REGIONAL PLANNING COMMITTEE MEETING OF MAY 4, 2007

The meeting of the Regional Planning Committee was called to order by Chair Jerry Jones (East County) at 12:07 p.m. See the attached attendance sheet for Regional Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Lori Holt Pfeiler (North County Inland) and a second by Mayor Lesa Heebner (North County Coastal), the Regional Planning Committee approved the minutes from the April 6, 2007, meeting. Chair Jones abstained as he was not in attendance.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no comments or communications.

CHAIR’S REPORT

3. RECOGNITION OF PAST REGIONAL PLANNING COMMITTEE CHAIR, MAYOR LORI HOLT PFEILER

A. Chair Jones recognized Mayor Holt Pfeiler for her leadership, service, participation, and many contributions to the Regional Planning Committee and Regional Comprehensive Plan (RCP) implementation efforts, as well as for being a devoted advocate and ambassador for SANDAG and regional planning.

Vice Chair Toni Atkins (City of San Diego) recognized Mayor Holt Pfeiler for her role as a regional leader and thanked her for all her work.

B. Chair Jones announced the awards SANDAG recently received from the San Diego Chapter of the American Planning Association. They included the “Distinguished Leadership for a Firm or Agency Award” for outstanding leadership on the implementation of the RCP; “Best Practice Award” for the development of the Smart Growth Concept Map; and the “Social Change and Diversity Award” for SANDAG’s emerging regional government-to-government framework with the tribal nations.
C. Chair Jones introduced a number of guests attending the meeting. They were: Nieves Castro, from Caltrans Headquarters in Sacramento, James Corless and Doug Johnson from the Metropolitan Transportation Commission in the San Francisco Bay Area, Greg Chew from the Sacramento Area Council of Governments, Mark Batala from the Southern California Association of Governments, and Russ Schmunk and Linda Wheaten from the California Department of Housing and Community Development.

REPORTS

4. OVERVIEW OF THE REGIONAL COMPREHENSIVE PLAN (RCP) AND KEY IMPLEMENTATION EFFORTS

Carolina Gregor, SANDAG, presented slides showing the significant growth and development in subregions within the San Diego region from 1980 to 2000.

Ms. Gregor stated that the RCP was developed to manage future growth and received input through various outreach efforts, which yielded thousands of community leaders and others to participate in the RCP.

One of the most important components and outcomes of the public participation process was the development of a “Vision” that comprised the values participants wanted to continue to promote in the future, coupled with economic prosperity and an outstanding quality of life. The “Vision” focuses on three areas: culturally diverse communities of the region, the topography, and the international setting.

The three key actions of the RCP are:

- Connect the transportation and land use plans using the Smart Growth approach
- Use the transportation and land use plans to guide other environmental and infrastructure investments
- Focus on implementing through incentives and collaboration

The RCP identifies seven Smart Growth place types: the Metropolitan Center, Urban Center, Town Center, Community Center, Rural Villages, Mixed-Use Transit Corridor, and Special-Use Center.

The SANDAG definition of Smart Growth focuses on compact mixed-use development patterns with good urban design and walkability built in, which increase opportunities and choices for travel and housing within these communities. The concentration of development helps protect open space and habitat areas as well.

As part of the RCP implementation, the Smart Growth Concept Map was developed to show where Smart Growth is planned in the region, where infrastructure investments should occur, and where to focus and prioritize the financial incentives. The Smart Growth Concept Map contains over 200 Smart Growth areas, along with habitat planning areas and major
employment areas. Every jurisdiction in the region identified at least one Smart Growth area. The map can be updated as local jurisdictions or SANDAG make changes either to land use or transportation plans. Ms. Gregor noted that Mayor Jim Janney (South County) recently requested that the military bases in the region be shown as employment areas on the Map.

In 2004, the extension of TransNet was approved by the voters providing for $14 billion in transportation improvements. Two unique components of the TransNet extension are the Environmental Mitigation Program (EMP) and Smart Growth Incentive Program (SGIP).

Regarding housing, the Board adopted the Regional Housing Needs Assessment (RHNA) for the 2005 – 2010 cycle and approved a memo providing incentives for jurisdictions providing affordable housing in accordance with their RHNA goals.

Regarding transportation, SANDAG is currently updating the Regional Transportation Plan (RTP). The Smart Growth and Sustainability principles from the RCP will be integrated into the preparation of the 2007 RTP.

The RCP recognizes that Border Planning is imperative to ensure the needs of the region are being addressed. The Otay Mesa Mesa de Otay Binational Corridor Plan and the I-15 Interregional Partnership with southern Riverside County have been accepted for public comment by the SANDAG Board. Additionally, SANDAG has initiated a government-to-government planning framework with the 18 tribal nations in an effort to create greater tribal coordination.

The Integrated Regional Infrastructure Strategy (IRIS) chapter of the RCP focuses on the coordination of infrastructure investments and linking the short-term capital investments with long-term plans.

The RCP Baseline Performance Monitoring Report was released in October last year to track the progress on the RCP.

Some of the planning programs scheduled for next fiscal year include the development of a Smart Growth Toolkit that will provide planning tools such as the I-PLACE3S Simulation Model, a computer-based program that allows communities and planners to formulate alternate land use scenarios in their areas, review the types of indicators that result from each of those scenarios, and decide which scenarios might work best in their communities. Next, 3-D visualization will be developed as a tool to illustrate how Smart Growth can be applied in local communities and transform an existing area of sprawl into a Smart Growth area by focusing in on the mixed-use residential and commercial, transit options, bike lanes, and utilities below ground, thus making the area a pedestrian-friendly area.

Councilmember Teresa Barth (North County Coastal) asked if there was a component of the RCP that addressed visitor serving areas.

Ms. Gregor confirmed that it is a component of the plan. She added that the Shoreline Preservation Strategy also ensures maintenance of the sand on the beaches, an interest of visitor serving areas.
Councilmember Barth asked if the 3-D visualization tool would be available to the City of Encinitas when it updates its General Plan FY 08/09.

Ms. Gregor said that work will begin on the 3-D visualization tools next fiscal year and would like to make the tools available as soon as possible, in particular for planning in the Smart Growth areas identified on the Smart Growth Concept Map.

Niall Fritz (Regional Planning Technical Working Group) commented on behalf of the Technical Working Group, that SANDAG staff works very closely with the individual agencies, each city, and the County. The RCP is unique because it is based on each of the local general plans. Its whole basis is “bottoms up” and because of this, it will be successful.

Mayor Heebner (North County Coastal) asked if the I-PLACE3S model is simply a numeric type of model and not a visualization model. She then asked for a description of what it will show.

Ms. Gregor replied that I-PLACE3S is currently 2-dimentional, providing color maps and data and that staff is working toward adding the 3-dimentional component.

Mayor Janney (South County) commented that he appreciated the consideration of his suggestion to including the military bases as a large employment base. He asked for the provision of incentives for the military to use public transportation, carpooling, and vanpooling around military installations.

Mayor Heebner asked how information was being dispersed regarding the Smart Growth locations.

Ms. Gregor responded that SANDAG conducted a comprehensive outreach program in the development of the Smart Growth Concept Map including public workshops, presentations to many of the city councils and planning commissions in the region, as well as other interested groups. When interest concerning any particular site is received, SANDAG staff puts individuals in touch with the local planning staffs in the respective jurisdictions.

Chair Jones reminded the RPC members that the map is just a part of the overall Smart Growth concept and that the other part is the incentives provided through TransNet.

Mayor Heebner suggested placing a logo or some type of identifier on signs for developers interested in taking advantage of the incentives.

Gary Gallegos, SANDAG, confirmed that the RCP calls for a “bottoms up” approach and land use authorities are the appropriate way to get the word out.

Mayor Heebner commented that property owners along Hwy 101 did not know that their properties were within a Smart Growth opportunity area and that there would be incentives through the Smart Growth Incentive Program.

Mr. Gallegos suggested that Mr. Fritz work with the planning directors to develop a public awareness campaign.
Chair Jones cautioned that the message needs to come from the specific city and not SANDAG.

Mr. Fritz said SANDAG’s best contribution is in general public awareness of what the region is doing. It is up to each individual agency to direct those wanting to do projects on specific pieces of property.

Councilmember Dave Drucker (NCTD) commented on the concept of mixing residential with industrial sites. Some industrial sites do not lend themselves to residents living next to them due to toxic substances, noise, etc. He also asked that SANDAG develop a way to say “no” to major developments that are outside Smart Growth areas due to their impacts on transportation, housing, and transit.

Bob Leiter, SANDAG, responded that the point is understood that specific land use adjacency issues and environmental issues should always be examined. SANDAG is not endorsing mixed-use without controls. An intergovernmental review process presently exists where SANDAG and Caltrans both comment on proposed projects. Where there’s a project that is sited in a location where it’s going to create impacts that can’t be mitigated through existing transportation facilities, comment letters are written and recommendations made, in some cases, that mitigation measures be included in those projects. They do not suggest a development ought to be moved into Smart Growth areas.

Mayor Heebner expressed appreciation for the RCP. She asked if there was some type of performance target or measure within the report and if there was a way to strengthen the incentives to ensure housing needs are met.

Chair Jones explained as it is a new plan with new concepts; it will be a learning process. He was not willing to give up his jurisdiction’s land use authority. It is still controversial and in need of a lot of fine tuning. The performance measures and review will be worked on in the near future.

Mayor Heebner reiterated that she was not criticizing the RCP; she was only commenting that she desired to strengthen the incentives, know where the plan is going, and have the ability to track performance in terms of sprawl and density.

Councilmember Steve Gronke (North County Inland) asked if Smart Growth and infill improvements are designated as SANDAG improvements. He added that signage exists for transportation improvements; therefore, it should be placed at other SANDAG improvement sites as well.

Mr. Gallegos said that SANDAG is presently working with jurisdictions regarding signage on the TransNet logo and that it would be possible to add a logo in places where TransNet Smart Growth funds are being used.

Action: This item was presented for information only.
5. CALIFORNIA REGIONAL BLUEPRINT PLANNING PROGRAM

Jane Signaigo-Cox, SANDAG, informed the members that the RCP was applauded by the State of California as a successful comprehensive approach for regional planning and coordination. The term Regional Blueprint Plan is a term the state uses for comprehensive plans like the RCP. The California Regional Blueprint Planning Program is a state-wide voluntary discretionary grant and information-sharing program that provides seed funding to Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) to develop or implement regional blueprint plans.

Blueprint funding has been provided in the State budget for fiscal years 2006 and 2007. The state’s desired outcome is a more effective transportation system throughout the state to achieve the 3 Es: a prosperous Economy, quality Environment, and social Equity.

SANDAG’s application for this grant funding focuses on the implementation of the RCP, both for efforts that are already underway and those planned for the future that can now be accelerated with this funding. SANDAG is using the funding to implement the RCP in the following four areas:

- Use of the I-PLACE3S Simulation Model
- Support completion of the Smart Growth Urban Design Guidelines
- Refine policy approaches and funding strategies for habitat conservation, beach sand replenishment, and storm water management
- Participate in the development of the Southern California Multi-County Goods Movement Action Plan

As part of the Blueprint Planning Program, the state established the Blueprint Learning Network (BLN), a series of topical workshops that provide a forum for information sharing among elected officials and agency staff participating in the Blueprint Program. The BLN meeting will be held in San Diego and the topic is climate change. SANDAG is the first in the state with an energy planning program; its efforts will be a featured presentation. Members of the RPC are encouraged to participate in future BLN workshops and additional information will be provided to you as the details of the next workshop are confirmed.

Mayor Holt Pfeiler encouraged the RPC to participate in the BLN as members are trying to create a vision for the state and better understand statewide issues regarding growth and Smart Growth.

Bill Figge (Caltrans) informed that SANDAG’s work is well respected in Sacramento. SANDAG has set a tone for the rest of the state to a great extent. He said the state really appreciates SANDAG’s work as it helps with other parts of the state also.

Action: This item was presented for information only.
James Corless, Senior Planner with the Metropolitan Transportation Commission in the San Francisco Bay Area, explained details of their Smart Growth and related incentive programs. They are the regional transportation planning agency for the nine-county Bay Area, with approximately 7 million people and 4 million jobs, 101 cities, and 26 different public transit systems. Although their funding program began in 1997, they are still learning as they go.

The Bay Area’s incentive program entitled Transportation for Livable Communities (TLC), includes a planning grant program, capital grants program, housing incentive program (HIP), and the Station Area Planning Program (SAPP). He provided an overview of three projects in the following locations: Santa Rosa, Fruitvale, and Petaluma.

He reported that over $13 billion will be spent on new public transit expansions and upgrades of service during the next 25 years. The transit expansion program consists of extensive expansion of the ferry service under the Water Transit Authority, future rail extensions, either light rail, commuter rail, or BART extensions in the area, and bus rapid transit projects. In 2005, a Transit-Oriented Development Policy (TOD) for the new extensions was adopted. The TOD presently handles approximately 48 percent of growth and will handle approximately 11 percent of the future growth in the region, if housing thresholds are met.

The Station Area Planning Program is a funded mandate that funds changes to land use plans to allow densities and housing thresholds to be met. Future BART extensions require density around the extensions in order to make the extensions pay off. To release capital funds, cities collectively have to meet the established thresholds. Some station areas have specific and precise plans in place to meet these thresholds. Others do not, and funds will be provided to help them meet these targets because it is imperative that people live near these stations in order to make the project cost-effective and more sustainable.

Research, evaluation, and monitoring still continue. It has been found that on average in the Bay Area, if residential development is located within a half mile of a transit station, people will ride transit more often. If the workplace and home are located within a half mile of a transit station, 42 percent more choose transit for work. Regarding non-work, the transit share goes down, but the walk and bike shares go up to 25 percent, which lends itself to the importance of mixed use and having retail and services located near transit stations.

Some lessons learned are that even though the projects were small, they led to big changes. Flexibility in federal funding has been key to providing money toward projects. Also, almost everything that was successful at the local level was successful due to a champion who was a community leader, neighbor, or elected official. The community’s role is crucial.

Mr. Leiter congratulated Mr. Corless and the MTC staff for receiving a Transportation Excellence Award from the U.S. Department of Transportation for this program, which is an excellent model that is being recognized nationally.
Mr. Corless provided a brochure that highlighted information and a new book which they, along with four other regional agencies in the Bay Area, published regarding Transit Oriented Development (TOD).

Mayor Heebner asked what the farebox recovery was for their various forms of transit.

Mr. Corless replied the ferries yield approximately 60-70 percent farebox, BART yields approximately 50 percent, and the urban and rural systems yield 15-18 percent.

Councilmember Drucker commented that the presentation was very interesting on the corridor in terms of density. Regularly, it is heard that San Diego County is not dense enough to support transit. However, starting with the very low density area and moving to the high density area is something that should be considered when planning for transit.

Mr. Corless added that the RCP place types do just that and send the message that not every place is the same.

Councilmember Barth stated that when traveling to San Francisco, she uses public transit, which has improved over time. She also informed the members that the trains in San Diego are always full when she rides them, and residents will use the services more if they continue with expansion.

**Action:** This item was presented for information only.

7. **PILOT SMART GROWTH INCENTIVE PROGRAM – LESSONS LEARNED**

Stephan Vance, SANDAG, reported that the SANDAG Board decided that a Pilot Smart Growth Incentive Program (PSGIP) was necessary and transportation funds should be used as an incentive for local jurisdictions to carry out Smart Growth when the last Regional Transportation Plan was adopted (Mobility 2030).

The Pilot Program was initiated in 2005 and awarded funding to 16 projects, totaling $22.5 million in improvements. Funding was obtained through the Federal Transportation Enhancements Program (TE). These federal funds allowed for streetscape enhancements, bicycle and pedestrian improvements, and other enhancements to the public right-of-way to incentivise Smart Growth development around the region. Program selection criteria and guidelines were developed by stakeholders, including planners from the Technical Working Group, public works representatives from the cities, the County Transportation Advisory Committee, and the Regional Planning Stakeholders Group and were subsequently accepted by the SANDAG Board of Directors.

Lessons learned fell into two categories: those associated with the project selection process and those with the implementation process. Regarding the selection process, it was found that assembling a panel of independent reviewers worked well. The selection criteria also worked well.

One of the challenges faced was the evaluation of the projects based on urban design qualities. Better tools are needed to evaluate projects on urban design qualities. Urban
design guidelines are now being developed in order to provide design criteria and should avoid this challenge in the future program.

Regarding project implementation, one of the lessons learned was that sometimes there is uncertainty about the project development process. There was an assumption that the projects submitted were the projects that would be built. However, it is now known that projects change as they go through the local development process. Costs may go up and community feedback may cause the project to change, or developers may change their ideas about related land development.

Using Transportation Enhancement (TE) funds requires a National Environmental Policy Act (NEPA) clearance. The TE funds also require approval by the California Transportation Commission, which adds time in the process.

Next steps include the continuation of project oversight on approved projects. Periodic status reports are being received from the grant recipients and a regular status report will be brought before the Regional Planning and Transportation Committees.

Consultation continues with other regional planning agencies and plans are being made regarding the next cycle which will be funded by the TransNet Smart Growth Incentive Program.

Councilmember Gronke asked about bonus points that are awarded to projects and jurisdictions with the highest percentage of low income households. He said that it doesn’t specify if it has to be in the project area; just within the jurisdiction. He asked if this was true.

Mr. Vance replied that this was true for the Pilot Program.

Chair Jones asked if there is a timeline and when it should be returned to the RPC.

Mr. Vance replied they expect to return to the RPC in the summer with some initial ideas.

Councilmember Drucker stated that the Smart Growth map should be updated regularly to reflect changes in plans and to reward those communities that are and have changed their plans for Smart Growth.

Kathy Keehan (Regional Planning Stakeholders Working Group) commented that as a participant on the evaluation committee, they had difficulty differentiating between a good application and a good project. The Smart Growth Map will assist in determining whether the projects will be located within the Smart Growth area. She cautioned against restricting it only to the existing Smart Growth areas as these projects can be catalysts to helping a community make the necessary planning changes. In order for a community to accept density, sometimes it takes a project to demonstrate the outcome and how important it can be to the communities.

Vice Chair Atkins reminded everyone that a number of communities have taken density for a long time without improvements to their infrastructure and would not like to see the
program become unbalanced. She did not want communities that have had to wait for improvements to take a back seat to areas where Smart Growth is encouraged, especially when they are unsure that those communities will accept the density.

Mr. Vance said one of the options in dealing with this issue is to set aside a small portion of the money for planning activities to help local agencies work with their communities to develop plans and develop a consensus around redevelopment and Smart Growth.

Mayor Holt Pfeiler asked about the NEPA process and what the additional costs might be.

Mr. Vance stated that an analysis has not been performed as yet. It costs the cities due to the staff time involved; however, it is not a direct cost to the Program. There is, however, an additional expense for the additional time and the cost of delay to the projects.

Mayor Holt Pfeiler added that the cost of delay is significant; however, the future dollars don’t have that designation, so that will be much better.

Mr. Figge said that one of the things that makes it a time-consuming process is it has to go through a federal process. Recently, Caltrans asked for the NEPA delegation authority, which was something that was authorized under SAFETEA-LU. Caltrans is working to receive the delegation, and if successful, it should save time, as Caltrans would be acting on behalf of the Federal Highway Administration (FHWA) in reviewing the environmental documents.

Mayor Holt Pfeiler added that time is critical to small projects like these.

Chair Jones said the process will get a little easier due to the new TransNet funds. He asked if there was an opportunity to use some of the funds to augment that.

Mr. Vance replied that an option to consider is if there is a desire to continue to use the Federal Transportation Enhancement funds to augment the Program. He said Caltrans has been a great partner and their local assistance group has been working very cooperatively to help get these projects through the process.

Action: This item was presented for information only.

8. UPCOMING MEETINGS

A joint meeting with the Transportation Committee is scheduled for Friday, June 1, 2007, and will take place prior to the regular Regional Planning Committee meeting scheduled to begin at Noon.

9. ADJOURNMENT

Chair Jerry Jones adjourned the meeting at 2:09 p.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG REGIONAL PLANNING COMMITTEE MEETING
#### May 4, 2007
12:00 p.m. to 2:00 p.m.

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