

San Diego Association of Governments

BORDERS COMMITTEE

October 24, 2008

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

BORDERS COMMITTEE DISCUSSION AND ACTIONS MEETING OF JULY 25, 2008

The meeting of the Borders Committee was called to order by Chair Patricia McCoy (South County) at 12:39 p.m. See the attached attendance sheet for Borders Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Deputy Mayor Crystal Crawford (North County Coastal) and a second by Mayor Jim Desmond (North County Inland), the Borders Committee unanimously approved the minutes from the June 13, 2008, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Pedro Rios, Director of the U.S./Mexico Border Program of the American Friends Service Committee, expressed concern over Blackwater's training facility in Otay Mesa and the possibility that it might benefit from prospective government contracts to train or become private border security guards and develop its perspective networks with Latin American countries. He urged the Borders Committee to further investigate this matter and make it part of the agenda to ensure San Diego communities remain informed. He was also dismayed and outraged over construction of the 3.5 mile triple fence along the border and its effects on sensitive habitat and social impacts to Mexican communities. He urged the Borders Committee to do everything in its power to call for a halt to any further fencing along the border.

Enrique Morones, San Diego resident representing the Anti-Triple Fence Coalition, stated that there have been at least two to three deaths per day since construction began on the border fence. Construction of the triple fence is an affront to the principles of democratic governance. The Department of Homeland Security has waived laws to expedite construction, condemned over 150 acres of land without adequate compensation of the county and state, and avoided consultation that would be expected for any construction project of this magnitude. Construction costs of over \$70 million make this one of the largest public works projects in recent San Diego County history. He informed over half a billion dollars has been invested in preserving the Tijuana Estuary and expressed concern about the current project's impact on the estuary since there is no process for review of design plans.

Rosemary Johnston, San Diego resident representing the Anti-Triple Fence Coalition, stated local elected officials in Texas are uniting in opposition to Department of Homeland Security (DHS) border fence construction. They are challenging DHS compensation for condemned land; demanding that DHS officials consult with local agencies to address the long-term environmental consequences; answer questions about who will be responsible for the long-term costs related to massive construction and destruction; and, demanding that when contracts are offered, local businesses receive priority consideration.

Dan Watman, San Diego resident representing the Anti-Triple Fence Coalition, said San Diegans deserve a similar response from their elected officials like those in Texas. The federal government is pursuing massive public works projects that are dramatically altering the San Diego/Tijuana border and saddling San Diegans with an eyesore and environmental menace that San Diego government officials will have to contend with for decades to come. He implored the Borders Committee to appoint an emergency taskforce to investigate the conduct of DHS regarding the pursuit of rapid border fence construction. He urged the taskforce be comprised of local, environmental, and human rights leaders familiar with the border area. He then passed out information to everyone regarding the half billion dollars spent over the last 25 years to preserve the Estuary entitled "Total Tijuana River Valley Area Expenditures".

Chair McCoy referred the requests to staff as per the policies of the Borders Committee and its purview. She expressed her desire for input at the next meeting.

Chair McCoy also informed on the passing of Tribal Chairman Bill Mesa of the Jamul Indian Village and expressed the Committee's condolences to his family, the Jamul Indian Village, and the Tribal Community.

Chair McCoy commended Borders staff on their efforts that led to the 2008 ULI San Diego/Tijuana Smart Growth Award *Blue Print for Excellence* for Otay Binational Corridor Strategic Plan; Federal Highway Administration/Federal Transit Administration 2008 Transportation Planning Excellence Award for Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan; and, WTS 2008 Transportation Innovation Award for Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan.

CHAIR'S REPORT (#3)

3. UPCOMING INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIPS (IRP) JOINT POLICY MEETING (INFORMATION)

Chair McCoy announced the I-15 IRP Joint Policy meeting will be held September 17, 2008, at the Escondido Chamber of Commerce. The purpose of the I-15 IRP is to foster collaborative strategies in transportation, economic development, and housing that will improve the quality of life for residents in both counties by reducing the impacts from interregional commuting. The results of the commuter survey conducted by West Riverside COG will be presented at the meeting.

Action: This item was presented for information only.

REPORT ITEMS (#4 through #8)

4. SOUTH ORANGE COUNTY MAJOR INVESTMENT STUDY UPDATE (DISCUSSION)

Mayor Dave Drucker (City of Del Mar), serving as the SANDAG representative to the South Orange County Major Investment Study, introduced Councilmember Diane Harkey from the City of Dana Point and Orange County Transit Authority (OCTA) staff member Charles Larwood.

Mr. Larwood, Project Manager for the South Orange County Major Investment Study, explained the study's purpose is to determine the strategies necessary to meet South Orange County's transportation needs in 2030. The study is comprised of three phases and guided by three committees, the Policy Advisory Committee, Technical Advisory Committee, and Stakeholders Working Group. Continuation of the study was recommended in order to explore alternative strategies which include constructing new arterial roadways; extending existing carpool lanes; reducing tolls by half in order to get additional traffic off the congested freeways; adding truck climbing lanes; adding capacity in existing medians of the toll ways; widening existing arterials; enhancing the bus transit fixed-route system; developing community-based shuttles; and, double tracking the LOSSAN Corridor, south of Laguna Niguel. The Technical Advisory Committee recommendation was accepted by the Policy Advisory Committee and is expected to progress through the OCTA committee system for a final decision by the Board. In regards to the Orange County/San Diego border, their strategy includes extending the carpool lane from Dana Point to the border and the completion of the Foothill-South toll road.

Councilmember Phil Monroe (South County) commented on the opposition regarding the Foothill-South toll road and inquired about the recent progress being made.

Mr. Larwood said he was unsure of the opposition, as the Board supports it very strongly. They were asked to look at a "with" and "without" situation and let the transportation corridor agencies complete their process.

Councilmember Monroe asked for the cost of what was presented.

Mr. Larwood replied the entire strategy would cost approximately \$12 billion. The rail corridor improvements would cost approximately \$2 billion, and the freeway and arterial improvements would be supported by the Measure M Tax Initiative.

Councilmember Monroe remarked he was surprised at how low the price was.

Mayor Drucker commented the Policy Advisory Committee is an important link and very supportive of the Foothill-South toll.

Deputy Mayor Crawford asked where Rancho Mission Viejo was located.

Mr. Larwood responded it will be located in the undeveloped area east of Dana Point.

Deputy Mayor Crawford asked if the Donna O'Neil Preserve was located in that area.

Mr. Larwood indicated parts of the preserve were in the general area.

Deputy Mayor Crawford stated she assumed Rancho Mission Viejo would be located outside the preserve as parts of the region are not subject to habitat preservation.

Mr. Larwood clarified Rancho Mission Viejo was originally owned by the O'Neil family and there are several large pieces of habitat conservation area with many environmental concerns.

Deputy Mayor Crawford asked where the proposed rail tunnel would be located.

Mr. Larwood said the tunnel would start just north of San Onofre Creek, pass under the freeway, and emerge at Avenida Pico and San Clemente where the future relocation of the train station is anticipated along with two possible alignments in San Juan Capistrano.

Deputy Mayor Crawford asked if the intent was to move it out to the freeway in order to avoid the coastal areas.

Mr. Larwood stated she was correct.

Deputy Mayor Crawford inquired how this major investment study feeds into their future planning and if they are already using this information in their Regional Transportation Plan updates.

Mr. Larwood informed they are currently using the study when determining whether projects or elements should be classified as "constrained" or "unconstrained" and will continue to use it and update it as it moves through the Long Range Transportation Plan, Regional Transportation Plan, and STIP process.

Mayor Desmond questioned the reasoning behind lowering the tolls.

Mr. Larwood stated as part of the study, stakeholders suggested buying out the toll road; however, upon further review it was found that it would be too costly. They then explored lowering the toll, as the system performs well and to keep the TCA whole. In order to move traffic off the freeways and provide additional capacity on the toll roads, four-lane facilities throughout the Foothill, Eastern, and San Joaquin toll roads are currently planned.

Mayor Desmond asked if the additional volume would supposedly pay for it.

Mr. Larwood replied it is balanced out; they recently performed some preliminary toll revenue analysis to see if it makes sense before moving further. Right now, however, it performed very well.

Chair McCoy asked when the Department of Commerce is going to hold its "cancelled" hearing.

Mr. Larwood responded he had not heard anything new. Apparently they've kept the comment period open and he would pass any information along as soon he hears something.

Action: This item was presented for discussion only.

5. REPORT ON INTERSTATE 8 (I-8) INTERREGIONAL PARTNERSHIP (IRP) WITH IMPERIAL COUNTY (DISCUSSION)

Rosa Lopez, representing the Imperial Valley Association of Governments (IVAG), informed the study will evaluate the interregional traffic on I-8 between San Diego and Imperial Counties and address the transportation, economic, environmental, and quality of life needs of both regions. She introduced Warren Whittaker from PMC to update the Committee on the project.

Mr. Whittaker explained the study will look at transportation-related issues which are key producers or attractors for trips, along with the jobs/housing balance, and minimizing and balancing the impacts on environment. He reviewed the five draft goals and associated objectives related to the San Diego-Imperial County I-8 Corridor Strategic Plan. He also informed that initial findings from the Interregional Public Survey will be presented in October. Finally, he reported some preliminary findings included in the working draft of the Existing Conditions of the San Diego-Imperial County I-8 Corridor Strategic Plan.

Chairman Chris Devers of the Southern California Tribal Chairmen's Association (Pauma) asked which tribal gaming facilities were included in the study.

Mr. Whittaker responded the information was taken from the 2007 RTP and SCAG document which identified the facilities along the corridor, and is listed in the "Existing Conditions" packet in Table 12.

Chairman Devers asked how many casinos were included.

Mr. Whittaker said he thought it was about six.

Deputy Mayor Crawford stated the information was in Table 9.

Councilmember Ed Gallo (North County Inland) asked about the dramatic decrease in employment.

Supervisor Victor Carrillo (Imperial County) explained there has been a change over the last eight years in farming practices and operations. Many Imperial Valley farming operations moved to Arizona and Mexico due to California's EPA requirements. Products in the field which were labor intensive have changed to less labor intensive, and the average age of a farm worker is now 55 years of age with others being encouraged to go into other professions. Also, there has always been a 14 – 16 percent unemployment rate due to the seasonal work.

Councilmember Gallo commented on the I-15 IRP housing and work balance issue and remarked that it looks like there is plenty of time to balance the issue and make it work for both counties.

Supervisor Carrillo stated housing is available, and at one time it was thought that affordable housing in Imperial County would attract more San Diegans. However, the housing slump and foreclosures have affected housing permits and meetings have been held at the federal, county, and city levels to develop a strategy to address the problem.

Councilmember Gallo remarked it doesn't sound as if it will be an issue in the future.

Councilmember Monroe asked to recognize District 11 Director Pedro Orso-Delgado (Caltrans) for his vision and the positive results from the I-15 Corridor Study.

Deputy Mayor Crawford commented she was looking forward to the next stage of this study as it provides the possibility to be in front of the issues and develop ways in which San Diego County and Imperial County can collaborate on other opportunities such as the Imperial County Airport and the Silicon Border Manufacturing Complex in Mexicali. She asked for an update on the project in Mexicali.

Supervisor Carrillo informed that the project is ongoing, with operations to begin in Mexico between 2012 and 2014. Challenges include coordinated planning between Caltrans, SANDAG, IVAG, and the U.S. General Services Administration (GSA). Due to the location of the Silicon Border and the high priority given to the San Diego ports of entry, a port of entry for the area is expected 10 – 15 years from now.

Mr. Orso-Delgado said Supervisor Carrillo was correct.

Deputy Mayor Crawford asked if the information derived from the study will be helpful to SANDAG and IVAG in planning the upgrades to the ports of entry.

Keith Lew, Project Executive, GSA, responded absolutely.

Supervisor Carrillo commented unless the Silicon Border project is going to leapfrog and bump the existing Calexico port of entry project further down on the radar screen.

Mr. Orso-Delgado informed that the Silicon Border project was once ranked high; however, its importance has dwindled on the U.S. side of the border. Instead, there is a lot of interest in the expansion of Calexico East. Information from this study will be used in the Border Master Plan also in order to rank different projects.

Executive Director Gary Gallegos (SANDAG) said a way to work your way up on a priority list is not by asking for money; but, instead asking permission to demonstrate how the projects can pay for themselves as in the case of tolling SR 11 and the new border crossing.

Supervisor Carrillo added it's just a matter of incorporating tolling into the American culture. The public/private partnership philosophy is already prevailing in Mexico with their toll roads as long as they provide access to an alternative free road for the destination.

Deputy Mayor Crawford commented on the benefits the document would provide to future planning.

Mr. Gallegos remarked in regards to the Border Master Plan which SANDAG, Caltrans, and Imperial County are collaborating on, the key was to develop objective criteria with measurable performance in order to pass the logics test in terms of where the real priorities should be. This is also the reason why projects are so well received and do well; because they are good solid projects that are ready and have all the necessary components.

Supervisor Carrillo reported the model used for SANDAG that segued into the IVAG study has been highly touted, respected, utilized, and shared among counties in Texas, New Mexico, and Arizona. It has also been recognized by Customs and Border Protection and the GSA in Washington D.C.

Chair McCoy informed an alternate for the I-8 Corridor Strategic Plan Joint Policy Advisory Group was needed and asked if there were any volunteers.

Supervisor Carrillo inquired about the meetings.

Mr. Whittaker said there would be a minimum of three meetings; August 1, October 24, and, then one in January.

Supervisor Carrillo volunteered to act as alternate.

Action: This item was presented for discussion only.

6. UPDATE ON THE SAN YSIDRO PORT OF ENTRY (POE) RECONFIGURATION AND EXPANSION PROJECT (DISCUSSION)

Keith Lew, Project Executive, GSA informed the overall funding strategy has been approved by Congress and provided further details regarding the three phases of the San Ysidro Land Port of Entry project. The issuance of the Record of Decision is anticipated in fall 2009 for Phase I, which consists mainly of northbound throughput traffic lanes and circulation. Phase II, the construction of the Customs and Border Protection (CBP) administration buildings, has been targeted for FY 2011. Finally, Phase III, targeted for FY 2012, involves the construction of southbound lanes to align with the new connection in Mexico at El Chaparral and allows for expansion of additional northbound inspection lanes should it be necessary. Mr. Lew then introduced the design architect and main facilitator in the planning of the project, Mallory Cousenberry, from RossDrulisCusenbery Architecture Inc. (RDC).

Mr. Cousenberry reported the Master Plan went through an extended comment period and comments received have been addressed in the Revised Master Plan. Some of the main points were: adjusting the southbound outbound lanes to maximize commercial land retention; relocating the central plant; and, including the possibility of northbound and southbound pedestrians on the east side of the port. They are presently studying the development of a community connector which connects the east with the west side of the community on the north side of the site, near Camino de la Plaza; the walking distance

within the available range of locations for the pedestrian bridge; developing a strategy not to preclude expansion of northbound lanes in the future; and, drawing a clear line distinguishing the elements that are within the Port project and what is not.

Councilmember Ben Hueso (City of San Diego) requested clarification regarding pedestrian right-of-ways, walkways, and distances. Also, he asked for additional information on the eastern portion of the Port, and their plan to accommodate taxis, jitneys, and the Greyhound bus station.

Mr. Cousenberry informed their goal was to consolidate the port, yet provide a pedestrian path in such a way that it could be deemed as part of the community as much as it is part of the port. The new pedestrian walkway provides a smoother travel because it is a straight walk which passes above the freeway. The community components include relocated parking, potential commercial areas, and intermodal stations.

He also identified elements which are part of the master planning vision for the site and distinguished between elements which are actually being funded by the port project versus those that would need to be funded by or picked up through other means.

Mr. Gallegos asked if the community portion of the plan was part of the port project.

Mr. Cousenberry said it is part of the Port Master Plan, but not currently funded under the Port.

Hector Vanegas, Borders Committee Coordinator, stated there are issues remaining related to improving conditions for pedestrians and public transportation users in the area. The location and design of the new pedestrian bridge will worsen the current conditions for pedestrians making their travel longer and forcing pedestrians to cross very busy intersections. The Instituto de Administración y Avalúos de Bienes Nacionales (INDAABIN), Mexico's counterpart agency to U.S. GSA, stated the option for a southbound pedestrian access on the eastern portion of the port does not look very positive to Mexico, due to the many constraints in the area. Improvements to the port of entry will affect the operation of the multimodal station and other public transportation providers such as long-haul carriers, jitney, taxis, etc. The loss of Camiones Way represents the loss of a very valuable area used by transit, private vehicles, and pedestrians entering Mexico. It has been requested that GSA continue addressing these issues now that GSA is proceeding into the design phase. SANDAG, the City of San Diego, County of San Diego, Caltrans, and Metropolitan Transit System (MTS) have sent a letter to Congressman Bob Filner, seeking his support in allowing improvements to the project proposed by GSA in the adjacent area.

Chair McCoy introduced Humberto Peraza, District Chief of Staff for Representative Filner, and Mike Daney and Sharon Cooney from MTS.

Councilmember Hueso asked if there was still a chance some of the issues can still be addressed?

Mr. Cousenberry replied they know these are critical issues. He pointed out that as a Master Plan, these are very broad sketches of general locations where project elements will be located. There is a lot of detail that gets added in as they proceed with design, which at that point, they will look deeper into transit opportunities.

Councilmember Hueso asked if they had met with local MTS staff to talk about transportation issues.

Mr. Cousenberry replied they had conversations with MTS, but have not begun working sessions.

Councilmember Hueso asked if they would be able to accommodate any of their concerns which need to be addressed.

Mr. Cousenberry stated they will do their best.

Councilmember Hueso asked if they had spoken with Greyhound regarding the possibilities of relocation or impacts to their facility.

Mr. Cousenberry said a Sites Coordinator has been in contact with Greyhound. The property where Greyhound is located is not owned by Greyhound. They do, however, understand what the needs are. The conversation has not gone further than that.

Councilmember Hueso asked if there will be an opportunity to relocate Greyhound to a suitable location so there is access to busing.

Mr. Cousenberry responded they are going to do their best to accommodate Greyhound and all the other displaced agencies within the limits of their authorization. The extent of their authorization provides for compensation to the property owners for fair market value and relocation costs.

Councilmember Hueso commented this is still a work in progress.

Mr. Cousenberry replied he was correct.

Councilmember Hueso said he wanted to encourage the flyover deck on the bridge as it would bring the project and neighboring community together.

Mr. Cousenberry said as a follow-up, the thought to the extent that elements identified as valuable but that fall outside the scope of our directive are key approaches to not preclude them from happening or at a master planning stage to identify places where they could effectively happen though we may not actually be positioning them for this as part of the project. For instance, for Greyhound to identify that there are a number of suitable locations for a relocated facility that would in some ways potentially accommodate the needs even better than they may currently with better access and visibility and then that's the purpose of our Master Plan is to show where those could happen.

Councilmember Monroe asked for more detail regarding their discussions with MTS.

Mr. Cousenberry stated they have had contact with MTS over the last four years in general; however, more detailed discussions with MTS regarding plans for the east side of the port have been conducted within the last month and a half.

Councilmember Monroe commented he was impressed with the treatment for the pedestrians and asked if they have had contact with Mexico and whether Mr. Vanegas' statement was a surprise.

Mr. Cousenberry responded it's an ongoing work in progress with a lot of dialogue separate from their direct work. Their approach is to proceed with the assumptions on the U.S. side.

Councilmember Monroe expressed concern about the unresolved issues and asked what the process was to reengage should certain portions of the project go off track.

Mr. Cousenberry responded what Mr. Vanegas said was not a surprise. He advised representatives from Mayor Sander's Office of the dilemma at the Community Representative Committee meeting and they have agreed to bring this to his attention, and to the attention of the Mayor of Tijuana.

Councilmember Monroe asked if the new Trolley station and bus and taxi area near the station will be preserved.

Mr. Cousenberry reported currently the bulk of taxis are actually on Camino de la Plaza. In the creation of changing this right-of-way, as part of the study for southbound pedestrian movement, they are considering a possibility to allow for an extension of the trolley line which means that an additional car could fit because right now the constraint for the number of cars that run is the end of the line.

Councilmember Monroe asked if the bus circle will remain.

Mr. Cousenberry said yes, they are reviewing strategies which give a lot of breathing room between the building and the turnaround so there are adequate widths for the numbers of people that come through.

Councilmember Monroe remarked his concerns were lessened.

Bob Leiter, Director of Land Use and Transportation Planning (SANDAG), stated, in regards to the length of the pedestrian bridge, a good analogy would be this facility has the characteristics of a major international airport in terms of the volume of activity and large amount of pedestrian movement. Airports have moving sidewalks or peplemovers to address these kinds of distances and this of volume of activity in order to make the pedestrian movements viable and promote a greater use of public transit across the border. He asked if they had explored the feasibility of either moving sidewalks or peplemovers for this pedestrian bridge.

Mr. Cousenberry said they had not included peplemovers in the current design based on the available funding. What they have tried to do is to maximize the passive approach by having the ramp's slopes minimal, as opposed to relying on stairs. There is also the issue of maintenance that would be required to implement peplemovers. But at the same time, in the current layouts, they are not precluded, so if there was a need to go in that direction, it wouldn't change the way anything is configured; it would just need to be added to the layout.

Consul Lydia Antonio (Republic of Mexico) informed Mexican authorities are analyzing the proposal regarding east/southbound pedestrian passage into Mexico. It needs to go through a series of analyses of economic, environmental, and social impacts and it is anticipated that a response will be given by the end of this year. She informed on the counter proposal presented at the Border Liaison Mechanism meeting of a light train carrying pedestrians from Tijuana into the U.S. They are reviewing all the options at this time.

Mr. Orso-Delgado clarified that the U.S. government issued a Diplomatic Note to the Mexican government, acting as an official communiqué which binds both countries.

Mr. Gallegos said he wanted to encourage them to build in some of the mitigations so that it becomes an asset to the community versus another negative impact to the community.

Chair McCoy commented the practicality of what happens to simple human beings trying to get back and forth is the crux of what really needs to be addressed.

Jason Wells, San Ysidro Smart Border Coalition, conveyed that the community has been speaking with the municipality of Tijuana and the State of Baja California, both of whom have expressed support for a pedestrian southbound crossing on the east side. They are in the process of developing a conceptual idea that would take the southbound pedestrians adjacent to the current northbound crossing. This would minimize site acquisition on both sides of the border and give the opportunity to tie the crossing into existing pedestrian bridges that lead to Mexico's transportation system. He was hopeful that the mayors of Tijuana and San Diego would officially support the southbound crossing, thus helping the diplomatic process.

Vice Chair Cox remarked on the long distance pedestrians are expected to walk and stated provisions are needed to accommodate the public, particularly those with disabilities.

Chair McCoy suggested reiterating the concerns by updating and resending the letter.

Mr. Gallegos said it will be done.

Action: This item was presented for discussion only.

7. TRANSPORTATION BORDER CONGESTION RELIEF PROGRAM (INFORMATION)

Mr. Orso-Delgado informed on the federal government's program to help international border states implement innovative solutions to reduce border traffic, travel delays, and facilitate trade goods. Working in conjunction with SANDAG and IVAG, four projects, the Otoy Mesa East Port of Entry, San Ysidro Port of Entry, Calexico East Port of Entry, and the interchange between SR 905 and SR 125 were submitted to the Department of Transportation for consideration.

Chair McCoy requested an update on the progress of the San Ysidro Port of Entry application.

Mr. Orso-Delgado replied that he would provide one in the future.

Action: This item was presented for information only.

8. UPDATE ON THE FEDERAL TRANSIT ADMINISTRATION (FTA) TRIBAL TRANSIT GRANT (INFORMATION)

Boxie Phoenix (Barona), Co-Chair of the Tribal Transportation Working Group, reported the Working Group developed recommendations on how to improve existing routes in the north and east counties and directed the Reservation Transportation Authority (RTA) to apply to a new transit grants program. The FTA Tribal Transit Grant Program awarded a grant in the amount of \$425,000, and the SCTCA Board recommended grant monies focus on activities dealing with the creating an express portion to the NCTD 388, connecting Pala to the Escondido transit center via I-15. Mr. Phoenix expressed his desire to meet with the North County Transit Board to discuss the possibility of the tribal express route and informed that the SCTCA directed the RTA to apply for a second year of funding.

Chair McCoy commented on the great interest in this project and positive outcome of the collaborative efforts. She said Mr. Gallo was interested in some collaborative effort and she also would be glad to facilitate.

Councilmember Monroe asked if the grant monies received would cover route expenses.

Jane Clough-Riquelme, Tribal Liaison (SANDAG), stated there will be money left over that will enable them to proceed with other items requested.

Councilmember Monroe asked for further confirmation that the funds would be sufficient for the express route.

Ms. Clough-Riquelme informed they have been meeting with MTS and North County Transit District (NCTD) staff to update the figures as the original proposal was submitted a year ago by the RTA.

Mr. Gallegos added it is important to meet with NCTD as the details need to be totally understood. .

Chair McCoy asked if there was anything else that could be done to facilitate this.

Ms. Clough-Riquelme responded the RTA will meet with NCTD to continue negotiating a viable proposal.

Action: This item was presented for information only.

Chair McCoy reminded Committee members that last February there was a presentation from the Orange County Water District regarding the groundwater replenishment system. Mike Markus, General Manager, and Steve Sheldon, District President, invited the Committee to tour the facility. Staff indicated the tour would take two to three hours, and travel would take four hours. She said staff has offered to coordinate the trip; however, due to the Brown Act, it is not possible to have a quorum. She asked for those interested to raise their hands. The individuals interested in taking the tour were: Chair McCoy, Vice Chair Cox, Consul Antonio, Deputy Mayor Crawford, and Mayor Desmond. Staff will contact those which expressed an interest in order to identify a tour date.

She also announced that even though there is a date for the September meeting, it may be cancelled. Staff will keep the Committee apprised.

9. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, September 26, 2008, at 12:30 p.m.

10. ADJOURNMENT

Chair McCoy adjourned the meeting at 2:48 p.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
BORDERS COMMITTEE MEETING
JULY 25, 2008
12:30 p.m. to 2:30 p.m.**

GEOGRAPHICAL AREA	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING	
				Yes	No
South County	City of Imperial Beach	Patricia McCoy (Chair)	Member	✓	
	City of Coronado	Phil Monroe	Alternate	✓	
Imperial County	County of Imperial	Victor Carrillo	Member	✓	
	City of Calexico	David Ouzan	Alternate		✓
North County Coastal	City of Del Mar	Crystal Crawford	Member	✓	
	City of Oceanside	Jack Feller	Alternate		✓
North County Inland	City of San Marcos	Jim Desmond	Member	✓	
	City of Escondido	Ed Gallo	Alternate	✓	
East County	City of Santee	John Minto	Member		✓
	City of La Mesa	David Allan	Alternate		✓
City of San Diego	----	Ben Hueso	Member	✓	
	----	Toni Atkins	Alternate		✓
	----	Tony Young	2 nd Alternate		✓
County of San Diego	----	Greg Cox (Vice Chair)	Member	✓	
	----	Pam Slater-Price	Alternate		✓

ADVISORY/ LIAISON MEMBERS

COBRO	----	Dr. Paul Ganster	Member		✓
	----	Cindy Gompers-Graves	Alternate		✓
	—	Angelika Villagrana	Alternate	✓	

County of Riverside	City of Lake Elsinore	Thomas Buckley	Member		✓
Republic of Mexico	Consul General of Mexico	Remedios Gomez-Arnau	Member		✓
	Deputy Consul General of Mexico	Ricardo Pineda	Alternate		✓
	Consul	Lydia Antonio	Alternate	✓	
Southern California Tribal Chairmen's Association	Pauma	Chris Devers	Member	✓	
	Mesa Grande	Mark Romero	Alternate		✓
Caltrans	-----	Pedro Orso-Delgado	Member	✓	
	-----	Bill Figge	Alternate		✓
San Diego County Water Authority	-----	Howard Williams	Member	✓	
County of Orange	-----	Debbie Cook	Member		✓