EXECUTIVE COMMITTEE

February 13, 2009

AGENDA ITEM NO.: 1

Action Requested: APPROVE

EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS
JANUARY 9, 2009

Chair Lori Holt Pfeiler (North County Inland) called the Executive Committee meeting to order at 9:05 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MINUTES

Upon a motion by Mayor Cheryl Cox (South County) and a second by First Vice Chair Jerome Stocks (North County Coastal), the minutes of the December 5, 2008, Executive Committee meeting were unanimously approved.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBERS COMMENTS

There were no public comments, communications, or member comments at this time.

REPORTS (3 through 9)

3. RESOLUTION SUPPORTING THE CALIFORNIA CHILDREN’S OUTDOOR BILL OF RIGHTS (DISCUSSION/POSSIBLE ACTION)

Keith Greer, Senior Planner, noted that Del Mar Deputy Mayor Crystal Crawford (SANDAG’s representative to the California Biodiversity Council [CBC]) was not able to attend this Board meeting. The October CBC meeting focused on children and nature. At that meeting, a Children’s Bill of Rights was developed, and State Resources Secretary Mike Chrisman asked CBC members to support the Bill of Rights, which states that children should be able to participate in a number of outside activities. Agencies were encouraged to support these goals within each agency’s mission. The Executive Committee is asked to discuss and authorize an appropriate representative to sign the resolution supporting the Children’s Bill of Rights or provide direction to SANDAG staff.

Mayor Cox said she was struggling with asking SANDAG to pursue this action when the agency’s primary role is related to transportation. She questioned whether SANDAG should have a role in this issue.

Chair Pfeiler stated that this is consistent with our Regional Comprehensive Plan. If we decide not to support this, then she questioned our continued involvement in the CBC.
Mayor Ron Morrison (South County) said that this is one work product from the CBC, but it is not its only work product. There may be elements of the CBC that are within our primary purview, but that doesn’t mean we have to be involved in every work product of the CBC. He expressed concern about setting a precedent with approving this resolution.

Mr. Greer acknowledged that the CBC recognized there was concern about the relevant missions of various agencies. Specific language was added to the resolution indicating “as possible within each agency’s mission.”

Supervisor Pam Slater-Price (County of San Diego) commented that she had served on the SANDAG Board several years ago when we developed criteria for considering such requests. She asked about how the criteria would apply in this situation.

Julie Wiley, General Counsel, referred to two SANDAG Board policies; one deals with the sponsorship of events and the other with proclamations. She noted that the relevant language in those policies is included in the agenda report.

Supervisor Slater-Price agreed with Mayor Morrison’s comments. She said that this is a meritorious thing, but it does not fall within SANDAG’s purview.

Chair Pfeiler stated that since there was not sufficient support for this item, no action will be taken.

Supervisor Ron Roberts (County of San Diego) suggested that this matter be referred to member agencies for possible action.

**Action**: No action was taken on this item.

4. **FY 2009 BUDGET AMENDMENT: COMPASS CARD CAPITAL PROJECT (APPROVE)**

James Dreisbach-Towle, Principal Technology System Analyst, reported that construction delays have affected the schedule for full system testing of the Compass Card. In order to provide sufficient operational readiness testing, SANDAG and the transit operators recommended that the initial public launch of the Compass Card be delayed until March 1, 2009. The Transportation Committee approved postponing the initial public rollout of the Compass Card and the new Rolling Passes to March 1, 2009. The Committee also approved maintaining the availability of calendar Monthly Passes so that beginning March 1, 2009, both the calendar Monthly Pass and the 30-day Rolling Pass will be available to the public. All paper Monthly Passes would be eliminated and replaced with the Compass Card on July 1, 2009. At the December 19, 2008, meeting, the SANDAG Board of Directors approved amendments to the Comprehensive Regional Fare Ordinance to accommodate these changes. The fiscal impact of this approved option is approximately $115,000, primarily for the reprogramming of fare equipment to offer both the Rolling Pass and the Monthly Pass.

Mr. Dreisbach-Towle stated that staff is requesting approval to use SANDAG Contingency Reserve funds to cover these necessary programming costs. The use of Contingency Reserve funds is governed by Board Policy No. 030, and is subject to approval by the Executive Committee. Qualifying uses include “opportunities to advance urgent, high-priority needs.”
and “unanticipated needs related to a crucial existing commitment,” both of which apply to this request. The balance of the Contingency Reserve fund would be $4.8 million after this action. This balance would exceed the target in Policy No. 030 of 5 percent of the Overall Work Program budget. The Executive Committee also is asked to approve the corresponding budget amendment. These changes are needed in order to accomplish the March 1, 2009, implementation date.

First Vice Chair Stocks clarified that we are delaying the initial phased rollout, but not the full Compass Card implementation date of July 1, 2009. Mr. Dreisbach-Towle agreed that we have not changed the original full implementation date.

Mayor Morrison asked how the phased rollout of the Compass Card would affect equipment and software warranties. Mr. Dreisbach-Towle stated that we usually have a full year of warranty, and we have been using that warranty. We are continuing to cover the software pieces that are specific to the smart card. Some pieces of equipment have been installed later than expected.

Mayor Morrison said he hoped we learned some lessons from this process.

Gary Gallegos, Executive Director, noted that one lesson we learned was that we should put equipment and software under one contract rather than separate contracts.

Chair Pfeiler said there was one request to speak on this item.

Clive Richard, a member of the public, expressed concern about the enforcement of the Compass Pass through the use of handheld equipment by fare inspectors, and if the handheld equipment technology was up-to-date.

Action: Upon a motion by First Vice Chair Stocks and a second by Supervisor Slater-Price, the Executive Committee voted to authorize the use of $115,000 in SANDAG Contingency Reserves, and increase the budget of the Compass Card Automated Fare Collection Project by $115,000 for the reprogramming of ticket vending machines in order to make system modifications in support of the amended Comprehensive Regional Fare Ordinance.

5. FY 2008 YEAR-END PROGRESS REPORT ON THE OVERALL WORK PROGRAM (INFORMATION/POSSIBLE ACTION)

Tim Watson, Budget Program Manager, reported that this year-end report provides a summary of progress made during the year, including significant accomplishments and variances to planned progress. Expenditures in FY 2008 were 29 percent under the amended budget of $51.8 million, with the balance carried over into the current fiscal year to fund planned FY 2009 work efforts. Federal and state grants came in as planned. We anticipated a decrease in sales tax revenue, but it came in slightly higher than projected. The final FY 2008 Overall Work Program (OWP) expenses totaled $37 million. We continued to monitor the budget to ensure that critical items were completed. The ending Contingency Reserve balance was $5 million. This represents 9 percent of our current year OWP budget, which exceeds the required 5 percent goal set by Board policy.
The FY 2008 OWP was developed around four strategic goals: Improve mobility by providing better transportation services and implementing TransNet Early Action Program projects, transportation demand management, and traveler information services; encourage quality of life improvements, as characterized by a strong economy, healthy environment, more housing, and more housing choices; ensure public safety through the continued efforts of the Automated Regional Justice Information System (ARJIS) and criminal justice research; and enhance information services, technical capabilities, and organizational effectiveness. Mr. Watson reviewed highlights in each of these four categories.

Mr. Watson stated that throughout the year, new priorities emerged that were either absorbed into the current OWP or were amended into the approved budget. He noted that the redirection of resources to these efforts in many cases accounted for the slower progress on other budgeted efforts. He reviewed the planned work elements that experienced significant delays in FY 2008 along with the reasons for the delay and the planned resolution. Most of these work efforts were carried forward and included in the FY 2009 Budget.

He noted the continued success of the Service Bureau, and awards received for several work products and individual SANDAG department efforts.

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

6. **FEDERAL LEGISLATIVE STATUS REPORT (INFORMATION)**

Victoria Stackwick, Associate Legislative Analyst, reported that the Obama Administration has selected Congressman Ray LaHood, a Republican from Illinois, to head the Department of Transportation. During the week of Christmas 2008, Democratic appropriators put together a spending bill for the reminder of the federal FY 2009 budget. Indications are that this bill would contain Congressional earmarks. However, after a day-long brainstorming session with the Obama Administration staff and other Congressional committees, work stopped abruptly to work on the proposed $800 billion economic stimulus package. The newest proposal would replace the two other formal proposals offered last year in the range of $65 billion to $100 billion, and is larger than the $500 billion package discussed last week. Big decisions about the economic stimulus package have not yet been made. Major outstanding questions include: how much will be spent and how will the monies be distributed?

Based on the most recent formally introduced proposal, Congressman Oberstar’s legislation to “rebuild America” provides $85 billion for infrastructure, including $52.5 billion for highway, transit, rail, and aviation through existing funding programs. The proposal would take the FY 2009 funding for highway projects and increase spending by $30 billion, which would increase FY 2009 obligations from $34.3 billion to $64.3 billion, an 84 percent increase. However, on average, only 72 percent of new highway obligations spend out in the first two years of a program, and most of that is distributed in the second year.

For transit, the proposal more than doubles the Federal Transit Administration formula grants from $7.2 billion to $16.7 billion, which is a 132 percent increase over what states thought they would get. However, only about 45 percent of new transit grants make it out.
of Treasury in the first two years following appropriation. It is not clear if doubling this budget will stimulate the economy.

The extent to which the stimulus proposals are effective will depend on how serious the Obama Administration is in implementing significant reforms and supporting actual change in the programming and project implementation process. President-elect Obama is encouraging Congress to take “drastic action” on his economic aid package as soon as possible. He charged Congress with figuring out how to implement legislation based on the ideas in his program. Among some of the proposals President-elect Obama discussed were: investing in infrastructure, doubling renewable energy production, moving all paper health records to electronic form within five years, laying broadband lines across the country and developing smart grids, providing 95 percent of taxpayers with a $1,000 tax cut, and banning earmarks from legislation. The new Administration has indicated it would like an economic stimulus package bill passed and signed within the next two months.

House Majority Leader Steny Hoyer (D-MD) stated that committee hearings on the economic stimulus package are likely to begin next week with a vote in the full House slated for the week after President-elect Obama’s inauguration. Representative Hoyer mentioned that the Ways and Means Committee will have jurisdiction over the taxation and infrastructure provisions.

Mayor Cox asked that Ms. Stackwick send her notes to Committee members.

First Vice Chair Stocks stated that it seems we are getting conflicting information regarding the various economic stimulus proposals. Ms. Stackwick replied that because of reactions to the Wall Street and automakers bailouts, Congress will take a lot more precautions with any future stimulus package. The current system does not allow dollars to get into the economy quickly. Another issue affecting this stimulus package is the “use it or lose it” provision. Certain states cannot go to construction within 180 days due to weather constraints. In addition, it is unclear whether there is full support in the Senate for moving forward.

Mr. Gallegos commented that these are unprecedented times. At the same time that there are proposals to speed things up, we also are faced with the prospect of shutting projects down. We are trying to stay engaged to help federal policymakers understand what we can do and how fast we can do it. There is a lot of uncertainty. We were asked on behalf of the National Association of Regional Councils (NARC) to testify before the House Transportation and Infrastructure Committee. What NARC wanted us to talk about is how regions are ready to go, and how we work with our cities. There is a big debate on how to process the dollars. His testimony noted how our local mayors and supervisors are better served to make decisions on how to spend the dollars.

First Vice Chair Stocks said he was impressed that our region was invited to speak. Mr. Gallegos said that was in part a result of Mayor Morrison’s involvement in NARC.

Action: This item was presented for information only.
Genevieve Morelos, Senior Legislative Analyst, noted that on December 3, 2008, the Governor's staff released the FY 2010 Budget, which outlines the strategy for addressing a projected $41.7 billion General Fund deficit over the next 18 months. This proposal builds upon the Governor's December 19 Special Session proposal, which contained $22 billion of General Fund solutions. These General Fund solutions include $14.3 million in tax increases and other revenues, $17.4 billion in spending cuts, $5 billion from the Lottery Securitization, and $5 billion in new borrowing. The Governor's budget envisions that the Legislature would adopt both a Special Session package that would be enacted by February 1, 2009, and an annual budget package by July 1, 2009. The package proposed in the FY 2010 budget includes all of the $22 billion in solutions contained in the December 19 Special Session proposal, plus an additional $4.6 billion in current year solutions. The FY 2010 budget contains another $14.7 billion in solutions.

Included in the $17.4 billion in spending cuts is a proposal to eliminate State Transit Assistance (STA) monies. The Governor also proposes to cut $153 million in STA funds in the current year budget and $306 million in FY 2010. As part of a state economic stimulus package, the Governor proposes an additional $800 million in Proposition 1B (Prop. 1B) funding for local transit projects in the current year and another $350 million in FY 2010. Essentially, the Governor's budget reduces transit operations dollars but provides capital dollars.

Ms. Morelos summarized the Governor's proposed tax increases: a three-year 1.5 cent sales tax increase, an oil severance tax, expanding the sales tax on some services, a “nickel a drink” tax, and increasing the Vehicle License Fee (VLF).

On December 18, 2008, the Legislature passed a Democratic-crafted budget that the Governor vetoed earlier this week. The Legislature's budget would have made mid-year revisions to the FY 2009 Budget and would have included $18.1 billion in General Fund savings ($9.3 billion in new revenues and $8.7 million in cuts). The Legislature's budget proposal would have eliminated the state gas tax and the sales tax collected on gas (Proposition 42 transportation revenues) and replaced those with a new 39 cent fee on the sale of each gallon of gas, and a new 31 cent fee on the sale of each gallon of diesel fuel. The new fee would have been indexed every three years according to the Consumer Price Index, and allocated as follows: 33 percent to cities and counties, 45 percent to the State Highway Account and the State Transportation Improvement Program (STIP), and 22 percent to a new Transportation Stabilization Account. This fund would have been allocated by the Legislature for transportation purposes. The new proposal did not include any monies for public transit; it also would eliminate the STA program. Staff will continue to monitor the state budget situation.

Mr. Gallegos stated that the state has run out of cash for bond projects. What's at risk is work on State Route (SR) 905, SR 52, and Interstate 15 (I-15). Without these state funds, work on construction projects will need to stop. He explained that Caltrans submits a monthly progress pay estimate on the 20th of each month for work done in the previous month. Contractors are expected to get paid each month for the past month’s work. Caltrans submitted those pay estimates, but the State Controller has indicated he is not going to pay them. Mr. Gallegos said that he and Pedro Orso-Delgado, Caltrans District 11
Director, met with several contractors earlier in the week. A lot of our contractors are at risk of not getting paid for work done. We conducted an analysis that shows that if these construction projects were to shut down, several thousand direct and indirect jobs related to those projects would be lost.

Mr. Gallegos said that we have been working with the Board leadership on an idea for the Executive Committee’s consideration to pursue as a stop-gap measure. The idea is to consolidate the various funding sources in the major corridors. We currently program individual projects in each corridor one at a time. The work on I-15 north of Lake Hodges is being paid with sales tax revenues and federal dollars. The work south of Ted Williams Parkway is being paid for with bond dollars. So, the work on the southern portion of I-15 would come to a halt. What we are suggesting is that we go back and repackage the projects on a corridor basis. We may have to jump through some procedural hoops to repackage those dollars, which would allow us to use the sales tax and federal monies to continue paying for the work on the projects currently under construction. We have been working with Caltrans on this proposal.

Mr. Gallegos cautioned that this is not a long-term fix. It would probably extend the contracts on those projects by about eight months. If a budget is not passed and the state cannot pay its bills, then we would have used up all of the flexible money at that point. The risk is that if the state is unable to come up with the funding to backfill these other funding sources, then there is a potential to have two partially finished projects rather than one.

There are some pending opportunities that could help mitigate these risks. First, a federal economic stimulus package is being discussed, and if this comes to fruition, we might be able to use stimulus dollars to keep the current work going. In terms of bond dollars, San Diego is in a unique spot in that we have a disproportionate amount of Prop. 1B bond-funded projects under construction. As part of the Prop. 1B process, we secured more than $400 million in financing early on and put it to work right away. A second alternative would be to use TransNet dollars. We sold $600 million in bonds that are funding a number of TransNet Early Action Program (EAP) projects. The consequences of using TransNet monies is that other EAP projects would be slowed down.

Staff recommends that you endorse the Cash Management concept for consolidating funds within the individual major corridors, and move it to the Transportation Committee for consideration. Assuming we could get approval from the Transportation Committee, we would then take this idea to the SANDAG Board for consideration and possible action to pursue. We have done some initial work with California Transportation Commission (CTC) and Caltrans staffs, and have received positive feedback from both that this proposal is doable.

Chair Pfeiler asked if there was any cost to the procedural part. Mr. Gallegos said that the cost would mainly be staff time. We would have to approve this idea locally, then obtain approval at the state and federal levels. Caltrans has estimated that it would cost at least $18-$20 million immediately to shut the current construction projects down. In addition, there would be a continuing cost of about $2 million per month. There also may be substantial claims from contractors.
Mr. Orso-Delgado added that this is a two-step process. One step is to move sales tax money first as it is the most flexible. The second step would be to move the federal money on those jobs. When we went out to bid on the I-15 projects, it was without the required federal boilerplate language. We may need money to revise those bids to include the federal requirements. We would work with the federal government and contractors on those requirements.

Mr. Gallegos said that if we were to reprogram some of the dollars, we will need an agreement from the CTC to allow us to use the bond dollars on other projects in the San Diego region. We have other projects that could use the Proposition 1B funds.

Supervisor Slater-Price asked if there are any downsides to the first option besides the projects not getting done. Mr. Gallegos responded that that is the biggest risk. Another risk is if you choose not to backfill with TransNet, eight months later if a state budget is not passed, we could be in the same situation as we are in today.

First Vice Chair Stocks commented that another downside is that if we used the TransNet money, we would lose the interest revenue, and the state will not reimburse you for that lost revenue. However, the financial pain of receiving less interest would be less than the cost to halt construction projects.

Supervisor Slater-Price did not support using TransNet monies. During the debate on the TransNet Extension, one issue brought up was that several projects did not get done from the first TransNet measure. It will be harder to get this type of tax approved in the future if we don’t complete the projects in the program. Using TransNet funds should only be done as a last resort. She agreed that monies will be lost if we don’t continue existing construction projects. She supported the idea of consolidating the existing funding in the corridors.

Supervisor Roberts agreed with Supervisor Slater-Price’s comments.

Chair Pfeiler recognized Brad Barnum with the Associated General Contractors (AGC).

Mr. Barnum thanked Mr. Gallegos, Mr. Orso-Delgado, and Armando Garcia (Caltrans staff) for their commitment to this process. This is a serious situation. A number of contractors are considering shutting down their projects. They strongly support Mr. Gallegos’ idea, and he suggested a joint trip to Sacramento to meet with state legislators.

Mayor Morrison expressed concern that we not be “punished” by the state if we choose to use local funds on these projects, and then backfill them with state funds when they become available.

Mr. Gallegos said that as long as we were bringing projects that complied with state requirements of the bond and have a list of eligible projects, we should be able to reach agreement with the state on that issue.

First Vice Chair Stocks said that there was a similar situation in the past and we obtained Letters of No Prejudice. Is this what you are talking about? Mr. Gallegos replied that it would be something similar to that, but more of an ironclad agreement.
First Vice Chair Stocks said he was impressed that our staff believes we can make these administrative changes and get approval from state, CTC, and the federal government in less than a month.

Mr. Gallegos said that there has to be a 30-day notice to approve STIP amendments. The CTC has been trying to think ahead of a possible federal economic stimulus package and has scheduled a meeting at the end of this month for possible STIP amendments. We could get our part done quickly by taking this item to the Transportation Committee and Board this month prior to the special CTC meeting at the end of the month. We could tier this idea to use our sales tax dollars first, then work on getting the federal funding moved.

First Vice Chair Stocks supported this very creative approach. We are going to lose out on interest but that would be a minimal loss. We have to do this and have faith that the state couldn’t possibly continue for another six months at a budget impasse.

Mr. Gallegos added that if the state doesn’t do something soon it will run out of cash by February.

Supervisor Roberts commented that we should not expect any interim solutions from the state. If you predicate this upon where the state will be in six months, you might be in trouble. He doesn’t see any structural solutions at the state level. He supports this concept but saw some problems with it. You have the money for one section, but not for the other. When you talk about closing down, there is only one project that that would apply to. If you can keep the I-15 South project going and it’s going to take 30-45 days to work through this, can the contractor continue for this period of time? If subcontractors are going under on one project, then we should use the money for the other project.

Mr. Gallegos acknowledged that was a good point and we will talk to contractors on the I-15 projects before the Transportation Committee meeting on January 16. We have the same exact scenario on SR 52.

Supervisor Roberts said we shouldn’t trust the state and imagine it will be healthy in six months. To parallel this, we also should also be working on long-term solutions.

Second Vice Chair Jack Dale (East County) expressed concerns similar to those expressed by Supervisor Roberts. Let’s make sure that when we spend money we will accomplish something and, if we have to shut a project down, we need to be in control of that. Let’s not have three uncompleted projects.

Supervisor Slater-Price agreed with Supervisor Roberts’ comments.

First Vice Chair Stocks agreed that we should have a caveat that contractors are not going to shut down before we can go through this process.

Second Vice Chair Dale added that contractors need to have stable financial partners. We have to have a long-term plan in place that presumes the state will not come through. If we do, that will be in addition to a framework that we are currently discussing. We may have to
delay parts of projects such as landscaping that are not crucial to getting a project completed.

Mr. Orso-Delgado commented that there might be an interim approach where a contractor and Caltrans decide to temporarily suspend a job for a month and then restart a month later.

Chair Pfeiler agreed that staff should talk with contractors about these various issues. We should move this suggestion forward to the Transportation Committee so everyone understands the risks. We also should bring our local legislators up to speed so that they understand what we are doing. She suggested we also reach out to the Governor’s office.

Mr. Gallegos said that the San Diego Legislative caucus meets on a regular basis, and Senator Denise Ducheny chairs the caucus. We could request a meeting of that caucus. Part of the Board leadership could meet with the caucus to explain our concerns and seek assurances. We could then follow-up with letters to the Governor and the Legislative leadership as needed.

First Vice Chair Stocks suggested that we also indicate our dissatisfaction with having to come up with these kinds of solutions.

Second Vice Chair Dale thought the suggestion of a joint trip with the AGC to Sacramento was a good one.

Second Vice Chair Dale asked if there is something to be said for keeping all of the projects going but at a slower pace; that way you spend money with all of the different contractors. He wasn’t sure of the benefits of doing that.

Mr. Gallegos said that he and Mr. Orso-Delgado recently met with 40 contractors. We are getting good direction from this Executive Committee meeting. We will meet with those individual project contractors and see where they are at so we can bring that additional information to the Transportation Committee meeting.

Supervisor Roberts agreed that a creative slowdown of the work with the contractors was a good suggestion.

Second Vice Chair Dale stated that some of the TransNet money was set aside for bicycle routes and environmental efforts. He asked if there was flexibility to move money from those accounts. Mr. Gallegos said that the Board has authority to make certain changes, but it would require a two-thirds vote from Board.

Ms. Wiley noted that there are two segments in the TransNet program that cannot be changed: the environmental mitigation program (EMP) and the unfinished projects from the original TransNet program.

**Action:** This item was presented for information only.
8. REVIEW OF JANUARY 3, 2009, DRAFT BOARD AGENDA (APPROVE)

Diane Eidam, Chief Deputy Executive Director, reviewed the draft agenda and suggested some additional items. She noted that Item No. 7, US Department of Defense Projects Affecting the San Diego Region, may be moved. We would like to add another item under the Chair’s Report recognizing outgoing Chair Mary Sessom. We would like to add the following under Reports: Destination Lindbergh would be an oral report; today’s item about the state budget impacts on transportation projects; a presentation by a local coalition about hate crimes in the San Diego region, as requested by Assemblymember Lori Saldaña; and a possible presentation by the San Diego Convention & Visitors Bureau (CONVIS) on the impacts of the current economy on tourism in San Diego.

Action: Upon a motion by Supervisor Slater-Price, and a second by Mayor Morrison, the Executive Committee voted to approve the agenda for the January 23, 2009, Board of Directors meeting, as revised.

9. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, February 13, 2009, at 9 a.m.

10. ADJOURNMENT

Chair Pfeiler adjourned the meeting at 10:31 a.m.

Attachment: Attendance Sheet
CONFIRMED ATTENDANCE
SANDEF EXECUTIVE COMMITTEE MEETING
JANUARY 9, 2009

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<tr>
<th>GEOGRAPHICAL AREA</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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<td>North County Inland</td>
<td>City of Escondido</td>
<td>Lori Holt Pfeiler, Chair</td>
<td>Member</td>
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<td>City of Poway</td>
<td>Mickey Cafagna</td>
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<td>North County Coastal</td>
<td>City of Encinitas</td>
<td>Jerome Stocks, 1st Vice Chair</td>
<td>Member</td>
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<td>Matt Hall</td>
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<td>Cheryl Cox</td>
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<td>Dianne Jacob</td>
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