



**VENTURA COUNCIL
OF GOVERNMENTS**

AGENDA

**Thursday, May 12, 2011
5:00 p.m.
City of Camarillo
Council Chambers
601 Carmen Drive
Camarillo, CA 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. CONSENT CALENDAR

- A. **Minutes** – Adopt the Minutes of the March 10, 2011 meeting. – pg. 3
- B. **Quarterly Budget Report** – Receive and File. – pg. 5

MEMBERS

<u>City of Camarillo</u> Michael Morgan, Member Don Waunch, <i>Alternate</i>	<u>City of Fillmore</u> Patti Walker, Member Gayle Washburn, <i>Alternate</i>	<u>City of Moorpark</u> Janice Parvin, Member Keith Millhouse, <i>Alternate</i>	<u>City of Ojai</u> Carlton Strobel, Member Paul Blatz, <i>Alternate</i>
<u>City of Oxnard</u> Tim Flynn, Member Irene Pinkard, <i>Alternate</i>	<u>City of Port Hueneme</u> Sylvia Muñoz Schnopp, Member Douglas Breeze, <i>Alternate</i>	<u>City of San Buenaventura</u> Carl Morehouse, Member Brian Brennan, <i>Alternate</i>	<u>City of Santa Paula</u> Jim Tovas, Member Rick Cook, <i>Alternate</i>
<u>City of Simi Valley</u> Bob Huber, Member Barbra Williamson, <i>Alternate</i>	<u>City of Thousand Oaks</u> Tom Glancy, Member Jaqui Irwin, <i>Alternate</i>	<u>County of Ventura</u> Linda Parks, Member John Zaragoza, <i>Alternate</i>	

7. ORDER OF BUSINESS

A. LEGISLATIVE UPDATE – Pg.9

1. Watch AB 441 (Monning) – Planning requirements regarding Health Impacts
2. Support AB 1308 (Miller) – Fuel tax protection
3. Support SB 515 (Corbett) – Battery disposal programs

B. REGIONAL HOUSING NEEDS ASSESSMENT (RHNA) – Pg.17

Do not accept delegation for the fifth RHNA cycle

C. VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT 2011 TRIENNIAL ASSESSMENT – Pg.23

Receive APCD Presentation on 2011 Triennial Assessment

D. VCOG FY 2011/12 BUDGET – Pg.55

Adopt Resolution No. 2011-05 adopting the proposed Fiscal Year 2011/2012 budget.

E. VCOG/VCTC VISION – Pg.59

Receive Report and Direct Staff to provide comments to the Ventura County Transportation Commission (VCTC) regarding potential organizational/ governance structures for future consideration.

8. AGENCY REPORTS

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

9. EXECUTIVE DIRECTOR REPORT

10. 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.

11. ADJOURNMENT TO JUNE 9 , 2011 ANNUAL DINNER MEETING

Copies of staff reports or other written documentation relating to each item of business referred to on this agenda are on file at the Ventura County Transportation Commission and are available for public inspection. If you have any questions regarding any agenda item, contact the Executive Director at (805) 642-1591.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the 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).



MEETING SUMMARY

Thursday, March 10, 2011
5:00 p.m.
City of Camarillo
Council Chambers
601 Carmen Drive
Camarillo, CA 93010

1. **CALL TO ORDER**

2. **FLAG SALUTE**

3. **ROLL CALL**

Janice Parvin	City of Moorpark
Jim Tovias	City of Santa Paula
Michael Morgan	City of Camarillo
Tim Flynn	City of Oxnard
Patti Walker	City of Fillmore
Sylvia Munoz Schnopp	City of Port Hueneme
Bob Huber	City of Simi Valley
Carl Morehouse	City of San Buenaventura
Carlton Strobel	City of Ojai
Linda Parks	County of Ventura

Absent: City of Thousand Oaks

4. **BOARD MEMBER COMMENTS**

5. **CONSENT CALENDAR**

A. **Minutes** – Adopt the Minutes of the January 13, 2011 meeting.

6. **ORDER OF BUSINESS**

A. **SCAG REGIONAL COUNCIL ELECTIONS**

Received

B. **REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)**

Received

C. LEGISLATIVE UPDATE

- ***Support proposed Southern California Economic Strategy with focus on redevelopment agencies and affordable housing and opposing granting the governor emergency powers.***
- ***Support to reform redevelopment agencies as funders of affordable housing and help to eliminate blight and redefine abuse.***
- ***Watch SB 49 (Strickland) regarding crash fees***

D. TMDL PROGRAM PRESENTATION

Received

8. AGENCY REPORTS

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

7. EXECUTIVE DIRECTOR REPORT

8. REQUEST FOR FUTURE AGENDA ITEMS

9. ADJOURNMENT TO MAY 12 , 2011



MEMORANDUM

TO: Board of Directors
FROM: Sally DeGeorge, Finance Director
SUBJECT: Quarterly Budget Report
DATE: May 12, 2011

Recommendation: Receive and file.

Discussion:

The Ventura Council of Governments (VCOG) and the Ventura County Transportation Commission (VCTC) entered into a cooperative agreement on July 10, 2009 for the VCTC to administer the functions and activities of VCOG which included the financial reporting responsibilities.

The March 31, 2011 quarterly budget report indicates that revenues were approximately 100.0% of the adopted budget while expenditures were approximately 81.9% of the adopted budget. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on a percentage or monthly basis.

**VENTURA COUNCIL OF GOVERNMENTS
BALANCE SHEET
AS OF MARCH 31, 2011**

Assets:	
Cash and Investments – Wells Fargo Bank	\$65,240
Receivables	<u>0</u>
Total Assets:	<u>\$65,240</u>
Liabilities:	
Accrued Expenses	\$ 0
Total Liabilities:	<u>\$ 0</u>
Fund Balance:	
Fund Balance	<u>\$65,240</u>
Total Liabilities and Fund Balance:	<u>\$65,240</u>

**VENTURA COUNCIL OF GOVERNMENTS
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE NINE MONTHS ENDING MARCH 31, 2011**

Revenues	Year to Date		Variance	% Year to
	Actual	Budgeted	Over/(Under)	Date
Local Contributions	\$64,994	\$64,994	\$ 0	100.0%
Interest	<u>43</u>	<u>0</u>	<u>43</u>	
Total Revenues	<u>65,037</u>	<u>64,994</u>	<u>43</u>	<u>100.1%</u>
Expenditures				
Accounting Services	1,800	2,500	(700)	72.0%
Dinner Meeting	0	3,000	(3,000)	0.0%
Executive Administration	50,000	50,000	0	100.0%
Miscellaneous	1,830	5,000	(3,170)	36.6%
Special Projects	<u>0</u>	<u>5,000</u>	<u>(5,000)</u>	<u>0.0%</u>
Total Expenditures	<u>53,630</u>	<u>65,500</u>	<u>(11,870)</u>	<u>81.9%</u>
Net Change in Fund Balance	<u>11,407</u>	<u>(506)</u>	<u>11,913</u>	
Beginning Fund Balance	<u>53,833</u>	<u>50,000</u>	<u>3,833</u>	
Ending Fund Balance	<u>\$65,240</u>	<u>\$49,494</u>	<u>\$15,746</u>	

The Council's funds are kept liquid and are invested in a governmental interest bearing checking account at Wells Fargo Bank. The first \$250,000 of the combined deposit balance is federally insured. The interest earnings are deposited at the end of the month with interest earnings year-to-date of \$42.89 and a current interest rate of .09 percent

THIS PAGE INTENTIONALLY LEFT BLANK



MEMORANDUM

TO: Board of Directors
FROM: Peter De Haan, VCTC Programming Director
SUBJECT: Legislative Update
DATE: May 12, 2011

Recommendation: 1. Watch AB 441 (Monning) – Planning requirements regarding Health Impacts
2. Support AB 1308 (Miller) – Fuel tax protection
3. Support SB 515 (Corbett) – Battery disposal programs

Discussion:

The VCOG Legislative Committee, consisting of member agency legislative staff, met on March 31st and recommended that VCOG take the following legislative positions. These recommendations were approved at the April 11th Administrative Committee meeting. VCOG staff supports these recommendations.

AB 441 (Monning) – Planning Requirements Regarding Health Impacts: WATCH position recommended. This bill directs the California Transportation Commission to promulgate Regional Transportation Plan (RTP) guidelines stipulating the addressing of health issues in RTPs, and directs the Office of Planning and Research to develop advice on how health issues can be addresses in local General Plans.

AB 1308 (Miller) – Fuel Tax Protection: SUPPORT position recommended. This bill would ensure the continued flow of Highway User Tax Account (HUTA) revenues in the absence of an approved state budget, to the benefit of local street and roads funds as well as state highway projects. Attached is a VCTC analysis of this bill, with VCTC also having taken a SUPPORT position.

SB 515 (Corbett) – Battery Disposal Programs: SUPPORT position recommended. This bill requires battery manufacturers to create programs to manage the disposal of discharged batteries. The Committee felt a VCOG position was appropriate given VCOG's role in solid waste planning. Attached is a fact sheet from the bill's author.

The Legislative Committee considered a number of other bills but did not recommend that VCOG take a position. The Meeting Summary is attached.

Attachments

Attached for information is the following item for the Board's consideration:

Attachments: VCTC analysis of AB 1308
SB 515 Fact Sheet by bill's author
Matrix showing bill status

[From VCTC April 1, 2011 Agenda]

ATTACHMENT A

**AB 1308 (MILLER) – TRANSPORTATION
REVENUE PROTECTION**

In November, 2010, the voters passed Proposition 22, to protect local government and transportation funds from being used to balance the State General Fund. Among the funds protected by Proposition 22 is the Highway Users Tax Account (HUTA), which contains the revenues generated by the State's fuel excise tax. However, HUTA funds still do not become available for expenditure unless appropriated by the Legislature in the budget.

There have been a number of years, most recently 2010, when a delay in State Budget approval interfered with the cash flow of the State Highway Account. In those years, even though fuel tax revenues were sufficient to support the allocation of funds to projects, those projects were placed on hold due to lack of an approved Budget, and so projects were delayed. In fact, had the 2010 Budget approval been delayed much longer, VCTC might not have received the AB 3090 reimbursement for the Lewis Road project in time to meet the deadline for paying off the bonds. There have even been times when a delay in State Budget approval threatened Caltrans' ability to continue payments on existing contracts, which could have led to a costly suspension of construction contracts. A delay in the State Budget also delays the subventions of HUTA funds for local streets and roads.

In many counties having a sales tax for transportation, the cash flow coming from the measure has been used to front the funds needed to keep Caltrans projects moving forward during a State Budget impasse. However, in counties such as Ventura where there is no local transportation revenue source, if State funds for a Caltrans project are delayed, then the project must be delayed.

AB 1308, introduced by Assemblyman Jeff Miller (R-Orange), provides that fuel tax revenues are defined as "continuously appropriated" and therefore would not require annual approval as part of the State Budget, but would continue flowing to Caltrans and local governments regardless of the budget status. While this bill would certainly be helpful in counties having their own transportation funding measure, the greatest benefit would be in counties such as Ventura, where actual project delays might be avoided. Staff therefore recommends the Commission adopt a SUPPORT position on AB 1308.

Recommended Position: Support

Senate Bill 515

The Battery Stewardship Act

Senate Majority Leader Ellen M. Corbett

SUMMARY

Senate Bill 515 will require battery manufacturers to create and institute stewardship plans to deal with the end of life for their products.

PROBLEM

IN EARLY 2006 ALL HOUSEHOLD BATTERIES WERE CLASSIFIED IN CALIFORNIA AS UNIVERSAL WASTE AND BANNED FROM SOLID WASTE LANDFILLS BECAUSE THEY ARE HARMFUL TO OUR PLANET. THAT'S GOOD NEWS FOR THE ENVIRONMENT. HOWEVER, IT CAN BE DIFFICULT FOR CONSUMERS TO FIND A PLACE TO RECYCLE USED BATTERIES.

WHILE CURRENT LAW, AB 1125 (2006), REQUIRES RETAILERS TO TAKE BACK RECHARGEABLE BATTERIES, NON-RECHARGEABLE BATTERIES ACCOUNT FOR 80 PERCENT OF BATTERIES SOLD IN CALIFORNIA.

ACCORDING TO A CALIFORNIA REPORT, MORE THAN 500 MILLION BATTERIES ARE SOLD EACH YEAR IN CALIFORNIA AND THAT NUMBER IS EXPECTED TO RISE. TODAY, IT IS ESTIMATED THAT ONLY ONE-HALF OF ONE PERCENT OF USED BATTERIES ARE RECYCLED THROUGH LOCAL GOVERNMENT HOUSEHOLD HAZARDOUS WASTE PROGRAMS.

TO MANAGE THIS UNIVERSAL WASTE, LOCAL GOVERNMENTS AND TAXPAYERS PAY UP TO \$2700 PER TON, WHICH AMOUNTS TO TENS OF MILLIONS OF DOLLARS EACH YEAR.

BATTERY MANUFACTURERS HAVE NO INCENTIVE TO BE CONCERNED ABOUT HOW MUCH IT COSTS TAXPAYERS TO PROPERLY AND SAFELY DISPOSE OF THEIR PRODUCTS. STEWARDSHIP WILL ENSURE THAT THE COST FOR END OF LIFE MANAGEMENT IS INCLUDED IN THE PRODUCT PRICE, NOT A BURDEN TO THE GENERAL TAXPAYERS OR GARBAGE RATEPAYERS.

SOLUTION

The California Integrated Waste Management Board adopted an overall Framework for an Extended Producer Responsibility (EPR) as a policy priority in January 2008.

Assembly Bill 2347 (2008) established California's first EPR program to manage mercury thermostats. Both Europe and Canada have successful EPR programs for household batteries.

EPR requires manufacturers to create their own product stewardship plans. The plans give flexibility to producers on how to deal with the end of life for their products while harmonizing California's recycling efforts with other national and international programs. Product stewardship will not only make recycling more convenient for consumers it will also create incentives for manufacturers to design safer products that have less environmental impacts.

Battery Stewardship

SB 515 will require battery manufacturers to design, fund and operate a stewardship program to properly manage batteries in order to sell their products in California. SB 515 will also require battery manufacturers to meet collection goals each year and report data to the Department of Resources, Recycling and Recovery who will oversee the implementation of each manufacturer's stewardship plan.

SB 515 will help local governments' bottom lines by saving tax-payer money used to manage toxic battery waste. It will also create green jobs recycling and collecting batteries. In addition, battery stewardship will help California's environment by ensuring that battery waste is properly managed.

SUPPORT

StopWaste.Org (Sponsor)
 California Product Stewardship Council
 California Resource Recovery Association
 California State Association of Counties
 Californians Against Waste
 Center for Environmental Health
 Central Contra Costa Sanitary District
 Clean Water Action
 City of Sunnyvale
 City of Torrance
 Napa Recycling & Waste Services

Sierra Club

STATUS

Introduced 2/17/11

Pending referral to policy committee(s)

CONTACT

Michael Jarred - 916-651-4010,

michael.jarred@sen.ca.gov



VENTURA COUNCIL OF GOVERNMENTS STATE LEGISLATIVE MATRIX BILL SUMMARY April 29, 2011			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 441 Monning	Requires inclusion of health issues in the guidelines for Regional Transportation Plans, and directs that optional advice be prepared for inclusion of health issues in local General Plans.	Watch	Passed Assembly Local Government Committee 6-3. In Assembly Appropriations Committee.
AB 1308 Miller	Appropriates Highway Users Tax Account (HUTA) funds to continue flowing absent an adopted State Budget.	Support	Passed Assembly Transportation Committee 12-0. In Assembly Appropriations Committee.
SB 49 Strickland	Restricts local agency ability to levy fees for emergency response to car crashes.	Watch	In Senate Public Safety Committee.
SB 515 Corbett	Requires battery manufacturers to create programs to manage battery disposal.	Support	Passed Senate Environmental Quality Committee 5-2. In Senate Appropriations Committee.

VCOG recommended position shown in **bold**.

**MEETING SUMMARY
LEGISLATIVE COMMITTEE**

Camarillo City Hall
601 Carmen Drive
Camarillo

Thursday, March 31, 2011, at 3:30 p.m.

Attendees: John Brand, Moorpark; Mina Layba, Thousand Oaks; Roger Pichardo, Camarillo; Peter De Haan, VCTC

1. FEBRUARY 10, 2011 MEETING SUMMARY

The summary of the February 10, 2011 meeting was approved as submitted.

2. REVIEW MARCH 13, 2011 BOARD MEETING

The Committee reviewed the legislative actions taken at the previous Board meeting. The Board modified the recommendation to oppose redevelopment agency elimination, to say that VCOG is supportive of redevelopment reform to ensure the targeting of affordable housing and of light elimination. The Board approved the recommendation to support the Regional Economic Strategy, with the modification to not support emergency powers for the Governor, and to revise the redevelopment position to match the VCOG redevelopment position.

3. BILL STATUS / BILLS FOR POSSIBLE ACTION

AB 83 – CEQA exemption for recycled water pipelines: There appear to be pros and cons to this bill. The Committee is not aware of strong interest from cities, and did not recommend a VCOG position.

AB 231 - Changes to enterprise zones: The Committee is not aware of any enterprise zones in the county and did not recommend a VCOG position.

AB 1308 – Fuel tax removal from budget: This appears to provide stability to local streets and roads funds and regional transportation projects. The Committee recommended VCOG take a Support position.

SB 907 – Master Plan Infrastructure Financing: This is a study bill. The Committee did not recommend a VCOG position.

AB 441 – Planning requirements to address health impacts: The League is taking a Watch position on this bill. It appears to take a similar approach to SB 375 in mandating inclusion of requirements for Regional Transportation Plans, but having optional requirements for local land use planning. The Committee recommended VCOG take a Watch position.

SB 693 – Authorization of local agency public/private partnerships: This bill was introduced as part of the Regional Economic Development Strategy which VCOG supports. No further VCOG action is required.

California Redevelopment Agencies proposal: VCOG already weighed in with a position on redevelopment reform. However, they should be informed of the existence of this proposal.

SB 515 – Battery manufacturer waste management program: This bill is sponsored by the California Product Environmental Stewardship Coalition and would require battery manufacturers to establish programs to manage batteries at the end of their life. The Committee recommended VCOG take a Support position.

SB 444 – Mobile home park conversions: This bill would make changes to the process for converting mobile home park sites from rentals to owner-occupied. Camarillo is considering a Watch position on this bill. The Committee did not recommend a VCOG position.

AB 579 – Mobile home park lawsuit attorney's fees: This bill would provide for recovery of attorneys fees after successfully defending rent control bills. Camarillo is considering a Watch position on this bill. The Committee did not recommend a VCOG position.

AB 438 – Termination of library contracts: This bill would require voter approval for a city to withdraw from a county library system. The Committee did not recommend a VCOG position.

3. NEXT MEETING

The next meeting was tentatively set for Thursday, May 26, 2011, at 3:30 p.m. at the Camarillo City Hall.

THIS PAGE INTENTIONALLY LEFT BLANK



MEMORANDUM

TO: Board of Directors
FROM: Steve DeGeorge, Planning Director
SUBJECT: Regional Housing Needs Assessment (RHNA)
DATE: May 12, 2011

Recommendation:

- Do not accept delegation for the fifth RHNA cycle

Discussion: As reported to the Board at its March 2011 meeting, the fifth Regional Housing Needs Assessment (RHNA) cycle is about to begin and the VCOG Board must decide whether or not to accept delegation by June 30, 2011. Although much of this information was presented to the VCOG Board previously, there are a few issues which have been revised and warrant additional discussion.

As the Board may recall, RHNA must now be prepared under AB 2158 which places far greater responsibilities on regions like the Southern California Association of Governments (SCAG) or sub-regions such as VCOG than did the previous legislation, SB 12. Assembly Bill 2158 requires that regions or sub-regions conducting the RHNA process be fully responsible for all of the following activities as well as all costs and all liability in case of third party challenges:

- Public outreach and hearings
- Local surveys
- Local input
- Development of defensible RHNA methodology
- Social equity policies
- Administration of revisions and appeals process
- Consistency with RTP and SCS

The most significant change from the information presented at the March Board meeting is that the Southern California Association of Governments (SCAG) is now reporting that sub-regions accepting RHNA delegation will be protected from any re-allocation of housing units from outside of the sub-region should there be a successful challenge to allocations elsewhere in the region. This was and is the most significant benefit to accepting delegation.

As the VCOG Board studies whether to accept RHNA delegation there are significant funding and logistical issues which the Board should take into consideration. In recognition of the limited staff resources of this Board as well as many of the local jurisdictions, staff believes that should the Board wish to accept RHNA delegation, the process would require consultant assistance to perform the required activities. Staff has estimated costs for consultant services conservatively at \$150,000 - \$180,000. SCAG staff has indicated that this estimate may be too conservative and believes that costs could be as high as \$200,000. While SCAG has offered financial assistance up to \$1,000 per jurisdiction, a total of \$11,000 in VCOG's case, the remainder of the cost would have to be shared amongst the member jurisdictions through a one-time assessment.

The schedule for the upcoming RHNA cycle is very aggressive as shown in Attachment A to this item. The expedited RHNA schedule is a result of SCAG's need to adhere to the requirements of SB 375 and fit the RHNA process into the overall process for adoption of the Regional Transportation Plan (RTP) and the integrated Sustainable Community Strategy (SCS).

It is important to note that accepting RHNA delegation would require VCOG to act quickly to acquire consultant assistance to meet the deliverables outlined in the RHNA schedule. Especially important is providing enough time to develop a defensible sub-regional allocation methodology by October 31, 2011. Additional meetings of the VCOG Board could be required to authorize actions and execute consultant contracts, throughout the RHNA process.

Sub-regions accepting RHNA delegation must enter into a Delegation Agreement with SCAG by August 31, 2011 and each jurisdiction participating must adopt a local resolution to that effect prior to August 31st. A sample resolution can be found in Attachment B to this item. Should VCOG accept RHNA delegation, a Letter of Intent would need to be transmitted to SCAG by June 30, 2011.

VCOG's Executive Director has been communicating regularly with the City Managers on this issue. Most recently, at the regularly scheduled City/County Managers Association meeting of April 21, 2011, Mr. Hasan Ikhata, SCAG's Executive Director, addressed the group and provided them similar information for their discussion. Ultimately, while there was some value added to the concept of accepting delegation with and the "protections from redistribution" it offers, most of the Managers concluded that the one-time cost of up to \$200,000, requiring an assessment to members, and the potential of unknown litigation costs did not justify VCOG accepting delegation. As noted above, delegation can be taken by any sub-region, such as VCOG, or sub-group of jurisdictions with contiguous limits. If VCOG were to accept delegation, it would require unanimity of the eleven member jurisdictions and approval by the VCOG Board. After a lengthy conversation with City/County Managers, it was clear that for most cities the costs of accepting delegation outweighed the benefits and would choose not to accept delegation effectively removing VCOG from the RHNA delegation equation.

Should VCOG choose not to accept RHNA delegation staff would continue to work very closely with SCAG to ensure the County's interests are represented. To date, SCAG has been very responsive to issues raised by staff and readily provided information or assistance when requested. Additionally, should VCOG choose not to accept RHNA delegation it does not preclude any two or more contiguous cities or cities and the county, to join together to take RHNA delegation, although they would need to do so on the accelerated schedule as noted. For the purposes of RHNA, sub-regions are not limited to the SCAG defined sub-regions. Under the current RHNA legislation, any two contiguous jurisdictions in the State may form their own sub-region for RHNA purposes

Staff will transmit this Board's decision as to RHNA delegation to SCAG as directed. Should the Board choose to take RHNA delegation staff will draft a Letter of Intent for review by the Administrative Committee and signature by the VCOG Chair.

Attachment A – Proposed Timeline for Sub-regional Delegation

By June 30, 2011	Notice of Intent submitted by proposed Subregional Entity
By July 30, 2011	SCAG to provide Subregional Entity with Growth Forecast information and survey information regarding AB 2158 factors
By August 31, 2011	State HCD to provide SCAG with Regional Housing Need Determination
By August 31, 2011	Deadline for SCAG and Subregional Entity to enter into Delegation Agreement (adopting resolutions to be approved beforehand)
By Sept. 30, 2011	SCAG to provide Subregional Entity with Subregional Housing Need Determination as part of public hearing
By Oct. 31, 2011	SCAG releases its proposed Regional Allocation Methodology; Subregional Entity releases its proposed Subregional Allocation Methodology
By Dec. 31, 2011	SCAG approves final Regional Allocation Methodology; Subregional Entity approves final Subregional Allocation Methodology; last day for Subregional Entity to terminate Delegation Agreement and relinquishes its delegation responsibilities
By April 5, 2012	SCAG releases Draft RHNA Plan; Subregional Entity Releases Draft Subregional Housing Allocation Plan
Spring-Summer 2012	Revisions requests and/or appeals (if any) processes by SCAG and Subregional Entity
By August 31, 2012	Subregional Entity to approve its Final Subregional Housing Allocation Plan and submit it to SCAG
By October 4, 2012	SCAG to approve its Final RHNA Plan, which incorporates the Final Subregional Housing Allocation Plan by the Subregional Entity; Submittal of Final RHNA Plan to State HCD
By December 4, 2012	Deadline for HCD to approve SCAG's Final RHNA Plan
October 31, 2013	Deadline for updates of Local Housing Elements

Attachments to these Guidelines:

Exhibit A – Sample Resolution (still in draft form)

Exhibit B – Sample Agreement (still in draft form)

Attachment B – Sample Resolution for Sub-regional Delegation

RESOLUTION OF (NAME OF LOCAL JURISDICTION) ESTABLISHING SUBREGIONAL ENTITY FOR PURPOSES OF DEVELOPING SUBREGIONAL HOUSING ALLOCATION PLAN TO BE INCLUDED IN REGIONAL HOUSING ALLOCATION PLAN BY THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Whereas, the California Legislature has declared, in Government Code Section 65580, that the availability of housing is of vital state importance, and it is a goal of the State of California to expand housing opportunities and accommodate housing needs of Californians in all economic levels;

Whereas, counties and cities within California, in order to ensure attainment of the State's housing goal, are required under state law to adopt a general plan, which must include a housing element, which identifies and analyzes existing and projected housing needs, and enumerates goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement and development of housing to meet the needs of all economic segments of the community;

Whereas, Government Code Section 65583(a) requires each such housing element to provide an assessment of the "share" of regional housing needs which must be borne by a local jurisdiction, and an inventory of resources and constraints relevant to the meeting of those needs;

Whereas, the Southern California Association of Governments (SCAG) is a joint powers authority agency representing six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial; and is mandated by the federal and state law to research and develop long range regional plans related to transportation, growth, waste management, air quality and housing;

Whereas, SCAG, in consultation with the California Department of Housing and Community Development ("HCD" herein), is required to determine the existing and projected need for housing for the SCAG region pursuant to Government Code Sections 65584 et seq. by way of preparation of a Regional Housing Needs Assessment ("RHNA");

Whereas, counties and cities use the RHNA to prepare updates to its respective housing elements, and specifically, its assessment of its "share" of the regional housing needs;

Whereas, SCAG is preparing the fifth update of the RHNA and intends to submit the RHNA to HCD on or about October 4, 2012. Counties and cities within the SCAG region thereafter are required to prepare and submit their respective updated housing elements to HCD by October 30, 2013; and

Whereas, SCAG is authorized under current state law to delegate the responsibility of allocating the projected housing need for jurisdictions with a subregion to a subregional entity by way of a written agreement.

NOW, THEREFORE, BE IT RESOLVED by the (City Council/Board of Supervisors) of the (Name of Local Jurisdiction):

1. The (Name of Local Jurisdiction) agrees to form a “subregional entity” within the meaning set forth in Government Code Section 65583 with the jurisdictions of _____ (collectively referred to herein as “Subregion”). This Subregion desires to accept delegation of the responsibility of allocating the total housing need for the local governments in its Subregion, under the terms and conditions of a written agreement to be entered into between the Subregion and SCAG.

2. The (Name of Local Jurisdiction) authorizes _____ to act on behalf of the Subregion for purposes of facilitating the application of this Resolution.

APPROVED AND ADOPTED by the (City Council/Board of Supervisors) of the (Name of Local Jurisdiction) on this ____ day of _____, 2011.



**VENTURA COUNCIL
OF GOVERNMENTS**

Item #7C

MEMORANDUM

TO: Board of Directors
FROM: Steve DeGeorge, Planning Director
SUBJECT: Ventura County Air Pollution Control District 2011 Triennial Assessment
DATE: May 12, 2011

Recommendation:

- Receive APCD presentation on 2011 Triennial Assessment
-

Discussion: The California Clean Air Act (CCAA), requires that, once every three years, California air districts assess the progress they have made towards meeting the state clean air standards, the amount of emission reductions achieved over the three-year period, correct any deficiencies in meeting progress goals, and incorporate new data and projections into their state clean air plans. The 2011 Triennial Assessment covers 2006 through 2008 and shows that Ventura County is still making significant progress towards meeting the state ozone standards.

Mr. Mike Villegas, Executive Officer of the Ventura County Air Pollution Control District, will present the 2011 Triennial Assessment and Plan Update attached to this item.

DRAFT

**VENTURA COUNTY
TRIENNIAL ASSESSMENT
AND PLAN UPDATE**

2006 - 2008



APRIL 2011

VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT
669 COUNTY SQUARE DRIVE, 2ND FLOOR
VENTURA, CALIFORNIA 93003
805/645-1400

TABLE OF CONTENTS

1. BACKGROUND AND SUMMARY 1

2. TRIENNIAL ASSESSMENT AND PLAN UPDATE REQUIREMENTS 1

3. AIR QUALITY INDICATORS 2

4. OZONE AND POPULATION TRENDS..... 5

5. EMISSION INVENTORY TRENDS..... 6

6. OVERALL PROGRESS..... 7

7. AQMP CONTROL MEASURE AND RULEMAKING UPDATE 7

 7.1 Control Strategy Cost Effectiveness..... 7

 7.2 Control Measures Amended or Implemented 2006 – 2008 and Control
 Measures Still Reducing Emissions Beyond the 2002 Emission
 Inventory Base Year..... 8

 7.3 Status of Control Measures Scheduled for Revision 2006 – 2008 8

8. EVERY FEASIBLE MEASURE..... 11

9. CONTROL MEASURES NOT RETAINED IN THE 2007 AQMP 12

10. OZONE TRANSPORT 12

11. PUBLIC INFORMATION..... 13

APPENDIX A “EVERY FEASIBLE MEASURE” ANALYSES 17

This page intentionally left blank

LIST OF TABLES

Table 1 CCAA Triennial Assessment Requirements..... 2
Table 2 Expected Peak Day 1-hour Ozone Reductions 4
Table 3 Expected Peak Day 8-hour Ozone Reductions 5
Table 4 Control Measures Adopted or Amended 2006 – 2008 8
Table 5 Status of Control Measures Scheduled for Revision 2006 – 2008 10
Table 6 Measures Potentially Feasible for Ventura County 12

LIST OF FIGURES

Figure 1 Expected Peak Day Concentration Trends for Ozone (1-hour) 3
Figure 2 Expected Peak Day Concentration Trends for Ozone (8-hour) 3
Figure 3 Percent Reduction in Expected Peak Day 1-hour Ozone Concentrations:
1988 – 2008 4
Figure 4 Percent Reduction in Expected Peak Day 8-hour Ozone Concentrations:
1988 – 2008 5
Figure 5 1-hour and 8-hour Ozone and Population Trends: 1988 – 2008 6
Figure 6 ROG and NOx Emission Trends: 1990 – 2020 7

This page intentionally left blank

1. BACKGROUND AND SUMMARY

In 1988, the California Legislature enacted the California Clean Air Act (CCAA) to attain and maintain the state clean air standards by the earliest practicable date. The CCAA required local air districts in violation of the state ozone, carbon monoxide, sulfur dioxide, or nitrogen dioxide standards, to adopt attainment plans for those standards by July 1991. On October 8, 1991, the Ventura County Air Pollution Control Board (APCB or Board) adopted the 1991 Ventura County Air Quality Management Plan (AQMP) for the California one-hour ozone standard. Ventura County was and remains in attainment of the state carbon monoxide, sulfur dioxide, and nitrogen dioxide standards.

The Triennial Assessment shows that Ventura County is still making significant progress towards meeting the state ozone standards. Furthermore, the Triennial Assessment has not identified any deficiencies with respect to meeting progress goals towards the state one-hour ozone standard. However, the “every feasible measure” analysis conducted for the Triennial Assessment identified several existing District rules with potential for enhancement. It also identified three possible new control measures that would help Ventura County continue its progress towards attaining the state ozone standards.

2. TRIENNIAL ASSESSMENT AND PLAN UPDATE REQUIREMENTS

The CCAA requires that once every three years beginning in 1994, the state’s air districts are to assess their progress towards attaining the state clean air standards, the amount of emission reductions achieved over the three-year period, correct any deficiencies in meeting progress goals, and incorporate new data and projections into their state clean air plans. The most recent assessment period is 2006 through 2008.

The California Health and Safety Code Sections [40924](#) and [40925](#) require that the Triennial Assessment Plan Update include the following:

- Improvement in air quality based upon air quality indicators identified by the ARB (Section 40924);
- Population-related, industry-related, and vehicle-related emissions growth (Section 40925);
- Control measures adopted by the District (Sections 40924 and 40925); and,
- Review of “every feasible measure” (Section 40925).

Table 1 provides a more complete list of triennial plan requirements and where those requirements are addressed in the Triennial Assessment.

**Table 1
CCAA Triennial Assessment Requirements**

Requirement	Submittal
Air Quality Analysis	Sections 3 & 4
Population Trends	Section 4
Population Exposure	Not available – no longer provided by ARB
Emission Inventory	Section 5 2007 AQMP (Chapter 2)
Control Measures	Section 7 & Appendix A 2007 AQMP (Chapter 3)
Control Strategy Cost-Effectiveness	Section 7.1
Transportation Control Measures	2007 AQMP – Chapter 3 (Section 3.2)
Vehicle Trips & Vehicle Miles Traveled Trends	2007 AQMP – Chapter 4 (Sections 4.1 & 4.1.2)
Contingency Measures	2007 AQMP (Chapter 7)
Every Feasible Measure	Section 8
Expeditious Adoption	Section 8
Ozone Transport	Section 10
Public Information	Section 11

3. AIR QUALITY INDICATORS

For prior triennial assessments, the California Air Resources Board (ARB) has recommended that local districts use three air quality indicators to assess progress in meeting the state ambient one-hour ozone standard: population-weighted exposure, area-weighted exposure, and expected peak day concentration (EPDC). However, due to budget and staff constraints, for this triennial update, ARB has only provided the EPDC and not the exposure indicators.

The EPDC represents the concentration expected to be exceeded at a particular air monitoring site once per year, on average. It is based on a statistical calculation of daily maximum one-hour and eight-hour ozone data collected at each air quality monitoring site in the county over a three-year period. For example, the 2008 EPDC values use 2006 – 2008 monitoring data. The EPDC is useful for tracking air quality progress at individual air quality monitoring locations. Because it uses a robust statistical calculation, it is relatively stable, thereby providing a trend indicator that is not highly influenced by year-to-year variations in meteorology.

Figures 1 and 2 present the one-hour and eight-hour EPDC trend values for each of the air quality monitoring stations for 1988 through 2008. Peak day ozone concentrations have significantly declined over the period and, with the exception of Simi Valley, are either below or near the respective state ozone standard. Tables 2 and 3 present the percent reduction in the one-hour and eight-hour EPDC values. These reductions are graphically presented in Figures 3 and 4.

The one-hour percent reductions range from a low of 28.9 percent in Piru to 44.7 percent in El Rio. The average one-hour reduction was over 36.1 percent. The corresponding eight-hour percent reductions range from a low of 24.8 percent in Piru to 42.8 percent in El Rio, with the average slightly over 33.1 percent.

Figure 1
Expected Peak Day Concentration Trends for Ozone (1-hour)

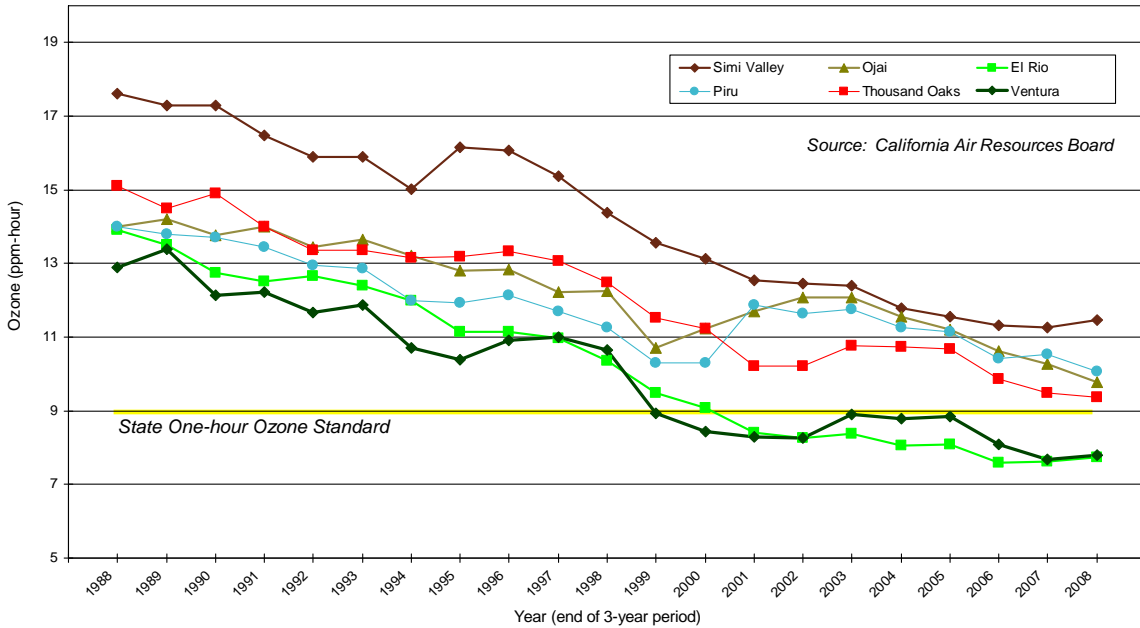


Figure 2
Expected Peak Day Concentration Trends for Ozone (8-hour)

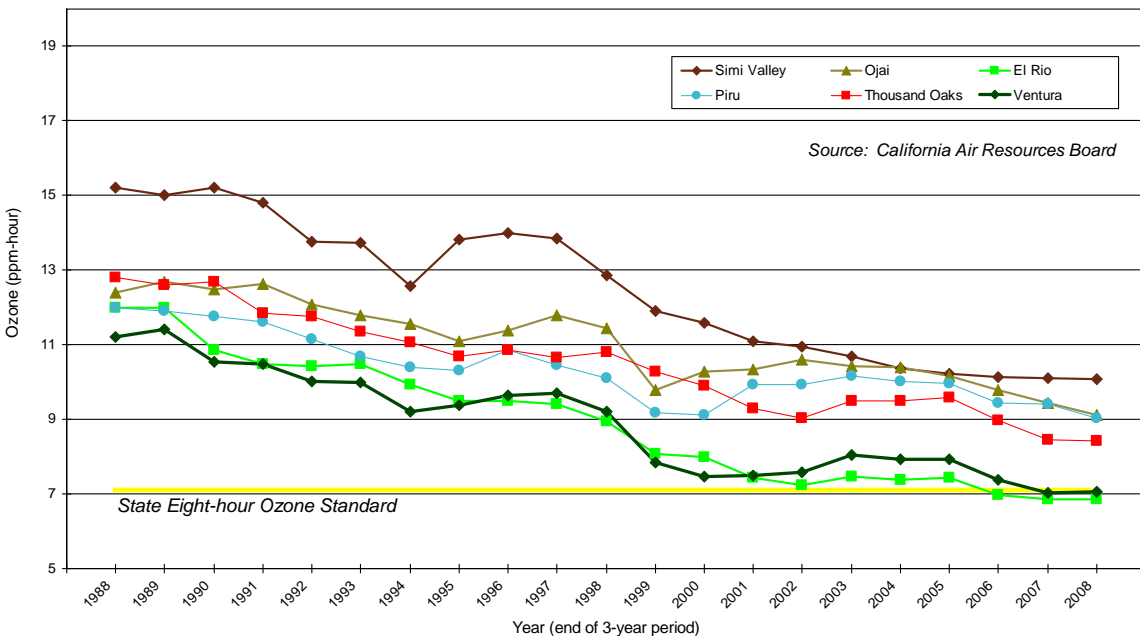


Table 2
Expected Peak Day 1-hour Ozone Reductions

Monitoring Site	1986 - 1988	2006 - 2008	Percent Reduction from 1988 - 2008
Simi Valley	17.6*	11.5	34.7
Ojai	14.2	9.8	31.0
El Rio	14.1	7.8	44.7
Piru	14.2	10.1	28.9
Thousand Oaks	15.2	9.4	38.2
Ventura	12.9	7.8	39.5

* Expected peak day concentration for ozone, in parts per hundred million (pphm).
Source: Air Resources Board (January 2010)

Figure 3
Percent Reduction in Expected Peak Day 1-hour Ozone Concentrations: 1988 – 2008

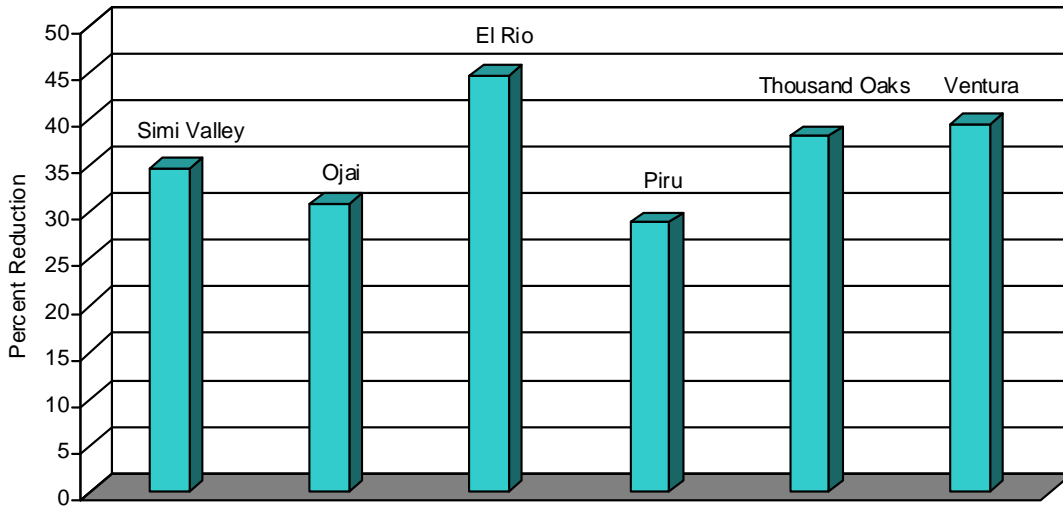
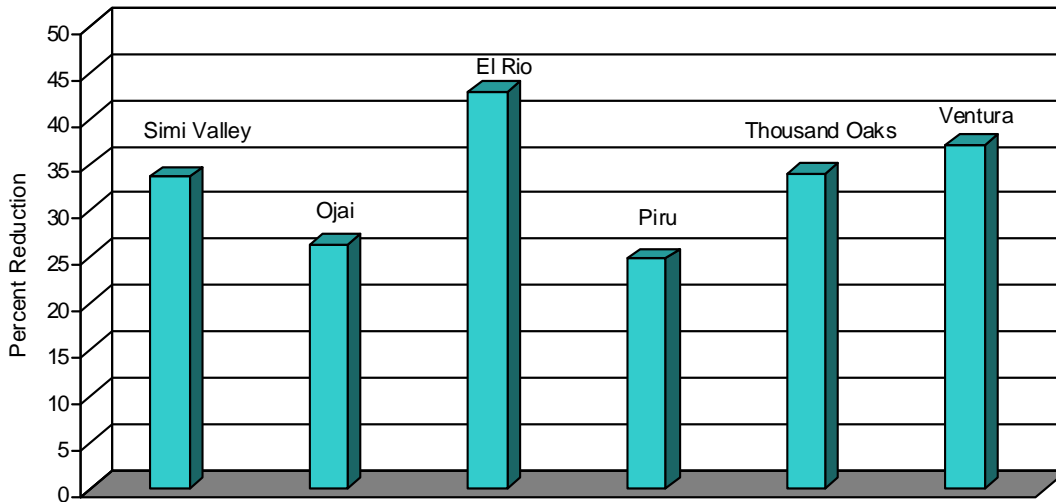


Table 3
Expected Peak Day 8-hour Ozone Reductions

Monitoring Site	1986 - 1988	2006 - 2008	Percent Reduction from 1988 - 2008
Simi Valley	15.2*	10.08	33.7
Ojai	12.4	9.13	26.4
El Rio	12	6.87	42.8
Piru	12	9.03	24.8
Thousand Oaks	12.8	8.43	34.1
Ventura	11.2	7.05	37.1

* Expected peak day concentration for ozone, in parts per hundred million (pphm).
Source: Air Resources Board (January 2010)

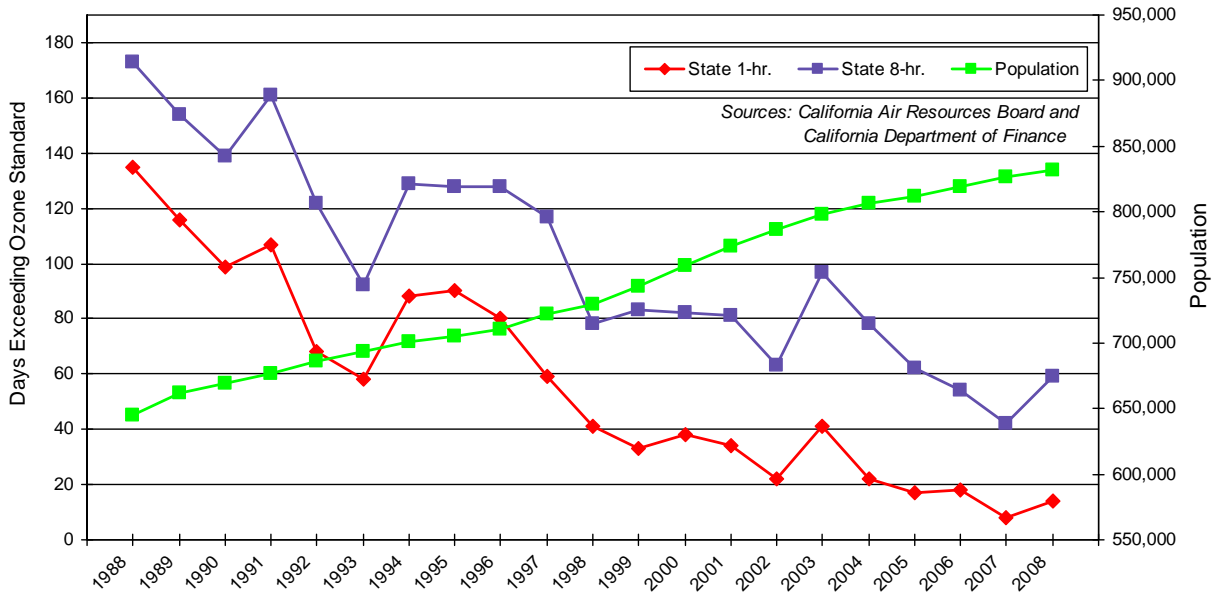
Figure 4
Percent Reduction in Expected Peak Day 8-hour Ozone Concentrations: 1988 – 2008



4. OZONE AND POPULATION TRENDS

As shown in Figure 5, since 1988, ambient ozone concentrations in Ventura County have improved dramatically with respect to the state ozone standards. In 1988, Ventura County had 135 days and 173 days over the state one-hour and eight-hour ozone standard, respectively. However, in 2008 there were only 14 days over the state one-hour standard and 59 days over the state eight-hour standard, up from 8 and 42 days, respectively, in 2007. These improvements have occurred despite a 29 percent increase in Ventura County’s population.

Figure 5
1-hour and 8-hour Ozone and Population Trends: 1988 – 2008



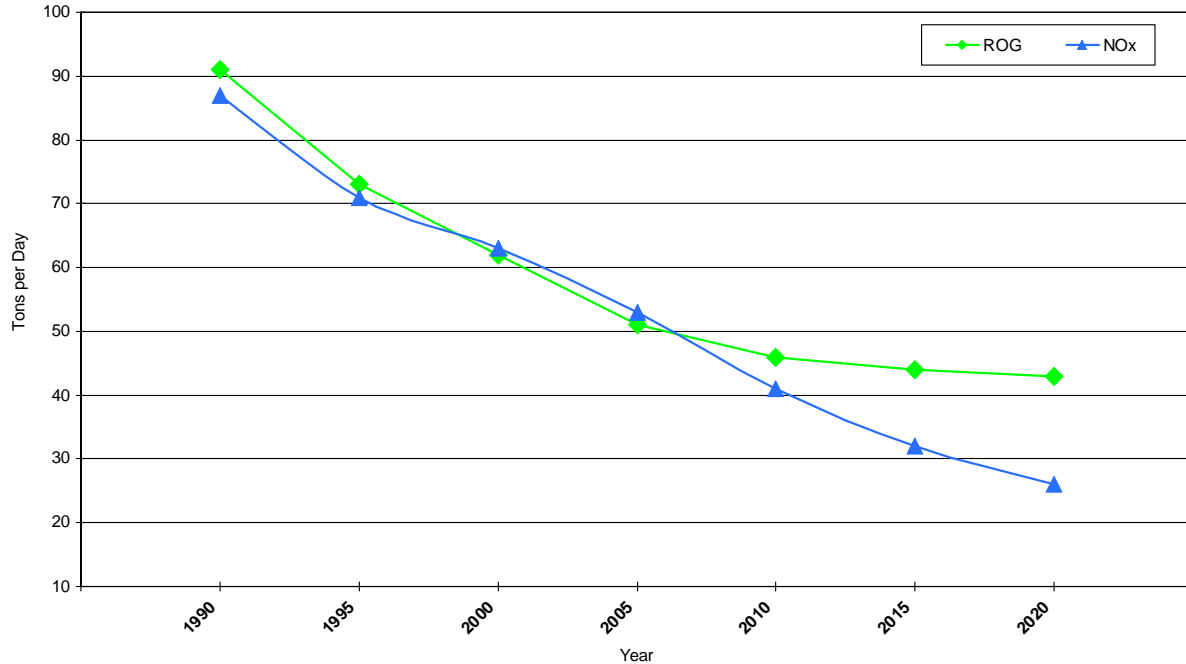
5. EMISSION INVENTORY TRENDS

This section presents reactive organic gases (ROG) and nitrogen oxide (NOx) emission inventory trends for Ventura County (onshore Ventura County and within three miles of the coastline) for years 1990 through 2020. Emission forecasts reflect the anticipated effects of socioeconomic changes and implementation of local, state, and federal control measures during the forecast years.

Overall, ROG and NOx emissions are still declining, as they have for many years, continuing Ventura County’s progress towards meeting the state and federal ozone standards. This decline in ozone precursor emissions is occurring despite growing population and motor vehicle usage. As shown in Figure 6, from 1990 though 2020, ROG emissions are expected to decline by 51.9 percent and NOx by 35.7 percent. The greatest ROG and NOx declines are coming from mobile sources, mostly a result of ARB’s mobile source control strategies.

Although still trending downward, the decline in ROG emissions are starting to level off but NOx emissions are expected to continue declining through at least 2020. The greatest ROG and NOx declines are coming from mobile sources, mostly a result of ARB’s mobile source control strategies.

Figure 6
ROG and NOx Emission Trends: 1990 – 2020



Source: http://www.arb.ca.gov/aqd/almanac/almanac09/excel/tableA_31.xls

6. OVERALL PROGRESS

The air quality indicators presented in Section 3, together with the ozone concentration declines presented in Section 4, and the emission trends in Section 5, indicate that Ventura County has made exceptional progress towards attaining the state one-hour ozone standard. Such improvement should continue as new local, state, and federal control strategies and programs presented in the 2007 AQMP for the federal eight-hour ozone standard are implemented.

7. AQMP CONTROL MEASURE AND RULEMAKING UPDATE

This section summarizes the District's rulemaking activity for AQMP control measures during the 2006 – 2008 triennial assessment period. This section does not include other rulemaking activities unrelated to AQMP control measures, such as rules for other air pollutants, administrative rule changes, rule language cleanups and fix-ups, and air permitting rules. Information regarding the District's current rulemaking activities is available on the District's [Rule Development](#) website.

7.1. Control Strategy Cost Effectiveness

The CCAA requires that an emissions control strategy for the state one-hour ozone standard be cost effective, when viewed in its entirety. Furthermore, the cost effectiveness of individual control measures must be determined and presented in rank order. The 1991 AQMP, prepared for the state one-hour ozone standard, included cost effectiveness estimates for each proposed control measure. Only those control measures judged cost effective and technologically feasible

for Ventura County were included in that plan. Such has been the case for every Ventura County AQMP before or since, including the 2007 AQMP, Ventura County’s most recent clean air plan. The proposed rule revisions included in this triennial assessment were based on multi-factor evaluations that included estimates of cost effectiveness. Likewise, District staff will not recommend any control measure for adoption unless shown to be cost effective and appropriate for Ventura County.

7.2. Control Measures Amended or Implemented 2006 – 2008 and Control Measures Still Reducing Emissions Beyond the 2002 Emission Inventory Base Year

Table 4 presents those control measures adopted/amended during the triennial period and their respective maximum emissions reductions beyond previous AQMP projections. Except for Control Measure R-311, which was fully implemented in 2010 and is further reducing ROG emissions by 0.23 tons per day, the emissions reductions from these measures are rather minimal. This reflects the maturity of the District’s clean air program.

**Table 4
Control Measures Adopted or Amended 2006 – 2008**

CM Number	Control Measure Name	District Rule	Year Adopted/ Amended	Year Fully Implemented	Maximum Emission Reduction (tons/summer day)
ROG Control Measures					
R-306	Wood Product Coatings	74.30	2006	2007	0.001
R-311	Motor Vehicle & Mobile Equipment Coating Operations	74.18	2008	2010	0.230
R-332	Surface Coating of Metal Parts & Products	74.12	2008	2009	0.020
R-606	Soil Decontamination Operations	74.29	2008	2009	0.020
Total ROG Emission Reductions					0.271

Data source: Ventura County APCD

7.3. Status of Control Measures Scheduled for Revision 2006 – 2008

Table 5 presents the status of the fifteen control measures scheduled for adoption or revision during the 2006 - 2008 triennial assessment period. The District implements each control measure in Table 5 through a District rule adopted by the Ventura County Air Pollution Control Board. This means that Board actions to adopt, revise, or repeal control measures are actually actions to adopt, revise, or repeal the associated District rules. The proposed rule revisions were included to meet the “every feasible measure” requirements of the CCAA and/or Reasonably Available Control Technology (RACT) requirements of the federal Clean Air Act.

Of the fifteen control measures in Table 5, the District's governing board adopted revisions to four: R-306 (Rule 74.30), *Wood Product Coatings*; R-311 (Rule 74.18), *Motor Vehicle & Mobile Equipment Coating Operations*; R-332 (74.12), *Surface Coating of Metal Parts & Products*; and, R-606 (Rule 74.29), *Soil Decontamination Operations*.

Revisions to R-306 reduced certain ROC content limits to coincide with those in South Coast AQMD Rule 1171, *Solvent Cleaning Operations*.

Revisions to R-311 included the new requirements established by ARB's Suggested Control Measure (SCM) for automotive coatings and cleaners. The most significant proposed change is the new low-ROC content requirement for color coats used commonly in basecoat/clear coat auto body shop repairs.

The revisions to R-332 were to reduce certain ROC content limits to bring District Rule 74.12 in line with South Coast AQMD Rules 1107, *Coating of Metal Parts and Products*, and 1171, *Solvent Cleaning Operations*.

Revisions to R-606 expanded Rule 74.29 to include requirements for the excavation, transportation, and handling of active and inactive contaminated soil. Many of the proposed revisions appear in the May 11, 2001, revision to South Coast AQMD Rule 1166, *Volatile Organic Compound Emissions from Decontamination of Soil*. Other revisions were taken from Bay Area Air Quality Management District Rule 8-40, *Aeration of Contaminated Soil and Removal of Underground Storage Tanks*.

Of the remaining control measures in Table 5, one, R-334, *Wood Product Coatings*, was found infeasible by the APCB on September 11, 2007, based on District staff's regulatory cost/air quality benefit analysis.

The District reaffirms its commitment to rulemaking for the other control measures in Table 5, but has not yet set rulemaking schedules for the measures because of other rule development efforts and staff commitments.

**Table 5
Status of Control Measures Scheduled for Revision 2006 – 2008**

CM Number	Control Measure Name	District Rule	Affected Source Type	Status/Comments
R-306	Wood Products Coating	74.30	Wood product finishers	<i>Rule revisions adopted 6/27/06.</i> ROC limits reduced for surface preparations and cleanup to comply with CCAA “every feasible measure” requirements.
R-308	Aerospace Component Manufacturing and Assembly	74.13	Aerospace Assembly and component manufacturing operations	<i>Rule revision not yet adopted – adoption date to be determined.</i> Rule revision included to meet CCAA “every feasible measure” and CAA RACT requirements.
R-311	Motor Vehicle & Mobile Equipment Coating Operations	74.18	Auto body shops	<i>Rule revision adopted 11/11/2008.</i> Rule revision adopted to meet CCAA “every feasible measure” and CAA RACT requirements.
R-312	Semiconductor Manufacturing	74.21	Semiconductor manufacturing operations	<i>Rule revision not yet adopted – adoption date to be determined.</i> Rule revision included to meet CCAA “every feasible measure” and CAA RACT requirements.
R-316	Graphic Arts	74.19	Graphic arts operations	<i>Rule revisions scheduled for adoption second quarter 2011.</i> Rule revisions included to meet CAA RACT requirements.
R-321	Marine Coatings	74.24	Marine coating operations	<i>Rule revision not yet adopted – adoption date to be determined.</i> Rule revisions included to meet CCAA “every feasible measure” and CAA RACT requirements.
R-328	Surface Cleaning & Degreasing	74.6	Facilities cleaning a wide variety of components	<i>Rule revisions not yet adopted – adoption date to be determined.</i> Rule revisions included to meet CCAA “every feasible measure” requirement.
R-329	Architectural Coatings	74.2	Suppliers of architectural coatings	<i>Rule revisions adopted 1/11/2010.</i> Rule revisions adopted to meet CCAA “every feasible measure.”
R-331	Batch Loaded Vapor Degreasing	74.6.1	Vapor degreasing operations (aerospace/electronics, etc.)	<i>Rule revisions not yet adopted – adoption date to be determined.</i> Rule revisions included to meet CCAA “every feasible measure.”
R-332	Surface Coating of Metal Parts & Products	74.12	Manufacturers and refinishers of metal parts and products	<i>Rule revisions adopted 4/8/2008.</i> Rule revisions adopted to meet CCAA “every feasible measure” and CAA RACT requirements.
R-334	Wood Product Coatings	74.30	Wood coating operations	<i>Rule revision found to be infeasible 9/11/07</i> Rule revisions included to meet CCAA “every feasible measure” and CAA RACT requirements.

Table 5 (cont'd)

CM Number	Control Measure Name	District Rule	Affected Source Type	Status/Comments
R-431	Storage & Transfer of Gasoline	70	Gasoline stations	<i>Rule re-evaluated and rule revisions found to be no longer needed.</i> Rule revisions included to meet CCAA “every feasible measure” requirements.
R-606	Soil Decontamination Operations	74.29	Fuel-contaminated soils	<i>Rule revisions adopted 4/8/2008.</i> Rule revisions included to meet CCAA “every feasible measure” requirement.
N-105	Boilers, Steam Generators & Process Heaters	74.15	Boilers (5MMBtu+)	<i>Rule revision not yet adopted – adoption date to be determined.</i> Rule revision included to meet CCAA “every feasible measure” requirement.
TBD*	Oil Well Degassing	TBD	Oil wells	<i>Rule revisions not yet adopted – adoption date to be determined.</i> Rule revisions included to meet CCAA “every feasible measure” requirements.

* To be determined

8. EVERY FEASIBLE MEASURE

Health and Safety Code [Section 40914](#) requires that clean air plans for attaining the California one-hour ozone standard reduce emissions of ROG and NOx by a minimum of five percent per year, averaged over each consecutive three-year period. The 1991 Ventura County AQMP did not meet that emission reduction target. However, it was able to satisfy the alternative requirement of including “every feasible measure (also known as “all feasible measures”) . . . and an expeditious adoption schedule,” as allowed by Section 40914(b)(2). On August 13, 1992, the ARB approved the 1991 AQMP based on this “every feasible measure” determination of progress.

District staff has conducted “every feasible measure” assessments for all of the District’s prior triennial assessments. For this Triennial Assessment, staff evaluated 20 District rules by comparing them to similar rules of other California air districts. District staff identified four District rules with potential for enhancement and three others that would be new for Ventura County (see Table 6). Appendix A presents a summary of the “every feasible measure” analyses conducted for this triennial assessment.

The District commits to rulemaking for the rules in Table 6, during which District staff will further evaluate the feasibility of each for Ventura County. Emission reductions will be estimated for those determined to be feasible prior to rule adoption. Staff believes that Ventura County APCD rules implement “every feasible measure” for all other emission source categories under its jurisdiction.

**Table 6
Measures Potentially Feasible for Ventura County**

CM Number	District Rule	Control Measure Description	Rulemaking Schedule
R-324	74.19.1, <i>Screen Printing Operations</i>	<ul style="list-style-type: none"> ▪ Limit screen printing cleaners to 100 g/l consistent with South Coast AQMD Rule 1171 	TBD*
N-102	74.11.1, <i>Large Water Heaters & Small Boilers</i>	<ul style="list-style-type: none"> ▪ Limit NOx emissions from large water heaters and small boilers to 14 ng/J, consistent with South Coast AQMD Rule 1146.2. 	2013**
N-105	74.15.1, <i>Boilers, Steam Generators & Process Heaters</i>	<ul style="list-style-type: none"> ▪ Reduce from 40 ppmv to 30 ppmv for all units (at 3% oxygen) Reduce from 40 ppmv to 15 ppmv for units equal to or less than 20 MMBTU/hr ▪ Reduce from 40 ppmv to 12 ppmv for units equal to or less than 20 MMBTU/hr ▪ Reduce from 40 ppmv to 9 ppmv for units greater than 20 MMBTU/hr 	2016**
N-110	74.22, <i>Natural Gas Fan-Type Central Furnaces</i>	<ul style="list-style-type: none"> ▪ Limit NOx from natural gas fan-type central furnaces to 14 ng/J consistent with South Coast AQMD Rule 1111. 	2019**
New (TBD)	TBD, <i>Metal Working Fluids & Direct Contact Lubricants</i>	<ul style="list-style-type: none"> ▪ Replace high-ROC oil-based lubricants with water-based or synthetic lubricants consistent with South Coast AQMD Rule 1144 	TBD
New (TBD)	TBD, <i>Low-ROC Spray Gun Cleaning</i>	<ul style="list-style-type: none"> ▪ Eliminate the current vapor pressure limit of 45 mm Hg for spray equipment in Rules 74.12, 74.14, Rule 74.18 & Rule 74.30 ▪ Establish a new ROC content limit for spray equipment in Rules 74.13, 74.20, 74.24, and 74.24.1. 	TBD
New (TBD)	TBD, <i>Flaring or Flare Minimization</i>	<ul style="list-style-type: none"> ▪ Adopt a new rule to control flaring at oil & gas facilities 	TBD

* To be determined

** Based on the implementation schedule for the corresponding South Coast AQMD rule

9. CONTROL MEASURES NOT RETAINED IN THE 2007 AQMP

Several control measures that were in the 1994 AQMP are not in the 2007 AQMP for either the federal eight-hour ozone standard or the state one-hour ozone standard. Section 3.1.8 of the 2007 AQMP presents these measures.

10. OZONE TRANSPORT

The CCAA directs ARB to assess the contribution of ozone and ozone precursors in upwind basins or regions on ozone concentrations that violate the State ozone standard in downwind basins or regions. The movement of ozone and ozone precursors between basins or regions is termed transport. The CCAA also directs ARB to establish mitigation requirements for upwind districts commensurate with their contributions to the air quality problems in downwind basins or regions.

Over the last decade, the ARB has published several transport reports that include technical assessments of transport relationships between air basins and regions in California. Along with these technical assessments, the reports have included mitigation requirements for ensuring that upwind areas do their part to limit the effects of transport on their downwind neighbors. These two important components are available on the following ARB websites: [Transport Assessments](#) and [Transport Mitigation](#). ARB completed its most recent transport assessment, [Ozone Transport Mitigation in California](#), in 2004.

ARB transport assessments indicate that Ventura County, as part of the South Central Coast Air Basin, impacts ozone levels in the South Coast Air Basin. This means that Ventura County must comply with ARB's transport mitigation requirements. The District complies with these requirements through its rules and permitting programs, including adoption of "every feasible measure," and application of Best Available Retrofit Control Technology to existing sources of ozone precursors. The county's greatly improved air quality over the last 20 or so years provides direct evidence that Ventura County has and is mitigating ozone transport into the South Coast Air Basin.

11. PUBLIC INFORMATION

The District conducts a public information program through its Public Information Division. It does this through a variety of both traditional and innovative public information techniques including: the [District website](#), publications and creative materials, educational programs, outreach events, advertising programs, media relations, and special projects. For more information about the District's public information program, visit the District's [Public Information Division](#) webpage.

In summary, during the period 2006 – 2008, the Public Information Division distributed approximately 153,000 pieces of public information material; 276,000 supplements in the *Ventura County Star* newspaper; spoke to over 9,000 individuals through educational programs, outreach events, and movie screenings; and printed or ordered over 141,000 materials. More detailed information about Public Information Division activities during the period 2006 – 2008 is presented below.

Publications and Creative Materials: Public Information created the *Skykeeper Activity Book*, *7 Days to Cleaner Air Commuter's Guide*, "Don't top off" postcards, "Give air pollution a place in your heart" cards, Frisbees for Energy Information Day, 40th anniversary stickers, APCD posters, sticky notes, airbags, and Clean Airhead pens. Public Information also reordered and reprinted many other promotional materials. It also produced the District's monthly report, [Skylines](#).

Educational Programs: Public Information actively informs Ventura County students about air pollution through outreach events and presentations. In 2008, work began on an educator's guide to the District's award-winning film *Air – the search for one clean breath*. Middle school and high school instructors will have a guide and accompanying classroom lessons that will enable students to understand more about air quality by expanding upon the material presented in

the film. The guide was coordinated by the [California Regional Environmental Education Community](#) (CREEC), and written and field-tested by California teachers.

District staff has been educating middle school students with the *Clean Air Quest* classroom presentation since 2000. This interactive presentation includes a Jeopardy-style game that involves students with the links between air quality and transportation. Public Information also makes available *Air Town*, an activity program for children ages 5 – 9 in summer camps, day care centers, and after-school programs. These programs continued through the middle of calendar year 2006.

Public Information also conducts educational events, including the *Interactive Science Career Expo*, in conjunction with the Ventura County Science Fair. It also gives three Science Fair awards to air quality projects. Additionally, Public Information has participated in Ventura County's clean air and transportation student calendar project for many years. Other air districts throughout the country have copied this concept.

Clean Air Month Supplement: Public Information published the *Clean Air Today* supplement in the *Ventura County Star* in 2006, 2007, and 2008. The supplement was distributed countywide to subscribers of the publication. In addition, copies were distributed to the public at several outreach events, classroom presentations, the District's speaker's bureau, and for Air Pollution Control Board use. The current edition of [Clean Air Today](#) is available on the District's website.

Summer Public Awareness Campaign: The Summer Public Awareness Campaign uses radio ads, public events, commercial businesses, promotional materials and print media to inform the public about a specific aspect of air pollution.

- The 2006 *Clean Air Today* featured articles on health risks of air pollution on the elderly, diabetics, and unborn children. It also had articles on meteorology and air pollution, the 1952 London Smog attack, coupons, *The Book of Air*, and a kid's activity page.
- The 2007 *Clean Air Today* featured topic was global climate change and the entire issue was devoted to that topic. A downloadable version was also put on the District website so the information could be printed online.
- The 2008 *Clean Air Today* supplement celebrated the District's 40th anniversary and chronicled the history of the District, and thanked companies, agencies, and individuals who have supported the District's mission over the years.

Outreach Events: Public outreach and speaker's bureau programs took place at many public events and functions in Ventura County, including service organizations, health fairs, home and garden shows, Earth Day activities, and street fairs. Additionally, staff presented *Clean Air Quest* and *Air Town* programs at schools and libraries in Ventura County. Public Information

does the marketing for the District Global Climate Change speaker's bureau presentation. This marketing includes revising the brochure, composing letters, and scheduling presentations.

Media Relations: Public Information handles media calls and news releases and provides local reporters with ideas for feature articles. Public Information coordinates all news conferences, radio and print interviews, and media sponsorships.

Special Projects: *Air – the search for one clean breath*, a high-definition film narrated by Joe Mantegna, is a biography of air created by the Ventura County Air Pollution Control District with grant support from the United States Environmental Protection Agency (U.S. EPA). Co-sponsors included Dubscape, Inc., Loma Linda University Medical Center, Media 360, and the Port of Long Beach. Some of the materials that were produced related to the movie include: standard DVDs, Blu-Ray DVDs, marketing cards, posters, DVD casing design, news releases, and website www.airthefilm.org for the film. The film was the most ambitious public information project done by a local air agency for a national audience. The film premiered nationally at the U.S. EPA Air Now conference in Portland, OR, and locally in Ojai, CA. It was shown at multiple screenings through 2008.

Activities in 2007 and 2006 related to the film included fundraising activities, scheduling, coordination, logistics, script creation/changes, contracts for animation and musical score, pre/post production for filming, and creation of the movie trailer.

On May 13, 2008, at a ceremony in Washington, DC, the District's Public Information Division was honored by receiving the prestigious 2008 U.S. EPA's *Clean Air Excellence Award*. The film, *Air – the search for one clean breath*, won in the Education/Outreach category. The film also received an international Mercury Communications Gold Award for best educational film.

This page intentionally left blank

APPENDIX A
“EVERY FEASIBLE MEASURE” ANALYSES

This page intentionally left blank

Control Measure, Rule (If Any), and Summary of Analysis	Include in AFM List?
<p>R-306; Rule 74.30, Wood Products Coating</p> <p>Rule 74.30 was last amended on June 27, 2006. The rule is now equal in stringency to the South Coast AQMD and Bay Area AQMD rules. No additional revisions are required.</p> <p>Note: On September 11, 2007, the Air Pollution Control Board found that the latest proposed revisions to Rule 74.30 were infeasible and should be removed from the District's 2007 annual list of proposed rule revisions. The revision would have eliminated ROC limits for wood product refinishing operations. Staff determined that there would be no emission reduction benefit from the proposed deletion of Rule 74.30, Subsection B.2.</p>	No
<p>R-309; Rule 74.3, Paper, Fabric, & Film Coating Operations</p> <p>Rule 74.3 limits the emissions of reactive organic compounds from the coating of paper, fabric, or film substrates. A search of the current permitted sources in Ventura County shows that only one source, Imation, is subject to this rule. Imation is no longer operating in Ventura County.</p>	No
<p>R-332; Rule 74.12, Surface Coating of Metal Parts & Products</p> <p>Rule 74.12 was last amended on April 8, 2008. The changes included a limit for coating strippers of 200 grams/liter (g/l) and a limit for surface preparation and application solvents of 25 g/l. The rule is now equal in stringency to the South Coast AQMD and Bay Area AQMD rules. No further revisions to Rule 74.12 are required.</p>	No
<p>R-411; Rule 71.4, Petroleum Sumps, Pits, Ponds & Well Cellars</p> <p>Rule 71.4 limits the emissions of reactive organic compounds from petroleum sumps, pits, ponds and well cellars. This rule contains ROC control requirement that eliminates first stage sumps, and requires covers on other sumps and pits. Storage of crude oil in well cellars is limited to five calendar days. Sumps, pits, or ponds are exempt if the ROC content is less than 5 milligrams per liter.</p> <p>This rule is very similar to South Coast AQMD Rules 1148.1, <i>Oil and Gas Production Wells</i>, and Rule 1176, <i>Sumps and Wastewater Separators</i>. Rule 1148.1 requires the removal of organic liquid in the well cellar no later than two (2) days after any activity is completed; the period is five (5) calendar days when no activity occurs. The Rule 71.4 threshold is five days for all situations. Rule 1148.1 also requires, during a wellhead valve opening, a portable container to catch and contain organic liquid. Rule 71.4 does not require this.</p> <p>Rule 1176 requires closer floating cover tolerances and 97 percent coverage; Rule 71.4 requires 90 percent. There are no other significant differences between the rules. Revisions to Rule 71.4 are not recommended because oil production activity is down and the resulting incremental emission reductions would be insignificant.</p>	No

Control Measure, Rule (If Any), and Summary of Analysis	Include in AFM List?
<p>R-431; Rule 70, Storage and Transfer of Gasoline</p> <p>Rule 70 was last amended on March 10, 2009. With state-mandated Enhanced Phase II Vapor Recovery in place, maximum ROC emission reductions are occurring and no further enhancements are currently needed.</p>	No
<p>R-324; Rule 74.19.1, Screen Printing Operations</p> <p>Rule 74.19.1 limits the emissions of reactive organic compounds (ROC) from the use of inks, coatings, adhesives, and cleaners used at screen printing operations. This rule limits the ROC content of inks, coating, and adhesives, while cleaning solvents are limited by ROC content and ROC composite vapor pressure.</p> <p>On February 17, 2005, District staff held a public workshop, which included a proposal to reduce ROC emissions by reducing the ROC content of cleaning solvents, adhesives, metallic inks, and high-performance inks. In addition, the proposal included eliminating the existing exemption for electronic screen printers. The District received a letter, dated March 25, 2005, from Marcia Kinter, Vice President of the Specialty Graphic Imaging Associations, which represents the screen printing industry. Ms. Kinter was concerned mainly about the solvent cleaning requirements with a proposed ROC content at 200 g/l, which is double the 100 g/l limit adopted in South Coast AQMD Rule 1171, <i>Solvent Cleaning Operations</i>. The rest of the proposal for reducing emissions from adhesives, metallic inks, and high performance inks was not an issue for her. It was estimated that the District's 2005 proposal would reduce ROC emissions by 8.7 tons, with 90 percent of the reductions resulting from the new limits on solvent cleaners.</p> <p>In 2006, the South Coast AQMD Board delayed the effective date of the 100 g/l screen printing cleaners until January 1, 2008. Since these limits have been in effect for at least two years, they are no longer technology forcing. Screen printing cleaners complying with the South Coast AQMD Rule 1171 limit of 100 g/l are now available from vendors.</p>	Yes
<p>R-501; Rule 74.14, Polyester Resin Materials Operations</p> <p>Rule 74.14 was amended in 2005 and is equivalent in stringency with South Coast AQMD Rule 1162, <i>Polyester Resin Operations</i>, and Rule 1171, <i>Solvent Cleaning Operations</i>. It is also equivalent to the Bay Area AQMD rule. No further revisions to Rule 74.14 are required.</p>	No
<p>R-504; Rule 74.25, Restaurant Cooking Operations</p> <p>Currently, Rule 74.25 is similar to South Coast AQMD Rule 1138, <i>Control of Emissions from Restaurant Cooking Operations</i>. Although South Coast AQMD is planning to revise Rule 1138 to include a wider variety of charbroilers, the revision has not yet occurred. The District will monitor the proposed revisions and amend Rule 74.25 as the revisions are implemented.</p>	No

Control Measure, Rule (If Any), and Summary of Analysis	Include in AFM List?
<p>R-606; Rule 74.29, Soil Decontamination</p> <p>Rule 74.29 was last amended on April 8, 2008. The rule is now equal in stringency to the corresponding South Coast AQMD and Bay Area AQMD rules. No additional revisions are required.</p>	No
<p>N-105, Rule 74.15, Boilers, Steam Generators & Process Heaters</p> <p>This rule covers units 5,000,000 BTU/hr capacity and greater. After examining rules from South Coast AQMD and San Joaquin Valley APCD, four scenarios of revised NOx reduction limits were evaluated. These scenarios include the following:</p> <ul style="list-style-type: none"> ▪ Reduce from 40 ppmv to 30 ppmv for all units (at 3% oxygen) ▪ Reduce from 40 ppmv to 15 ppmv for units equal to or less than 20 MMBTU/hr ▪ Reduce from 40 ppmv to 12 ppmv for units equal to or less than 20 MMBTU/hr ▪ Reduce from 40 ppmv to 9 ppmv for units greater than 20 MMBTU/hr <p>The cost effectiveness of these scenarios varies between \$19,352 per ton of NOx removed to \$323,489 per ton. NOx emission reductions vary between 1.3 tons per year and 17.1 tons per year. Based on the District's Best Available Control Technology threshold of \$18,000 per ton of NOx reduced, no scenario is cost effective. On this basis, all proposed revisions to Rule 74.15 are considered infeasible.</p>	No
<p>N-101; Rule 74.23, Stationary Gas Turbines</p> <p>Ten stationary gas turbines are in regular use in Ventura County. Of these, four are in compliance with the more stringent South Coast AQMD limits. Of the remaining six, three are on an offshore oil platform, where emission reductions will be either difficult or impossible. The same is true for an old General Electric (GE) LM-2500 turbine, which, due to location issues, cannot be retrofitted with selective catalytic reduction (SCR). A second GE LM-2500 currently uses both steam injection and Selective Catalytic Reduction and, due to its age, will be difficult to further control. The final gas turbine is also old and may be expensive to retrofit. Based on this analysis, revisions to Rule 74.23 are not currently feasible in Ventura County.</p>	No
<p>N-102; Rule 74.11.1, Large Water Heaters and Small Boilers</p> <p>This rule covers units from equal to or greater than 75,000 BTU/hr to less than or equal to 2,000,000 BTU/hr capacity. South Coast AQMD recently revised Rule 1146.2, reducing the NOx limit for all units from 40 ng/J to 14 ng/J. The new limits became effective on January 1, 2010, for units greater than 400,000 BTU/hr and January 1, 2012, for units over 400,000 BTU/hr. No other district has applied this new limit. The District will schedule a revision to Rule 74.11.1 after the final South Coast AQMD implementation date has been in effect for one year (January 1, 2013).</p>	Yes

Control Measure, Rule (If Any), and Summary of Analysis	Include in AFM List?
<p>N-105; Rule 74.15.1, Boilers, Steam Generators & Process Heaters</p> <p>This rule covers units between 1,000,000 and 5,000,000 BTU/hr. South Coast AQMD Rule 1146.1, <i>Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters</i>, was revised on September 5, 2008, lowering NO_x limits for all applicable units (new or existing) to as little as 9 ppm. Implementation of the new limits began on January 1, 2011, and ends on January 1, 2015. The District will schedule a revision to Rule 74.11.1 after the final South Coast AQMD implementation date has been in effect for one year (January 1, 2016).</p>	Yes
<p>N- 106; Rule 59, Electrical Power Generating Equipment</p> <p>Rule 59 was first adopted in 1969, and has been revised seven times, the last being in 1992. The rule applies to electric power generating steam boilers with a rated heat input capacity of greater than three hundred (300) million BTUs per hour, and any auxiliary boiler used with an electric power generating steam boiler, not subject to the provisions of Rule 74.15. Rule 59 is the most stringent power plant air pollution rule in the state. No changes to the rule are required at this time.</p>	No
<p>N-108; Rule 74.9, Stationary Internal Combustion Engines</p> <p>Rule 74.9 was first adopted on July 21, 1981. This began an eight year phase-in of emission requirements for engines over 100 HP (now 50 HP). The initial rule required 10 percent of the engine inventory to reduce NO_x emissions; a 90 percent reduction from rich-burn engines and 80 percent from lean-burn engines. The first revision to the rule, adopted on July 2, 1985, increased the compliance inventory and added equivalent emission limits in parts per million (ppm) and grams per horsepower-hour (gm/hp-hr).</p> <p>The second revision, adopted September 5, 1989, brought all remaining engines into the rule. In addition, emission limits for carbon monoxide (CO) and reactive organic compounds (ROC) were added. These limits were needed to eliminate excessive emissions of CO and ROC created in the process of controlling NO_x. The third revision to Rule 74.9 occurred on December 21, 1993. Emission limits were reduced to their current levels; 25 ppm NO_x for rich-burn engines and 45 ppm NO_x for lean-burn engines, corrected to 15 percent oxygen. The revision also added a NO_x limit for diesel engines of 80 ppmv (@ 15% O₂) or 90 percent reduction. CO and ROC limits remained the same as in 1989; the lean burn CO and ROC limits apply also to diesel engines. The fourth revision to the rule provided an exemption from the rule for engines on Anacapa and San Nicolas Island. After that revision, EPA Region IX suggested three improvements to the rule. The fifth, and latest, revision to the rule addressed those suggestions. In addition, staff issues with Rule 74.9 were addressed, including the efficiency correction procedure and obsolete language.</p> <p>Based on the foregoing, Rule 74.9 is the most stringent internal combustion engine rule in the state. No changes are currently required.</p>	No

Control Measure, Rule (If Any), and Summary of Analysis	Include in AFM List?
<p>N-110; Rule 74.22, <i>Natural Gas Fan-Type Central Furnaces</i> South Coast AQMD revised Rule 1111, <i>NOx Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces</i>, on November 6, 2009, reducing the NOx limit from 40 ng/J to 14 ng/J. Implementation of the new limits begins on October 1, 2014, and ends on October 1, 2018. No other district has applied this limit. The District will schedule a revision to Rule 74.22 after the final South Coast AQMD implementation date has been in effect for one year (October 1, 2019).</p>	Yes
<p>No Control Measure; Rule 74.11, <i>Natural-Gas Fired Water Heaters</i> Rule 74.11 was amended on January 12, 2010, to include a residential and commercial water heater NOx limit of 10 ng/J as of July 1, 2010. The 10 ng/J limit for water heaters is the most stringent limit in the state. No further revisions are required.</p>	No
<p>New Control Measure; Rules 74.13, 74.20, 74.24, and 74.24.1: <i>Low-ROC Spray Gun Cleaning</i> Many of the existing coating rules contain a low-ROC requirement (less than 25 g/l) for the cleaners used for coating application or spray equipment. District rules already having this requirement include: Rule 74.12, <i>Surface Coating of Metal Parts</i>, Rule 74.14, <i>Polyester Resin Material Operations</i>, Rule 74.18, <i>Motor Vehicle and Mobile Equipment Coating Operations</i>, and Rule 74.30, <i>Wood Product Coatings</i>. This new control measure would implement this low-VOC application or spray equipment requirement by amending Rule 74.13, <i>Aerospace Assembly and Component Manufacturing Operations</i>, Rule 74.20, <i>Adhesives & Sealants</i>, Rule 74.24, <i>Marine Coating Operations</i>, and Rule 74.24.1, <i>Pleasure Craft Coating and Commercial Boatyard Operations</i>. This control measure would eliminate the current vapor pressure limit of 45 mm Hg for spray equipment cleaning in these rules and establish a new limit of 25 g/l ROC content. The estimated ROC emission reductions are about 10 tons per year. The feasibility of this measure is demonstrated by the ability of existing coating operations to meet this standard. In addition, these low-ROC cleaners are currently available from coating supply vendors.</p>	Yes

Control Measure, Rule (If Any), and Summary of Analysis**Include
in AFM
List?****New Control Measure: *Metalworking Fluids and Direct Contact Lubricants***

This new control measure is based on the South Coast AQMD Rule 1144, *Metalworking Fluids and Direct Contact Lubricants*. Metalworking operations are located at machine shops and foundries. The three largest metal forges in the county are Advance Metalform Technologies, Aluminum Precision Products, and Arcturus. This control measure would reduce ROC emissions from the fluids and lubricants used in these processes. The ROC emission reductions would result from the replacement of high-ROC oil based lubricants to water-based or synthetic lubricants. Based on normalizing the data from the South Coast AQMD Rule 1144 staff report, we could expect approximately 50 tons per year of ROC reductions from this control measure. Since most of the machine shops are exempt from District permit requirements, a sales prohibition would be needed to effectively reduce emissions from these sources.

Yes



**VENTURA COUNCIL
OF GOVERNMENTS**

Item #7D

MEMORANDUM

TO: Board of Directors
FROM: Darren Kettle, Executive Director
Sally DeGeorge, Finance Director
SUBJECT: Fiscal Year 2011/2012 Budget
DATE: May 12, 2011

Recommendation: Adopt Resolution No. 2011-05 adopting the proposed Fiscal Year 2011/2012 budget.

Discussion:

The Ventura Council of Governments (VCOG) and the Ventura County Transportation Commission (VCTC) entered into a cooperative agreement on July 10, 2009 for the VCTC to administer the functions and activities of VCOG which included the financial reporting responsibilities.

The VCOG Joint Powers Authority Agreement Section 23 requires that a budget be adopted, and dues shall be approved, at the last regular meeting of the Governing Body prior to June 30 of each year or at the first meeting, regular or special of the Governing Body after June 30. Section 24 of the Joint Powers Authority Agreement requires that three-fourths (3/4) of all dues shall be borne by the Entities in proportion to their respective populations based on the Department of Finance "estimates" and one-fourth (1/4) of all dues shall be borne equally by the Entities.

The Fiscal Year 2011/2012 proposed budget (Attachment A) would continue operations of VCOG in a similar fashion as this past year. Total revenues including the member dues assessment (Attachment B) is \$65,500 and expenditures are estimated at \$65,500 leaving an estimated fund balance at \$60,000.

**VENTURA COUNCIL OF GOVERNMENTS RESOLUTION
NO. 2011-05**

**A RESOLUTION OF THE GOVERNING BODY OF
THE VENTURA COUNCIL OF GOVERNMENTS
ADOPTING THE FISCAL YEAR 2011/2012 BUDGET**

BE IT RESOLVED by the Governing Body of the Ventura Council of Governments as follows:

SECTION 1: The Governing Body finds as that a budget for Fiscal Year 2011/2012 must be adopted to fund operations for the coming year.

SECTION 2: The Governing Body agrees to adopt the proposed budget for Fiscal Year 2011/2012 as detailed in Attachment A.

SECTION 3: The Governing Body agrees to adopt dues assessment for Fiscal Year 2011/2012 as detailed in Attachment B.

PASSED AND ADOPTED this 12 of May, 2011

Janice Parvin, Chair

ATTACHMENT A

**VENTURA COUNCIL OF GOVERNMENTS
FISCAL YEAR 2011/2012
PROPOSED BUDGET**

	Fiscal Year 2009/2010 Actual	Fiscal Year 2010/2011 Budget	Fiscal Year 2011/2012 Budget
Revenues			
Local Contributions	\$65,000	\$64,994	\$65,000
Local Fees	585	-	500
Interest	<u>556</u>	-	-
Total Revenues	<u>66,141</u>	<u>64,994</u>	<u>65,500</u>
 Expenditures			
Accounting Services	1,640	2,500	2,500
Dinner Meeting	2,571	3,000	3,000
Executive Administration (VCTC)	50,000	50,000	50,000
Miscellaneous	4,030	5,000	5,000
Special Projects	<u>-</u>	<u>5,000</u>	<u>5,000</u>
Total Expenditures	<u>58,241</u>	<u>65,500</u>	<u>65,500</u>
 Net Change in Fund Balance	<u>7,900</u>	<u>(506)</u>	<u>-</u>
 Beginning Fund Balance	<u>45,933</u>	<u>50,000</u>	<u>60,000</u>
 Ending Fund Balance	<u>\$53,833</u>	<u>\$49,494</u>	<u>\$60,000</u>

ATTACHMENT B

**VENTURA COUNCIL OF GOVERNMENTS
FISCAL YEAR 2011/2012
PROPOSED DUES ASSESSMENT BY MEMBER**

by Agency	Population	Pop %	3/4 Population Distribution	1/4 Equal Distribution	Total Assessment
Camarillo	65,199	7.93%	3,866	1,477	5,343
Fillmore	14,902	1.81%	884	1,477	2,361
Moorpark	34,389	4.18%	2,039	1,477	3,516
Ojai	7,461	0.91%	443	1,477	1,920
Oxnard	197,901	24.07%	11,736	1,477	13,213
Port Hueneme	21,040	2.56%	1,248	1,477	2,725
San Buenaventura	106,428	12.95%	6,311	1,477	7,788
Santa Paula	29,314	3.57%	1,739	1,477	3,216
Simi Valley	124,238	15.11%	7,367	1,477	8,844
Thousand Oaks	126,655	15.41%	7,511	1,477	8,988
Ventura County - Unincorporated	94,581	11.50%	5,609	1,477	7,086
Total	822,108	100.00%	48,753	16,247	65,000

* Based on the most current California Department of Finance population data (January 1, 2011).



**VENTURA COUNCIL
OF GOVERNMENTS**

Item #7E

MEMORANDUM

TO: Board of Directors
FROM: Darren M. Kettle, Executive Director
SUBJECT: VCOG "Where do we go from Here?"
DATE: May 12, 2011

Recommendation: Receive Report and Direct Staff to provide comments to the Ventura County Transportation Commission (VCTC) regarding potential organizational/governance structures for future consideration.

Discussion: In the Fall 2009, the VCOG Board of Directors approved a management and administrative services agreement with the Ventura County Transportation Commission (VCTC) through which the Executive Director of VCTC would serve as the Executive Director of VCOG and as necessary utilize VCTC staff to perform VCOG related duties. Besides the Executive Director, VCTC staff performing VCOG responsibilities include the Clerk of the Board, Director of Planning and Technology, Director of Programming (who convenes the member staff Legislative Committee) and Finance Director. Since the agreement was approved by both Boards, the two entities have continued as separate public entities but have enjoyed several shared successes and have benefitted from the knowledge of a single staff most notably the completion of Phase II of the Compact for a Sustainable Ventura County in cooperation with Ventura County Civic Alliance, and a joint meeting between VCOG and VCTC to provide input in to the Southern California Association of Governments (SCAG) SB 375 Sustainable Communities Strategy. VCOG has continued to perform in its role as a forum to discuss regional issues that are non-transportation or planning related such as holding a forum to discuss the impacts on local communities of the State's expanded release of inmates, discussions on real estate fraud, and the required every 5 year review of the County Integrated Waste Management Plan.

In November 2010, at the request of the Executive Director, the VCOG Board performed a performance review of the Executive Director and staff. The consensus of the Board was that the staff was performing well in its service to VCOG. The VCOG Board did go beyond the discussion of a classic review, however, and requested that I come back with what I see as a vision or future for VCOG and its arrangement with VCTC vis-a-vis' regional issues and planning. In response to that request, and recognizing that VCOG is a voluntary joint powers authority consisting of its eleven members (10 cities and the County), I suggested that I thought it might be best to meet with the city managers of the county and the County Executive Officer to work toward a consensus vision that could be presented to the VCOG Board and potentially a recommendation to VCTC. Today I will discuss the feedback received from the meetings with City Managers and the outgoing and new County CEO. Tomorrow, May 13th, I will update VCTC of the outreach to the City Managers and County CEO and provide Commissioners an opportunity to comment on the feedback received from those senior appointed leaders.

I opened each of the conversations with an explanation of what was requested of me by the VCOG Board about developing a vision of where VCOG goes from here and my goal of developing a consensus about that plan rather than it being “my” vision. I further explained that it has been a management challenge to administer two distinct entities, with different boards, work programs, budgets, general counsels, meeting and committee schedules and to do it all to a high standard. As staff and work program changes at VCTC have stretched VCTC staff in several areas, the VCOG workload has increased as we have become more active with regional planning issues with SCAG. In the past, VCTC simply monitored SCAG activities and provided input into the Regional Transportation Plan. I do not see the expanded work program as a negative as I do believe it is in best long term interest of Ventura County to be more engaged in addressing regional issues. The challenge however is doing it well. Due to being stretched so thin, I am concerned that we are unable to provide the level of detail and analysis that the issues warrant so that a fully informed discussion can occur. That all being noted, I do suggest that the time has come that we consider a single entity rather than two separate entities as we look to address the regional planning and regional policy issues in the future.

In the conversations that I had a number of common themes arose. Many of the Managers recognized that with the challenging financial times and a increased focus on the value and importance of public outreach and engagement, now is probably the best time to seriously discuss a single entity in the interest of good government and good integrated planning. For the purpose of public/elected officials there would less confusion of what entity was responsible for what work and should the public become more engaged in regional issues, a single regional planning entity reduces confusion in how to participate in the public participation process. It was recognized that a single entity made sense from a government efficiencies perspective although much of that has been realized through the existing management agreement.

And, while I believe that the consensus was that the time is right to move in the direction described above, there were some issues raised that could be problematic. The size and make-up of the two governing boards are different. VCTC has a 17 member board (10 cities, 5 County Supervisors, and two citizen appointees) established by State law while VCOG has an 11 member board (10 cities and 1 County Supervisor) with alternates as defined in a joint powers agreement. In an effort to start the discussion, one might assume that given that the VCTC membership is set in state law and is fully representative it may make the most sense that VCTC absorb the VCOG duties. If that is a correct assumption and recognizing that currently of the ten cities in Ventura County, three of those cities have named the same city council member to both VCTC and VCOG, seven cities would need to reconsider their appointees to have a single appointment.

A second concern raised was that with transportation funding and programs being such a major element of the VCTC work program, will the VCOG work program suffer? It has been my experience that because transportation does bring with it the funding stream it does consume a substantial amount of the regional policy debate. However, SB 375, the law that formalizes the inextricable linkage of land use, housing, jobs, and transportation the transportation discussion cannot take place in a vacuum. Furthermore when it is time to discuss non-transportation regional issues, the mere fact that decision-makers having been working together on other regional issues serves to enhance the regional policy discussion.

Lastly, many regional/transportation agencies have a standing/policy committee structure that encourages a more policymaker driven process rather than a staff driven process. In the event that the two entities become one, in order to encourage a more policymaker driven process it may be necessary to develop a regularly schedule committee structure. The current separation affords both boards the opportunity to delve deeper into the policy discussion at the full board meeting as there are fewer competing issues. That might change if there is only a single entity where the policy discussion takes place.

As mentioned above, VCTC will be briefed on the status of my discussions with the city managers and the County CEO tomorrow, May 13th. I would like to share the thoughts of the members of the VCOG Board with the Commission and with several members of the VCOG board also sitting on VCTC I believe we can continue this discussion of “where do we go from here”?