Chair Mary Sessom (East County) called the Executive Committee meeting to order at 9:04 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 Mayor Jerry Sanders (City of San Diego), the minutes of the February 8, 2008, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

Chuck Lungerhausen, a member of the public, commented that last June at a SANDAG Transportation Committee meeting he suggested that SANDAG use voter-approved Proposition 1B funds to purchase S70 low-floor trolley vehicles for the Blue Line Trolley to replace the aging U2 car, and to convert all system stations to handle these new low-floor vehicles. An all low-floor trolley system will speed productivity, and with increased gas prices more people will try the public transit system. He mentioned the Multiple Sclerosis (MS) Walk and solicited donations again this year.

Erin Steva, representing CALPIRG (California Public Interest Research Group) students, said that she is a consumer advocate for public transit. Last Thursday CALPIRG released a report that identified the challenges and benefits of using public transit. They want to ensure that public transit is receiving adequate funding. Their report found that public transit saves energy, prevents the release of carbon dioxide, and lowers the amount of traffic congestion.

Carson Rosenberg, University of California at San Diego (UCSD) student and CALPIRG volunteer intern, said that CALPIRG is working on a statewide high-speed rail event. For spring break more than 50 CALPIRG students statewide will be taking a trip from San Francisco to San Diego to bring awareness about high-speed rail throughout California. He invited all to attend an event on March 28 in San Diego to highlight public transit.

Frances Avendano, UCSD student, stated that she spent last summer working three jobs with no car—using only a bike and the public transportation system. She said that many UCSD students have spent 10-30 minutes looking for a parking spot at school. A great way to make that time more efficient is to increase spending on public transportation. People will use the public transit system if you expand it.
June Reyes, UCSD student, asked the Committee to provide adequate funding for public transit. There is a great student need at UCSD for this service. There was a proposal at UCSD for a parking structure, but there was a huge outcry in opposition. One solution is to use public transportation; however, bus stops are being cut.

Bryan Ward, representing UCSD staff members and Canyon Park Apartment residents on Genesee Avenue, made two requests: (1) increase funding to the Metropolitan Transit System (MTS) to restore the 48/49 bus routes that serve University City with at least one stop along Genesee Avenue between the University Towne Centre (UTC) mall and Interstate 5 (I-5); and (2) fund the COASTER to operate on Sundays. He said he is aware of the Super Loop proposal, but that leaves an eight-month gap in service in the area. Everyone living along Genesee does not have a direct bus route to the UCSD campus or area shopping, and it is a hardship to find a ride to get to these places. He said that there would be continuity in public transit service if both the SPRINTER and COASTER operated on Sundays.

Jessica Wall, a UCSD student and resident of the Eastgate Mall area, said that the Route 48/49 bus was a lifeline to their community and asked that it be restored until the Super Loop service is implemented.

REPORTS (3 through 10)

3. PROPOSED AMENDMENT TO THE FY 2008 BUDGET: DEL MAR FAIRGROUNDS RAIL PLATFORM (APPROVE)

Jennifer Williamson, Senior Transportation Planner, reported that this item is a proposed amendment to the FY 2008 Budget to incur $75,000 for a feasibility study for the siting of a permanent seasonal rail platform for COASTER and AMTRAK passengers adjacent to the Del Mar Fairgrounds. Part of the San Dieguito Bridge project is to construct a main track bridge. We could amend that project budget to incorporate the siting of this platform. The North County Transit District (NCTD) is working with the 22nd Agricultural District and the City of Del Mar on a temporary platform proposal. The temporary platform would be located outside of the San Dieguito Bridge Project area. The permanent platform would be located within that bridge replacement project. We are currently looking at a site just north of the San Dieguito River area. This platform would allow passengers to walk directly into the Del Mar Fairgrounds. We have worked with both NCTD and AMTRAK passengers on various operating scenarios. This service would only be operated during seasonal events. We have sufficient State Transportation Improvement Program (STIP) money for design of the current project, but would need an additional $75,000 to expand the project to study the feasibility of a permanent seasonal rail platform. We have been working with the Agricultural District to identify possible funding for this feasibility study. At this time, the Agricultural District expressed a willingness to participate, but it is on a different budgetary cycle (annual calendar year). We would like to get started on this and propose to use $75,000 from contingency funds and then ask the Agricultural District to authorize the $75,000 when it has that money available in its new calendar year budget.

Gary Gallegos, Executive Director, said that if you approve this expenditure, staff would amend the Capital Improvement Program (CIP) to include this expanded project.
Chair Sessom noted that there was one request to speak on this item.

Del Mar Mayor Dave Druker thanked the UCSD students for showing up at this meeting and presenting their comments. He said that NCTD has created the design for the temporary seasonal platform. The City of Del Mar, NCTD, and the Agricultural District have walked the site and the City has some concerns. They are waiting for the Agricultural District to come up with the plans for a shuttle service from the temporary platform to the Fairgrounds. Until they come up with a shuttle service, we cannot move forward with the temporary platform. The City of Del Mar and the Agricultural District are meeting on a monthly basis. He said that the Agricultural District has no funding to open the temporary platform this summer. In terms of the permanent platform, the Agricultural District is doing a Master Plan for the whole district area, and this platform is not included in that Master Plan. It is important that there be a seasonal stop in this area; however, where you want to place the permanent platform is in wetlands. There are only two stops that are not located in wetlands. The City of Del Mar would like a seasonal stop, but want to make sure its location is environmentally sensitive. He supported staff’s recommendation.

Mr. Gallegos clarified that this action is to approve funds for a feasibility study for a permanent seasonal platform in this area.

Second Vice Chair Stocks commented that the temporary platform is an NCTD project. He recently met with the Agricultural District’s Director and they reviewed the Master Plan, which shows that a platform is included on Agricultural District property. This action would approve a budgetary adjustment to allow us to incorporate the platform concept into the bridge project. By adding less than 10 percent to the bridge project, we can add this public benefit to the study. The study will identify the best station location.

Ms. Williamson said that the Agricultural District may not approve the reimbursement of the $75,000; however, it has indicated a willingness to find that money.

Chair Sessom said that if we build a permanent platform, we need to make sure we can operate service to it.

Mr. Gallegos said that staff will work closely with the rail operators in this area to ensure the operation of that seasonal station.

Action: Upon a motion by Second Vice Chair Stocks, and a second by First Vice Chair Lori Holt Pfeiler (North County Inland), the Executive Committee voted to: (1) approve the use of $75,000 of Contingency Reserve funds and an amendment to CIP Project #1142900, the San Dieguito Bridge Replacement and Second Main Track project, in the FY 2008 Budget; and (2) formally request reimbursement of the $75,000 by the 22nd District Agricultural Association Board of Directors.

4. DRAFT FY 2009 BUDGET (INCLUDING THE OVERALL WORK PROGRAM) (APPROVE)

Renee Wasmund, Director of Finance, reported that the draft FY 2009 Budget reflects direction from the SANDAG Board of Directors and corresponds with the agency’s goals. Our recurring revenue picture is basically flat. We have implemented a process to review vacant
positions as they arise. Staff has reviewed the current year's budget to identify any potential savings to carry into the FY 2009 Budget. We are presenting a balanced budget. The proposed member assessments will remain the same. The Overall Work Program (OWP) totals $54.7 million, and is comprised of the work efforts in regional planning and transportation programs. The larger component of this document in terms of dollars is the capital budget. Most of this is the TransNet Early Action Program. She touched on areas of emphasis that formed the framework for our work program for next year. We will continue with transportation project implementation using TransNet and Proposition 1B monies, the third border crossing, and infrastructure projects. We also will continue to collaborate with the Airport Authority on Senate Bill 10 requirements and other legislative mandates. We have a strong level of reserves equal to 10 percent of the OWP, which is double what is required.

Ms. Wasmund said that our compensation and merit program is based on the result of a classification and compensation study conducted this year, which identified nine classifications that are in a salary range lower than the labor market. We are proposing to adjust those classifications and to recommend that five new job families be added to the OWP. These two recommendations do not result in additional staff or increased salaries. We are recommending a 4 percent merit pool that is awarded based on job performance. In the past several years, SANDAG has approved a general salary increase. We are not recommending a general salary increase for FY 2009. The benefits package remains the same. Staff is recommending that SANDAG fully fund the annual $510,000 cost of post-retirement healthcare benefits. Prior practice was to fund this cost on a pay-as-you-go basis. However, with recent implementation of Governmental Accounting Standards Board Statement No. 45, agencies are now required to account for these benefits similar to pension plans, and record the actuarially determined cost each year.

Ms. Wasmund stated that we are not proposing additional regular ongoing positions in the Draft FY 2009 Budget, but we are recommending four limited-term and three temporary internship positions to perform one-time needs.

Ms. Wasmund said that the next steps with approval today is that the Draft FY 2009 Budget will be provided to federal agencies for review and comment, and the Board will be asked to approve it for distribution. In May, the Executive Committee will review the final draft budget and address any comments received from the federal agencies. The final budget approval is scheduled for the May Board meeting.

Chair Sessom asked staff to address the issues raised by the students related to funding for public transit.

Ms. Wasmund said that in February 2008 the Transportation Committee and SANDAG Board approved the revenue allocations that flow through SANDAG to the transit agencies, which include Transportation Development Act (TDA) and Federal Transit Administration (FTA) funding. With the state of the economy and a corresponding decrease in sales tax revenues, it will be a tough year for everyone. However, there are transportation projects in our capital program that will further develop our transit network.

Mr. Gallegos added that two challenges are the decreased sales tax receipts, and the diversion of spillover funds at the state level. Sales tax revenue is one source where public
transit gets its operating funds. The state government diverted $1.3 billion in transportation spillover funds for other uses, for example, buses for school programs. Staff has been working aggressively in Sacramento to highlight public transit, and we are making our case known at the state level. The Board has agreed to move forward on a “quality of life” initiative to improve funding for open space, water quality, shoreline presentation, and public transportation. If this measure is successful, there would be a more permanent and stable funding source for public transit. He asked that the students help encourage voters to approve this new funding measure.

First Vice Chair Pfeiler added that some funds are specific for a project and cannot be used for other things. Almost half of her city’s budget is comprised of sales tax funds. She asked staff to tell us how much sales tax revenues make up the transit operator budgets.

Karen King, NCTD Executive Director, responded that sales tax revenue comprises at least 50 percent of their budget.

First Vice Chair Pfeiler said she wanted to show students how the decrease in sales tax revenue affects the budgets of local agencies.

Mr. Gallegos commented that the state keeps pushing for higher farebox recovery ratios. Public transit requires a fairly large subsidy. For every dollar of service, we have only a 40 percent farebox recovery rate. The remaining 60 percent comes from state and federal subsidies. The public transit system has to become more self-sufficient.

Councilmember Jim Madaffer (City of San Diego) pointed out that last year the state Legislature made cuts to transit budgets of about $1.3 billion. He thought that was important for the students to know. One other point is that San Diego doesn’t generate a lot of money for public transit. The current half-cent sales tax program is divided into three parts, and only one-sixth of a cent goes to public transit. In comparison, the City of Los Angeles has a full one cent of sales tax dedicated to public transit. The “quality of life” measure could help provide local funding for public transit. Another area that students could research is urban infill in existing neighborhoods in downtown San Diego and along transportation corridors, and to encourage cities to incentivize this activity to allow higher density zoning along transit corridors. The state could then reward cities through additional funds. If you do that, you will find more people will use public transit.

Second Vice Chair Stocks responded to the comment that SANDAG shouldn’t be cutting transit funding. There is a reduction of money going to transit operators, but SANDAG didn’t cut the funding. The reduction is a result of the economy softening and decreased sales tax revenues. The other is decreased TDA monies, which are another sales tax-based funding source. Together they create half or more of the budgets for transit agencies. The state raided the transportation spillover account last year. SANDAG is only the pass-through agency for these funds.

**Action:** Upon a motion by First Vice Chair Pfeiler and second by Supervisor Greg Cox (County of San Diego), the Executive Committee voted to accept the Draft FY 2009 Budget, including the Overall Work Program, authorize distribution of the document to the funding agencies for review, and recommend that the SANDAG Board of Directors accept the Draft FY 2009 Budget for distribution to member agencies and other interested parties for review.
5. PROPOSED EXECUTION OF AGREEMENT AND ELECTION TO PRE-FUND POST EMPLOYMENT BENEFITS THROUGH THE CALIFORNIA EMPLOYER’S RETIREE BENEFIT FUND (RECOMMEND)

Leslie Campbell, Director of Administration, introduced Laura Coté, Human Resources Manager.

Ms. Coté reported that the Governmental Accounting Standards Board issued Statement No. 45 requiring public agencies to account for post-employment retirement benefits. SANDAG provides health care benefits for retirees that are subject to this new ruling. Historically, SANDAG has accounted for the cost of post-retirement benefits on a "pay-as-you-go" basis, and the current year cost is $75,000. However, we can no longer do this. We conducted an actuarial report, and the result is an annual cost of $510,000, assuming that SANDAG were to fully fund the post-retirement healthcare benefit each year (i.e., place cash in a trust fund). SANDAG is now required to recognize this expense. Staff’s recommendation is to fully fund this cost. Some advantages to doing this are that investment returns are expected to be earned from trust fund investments and used to pay for other post-employment benefit obligations, thereby lowering future costs to SANDAG; this action would help ensure that SANDAG maintains its excellent bond ratings; and the financial security of employees and retirees would be improved.

Action: Upon a motion by First Vice Chair Pfeiler and a second by Second Vice Chair Stocks, the Executive Committee recommended that the SANDAG Board of Directors adopt Resolution No. 2008-16, approving the participation in the California Employer’s Retiree Benefit Trust, beginning in FY 2008.

6. AMENDMENT TO BOARD POLICY NO. 031: TransNet ORDINANCE AND EXPENDITURE PLAN RULES (RECOMMEND)

Ms. Wasmund reported that the TransNet Extension Ordinance requires the setting of new Maintenance of Effort (MOE) levels. This process has been completed with the exception of the City of San Diego, which will provide the final information to the auditors upon issuance of its FY 2006 Comprehensive Annual Financial Report. Section 8 of the TransNet Extension Ordinance sets out the requirements for the MOE levels, which are to be adjusted every three years. During the audits, two issues were raised. One was related to concerns expressed by the cities of Carlsbad and Encinitas that the initially calculated MOE level included one-time expenditures that resulted from “banking” general fund monies, and subsequently expending those funds during the base period resulted in an artificially high MOE level. These cities requested that those one-time expenditures be removed from the calculation. The second issue related to those agencies that spend local discretionary funding on TransNet expenditure categories other than local streets and roads. After review by the Transportation Committee and Independent Taxpayers Oversight Committee (ITOC), staff recommended amendments to provide clarity on these two issues.

Based on additional work by the auditors, the ITOC recommended approval of the adjusted MOE levels for Carlsbad and Encinitas. With regard to the second concern, the language in Section 8 of the TransNet Extension Ordinance states that the MOE will be determined on the basis of “discretionary funds expended for street and road purposes,” and the Ordinance also states that “the MOE also shall apply to any local agency discretionary funds
being used for the other purposes specified under Section 4.” Under the original Ordinance, the informal practice was to use the separate totals as the basis for calculating the MOE. It is recommended that this practice be documented in Board Policy No. 031 to clarify that separate MOE levels will be used, which is consistent with past practice (i.e., separate MOE levels for each category in Section 4 of the Ordinance: major highway and transit congestion relief projects; transit programs to support seniors and disabled persons; specialized transportation services for seniors; monthly transit passes for senior, disabled, and youth riders; transit operations; local streets and roads; habitat-related mitigation costs of local transportation projects; and the smart growth incentive program).

Ms. Wasmund said it is recommended that two paragraphs be added to Board Policy No. 031 to clarify these two issues.

**Action:** Upon a motion by Supervisor Cox, and a second by Second Vice Chair Stocks, the Executive Committee recommended that the SANDAG Board of Directors approve the addition of Rule No. 22 to Board Policy No. 031: TransNet Ordinance and Expenditure Plan Rules.

7. **SENATE BILL 375 (DISCUSSION/POSSIBLE ACTION)**

Kim Kawada, Policy and Legislative Affairs Program Manager, stated that SB 375 was introduced last year by Senator Darrell Steinberg (D-Sacramento) and is co-sponsored by the California League of Conservation Voters and the National Resources Defense Council. This bill would create new provisions for the preparation of regional transportation plans. Among those provisions are new requirements to include a “sustainable communities strategy” (SCS) to achieve greenhouse gas reduction targets set by the state, and to preserve significant resource areas and farmlands. A key goal of this bill is to reduce vehicle miles traveled as part of how California addresses greenhouse gas emissions set by Assembly Bill (AB) 32 (2006).

The Executive Committee previously took an “oppose unless amended” position on this bill, with the understanding that staff would continue to work with the author and sponsor on both SANDAG-specific amendments as well as the League of California Cities consensus group amendments. This item summarizes the amendments to SB 375 proposed by SANDAG and the League consensus group. Ms. Kawada introduced Genevieve Morelos, Senior Legislative Analyst.

Ms. Morelos reviewed the proposed amendments, and indicated that we have some concerns and are working through them with the League’s consensus group.

Ms. Kawada said that the SANDAG-specific amendment is to ensure that we can use our adopted Regional Comprehensive Plan and habitat conservation plans (HCPs) as a basis for developing the SCS required by the bill. The bill’s author and sponsors have agreed to this in concept, but we are still negotiating the specific language with them.

Ms. Morelos said that the consensus group acknowledges San Diego’s unique situation with regard to these plans.
Chair Sessom asked why the consensus group is not including our language in their discussions as there is agency-specific language included for the Southern California Association of Governments (SCAG). Ms. Morelos said the SCAG language is intended to apply to other multi-county agencies around the state.

Mr. Gallegos said that the SCS has many components, only one of which relates to habitat conservation. We want to ensure that we can use our adopted HCPs because our regional habitat planning is already done.

Ms. Morelos said that we are working on language to ensure that our habitat conservation areas are included. We want to make sure any proposed language will adequately protect us before it is added to the bill.

Mr. Gallegos stated that we will have a difficult time showing we can develop a SCS to meet the greenhouse gas initiatives, and we will likely have to develop the supplement required by the bill.

Ms. Kawada noted that based on analysis done as part of the recent Regional Transportation Plan (RTP) update approved by the SANDAG Board in November 2007, we are probably not going to be able to meet the greenhouse gas emissions targets that are to be established by the California Air Resources Board (CARB). If the targets are not met, SB 375 would require us to prepare a supplement. It is our view that this supplement should not be subject to California Environmental Quality Act (CEQA) review. If we develop a supplement in good faith, we also should not be open to getting sued; failure to meet the CARB targets should not be a cause of action under CEQA. We have let the consensus group know that we have these issues and concerns with the current provisions of the bill.

Councilmember Madaffer suggested that we keep our same position of “oppose unless amended.”

Supervisor Cox distributed proposed language to be added to Page 11, Section B, and asked the Executive Committee to consider this proposal. The language would state that the SCS would be “based on a land use scenario reasonably likely to occur, considering and incorporating local general plans.”

**Action:** Upon a motion by Second Vice Chair Stocks and a second by Mayor Cheryl Cox (South County), the Executive Committee unanimously approved incorporating the language proposed by Supervisor Cox, and keeping the current position on SB 375 as “opposed unless amended.”

8. **SERVICE BUREAU MID-YEAR STATUS REPORT AND FY 2007 SOURCEPOINT AUDITED FINANCIAL STATEMENTS (INFORMATION)**

Cheryl Mason, Service Bureau Project Manager, explained that the Service Bureau is a fee-based operation that provides informational and technical services to member agencies, nonmember government agencies, private organizations, and individuals. It assists its clients in making more informed decisions and building strong communities. When projects are budgeted, SANDAG includes a 17 percent Regional Information System (RIS) Maintenance and Enhancement fee. Expenses related to performing projects begun this year and projects
carried over from last year are expected to be $887,100, while project revenues are anticipated to be $989,100. This means that revenues will exceed project costs by 11 percent. There are some nonrecoverable costs related to management and business development that also are paid for by this fee. Therefore, the bottom line is 7 percent in net revenue.

Ms. Mason reviewed the summary of services from July through December 2007, and described various projects that have been conducted during this timeframe, including strategic plans, transportation studies, custom maps and Geographic Information System (GIS) analysis, and economic and demographic analysis. She reviewed the 2008 marketing activities, which include building on the success of the 2007 Open House, communicating regularly with clients and prospects, frequently updating the Service Bureau Web pages, building partnerships, and promoting economic services. She noted two upcoming projects: the County of San Diego Transportation Model, and the California-Baja California Border Master Plan Amendment.

Councilmember Madaffer asked that he receive an electronic copy of the slide showing the custom maps and GIS analysis for the C Street corridor in downtown San Diego.

9. FOLLOW-UP ON PROPOSED LEGISLATION FOR INCREASING HOUSING PRODUCTION IN THE SAN DIEGO REGION THROUGH REGIONAL CONTRIBUTION AGREEMENTS (DISCUSSION/POSSIBLE ACTION)

Susan Baldwin, Senior Planner, described the proposal presented by Poway Mayor Mickey Cafagna that would allow a jurisdiction to transfer up to 20 percent of its regional housing needs assessment (RHNA) to another jurisdiction in exchange for payment in the form of redevelopment housing set-aside funds, non set-aside redevelopment funds, Community Development Block (CDBG) funds, or general fund monies through a regional contribution agreement. The Executive Committee had asked SANDAG staff to conduct further analysis of this proposal. A legislative approach would likely require changes to two state laws: Community Redevelopment Law would need to be changed to allow the use of housing set-aside funds and other tax increment funds outside the jurisdiction in which they are generated; and the Housing Element law would need to be changed to allow the transfer of a portion of a jurisdiction’s RHNA numbers to another jurisdiction.

Ms. Baldwin reviewed the pros and cons of this proposal. She stated that this matter was discussed with the Regional Planning Technical Working Group and Regional Planning Committee, and both groups recommended that this proposal be discussed during the upcoming RHNA process for the 2010-2015 housing element cycle (between July 1, 2008, and June 30, 2009), and suggested that staff report back to the Executive Committee with further analysis and recommendations regarding possible legislation at that time. Staff has discussed this proposal with the City of Poway staff, who have indicated that Mayor Cafagna has agreed to this approach.

Mayor Cox asked what happens if the housing units that were allocated in the previous housing element cycle have not been built because of the downturn in the economy. She asked if local jurisdictions are given even higher numbers in the next RHNA cycle. Ms. Baldwin responded that in your housing element, you only have to identify sites where housing units could be built. When we do the next RHNA, we will get the actual numbers from the state. Jurisdictions can use the same sites identified in previous years.
Action: Upon a motion by Supervisor Cox and a second by First Vice Chair Pfeiler, the Executive Committee deferred pursuing legislation at this time to allow staff to conduct further study of this proposal during the upcoming 2010-2015 RHNA process.

10. REVIEW OF MARCH 28, 2008, DRAFT BOARD AGENDA

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda for the March 28 Board meeting. She proposed that three items be moved to the April 11 Policy Board meeting: Item No. 15, Proposed Advertising Policy – Draft Board Policy No. 034; Item No. 17, Funding Methodology for State Fund Match for Regional Beach Sand Replenishment Project and Update on Regional Shoreline Management Efforts; and Item No. 19, Analysis of the Proposed Sunrise Powerlink and Talega-Escondido/Valley-Serrano Transmission Projects.

Second Vice Chair Stocks asked about the purpose of including the Regional Economic Prosperity Study on the March 28 Board agenda. He added the most of the Board members have heard this item in prior meetings.

Chair Sessom stated that this item needs to be short.

Chair Sessom suggested that Item No. 10, Annual Bike to Work Day, be moved to the Consent Calendar.

First Vice Chair Pfeiler suggested that the item related to the advertising policy be added to the Consent Calendar, rather than postponed to April 11. Mr. Gallegos said that it was placed under “Reports” to make sure we are not surprising anyone on the Board with a new policy.

Councilmember Madaffer suggested that Item No. 19, regarding the Sunrise Powerlink be placed at the end of the April 11 Board agenda.

Ms. Eidam indicated that there also would be a closed session at the March 28 Board meeting related to the RTP legal issues.

Action: Upon a motion by First Vice Chair Pfeiler, and a second by Supervisor Cox, the Executive Committee voted to approve the agenda, as amended, for the March 28, 2008, SANDAG Board of Directors meeting.

11. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, April 11, 2008, at 9 a.m.

12. ADJOURNMENT

Chair Sessom adjourned the meeting at 10:29 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG EXECUTIVE COMMITTEE MEETING
#### MARCH 14, 2008

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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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<td>Lori Holt Pfeiler, 1st Vice Chair</td>
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<td>City of Chula Vista</td>
<td>Cheryl Cox</td>
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