EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
APRIL 13, 2007

Chair Mary Sessom (East County) called the Executive Committee meeting to order at 9:03 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Second Vice Chair Jerome Stocks (North County Coastal) and a second by First Vice Chair Lori Holt Pfeiler (North County Inland), the minutes of the March 9, 2007, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chuck Lungerhausen, a member of the public, asked for sponsorship donations for the 2007 Multiple Sclerosis (MS) Walk, April 28-29, and/or the MS Team Water Walker activity on April 27. On the public transportation front, he heard our Governor was eyeing the recently voter-approved Proposition 1B bond money, and he hoped elected officials were aware of this situation.

3. FY 2007 BUDGET AND OVERALL WORK PROGRAM AMENDMENT: COASTAL REGIONAL SEDIMENT MANAGEMENT PLAN (APPROVE)

Shelby Tucker, Associate Planner, indicated that she is the staff contact for the Shoreline Preservation Working Group. The Working Group discussed this item at its March 1 meeting, and a recommendation was presented to the Regional Planning Committee (RPC) on April 6. The RPC acted on April 6 to recommend approval to the Executive Committee. Approval of this item would allow SANDAG to accept a grant for $150,000 from the California Department of Boating and Waterways (DBW), with a 10 percent in-kind contribution for project management for the preparation a Coastal Regional Sediment Management Plan. This plan is intended to formulate consensus-driven, regional sediment management guidance and policy. This work is consistent with a task included in the FY 2007 Overall Work Plan (OWP) and would make use of existing SANDAG resources, data, and reporting structure.

Action: Upon a motion by First Vice Chair Pfeiler and a second by Second Vice Chair Stocks, the Executive Committee approved an amendment to the FY 2007 Budget and OWP to
accept $150,000 in funding from DBW, authorize the Executive Director to enter a revenue agreement with DBW, and procure a consultant for development of a Coastal Regional Sediment Management Plan.

4. FY 2007 BUDGET AMENDMENT: GOODS MOVEMENT POLICY MANAGER (RECOMMEND)

Mike Hix, Principal Planner, reported that SANDAG had a Senior Transportation Planner position for goods movement work but has not been able to fill that position. We have been working with the San Diego Unified Port District and agree to share this position at a higher classification. We will bring someone in with experience in this area to implement the Regional Freight Strategy and be involved in multi-agency goods movement studies that are currently ongoing. The proposed Memorandum of Understanding (MOU) adds a three-year contract position. There is no impact on this year’s budget and minimal budget impact in future years because of salary savings from the unfilled Senior Transportation Planner position. The Port District will be contributing $50,000 over the term of this MOU for the shared position.

Second Vice Chair Stocks was very impressed with this creative solution to the existing situation. He is very supportive of agencies sharing resources and personnel rather than duplicating efforts.

Action: Upon a motion by Second Vice Chair Stocks and second by Mayor Cheryl Cox (South County), the Executive Committee voted to recommend that the SANDAG Board of Directors amend the FY 2007 Budget to change the classification of a Senior Transportation Planner position (Class No. 22) to Goods Movement Policy Manager (Class No. 30) and to authorize the SANDAG Executive Director to enter into an agreement with the San Diego Unified Port District.

Chair Sessom noted that Item Nos. 7 and 8 will be taken out of order, and Item No. 6 (Proposed Amendments to Bylaws and Board Policies) will be deferred.

7. SENATE BILL 10: AIRPORT AUTHORITY REFORM ACT OF 2007 (DISCUSSION/POSSIBLE ACTION)

Kim Kawada, Executive Program Manager, reported that the Board discussed Senate Bill (SB) 10 at its February 23, 2007, meeting and raised a number of concerns about the bill’s provisions, including funding for the airport land use compatibility planning responsibilities to be reassigned to SANDAG as of January 1, 2008, costs for the new requirement for SANDAG to prepare a Regional Aviation System Plan (RASP), the qualifications of the SANDAG Board and staff to address airport land use matters, and the current subregion definitions in the bill. The SANDAG Board did not take a position on this bill at that time and instead directed staff to continue to work with Senator Christine Kehoe and others to resolve these issues. Since February, SANDAG staff and Board members have met with Airport Authority Board members and staff, San Diego Mayor Jerry Sanders, and Senator Kehoe’s staff to discuss potential amendments to SB 10.

Ms. Kawada referred to two diagrams that had been distributed to Executive Committee members. There are three main components of SB 10: airport land use compatibility
planning, regional aviation and surface transportation planning, and restructuring the Airport Authority. Staff would like the Executive Committee to discuss the SB 10 provisions and provide input.

The discussions since February have resulted in a proposal for keeping the airport land use compatibility planning responsibilities with the Airport Authority rather than transferring them to SANDAG.

Gary Gallegos, Executive Director, said that the proposal is to leave the airport land use compatibility planning with the Airport Authority; however, Senator Kehoe and staff expressed a desire to make sure there is some link back to SANDAG. The Airport Authority is currently revamping the Airport Land Use Compatibility Plans (ALUCPs); these plans would be approved by the Authority, but would need to be submitted to SANDAG to ensure consistency with our regional plans.

Chair Sessom said that this would leave the Airport Authority with the day-to-day land use consistency determinations for development around airports.

Ms. Kawada stated that the second component is related to new aviation and surface planning responsibilities. In its current form, SB 10 would require SANDAG to develop a long-range RASP that looks at integrating air transportation and airport ground access transportation needs. This is a new responsibility, and SANDAG would be responsible for the preparation of this plan. The chart dated March 29 depicts the relationship between the various land use and transportation modal plans in the current version of SB 10. She described what should be included in this plan. Costs for the preparation of the RASP would be jointly funded by SANDAG and the Airport Authority.

The second chart dated April 13 shows proposed refinements. Ms. Kawada reviewed those changes: the Airport Authority would be responsible for developing a regional aviation strategic plan that identifies the region’s air service needs and capacity, SANDAG would be responsible for integrating this aviation strategic plan with the ground access needs, and the new integrated plan could be renamed the Air Transportation Multimodal Accessibility Plan (ATMAP). The ATMAP would be a component of the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP). She said that SANDAG could prepare the first ATMAP within 4-5 years. When the Airport Authority updates the ALUCPs, as Mr. Gallegos mentioned, these would come to SANDAG for a consistency determination.

Councilmember Jim Madaffer (City of San Diego) was encouraged to see this level of discussion and this in-depth look. He stated that SB 10 is a needed bill. It is a reality check to bring together what seemed to be separate activities being done by several agencies. An outstanding presentation recently was made at a City of San Diego Rules Committee meeting by Airport Authority Board Chairman Alan Bersin. His assessment is that work has been going on by separate agencies. He asked if these changes to SB 10 would give us the linkage from a planning and operations standpoint that will get us the most efficiently run airport at Lindbergh Field and allow us to implement a master plan to improve the airport. He wanted assurance that there is a check-and-balance situation that helps to blend the work of the separate agencies and bring them together.
Mr. Gallegos said that from staff’s perspective this is an attempt that gets us there. It requires quite a bit of consultation and coordination, and it uses existing expertise from both SANDAG and Authority staffs.

Mayor Jerry Sanders (City of San Diego) said that he would need to see specific language before he could support the bill.

Ms. Kawada stated that Senator Kehoe asked that we come to some agreement on proposed provisions. The next amendment to SB 10 is expected in May.

Deanna Spehn, Policy Director for Senator Kehoe’s office, indicated that Senator Kehoe will be prepared to provide SANDAG with the draft language. She wanted to hear that the Board is okay with the principles described by the staff report. Discussions have been quite productive between SANDAG, the Airport Authority, and the City of San Diego. Senator Kehoe does not want language to be so specific that changes can’t be made over the years without going to Sacramento, but she also wants the legislative language to be specific enough so that 18 cities and the county have an opportunity to provide checks and balances to further the aviation discussion in this county. Senator Kehoe believes that the work that has been done so far does that. There are multiple opportunities for dialogue to take place among the agencies involved. The Senator wants a full public process.

First Vice Chair Pfeiler said that we want to make sure that transportation connects consistently. Under the proposed provisions to SB 10, the Airport Authority would be responsible for doing a regional aviation system plan and providing that plan to SANDAG for incorporation in the multimodal accessibility plan. The concern is if we will end up with a system that better coordinates airport and surface transportation needs.

Mr. Gallegos stated that the new chart recognizes there are two components to the new ATMAP: aviation and surface transportation. As proposed, the Airport Authority would work on the aviation component and SANDAG would work on the ground transportation component; however, SANDAG ultimately would be responsible for approving the ATMAP, which integrates both components.

Supervisor Ron Roberts (County of San Diego) pointed out the fact that the County has eight airports, which is half of the 16 airports in the County. The County will not support an airport governance structure where the County has only one position.

Chair Sessom said that the chart dated April 13 has the airport operators providing their airport master plans to the Airport Authority, but there are no airport operators here today to let us know if they want to do that. The airport operators need to have some input into the development of the new regional aviation strategic plan and ATMAP.

Councilmember Matt Hall (North County Coastal) stated that this is a very complex issue with a lot of money at stake. He wondered if we are giving enough thought to how the local general plans fit with the ALUCPs. As we go on, there has to be a lot of further refinement to how the agencies are going to be working together.
Ms. Spehn said that the Senator would appreciate your advice and counsel on this. Do you want the legislation to define these responsibilities and coordination, or to work it out through a subsequent agreement between the local agencies? The Senator is looking for direction on what would best serve your needs.

Mayor Sanders said that he would prefer the coordination efforts be resolved at the local level rather than be directed from Sacramento. We would like that flexibility. It will be the local agreements that will spell out the process and deal with the issues.

Councilmember Madaffer indicated that local control to make decisions is better than to have something codified in legislation, but you have to have something codified that identifies which agency is responsible for what. He would like to see enough codified in the bill to require responsibility and accountability. The bill also should mandate that state agencies need to work with the local agencies on this issue.

Chair Sessom agreed with Councilmember Madaffer’s comments about responsibility and accountability. The responsible parties need to be clarified and codified in the legislation.

Mayor Mickey Cafagna (North County Inland) asked who will make the final determination about whether the plans developed by the Airport Authority will meet the aviation and ground access needs of the local cities and County.

Chair Sessom stated that we need a vision to meet our air capacity needs in the County.

Mayor Cafagna asked what governance structure will improve Lindbergh Field and will make the airport function the best it can with ground transportation.

Mayor Cafagna said that the updated April 13 chart seems to be “business as usual” except with a link to communicate with SANDAG. This does not set a direction for all of the airports in our region.

Mayor Sanders said as he understood it, the Airport Authority would create the vision for Lindbergh Field and coordinate it with the needs of the other airports in the region and would bring this to SANDAG and work with SANDAG on all of the transportation connections. It would be SANDAG adopting the Airport Authority’s plan as part of the ATMAP and the RTP.

Mayor Cafagna asked if the goal is to focus on all 16 airports and improve airport transportation.

Ms. Spehn said that the current language in SB 10 removes the original language that says only the Airport Authority can consider the permanent home for the international airport for the region.

Councilmember Madaffer asked if the bill will contain language that will improve current airports and not look for a new location for the international airport. He would separate Lindbergh Field from other airports. Will the bill’s language bring together all of the agencies to comprehensively address our air and surface transportation needs? The law
should require state agencies to work with local agencies to make Lindbergh Field the best it can be.

Supervisor Roberts pointed out that whenever you have appointed positions making these kinds of decisions, it appears no one is responsible. This will be an interim measure at best because over the long term, it is not going to work.

Mr. Orso-Delgado said that Caltrans would love to be part of this and work on this issue. We would be at the table by virtue of our participation in the development and implementation of the RTP. That is the nexus that links Caltrans to the whole thing. The SANDAG Board is responsible for adopting the RTP.

Ms. Spehn said that the bill also speaks to having ex officio members on the Airport Authority board to include transit operators and Caltrans. If they were at the Authority table, they could have a voice in the decisions being made.

Mr. Gallegos stated that if you don’t have resources to implement any plan, improvements won’t happen. The way the bill is written today, there is a financial element required to help identify the resources for plan implementation. It will come down to how we pay for what we want to do.

Mayor Cafagna said that the vision ought to come from SANDAG, not from an appointed group. If you are going to get as close to accountability as possible, decisions have to be made at SANDAG. The Airport Authority should carry out the vision. Where that plan goes ought to be determined by the elected officials on the SANDAG Board. We should maintain control of the vision of the airport.

Mayor Sanders pointed out that the new chart does not show that scenario.

Chair Sessom said that we need to integrate and coordinate how to move this region forward and show how we will meet the air capacity needs in the future. We have to have a vision; the vision of moving people for transportation and goods is by air, but not solely by air. We have to integrate air and surface transportation planning. The underlying question is, who is going to do that planning? The Airport Authority with the help of airport operators and SANDAG would do the planning, or one agency could take ground and air transportation needs and meld them together to a multimodal plan that works. She thought the first chart is attempting to give all operators the opportunity to give us (SANDAG) their plans. SANDAG would then review the plans for consistency and out of that would come the vision.

Mayor Cafagna stated that in the chart dated April 13, the Airport Authority decided the regional aviation strategic plan. It seems to him that the Airport Authority will direct the air transportation plan, and we will bring the ground transportation to them. The agencies that have to deal with all of the airports are the cities and County.

Ms. Spehn said the third component of SB 10 is the governance piece, and it proposes to modify the current appointment process to the Airport Authority Board and the accountability of those appointments.
Mayor Cafagna said that we are making a decision on improving Lindbergh Field and then giving an appointed board the basis to make that happen.

Councilmember Madaffer asked for language to be included in the bill that prevents unilateral decisions from being made by individual entities without cooperation and coordination from other local agencies.

Mayor Cafagna stated that the first chart puts the decisionmaking authority for air and surface transportation in the hands of the 18 cities and the County of San Diego by virtue of their positions on SANDAG. The second chart gives that decisionmaking authority to an appointed board. The Airport Authority needs to implement the plans that we as a group of local governments decide on for the region.

Councilmember Madaffer agreed that if the elected officials in the region decide we need to make investments in transportation facilities, the airport operators should implement that plan. There is nothing now that says that.

Second Vice Chair Stocks noted that the single-most salient point is that SANDAG will invest billions of dollars in infrastructure. We cannot have an autonomous board with the authority to change its minds on the plans.

Mr. Gallegos reminded Committee members that airport plans are implemented with input from the airlines. You have to have a way to ensure that you have a realistic dialogue with those who will ultimately foot the bill for these kinds of improvements to the airports in the region.

Mayor Sanders stated that someone has to come forward with an aviation plan, and he thinks that should rest with the Airport Authority. SANDAG would then decide whether or not to adopt that vision. The Airport Authority should not be able to change the vision once it’s been adopted by the SANDAG Board.

Mayor Pfeiler said that the Airport Authority should incorporate input from the airlines in its planning efforts.

Supervisor Roberts said the key is holding to that plan. There hasn’t been an absence of good plans; there’s been an absence of good implementation. For example, the reason that a Trolley station was built at Palm Avenue was to serve the new terminal that was supposed to be built at Lindbergh Field in the last airport master plan. At the time, the Palm Avenue Trolley station was supposed to be connected with a parking garage promised by the airport operator; this never materialized.

Chair Sessom said that it seems we are not yet ready to move to the full Board for a position on this bill. This item should come back to the Executive Committee in May for more discussion.

Chair Sessom said that we need to move to discuss the governance component of SB 10.
Ms. Kawada reviewed the proposed restructuring of the Airport Authority board, which under the current version of SB 10 would be made up entirely of elected officials.

Mayor Sanders said he didn’t think it should be all elected representatives, as elected officials do not have the time to devote to this subject full-time. We also should add a second County representative.

Councilmember Madaffer said that the appointing authority also should be able to recall its Airport Authority Board members.

Ms. Kawada said that in the current version of SB 10 there would be a seven-member board (three City of San Diego, one County of San Diego, and three subregions). There is a current provision that the Airport Authority board may elect an additional person to chair the board (any resident) for a two-year term. It also includes a provision to appoint advisory members. Ms. Kawada stated that the SANDAG Board supported increasing the Authority Board members from the subregions from three to four to coincide with the subregional definitions used by SANDAG (North County Coastal, North County Inland, and East County). Senator Kehoe has indicated support for this change, which would bring the Authority Board to eight members.

Councilmember Madaffer suggested that the governance structure for the Airport Authority follow the City of San Diego/County of San Diego/four subregions model that SANDAG already has, with the ability for the appointing authorities to recall members at any time. He was open to appointing a chair as an additional person. He would give appointing authority to the mayors, but that issue can be worked out later. He wants to create a level of accountability. He didn’t think members have to be elected officials, because of the time and expertise involved, but he felt that the elected officials of a particular area needed to be able to recall their Authority member if he/she was not serving their interest.

Supervisor Roberts said that a board doesn’t need to have a full-time job to carry out its proper function. He supported the Authority Board members receiving a per diem rather than a salary for their service.

Councilmember Madaffer noted that the concept of salaried Board members has been eliminated from the bill.

Supervisor Roberts had no problem with a combined elected/appointed Authority board and agreed with the recall provision.

Second Vice Chair Stocks reinforced Supervisor Roberts’ comments, but he noted that we are creating another regional board. He agreed it is not a full-time job for the board members. He was comfortable with the County having a second seat and supported having seats for each of the four subregions.

Supervisor Roberts suggested that the number of voting members be nine by adding a second County representative with the chair being elected from among the Board’s membership.
Councilmember Madaffer reiterated the membership for the Airport Authority board would be three for the City of San Diego, two for the County of San Diego, and one for each of the four subregions, for a total of nine members.

Ms. Spehn asked whether the Executive Committee supported the four-year terms for Authority members. Supervisor Roberts suggested a shorter term. Chair Sessom added there should be the ability to serve for longer than one term.

Mayor Pfeiler said that we want to make sure there is subregional representation, with the County getting two seats and the City of San Diego getting three. She asked if there were other positions included in the bill.

Ms. Spehn responded that the current language removes the Governor’s appointment. She will take to Senator Kehoe the Committee’s suggestions to elect the chair from among the Authority Board’s membership and to add the four subregional seats.

Councilmember Madaffer asked about the term for the chair. Ms. Kawada said it is currently a two-year term in the current version of SB 10.

Mr. Gallegos said that in the SANDAG model, one of the County’s seats is from the unincorporated area. He wondered if this should be added. Supervisor Roberts replied the appropriate County representation should be left to the County to decide.

Mayor Cox asked how the four subregions would work. Supervisor Roberts explained that the cities in the subregion would get together and select the representative.

Ms. Kawada noted other provisions in the current version of SB 10, including a provision for the creation of an independent taxpayers oversight committee at the Authority for audit and financial review purposes and the elimination of Authority board salaries.

Supervisor Roberts thought that some flexibility with regard to the amount of the stipend should be included in the bill.

Second Vice Chair Stocks agreed that language be added that allowed the Authority Board compensation in the future to be modified by a two-thirds vote of the board. NCTD was created in the 1970s, and the amount of the board meeting stipends were specified in the legislation and have remained the same ever since.

Ms. Spehn said that the bill needs to pass out of the Senate by June 8, and amendments need to be submitted a few weeks before that deadline. She noted that nothing is finalized until August.

Action: No action was taken at this meeting; staff was directed to report back at the next Executive Committee meeting on May 11, 2007.
8. PROPOSED LEGISLATION FOR INCREASING HOUSING PRODUCTION IN THE SAN DIEGO REGION THROUGH REGIONAL CONTRIBUTION AGREEMENTS (DISCUSSION/POSSIBLE ACTION)

Susan Baldwin, Senior Regional Planner, said that this report contains a proposal from Mayor Cafagna that SANDAG consider sponsoring legislation to allow the transfer of up to 20 percent of a city’s affordable housing requirement to another jurisdiction in exchange for payment in the form of redevelopment housing set aside funds, non-set aside redevelopment funds, Community Development Block Grant funds, or general fund monies through a regional contribution agreement. She reviewed a number of points contained in the proposal. The Executive Committee was asked to discuss this proposal and express any interest in pursuing this legislation. If approved, SANDAG staff will analyze the proposal and see if there are similar proposals in other areas.

Mayor Cafagna said this proposal is not intended to require any agency to take any more affordable housing than it wants and it does not allow communities to shirk their affordable housing responsibilities. The idea is to provide more affordable housing in the region. All the state requires is that we have land zoned to accommodate affordable housing; it doesn’t require that we produce such housing. Smaller cities are running out of land to show they can produce affordable housing. There are communities that have more units than they have been allocated. There is a tremendous subsidy required to provide affordable housing. He is suggesting a regional pool of monies. Those communities that can't show land for affordable housing could contribute up to 20 percent of their requirement and funding for it to a regional pool. Those cities that have land available and want to build affordable housing would be able to draw from that pool of monies for infrastructure and as subsidies for affordable housing. The goal is to meet the region’s affordable housing goals. Some cities have no land, and some cities have no money. He is trying to think regionally about this and come up with a solution to provide more affordable housing units. He is not sure we can get this passed through the state, but it has been done in some other areas. Assemblymember George Plescia has agreed to carry legislation, and Senator Kehoe has agreed to support it.

Councilmember Hall asked if this proposal includes the sovereign Indian nations and the military. Mayor Cafagna responded negatively, because those groups are not part of the state's Regional Housing Needs Assessment (RHNA) process.

Councilmember Hall noted that both the sovereign nations and the military have land available.

Mayor Cafagna stated that the County also has land available.

Supervisor Roberts agreed there are opportunities in the County. He expressed two concerns with this proposal. One is that he would feel more comfortable if there was an agreement between specific jurisdictions rather than a regional pool of funds. Also, you need to have a balance that follows the jobs; that is the whole smart growth concept. There needs to be some geographic consideration and new housing should be tied to transit.
Mayor Cox said she had a recent meeting with Senator Denise Ducheny on SB 303. She expressed concern about being able to meet their 2005-2010 RHNA number for Chula Vista, which is 17,000 new housing units over the next five years. We are supposed to reach our buildout in 2020, at 30,000 new units. Our citizens have a general plan, and Chula Vista has done a major general plan update. SB 303 requires a general plan update every five years. We need to go back and find the root of the issues. The root is these numbers are artificial, and they ignore what local decision making is all about.

Mayor Cafagna added that we are spending billions of dollars on transportation corridors. Those corridors are the most likely and most efficient places to put multifamily housing. The idea is for a community to use smart growth concepts to link with the regional transportation system, and if they have the land, to build affordable housing using the regional pool of funding. The idea of the state’s RHNA mandate is another issue that we need to deal with at some point. But these mandates are here, and we need to figure out how do deal with them effectively, or we won’t have sufficient housing to accommodate the growth in the region.

Second Vice Chair Stocks noted that Encinitas is 95 percent built out. The RHNA numbers are not making the Encinitas citizenry very happy. We have issues with the state law. We had a developer propose a 34-home subdivision. We have a 10 percent inclusionary housing law. The developer doesn’t want to build the affordable housing units. He has opted to pay the city a fee. This doesn’t move us toward meeting our RHNA numbers and building affordable housing. Because of the state density bonus law, we don’t have the option of telling developers that they have to build the affordable housing units. We have to show them where they can build them, but we can't tell them they have to build them.

Mayor Cafagna agreed that the RHNA mandate doesn’t make any sense. The RHNA numbers are not designed to build affordable housing.

Chair Sessom asked if we want further discussion at a regular Board meeting or a Policy Board meeting.

Second Vice Chair Stocks expressed support for a regional approach.

Ms. Kawada reiterated that Assemblymember Plescia has agreed to sponsor this bill; however, the deadlines for bill introduction and major amendments have passed, so this will be a two-year bill. We could conduct further analysis and then report back to the Executive Committee, or at a Policy Board meeting, or at the Regional Planning Committee.

Chair Sessom said that we should contact First Vice Chair Pfeiler about vetting it through the Regional Planning Committee first rather than the Executive Committee.

Action: No action was taken on this item; staff was directed to conduct further analysis and report back to the Regional Planning Committee prior to further discussion at the Executive Committee.
9. REVIEW OF APRIL 27, 2007, DRAFT BOARD AGENDA

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda for the SANDAG Board meeting scheduled for April 27, 2007. She noted that item No. 8, related to SB 10 will be removed consistent with direction at today's meeting, and a closed session item will be added to this agenda.

Supervisor Roberts requested that the presentation by the Centre City Development Corporation (CCDC) include a status on the C Street improvement issue.

Action: Upon a motion by Mayor Cafagna, and a second by Supervisor Roberts, the Executive Committee voted to approve the agenda for the April 27, 2007, Board meeting as revised.

5. LEGISLATIVE STATUS REPORT (INFORMATION)

A. State Legislative Status Report: This status report presents a summary of the pending state bills related to the implementation of Proposition 1B.

B. Federal Legislative Status Report: This status report provides an update on federal legislative activities.

Action: These items were presented for information only.

10. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, May 11, 2007, at 9 a.m.

11. ADJOURNMENT

Chair Sessom adjourned the meeting at 11:05 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
### APRIL 13, 2007

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<thead>
<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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<tr>
<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler, 1st Vice Chair</td>
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<td>City of Poway</td>
<td>Mickey Cafagna</td>
<td>Alternate</td>
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<td>Matt Hall</td>
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<td>Ron Morrison</td>
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<td>Mary Sessom, Chair</td>
<td>Member</td>
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