Chair Mary Sessom (Lemon Grove) called the meeting of the SANDAG Board of Directors to order at 9:07 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MAY 23, 2008, MEETING MINUTES

Upon a motion by Council President Pro Tem Jim Madaffer (San Diego) and a second by Mayor Jim Desmond (San Marcos), the minutes of the May 23, 2008, Business Board meeting were approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Lorraine Leighton, a member of the public, requested that SANDAG, the transit agencies, and the City of Del Mar consider how to provide more public transit services to the fairgrounds for the San Diego County Fair.

Metropolitan Transit System (MTS) Vice Chair Jerry Rindone commented that the City of Del Mar and the Agricultural District are in discussions regarding a temporary Amtrak station that would serve the fairgrounds if funding can be found to support and refurbish the station. He suggested that staff contact the Agricultural District for more information.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This item summarized the actions taken by the Borders Committee on May 23; the Transportation and Regional Planning Committees on June 6; the Executive, Transportation, and Borders Committees on June 13; and the Transportation and Public Safety Committees on June 20, 2008.

Action: Upon a motion by Council President Pro Tem Madaffer and second by Deputy Mayor Crystal Crawford (Del Mar), the SANDAG Board of Directors approved the actions taken by the committees as listed in the agenda report. Yes – 17 (weighted vote, 100%). No - 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – National City and Santee.

CONSENT ITEMS (4 through 9)

4. SANDAG FY 2009 DISADVANTAGED BUSINESS ENTERPRISE GOALS (APPROVE)
SANDAG has an established Disadvantaged Business Enterprise (DBE) Program in accordance with Title 49 Code of Federal Regulations Part 26 provisions concerning participation by DBEs in United States Department of Transportation (USDOT)-funded programs. As recipients of USDOT funds through Caltrans and the Federal Transit Administration (FTA), SANDAG is required to develop and submit an Annual Anticipated DBE Participation Level for its Federal Highway Administration-assisted projects through Caltrans and an Overall Annual DBE Goal for its FTA-assisted projects.

5. CITY OF DEL MAR MAINTENANCE OF EFFORT AUDIT (APPROVE)

The TransNet Extension Ordinance requires the setting of new Maintenance of Effort (MOE) levels for each local jurisdiction. The MOE level for the City of Del Mar was approved by the Board of Directors on February 22, 2008. Following that action, the City of Del Mar requested a new evaluation of its previously approved base level to exclude one-time expenditures. The review process is complete. The Independent Taxpayer Oversight Committee and the Transportation Committee recommend that the Board of Directors approve the revised MOE base level for the City of Del Mar.

6. CAPITAL PROJECT BUDGET TRANSFER (APPROVE)

The Board of Directors is asked to approve the transfer of $300,000 from the Head Span Replacement Project to the City College Station Realignment Project in order to complete installation of a crossover and reconstruction of a grade crossing on C Street in the City of San Diego.

7. ANNUAL REVIEW ON COMMITTEES AND WORKING GROUPS (INFORMATION)

As required by SANDAG Board Policy No. 004, this item provided an annual report on the status of all standing and ad hoc committees and working groups.

Clive Richard, a member of the public, stated his opposition for consolidating the Transit Access Advisory Committee (TAAC) and the Social Services Transportation Advisory Council (SSTAC).

Council President Pro Tem Madaffer stated that the proposed consolidation of various committees has been discussed thoroughly by Board and Policy Advisory Committee leadership and is in the best interest of SANDAG.

8. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY EXECUTIVE DIRECTOR (INFORMATION)

In accordance with SANDAG Board Policy Nos. 003 (Investment Policy), 017 (Delegation of Authority), and 024 (Procurement and Contracting-Construction), this report summarized certain delegated actions taken by the Executive Director since the last Board meeting.

9. REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)
Board members provided brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board of Directors meeting.

Action: Upon a motion by Council President Pro Tem Madaffer, and a second by Deputy Mayor Crawford, the SANDAG Board approved Consent Item Nos. 4 through 9. Yes - 17. No - 0. Abstain - 0. Absent – National City and Santee.

Chair’s Reports (10)

10. Appointment of Ad Hoc Policy Committee for Quality of Life Funding Measure (Information)

Chair Sessom presented this item. She stated that the Board of Directors is asked to appoint an Ad Hoc Policy Committee to provide policy direction and to guide the efforts to collaborate with regional stakeholders on possible approaches to a regional “quality of life” funding measure.

Chair Sessom stated that First Vice Chair Lori Pfeiler (Escondido) agreed to take the lead for this Ad Hoc Policy Committee, and several other Board members also have agreed to be appointed. Chair Sessom stated that as other Board members with an interest in serving are identified, the Board will have an opportunity to appoint them at a later date.

Kathy Viatella, a member of the public and representing The Nature Conservancy, thanked the Board of Directors for its efforts in the area of conservation and expressed the Conservancy’s support for the Quality of Life initiative.

Action: Upon a motion by Council President Pro Tem Madaffer and a second by Mayor Mickey Cafagna (Poway), the SANDAG Board approved the appointment of an Ad Hoc Policy Committee for Quality of Life Funding measure. Yes – 16 (weighted vote, 99%). No – 0 (weighted vote, 0%). Abstain – Imperial Beach (weighted vote, 1%). Absent – National City and Santee.

Mayor Art Madrid (La Mesa) stated that the Ad Hoc Policy Committee should consider membership from organizations such as The Nature Conservancy and other interested groups. First Vice Chair Pfeiler stated that a stakeholders working group is to provide input to the Ad Hoc Policy Committee members.

Reports (11 through 16)

11. Tribal Nations Overview by Chairman Anthony Pico (Information)

Chair Sessom introduced the item. She stated that today we have the honor of welcoming the former Chair of the Viejas Band of Kumeyaay Indians, Anthony Pico, to give a presentation on tribal nations and sovereignty. Chairman Pico served 24 years as Viejas Chairman. Under Chairman Pico, the Viejas Band achieved state and national recognition as a leader in tribal economic development and diversification. Chairman Pico served as a strong voice both for tribal sovereignty and investing in a viable and growing tribal economic base throughout Indian Country. Chair Sessom also introduced other tribal leaders

Chairman Pico provided written comments for the Board and read them into the record. His comments are reflected below.

Good morning, everyone. It is an honor and a privilege to appear before the Honorable Chairwoman Mary Teresa Sessom and the Board of Directors and staff of the San Diego Association of Governments.

My people, the Viejas Band of Kumeyaay, the tribal council, and our government staff have a great deal of respect for SANDAG, both for what the organization stands for and for what you have accomplished.

I would like to thank my people, our council, and the Honorable Bobby Barrett, our Chairman, for making it possible for me to meet with you.

Many of you here today already have a great deal of knowledge and understanding of tribal governance. Forgive me if my remarks seem simplified. I repeat what you likely already know simply to create a context for my message.

It is important that Viejas and other tribal governments be allowed to participate in the Association of Governments.

Viejas has been very involved in discussing transportation planning as a member of the Tribal Transportation Working Group and we recently hosted the group for their June 18th meeting, sharing some of Viejas’ best practices on collaborative road improvements on Willows Rd.

Through tribal involvement with the Southern California Tribal Chairmen’s Association, many tribal representatives also sit on SANDAG policy advisory committees such as Borders, Public Safety, Transportation, and Regional Planning.

There is a great deal of development taking place on tribal lands. And as tribes create their economies and strengthen their governments, it becomes increasingly necessary that we develop government-to-government relationships with state, county, and municipal jurisdictions and their representative associations.

During my tenure as Chairman of the Viejas Band of Kumeyaay, I once heard a county supervisor complain that tribal governments were akin to having a foreign nation within their borders. The county board of supervisors, he moaned, had no authority or jurisdiction over tribal lands. The tribes could do whatever they wish, he said.

The supervisor saw this as a conflict of tribal/non-Indian interests.

Nations in your midst may seem strange. Where else in the world do hundreds of mostly small, domestic sovereign governments exist within a much larger sovereign nation? I believe it’s a testament to the strength of democracy in our country.
No other people but American Indians live within such a unique and complicated legal status; sovereign self-governments under the jurisdiction of the United States Congress, with a paternalistic, trust relationship with the federal government, its Department of Interior, and the Bureau of Indian Affairs.

But does that mean Indian tribes and surrounding non-Indian governments, are faced with a conflict of governmental interests? Not necessarily.

I can assure you that Indians are as American as anyone in this room. Our interests are largely mutual.

We desire what all San Diego residents desire, not the least of which is a World Series for the Padres and a Super Bowl victory for the Chargers.

What do we strive for?

- Clean, safe, and stable communities;
- Quality education and health care;
- Adequate roads and transportation;
- A clean environment, with air that is fit to breathe, and sufficient water that is safe to drink;
- A place where we can raise a family, and practice our religious beliefs and our Native way of life.

The concept of Indian sovereignty is not new to the United States or to Southern California. We have always been here. We have always been sovereign. We were sovereign before European settlement. Our sovereignty has been affirmed in treaty agreements and U.S. Supreme Court rulings.

The U.S. Constitution refers to three sovereigns in our country: the federal government, state governments, and tribal governments.

San Diego, Riverside, and Imperial counties are home to 27 federally recognized tribal governments. The Torres-Martinez Reservation, I should point out, overlaps both Imperial and Riverside counties.

Citizens of these 27 tribes are members of the Kumeyaay, Cahuilla, Luiseño, Cupeño, and Serrano Indian nations. Each of these Native nations has their own language, traditions, and cultures.

We have one common bond: We are the first Americans, and we hold steadfast to our right to self-governance. On that belief, we are in lock-step unity.

San Diego County is home to 17 federally recognized tribal governments. San Diego County has more tribal governments than any other county in the United States. Riverside County has eight tribal governments. Imperial County has one. Orange County has no federally recognized tribes.
There are 560 federally recognized Indian tribes and Alaska Native villages in the United States. Three hundred and sixty-two American Indian tribal governments are in the lower 48 states. One hundred and seven (107), about 30 percent, of these Native governments are located in California, more than any state in the union.

It may come as a surprise to some of you that there are so many Indian governments in San Diego County and the state of California.

Archeologists and ethnologists date our existence back 12,000 years.

In the centuries before European contact, my people lived a largely peaceful existence. We were blessed with a mild climate and bountiful resources from which we produced the agricultural crops, medicinal plants, and other products necessary to sustain our lives. The Kumeyaay enhanced our resources by practicing fire ecology, erosion control, and plant husbandry.

We evolved as a society of teachers, healers, scientists, artists, and traders. Our aboriginal governments were structured to promote and enhance harmony.

Kumeyaay astronomers knew the night sky. Horticulturists grew food and medicine that would thrive in drought or wet weather. We practice plant medicine, energy medicine. Our medicine people facilitated a connection with our Creator using prayer, medicinal plants, and assisted by the patient’s profound confidence in the healer they were able to treat and often heal many physical, emotional, and mental illnesses.

Kumeyaay scientists developed pigments and dyes used in petroglyph stone drawings that have lasted thousands of years. Our values of respect and generosity, our creation stories, our bird songs and dances, have survived the ages.

For most of the past 25 years, I served as the leader of the Viejas Band of Kumeyaay, its government and tribal and General Council. It is a government that has existed for thousands of years.

President George Bush is our 43rd President.

I believe there were some 30,000 principle leaders of my tribe before I was honored to be chosen to lead the Viejas Tribal Council.

Our governments and our communities have been here a long, long time. But for much of the past 200 years we have been largely invisible, politically disenfranchised, and isolated by poverty and neglect.

Gaming changed all that, certainly for some tribes. Those tribal governments now have the resources to exercise our right to govern, and protect and preserve our sovereignty. We now have the ability to provide for our citizens what state, municipal, and county officials have been providing for your citizens. We now can meet our governmental responsibilities to our people and to future generations.
This dream of self-governance gave our ancestors the will to survive against all odds. For my generation, protecting our right to self-governance and exercising our sovereignty is a sacred responsibility.

It is our passion to be economically independent, to hold our destiny in our own hands and not see it sacrificed to the mismanagement of others. It is our passion to know respect and dignity. It is our fervent desire to ensure the future of our people, after generations during which we feared we would become extinct. In my father’s generation, there were few elders.

Sovereignty and self-governance is now within our grasp.

And yes, that county supervisor who complained of having a nation within his midst was largely correct. We are independent of most county and municipal laws and ordinances. Most state laws also do not apply to Indian reservations. States cannot tax Indian reservations for two reasons: we are governments, and reservations are federal land.

Because Indian reservations are federal lands, held in trust by the federal government for the tribes, we are subject to most federal laws including federal environmental, safety, and civil codes. We are like military bases, with one exception: elected tribal officials, and not federal officials, govern tribal lands.

As dependent sovereigns, tribes are subject to congressional laws. Only Congress may limit tribal sovereignty or grant states limited authority over tribal lands. Examples of this include Public Law 280, which deals with law enforcement on tribal reservations, and the Indian Gaming Regulatory Act of 1988, or IGRA, which requires states and tribes to negotiate treaty agreements, or compacts, on the scope and regulation of casino games.

Tribes, as sovereigns, also may give authority or limited sovereign jurisdiction to state and local governments. However, absent federal law or tribal agreement, tribes retain sovereignty over policies and laws just as states do, under our federal system of government.

As you surely can understand, American Indians are sensitive about giving up our rights or incursions, into our governmental jurisdiction over our lands, for any reason. Tribes zealously guard against erosion of our sovereignty. No sovereign—be it the federal government, tribal governments, counties, or municipalities—wants to give up its rights.

In terms of generating revenues, tribes are unique in the mix of governments within the United States. Most of Indian country remains destitute, with indigenous peoples living not on private property, but reservation land held in trust by the federal government. As a result, taxation cannot generate income, as with other governments. So we rely on creating businesses, using the profits as government revenues.

Can you imagine running a government without a tax or commercial property tax base? You can’t. That’s why, until gaming, there has been so little happening on reservations. That’s why there was so little need for interaction between tribes, state and local governments, and regional planning agencies such as the San Diego Association of Governments.
Whether this emergence from dormancy will be viewed as an opportunity or a problem will depend to some degree on the people in this room.

We were once a drain on the state’s economy. Today we are a partner in its prosperity.

- Tribal enterprises statewide employ more than 56,000 people, more than 90% of whom are non-Indian.
- The state’s share of more than $7.7 billion in annual tribal casino revenues amounts to hundreds of millions of dollars.
- Tribal payments to a statewide distribution fund to help local governments absorb the impact of gaming reached $371 million in January 2006, a figure that will grow immensely with newly renegotiated tribal-state compacts.
- A revenue-sharing fund for non-gaming tribes has generated $161 million.
- San Diego County casinos employ more than 13,000 workers, a payroll surpassing $350 million a year.
- Vendor purchases of food and beverages, paper products, cleaning supplies, and other goods and services amounts to $5.7 to $11.6 million a month, per casino.
- An analysis by the University of California-Riverside found income levels for families living within 10 miles of tribal reservations rose 55% from 1990 to 2000. During that same period, the median income for families not living within 10 miles of a reservation casino rose 33%.
- Tribes throughout this region have each given millions of dollars a year to various charities and civic organizations.
- Tribal economic development is generating billions of dollars in employee withholding; sales; and other federal, state, and local taxes. Viejas alone generated $67.6 million in taxes in 2006.

Tribal prosperity is, indeed, spilling off the reservation.

Gaming on Indian lands is more than just a means to generate resources. It allows us the ability to preserve our way of life and exercise our right to govern.

Most importantly, we are using resources from gaming to strengthen our governments and develop the legal structure, laws and ordinances, and social institutions necessary to provide for a sustainable future.

We are growing the governmental experience and expertise necessary to partner with state, county, regional and municipal agencies in confronting issues of growth and preservation of our precious resources.

It’s not easy, strengthening a government, building a diversified economy, and rebuilding a tribal community decimated by generations of poverty and neglect. Some tribes are vastly more sophisticated in their governmental operations than other tribes.

Our political and approval processes are very democratic, though our governmental structures are different from state or local governments.
Make no mistake, demands on, rather than respect for, tribes will create obstacles. Treat a tribal chairman or chairwoman with the same respect that you would the governor. It doesn’t matter if you believe it or not, it’s the attitude that counts.

Take, for example, the 2006 Tribal Summit, hosted by SANDAG and the Southern California Tribal Chairmen’s Association. This was the first authentic, diplomatic summit in which tribal nations were treated as governments. The result was a major change in how tribal governments become involved in regional issues. I commend the SANDAG Board of Directors for its advocacy of respect for tribal governments.

Don’t expect tribes to easily understand state procedures or policies or structure. We’re new to working with other governments. We’re still learning your rules as we develop many of our own. The participation by tribal nations as members of SANDAG policy advisory committees provides an opportunity for our policymakers—our tribal leaders—to familiarize themselves with how things work in the region.

Tribes have only had the resources to begin the process of nation rebuilding for the last six or seven years. We are trying to do what it has taken our neighboring counties and municipalities several generations to accomplish.

Give us some time. I assure you, we’ll catch up. We are motivated by a desire to provide a sustainable future for the next seven generations.

The future of our children, grandchildren, and future generations depends on our right to self-governance and our sovereignty. This right is not ours, but theirs. Today’s Native leaders can’t give it away. The price our ancestors paid for it was too high, and there is so little left.

Students of Indian history are aware that California tribes survived a uniquely cruel and tragic past, which included the loss of tribal lands, state-sponsored genocide, and indentured servitude. Yes, the history between us has been a tragic one.

I do not pass blame. Nor do I wish to elaborate on that tortured chapter of our mutual history. Indians want to forgive the past and move forward.

We need this opportunity gaming has brought to grasp a new future; to protect and preserve our way of life; to strengthen our governments and build diversified, sustainable economies beyond gaming.

But while we can forgive, it is far more difficult to forget. I for one will not forget! It behooves us all—Indians and non-Indians—to learn from the past, not to forget it or embellish it or erase it from school texts.

History has conditioned tribes not to trust anyone when it comes to our land and our lives. Tribal leaders are still trying to learn that state, county, and local officials, are no longer our enemies.

It’s, perhaps, just as difficult for tribes to trust state and local governments as it is for non-Indian governments to trust us. But, my friends, trust we must.
Tribal governments, state regulators, local and regional officials need to innovate, experiment, and learn to trust through experience.

Our mutual challenges are great—growth, transportation, and the devastating fires. Our resources—particularly water—are precious and dwindling.

Nations in your midst may seem strange, at least until you make the effort to get to know us. That’s why I sincerely commend SANDAG for its effort to reach out to tribes on a government-to-government basis. This is a refreshing change, and shows a genuine interest in developing a long-term relationship based on mutual trust and respect.

This is our world, our country, and our land, Indians and non-Indian alike. Together, we can meet and overcome our mutual challenges.

Together, Indians and non-Indians can envision and create a future for our next seven generations.

It is our responsibility, as a world leader, to set an example. The eyes of most the indigenous nations of the world are upon us. We cannot fail.

Thank you SANDAG, for your time and patience. Thank you for your respect.

Mayor Madrid expressed respect for Chairman Pico and stated that the Chairman is one of the most recognized and respected national tribal chairs in this country. Mayor Madrid commented that Chairman Pico has been instrumental in improving the economic environment for all tribes in the region. He stated that the League of California Cities has initiated a tribal governmental committee to deal with these issues on a statewide basis.

Council President Pro Tem Madaffer expressed his respect for Chairman Pico and his leadership in the region. He commented that the League of California Cities has initiated a statewide push to work with the tribal leaders to begin a dialogue among local city governments and local tribal nation governments.

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

12. A. FY 2009 TRANSPORTATION DEVELOPMENT ACT PRODUCTIVITY IMPROVEMENT PROGRAM (ACCEPT)

Council President Pro Tem Madaffer introduced Item No. 12 and stated that it is comprised of three components regarding the Transportation Development Act (TDA). All three of these items were recommended for approval by the Transportation Committee at its June 20, 2008, meeting. SANDAG is responsible for the allocation of funds under the TDA, which helps support public transit operators and non-motorized projects.

Council President Pro Tem Madaffer introduced all three segments prior to asking staff to make their presentations. He stated that the first item, No. 12A, discusses the TDA Productivity Improvement Program and recent transit agency performance based on the goals established last year for FY 2008. SANDAG, as the Regional Transportation Planning...
Agency (RTPA) for the San Diego region, is responsible for allocating TDA funds to the transit operators. One of the stipulations of the TDA funding is that a transit operator can be allocated no more this year than they were last year, unless SANDAG determines that the operator made a reasonable effort to implement the productivity improvement recommendations adopted for the current fiscal year.

Councilmember Madaffer stated that Item No. 12B focuses on TDA and TransNet Bicycle and Pedestrian, and Neighborhood Safety funding. This item recommends approval of additional funds for the construction of the Inland Rail Trail as well as funding for the continued development of two significant segments of the Bayshore Bikeway.

Councilmember Madaffer stated that SANDAG also is responsible for the allocation of funds under the TDA to the region’s cities, County, and transit operators. At its February meeting, the SANDAG Board approved the FY 2009 TDA apportionments. Agenda Item No. 12C before the Board today would allocate the TDA funds for FY 2009. As with Item Nos. 12A and 12B, this item was reviewed and recommended for approval by the Transportation Committee last Friday. Councilmember Madaffer introduced the first staff presenter, Phil Trom, Associate Transit Service Planner.

Mr. Trom presented the item and briefed the Committee on the background of the TDA. The TDA provides ¼ percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. SANDAG, as the designated RTPA, is responsible for the allocation of TDA funds to the region’s cities, the County, and transit operators.

Pursuant to California Public Utilities Code (PUC) Section 99244, an operator can be allocated no more in FY 2009 than it was allocated in FY 2008 unless SANDAG determines that the operator made a reasonable effort to implement the productivity improvement recommendations adopted by the SANDAG Board of Directors for the current fiscal year.

Mr. Trom stated that in FY 2007 the transit agencies and SANDAG jointly established performance goals for FY 2008 and evaluated transit agency performance from the current year. These were approved by the Board of Directors in June 2007. The Metropolitan Transit System (MTS) goals were established for each operating component of the MTS system (Chula Vista Transit, MTS fixed-route, demand responsive Contract Services, San Diego Transit, and San Diego Trolley). The NCTD goals were established for the fixed-route BREEZE/demand responsive FAST, COASTER, and Americans with Disabilities Act (ADA) services.

Mr. Trom stated that in previous years the transit agencies have made reasonable efforts to achieve the productivity targets that were established through the TDA process as previously discussed. However, changes were needed to the Productivity Improvement Program to make it a more useful tool to measure and improve the regional transit system. The issue concerns the emphasis on annual targets, which involve too short a period to draw definitive conclusions about system performance. In response, productivity improvement goals are not being set for FY 2009 and are instead being replaced with the evaluation of longer-term performance trends. The revised Productivity Improvement Program for FY 2009 would be the evaluation of the following TDA performance data over a three-year (12-quarter) period: the operating cost per passenger (adjusted for annual inflation), the
operating cost per revenue hour (adjusted for annual inflation), passengers per revenue hour, passengers per revenue mile, revenue hours per employee, and farebox recovery ratio.

Mr. Trom stated that specific targets have not been established for FY 2009; however, the data will be used to evaluate whether the transit agencies are improving their performance in light of external circumstances (e.g., fuel prices). If trend data suggests that performance is weakening or declining, SANDAG and the transit agencies would work together to understand the factors behind the decline and develop strategies for reversing the trend. The data also will be examined to determine if short-term aberrations in costs or ridership are causing the performance problems.

Mr. Trom stated that in addition to the three-year performance monitoring associated with the annual TDA claim, the triennial performance audit commissioned by SANDAG includes the development of improvement recommendations for the transit agencies. Based on the most recently completed performance audit, MTS and NCTD were advised of several recommendations to address opportunities to improve efficiency and effectiveness. These recommendations and the associated MTS and NCTD action plans to implement the recommendations are attached to the agenda report.

Action: Upon a motion by First Vice Chair Pfeiler and a second by Mayor Cafagna, the SANDAG Board of Directors accepted a finding that MTS and NCTD made a reasonable effort to implement productivity improvements during FY 2008, and concurred that the productivity evaluation process fulfills TDA requirements. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - none.

12. B. FY 2009 TDA BICYCLE AND PEDESTRIAN/TransNet BICYCLE AND PEDESTRIAN, AND NEIGHBORHOOD SAFETY FUNDING (APPROVE)

Chris Kluth, Associate Regional Planner, presented the item. Each year, the SANDAG Board of Directors allocates funds under the TDA and the TransNet local sales tax program to support bicycle and pedestrian transportation projects in the San Diego region. For FY 2009, approximately $7.3 million is available for allocation.

Historically, the majority of funds have been allocated on a competitive basis to local jurisdictions through an annual call for projects process. This year, however, there are existing regional bicycle projects with large cost needs that, if funded, would not allow for an FY 2009 call for projects. The staff recommendation is that all available FY 2009 funds be programmed for regional bicycle projects.

Mr. Kluth noted that the Bicycle-Pedestrian Working Group (BPWG) did not support this recommendation, primarily citing the loss of the ability to fund key local bicycle and pedestrian projects and the cost of the Inland Rail Trail. The ITOC supported the proposed recommendations, but expressed concerns in keeping the Inland Rail Trail funds separate from the SPRINTER costs and to ensure that the Inland Rail Trail does not absorb more than its fair share of costs. The ITOC also expressed its desire for a more balanced division of funds between local and regional projects in future years.

Mr. Kluth reviewed the recommended funding allocation for FY 2009. Current additional costs for the fully constructed portion of the Inland Rail Trail are estimated at $3.87 million.
The total final costs will not be known until later in the calendar year, when all construction claims from the SPRINTER have been submitted and approved. To be prudent, the recommendation is to allocate $3.87 million for the Inland Rail Trail and set aside $501,000 as unallocated funds. If not needed, these funds would be rolled into the next fiscal year’s call for projects.

Mr. Kluth stated that since January 2008, SANDAG has been working on a preliminary engineering study for an extension of the Bayshore Bikeway from Main Street in the City of Chula Vista to 32nd Street in the City of San Diego. The study is funded through grants from the County of San Diego and with funding from the cities of Chula Vista and National City. The Bayshore Bikeway Working Group recommends to the Transportation Committee and Board of Directors approval of funding in the amount of $450,000 to complete the final design for this portion of the Bayshore Bikeway.

Due to the impact of inflation on the cost of construction, the additional cost of having to prepare an environmental impact report (EIR) to address historic resource issues, and the cost of settlement with Save Our Heritage Organization, the final cost to complete has increased $624,000 for the Western Salt segment of the Bayshore Bikeway.

Mr. Kluth reviewed the next steps. Once the final costs for the Inland Rail Trail are known and have been accepted, staff will return to the Transportation Committee for a final recommendation. Work has begun on the San Diego Regional Bicycle Plan, and later this year the Transportation Committee will be asked to provide input and guidance on the development of policies that will shape future funding programs for the implementation of the Regional Bikeway Network and the TDA/TransNet Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming Program. Concurrently with the development of the San Diego Regional Bicycle Plan, staff is revising the project selection criteria for the overall program in anticipation of the FY 2010 call for projects.

Action: Upon a motion by First Vice Chair Pfeiler and second by Councilmember Phil Monroe (Coronado), the SANDAG Board of Directors approved the following FY 2009 TDA/TransNet funding actions: $450,000 allocation for Main Street (Chula Vista) to 32nd Street (City of San Diego) segment of the Bayshore Bikeway; $624,000 allocation for Western Salt segment of the Bayshore Bikeway; and $3,870,000 allocation for the Inland Rail Trail project. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - none.

12. C. FY 2009 TDA ALLOCATIONS (APPROVE)

Sookyung Kim, Financial Programming Manager, presented the item and provided background information. The TDA provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. SANDAG, as the designated RTPA, is responsible for the allocation of TDA funds to the region’s cities, the County, and transit operators.

At the February 22, 2008, meeting, the Board adopted the San Diego County Auditor’s estimate of $119,734,000 for the region’s FY 2009 TDA apportionment. Ms. Kim stated that the report today would present the allocation requests for the TDA Article 3 (based on
action from Agenda Item No. 12B), Article 4, Article 4.5, and Article 8 claims, and one State Transit Assistance (STA) claim.

Ms. Kim stated that the TDA allocations are authorized under four separate articles of the law. Article 3 funds are designated for bicycle and pedestrian projects. Article 4 funds are used to provide general public transit services. Article 4.5 funds are designated for community transit services, and by Board Policy No. 027 these are allocated within the San Diego region to support paratransit services required by ADA. Article 8 supports specialized services, such as express bus and ferry service. Finally, the STA fund is a state program administered locally that provides additional support for public transit services.

Ms. Kim stated that under Article 3, for FY 2009, $2,320,279 in TDA Bicycle and Pedestrian funds are available for non-motorized projects (including prior year carryover). The allocation for this program as well as the TransNet Bicycle program was discussed as part of Agenda Item No. 12B. Beginning with FY 2009, the productivity improvement measurement became part of the overall coordinated plan. Agenda Item No. 12A discussed this requirement as well as determination of achieving prior year goal efforts and the establishment of future goals.

**Action:** Upon a motion by Councilmember Bob Campbell (Vista) and second by Mayor Madrid, the SANDAG Board of Directors adopted Resolution Nos. 2008-31 to 2008-36, approving the final FY 2009 TDA allocations. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - none.

13. MEMORANDUM OF AGREEMENT BETWEEN SANDAG AND THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY FOR LONG-RANGE MULTIMODAL TRANSPORTATION PLANNING (APPROVE)

Council President Pro Tem Madaffer introduced the item. Senate Bill 10 (Kehoe) requires airport multimodal planning be conducted jointly by SANDAG and the San Diego County Regional Airport Authority (Airport Authority). SB 10 also requires that both agencies enter into an agreement before June 30, 2008, to formalize this joint planning work. The staff report contains the revised draft Memorandum of Agreement (MOA) for Board consideration today. The Airport Authority Board of Directors approved this MOA at its June 5 meeting. The Transportation Committee and this Board discussed this last month and provided staff with several comments, which will be addressed in the presentation this morning. The Board is asked to approve the MOA.

Council President Pro Tem Madaffer stated that the Transportation Committee and Board last month had expressed concerns that some of the scheduling items in the MOA had not been coordinated with the Destination Lindbergh efforts. Some changes have since been made in response to those concerns, and he expressed his appreciation to staff for accelerating some initial SB 10-related tasks to better work with Destination Lindbergh efforts.

Council President Pro Tem Madaffer introduced Linda Culp of SANDAG and Ted Sexton of the Airport Authority to present more on this item.
Linda Culp, Senior Regional Planner, presented the item and stated that Senate Bill 10 of 2007 (SB 10) requires airport multimodal planning to be conducted and coordinated by SANDAG and the San Diego County Regional Airport Authority. The main planning provisions of SB 10 include the development of a Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP). The Authority is lead for the RASP, which is required to be adopted by June 2011. SANDAG is the lead for the AMAP, which is required to be adopted by 2013. Ms. Culp stated that SB 10 requires that the Authority and SANDAG enter into an agreement on or before June 30, 2008, for the coordination of responsibilities for the adoption of and updates to the RASP and AMAP. SANDAG also is required to adopt the next Regional Transportation Plan (RTP) by December 2011 and expects to include the RASP/AMAP findings into the 2011 RTP update.

Ms. Culp stated that the Authority is charged by SB 10 to develop the RASP for San Diego County. The main purposes of the RASP are to identify strategies/facilities to improve performance of the San Diego County airport system, to define the region’s long-range air transportation needs, and to develop strategies to maximize efficiency and effectiveness. SANDAG is charged by SB 10 to develop the AMAP. The purpose of the AMAP is to identify multimodal transportation investments to improve surface transportation access to airports in San Diego and other counties. Phase 1 of the AMAP is a Regional Air-Rail Network Study and Phase 2 is identifying other modal facilities requirements, both new and modified. Ms. Culp reviewed the timeline for the coordinated multimodal airport planning process and the interconnectivity between the RASP, AMAP, and 2011 RTP update.

Mr. Sexton reviewed the purposes and goals of the MOA between the Authority and SANDAG. He stated that the MOA establishes the collaborative strategic transportation planning process for the region; identifies individual agency responsibilities in developing and coordinating their respective plans; addresses joint agency responsibilities with emphasis on collaboration, timely information sharing, and plan review; and proposes a study coordination timeline and equitable funding strategy. The MOA allows for a more coordinated timeline and better coordination with Destination Lindbergh.

Mr. Sexton stated that staff has responded to several comments received from the Board and the Transportation Committee. The schedule for RASP/AMAP key tasks was accelerated to coordinate more closely with the Destination Lindbergh efforts. The MOA now includes specific references to aviation opportunities and connections in Baja California, Mexico, in response to comments to include Mexico in the planning phase. Staff has begun to develop an action plan for coordinating the various plans. The RASP/AMAP Detailed Work Plan is underway. Staff also has been working closely with the Federal Aviation Administration (FAA), which is currently reviewing our plans. Staff has begun coordination efforts with the California High-Speed Rail Authority to include options for high-speed rail in future plans.

Commissioner Laurie Black (San Diego Unified Port District) prefaced her comments by stating that she was expressing her personal opinion as a Port Commissioner, and not the opinion or position of the Port Board of Commissioners. She stated that the Board of Commissioners would be hearing this item at their next Board meeting. Commissioner Black expressed her support for regional cooperation and collaborative efforts and stated that the Port needs to be involved in all aspects of the planning process. Commissioner Black stated that the Port must be involved in all transit planning efforts that involve the tidelands.
properties. She encouraged Board members to attend the Port Commissioners’ Board meeting and speak in support of the Port’s involvement in the MOA work.

Mayor Bud Lewis (Carlsbad) commented that the Palomar Airport is important to the region and that the pilots of small aircraft there have not received any information regarding the public hearing process.

Mr. Sexton stated that staff was waiting for the Board of Directors approval of the process prior to scheduling any public hearings. There is a proposed schedule for public involvement, and there will be several venues and opportunities for the public to express their concerns.

Mayor Desmond commented that there have been great strides in collaboration between the Airport and SANDAG and other agencies while working within SB 10. The MOA is a necessary first step to continue the work toward regional solutions.

Mayor Madrid commented that high-speed rail should be an aspect of all multimodal planning. He asked staff to clarify what role high-speed rail has in the plans for Destination Lindbergh and the multimodal center.

Chair Sessom stated that the Ad Hoc Policy Committee for the Destination Lindbergh effort has considered a high-speed rail component for the Airport multimodal center, and a representative from the California High-Speed Rail Authority sits on the Ad Hoc Committee as well. She stated that there is a very serious consideration for integrating high-speed rail at the airport.

Ms. Culp stated that the high-speed rail component also may be able to support downtown San Diego.

Chair Sessom stated that SANDAG, the Southern California Association of Government (SCAG), and the California High-Speed Rail Authority are working on an agreement to do further rail feasibility studies.

Action: Upon a motion by Mayor Desmond and second by Council President Pro Tem Madaffer, the SANDAG Board of Directors approved the draft Memorandum of Agreement between SANDAG and the San Diego County Regional Airport Authority for Long-Range Multimodal Transportation Planning. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - none.

14. PROPOSED EXTENSION OF DEADLINE FOR THE REGIONAL HOUSING NEEDS ASSESSMENT (APPROVE)

Lemon Grove Councilmember Jerry Jones, Regional Planning Committee Chair, introduced the item. He stated that the Regional Planning Committee (RPC) discussed this item at its June 6, 2008, meeting, and at that meeting the RPC recommended that the SANDAG Board request a one-year extension of the deadline for the next Regional Housing Needs Assessment (RHNA) and associated housing elements. This extension would enable SANDAG staff to coordinate the RHNA with the next update of the RTP and Regional Growth
Councilmember Jones introduced SANDAG staff member Susan Baldwin to present more on this item.

Susan Baldwin, Senior Regional Planner, presented the item. State housing element law requires that the California Department of Housing and Community Development (HCD), in consultation with each council of government (COG), determine the existing and projected need for housing for each region of the state. This process and the subsequent allocation of the housing need number by jurisdiction and by income category is called the Regional Housing Needs Assessment, and it is undertaken prior to each housing element cycle every five years.

The last RHNA was adopted by the Board of Directors on February 25, 2005, for the 2005 - 2010 housing element cycle. The RHNA for the next housing element cycle (2010 – 2015) is scheduled to be completed during FY 2009 by June 30, 2009. State law (Government Code 65584.02) authorizes COGs to request, and HCD to accept, an extension of the due date for housing elements (and thus the RHNA) “to a date not to exceed two years, for the purpose of coordination with the scheduled update of a regional transportation plan pursuant to state law.” Ms. Baldwin stated that SANDAG is proposing to request a one-year extension to coordinate the RHNA with the next RTP update and associated Regional Growth Forecast.

Ms. Baldwin stated that an extension of the RHNA to coordinate with the next update of the RTP and Regional Growth Forecast would allow SANDAG to better manage three key related work efforts and will enable the accomplishment of these projects in a more efficient manner and within a broader planning context. For example, the data required to prepare a new Regional Growth Forecast is similar to the data that SANDAG would need to collect for the RHNA process.

Ms. Baldwin briefed the Board on the details of the timeline resulting from the RHNA extension request. Initial collection of data would begin in January, 2009, with the process culminating in July 2011, with the adoption of the final RTP by the Board of Directors.

Action: Upon a motion by First Vice Chair Pfeiler and second by Councilmember Monroe, the SANDAG Board of Directors approved a request for a one-year extension of the next Regional Housing Needs Assessment and housing element due dates to coordinate with the next Regional Transportation Plan and Regional Growth Forecast. Yes – 18 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – National City.

PROPOSED RESOLUTION SETTING THE CONTRIBUTION UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT (APPROVE)

First Vice Chair Pfeiler introduced this item. The Executive Committee is recommending approval of this item, which will effectively redesign the SANDAG health benefit plan to a cafeteria-style program. This recommendation is in response to new legislation that will enable SANDAG to meet both the provisions of the legislation and mitigate health benefit program costs. This proposal provides a “win-win” that maintains the benefit levels for employees and retirees, while implementing a system that is expected to reduce our agency’s future health care costs. She introduced Laura Coté of SANDAG staff to provide more information on this item.
Laura Coté, Human Resources Manager, presented the item. Assembly Bill 2544 (AB 2544), which became effective in 2007 and was required to be implemented by the California Public Employees Retirement System (CalPERS) in 2008, requires certain agencies to increase their contributions toward retiree benefits or to redesign their benefit program in order to equalize employer contributions for retiree and active employee health costs. In response to this new legislation, staff is recommending that we redesign our benefits plan to a cafeteria-style program. This will enable the agency to mitigate retiree health costs with minimal impact to current employees and retirees, yet continue to offer retirees and employees the flexibility to choose from a variety of health plans at substantially the same cost. AB 2544 only applies to CalPERS employers such as SANDAG that are covered by the Public Employees’ Medical and Hospital Care Act (PEMHCA).

Ms. Coté stated that a cafeteria-style program is the most common approach that PEMHCA agencies such as ours are proposing to address AB 2544. In this scenario, both retirees and active employees would receive the same set base amount to apply towards the medical plan of their choice. This satisfies the intent of the provisions under AB 2544. Active employees would then receive additional cafeteria plan dollars to apply toward benefits they are eligible for, such as medical, dental, and vision.

In the development of this recommendation, the following goals were established for the program: to minimize employee and retiree impact; to mitigate agency costs; to keep things simple with an easy transition; and to provide additional education to staff in order for them to make informed decisions on health care for themselves and their families.

Ms. Coté reviewed the proposal entitled “Recommended Cafeteria Plan Design” and stated that this proposal includes four groups to receive benefits under the proposed cafeteria plan. Two of these groups are active employees based on tenure with SANDAG. A third group includes active employees who receive a grandfathered (pre-consolidation under Senate Bill 1703) cafeteria plan. The fourth group includes our retirees.

All four categories are eligible for the SANDAG medical plan, and therefore each group would be allocated a set base amount of $250 to contribute to the medical plan of their choice. The amount of $250 is representative of what the retirees received prior to the effective date of AB 2544. Prior to 2008, SANDAG contributed 50 percent toward the cost of the employee-only premium, and the retiree was responsible for paying the remaining 50 percent and the full cost for any dependents covered on the plan. Ms. Coté noted that our retirees are only eligible for the SANDAG CalPERS medical benefit; dental and vision coverage are not available to former employees except under the Consolidated Omnibus Budget Reconciliation Act (COBRA) for 18 months after retirement.

Ms. Coté stated that the proposal calls for additional cafeteria dollars for all active employees to be applied towards medical, dental, and vision costs. For Level 1 (0 to 3 years of service) and Level 2 (3-plus years of service) employees, we are recommending two new options: (1) a cash incentive to opt out of our medical plan altogether that can be rolled into a flexible spending account or cashed out and spent on an alternative medical plan, such as a spouse’s; and (2) layering the dental option from one pricing scenario to two so that Level 2 employees would enjoy more favorable rates. For Grandfathered Cafeteria Plan
employees, we are recommending this benefit not materially change. Retirees would not be eligible for additional money above the set base amount of $250.

Ms. Coté reviewed the table entitled “Estimated Comparison of Costs to SANDAG” that represents a comparison of the estimated annual cost of premiums as well as a comparison of post-employment health liability. She stated that if SANDAG continues with its current plan design with no changes, the agency’s annual costs for retiree health premiums will increase from approximately $97,313 to $177,313, based on actuarial estimates. In addition, the agency’s post-employment health liability would increase from an estimated $510,000 to $1.7 million, respectively, according to an actuarial valuation completed in December 2007.

By redesigning our program to a cafeteria-style plan, agency costs toward retiree health premiums and post-employment liability would be reduced. We expect the cost for active employees would increase slightly in the first year due to two reasons: (1) the addition of an incentive for employees to opt out of our medical plans, which affects all employees who are not currently in a SANDAG medical plan that will begin to receive this incentive as well as those who choose to opt out in the future; and (2) the dental plan recommendation includes a change from one pricing scenario to two (Levels 1 and 2). We anticipate a small segment of our employee population would opt out of our medical plan, 10 percent in Level 1, and 5 percent in Level 2. Ms. Coté reviewed the cost impact for this expected migration. Based on industry practices as reported and used in the actuarial, it has been shown that in the years after implementation, migration tends to increase, resulting in further decrease of agency costs.

Ms. Coté stated that as a business practice, each year the agency reviews its benefits and perquisites with the goal of balancing costs while offering a competitive package to attract and retain high-quality employees. This proposal offers an option for SANDAG to meet the provisions of AB 2544 and to maintain costs while continuing to offer flexibility to employees and maintaining similar benefits for retirees.

Action: Upon a motion by Mayor Jim Wood (Oceanside) and second by Mayor Desmond, the SANDAG Board of Directors adopted Resolution No. 2008-29 setting SANDAG’s health care contribution under the Public Employees’ Medical and Hospital Care Act, thereby approving the redesign of the SANDAG health benefit plan to a cafeteria-style program. Yes – 19 (weighted vote, 100%). No – 0 (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent - none.

16. UPDATE ON THE STATE ROUTE 11/OTAY MESA EAST PORT OF ENTRY PROJECT (INFORMATION)

Council President Pro Tem Madaffer introduced the item. He stated that as the Chair of the Transportation Committee, he was pleased to bring this report on the exciting developments that have been taking place for this strategically important project on our international border. He stated that major transportation projects can be complex, but a project involving a new Port of Entry (POE) adds several layers of coordination and cooperation to get to the finish line. However, this challenge is being met head on by a team that includes SANDAG, the County of San Diego and City of San Diego, local Chambers of Commerce and Economic Development Corporations (EDCs), and a host of public and
private stakeholders. All of this effort is being headed up by Pedro Orso-Delgado and his Caltrans team, who have literally put this project on the map. Today, through the work of this diverse team, several key planning elements are coming together, which Mark Baza (Caltrans Project Manager) will describe in just a moment. The result of this hard work will allow us to attract the investment to build and toll the facilities so that we can tap into the nearly $4 billion in annual lost economic activity due to time spent wasted at our overburdened existing ports of entry. Council President Pro Tem Madaffer introduced Mark Baza to present the update.

Mr. Baza reviewed the goals of the project. The United States has vacant land on the County side of the border, and our developers are waiting to begin construction. He stated that the Mexican stakeholders have reserved land on their side of the border for this new POE. This reservation is for five years and expires in 2011, and our Mexican partners are also waiting to begin construction.

Mr. Baza reviewed the milestones completed to date. The project study report was completed in 2000. We have $13 million in funding programmed for the Tier 1 and Tier 2 environmental documents. The United States and Mexico have exchanged diplomatic notes regarding the need for the new POE. The financial feasibility studies have been completed by both Mexico and the United States. The application for the Presidential Permit was submitted in January of this year, and staff is following the permit process very closely. Issuance of a conditional Presidential Permit is expected by the end of the summer.

Mr. Baza stated that the POE feasibility studies have been completed by both sides, and we have received approval for $75 million in Proposition 1B Trade Corridor Improvement Fund (TCIF) funding for the new POE. The toll legislation, SB 1486 (Ducheny), has been introduced and is moving through the California Legislature. In May, the Administrative Draft Final for the Tier 1 Environmental Document was completed.

Mr. Baza commented that the General Services Administration (GSA) Feasibility Study is evaluating all three ports of entry as a system. The GSA Study, which is evaluating space requirements, alternatives for a new facility, operational needs, constructability, and estimated construction costs, was completed early this month.

Mr. Baza reviewed the purpose of the toll legislation, SB 1486, which would authorize SANDAG to issue bonds to acquire, construct, and complete transportation facilities at the Otay Mesa East POE and to impose tolls and user fees for the new State Route 11 (SR 11) highway to fund the project.

Mr. Baza stated that the purpose of the Tier 1 Environmental Document is to submit and acquire an approved Presidential Permit to identify a corridor for SR 11 and the area for the Otay Mesa East POE, and to develop and implement toll financing strategies. If approved, the toll legislation would become law in January 2009.

Mr. Baza reviewed the next steps including preserving the right-of-way, beginning the Phase 2 environmental studies, approval of the Tier 1 Environmental Impact Statement/EIR, obtaining the Presidential Permit, and obtaining approval of the toll legislation. He reviewed the planned milestones and project schedule with the goal of beginning construction in 2012 and finishing construction by 2014.
Councilmember Monroe stated that the recent Borders Committee meeting was a joint meeting with the Committee on Binational Regional Opportunities (COBRO), the Borders Committee, and the City of Tijuana. He commented that it was an excellent meeting and the City of Tijuana expressed its strong support for the new Otay Mesa East POE project.

Deputy Mayor Crawford commented that there are many stakeholders that made this project happen. She commented that the schedule presented today only reflected U.S. actions and requested staff clarification of how Caltrans will integrate the project planning and implementation with our Mexican partners.

Mr. Orso-Delgado stated that once we have received the Presidential Permit, the United States will send a diplomatic letter to the Mexican government. The diplomatic letter is an official request to integrate and share the Mexican schedule with the United States in order to synchronize the schedules and move forward as one collaborative project.

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

17. **UPCOMING MEETINGS**

The next Policy meeting of the Board of Directors is scheduled for Friday, July 11, 2008, at 9 a.m. The July 11 meeting will include a discussion of proposed SANDAG responses to the San Diego County Grand Jury reports and a tour of a construction aggregate facility. The next Business meeting of the Board of Directors is scheduled for Friday, July 25, 2008, at 9 a.m.

18. **ADJOURNMENT**

The meeting was adjourned at 10:47 a.m.
### ATTENDANCE
#### SANDAG BOARD OF DIRECTORS’ MEETING
**JUNE 27, 2008**

<table>
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<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
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<tr>
<td>City of Carlsbad</td>
<td>Bud Lewis (Alternate)</td>
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<td>City of Encinitas</td>
<td>Jerome Stocks, 2nd Vice Chair (Member)</td>
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<td>Lori Holt Pfeiler, 1st Vice Chair (Member)</td>
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<td>Ron Morrison (Member)</td>
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<td>Mickey Cafagna (Member)</td>
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Last Revised 07/18/2008 12:03 PM