



**VENTURA COUNCIL
OF GOVERNMENTS**

AGENDA

Thursday, March 9, 2006

5:00 p.m.

City of Camarillo

Council Chambers

601 Carmen Drive, Camarillo, California 93010

1. **CALL TO ORDER**
2. **FLAG SALUTE**
3. **ROLL CALL**
4. **PUBLIC COMMENT**

At this time, members of the public may comment on any item not appearing on the agenda upon completion of a speaker card. Individual Board Members may briefly respond to Public Comments or ask questions for clarification.

5. **BOARD MEMBER COMMENTS**
6. **APPROVAL OF THE FINAL AGENDA**
7. **CONSENT CALENDAR**

SUGGESTED MOTION: *Motion/Second to adopt the Consent Calendar as presented.*

- A. **Minutes** – Adopt the Minutes of the January 12, 2006 Meeting.
- B. **Update on Implementation of 2006 Workplan** – Receive and file report. Interim Executive Director Wally Bobkiewicz's report dated March 3, 2006.

MEMBERS

City of Camarillo
Jan McDonald, Member
Kevin Kildee, *Alternate*

City of Oxnard
Thomas Holden, Member
Tim Flynn, *Alternate*

City of Simi Valley
Paul Miller, Member
Steven Sojka, *Alternate*

City of Fillmore
Ernie Villegas, Member
Ken Smedley, *Alternate*

City of Port Hueneme
Jonathan Sharkey, Member
Murray Rosenbluth, *Alternate*

City of Thousand Oaks
Jacqui Irwin, Member
Dennis Gillette, *Alternate*

City of Moorpark
Patrick Hunter, Member
Clint D. Harper, *Alternate*

City of San Buenaventura
Carl Morehouse, Member
Brian Brennan, *Alternate*

County of Ventura
Linda Parks, Member
John Flynn, *Alternate*

City of Ojai
Sue Horgan, Member
Rae Hanstad, *Alternate*

City of Santa Paula
Mary Ann Krause, Member
John Procter, *Alternate*

8. **ORDER OF BUSINESS**

- A. **Review of Governance Options** - Review governance options and provide direction to staff. Interim Executive Director Wally Bobkiewicz's report dated March 3, 2006.
- B. **Proposed Legislative Changes in the Telecommunications Industry**: Receive report, consider taking a position on the pending issues and/or provide direction to staff. Interim Executive Director Wally Bobkiewicz's report dated March 3, 2006.
- C. **City Councilmember/County Supervisor Ethics Training**: Consider VCOG sponsorship of required ethics training for City Councilmembers and County Supervisors. Interim Executive Director Wally Bobkiewicz's report dated March 3, 2006.
- D. **Update on Status of Regional Housing Need Allocation Process**: Receive oral report and provide direction to staff.
- E. **Presentation by Ventura County Homeless and Housing Coalition**: - Receive an oral presentation by the Coalition on current issues and provide direction to staff.

9. **AGENCY REPORTS**

- A. Southern California Association of Governments
- B. Ventura County Transportation Commission
- C. League of California Cities
- D. Other Agencies

10. **INTERIM EXECUTIVE DIRECTOR REPORT**

11. **REQUEST FOR FUTURE AGENDA ITEMS**

Any Board Member may propose items for placement on a future agenda. Members may discuss whether or not the item should be agendized and the description of the agenda item.

12. **ADJOURNMENT TO MAY 11, 2006**

Copies of staff reports or other written documentation relating to each item of business referred to on this agenda are on file in the City of Santa Paula City Manager's Office and are available for public inspection. If you have any questions regarding any agenda item, contact the Interim Executive Director at (805) 933-4200.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Interim Executive Director. Notification 48 hours before the meeting will allow VCOG to make reasonable arrangements to ensure accessibility to this meeting (28 CFR 35, 102-35.104 ADA Title II).

ITEM 7.A.

Minutes of January 12, 2006 Meeting



**VENTURA COUNCIL
OF GOVERNMENTS**

DRAFT MINUTES

Thursday, January 12, 2006

5:00 p.m.

City of Camarillo

Council Chambers

601 Carmen Drive, Camarillo, California 93010

1. **Call to Order:** Vice Chair Hunter called the meeting to order at 5:05 p.m.
2. **Salute to the Flag:** Interim Executive Director Wally Bobkiewicz led the Salute.
3. **Roll Call:**

Member Jan McDonald	City of Camarillo
Alternate Ken Smedley	City of Fillmore
Member Patrick Hunter	City of Moorpark
Member Thomas Holden	City of Oxnard
Member Jonathan Sharkey	City of Port Hueneme
Member Carl Morehouse	City of San Buenaventura
Member Mary Ann Krause	City of Santa Paula
Member Paul Miller	City of Simi Valley
Member Jacqui Irwin	City of Thousand Oaks
Member Linda Parks	County of Ventura
4. **Public Comments:** None
5. **Board Member Comments:** None
6. **Approval of the Final Agenda:** The Final Agenda was approved as presented.
7. **Consent Calendar:**

Member Sharkey moved to approve the Consent Calendar; Alternate Smedley seconded the motion, which was carried unanimously by a voice vote.

MEMBERS

City of Camarillo
Jan McDonald, Member
Kevin Kildee, *Alternate*

City of Oxnard
Thomas Holden, Member
Tim Flynn, *Alternate*

City of Simi Valley
Paul Miller, Member
Steven Sojka, *Alternate*

City of Fillmore
Ernie Villegas, Member
Ken Smedley, *Alternate*

City of Port Hueneme
Jonathan Sharkey, Member
Murray Rosenbluth, *Alternate*

City of Thousand Oaks
Jacqui Irwin, Member
Dennis Gillette, *Alternate*

City of Moorpark
Patrick Hunter, Member
Clint D. Harper, *Alternate*

City of San Buenaventura
Carl Morehouse, Member
Brian Brennan, *Alternate*

County of Ventura
Linda Parks, Member
John Flynn, *Alternate*

City of Ojai
Sue Horgan, Member
Rae Hanstad, *Alternate*

City of Santa Paula
Mary Ann Krause, Member
John Procter, *Alternate*

8. **Order of Business**

8A. **Election of Chair and Chair-Elect:**

Member Sharkey moved to adopt Resolution No. 2006-01 changing procedure for election of Chair and Chair-Elect for 2006; Member McDonald seconded the motion which was carried unanimously by a voice vote.

8B. **Appointment of 2006 Administrative Committee:**

Member Miller moved to approve the Chair's appointment of members of the 2006 Administrative Committee; Member Morehouse seconded the motion, which was carried unanimously by a voice vote.

8C. **Consideration of 2006 Legislative Agenda:**

Member Krause moved to approve the 2006 Legislative Agenda, amending Item VIII, G. to read, "Oppose a relaxation of Transportation Security Administration Safety Standards enacted after 9/11"; Member McDonald seconded the motion, which was carried unanimously by a voice vote.

8D. **Update on Discussions with Ventura County Transportation Commission Regarding Governance Changes:**

Interim Executive Director Bobkiewicz summarized issues discussed at a December 16, 2005 meeting among VCOG and Ventura County Transportation Commission (VCTC) representatives, indicating that VCTC expressed general support for the process and proposed the VCOG and VCTC Boards jointly meet at some point to discuss how a merged agency might be structured. VCOG members discussed the timing of such a meeting, the need to review various structure options, and the potential for including other organizations, such as the Air Pollution Control District (APCD). Staff was directed to develop a concept for review by the Administrative Committee, discussion among the VCOG and VCTC Chairs and Vice Chairs and presentation to VCOG at its March 9, 2006 meeting. Staff to include a review of VCOG governance options and, after APCD has considered it, the inclusion of APCD.

8E. **2006 VCOG Dinner Meeting:**

Interim Executive Director Bobkiewicz summarized options for use of the Ronald Reagan Presidential Library for a VCOG dinner meeting on the subject of emergency preparedness. There was consensus to hold the event on June 22 with a buffet dinner service.

8F. **Legal services Engagement with Jenkins & Hogin, LLP as Special Legal Counsel Related to Investigation of Future Governance Models for an Amount Not to Exceed \$10,000:**

Member Morehouse moved to authorize the Interim Executive Director to execute a legal services agreement with Jenkins & Hogin, in an amount not to exceed \$10,000; Member Miller seconded the motion, which was carried unanimously by a voice vote.

9. Agency Reports

A. Southern California Association of Governments

Interim Executive Director Bobkiewicz noted the SCAG Executive Director's Monthly Report is contained in the agenda packet.

B. Ventura County Transportation Commission: – No Report

C. League of California Cities

Member Morehouse reported on a SCAG meeting wherein legislation on CEQA reform and infrastructure were discussed and encouraged VCOG members to monitor these issues.

D. Other Agencies – No Report

10. **Interim Executive Director Report:** None

11. **Request for Future Agenda Items:** None

12. Chair Hunter moved to adjourn the meeting at 5:45 p.m. to March 9, 2006; Member Sharkey seconded the motion, which was carried unanimously by a voice vote.

ITEM 7.B.

Update on Implementation of 2006 Workplan



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors
FROM: Wally Bobkiewicz, Interim Executive Director
SUBJECT: **Update on Implementation of 2006 Workplan**
DATE: March 3, 2006

Recommendation: It is recommended that the Board of Directors receive and file this update on implementation of the 2006 Workplan.

Discussion: The following is an overview of the status of the implementation of the 2006 Workplan.

1. AB 939 Task Force: There are no issues pending on this subject.
2. Regional Housing Needs Assessment: Staff will provide an update at the March 9, 2006 meeting.
3. Future Governance Models: Staff will provide an update at the March 9, 2006 meeting.
4. Santa Barbara/Ventura County Issues: The Board subcommittee met on January 4, 2006 to discuss next steps. Members of the Ventura City Council met on February 3, 2006 with members of the Santa Barbara City Council to discuss issues of mutual interest. The subcommittee will meet again in April to discuss these issues further.
5. Legislative Agenda: Staff members from the cities and the County of Ventura met on February 9, 2006 to discuss issues of mutual concern. From this conversation came the recommendation of the VCOG Board discussing changes in the telecommunications industry at the March 9, 2006 meeting. This legislative staff group will meet again on April 13, 2006.
6. Informal Gatherings of Ventura County Officials: Staff is working on the event scheduled for the Reagan Library on June 22, 2006. Congressman Gallegly's office is working with the Department of Homeland Security in Washington to secure a speaker for the event. Save the date postcards will go out in April.

7. Emergency Preparedness: The Board subcommittee met for the first time on January 27, 2006 to identify issues of concern. The subcommittee decided it wanted a better understanding of the County of Ventura's emergency operations before moving further. The subcommittee's next meeting is scheduled for March 17, 2006 at the County Government Center to tour the EOC and receive a briefing from County staff.

ITEM 8.A.

Review of Governance Options



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors
FROM: Wally Bobkiewicz, Interim Executive Director
SUBJECT: **Review of Future Governance Models**
DATE: March 3, 2006

Recommendation: It is recommended that the Board of Directors receive this update on future governance models and provide direction to staff.

Discussion: At its January 12, 2006 meeting, the Board requested that staff prepare a report looking at future governance models for VCOG. There was specific discussion at the meeting that investigation should also be done to look at including the responsibilities of the Ventura County Air Pollution Control District in potential governance models.

A history of the previous work of looking at governance models was summarized in my August 16, 2005 report to the Board that is attached for your reference. In addition, I asked Santa Paula Management Analyst Elisabeth Amador to update much of the data that was gathered by former VCOG Interim Executive Director Penny Bohannon Boehm in 2001 on various governance models around the state. Ms. Amador's report is also attached.

At the Administrative Committee's February 24, 2006 meeting, the committee reviewed the draft of this report. The committee suggested that some discussion of becoming an separate Metropolitan Planning Organization (MPO) should be included.

A Metropolitan Planning Organization (MPO) is a transportation policy-making organization made up of representatives from local government and transportation authorities. MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing (3-C) planning process. The role of the MPO includes: establishing a local forum for transportation decision making; evaluating transportation alternatives; developing and updating a long-range transportation plan; developing a Transportation Improvement Program (TIP); and getting the public involved. A MPO must be designated for each "urbanized area" with a population of more than 50,000, as defined by the Bureau of Census, to carry out the federal planning requirements. A MPO is

designated by an agreement between the Governor, the cities, and other local governments representing at least 75% of the affected population.

Among the most significant continuing provisions are the following:

- Local officials, in cooperation with the State and transit operators, remain responsible for determining the best mix of transportation investments to meet metropolitan transportation needs.
- Metropolitan Planning Organizations are responsible for adopting the plan; Governor and MPO approve transportation improvement program.
- A 20-year planning perspective, air quality consistency, fiscal constraint, and public involvement established under ISTEA.
- A Congestion Management System is still required in larger (urbanized area larger than 200,000 population) metropolitan areas.
- Department of Transportation certification of the planning process in larger (urbanized area larger than 200,000 population) metropolitan areas.
- An emphasis on alternatives to capacity additions is retained through the Single Occupant Vehicle project limit in larger (>200,000 pop.) metropolitan areas, which are non-attainment areas for air quality.

SCAG currently serves as the MPO for Ventura County. Staff believes that other issues are more pressing in consideration of changes of governance at this time and that becoming an MPO might be considered in the future.

I believe the recommendations for future governance models fall into two categories: leave VCOG as is or merge with the Ventura County Transportation Commission. Staff investigated what other counties we surveyed do for their Air Pollution Control Districts (APCD). This summary is attached. None of the counties surveyed combine their Council of Governments with their APCDs. While combining these functions with a Council of Governments may make sense down the road, I am not recommending further investigation of this option at this time.

Let me focus then on two possible governance models:

VCOG REMAINS UNCHANGED

The biggest benefit to leaving VCOG unchanged is that it allows the agency to focus on planning/regional cooperation issues solely and does not have to spend the time, energy and resources focusing on transportation. In a review of the COGs that perform transportation and planning/regional cooperation issues, it appears that transportation issues take up the greatest amount of organizational time and resources. There are models that have staff assigned specifically to non-transportation planning, but the focus of the agency seems to remain on transportation. As far as Board committees are concerned, SANBAG has a Desert/Mountain Issues Committee and that is the only non-transportation Board committee staff could identify in a combined agency. Those agencies that are also the Metropolitan Planning Organization have land use planning committees.

VCOG unchanged can continue its work on planning/regional cooperation issues. The challenges of leaving VCOG unchanged are those that it has faced at least since the current reorganization in 2002: staffing, resources and mission.

VCOG MERGES WITH VCTC

In COGs where transportation and planning/regional cooperation issues are done in a single agency (and that agency is not a Metropolitan Planning Organization), transportation issues dominate. There are probably many reasons for this. There is much funding available for transportation (State, Federal, and in many counties, locally generated tax revenue). Also the issues involving transportation are substantial in all the counties surveyed. Clearly, these organizations have staff dedicated to work on both transportation and planning/regional cooperation issues, the work of their Board committees remain focused on transportation. Other work is likely done by staff committees. If VCOG and VCTC merge, the day-to-day functions of the new agency can be focused however the governing board sees fit. Separate board committees for planning/regional cooperation could be created. Funding for this work would have to be identified since transportation funding can not normally be used for these functions.

Board structure would be an issue. COGs can have a representative from each City and either one or all members of the Board of Supervisors. None of the groups surveyed had public members on their Boards. There may be stand-alone county transportation commissions that do. Some COGs also have weighted votes for each jurisdiction based on population. To change VCOG's Board structure only requires an amendment to the Joint Powers Agreement. To change VCTC's Board structure requires State Legislation.

There are slight differences among all the COGs surveyed that there is no one set model of all the various responsibilities that a joint transportation and planning/regional cooperation agency have together.

It is my recommendation that the VCOG Board determine if it wishes to continue discussions on a merger with VCTC or continue as a stand-alone organization. The next step in merger discussions would be to meet with either the full VCTC Board or a subgroup to discuss further some of the issues raised above and begin jointly drafting a white paper addressing how a merged agency would be organized and operate.

Staff recommends that if merger talks were to continue that VCOG would remain a separate entity and that the Joint Powers Agreement be amended to have the Board of the Ventura County Transportation Commission serve as the VCOG Board. How the new agency would work and the focus of its efforts still need to be determined. Staff does not believe that the details of this can be fully developed without a more extensive consultation with the Boards of VCTC and VCOG.

Attachment:

1. August 16, 2005 Report – VCOG Structural Options
2. February 16, 2006 Report – Updated Chart and Summary of Council of Governments
3. Air Pollution Control Districts Summary



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors

FROM: Wally Bobkiewicz, Interim Executive Director

SUBJECT: **VCOG Structural Options**

DATE: August 16, 2005

Recommendation: It is recommended that the Board of Directors receive this report; identify options for further consideration and direct staff to provide additional information on next steps for preferred options.

Discussion: At its July 14, 2005 meeting, the Board of Directors requested that staff identify options for changes to VCOG.

VCOG has conducted several reviews of its organization and mission. The organization was originally formed in 1992 with the approval of a joint powers authority by its member agencies. In the early 1990's, the State Legislature was discussing a reorganization of local government statewide and at that time the cities and County felt it was important to once again create a regional organization.

There was a predecessor organization to VCOG, the Ventura County Association of Governments (VCAG) which was disbanded in the late 1980's. There also is a second organization, the Association of Ventura County Cities, which still exists today and primarily serves at the City Selection Committee and meets occasionally on other interests of cities only.

VCOG underwent its first significant change in 1997, when the cities of Westlake Village and Agoura Hills left VCOG since they no longer felt a need to coordinate on issues with Ventura County and its cities. Files of VCOG show that there was discussion in 1997 for VCOG to better focus its mission and purpose. At that time, VCOG was administered through the offices of LAFCO. VCOG continued forward until 2001 when State law changed and prohibited LAFCO from continuing to provide administrative support to VCOG.

On April 26, 2001, a forum of City Council members and County Supervisors met to discuss the future of VCOG. The group decided to hire an Interim Executive Director and to hire a consultant to make recommendations about the future roles,

responsibilities authority and governmental structure of VCOG. VCOG hired Penny Bohannon Boehm to serve as Interim Executive Director in July, 2001 and to conduct the study of VCOG that summer and fall. A summary of the April 26, 2001 meeting is attached.

Ms. Boehm conducted the VCOG Organizational Study and proposed two organizational models for VCOG. The Organizational Study is attached for your review. A forum of City Council members and County Supervisors met again on October 25, 2001 and recommended moving forward with a modified Joint Powers Agreement. The modified JPA which was approved in July, 2002 gave a vote to each City and the County on the VCOG Board, changed meetings to quarterly and continued to have VCOG serve as regional local task force for integrated waste management and allocating regional housing needs. Camarillo City Manager Jerry Bankston served as VCOG Acting Executive Director from May, 2002 to January, 2004, when Jacki Bacharach was selected as Executive Director.

Another change that has occurred during this time was a reorganization of the Board of the Ventura County Transportation Commission (VCTC). State legislation in 2004 reorganized the Board giving each city, each member of the Board of Supervisors and two public members a vote on the VCTC Board of Directors beginning in 2005.

There are many options that VCOG could follow to move forward. Staff believes that the Organizational Study conducted in 2001 contains data on other COGs which is still largely accurate; therefore staff does not recommend additional data gathering at this point. Some of the options the Board may wish to consider include:

1. **DO NOTHING**: Allow VCOG to continue forward as is with its solid waste and housing responsibilities. Other issues can continue to be dealt with on an ad hoc basis. The role of the Executive Director could continue to be staffed by the City/County Managers group or have VCOG once again hire an Executive Director.
2. **MERGE WITH VCTC**: Now that VCTC has the same board as VCOG it may make sense to move forward with drafting State legislation to merge the two agencies. Questions of roles and responsibilities of new agency would have to be discussed in depth.
3. **REVITALIZE EXISTING VCOG**: VCOG could continue with its existing structure, but could identify specific issues and/or programs (existing or new) to take on utilizing the City/County Managers group or a new Executive Director to lead.
4. **MAKE VCOG LESS FORMAL**: As was suggested in the Organizational Study as "Model B," make VCOG less formal and more of a cooperative exchange of ideas while still retaining roles with solid waste and housing.

5. **SOME COMBINATION**: Take some combination of previous four options.

Staff recommends that the Board consider these options and provide direction to staff to return to the Board in November with additional information and analysis on options selected.

Attachments:

1. "Future of VCOG," May 19, 2001
2. VCOG Organizational Study and Regional Forum Notice, October 5, 2001

NOTE: Memo revised March 3, 2006 to correct makeup of the VCTC Board of Directors.

MEMORANDUM

To: Wally Bobkiewicz, Interim Executive Director

From: Elisabeth V. Amador, Management Analyst

Date: February 13, 2006

Subject: Updated Chart and Summary of the Council of Governments

The following provides a comprehensive summary of the Council of Governments identified in the attached chart in (Exhibit A):

1. COUNCIL OF FRESNO COUNTY GOVERNMENTS (FRESNO COG)

A. Overview and Responsibilities

- The Fresno COG is a voluntary association of local governments. The major role is to foster intergovernmental communications and coordination, undertake comprehensive regional planning with an emphasis on transportation, and provide for citizen involvement in the planning process and to provide technical services to its member governments. In all these areas the Fresno COG serves as a consensus builder to develop an acceptable approach on how to handle problems, which do not respect boundaries. Independent agencies address regional issues surrounding Regional Land Use Planning (LAFCO), Solid/Hazardous Waste Management, Airport Land Use (Commission, Water Quality (CA Regional Board).
- The major functions on the Fresno COG include:
 1. Regional Transportation Planning Agency: (Designated) Responsible for programming State Transportation Improvement Program funds.
 2. Metropolitan Planning Organization: (Designated)
 3. Abandoned Vehicle Abatement: (Designated) funded by a \$1 fee imposed on all registered vehicles in the county. The funds are divided among the cities and the county in the following manner: one-half of the funds are disbursed based on population and the other half are disbursed based on the number of abatements.
 4. Local Transportation Fund: (Designated)
 5. Transportation Development Act Fund Administration:(Designated)
 6. Air quality planning: Reduce transportation pollution. Lead agency-San Joaquin Air Pollution Control District
 7. Transportation Modeling: Computerized transportation models to aid Member Agencies.
 8. Fund Administration: Responsible for the Regional Surface Transportation Program (STP) and the Congestion Mitigation & Air Quality Program (CMAQ), Transportation Enhancement Program (TE).
 9. Rideshare Program: Assists employers in rideshare/commute programs.
 10. Areawide Clearinghouse: Review of Grant Applications
 11. Member Agency Assistance: Includes fiscal management support, computer applications support, traffic engineering studies, and special planning studies.
 12. Housing Planning: Aid members with required state Housing Element updates.
 13. Freeway Service Patrol: Provide patrol and free on-the-spot quick-fixes or tow to motorist.

B. Funding

- The Fresno COG is partially supported by contributed dues from its 16 members. The major revenue source includes federal and state grants. In 1986 Fresno County voters approved Measure "C" to collect a 1/2 cent sales tax for transportation purposes. The COG is required by statute to prepare a Measure "C" Expenditure Plan, focusing on the highway revenue portion. The plan is prepared in close consultation and coordination with the cities, the County, Caltrans and the Fresno County Transportation Authority (administrators of the 1/2 cent tax).

C. Board Structure

- Refer to Attached Chart for additional details ("Attachment 1").
- The Board establishes policy and guides work activities and is comprised of an elected official from each of the 15 cities and 1 County Supervisor.
- Board holds regular monthly meetings to discuss regional issues.
- The Fresno COG has a 'double-weighted' voting system. Each member has a percentage vote based upon population. Vote approval must pass two tests: 1) Agencies representing over 40% of the population must be in favor of an action, and 2) A majority of all the members must support the action; that is, nine of the sixteen members.

D. Committees

- The Policy Advisory Committee: comprised of Chief Administrator Officer of each a member agency. Makes Policy recommendations to Board.
- The Budget Committee: comprised of selected Board Members.
- The Transportation Policy Committee: comprised of the entire Board, and a Caltrans representative. All other Committees: comprised of technical staff and citizens of the area.

E. Staff Structure and Responsibilities

- Refer to Attached Organizational Chart for additional details ("Attachment 1").
- Major Staff Responsibilities include:
 1. Senior Transportation Planner: Transportation and Air Quality Modeling, Transportation Conformity, computer hardware and software support traffic monitoring, Webmaster, Statewide Conformity Working Group, supervises modeling, air quality and demographic staff. Urban P. Trans Plan, Regional Transportation Plan, COG "One Voice", Intergovernmental Coordination, Environmental Justice, Native American Liaison, Transportation Funds Administration, Grants Coordinator
 2. Planning Coordinator: Air quality policy issues, CMAQ technical support, Congestion Management System, Regional Transportation Plan, Intelligent Transportation Systems Planning, Goods Movement Study, Environmental Justice, Transportation Enhancement Activities Program, Legislative tracking and reports, Native American liaison.
 3. Public Information: Newsletter, Annual Report, Fresno County Transportation Guide, Regional Directory, Media Relations, Mapping and Graphic Design, Transportation Demand Management (TDM), Rideshare Program Coordinator, Caltrans Bicycle Advisory Committee, liaison to Fresno Organizations Activity in Disasters (FOAD), Statewide Transportation Management Technical Advisory Committee, Computer Graphics Support Fresno Regional Data Center, and US Census Bureau Office, data support for the traffic model. Freeway Service Patrol, High-Speed Rail, Aviation, Non-motorized Transportation, Housing Allocation Plan, Transit Capital Improvement Program, Aeronautics Capital Improvement Program Transportation and Air Quality Modeling, Traffic Count Program and Traffic Monitoring Report, Highway Performance Monitoring, GIS.

2. ***KERN COUNCIL OF GOVERNMENTS (KERN COG)***

A. Overview and Responsibilities

- Kern COG serves as an area-wide planning agency addressing multi-jurisdictional issues in partnership with local governments and various local, state, federal and non-profit organizations. KERN COG provides a forum to study regional problems of concern to different governmental entities in County; Streamline governmental operations through member cooperation and pooling common resources; Identify, clarify and plan for solutions to regional problems; Develop regional plans and policies and perform areawide-planning duties; and Facilitate cooperation and agreements among local governments bodies for special projects, interrelated developmental action and common policies with respect to common problems. Independent agencies address regional issues surrounding Solid/Hazardous Waste (Kern County Solid Waste), Airport planning(Indian Wells Airport District), Water Quality (Southern California Water), Air Quality (Kern County Air Pollution Control District), Kern County Department of Transportation Development (Transportation Project Funding).
- As a comprehensive planning agency, Kern Cog provides information and technical assistance to its member agencies through several local, state and federal designations:
 1. Regional Transportation Planning Agency (Designated)
 2. Metropolitan Planning Organization (Designated)
 3. Areawide Land Use Planning Organization (Designated):
 4. Local Clearinghouse (Designated)
 5. Affiliate Data Center (Designated)
 6. Home Mortgage Disclosure Depository (Designated)
 7. Kern County Transportation Authority (Designated)
 8. Kern Motorist Aid Authority (Designated)
 9. Kern Congestion Mgmt Agency (Designated)
 10. Kern Commuter Connection
 11. Regional Housing Allocation Plan (Designated)

B. Funding

- Primary funding is received from Federal grants, including other sources from State grants, fees for regional planning and other local service contracts.

C. Board Structure

- Kern COG Board is comprised of an elected official from each of the 11 incorporated cities and 2 County Supervisors.
- Board holds regular monthly meetings to discuss regional issues.

D. Committees

- Transportation Planning Policy Committee: Review and recommends Transportation Planning Policy to Board. Comprised of Kern COG, Caltrans, Golden Empire Transit District and San Joaquin Valley Air Pollution Control District (Meets Monthly).
- Advisory Committees: Include Transportation Advisory Committee; Social Service Transportation Advisory Committee (addresses needs of transit dependent); and Advisory on Private Sector Involvement in Transit. Comprised of staff representatives and public.

E. Staff Structure and Responsibilities

- Staff coordinates among local, state and federal agencies to avoid overlap or duplication of programs. Staff works many public agencies to ensure that planning and program implementation proceeds in a coordinated manner. Technical assistance and information services are used to assist local governments in planning activities. Refer to Attached Organizational Chart for additional details (“Attachment 2”).

3. ORANGE COUNTY COUNCIL OF GOVERNMENTS (OCCOG)

A. Overview and Responsibilities

- As the largest single-county council of governments in California, OCCOG is a diverse membership of 55 local Orange County agencies. As a voluntary association that represents local governments and member special districts in Orange County it seeks to provide cooperative planning, coordination and technical assistance on issues of mutual concern that cross jurisdictional lines without duplicating other jurisdictional activities. OCCOG's activities are coordinated by members themselves through cooperative, shared staffing arrangements that tap existing resources and private sector assistance. Independent agencies address regional issues surrounding Airport Planning (Airport Land Use Commission), and Transportation Planning (Orange County Transportation Authority).
- Primary Responsibilities include:
 1. Regional Planning: Project based
 2. Air quality attainment strategies
 3. Alternative Fuel Vehicle Program
 4. Rivers and Mountain Conservancy outreach and projects in Orange County
 5. Sub-regional input to SCAG for regional plans
 6. Review of legislation pertaining to regional/sub-regional issues
 7. Liaison with the business community and private sector
 8. Regional needs assessments and demographic data for use by members
 9. Reduce Orange County Congestion- Federal grant to members
 10. Regional Transportation Plan: Information compiled to assist SCAG

B. Funding

- OCCOG charges no membership dues and receives funding from a variety of grant sources that vary from year to year including Regional, State and Federal. The Orange County Division and League of California Cities provide in-kind staff support. Cities through division dues indirectly fund OCCOG activities. OCCOG operates solely on a project-need funding basis.

C. Board Structure

- Agency Membership totals 54 including 34 elected officials from member Cities, 1 County Supervisor, and 19 Representatives of Sanitation districts, Transportation agencies, Water Districts, Local air District, Universities, and Private sector. The Board is comprised of 24 members representing different regions and agencies and holds regular monthly meetings to discuss regional issues.

D. Committees

- Technical Advisory Committee: (Meet Monthly) Provide technical review of issues and items as directed by the OCCOG Board or Executive Committee. Comprised of staff representatives from 49 member jurisdictions and agencies.
- Executive Management Committee: (As Needed) Reviews products developed by the Technical Advisory Committee and provides policy recommendations to OCCOG Board of Directors regarding budgetary, organizational and administrative activities. Comprised of 10 member representatives: (5) City Manager from each Supervisorial District, Manager of Sanitation District, CEO of Transportation Corridor Agency, CEO of Orange County, Director of OC League of CA Cities.

E. Staff Structure and Responsibilities

- The Orange County Division and League of California Cities provide staff support: Executive Director, Communication Manager, Program Manager, General Counsel, Regional Issues Consultant.

4. WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS (WRCOG)

A. Overview and Responsibilities

- The purpose of the WRCOG is to unify western Riverside County so that it can speak with a collective voice on important sub-regional and regional issues. Working together and sharing resources through WRCOG is cost-effective by reducing duplication of effort, and the consensus achieved by member entities allows western Riverside County to more effectively advocate its positions and augment its standing within the region.
- The WRCOG administers the Transportation Uniform Mitigation Fee (TUMF), whose purpose is to pay for new roads, improvements and freeway interchange projects in western Riverside County. As an independent organization, the WRCOG collects TUMF, while the Riverside County Transportation Commission is responsible for programming TUMF funds for transportation projects in the County. Independent agencies address regional issues surrounding Airport (County Economic Development Agency), Air Quality (South Coast Water Management District), Regional Planning (LAFCO), Transportation Planning (Riverside County Transportation Commission and Riverside County Department of Transportation), Transit Implementation (Riverside Transit Agency).
- In addition, the Coachella Valley Association of Governments (CVAG) represents 10 eastern Riverside County cities, 3 Indian Tribes and the County of Riverside. CVAG is staffed by 17 fulltime employees who administer regional planning programs and projects, including the administration of the Coachella Valley transportation programs; environmental monitoring and implementation of energy, air quality, waste management, water quality, habitat conservation plans; and review of legislation significant to region. With an annual budget of \$917,000, CVAG receives is funding from member agency dues, air quality funding, and Mesaure A-TUMF transportation funds.
- WRCOG activities include:
 1. Air quality attainment strategies.
 2. Solid Waste-Waste Management Programs.
 3. Provide sub-regional input to the Southern California Association of Governments.
 4. Review of selected legislation pertaining to regional/sub-regional issues.
 5. Liaison with the private sector.
 6. Develop demographic data for use by members.
 7. Other issues that are not being collectively addressed by any other agency representing the collective interests of the cities of western Riverside County.

B. Funding

- WRCOG is partially supported by contributed dues from its 18 members. The major revenue source includes federal and state grants for a variety of regional programs including funds collected through the Transportation Uniform Mitigation Fee.

C. Board Structure

- 14 elected officials from member cities and 4 County Supervisors govern WRCOG.
- Each member has a percentage vote based on population: 1 per city, 0 for county. During the General assembly once a year, all members representatives present have a vote.

D. Committees

- Executive Committee: WRCOG's decision-making policy board. The Executive Committee is comprised of elected officials from each of WRCOG's member agencies, and meets monthly (dark in December and July) to discuss policy issues and consider recommendations from WRCOG's Technical.
- Advisory Committee: WRCOG's Technical Advisory Committee interfaces with WRCOG staff, reviews staff reports, considers staff recommendations and provides recommendations to the Executive Committee for consideration. Comprised of an executive of County of Riverside and each City manager from WRCOG's 14 cities.
- Administration and Finance Committee: Comprised of 2 Supervisors and 5 City Elected Officials (Chair, Past Chair and 3 geographic significant members).
- Public Works Director Advisory Committee and a Planning Director Advisory Committee

E. Staff Structure and Responsibilities

- Refer to Attached Organizational Chart for additional details (“Attachment 3”).
- Expertise encompasses geographic information systems, public information, research, statistics and demographics, transportation, and urban planning, solid waste and air quality.

5. *SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)*

A. Overview and Responsibilities

- San Bernardino Associated Governments (SANBAG) is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-model transportation system countywide. SANBAG's mission is to enhance the quality of life for all residents in San Bernardino County by improving cooperative regional planning; Developing an accessible, efficient, multi-modal transportation system; Strengthening economic development efforts and Exerting leadership in creative problem solving. As the County Transportation Commission, SANBAG supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts and long-term planning studies.
- SANBAG has been designated to serve in the following capacities:
 1. County Transportation Commission: which allocates and programs State and Federal funds for regional transportation projects throughout the county.
 2. Service Authority for Freeway Emergencies: which manages the system of call boxes on major highways throughout the county.
 3. County Transportation Authority: which administers the voter-approved half-cent transportation sales tax and provides major transportation improvements within the county.
 4. Congestion Management Agency: which implements the plan for addressing congestion and air quality related to transportation facilities throughout the county.

B. Funding

- SANBAG receives federal and state grants for a variety of regional programs, including the Measure I sales tax revenue for Transportation planning activities.
- Measure I revenue and is responsible for: 1) Determining which projects receive Measure I funding, and 2) Ensuring that transportation projects are implemented.

C. Board Structure

- 24 elected officials from member cities and the five members of the Board of Supervisors within San Bernardino County govern SANBAG.
- Board holds regular monthly meetings to discuss regional issues.

D. Committees

- Administrative Committee: Recommends to the Board of Directors and provides general policy oversight that spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity, including administrative issues, policies, budget, finance, audit, and personnel issues. Comprised of elected officials Board President, Vice President, Past President, 3 East Valley area members, 2 West Valley area members, and 3 Mountain/Desert area members.
- Commuter Rail Committee: Policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority delegates with respect to commuter rail service in San Bernardino County. Comprised of elected officials from 8 Valley area member agencies.

- Major Projects Committee: Policy guidance and recommendations to the Board of Directors on issues related to the Measure I Major Projects in the valley region. Comprised of elected officials from 18 Valley area member agencies.
- Mountain/Desert Committee: Oversight related to the full array of SANBAG responsibilities as they pertain specifically to the mountain/desert region. Comprised of elected officials from 11 Mountain/Desert area member agencies.
- Plans & Programs Committee: Oversight for the countywide Comprehensive Transportation Plan and input into the revisions of the Regional Transportation Plan, including Congestion Management Program (CMP) revisions, policies relative to deficiency plans, state and federal funding and programming requirements, local transportation control measures, CMP Capital Improvement Program, the Regional Transportation Improvement Program (RTIP) and air quality conformity. Comprised of 14 elected officials from 3 City member agencies from each of the West Valley, East Valley, and Mountain/Desert Subregions and 5 County Supervisors.
- City-County Managers Technical Advisory Committee: Discuss issues of a regional nature and of mutual concern countywide and makes recommendations to the SANBAG Board of Directors. Comprised of the County Administrative Office and the city manager from each of the 24 cities in San Bernardino County.
- Comprehensive Transportation Plan Technical Advisory Committee: Reviews and discusses selected technical transportation issues before these items are presented to policy committees and the Board of Directors. Comprised of city engineers, public works directors and other technical representatives from San Bernardino County and each of the 24 cities in San Bernardino County.

E. Staff Structure and Responsibilities

- Refer to Organization Chart (“Attachment 4”)
- Primary Staff Positions include:
 1. Executive Director
 2. Director of Transit & Rail Programs
 3. Director of Management Services
 4. Director of Intergovernmental & Legislative Affairs
 5. Director of Air Quality & Mobility Programs
 6. Director of Freeway Construction
 7. Director of Planning & Programming

6. *SAN DIEGO COUNTY ASSOCIATION OF GOVERNMENTS (SANDAG)*

A. Overview

- SANDAG plays a key role in the planning, financing and development of transportation facilities, services and programs in the region. SANDAG's mission statement: The 18 cities and county government are SANDAG, serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, and engineers and builds public transportation and provides information on a broad range of topics pertinent to the San Diego's region's quality of life.
- Primary Responsibilities and Designations include:
 1. Council of Government
 2. Metropolitan Planning Organization
 3. Regional Transportation Planning Agency
 4. San Diego Regional Transportation Commission
 5. Congestion Management Agency
 6. Local Integrated Waste Management Task Force
 7. Regional Criminal Justice Clearinghouse
 8. Regional Census Data Center
 9. Regional Rideshare Program
 10. Freeway Service Patrol Program Administration

B. Funding

- SANDAG is funded through a combination of Federal, State and local grants, including membership dues, and special transportation funding sources.

C. Board Structure

- 27 Membership including elected official from each city, and 1 County Supervisor. Non advisory members include: Imperial County, CA Dept. Transportation, US Dept Defense, SD Port District, SD Water Authority, Metro Transit System, VSD Transit Board, Republic of Mexico.
- Voting is based on membership and the population of each jurisdiction, providing for a more accountable and equitable representation of the region's residents.

D. Committees

- Executive Committee: Sets agenda, oversight for budget and work program, reviews grant applications; makes recommendations on legislative proposals and agency policies. Comprised of 6 elected officials from member agencies.
- Transportation Committee: Policy recommendations on planning and programming; strong focus and commitment to meet public transit needs. Comprised of 9 elected officials and representatives from member agencies.
- Regional Planning Committee: Policy recommendations on regional Comprehensive plan development and implementation. Comprised of 6 elected officials from member agencies.
- Borders Committee: Policy recommendation on interregional programs and projects. Comprised of 7 elected officials from member agencies.
- Public Safety Committee: Policy recommendations to enhance public safety and crime. Comprised of 11 voting and 3 advisory members- 6 elected officials, 5 associate members from

regional public safety agencies, and 3 advisory members from two federal public safety agencies, and the San Diego District Attorney's office.

E. Staff Structure and Responsibilities

- Refer to Organization Chart (“Attachment 5”)
- An Executive Director appointed by the Board of Directors, which has administrative responsibility for regular professional and clerical staff as well as contract consultants and staff loaned from other agencies for specific projects.
- Expertise encompasses accounting, administration, engineering, bi-national government, computer modeling/programming, criminal justice, economics, environment, geographic information systems, law, public information, research, statistics and demographics, transportation, and urban planning. In addition, to obtain best local technical expertise, organization coordinates SANDAG staff with local and state agency staff on various programs.

7. *SAN LUIS OBISPO COUNCIL OF GOVERNMENTS (SLOCOG)*

A. Overview

- The San Luis Obispo Council of Governments (SLOCOG) was formed as Area Planning Council, through a Joint Powers Agreement (JPA) among the incorporated cities and the County of San Luis Obispo. SLOCOG addresses issues of mutual concern for the San Luis Obispo Region, in addition to satisfying federal and state planning/program mandates. The agency serves as a forum for planning/discussion of area wide issues, preparing regional plans and programs, issues as mutually desired. SLOCOG is also responsible for the development of an efficient and effective multi-modal transportation system for mobility and maximizing state and federal funding. Independent agencies address regional issues surrounding Solid/Hazardous Waste (Integrated Waste Management), Airport (County of San Luis Obispo), Air Quality (Air Pollution Control District), and Regional Planning (LAFCO), Transportation Implementation (San Luis Obispo Regional Transit Authority).
- State and Federal Designations include:
 1. Council of Governments: forum for area-wide planning/housing allocations.
 2. Regional Transportation Planning Agency: planning & transit funding allocations.
 3. Metropolitan Planning Organization: federal planning/programming transportation funds.
 4. Regional Census Data Affiliate
 5. Service Authority for Freeways and Expressways

B. Funding

- SLOCOG receives a variety of federal, state, and local funds for transportation projects and other activities, including membership dues.

C. Board Structure

- The governing board consists of twelve delegates, each with one vote. Representatives include the five members of the County Board of Supervisors and one representative from each of the seven cities in the region, and Caltrans.

D. Committees

- Executive Committee: Board Officers, Executive Director and Past Board President
- Citizens Transportation Advisory Committee: Citizen appointed from each city and supervisorial districts, 2 representatives from senior and disabled community.
- Technical Transportation Advisory Committee: Transit Mgrs, engineers and planners from member cities, including representative from Caltrans and Air Pollution Control District.
- Regional Transit Advisory Committee: Serves as the State mandated Social Services Transportation Advisory Committee and Regional Transit Productivity Committee.
- Planning Directors Committee: County and City Planning Directors (As Needed).
- Administrators' Committee: County Administrator and City Managers (As Needed).

E. Staff Structure and Responsibilities

- Refer to Organization Chart ("Attachment 6")
- Staff consists of Executive Director; Deputy Director; Planning Managers (Transportation Planner IV); Program Coordinator (Transportation Planner III); Regional Planners (Transportation Planner III); Transit Planner (Transportation Planner III); Associate Planner, Call Box Program Coordinator (Transportation Planner III); Accountant III; Administrative Services Officer; Executive Secretary; Administrative Secretary and Legal Counsel.

8. SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS (SBCAG)

A. Overview and Responsibilities

The Santa Barbara County Association of Governments (SBCAG) is an association of city and county governments in Santa Barbara County. SBCAG's primary purpose is to assist local governments in solving common problems and addressing public policy issues that are regional or multi-jurisdictional, including traffic, housing, air quality, and growth. SBCAG is the lead agency responsible for the regional transportation planning, implementation and project funding. SBCAG exists to provide a forum for regional collaboration and cooperation between agencies. Independent agencies address regional issues surrounding Solid/Hazardous Waste (Santa Barbara County), Regional Planning (LAFCO).

- SBCAG's primary responsibilities and designations include:
 1. Regional Transportation Planning Agency (RTPA): (Designated) responsible for the multi-modal transportation planning, programming, and fund allocation required by state statutes. (No designated Regional Transportation Commission for Santa Barbara County)
 2. Local Transportation Authority (LTA) (Designated): administering the 1/2 cent county-wide sales tax authorized by voter approval of Measure D.
 3. Transportation Demand Management (TDM) Program: promotes ridesharing, public transportation, biking, walking, telecommuting, and other transportation alternatives.
 4. Regional Growth Forecast
 5. Affiliate Census Center (Designated)
 6. Airport Land Use Commission (Designated)
 7. Regional Planning Agency: Housing Needs Assessment (Designated)
 8. Inter-Regional Partnership Project
 9. Metropolitan Planning Organization (MPO) (Designated)
 10. Clean Air Express: a commuter bus service serving Northern Santa Barbara County.
 11. Service Authority for Freeway Emergencies (SAFE): Operation and administration of system roadside call boxes. Financed by a \$1 annual fee on all County motor vehicles.
 12. Passenger Rail Planning
 13. Transit Planning
 14. Bicycle/Pedestrian Planning
 15. Congestion Management Plan (CMP)
 16. Travel Trends Report
 17. Travel Demand Modeling

B. Funding

- SBCAG is designated by state and federal governments as the Metropolitan Planning Organization (MPO), the Local Transportation Authority (LTA), and the Regional Transportation Planning Agency (RTPA). Under these designations, SBCAG is responsible for all regional transportation programming activities, including the identification and funding of transportation related projects that receive federal, state, and local funds.

C. Board Structure

- The SBCAG 13 member Board of Directors consists of a city council representative from the 8 incorporated cities in Santa Barbara County and the 5 members of the Santa Barbara County Board of Supervisors.
- Board holds regular monthly meetings-alternate SB and Santa Maria locations

D. Committees

- South Coast Sub-Regional Planning Committee: Comprised of Board members.
- Agenda Management Committee: Comprised of Board Chair and Vice Chair and staff.
- Technical Transportation Advisory Committee: Comprised of technical member staff.
- Technical Planning Advisory Committee: Comprised of member planning staff.
- Santa Barbara County Transit Advisory Council: Comprised of member transit staff.

E. Staff Structure and Responsibilities

- Refer to Organization Chart (“Attachment 7”)
- An Executive Director appointed by the Board of Directors, which has administrative responsibility for regular professional and clerical staff.
- Deputy Director responsible for Management of Planning Division Rail Transportation.
- Other Primary Staff Positions include (18):
 1. Regional Analyst
 2. Deputy Director of Programming and Project
 3. Transportation Engineer
 4. Transportation Planner
 5. Project Coordinator
 6. Marketing Coordinator
 7. Regional Transit Coordinator
 8. Administrative Services Officer
 9. Finance Officer
 10. Public Information and Government Affairs Coordinator

9. VENTURA COUNCIL OF GOVERNMENT (VCOG)

A. Overview

The Ventura Council of Governments (VCOG) was formed by a Joint Powers Agreement, which indicates its purpose to provide a vehicle for the member agencies and others to engage in regional comprehensive planning to assist the member agencies in conducting their affairs. VCOG is based on the premise that Ventura County can have more representation without more government and that issues of common concern often extend beyond the purview of local jurisdictions and agencies, requiring insight and input from a wide range of affected interests. VCOG's mission statement is to "work to make Ventura County a unique national model of orderly development and smart growth to promote economic opportunity and environmental sustainability through cooperation; a collective voice; common solutions; supporting members' proposals; being a forum of communication and representation; and increasing the visibility of Ventura County." As a designated sub-region of the Southern California Association of Governments, VCOG's also reviews proposals for federal and state projects that involve the use of federal and/or state funds.

- Primary Responsibilities include:
 1. Local Task Force to provide regional information on solid waste issues to the California Integrated Waste Management Board.
 2. Co-lead preparation of Regional Housing Needs Assessment. The California Department of Housing & Community Development estimates the number of additional housing units needed to accommodate both existing and projected housing need for all income levels. This projection is given to each Association of Governments in the State to accommodate their share of statewide housing need.
 3. Co-lead maintenance and dissemination of Census Bureau information: Census data is also used by local jurisdictions and agencies in their long range planning activities. Local businesses use census data to assess the demographic aspects of potential markets and non-profits use the information to understand their service population.

B. Funding

- Primary revenue source derived from membership dues.

C. Board Structure

- 11 Member Board comprised of 10 elected officials from cities and 1 County Supervisor

D. Committees

- Administrative Committee: Sets agenda, oversight for budget and work program, makes recommendations on agency policies. Comprised of 5 elected officials- including the Chair, Vice-Chair and other appointed Board Members.
- Legislative Committee: Provides legislative review and VCOG action on legislation. Comprised of 3 Board Members - including the Chair, Vice-Chair and Immediate Past Chair.
- Waste Management Plan Committee: To Monitor the Waste Management Plan activities. (Not formally Created-Strategic Plan)

E. Staff Structure and Responsibilities

- Interim Executive Director (Currently a Non-Paid Position)

10. THE VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)

A. Overview

- The Ventura County Transportation Commission (VCTC) was created by Senate Bill 1880 (Davis) in September 1988. On January 1, 1989 VCTC became operational and assumed the resources and transportation responsibilities of the Ventura County Association of Governments (VCAG). In 2004, Assembly Bill 2784 reorganized the VCTC Board expanding the Commission to its current configuration of a 17 member Board. VCTC is responsible for establishing transportation policies, setting priorities and coordinating activities between the various transportation operators, agencies, cities and County. The VCTC Mission: Improve the mobility within the County and Increase funding to meet transportation needs.
- Designations include:
 1. Airport Land Use Commission: Responsible for protecting public health, safety, and welfare by ensuring that vacant lands in the vicinity of airports are planned and zoned for uses compatible with airport operations.
 2. Consolidated Transportation Service Authority
 3. Sales Tax Authority: Not funded through any sales tax measure.
 4. Congestion Management Agency: Responsible for the development and implementation of the countywide CMP required in all urban counties. The CMP is a comprehensive program designed to reduce auto-related congestion through capital improvements, travel demand management, and coordinated land use planning among all jurisdictions.
 5. Service Authority for Freeway Emergencies: Responsible for the installation, operation and administration call box system.

B. Funding

- VCTC controls and/or reviews the allocation of federal, state and local funds for highway, transit, rail, aviation, bicycle and other transportation projects.
- SLOCOG receives a variety of federal, state, and local funds for transportation projects and other activities, including membership dues 2004-2005 Budget \$29.5 and 2005-2006 Budget \$67.7 (includes large amount of pass thru funds, designated for specific local projects).

C. Board Structure

- 17 member Board is composed of 5 Ventura County Supervisors; 10 City elected officials; 2 Citizen Appointees (1 for Cities and 1 for County); including a governor appointment of an Ex-Officio member to the Commission (Caltrans Director).
- Board holds regular monthly meetings

D. Committees

- Citizens Transportation Advisory Committee and Social Services Transportation Advisory Council
- Transportation Technical Advisory Committee
- Transit Operators Advisory Committee
- Manager's Policy Advisory Committee
- Santa Paula Branch Line Advisory Committee
- Special Advisory Committees (Formed as needed)

E. Staff Structure and Responsibilities

- Refer to Organization Chart (“Attachment 8”)
- An Executive Director appointed by the Board of Directors, which has administrative responsibility for regular professional and clerical staff.
- Deputy Director responsible for Management of Planning and Transportation Programs.
- Other Primary Staff Positions include (15):
 1. Director of Planning and Highway Programs
 2. Manager of STIP Projects
 3. Director of Programming- Legislation and Grants
 4. Manager of Rideshare Programs
 5. Account Executive
 6. Director of Transit Programs
 7. Manager of Senior and Disabled Programs
 8. Manager of Regional and Rail Programs
 9. Manager of Transit Contracts
 10. Director of Technology
 11. Manager of Data Management
 12. Manager of Financial Services
 13. Manager of Office Services
 14. Receptionist
 15. Information Operator

Exhibit “A”
Council of Governments
Charts

Council of Governments-Part 1

Councils of Government	Regional Housing Allocation	Prep Reg. Sld Wste Plan	Economic Develop	Financial Services	Reg. Hzrd Waste Mgt Plan	Sales Tax Authority	Airport Land Use Commission	Reg Air Qlty Mgt Plan	Congest Mgt Plan Agency	Reg. Wtr Qlty Ctrl Plan	Regional Land Use Planning	Census Data Ctr	Conflict Mediate Resolut.	Regional Transport Planning	Budget FY2005-06 (millions)	Staff FY 2005-06
1. FRESNO	B					A		C	C			B		A	\$5.50	22
2. KERN	A		D					C	A	C	A	A		A	\$2.60	17
3. ORANGE	B	B			B			B		B	B	B		B	**	3**
4. W.RIVERSIDE	D	B			B			C				B		D	\$3.22	18
5. SAN BERNARDINO	D		D		D	A		C	A		D			B	\$221	37
6. SAN DIEGO	A	D	D	D	A	A	D	C	A	D	A	A		A	\$333.70	196
7. SAN LUIS OBISPO	A							D			D	A		A	\$2	15.5
8. SANTA BARBARA	A					A	A	D	A		A	A		A	\$22	18
9. VENTURA	C	C*										C			\$0.19	1

A=OFFICIALLY DESIGNATED B=LEAD AGENCY C= CO-LEAD D=JUST INVOLVED

* VCOG designated Local Task Force/AB939

** Orange COG contracts with other agencies for staff support. No official budget information.

Council of Governments-Part 2

Councils of Government	County Transportation Authority (Sales Tax Authority)	Metro Planning Organization	County Transportation Commission (Program Funds)	Service Authority Frwy Emergencies	Legislative Programs (Reg. Issues)	Abandnd Vehicle Abatemnt	Fund Admin (State/Fed)	Rideshare Commuter Prgm	Areawide Clearing House
1. FRESNO	A	A		B		A	B	A	B
2. KERN	A	A		A				B	B
3. ORANGE					B				
4. W.RIVERSIDE					B				
5. SAN BERNARDINO	A		A	A	B				
6. SAN DIEGO	A	A	A	A				A	
7. SAN LUIS OBISPO		A		A					
8. SANTA BARBARA	A	A		A					
9. VENTURA									

A=OFFICIALLY DESIGNATED B=LEAD AGENCY C= CO-LEAD D=JUST INVOLVED

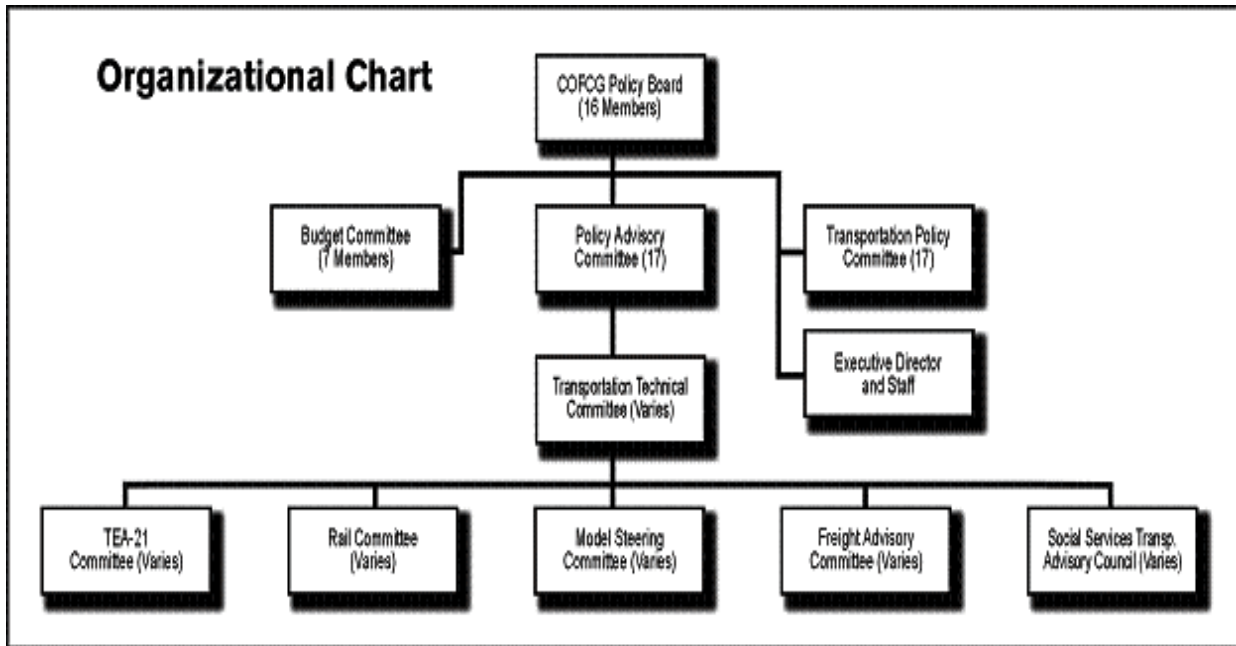
*** VCOG designated Local Task Force/AB939**

**** Orange COG contracts with other agencies for staff support. No official budget information.**

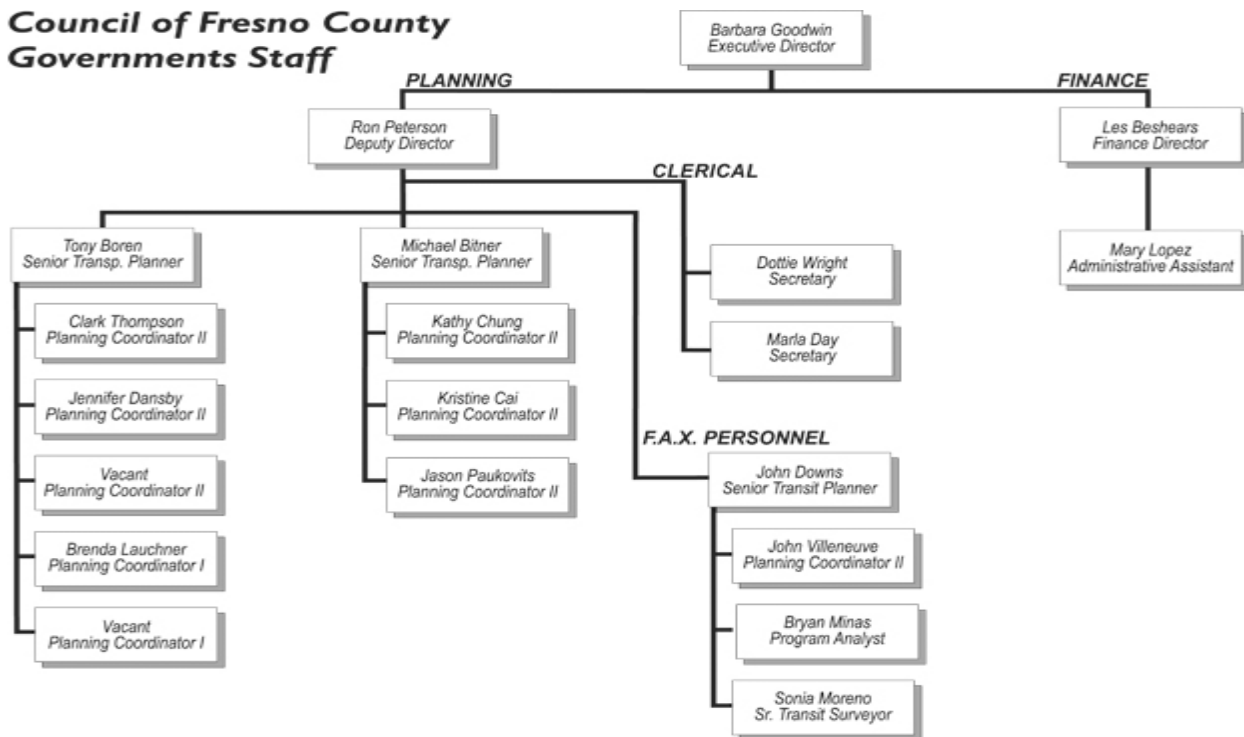
Attachment “1”

Council of Fresno County Governments Organizational Chart

COUNCIL OF FRESNO COUNTY GOVERNMENTS ORGANIZATIONAL CHARTS



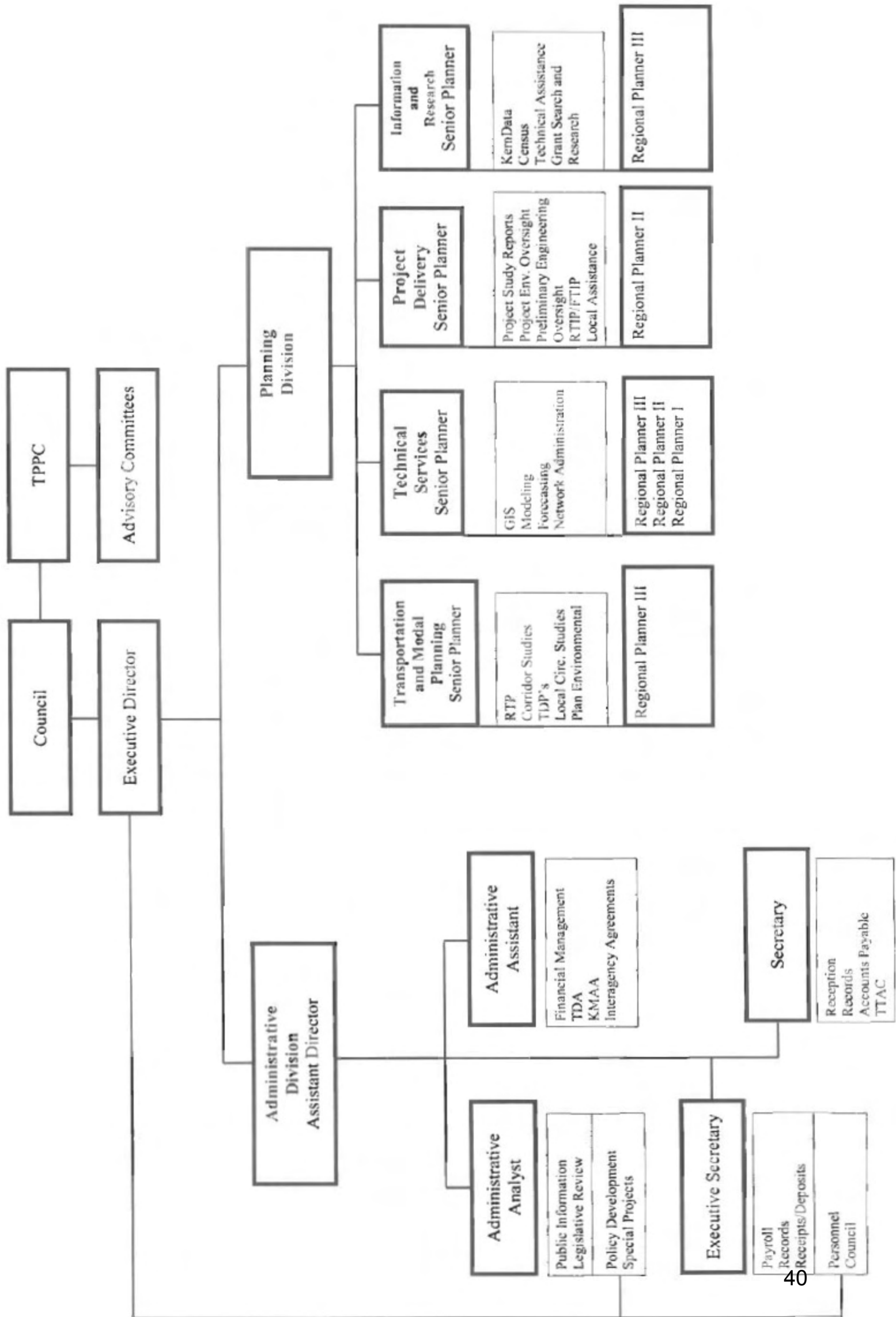
Council of Fresno County Governments Staff



Attachment “2”

Kern Council of Governments Organizational Chart

Kern Council of Governments
 Organizational Chart
 Fiscal Year 2005-2006

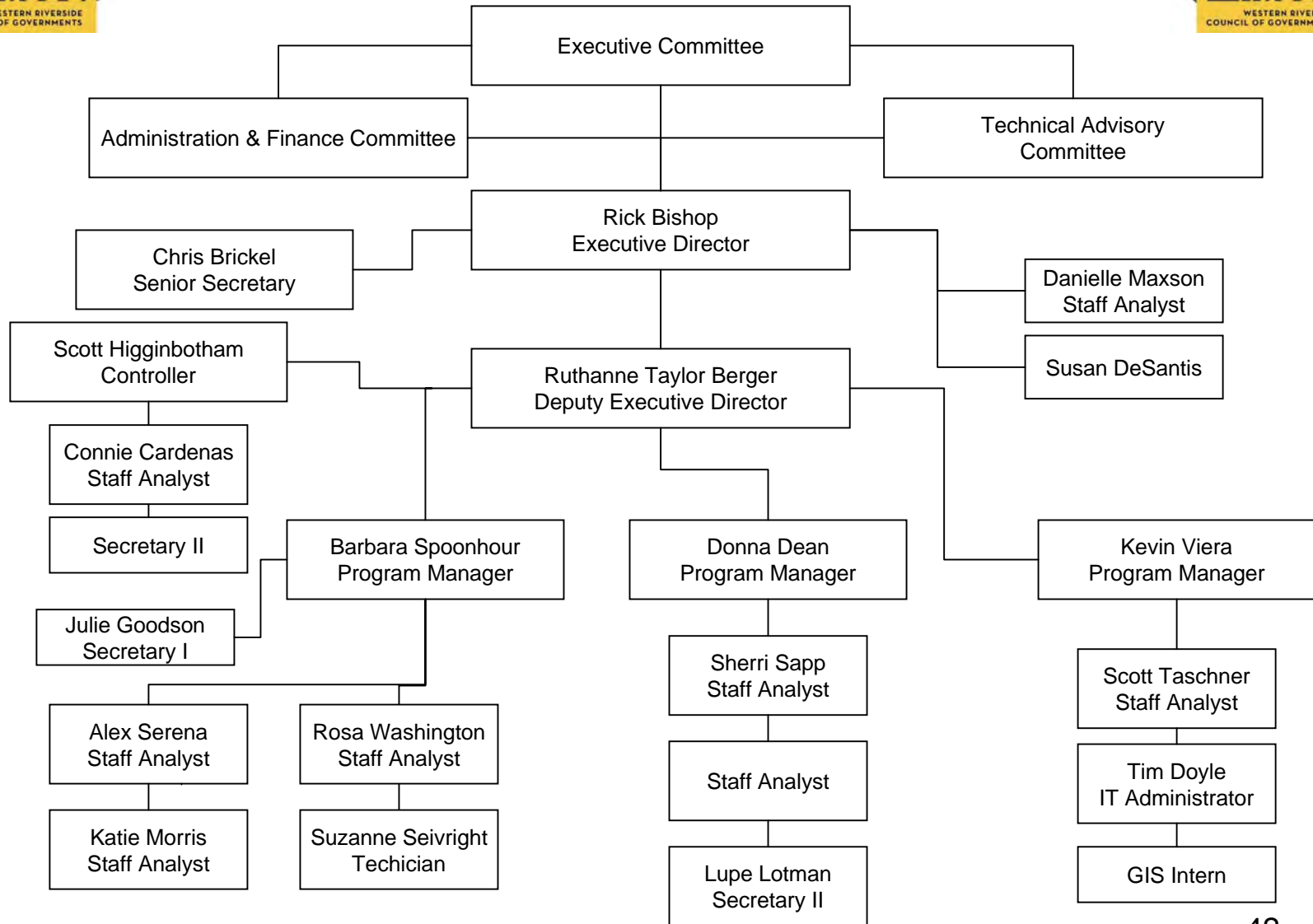


Attachment “3”

Western Riverside Council of Governments Organizational Chart



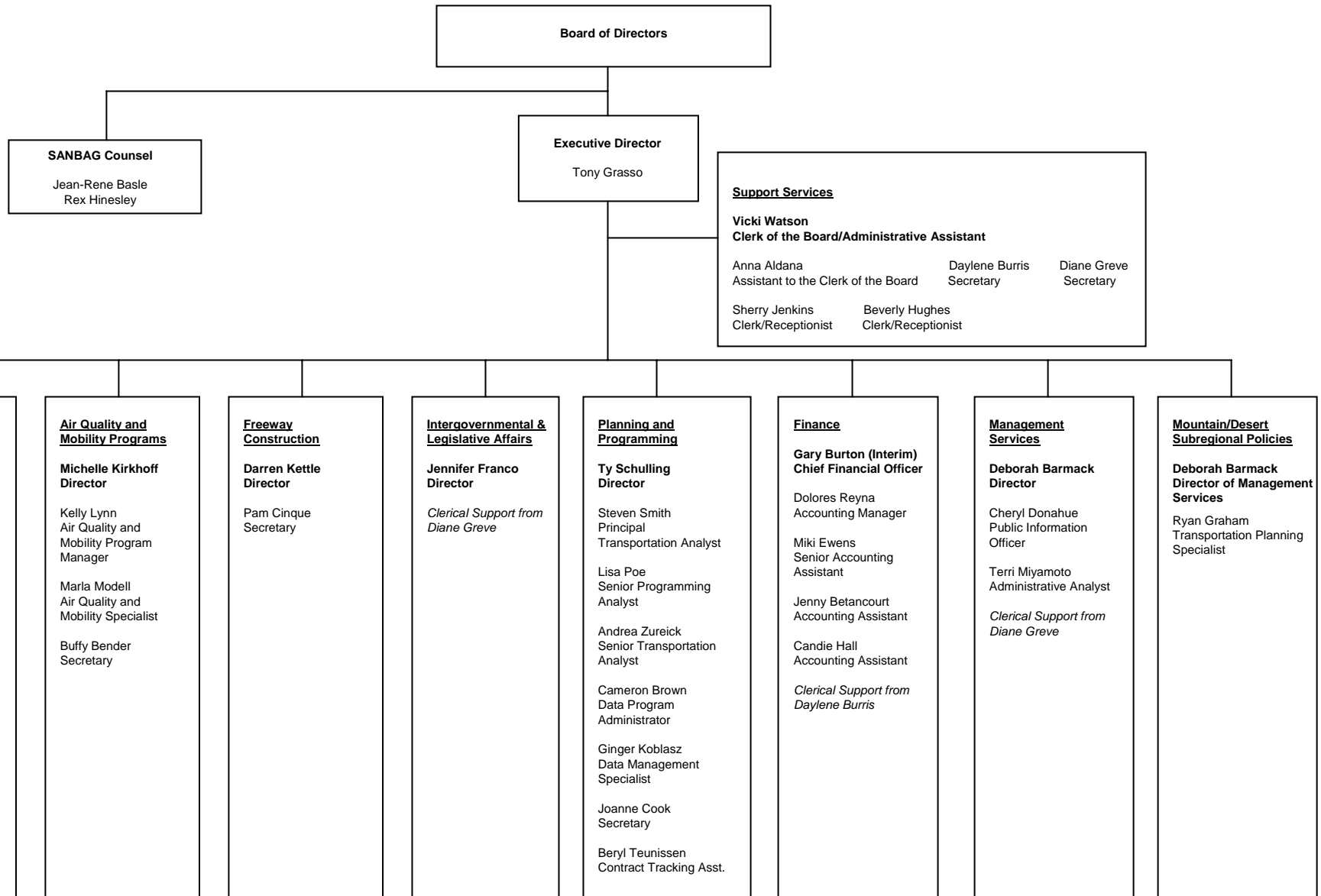
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS ORGANIZATIONAL CHART June 2005



Attachment “4”

San Bernardino Associated Governments Organizational Chart

SANBAG Organization Chart – Staffing

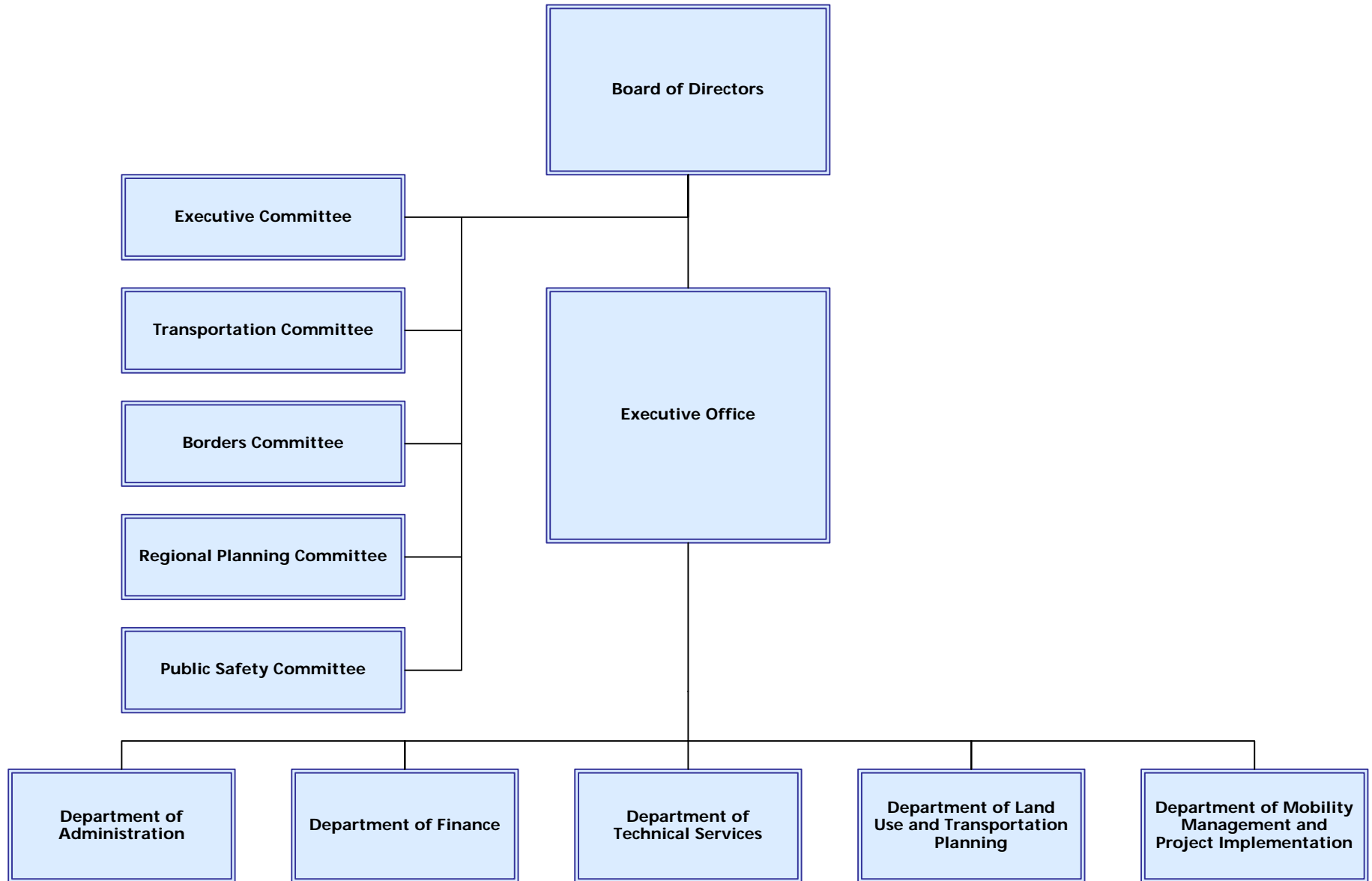


Attachment “5”

San Diego County Association of Governments Organizational Chart

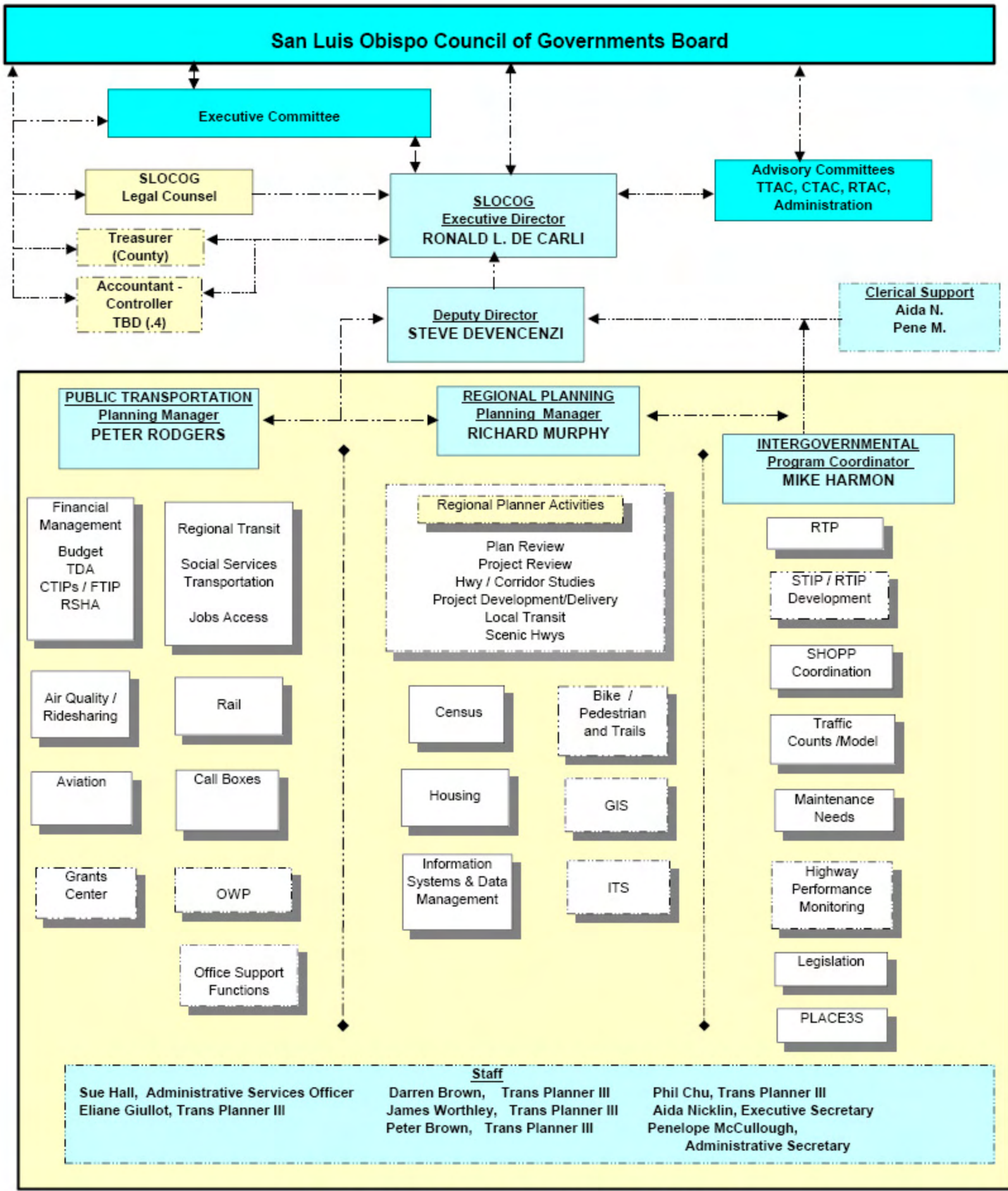
SANDAG

Agency Structure



Attachment “6”

San Luis Obispo Council of Governments Organizational Chart

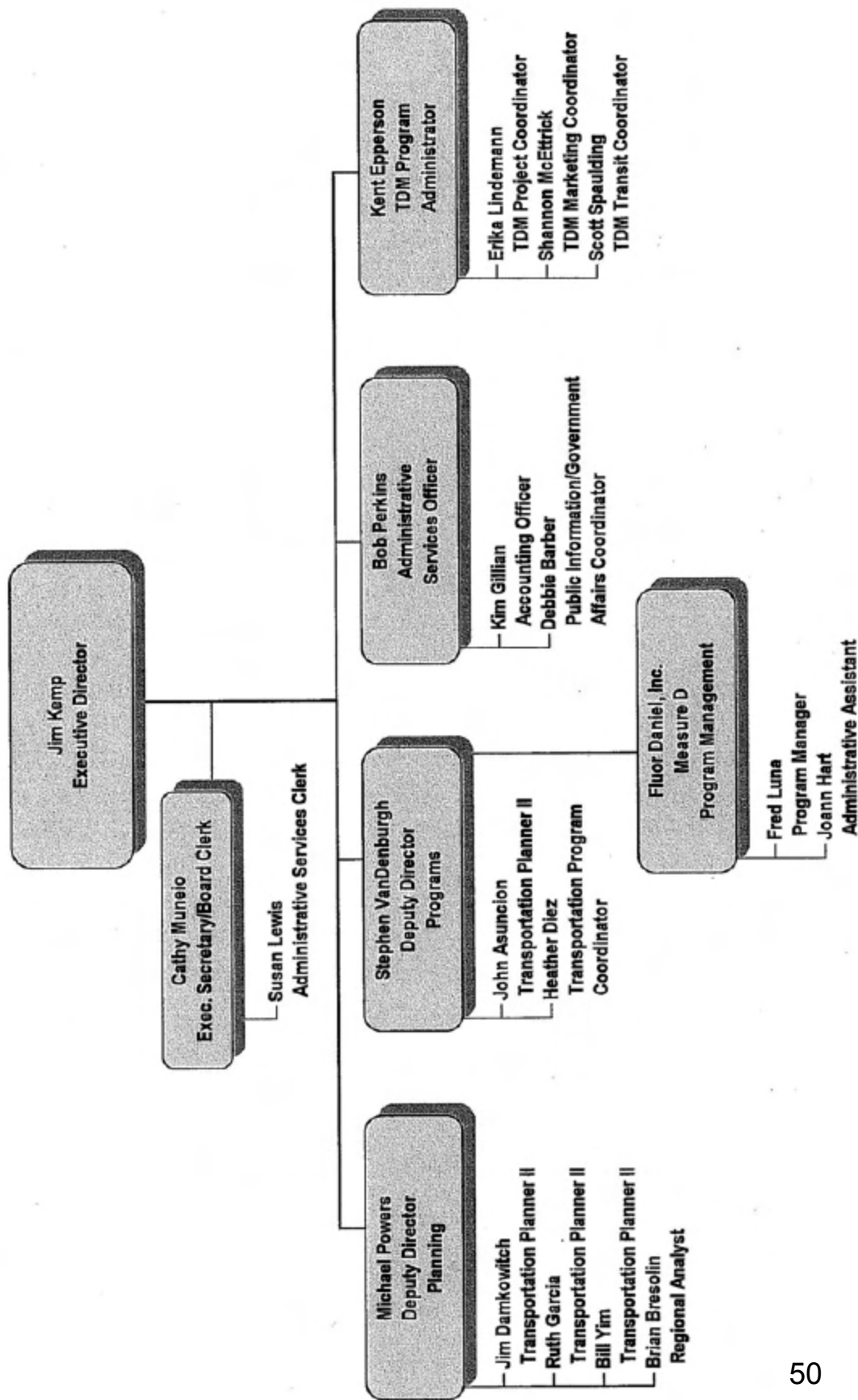


SLOCOG Organizational Matrix

Attachment “7”

Santa Barbara Association of Governments Organizational Chart

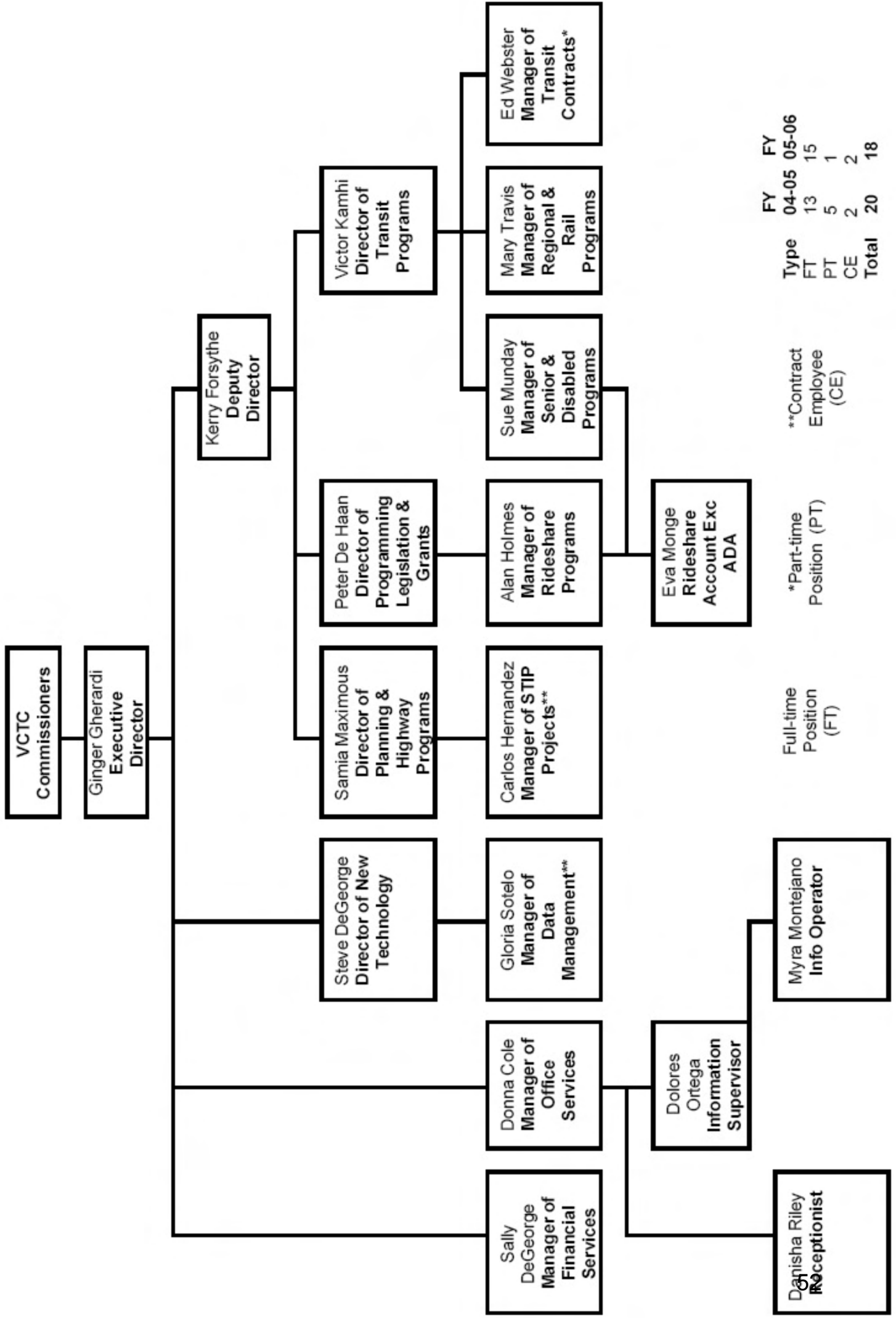
Santa Barbara County Association of Governments Staff Organization Chart



Attachment “8”

Ventura County Transportation Commission Organizational Chart

Attachment E
ORGANIZATIONAL
CHART



Type	FY 04-05	FY 05-06
FT	13	15
PT	5	1
CE	2	2
Total	20	18

**Contract Employee (CE)

*Part-time Position (PT)

Full-time Position (FT)

AIR POLLUTION CONTROL DISTRICTS

Fresno	Part of <u>San Joaquin Valley APCD</u> with Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare and western portion of Kern County.
Kern	Western portion in <u>San Joaquin Valley APCD</u> . Eastern portion in <u>Kern County APCD</u> . Kern APCD Board consists of three County Supervisors and two City Councilmembers
Orange	Part of <u>South Coast AQMD</u> with Los Angeles County, western portion of Riverside and western portion of San Bernardino Counties
W. Riverside	Part of <u>South Coast AQMD</u>
San Bernardino	Northern portion in <u>Mojave Desert AQMD</u> ; rest of County in <u>South Coast AQMD</u>
San Diego	<u>San Diego County APCD</u> . County Board of Supervisors alone serve as APCD Board.
San Luis Obispo	<u>San Luis Obispo APCD</u> . Board consists of County Board of Supervisors and one city council representative from each of seven cities.
Santa Barbara	<u>Santa Barbara APCD</u> . Board consists of County Board of Supervisors and one city council representative from each of eight cities.
Ventura	<u>Ventura APCD</u> . Board consists of County Board of Supervisors and five city council representatives representing the ten cities.

ITEM 8.B.

Proposed Legislative Changes in the Telecommunications Industry



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors

FROM: Wally Bobkiewicz, Interim Executive Director

SUBJECT: **Proposed Legislative Changes in the Telecommunications Industry**

DATE: March 3, 2006

Recommendation: It is recommended that the Board of Directors receive this report, consider taking a position on the pending issues and/or provide direction to staff.

Discussion: To further the Board's 2006 Workplan, the legislative staffs of each of the VCOG member agencies met last month to discuss issues of common concern. The issue identified as most pressing for all of our jurisdictions are proposed changes in the telecommunications industry.

A representative of the League of California Cities will be making a presentation at the March 9, 2006 meeting on these issues. The following documents are attached for your reference:

1. Table of Annual Cable Television Franchise Fees Received by VCOG Member Agencies.
2. "How the Telecommunications Revolution Will Affect Your City" - Western City Magazine, November 2005
3. "What You Should Know When Telecoms Come Knocking at Your Door" - Western City Magazine, November 2005
4. League of California Cities Telecommunications Principles
5. California State Association of Counties Telecommunications Principles

Staff is requesting that the Board receive these reports, consider taking a position on these pending issues and/or provide direction to staff.

**Annual Cable Television Franchise Fees
Received By VCOG Member Agencies**

	Franchise Fee	General Fund Budget
Camarillo	\$637,558	\$25,051,022
Fillmore	\$156,000	\$5,149,354
Moorpark	\$245,000	\$11,925,302
Ojai	\$71,300	\$6,694,221
Oxnard	\$750,000	\$104,500,135
Port Hueneme	\$148,000	\$15,326,600
Santa Paula	\$226,000	\$9,474,070
Simi Valley	\$994,805	\$62,000,000
Thousand Oaks	\$1,300,000	\$71,642,480
Ventura	\$727,296	\$84,664,236
County of Ventura	\$600,000	\$810,512,412
TOTAL	\$5,855,959	

NOTES:

1. General Fund budget for each agency is shown for reference. Each City funds a different variety of municipal services from their General Fund depending on special districts serving their jurisdiction.

03-Mar-06

2006-03-03

How the Telecommunications Revolution Will Affect Your City

November 2005

There's a revolution under way in the area of telecommunications - on cable and satellite, over broadband and "wi-fi" (wireless) Internet, and via telephone lines and cellular phones. It's happening right now in cities throughout the nation - including yours.

This revolution is generating tremendous pressure on government to radically change state and federal laws affecting the telecom industry. How it all shakes out could dramatically affect your city's franchise fees and utility user's tax (UUT) revenues and its ability to ensure public access to vital information services, public safety and economic development.

Technological advances have made it possible for cable, telephone, Internet providers, electric utilities and other companies to expand the range of telecom services they can offer consumers. These new opportunities for consolidating services will displace the multiple subscriptions many of us have for cable or satellite TV, "land-line" and/or cell phone service, and broadband and/or wireless Internet service for our home computers, laptops or personal digital assistants (handheld electronic devices, such as a Blackberry or PalmPilot, that enable the user to send and receive e-mail, access the Internet and perform other computer functions).

The companies that provide these services want your business 1 more of it or even all of it. Cable and satellite TV companies now offer high-speed Internet service, competing with the broadband service offered by telephone companies. They also want to provide telephone service through something called VoIP (voice over Internet protocol). Even electric utilities are getting into the act, offering Internet access and VoIP over electric infrastructure that's already in place.

Vonage is one example of a new type of company offering VoIP phone service. Vonage can provide very low-cost phone service because it transmits calls over the Internet virtually for free. With this service, voice phone calls are converted to data that travel over the Internet, much like e-mail. Messages are reconverted to voice signals before being switched to the "regular" telephone network.

Phone companies are also expanding beyond their traditional services. Cell phones already offer text messaging and video transmittals. Now, phone companies such as SBC and Verizon are aggressively marketing Internet services, including video programming that would compete with cable and satellite television. Currently, Verizon has two cable franchises to provide video services in California and is working on more.

"Bundled services" - obtaining all or most of your telecom services from only one or two companies - has substantial appeal. It would simplify life for many people, provided that consumer protections were in place.

But who would ensure that those protections are there? Imagine depending on one company for land-line and cell phone service, video and Internet service if that company was not responsive to consumer concerns about access, billing and service issues.

How will these companies be regulated? Who will protect consumer interests? The answers are not at all clear.

Key Issues for Cities

For cities, the convergence of telecom technologies poses both fiscal challenges and concerns about preserving local control and protecting citizens' interests. Two key areas of concern are cities' ability to continue to enter into **franchise agreements** with service providers and to charge **utility user's taxes (UUTs)**.

Current Regulatory Approaches Won't Work

Governmental regulatory frameworks are outdated. Cable, telephone and Internet services now use the same infrastructure or similar delivery methods. Yet our regulatory systems make distinctions between types of service. For example, both a cable company and a land-line telephone company provide Internet service, but cable is regulated differently than telephone, which in turn is regulated differently than the Internet.

As telecom services converge, the traditional methods of categorizing services for regulatory and taxing purposes no longer make sense. In the modern digital world, all telecom services are simply bits and bytes flowing over lines and through the air. It is becoming increasingly difficult to determine whether a particular service is cable, telephone, Internet or some other service.

Franchise Agreements, PEG and Other Public Interest Concerns

Local governments currently have the ability to negotiate renewable franchise agreements with video (cable) providers. These agreements require franchise fees for using public rights-of-way, but they also provide the means by which municipalities are able to mandate specific service levels; guarantee access to and funding for public, educational and governmental (PEG) access television; and secure cable providers' support for these efforts.

Cities' continued ability to enter into franchise agreements with service providers that include these protections and revenues is currently in question as a result of the pressure to change existing approaches to regulating telecom services.

The cable industry argues that there should be a level playing field among all video providers, including phone and Internet access companies. But while these non-cable newcomers are pushing to obtain franchise rights to the public right-of-way so that they can gain customer access and deliver video services along with their existing voice or data services, they don't necessarily believe they should be subject to the same franchise requirements that currently apply to cable, including specific standards for service coverage. ~~57~~ newcomers are creating pressure on the traditional franchise agreement system to change and accommodate their needs.

For example, Verizon is advocating using public rights-of-way to lay fiber-optic cable - but only to deliver service to their existing customer areas, even if those areas are not within the boundaries of a cable company's service territory. This could mean that some residents in a city don't have the opportunity to benefit from the services offered by a city franchisee - a situation that could worsen the digital divide that is a serious and growing concern as telecom becomes an increasingly important tool in our everyday lives.

Utility User's Taxes (UUT)

Another challenge for cities is the impact these changes may have on their ability to collect UUTs. The UUT was originally applied to traditional utilities such as gas, electricity, land-line telephone, cable television and, in some cities and counties, water. Telephone UUT has expanded over the last few years to include cellular providers.

Most telecommunications UUT ordinances in California are based on and use definitions from:

- The legislation enacting and governing the Federal Excise Tax (FET), which involves knowing where a telephone call originated and/or terminated; or
- The place of the customer's primary use.

With the convergence of technologies, it's not always easy to identify the customer's primary place of use. Additionally, the method used for FETs is becoming irrelevant as a basis for taxation and is threatened with extinction through legislative or regulatory actions.

As a result, the definitions used in current UUT ordinances are rapidly becoming useless and no longer apply to the technology delivering the services. Further, the federal government has made it clear that it intends to repeal the FET in the next few years.

Clearly, for UUT to survive, changes must be considered in order to keep pace with these rapid and complex changes.

9-1-1 Access Fees

Another concern for local governments is how regulatory changes will impact their ability to collect 9-1-1 access fees.

The 9-1-1 access fee has been adopted by several California cities to recover the substantial costs of providing 9-1-1 emergency dispatch services. The fee is collected by the service providers and remitted to the local jurisdiction for the purpose of maintaining and improving access to and reaction from local emergency response and dispatch systems.

Telecommunication providers are lobbying for the elimination of 9-1-1 fees as well as UUTs. They argue that the telecom industry should not be treated any differently than other industries, and should therefore not be subject to unique taxes or fees; nor should they have to collect taxes and fees for the government (such as UUT and 9-1-1 fees).

The concern about continued 9-1-1 services extends beyond the local regulatory structure. There is also a 9-1-1 surcharge (separate from local 9-1-1 access fees) at the state level, which is collected to help offset costs for 9-1-1 development and interconnectivity statewide. Regulators such as the California Public Utilities Commission are struggling with whether or not to regulate all of these services and, if so, how and to what extent. They are also discussing what taxes to allow, if any.

Leveling the Playing Field: Developing New Regulatory Approaches

As discussions continue at the state and federal levels over new regulatory approaches, there is still much that divides local government from the telecom industry as a whole.

Local governments are concerned about preserving local control over public rights-of-way, which pose numerous safety issues if overcrowded and not properly managed. Cities are also concerned about continuing vital local services, such as PEG and 9-1-1, and protecting an increasingly important source of revenue from franchise agreements and UUTs.

Various sectors of the telecom industry have differing, sometimes contradictory, perspectives - determined largely by their current infrastructure investments and how they can best use those to leverage market advantage. The cable industry, for example, asserts that the local franchising system works, and telephone companies that now want to provide Internet and video service should also be subject to local franchising requirements. In contrast, the telephone companies say that their main concern is speed to market, and within this context argue that local taxes are too onerous to collect, pay and account for, and that local franchise agreements are too complex, take too much time to negotiate and need to be standardized. At the same time, their federal legislative proposals indicate a strong desire to avoid most public interest obligations in order to cut costs.

In the California Legislature the discussion increasingly focuses on the notion that, whatever methods are adopted at the local, state or federal level to collect fees or taxes, there must be a level playing field, ensuring equal access to customers, including use of the public rights-of-way.

National or State Franchises?

Current discussions at the state and national levels between legislators and industry representatives are focusing on either a national or state franchise agreement that would be the same or very similar for all telecom industry members, regardless of their "base" services.

As part of this centralized franchise, one option under review - thought beneficial by the industry - is to apply and collect franchise fees at the state level, thereby completely removing franchise agreements from local control, "standardizing" the rate and centralizing the point of collection. A variation on this approach, recently adopted in Texas, is a state franchise that allows franchise fees to be collected at the local level.

Local government has several concerns with centralizing franchises in general, including:

- Possibly losing control over the "time, place and manner" of accessing and using the right-of-way, currently provided by law;
- Probably losing some or all local franchise fees and the centralized government collection and allocation of those fees;
- Losing leverage to mandate and control local community programming and access, and to require support for PEG access facilities and equipment;
- Controlling and leveraging service "roll out" to support local goals and programs, such as economic development or redevelopment;
- Ensuring equitable service delivery within their communities; and
- Losing the authority to enforce consumer protection regulations and to require institutional networks.

One of the many options being looked at in the California Legislature is a statewide franchise "template" or agreement.

As with most complicated subjects, the devil is in the details. Any changes to the franchising system for the telecom industry have the potential to also effect changes in all other utility franchise agreements and access to rights-of-way.

Cities as Telecom Providers

Some communities - particularly those that are not attractive markets for private sector telecom providers - are finding that it makes sense to become the service provider for their residents. For example, when the City of Fontana was unable to persuade a broadband provider to come to their community, they decided that the best way to ensure that city residents and businesses had broadband access was to build their own fiber optic communications "tollway." When completed, the city will own and manage the infrastructure, charging fees to any broadband service provider that wants to offer service in their area. The city hopes another advantage of this approach may be that it helps them preserve control of the number of PEG channels they are able to require of providers, even if new national franchise rules are adopted that limit the number of PEG channels required of providers who install their own networks.

But even some cities that offer highly desirable markets for private telecom providers are interested in taking control of their own communications destiny to ensure that all residents have equal access to vital information services. For example, the City and County of San Francisco is looking for a provider that will help establish a program they call "TechConnect," a new citywide initiative that will offer universal, affordable, wireless broadband access at home and work, and promote access to affordable computer hardware, training and online content.

Cities' efforts to become telecom providers are generally not viewed favorably by the telecom industry, however. As Congress debates national legislation on whether local governments can provide competitive broadband services to their constituents, they will take into consideration that 13 states have already passed legislation restricting future public broadband projects. They are Arkansas, Florida, Minnesota, Missouri, Nebraska, Nevada, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Virginia and Washington.

What Will Congress Do?

While state legislatures and state regulatory agencies throughout the nation are grappling with these regulatory issues, the biggest obstacle could well be Congress, which has shown a strong preference over many years to protect the Internet from taxation by federal, state or local governments. Some influential congressional leaders and many telecom industry representatives are very interested in amending the 1996 Telecom Act by expanding the provisions preventing Internet sales taxation to include some aspects of the converging telecom industry, and by extending the exemptions that currently exist on satellite providers.

However, other members of Congress have shown an interest in the regulatory solutions that states are considering. If California (or any other state) can construct a regulatory scheme that makes sense for the state, it may influence congressional debates on the issue.

On the other hand, Congress could exercise its authority to entirely pre-empt state and local laws in this field. It is simply too early to predict how everything will ultimately shake out. But one thing is already clear: Local governments will have a major battle on their hands at the federal level.

League Principles to Guide Regulatory Reform Discussions

League staff and city officials serving on League policy committees and subcommittees have been working for months to monitor developments at the federal and state levels and identify issues and concerns for cities. The League has been actively involved with discussions in the state Legislature and working with the National League of Cities, U.S. Conference of Mayors and other state municipal leagues.

In July 2005, the League board of directors adopted a set of principles to guide the League's work in these telecom debates. These principles affirm a local government's right and responsibility to protect the interests of its citizens by requiring a franchise agreement that includes delivery of PEG access to new networks, including PEG equipment, funding and support. They also endorse the idea of a level playing field for all companies, as well as the importance of solutions that preserve state and local revenues.

What Cities Need to Do

The best thing for city officials to do at this point is to become educated about the telecom issue and understand how it could affect your community, including its public broadcasting opportunities and your ability to control local rights-of-way, protect much-needed local revenues and ensure that telecom services are available to *all* residents in a way that makes sense for them. The digital divide will only get wider if concerted efforts are not made to preserve and protect consumer choices, at the same time that the range of those choices is broadened.

The telecom issue is heating up quickly at the state and national levels. Cities should prepare themselves *now* and get ready to contact their legislators and congressional representatives about specific proposals, providing detailed information about how the city's finances and services will be affected by them.

However, even as legislation is emerging in the state Capitol or Congress, telecom companies will be pressing local officials to allow access to their communities. Cities should examine their current ordinances relating to rights-of-way and franchises and how the installation of telecom infrastructure can be carried out in ways that best serve the city.

Major changes are coming. Devote time to understanding this issue and how it could affect your city's interests - because the way you prepare and respond will have long-lasting impacts on services and revenues that affect your community's quality of life.

[What You Should Know When Telecoms Come Knocking at Your City's Door](#)

[League Communications Principles](#)

[What's Going On in Other States?](#)

This article is an introduction to telecommunication issues. More information is available in the League's *Priority Focus* newsletter and online at www.cacities.org/telecom.

last updated : 11/1/2005



What You Should Know When Telecoms Come Knocking at Your City's Door

by Council Member Debbie Cook, Huntington Beach

Perhaps not as fast as the speed of light, but certainly with the enthusiasm of a start-up, the telecom companies are coming to your community with fiber-to-the-premises (FTTP). Are you and your staff ready? Read on for lessons learned in a fiber optic system (FIOS) roll-out.

In 2004, the City of Huntington Beach was one of the first cities in California to be approached by Verizon to install FiOS. Represented as an economic development tool and upgrade to the copper wire system, approvals were quickly granted. The installation is nearing completion in this community of 200,000 residents living in 27 square miles.

What Is It?

FIOS transmits information using light impulses across fiber lines rather than electronic pulses through metal (typically copper) wire. For example, the Verizon network starts at the customer operation building, moves through a fiber distribution hub (FDH) in the neighborhood, then a pull box in front of the home, and finally to a converter box at the house, which allows the signal to be distributed to the home.

Impacts to the Right-of-Way

One of the basic laws of nature seems to be that city streets are constantly being trenched. Whether for gas, electric, water, sewer, cable or copper — and now fiber — lines, the subsequent patchwork is testament to all that lies below the surface. Protecting that right-of-way — and the infrastructure in it — is an important goal of every community.

If a telecom company is knocking on your door, here are a few issues you and your staff need to consider.

- **Notice:** How will homeowners be notified, and who will handle complaints?

- **FDH placement:** How do their size and location impact homeowners, pedestrians and Americans with Disabilities Act (ADA) compliance?
- **FDH maintenance:** Will graffiti be removed by you or the utility and how quickly?
- **Changes in technology:** Will there come a time when the boxes and wires can or should be removed?
- **Underground service alert (USA) marks:** Will they be removed upon completion (steam cleaned or painted over)?
- **Product specifications:** Do you have specifications for products that will be placed in the right-of-way, including pull boxes, cable, conduit and FDH?
- **Asphalt and sidewalk repairs:** Are your building plans up-to-date? Will concrete sidewalks be repaired crack to crack (full flag) or in half panels? If water boxes are cracked during sidewalk replacement, who pays for the new box? What about homeowner mailboxes, bootlegged drains and graffiti in wet cement?
- **Street moratoria:** Does your city have special requirements for newly slurried streets?
- **Contractors:** Are there contractor and business license requirements?
- **Private property:** Who will inspect installations within private alleys and private homeowner associations?

This is by no means a complete list of the issues that can arise. But addressing as many as possible before they turn into “he said, she said” disagreements will spare you and your staff valuable time and effort. The bottom line is: Get everything in writing, demand good contracts and hire the best inspectors.

2006-03-03

League Telecommunications Principles

Introduction

Over the next five years, the transformation of telecommunications policy at the federal, state and local level will have a profound effect on the delivery of public services, the quality of life and the economic development of local communities in California. It is critical that the League of California Cities take a leadership role in the public debate over communications policy and that the League makes every effort to encourage local city officials to lead in the development of communications policies in their local communities.

To establish a framework to accomplish these goals, the League sets forth the following base principles to begin this effort and debate:

- As landlords of the public right-of-way in our local communities, the League supports measures that recognize, strengthen and protect local control over the taxpayer's public right-of-way.
- Access to the public right-of-way by all companies providing communications should first require the acquisition of a franchise agreement from the appropriate public agency. The franchise agreement gives a regulatory uniformity for all competing companies.
- Any communications company obtaining a franchise should pay the appropriate franchise fee to protect and maintain the taxpayer's interest in the public right-of-way.
- Any company providing communications services to a local community should also be required to provide or support Public, Educational, and Governmental (PEG) access to new networks including PEG equipment, funding and support.
- Local communities should provide an equitable regulatory and taxation framework for all companies seeking to provide communications services to a community.
- The authority to generate revenues to provide for the public interest is vital to state and local governments and should be preserved. Reform should allow for solutions that preserve state and local revenue.

1) Competing communication services that are either equivalent or viewed as viable substitutes by consumers (hereinafter "functionally equivalent services"¹) should be treated on a non-discriminatory basis for taxes or special purpose fees, rent and costs, if any by state and local governments regardless of technologies used to deliver them.

- Technology Neutral: Regardless of method of delivery, transactional taxes and fees will be assessed equally.

2) A time of transition should be incorporated for all parties to adjust to any agreed-upon communications tax reform.

3) State and local revenues on communications services should reflect major recent changes in this industry, which is rapidly evolving.

- General communications taxes such as UUT would be applied to communications providers across the board, including but not limited to providers of cable, video services, wireless, wireline (phone line), satellite or any other platform.

4) State and local communications policy should allow for consumer selection of service providers and technology.

5) State and local taxation should not advantage one communications service provider over an other provider of a functionally equivalent service.

6) Reforms should strive to simplify the collection, reporting and auditing of state and local taxes on communications services.

7) Tax obligation should not be based on the provider's presence in a taxing jurisdiction.²

- State and local role in preserving public interest obligations must be respected by the industry. All parties should embrace the goal of meeting public interest obligations with special purpose fees.

8) Special purpose obligations and surcharges, including but not limited to universal service, public, education and government access (PEG) and 911 surcharge and 911 access fees, should be applied on a nondiscriminatory basis between providers of functionally equivalent services.

9) Any company providing video services to a local community should also be required to provide or support public, education and government (PEG) access to new networks including PEG equipment, funding and support.

10) Local communities should provide an equitable regulatory framework for all companies seeking to provide telecommunications services to a community.

- Industry must respect the rights of local governments to act in the best interests of their citizens as the owners/trustees of the local rights-of-way. As landlords of the public rights-of-way, the League supports measures that recognize and strengthen local control over the public rights-of-way. Local governments must retain the right to manage their rights-of-way and to receive compensation/rental fees for use of the rights-of-way by any communications providers.

- 11) Rental payment for the use and occupancy of the public rights-of-way should be applied on a competitively neutral and nondiscriminatory basis among providers of communications services that use the public rights-of-way.
 - 12) Access to the public right-of-way by all companies providing communications services should first require the acquisition of a franchise agreement from the appropriate public agency.
 - 13) Any communications company obtaining a franchise should pay the appropriate franchise fee for the privilege granted by the public entity.
 - 14) Costs incurred by state and local governments associated with communications companies' provision of services should be borne by that company.
 - 15) The rights of local government to provide telecommunication and other communication services to their citizens should be respected. These rights should not be impaired by legislation or regulation that restricts such rights.
 - 16) The League will oppose any legislation or regulation that would adversely affect the right of local government to provide telecommunication or communication services that the local government determines is in the best interest of the local community.
-

1 Define functionally equivalent services.

2 This principle addresses the nexus problem created by *Bellas Hess* and *Quill* Supreme Court decisions. These decisions prohibit state and local governments from requiring out-of-state merchants to collect their taxes.

last updated : 11/21/2005



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Telecommunications News

CSAC Telecommunications Principles

Counties endorse promoting competition among telecommunications providers and treating like services alike. Any effort to reform the Telecommunications Reform Act of 1996 must maintain local franchising authority and management of the public rights-of-way, encourage investment in all communities and neighborhoods, preserve support funding for public education and governmental (PEG) channels and institutional networks (I-NET), and hold local governments fiscally harmless for any loss of fees or other revenue that result from franchise agreements. (California Counties Platform, Chapter 10)

Competition: Counties support an equitable regulatory and taxation framework for all telecommunications services providers regardless of method of delivery.

Rights-of-way: Counties support maintaining local control of the local rights-of-way. Private, for-profit, and quasi-permanent occupancy of the most valuable real estate held by government must be fairly compensated – both through social obligations to the community served and in rental fees.

Revenue Protection: Counties will oppose any effort to reduce or eliminate local government franchise fees or utility users taxes (UUT). Any change to the existing regulatory framework must be revenue neutral to local governments.

Access: Counties support build-out requirements that encourage investment in all communities and neighborhoods. Local governments are best suited to negotiating build-out requirements, as they best understand the needs of the local community.

Public, Educational, and Governmental Programming: All communications service providers should provide, carry, and support (for both capital and operations expenses) Public, Educational, and Governmental (PEG) channels. These channels offer governmental entities the opportunity to provide important information to constituencies, including local emergency alerts, and help compensate the community for the use of the public right of way for delivery of communication services. By airing and replaying local government meetings, PEG channels also provide an opportunity for open government, for citizens to watch their locally elected city councils, school boards, and county boards of supervisors meetings.

I-NET: Institutional Networks (I-NET) are a critical component to communication systems among public entities. Counties support ongoing commitments to providing this type of network to governmental facilities, including police, fire, schools, libraries, and other government buildings, all of which serve the community. Telecommunications providers must also guarantee I-NET interconnection with their peers to ensure consistent transmissions of emergency alerts and other important public information throughout a region.

Emergency Systems: Counties support preservation of the E-911 and 911 systems with public safety standards determined by public safety officials. Additionally, counties oppose any attempt to preclude access by local officials to a system override for countywide emergency announcements.

Customer Service: Counties support locally regulated customer service standards with local complaint resolution. Standards should meet or exceed standards set forth by the Federal Communications Commission (FCC).

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ITEM 8.C.

City Councilmember/County Supervisor Ethics
Training



**VENTURA COUNCIL
OF GOVERNMENTS**

MEMORANDUM

TO: Board of Directors

FROM: Wally Bobkiewicz, Interim Executive Director

SUBJECT: **City Councilmember/County Supervisor Ethics Training**

DATE: March 3, 2006

Recommendation: It is recommended that the Board of Directors consider VCOG sponsorship of required ethics training for City Councilmembers and County Supervisors.

Discussion: At its February 24, 2006 meeting, the Administrative Committee discussed having VCOG sponsor the new required ethics training for City and County elected officials which was instituted under AB 1234 beginning this year.

This training is being offered throughout California at various locations. If VCOG would like to sponsor this training in Ventura County, staff recommends asking the City Attorneys and County Counsel to coordinate these efforts and to work with VCOG staff in publicizing to VCOG member agencies. The training could be underwritten by VCOG or a fee to cover the expenses of the training could be charged.

ITEM 9

Agency Reports

EXECUTIVE DIRECTOR' S MONTHLY REPORT

March 2006

Each month I establish, with input from the Directors, the priority issues on which management and the staff focus. This report summarizes the work that was accomplished during the month as well as other items I feel will give the Council a better understanding of what the staff and I are doing to accomplish our performance objectives.

I. Improve the efficiency and accountability of management within the organization

- Staff drafted and discussed with the Audit Committee an Internal Audit Appeal Procedure and distributed it to the Sub-regions, Caltrans and FHWA for comments.
- On February 28th Caltrans auditors conducted a training session on internal controls for SCAG's subregions, finance, contracts, and project management staff. Between 50 to 60 people attended at SCAG headquarters and through teleconference at SCAG's Riverside office. The information was extremely helpful and well received.

II. Provide support to the Regional Council in providing direction and leadership to SCAG

- On February 9th I attended Senator Perata's Rebuilding California Advisory Cabinet meeting hosted by the USC Keston Institute for Infrastructure. Senator Perata presented his marketing program for the Bond Program. He also requested that we provide input on developing a program for ground access to be included in the measure.
- On February 13th I led a NARC delegation that met with Ruben Barrales, Deputy Assistant to the President & Director of Intergovernmental Affairs and Ryan Streeter, Deputy Director of the Domestic Policy Council at the White House. We discussed how regions could assist the Administration in implementing Homeland Security, Energy, and Housing programs.
- On February 21st I participated in a working session facilitated by the Southern California Leadership Council to discuss how we can achieve consensus with our communities and leadership in Sacramento and Washington to support modernization of our trade infrastructure, and provide community and environmental mitigation.
- On February 22-24 I participated in the Second Annual Policy Roundtable on Mega-Regional Development at the Pocantico Conference Center. The major topic this year was the exploration of problems encountered and practices to be employed at the mega-regional scale. The discussions focused on innovative regional planning methods for achieving policy goals and financing major infrastructure projects at the mega-regional scale. I presented our regions work with SANDAG, Kern COG, and the State of Baja Norte on the Southwest mega region. The regions developed a

collective strategy for implementing a national agenda to further the interests of these regions.

- Tribal Government Relations. The SCAG Tribal Government Relations Task Force, formed by the Regional Council last summer, met on February 15, 2006 to continue its work in defining how the Tribal Governments may participate formally in the regional planning process. In order to meet time frame requirements for the adoption of proposed by-laws at the May 2006 General Assembly, the task force will recommend that the Regional Council take two actions: (1) approve the formal participation of Tribal Governments in SCAG (essentially defined as one voting seat on the Regional Council, voting seats on SCAG's policy committees and an advisory role in the General Assembly) and (2) authorize the SCAG By-laws Committee to forward draft by-laws to the May 2006 General Assembly for adoption. The task force discussed moving forward on state legislation addressing Tribal Governments ability to enter into a joint powers agreement with SCAG. The task force also agreed to have another summit meeting with the Tribal Governments before the May General Assembly.
- Bi-National Relations. SCAG has been selected by the Bi-State Transportation Technical Advisory Committee (BTTAC) to represent the BTTAC on the San Diego Association of Governments Committee on Bi-national Regional Opportunities (COBRO). The BTTAC is comprised of staff from planning organizations along the California-Baja California Border. The SANDAG COBRO Committee serves as a working group to the SANDAG Borders Committee to facilitate a better understanding of the bi-national border-related issues and needs of the California-Baja California region. This effort complements the work of SCAG's Southwest Compact Task Force.

III. SCAG Operations

- Business Operations: Faith Truax has been appointed as Interim Business Operations Supervisor until April 2006 when the position will be filled by Bonnie Verdin.
- VOIP Phone System. In February, a Voice over Internet Protocol phone system was installed in SCAG's Los Angeles and Riverside offices to replace the prior analog phone system. The Riverside office will now be fully integrated with this VOIP phone system, and all staff was provided with new phones with cost-effective features such as improved conferencing, speed dial, personal address books, and Caller ID. The VOIP implementation continues over the next several weeks as a new video conferencing system is installed enabling multiple-location video conferencing in each of the main SCAG conference rooms.
- Recruitments. The Director of IR recruitment is in the final stages. The CFO panel interviews are scheduled for Friday, March 3rd with an outside interview panel. The panel will recommend a short-list for follow-up interviews with Executive Management and RC members. The Manager of Finance resumes are being reviewed and interviews will be scheduled in March.

Several other staff recruitments are under way.

- Training and Development/Professional Pathways. Wellness training was provided in January and February and continues in March. The topics covered were Positive Mental Attitude, Stress Management and financial planning. A new leadership/supervision development series starts in March.

IV. Implement Adopted Regional Plans

- Compass: The Compass 2% Strategy Demonstration Projects and Suite of Services programs are underway in several communities. SCAG and Fregonese Calthorpe Associates (FCA) are entering into agreements with the Cities of Rolling Hills Estates, Montclair and San Bernardino for a variety of Demonstration Projects including downtown redevelopment, transit station site planning and linking land use policy with new transportation facilities. The Compass team is working with Los Angeles County Supervisor Yvonne Burke's office to study five station sites along the proposed Exposition Light Rail Line through the mid-city area of Los Angeles. Riverside County, WRCOG is partnering with SCAG and FCA on station-area planning along the proposed Metrolink extension through five cities in the western part of the county. These "Round 1" communities will soon be joined by a full-fledged outreach effort to recruit up to 15 additional community Demonstration Projects by summer 2006. Work will continue throughout the 2006-2007 fiscal year.

Staff remains available to come to communities throughout the region and further explain the services available. Communities have the choice of selecting a single service from the Suite of Services that appeals most or would be of quickest benefit or of partnering on a multi-month process on a Demonstration Project. Contact Brian Wallace @ 213-236-1851 to schedule a visit or to get more information on these exciting services.

V. Develop Additional Planning Efforts

- RHNA. As previously reported, staff has been working with ABAG on legislation which would restore the eligibility of joint powers authorities to seek reimbursement from the state for certain state mandated programs, such as RHNA and to extend their respective RHNA deadlines. Assemblyman Mullins has agreed to carry the bill and it is in print as AB 2307. Staff is also working to secure the support of Southern California legislators as co-sponsors for the bill.
- CEQA. I have continued working with the League of Cities, County Supervisors' Association and various environmental groups to develop a potential legislative proposal that would allow CEQA streamlining for certain projects based upon consistency with regional plans that meet certain performance criteria. Meetings were held on February 3, 14th and 28th.
- The 2008 RTP growth forecasts are moving forward at full speed again. On February 15th, a dozen or so subregions/cities among almost 40 local jurisdictions presented

their perspectives on growth or growth issues to the panel of experts and SCAG growth forecasting staff. Staff will prepare SCAG technical projections along with the local inputs received so far and present them to the panel of experts on March 1, 2006.

- Supporting the 2007 AQMP, Forecasting staff provided growth factors to SCAQMD for stationary sources emission inventory, 3-digit NAICS employment to help Modeling Division calibrate the updated external truck trips.
- The CEO meeting took place on February 17th. The CEOs and SCAG discussed the institutional arrangement to implement the Goods Movement projects. The next step is to explore the creation of a JPA consisting of the CTCs and SCAG. This issue will be discussed at the March 17th meeting with the CEOs of Los Angeles and Long Beach ports.
- The IGR section received a Notice of Preparation (NOP) for a large project in the eastern Coachella Valley called Paradise Valley. The proposed project would entail between 12,000 and 15,000 housing units, a mixed-use town center, and employment and retail services. In effect, it is a new full-service community with direct access to Interstate 10. Staff will undergo a thorough, multidisciplinary review of the project and will monitor subsequent phases throughout the environmental review process. Comments will be delivered on the NOP in mid-February and we expect to brief the CEHD committee in upcoming months as we monitor the project's progress.

VI. Data & Planning Methods

- HPMS Training Workshop. In coordination with Caltrans, SCAG will host a Training Workshop on the Highway Performance Monitoring System (HPMS) on March 7-9, 2006. HPMS is a federally-mandated reporting system for public road data. Each year, SCAG coordinates the collection of HPMS data from local jurisdictions for Caltrans. The workshop consists of two optional training sessions: March 7th at SCAG Los Angeles Office and March 8th at SCAG Riverside Office. It also includes a clinic session on March 9th at SCAG's Los Angeles Office. The workshop is intended to provide a technical review of the HPMS program, highlight its significance, and discuss potential enhancements that could be more useful for local and regional planning. All local HPMS staff, public works directors and other interested parties are welcome to attend. For additional information including the registration form, please visit SCAG's web page under "Upcoming Events".

VII. Legislative Program

- A delegation of transportation leaders from the six counties that make up SCAG met with congressional representatives February 7th and 8th to advocate for its 2006 Consensus Program, and mutually agreed upon package of projects that prioritizes faster freight and cleaner air. The main message framed Southern California as a gateway for freight. This region feeds the national economy, but receives an excessive share of the impacts resulting from trade-related congestion and not enough federal funding. The delegation advocated for issues that would maintain the balance

between the demand for goods movement and the health of Southern California's rapidly growing population. Staff is working on follow-up to these meetings, including scrapbooks for each of the attendees.

- SCAG's 2006 Sacramento Day is planned for March 8th and the main focus of this trip will be to discuss issues in the current bond proposals. We will meet with legislators to educate them on the issues and concerns of southern California and how each bond proposal may be improved.
- Beyond our Sacramento Day efforts, we have been working on SCAG's priorities as they pertain to the state infrastructure bonds. A hearing was held on February 14th and another hearing will occur on Feb 21st. We have submitted the bond matrix to the Assembly and Senate Committee staff and will continue to work with them towards a final bill that benefits southern California.