms. Millette replied that an update process is presently being conducted with several land use scenarios with a range of land use designations.

Debbie Cook (County of Orange) wished to comment on biodiesel. She pointed out that in 2005, the U.S. produced 75 million barrels of biodiesel for the entire year. The Chevron oil refinery in El Segundo processes 250,000 barrels of oil every single day.

Mr. Buckley asked if tolls were being investigated as a potential method of financing for both the old and new border crossings.

Ms. Arias responded that they are being considered for the new East Otay Mesa-Otay II Port of Entry only.

Mr. Buckley asked if imposing a toll would be considered for the old existing crossing.

Ms. Arias replied that it is not being considered.

Councilmember Crawford asked for clarification of slide number 13 and the conversion to residential zoning.

Ms. Millette replied that there are three draft scenarios presently out for public discussion and there is a varying degree of change in land use designations. Some that convert quite a bit of properties from industrial to either residential or a mixed-use type of land use designation.

Councilmember Crawford said that while on a tour of the area, one of the concerns by many was the number of housing units combined with truck traffic and the two airports in the area and the public health issues that would arise. She asked if Ms. Millette was hearing comments related to this at the workshops.

Ms. Millette replied that yes, she had heard the comments.

Chair McCoy commented that there is also the possibility of the Bayfront power plant being relocated to the area also, which would be particularly injurious to the elderly and young.

Action: This item was presented for discussion only.

7. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, April 27, 2007, at 12:30 p.m.

9. ADJOURNMENT

Chair McCoy adjourned the meeting at 2:31 p.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
BORDERS COMMITTEE MEETING
March 23, 2007
12:30 p.m. to 2:30 p.m.**

GEOGRAPHICAL AREA	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	
				Yes	No
South County	City of Imperial Beach	Patricia McCoy (Chair)	Member	✓	
	City of Coronado	Phil Monroe	Alternate	✓	
Imperial County	County of Imperial	Victor Carrillo	Member	✓	
	City of Calexico	David Ouzan	Alternate		✓
North County Coastal	City of Oceanside	Jack Feller	Member		✓
	City of Del Mar	Crystal Crawford	Alternate	✓	
North County Inland	City of San Marcos	Jim Desmond	Member	✓	
	City of Escondido	Ed Gallo	Alternate	✓	
East County	City of La Mesa	David Allan	Member	✓	
	City of Santee	John Minto	Alternate	✓	
City of San Diego	----	Ben Hueso	Member	✓	
	----	Brian Maienschein	Alternate		✓
County of San Diego	----	Greg Cox (Vice Chair)	Member	✓	
	----	Pam Slater-Price	Alternate	✓	

**ADVISORY/LIAISON
MEMBERS**

COBRO	----	Dr. Paul Ganster	Member		✓
	----	Cindy Gompper-Graves	Alternate		✓
	---	Angelika Villagrana	Alternate	✓	
County of Riverside	City of Lake Elsinore	Thomas Buckley	Member	✓	
Republic of Mexico	Consul General of Mexico	Luis Cabrera C.	Member	✓	
	Deputy Consul	Ricardo Pineda	Alternate		✓
	Deputy Consul	Lydia Antonio	Alternate		✓
Southern California Tribal Chairmen's Association	Pauma	Christopher Devers	Member		✓
	Pala	Mark Romero	Alternate		✓
Caltrans	----	Pedro Orso-Delgado	Member	✓	
	----	Bill Figge	Alternate	✓	
San Diego County Water Authority	----	Howard Williams	Member	✓	
County of Orange	----	Debbie Cook	Member	✓	