

Ventura Local Agency Formation Commission

City of San Buenaventura

Municipal Service Review

Prepared By:

Ventura Local Agency Formation Commission

800 S. Victoria Avenue, L #1850

Ventura, CA 93009

Accepted by the Commission on February 21, 2018



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Introduction

Local Agency Formation Commissions (LAFCo) exist in each county in California and were formed for the purpose of administering state law and local policies relating to the establishment and revision of local government boundaries. According to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code § 56000 et seq.), LAFCo's purposes are to:

- discourage urban sprawl;
- preserve open space and prime agricultural land;
- ensure efficient provision of government services; and
- encourage the orderly formation and development of local agencies.

To achieve its purposes, LAFCos are responsible for coordinating logical and timely changes in local government boundaries (such as annexations), conducting special studies that identify ways to reorganize and streamline governmental structure, and determining a sphere of influence for each city and special district over which they have authority.

A **sphere of influence** is a plan for the probable physical boundaries and service area of a local agency, as determined by LAFCo (Government Code § 56076). Beginning in 2001, each LAFCo was required to review, and as necessary, update the sphere of each city and special district on or before January 1, 2008, and every five years thereafter (Government Code § 56425(g)). Government Code § 56430(a) provides that in order to determine or update a sphere of influence, LAFCo shall prepare a **Municipal Service Review (MSR)** and make written determinations relating to the following seven factors:

1. Growth and population projections for the affected area.
2. The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence.
3. Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies including needs or deficiencies related to sewers, municipal and industrial water, and structural fire protection in any disadvantaged, unincorporated communities within or contiguous to the sphere of influence.
4. Financial ability of agencies to provide services.
5. Status of, and opportunities for, shared facilities.
6. Accountability for community service needs, including governmental structure and operational efficiencies.
7. Any other matter related to effective or efficient service delivery, as required by Commission policy.

MSRs are not prepared for counties, but are prepared for special districts governed by a county Board of Supervisors. Additionally, while LAFCos are authorized to prepare studies relating to their role as boundary agencies, LAFCos have no investigative authority.

A MSR was completed for each of nine of the 10 Ventura County cities (a MSR was not prepared for the City of Port Hueneme¹) in Ventura County in 2007, and a second MSR for the same nine cities was completed in 2012. This MSR includes an updated examination of the City's services, as required by LAFCo law.

LAFCo staff prepared this MSR for the City of San Buenaventura, using information obtained from multiple sources, including:

- **2017 MSR Questionnaire:** The City completed a questionnaire, which elicited general information about the City (e.g., its contact information, governing body, financial information), as well as service-specific data;
- **City Budget:** The City's adopted budget provided information regarding services and funding levels;
- **General Plan:** The City's General Plan provided information regarding land use, populations, and service levels;
- **City Documents:** Various City documents provided supplementary information relating to service provision;
- **2012 MSR:** The 2012 MSR provided certain data that remain relevant and accurate for inclusion in the current MSR;
- **City Website:** The City's website provided supplementary and clarifying information; and
- **City Staff:** City staff provided supplementary and clarifying information.

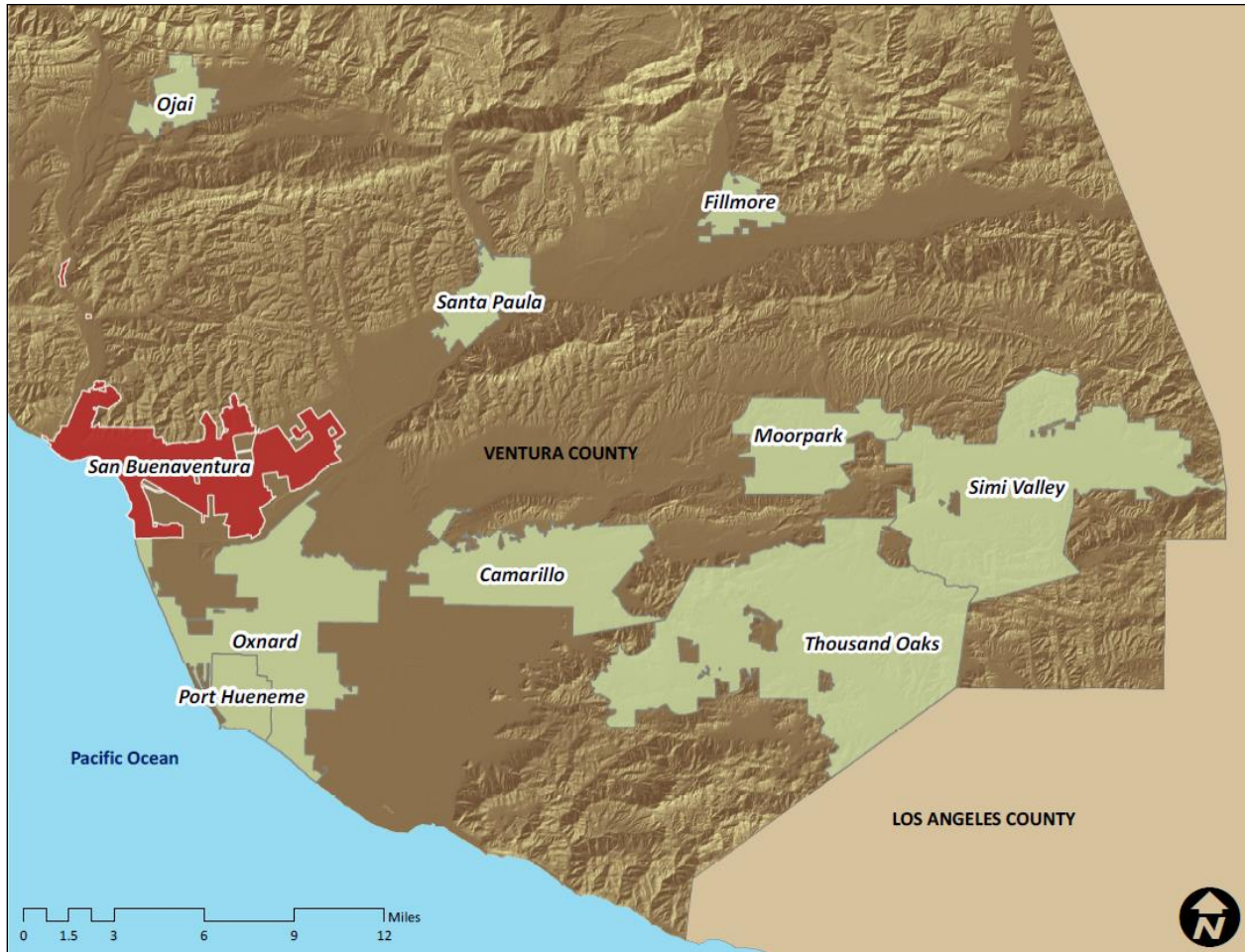
This report is divided into four sections:

- **Profile:** Summary profile of information about the City, including contact information, governing body, summary financial information, and staffing levels;
- **Growth and Population Projections:** Details of past, current, and projected population for the City;
- **Review of Municipal Services:** Discussion of the municipal services that the City provides; and
- **Written Determinations:** Recommended determinations for each of the seven mandatory factors for the City.

The Commission's acceptance of the MSR and adoption of written determinations will be memorialized through the adoption of a resolution that addresses each of the seven mandatory factors based on the Written Determinations section of the MSR.

¹ No MSR was prepared for the City of Port Hueneme, consistent with past Commission practice, because: (1) the City's municipal boundary is coterminous with its existing sphere boundary; (2) the City is nearly entirely surrounded by the City of Oxnard and the Pacific Ocean, and (3) the only area available for inclusion in the City's sphere is the unincorporated community of Silver Strand, which is provided municipal services by the Channel Islands Beach Community Services District.

Profile



Contact Information

City Hall	501 Poli Street, Ventura, CA 93001
Mailing Address	PO Box 99, Ventura, CA 93002
Phone Number	(805) 654-7800
Website	cityofventura.ca.gov
Employee E-mail Addresses	firstname.lastname@cityofventura.net

Governance Information

Incorporation Date	March 10, 1866
Organization	City Charter
Form of Government	Council – Manager
City Council	Seven members. Elected at-large ² to staggered, four-year terms of office (elections held in even-numbered years). City Council selects one of its members to serve as Mayor (Mayor serves a two-year term).
City Council Meetings	Three Mondays each month (except during the month of August and on holidays), beginning at 6:00 p.m. Broadcast live on the City’s government cable television channel. Webcast live (and available anytime) on the City’s website.

Population and Area Information

	<i>Population</i>	<i>Area (square miles)</i>
City Jurisdiction	109,275 ³	22.2
Sphere of Influence	Not available	35.4 ⁴

Services Provided by the City

Animal Services ⁵	Solid Waste Collection and Disposal Services ⁶
Building and Safety Services	Storm Drain Maintenance Services
Community Development/Planning Services	Street Maintenance Services
Fire Protection Services	Wastewater Services
Parks and Recreation Services	Water Services
Police Services	

Staffing – Full Time Equivalent Positions⁷

Departments	FY 2015-16	FY 2016-17	FY 2017-18
City Attorney	9.00	9.00	9.00
City Manager	10.00	10.75	10.75
Finance and Technology	47.75	47.75	48.75
Human Resources	11.00	11.00	11.00
Community Development	37.00	37.00	40.00
Parks, Recreation & Community Partnerships (Community Services)	53.25	52.50	52.50
Fire	83.00	83.00	83.00
Police	166.00	166.00	172.00
Public Works	84.00	84.00	84.00
Ventura Water	98.00	100.00	100.00
Total	599.00	601.00	611.00

² The City has initiated a process to establish district-based representation on the City Council.

³ Source: California Department of Finance estimate (January 1, 2016).

⁴ Includes approximately 10.07 square miles of the Pacific Ocean.

⁵ Service provided by contract with Ventura County Animal Services (County of Ventura).

⁶ Service provided by contract with a private provider.

⁷ Source: FY 2017-18 Adopted Budget.

Public Agencies with Overlapping Jurisdiction

Casitas Municipal Water District	Ventura County Air Pollution Control District
Fox Canyon Groundwater Management Agency	Ventura County Transportation Commission
Gold Coast Transit District	Ventura County Watershed Protection District
Montalvo Community Services District	Ventura Port District
Saticoy Sanitary District	Ventura Regional Sanitation District
United Water Conservation District	Ventura Unified School District

Summary Financial Information⁸

General Fund Revenues	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Adopted	FY 2017-18 Adopted
Property Tax	29,910,015	25,564,071	23,788,943	24,787,395
Sales Tax	18,322,803	22,037,371	25,666,531	25,306,224
Utility Tax	8,352,711	8,218,259	8,549,901	8,050,959
Other Taxes	13,289,268	14,621,352	13,545,832	15,813,653
Licenses and Permits	2,755,827	3,020,376	2,816,898	3,337,708
Fines and Forfeitures	1,552,034	1,791,002	1,592,390	1,900,333
Use of Money and Property	988,409	1,811,670	1,135,649	1,696,339
Other Agencies	9,201,518	9,241,715	9,673,753	9,545,439
Charges for Services	9,841,942	9,823,581	9,161,059	14,818,751
Other Misc. Revenue	2,534,607	2,609,020	2,163,402	2,528,925
Internal Transfers	1,763,261	2,116,936	1,611,154	1,720,615
Prior Year Resources	0	0	5,102,188	5,713,700
Total	\$98,512,395	\$100,855,353	\$104,807,700	\$115,220,041
General Fund Expenditures	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Adopted	FY 2017-18 Adopted
Personnel Services	58,711,844	62,780,267	67,417,122	71,748,019
Services and Supplies	13,826,539	16,567,899	16,385,065	21,237,027
Internal Services	10,921,432	11,300,025	11,378,767	12,722,292
Non-Operating	3,374,628	160,718	75,044	4,388,824
Debt Service	29	64	0	0
Capital Outlay	385,683	608,154	123,851	174,851
Reserves and Contingencies	300		3,682,926	1,825,116
Transfers	6,966,527	7,758,047	5,744,925	3,123,912
Total	94,186,982	99,175,174	104,807,700	115,220,041

In November 2016, Ventura voters approved Measure O, a half-cent transaction and use tax to generate additional revenue to maintain vital services over the next 25 years. Measure O is expected to generate \$10.8 million in its first year. The City Manager states that Measure O will allow the City to improve service provision that would not otherwise have been possible.

⁸ Source: FY 2017-18 Adopted Budget.

Growth and Population Projections

City Annual Growth Projections

According to the U.S. Census, from 2000 to 2010, the City of San Buenaventura’s population increased from 100,916 to 106,433. The California Department of Finance estimated the City’s population to be 108,557 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 7,641 people, or 7.6% (0.5% annually, on average). The following table reflects the City’s projected population through 2040 based on the estimated annual rate of growth:

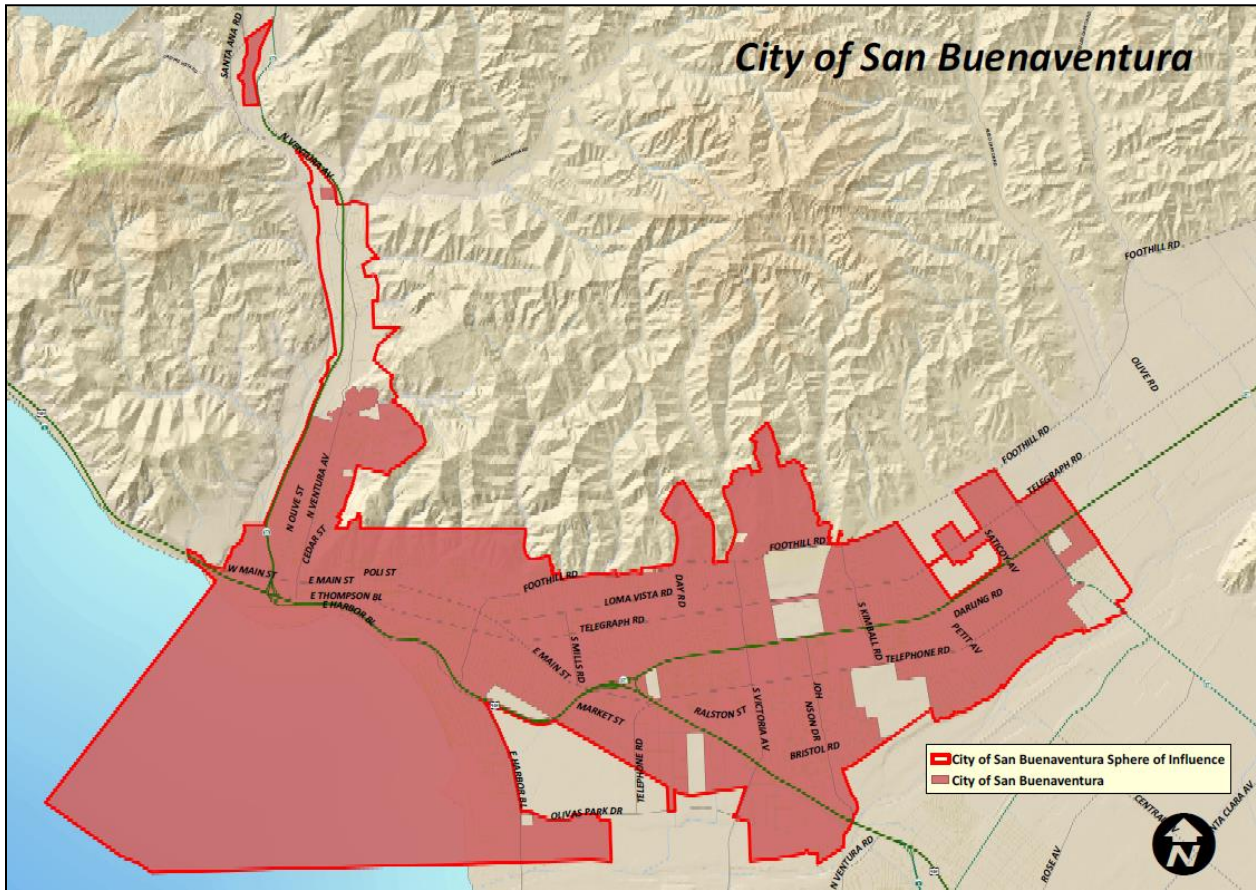
Year	2016	2020	2025	2030	2035	2040
Population Estimate	108,557	110,942	114,619	117,775	121,019	124,352

The Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) growth forecast projects population growth of the City to occur more rapidly, with an estimated population of 125,300 in 2040. The City of Ventura will again participate in the SCAG 2020 RTP/SCS local data input process where population data, land use and resource constraints will be provided to refine the SCAG local jurisdiction model projections.

The City updated its General Plan in 2005. The Environmental Impact Report (EIR) prepared for the General Plan update included population projections based on an annual growth rate of 0.88% (average between 1994 and 2004) and a 2004 population of 104,952. The projections used in the General Plan would result in an estimated population in 2016 of approximately 116,587, substantially higher than the current estimate by the Department of Finance. Thus, the anticipated growth rate projected in the General Plan EIR is overestimated based on the most recent population information available from the California Department of Finance.

The City’s General Plan has a planning horizon of 2025. In early 2018, the City plans to initiate an update of its General Plan. The process, expected to take a minimum of three years to complete, will likely result in modifications to the population projections provided above.

The City's current boundary and sphere of influence are shown below⁹:



⁹ The boundaries of the City and its sphere of influence extend three miles into the Pacific Ocean, consistent with the jurisdictional boundaries of the State of California.

Review of Municipal Services

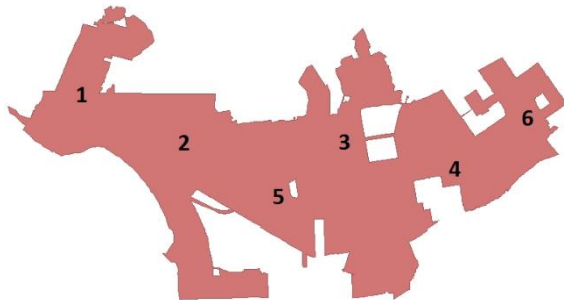
The review of City services is based on provisions of state law which require LAFCo to make determinations regarding the present and planned capacity of public facilities, the adequacy of public services, infrastructure needs and deficiencies, and the City’s financial ability to provide these services (Government Code § 56430(a)(3)).

Fire Services

The City’s Fire Department provides emergency medical response (paramedic), fire prevention, fire suppression, hazardous materials inspection and response, ocean rescue, and urban search and rescue throughout the City. The City provides ambulance services by contract. The City Fire Department is primarily responsible for initial response to the North Ventura Avenue area located outside City boundaries.

Fire Stations

The City operates six fire stations, each of which contains a fire engine company and a paramedic. The City’s fire stations are as follows:



1	Station 1	717 N. Ventura Avenue
2	Station 2	41 S. Seaward Avenue
3	Station 3	5838 Telegraph Road
4	Station 4	8303 Telephone Road
5	Station 5	4225 E. Main Street
6	Station 6	10797 Darling Road

Response Times

	Response Time Goal	Average Response Time	Goal Met During Last Two Years
Non-Emergency	10 minutes	6:31 minutes	94.3%
Emergency	5 minutes	4:52 minutes	57.92%

In 2010 and 2011, the City met its response time goal for less than half of all emergency calls, on average. That percentage improved in 2012, which is likely a result of the City’s reopening of Station 4 and addition of 9 firefighter/medic positions after the City was awarded a \$2.3 million grant from the Department of Homeland Security. Since reopening of Station 4, response times to emergency calls have improved and currently meet the City’s response time goal 57.92% of the time. The addition of \$1.64 million in Measure O (half-cent transaction and use tax) funding is expected to support the continued operation of the City’s fire stations and enable the Fire Department to meet its response time goal more than half the time.

The Ventura County Fire Protection District (VCFPD) is responsible for all fire response dispatch within the County. According to a mutual aid agreement between the cities and the VCFPD, the closest available personnel responds to emergency calls for service, regardless of whether the service need is located within the responding agency's jurisdiction.

Current Staffing Levels

Fire Department staffing consists of 83 positions, including fire operations staff (Fire Chief (1), Assistant Chief (1), Training Chief (1), Battalion Chiefs (3), Captains (21), Engineers (21), Firefighters (24), Fire Emergency Medical Services Coordinator (1), Management Analyst (1), Administrative Secretary (1), Secretary (1)) and fire prevention staff (Fire Marshal (1), Fire Prevention Supervisor (1), Fire Prevention Technician (1) Fire Prevention Inspector (1), Hazardous Materials Specialists (2), Secretary (1)).

The *Ventura Fire Department and Police Department Operational Details Report* (February 2012), which is the most current report available, was prepared to assist the City in understanding various operational aspects of the Fire Department, and included an analysis of the City's Fire Department staffing levels. According to the report, 25 Fire Captains, 25 Fire Engineers, and approximately 28 Firefighter/Paramedics are needed to sufficiently staff the City's six fire stations. This level of staffing would allow adequate time for response to calls, incident documentation, apparatus and station maintenance, training, and various administrative tasks. The *Ventura Fire Department and Police Department Operational Details Report* includes a recommendation that the Fire Department either: (1) be staffed with a sufficient number of employees so that staff is available to regularly cover the absence of one shift worker without requiring overtime, or (2) provide additional budgeted overtime to cover staff vacancies when needed. The City's Fire Department staffing levels do not meet the recommendations provided in the *Ventura Fire Department and Police Department Operational Details Report*; however, additional overtime was budgeted for FY 2017-18 to cover staff vacancies when needed. City staff also notes that the number of service calls has increased from 12,517 in 2012 to 15,027 in 2016.

Costs

The adopted FY 2017-18 budget allocates \$20,838,269 from the General Fund for fire services, which includes \$1.64 million from Measure O (the half-cent sales tax approved by City voters in November 2016). The per capita cost for fire services during FY 2017-18 is expected to be approximately \$192.

Future Staffing Levels

Through 2014, the operation of Station 4 was funded through a federal grant. The City identified gap funding through Staffing for Adequate Fire and Emergency Response (SAFER), and then established one-time funding in support of the station for one year, ending June 30, 2017. In June 2017, the Ventura City Council designated \$1.64 million of Measure O revenue annually to keep all City fire stations operational. Consistent with the Measure O ordinance, the ongoing funding will maintain nine full-time firefighters at Station 4 (three firefighters daily) and ensure the fire station remains operational for a minimum of the next 25 years.

Future Fire Service Level

Fire Department staffing levels discussed in the *Ventura Fire Department and Police Department Operational Details Report* would need to be further increased to adequately handle the service demands associated with the increase in the City’s population to current levels and into the future.

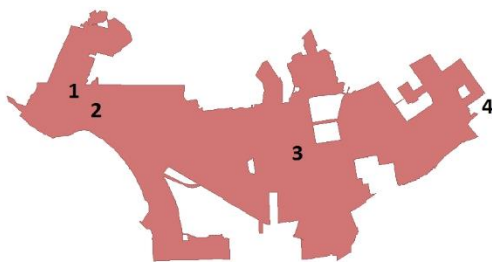
Library Services

The City provides library services by means of a contract with the County of Ventura. The Ventura County Library System operates three public libraries within the City. During FY 2015-16, the California State Library (a California public research institution) estimated that the Ventura County Library had a per capita cost of \$32.25 for library operations. Statewide, the average cost for library operations was \$51.21 and the median cost was \$32.25.

Due to budget constraints, the H.P Wright Library, which provided services to the eastern portion of the City, was closed in November 2009. In May 2012, the City adopted a Library Strategic Plan, which identified a 5-year plan for enhancement of current services and facilities and establishment of a new library to serve the east side of the City by 2017. The new 5,100-square-foot library, located at 1050 S. Hill Road (just east of the Ventura County Government Center), opened December 3, 2017, and offers services including early childhood literacy classes, adult literacy tutoring, access to computers and the internet, and access to library collections. Initial contributions from the County and the San Buenaventura Friends of the Library (approximately \$400,000 in total) will support establishment and operation of this library.

While not within the City’s jurisdiction, it is worthwhile to note that the Saticoy Library, within the City’s sphere of influence and operated by the Ventura County Library System, opened in 2015 and likely serves City residents within the eastern part of the City.

The locations of the libraries are provided below:



1	Avenue Library	606 N. Ventura Avenue	Mon – Tues: 12 pm – 7 pm Wed – Thurs: 12 pm – 6 pm Sat: 10 am – 3 pm
2	E.P. Foster Library	651 E. Main Street	Mon – Thurs: 10 am – 7 pm Fri - Sat: 10 am – 5:30 pm Sun: 1 pm – 5 pm
3	Hill Road Library	1070 S. Hill Road	Mon – Thurs: 10 am – 6 pm Fri – Sun: 10 am – 2 pm
4	Saticoy Library	1292 Los Angeles Avenue	Mon – Thurs: 1 pm – 6 pm Sat: 10 am – 2 pm

Police Services

The City’s Police Department provides a variety of law enforcement services, including patrol, traffic enforcement, Special Weapons and Tactics (SWAT), school resource officers, and investigations.

Current Staffing Levels

For FY 2017-18, the City has budgeted for 172 positions, including 129 sworn positions (Police Chief (1), Assistant Police Chief (2), Commander (5), Police Sergeant (13), Police Corporal (19), and Police Officers (89)) and 43 non-sworn positions (Police Records Supervisor (1), Senior Police Records Specialist (2), Police Records Specialists II (7), Accounting Technician (1), Administrative Secretary (1), Secretary (2), Civic Engagement Specialist (1), Evidence Technician (2), Senior Police Services Officer (9), Dispatcher Training Coordinator (1), Public Safety Dispatcher (14), Crime Analyst (1), and Business Services Officer (1)).

Ratio of Sworn Officers to Population

In 2008, the City funded 134 sworn officer positions, for a ratio of 1 officer to approximately 794 residents (based on the City's population in 2010). Beginning In 2009, the number of officers funded by the City was reduced to 122, for a ratio of 1 officer per 878 residents. The City subsequently experienced a 24% increase in violent crime, as well as substantial increases in gang activity and other criminal behavior, between 2010 and 2011. For FY 2017-18, the City has a ratio of 1 officer per 842¹⁰ residents.

City staff discourages use of a comparison ratio of "sworn officers to population" and suggests that use of a ratio fails to provide an effective measure of effective police services, as it fails to consider crime rates and the non-patrol responsibilities of a modern 21st Century police department. City staff states that a more accurate measure would include Part 1 Crime per capita and crime clearance (solved) data. The City of Ventura has the highest Part 1 per-capita crime rate in the County. The City of Ventura per-capita crime rate was 38 crimes per thousand population. The City's crime clearance rate was slightly below overall national average for 2016.

Response Times

	Response Time Goal	Average Response Time	Goal Met During Last Two Years
Non-Emergency	30 minutes	Not measured	Not measured
Emergency	5 minutes	5.52 minutes	58%

Operational Costs

For FY 2017-18, the City allocated \$39,014,231 for police services, the majority of which comes from the General Fund. The total per capita cost for police services for FY 2017-18 is \$359.

Future Staffing Levels

The City currently employs 129 sworn personnel. In order to maintain the current ratio of 1 officer per 842 residents when considering the anticipated population of 113,270 in 2025, 135 sworn officers would be necessary. To maintain the ratio for the projected population of 121,524 in 2040, a total of 144

¹⁰ The City notes that the ratio does not reflect officers assigned to contract services or administrative functions.

sworn officers will be required. An additional five sworn officers are accounted for in the City's Measure O budget.

City staff states that recent changes in law were designed to reduce incarceration in favor of community-based treatment and behavior modification programs, and that many communities have since experienced increased crime rates driven by recidivist offenders. City staff goes on to state that future staffing needs of police departments are measured by response times, per capita crime and crime clearance rates as well as the reduction of recidivist offenders, addressed through patrol response, investigations and other specialized resources as a means to effectively target crime and improve quality of life issues related to crime.

City staff states that to reduce per capita crime rates, improve clearance rates and maintain response times, over the next three to four years, future police department staffing should include the following resources to increase police department staffing to 147 sworn officers:

- Five sworn positions to staff a neighborhood drug and property crime reduction team.
- Two sworn officer positions to address vagrancy and quality of life issues related to homelessness.
- Three sworn positions to adequately respond to gang violence prevention and intervention efforts.
- Two sworn positions dedicated to traffic safety.
- Six sworn positions to provide focused area patrols to high crime and disorder locations.

Recreation and Park Services

The City provides a variety of park facilities and recreational programs, services, and activities for City residents and nearby communities. Non-City residents who participate in recreational programs pay an additional \$5 per activity for programs costing \$25-\$75 and an additional \$10 per activity for programs costing more than \$75.

Park Facilities

The Parks Division oversees the City's parkland as well as all street and park trees and medians in the City. The City's General Plan identifies three types of parks: neighborhood parks (typically less than 8 acres and primarily serving a specific residential area), community parks (which provide specialized recreational opportunities for more than one neighborhood and can include formal sports fields, courts, and recreational buildings), and citywide parks (which provide recreational opportunities for a wide range of ages and interest groups throughout the City). The City also operates special use parks and linear parks. The City's developed parkland totals 487.57 acres.

Additionally, the City operates two golf courses (Buenaventura Golf Course and Olivas Links Golf Course), a recreation center, and the Ventura Avenue Adult Center where seniors can receive various services or participate in classes and activities.

Several parks are currently being developed within the City which, upon completion, are expected to result in an increase in the City's developed parkland inventory of more than 500 acres. The parks to be developed include: Kellogg Park (2.41 acres at the intersection of Ventura Avenue and Kellogg Street), Solana Heights Park (2 acres of green space at 2686 North Ventura Avenue), The Farm (3 acres of mini parks at the southeast corner of Telegraph Road and Saticoy Road), Parklands (2 acres of green space at the southwest corner of Wells Road and Telegraph Road), Enclave (2 acres of green space at the

southeast corner of Saticoy Road and Northbank Drive), Portside Ventura Harbor (½ acre at the Ventura Harbor), and Westview Village (1.2 acres of green space along N. Ventura Avenue). According to the City's General Plan, the City parkland standard is 10 acres of parkland per 1,000 residents (or 1 acre per 100 residents). To meet this standard for a current population of approximately 108,557, the City would need to provide a total of 1,085 acres of parkland. To meet this standard for the projected population of 121,524 in 2040, the City would need to provide 1,215 acres of parkland.

Recreation Programs

The City offers a variety of parks and recreation programs, including youth and adult sports classes and clinics; camps and leagues including basketball, golf, soccer, softball, volleyball and fitness programs; aquatics programs and activities; special interest and life enrichment classes for youth, teens, and adults; arts and crafts programs; dance, music, and other creative classes; cultural events; and senior services including computer, recreational, social, health, and fitness programs.

The City's golf courses are included within its overall park system. The funding status for the golf courses has recently changed from an enterprise fund to now being part of the Parks Recreation and Community Partnership General Fund within the City budget. According to news reports, the City Council is contemplating developing into other uses some or all of the Buenaventura Golf Course and part of the Olivas Links Golf Course property. The City anticipates increased costs associated with operation of the golf courses. The City's debt payment for the golf courses in FY 2017-18 will be \$485,000 (of a total of \$17.7 million), and is expected to increase to \$2.1 million as of 2027.

Solid Waste Services

Solid waste services are provided through a contract with a private contractor that bills customers directly. The City funds services related to solid waste, including waste reduction programs and hazardous waste disposal.

Streets, Highways, and Drainage Services

The City's Public Works Department maintains and repairs streets, bicycle routes, storm drain systems, and traffic signals. According to City staff, street construction, street maintenance, and street lighting are provided both directly and by contract, and street sweeping and landscape maintenance are provided by means of a contract. City staff estimates that it has 700 paved lane miles. The City has dedicated a total of \$7,700,000 to the extension of Olivas Park Drive, which upon completion will connect the east end of Olivas Park Drive directly to the south end of Johnson Drive (near the defunct Montalvo Community Services District wastewater treatment facility).

According to the transmittal letter for the City's proposed FY 2012-13 budget, the City "is failing to keep up with repair of streets, sidewalks, storm drains, alleys, parks, public buildings and facilities." City staff indicates that this statement continues to reflect the current condition of public infrastructure. The FY 2017-18 budget notes that the City is providing a "base level of street services, sewer, water, storm drains, parks and facilities." City staff states that Measure O funds will contribute to improvements to the City's streets through repairs and maintenance.

Street Maintenance

The City's FY 2017-18 General Fund budget allocates \$1,608,177 for pavement maintenance, and \$284,384 for signs, painting, and concrete work. According to the adopted budget, in FY 2017-18 Gas Tax revenues will provide approximately \$5,461,512 in capital improvements for streets, including street resurfacing, traffic signal work, bicycle lane improvements, and bus shelters. According to City staff, the City spends a total of \$5,871.43 per paved lane mile on street maintenance costs.

Street Sweeping

Street sweeping is funded through the City's solid waste franchise. As of 2006, street sweeping services were incorporated into the franchise agreement and funded through customer rates. The franchisee provides the service through a contract with a street sweeping company. Residential streets are swept once per month, and commercial and industrial streets are swept twice per month. Downtown streets and major thoroughfares are swept three to five times per week. The City also separately allocated \$227,990 to street cleaning maintenance in FY 2017-18.

Street Lighting and Landscaping

The Street Lighting Fund is used to account for special assessments that pay for street lights within designated areas of the City. A total of \$1,352,664 is allocated for both street lighting and traffic signal maintenance. In addition, \$1,374,948 is allocated for Street Light District 36, which provides for maintenance and operation for the Southern California Edison-owned street lights. For FY 2017-18, the General Fund allocates \$487,124 toward the maintenance of Street Light District 36. According to City staff, the City spends \$1,900 per paved lane mile on street lighting.

Street landscaping is provided by means of a contract with a private provider. City staff indicates that the cost for FY 2017-18 for median maintenance is \$110,000.

Drainage

The City provides stormwater and flood control services to comply with the Ventura Countywide Municipal Stormwater National Pollutant Discharge Elimination System¹¹ (NPDES) permit. The City provides public outreach, illicit discharge response and abatement, public infrastructure maintenance, new development discharge controls, and construction site pollution controls. The FY 2017-18 budget allocates \$613,418 toward this program, a per capita cost of \$5.65. An additional \$702,598 is allocated for stormwater utility maintenance.

¹¹ The City participates in the Ventura Countywide Stormwater Quality Management Program (VCSQMP). As a VCSQMP partner, the City works together with other agencies to control stormwater pollution and to ensure compliance under the Ventura Countywide National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System permit, issued by the Los Angeles Regional Water Quality Control Board and adopted by the State Water Resources Control Board under the federal Clean Water Act. The Ventura County Watershed Protection District is the principal NPDES permittee and the City is a co-permittee. In general, the program is funded through grant funding and a benefit assessment imposed on properties.

Transit Services

The City of San Buenaventura does not provide transit services. Instead, transit services are provided by the Gold Coast Transit District (GCTD). The GCTD's service area includes the cities of Ojai, Oxnard, Port Hueneme, and San Buenaventura, as well as the unincorporated County area. Transportation Development Act funding for FY 2017-18 of \$410,129 is allocated for transit facilities maintenance.

Wastewater Services

The City provides wastewater conveyance and treatment services to approximately 98 percent of the residents within the City as well as to McGrath State Beach Park and the communities along the coast north of the City within Ventura County Service Area No. 29. As of January 2016, the City assumed wastewater treatment and collection services previously provided by the Montalvo Community Services District. The City may eventually assume wastewater treatment services from the Saticoy Sanitary District upon annexation of the Saticoy community to the City. The City's wastewater collection system consists of approximately 290 miles of gravity sewers ranging in size from 4 inches to 42 inches, approximately 10 miles of force mains, 11 wastewater lift stations, and the City's tertiary wastewater treatment plant known as the Ventura Water Reclamation Facility (VWRF). The collection system sewers convey flows generally from east to west and north to south, culminating at the City's VWRF.

In 2011, the City entered into a long-term settlement of legal challenges related to the City's discharge of wastewater into the Santa Clara River estuary. The settlement commits the City to invest in new facilities to divert its wastewater to "beneficial uses" in coming decades, however the volume of discharge diversion has not yet been determined. Funding to accomplish this goal and provide for the necessary infrastructure will be derived from increased rates to customers, capacity charges, and grant funding.

Wastewater Demand, Treatment, and Conveyance

The City's *Wastewater System Master Plan* (2010) contains an evaluation of the condition of the wastewater conveyance system. The document identified system deficiencies (e.g., root intrusions, insufficient flow velocities that would clean pipes of sediment and grease) within approximately 18% of the City's wastewater collection system, the timing at which improvements would be necessary, and the projected costs for correction, as follows:

Timing for Wastewater System Improvement Need	Number of Pipe Segments	Miles	Projected Cost for Improvement
Existing	339	23.0	\$36,400,000
Near-term development projects	233	12.5	\$16,400,000
Ultimate City development condition	318	15.7	\$21,500,000
Total	890	51.2	\$74,300,000

As of 2017, 20,224 feet (approximately 3.8 miles) of sewer identified in the *Wastewater System Master Plan* has been replaced or repaired, which constitutes approximately 7% of the total necessary improvements. The City's FY 2016-22 Capital Improvement Plan identifies future improvements to address the identified deficiencies. The City's goal is to repair or replace three miles of sewer line each year.

According to the City's 2010 *Wastewater System Master Plan*, the City's wastewater treatment facility has a permitted capacity of 14.0 million gallons per day (mgd); however, many of the components of the treatment plant are operating beyond their typical design life and the conditions of these components were not assessed as part of the *Wastewater System Master Plan*. Additional assessments of these components will be necessary, and depending on their condition, the development of a comprehensive replacement program may be necessary before the plant can be expanded to treat a capacity of 14.0 mgd.

The VWRf is currently permitted to treat 14 mgd and discharges an annual average of up to 9 mgd. The VWRf is currently treating less than 9 mgd. The City's NPDES permit, issued by the Regional Water Quality Control Board for the VWRf, indicates that once the average daily dry-weather flow equals or exceeds 75 percent of the plant's design capacity, a report must be submitted outlining the steps needed to provide for additional capacity for water treatment. Plant flows are closely monitored due to the permit requirements to consider expansion when 75 percent capacity is reached.

According to the *Wastewater System Master Plan*, near-term development within the City and in areas outside the City but within the City's wastewater service area will increase the volume of wastewater flows to approximately 11.4 mgd. Buildout of the current General Plan and demand within the anticipated service area is projected to generate 13.0 mgd.

The City's Capital Improvement Plan for FY 2017-18 includes \$17,096,500 in appropriations, including improvements to the City's wastewater treatment plant and several sewer line replacements.

Water Services

The City provides retail water service (i.e., residential, commercial, industrial and irrigation water) within its jurisdictional boundaries, as well as to the unincorporated areas of Saticoy, North Ventura Avenue, and the Saticoy Country Club water service area. Water sources for the City include the Casitas Municipal Water District, the Ventura River, groundwater (Mound Groundwater Basin, Oxnard Plain Groundwater Basin, and Santa Paula Groundwater Basin), and recycled water. The water source for the Saticoy Country Club water service area is groundwater from the Las Posas Groundwater Basin. The western portion of the City is within the service area of the Casitas Municipal Water District, which provides wholesale water to the City.

According to the *City of San Buenaventura Water Master Plan* (2011), the majority of the City's pipelines (approximately 900,000 feet) will require replacement between 2030 and 2050. In its FY 2017-18 Capital Improvement Plan, the City allocated \$3,205,000 to capital improvements for water line replacements. The FY 2017-18 Capital Improvement Plan also includes \$6 million for the installation of an automated meter reading system.

Current Potable Water Demand and Supply

Each year, the City prepares a Comprehensive Water Resource Report (CWRR) that provides an update on short-term water supply and demand projections. The CWRR is intended to provide an annual overview of the City’s water demand trends, current water demands, demand projections, and the current and future supply outlook. The 2017 CWRR (Table ES-1) provides the following water and supply information:

	2017 Drought (AFY)	2018 Drought (AFY)	2018 (AFY)	2020 (AFY)	2030 (AFY)
Supply	14,988-16,847	14,965-16,824	18,385-20,244	19,313-23,672	22,400-28,276
Demand ¹²	17,270	17,429	17,429	17,747	19,034
Available Supply	(2,282) – (423)	(2,464) – (605)	956-2,815	1,566-5,925	3,386-9,242

The 2017 CWRR states:

...[T]he projected 2017 and 2018 drought water supply numbers are less than the projected water demand numbers. This indicates that if the continued drought condition persists, the City’s customers will need to continue to increase their water conservation and comply with the Stage 3 water shortage emergency conservation measures. In addition to continued conservation, the City may be required to use water in excess of the anticipated amounts from the City water supply sources which could result in the payment of penalties, i.e. extraction of groundwater from the Oxnard Plain Groundwater Basin in excess of the City’s extraction allocation.

Baseline water demand had been decreasing pursuant to previous CWRRs as a result of approved water rate increases as well as a four-tiered drought water rate structure adopted in 2015 and a 2014 City call for 10% voluntary conservation, followed by the September 2014 City declaration of a Stage 3 Water Emergency requiring customers to reduce their use by 20% due to the prolonged drought. Water demand would possibly be greater if conservation measures are relaxed following termination of the drought, if and when that occurs. Under normal year (non-drought) conditions, the 2017 CWRR data show that the City has adequate water supply to meet current demand. Under drought conditions, water demand exceeds supply. According to the 2017 CWRR, estimated future water demand for projects that are under construction and approved is 1,408 AFY. When considering City water allocations for approved, but not yet built, development projects, demand may exceed supply in 2018 during drought conditions, and according to a letter from the City dated September 5, 2017, the “worst case” surplus may be as low as 189 AFY.

Future Potable Water Demand and Supply

According to the City’s 2015 Urban Water Management Plan (UWMP), water demand in 2015 was 14,981 AFY, substantially lower than the 2005 demand of 20,808 acre feet and 2010 demand of 17,351 AFY. This reduction in demand is likely attributable to a variety of water conservation efforts. Between

¹² Demand equals baseline 10-year average (17,111 AFY) plus the estimated demand from 350 units built annually from the approved projects list for future years fully vested in 2025 using a 0.55% growth rate to 2030 and assumes a new supply source (direct potable reuse) in future years.

1994 through 2010, demand dropped to 166 gallons per capita per day (GPCD) from the prior average of 196 GPCD (1985 through 1989). From 2010 to 2015 the estimated water use dropped to 117 GPCD. Using a current population estimate of approximately 112,412 (which includes area within the City and unincorporated area within the City’s sphere of influence), current demand would be 14,732 (using a demand factor of 117 GPCD) and 20,902 AFY (using a demand factor of 166 GPCD).

According to the 2015 UWMP, expected water use within the City through 2040 (for both normal years and dry years) is reflected in the following table.¹³ Water demand for normal years and dry years is anticipated to be the same as a result of demand management programs (e.g., voluntary conservation measures, and customer outreach and rebate programs).

Projected Water Demand (in AFY) for both Normal Years and Dry Years (2020-2040)

2020	2025	2030	2035	2040
20,245	20,930	21,512	22,111	22,274

The 2015 UWMP documents that the City’s water supply sources (e.g., from the Casitas Municipal Water District, Ventura River, groundwater sources, recycled water, planned additional recycled water, planned potable reuse, and planned ocean desalination)¹⁴ are expected to provide the following water volumes, through 2040:

Projected Water Supply (2020-2040) in AFY, including planned additional water sources

	2020	2025	2030	2035	2040
Normal Year	21,747	24,430	24,906	27,826	28,025
Single Dry Year	21,509	24,192	24,668	27,588	27,787
Multiple Dry Years	17,600	20,250	20,694	23,581	23,744

Without the identified planned additional water sources, projected water supply is as follows:

Projected Water Supply (2020-2040) in AFY, without planned additional water sources

	2020	2025	2030	2035	2040
Normal Year	21,747	21,907	22,071	22,239	22,413
Single Dry Year	21,509	21,669	21,833	22,001	22,175
Multiple Dry Years	17,600	17,727	17,859	17,994	18,132

Based on estimates provided in the 2015 UMWP, including planned additional water sources, the City’s anticipated water supplies in 2040, by category, are as follows:

¹³ Water demand includes residential, commercial, industrial, and irrigation uses, as well as recycled water demand and “unaccounted water” (water loss).

¹⁴ Pursuant to the 2015 UWMP, planned additional water sources exclude delivery of its entitlement to imported water through the State Water Project (SWP). According to the UWMP, “SWP water is assumed to be a future emergency supply.”

Projected Water Supply (2040) in AFY

	Normal Year	Single Dry Year	Multiple Dry Years
Casitas Municipal Water District	6,407	6,407	5,125
Surface Water (Ventura River)	4,200	4,200	1,298
Groundwater	11,106	10,868	11,009
Recycled Water	700	700	700
Planned Additional Recycled Water	214	214	214
Planned Potable Reuse	3,898	3,898	3,898
Planned Ocean Desalination	1,500	1,500	1,500
Total	28,025	27,787	23,744

The UWMP states:

It is the stated goal of the City to deliver a reliable and high quality water supply for customers, even during dry periods. The analysis in this Plan documents that it is necessary for the City to implement planned water supply projects in order to meet normal and dry-year demands. In the near term (2020 to 2030) until such time as planned supplies come on-line, anticipated supplies in a multiple-dry year are insufficient and the City would have to call on existing customers to undertake extraordinary conservation. After planned water supplies are available the potential for a water supply shortage is lessened.

According to the UWMP, the City plans to construct additional groundwater wells in the Mound Groundwater Basin to provide redundancy and backup for a reliable water supply of 4,000 AFY to 6,000 AFY (the wells are currently under design, and are scheduled to be operational by 2020). An additional well is under construction in the Oxnard Plain Groundwater Basin for redundancy and backup water supply. The City is also entitled to pump an average of 3,000 AFY from the Santa Paula Groundwater Basin.

The UWMP states that during drought conditions (from 2012 to 2015), water supply from the Ventura River has been reduced; in 2015, the Ventura River produced 1,298 AF, compared to the 4,200 AFY that is expected during normal years and single dry years.¹⁵ Throughout the drought of 2012 to 2015, the City generated an average of 1,071 AFY from the Santa Paula Groundwater Basin. During multiple dry years, the City would rely on increased pumping in the Mound Groundwater Basin; however, future UWMPs are expected to reevaluate this supply.

In July 2016, the City Council adopted the Water Rights Dedication and Water Resource Net Zero Fee Ordinance, which requires developers to offset new or increased water demand resulting from projects, through one or more compliance options, including dedication of water rights, extraordinary conservation measures, and/or payment of a fee used to acquire or develop additional water resources or water rights for use by the City for new potable supplies. Projects that involve new or increased

¹⁵ In 2014, the Santa Barbara ChannelKeeper, a nonprofit organization with the mission to protect and restore the Santa Barbara Channel and its watersheds, sued the State Water Resources Control Board (an agency responsible for preserving, enhancing, and restoring the quality of California's water resources) and the City of San Buenaventura in an effort to require that the State Water Resources Control Board conduct further study (a "Reasonable Use Analysis") of the City of San Buenaventura's use of water from the Ventura River (i.e., alleged overpumping of the river). According to the Santa Barbara ChannelKeeper, the City has currently and historically overpumped water from the river. In its response to the litigation, the City denies it has overpumped water from the Ventura River. The court case is pending.

water service from the City that have not received approved entitlement for development prior to August 11, 2016, are subject to the Net Zero Ordinance.

According to the City, it is pursuing new sources of water that will diversify its water portfolio:

- The City maintains a 10,000 AFY allocation of imported water through the State Water Project (SWP) operated by the State Department of Water Resources (DWR). Because the City does not currently have the infrastructure to allow for delivery of this water within its boundaries, it does not rely on this water source, and sells its allocation for redistribution in a water pool coordinated by the State. The City is currently exploring options to access its SWP water allocation, and is analyzing the feasibility of installing pipelines that would allow water to be wheeled to the City through the Metropolitan Water District of Southern California and Calleguas Municipal Water District. The City expects that, through the SWP, it could increase its supply by an average of 3,000 AFY by 2021.
- The City is pursuing additional water supply through a Potable Reuse Program, which would treat wastewater to levels acceptable for human consumption. The City expects that this program could enable it to generate an additional 2,381 AFY to 3,898 AFY by 2023¹⁶.
- In 2016, the City Council adopted the FY 2016-2022 Capital Improvement Program which includes the Ventura/Oxnard Emergency Water Intertie, to increase system reliability within the two water systems. The City is currently working with the Calleguas Municipal Water District on a connection between their two water systems, which would take the place of the Ventura/Oxnard Emergency Water Intertie project.

Based on information included in the 2017 CWRR and the 2015 UWMP, it appears that while the City may have adequate water supply to serve its customers during normal conditions, demand may exceed supply during single dry years and multiple dry years. If the drought persists, continued water conservation efforts within the City will be necessary, including compliance with Stage 3 water shortage emergency conservation measures. Penalties may apply if the City uses water in excess of the anticipated volume it receives from its supply sources.

¹⁶ The City anticipates that when it pursues permitting for its potential potable reuse program, the State will require the City to demonstrate a back-up supply of water.

Written Determinations

The Commission is required to prepare a written statement of its determinations with respect to each of the subject areas provided below (Government Code § 56430(a)).

1. Growth and population projections for the affected area

According to the U.S. Census, from 2000 to 2010, the City of San Buenaventura's population increased from 100,916 to 106,433. The California Department of Finance estimated the City's population to be 108,557 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 7,641 people, or 7.6% (0.5% annually, on average). The following table reflects the City's projected population through 2040 based on the estimated annual rate of growth:

Year	2016	2020	2025	2030	2035	2040
Population Estimate	108,557	110,942	114,619	117,775	121,019	124,352

The City updated its General Plan in 2005. The Environmental Impact Report (EIR) prepared for the General Plan update included population projections based on an average annual growth rate of 0.88% (between 1994 and 2004) and a 2004 population of 104,952. The projections used in the General Plan would result in an estimated 2016 population of approximately 116,587, substantially higher than the Department of Finance population estimate of 108,557 in 2016. Thus, it appears that the anticipated growth rate projected in the General Plan EIR is overestimated based on the most recent population information available from the California Department of Finance.

2. The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence

A disadvantaged unincorporated community is defined as a community with an annual median household income that is less than 80% of the statewide annual median household income (Government Code § 56033.5). The Ventura LAFCo has determined that the community of Saticoy, southeast of and contiguous to the City and located within the City's current sphere of influence, is a disadvantaged unincorporated community. Based on 2010 U.S. Census demographic data, the Saticoy community consists of 1,029 residents and has a median household income of \$21,343.

The Saticoy community receives the following municipal services:

Fire services:

- Although the Saticoy community is located within the boundaries of the Ventura County Fire Protection District (VCFPD), fire protection and prevention services for the Saticoy community are provided primarily by the City under a mutual aid agreement between the City and the VCFPD.

Police services:

- The Ventura County Sheriff's Office provides police services within the Saticoy community.

Wastewater services:

- The Saticoy Sanitary District, an independent special district that serves only the Saticoy community, provides sewer services.

Water services:

- The City of San Buenaventura provides water services within the Saticoy community. Water service outside the City's jurisdictional boundaries is subject to a City water surcharge. City policy generally precludes new or expanded water services exceeding a ¾-inch meter for service outside the City's boundaries, resulting in a limitation on the development and/or redevelopment (e.g., multi-family, commercial, and industrial uses) that can occur within the Saticoy community.

3. Present and planned capacity of public facilities, adequacy of public services, and infrastructure needs or deficiencies

Library services:

- The City provides library services by means of a contract with the County of Ventura.

Fire services:

- The City operates six fire stations which serve the City and nearby unincorporated communities.
- The closure of Fire Station 4 in 2010 resulted in substantial reductions in response times for emergency services to approximately the eastern half of the City. In 2011, the City obtained funding to reopen the fire station through most of 2014. Continued funding through the City's Measure O ordinance (i.e., \$1.64 million during FY 2017-18) will ensure that all six of the City's fire stations remain open for a minimum of the next 25 years.
- Over the last two years, police response time goals were met 58% of the time for emergency calls.
- According to the *Ventura Fire Department and Police Department Operational Details Report* (2012), the current level of staffing does not appear to be sufficient to provide fire personnel adequate time to perform their duties and to maintain adequate emergency response staffing without incurring substantial overtime costs.

Police services:

- The City currently provides a ratio of 1 sworn officer per 842 residents (down from 1 sworn officer to 878 residents, when the City had the highest per capita violent crime rate in the County).
- The City's average police response time for emergency calls has met response time goals 58% of the time.

Recreation and park services:

- The City provides a wide range of park facilities and recreation programs.

- The City's goal is to provide 10 acres of park space per 1,000 residents. To meet this goal for the current population, 1,085 acres of parkland would need to be provided.
- Upon completion of several park facilities, the City will provide more than 500 acres of developed parkland.

Solid waste services:

- Solid waste services are provided through a contract with a private operator that bills customers directly.
- The City funds services related to solid waste, including waste reduction programs and hazardous waste disposal.

Streets, highways, and drainage services:

- The City's Public Works Department maintains and repairs streets, bicycle routes, storm drain systems, and traffic signals. Street construction and maintenance and street lighting are provided both directly and by contract, and street sweeping and landscape maintenance are provided by contract. Through the Street Lighting Fund and Street Light District 36, the City provides maintenance and operation of the street lights within the City.
- Maintenance of City streets is underfunded and is likely to result in continued deterioration of City streets.
- Measure O funds will contribute to improvements to the City's streets through repairs and maintenance.

Wastewater services:

- The City provides wastewater collection and treatment services within the City and to adjacent unincorporated areas.
- The City's wastewater collection system is currently experiencing capacity deficiencies. In addition, the City has identified anticipated deficiencies based on near-term development as well as long-term (i.e., General Plan buildout) development.
- The City's wastewater treatment facility has the ability to accommodate current wastewater flows. Anticipated future wastewater flows upon buildout of the General Plan will exceed the current capacity of the City's wastewater treatment facility. Before the wastewater treatment facility can be expanded, additional assessments are necessary to demonstrate that expansion to the identified treatment capacity is feasible.

Water services:

- The City provides potable water to the City and to areas adjacent to the City.
- Based on the 2017 CWRR, it appears that water demands from existing and approved development will exceed available supply through 2018.
- Based on the 2015 UWMP, it appears that water demands from 2020 through 2030 will exceed supplies in the case of multiple dry years (with or without planned additional water sources).
- The City is pursuing additional water sources to diversify its water portfolio. The feasibility of realizing the additional water sources is unknown at this time.

- According to City staff, the City has an adequate and available long-term water supply to meet demand.
- According to City staff, the City's Potable Reuse Program could provide an additional 2,381 AFY to 3,898 AFY of water supply by 2023.
- According to City staff, the City anticipates that by 2021, it would have the infrastructure in place to receive approximately 3,000 AFY of SWP water.

4. Financial ability of agencies to provide services

- The City has a balanced budget.
- It appears that the City has the ability to finance the services it currently provides. Staffing levels have remained relatively steady over the last several years.
- Measure O funding is expected to support the continued operation of the City's six fire stations.
- In order to maintain the current ratio of sworn officers to residents for anticipated development, an additional 15 sworn officers are required.
- Measure O funding is expected to contribute to necessary improvements to and maintenance of the City's streets. However, additional funding sources in support of City streets is necessary.
- The costs to address the current deficiencies identified in the City wastewater collection system are projected to be \$36,400,000. As of 2017, 20,224 feet of sewer line identified in the *Wastewater System Master Plan* has been replaced or repaired, which constitutes approximately 7% of the total necessary improvement. The City's FY 2016-22 Capital Improvement Plan identifies future improvements to address the identified deficiencies. The City's goal is to repair or replace three miles of sewer line per year.
- Wastewater system improvements necessary to accommodate near term and ultimate future growth and development are projected to cost approximately \$74,300,000.
- In 2011, the City entered into a long-term settlement of legal challenges related to the City's discharge of wastewater into the Santa Clara River estuary. The settlement commits the City to invest in new facilities to divert its wastewater to "beneficial uses" in coming decades, however the volume of discharge diversion has not yet been determined. Funding to accomplish this goal and provide for the necessary infrastructure will be derived from increased rates to customers, capacity charges, and grant funding.

5. Status of, and opportunities for, shared facilities

- The VCFPD provides fire dispatch service for the unincorporated County area as well as all cities within the County.

6. Accountability for community service needs, including governmental structure and operational efficiencies

- The City is locally accountable through an elected legislative body, adherence to applicable government code sections, open and accessible meetings, and dissemination of information.
- The City maintains a website that includes basic information about the City, a directory of City services, current and historical City budget documents, current and historical City Council and Planning Commission agendas and staff reports, City happenings and activities, public meetings, development activities, and other City documents.

- City Council meetings are broadcast live on the City’s government cable channel and on the City’s website. Archived videos of City Council meetings are available for viewing on the City’s website.
- The City achieves operational efficiencies through its participation as a co-permittee in the Ventura Countywide Stormwater Quality Management Program. Under this program, the City works with other agencies to control stormwater pollution and to ensure compliance under the Ventura Countywide National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System permit.

7. Any other matter related to effective or efficient service delivery, as required by Commission policy

Opportunities exist for better regional coordination of the many transit services within the County. The following discussion includes a summary of existing public transit services within Ventura County, current public transit inefficiencies and limitations on regionalization, progress toward public transit coordination, and opportunities for further public transit coordination. Some cities prefer to control and operate their own transit systems in order to provide service focused on users within their jurisdictions; however, the following discussion is based on the idea that a more coordinated, regional perspective on public transit will result in improved service for public transit users.

Existing Public Transit Services in Ventura County:

- The City of Ojai¹⁷ and the City of Simi Valley each provide transit service, with City employees operating and maintaining the vehicles.
- The City of Camarillo provides transit service by means of a contract with a private operator (i.e., Roadrunner Shuttle).
- The City of Thousand Oaks provides transit service by means of a contract with a private operator (i.e., MV Transportation).
- The City of Moorpark provides transit service by means of a contract with the City of Thousand Oaks, which holds a contract for service with a private operator (i.e., MV Transportation).
- Under a cooperative agreement amongst the County of Ventura, the City of Santa Paula, and the City of Fillmore, the Ventura County Transportation Commission (VCTC)¹⁸ administers public transit service in and surrounding the Santa Paula, Fillmore, and Piru areas of Ventura County (i.e., the Valley Express). The service is provided by means of a contract with a private operator (i.e., MV Transportation).
- The County of Ventura contracts with the City of Thousand Oaks, which contracts the service to a private operator (i.e., MV Transportation), for the operation of the free Kanan Shuttle service between the unincorporated area of Oak Park and the City of Agoura Hills. The service is provided fare-free as the required 20% farebox recovery¹⁹ required by the Transportation

¹⁷ The City’s transit service is limited to the Ojai Trolley which operates within the City, and the unincorporated communities of Meiners Oaks and Mira Monte. The Ojai Trolley service operates within the GCTD service area, but is operated directly by the City.

¹⁸ VCTC is the regional transportation planning agency of Ventura County, and oversees a large part of the distribution of public funds for transportation and transit within the County.

¹⁹ TDA funding provided by the State to local jurisdictions may not exceed a certain percentage of the cost to provide public transit service (i.e., 80% for urban areas and 90% for rural areas). The remaining percentage of the cost (i.e., 20% for urban

Development Act (TDA) is provided by local contributions from Ventura County Service Area No. 4, the Oak Park Unified School District, and, most recently, the City of Agoura Hills.

- Gold Coast Transit District (GCTD) provides local and regional fixed-route and paratransit service in the cities of Ojai, Oxnard, Port Hueneme, Ventura and the unincorporated areas of Ventura County. Service is provided on 20 fixed routes, with a fleet includes 56 buses and 24 paratransit vehicles. GCTD directly operates its fixed-route service and contracts its paratransit service to a private operator (i.e., MV Transportation).
- The VCTC provides regional service, by means of a contract with a private provider, which consists of the following routes: (1) Highway 101/Conejo Connection (serving the section of Highway 101 between Ventura and the San Fernando Valley), (2) Highway 126 (serving Fillmore, Santa Paula, Saticoy, and Ventura), (3) Coastal Express (serving Ventura County and Santa Barbara County), (4) East County (serving the Simi Valley, Moorpark, and Thousand Oaks area), (5) Oxnard/Camarillo/California State University at Channel Islands Connector (serving the Camarillo and Oxnard area), and (6) East/West Connector (serving Simi Valley, Moorpark, Camarillo, Oxnard and Ventura, as of November 2017).
- The ECTA was formed in 2013 through a Memorandum of Understanding (MOU) amongst the City of Camarillo, City of Moorpark, City of Simi Valley, City of Thousand Oaks, and the County of Ventura for the eastern portion of unincorporated Ventura County. ECTA was formed to better coordinate transit services among these agencies. In August 2015, ECTA initiated a service known as “CONNECT City-to-City” which offers Americans with Disabilities Act (ADA) and Senior intercity dial-a-ride service under a single paratransit system.²⁰ The City of Thousand Oaks administers the service, which is contracted to a private operator (i.e., MV Transportation).

Current Public Transit Inefficiencies and Limitations on Regional Coordination:

- According to the Ventura County Regional Transit Study (VCTC, April 9, 2012)²¹, public transit within the County was found to be disjointed. Public transit service providers have varying schedules (i.e., days and hours of operation, frequency of buses (headways)), and fares (including different eligible ages for senior fares (e.g., a lower qualifying age for seniors in the City of Camarillo)), and maintain separate websites and bus books. No single agency or website provides a complete guide for public transit users who wish to plan interagency trips. The study concluded that “This makes connections difficult and service confusing, especially for the infrequent or new rider. While VCTC and the operators have attempted to improve connections through coordinated fare media and scheduling software, progress toward truly integrated service has been minimal.”
- Limited access to non-TDA funding for transit restricts the ability of cities and other public transit operators to increase revenue service hours and still meet TDA farebox recovery requirements. Because of the minimal levels of service currently provided in some areas of the County, regional travel times are often lengthy and opportunities for passengers to connect between buses are few. Shorter headways and total trip times depend on increased transit

areas and 10% for rural areas) must be covered locally through some other means, known as “farebox recovery.” Note that funding sources other than rider fares may qualify as “farebox recovery.”

²⁰ The City of Camarillo does not participate in the CONNECT service because: (1) the City already provides regional ADA and Senior intercity service throughout the East County ((this enables the City to provide senior service to more riders within the City by allowing a lower qualifying age limit of 55 years (rather than 65 years)), and (2) Camarillo ADA and senior riders have the benefit of using just one dial-a-ride system for both local and regional service.

²¹ The study included consultation with VCTC commissioners, city managers, local public transit providers, and the public.

funding under the current funding distribution structure or a different method of distribution for the County's transit funding. Inability to access funding for transportation also limits implementation of improvements for fleet expansions, pedestrian infrastructure, and street lighting.

- While some of the individual transit-serving agencies have made efforts to improve coordination among systems (e.g., through the formation of the GCTD (formed in 2013), and the ECTA (created in 2013)), public transit in the County overall is divided into separate, often unrelated, transit systems. The Ventura County Regional Transit Study acknowledged the challenges in establishing a coordinated system, including the fact that Ventura County consists of “widely spaced, diverse communities and centers where geographic areas do not share common economic, social, and transportation service values.”
- While it is the intent of ECTA to move toward further consistency and regionalization of services in the eastern portion of Ventura County, the existing local transit programs of two ECTA member agencies are limited in their ability to fully participate in the regional ECTA programs:
 - The City of Simi Valley operates fixed route transit service using City personnel and City-owned equipment.
 - The City of Camarillo receives contributions from local funding partners (e.g., the Leisure Village retirement community for residents age 55 and older). For the purposes of City of Camarillo public transit, riders aged 55 and older qualify to ride as senior fares, whereas 65 is the qualifying age for seniors on other transit systems.
- Senate Bill 325 (1971) established State transit funding (TDA funding) for the purpose of directly supporting public transportation through the imposition of a ¼-cent local sales tax beginning in 1972. An exception was included for rural counties (i.e., counties with populations of fewer than 500,000, based on the 1970 U.S. Census), in general, to also allow use of the funding for local streets and roads if the transportation planning agency finds that there are no unmet transit needs. Through Senate Bill 716 (2009), the law was modified, and specified that the exception now applied to: (1) rural counties (i.e., counties with populations of fewer than 500,000 (based on the 2010 U.S. Census), and (2) cities within urban counties (i.e., counties with populations of 500,000 or more, based on the 2010 U.S. Census) with populations of 100,000 or fewer. Ventura County has a population of more than 500,000 and therefore qualifies as an urban county; however, several of its cities are eligible to use TDA money for streets and roads projects, provided that they: (1) have a population of 100,000 or fewer, (2) are not within the GCTD service area, and (3) do not have an unmet transit need. Because Ventura County cities with populations of more than 100,000 are restricted to using all their TDA money for public transit purposes regardless of the extent of need for public transit, these cities cannot use TDA funding for streets and roads projects.

Progress Toward Regional Coordination of Public Transit:

- On October 3, 2013, Governor Brown signed into law Assembly Bill 664, which formed the GCTD to include five members: four cities and the County. AB 664 also authorized the remaining cities in Ventura County to request to join the GCTD in the future. Prior to the formation of the GCTD, local TDA funding for operating costs and capital projects was provided to Gold Coast Transit (operating as a Joint Powers Authority (JPA)) by its member agencies, allocated by a formula based on the percentage of revenue miles of transit service provided within each participating jurisdiction. As a district, GCTD has the ability to implement service improvements and meet the public's transit needs from a systemwide perspective, and distributes TDA funds to its members

for transit-related purposes such as bus stop construction and transit-related maintenance needs. Following the formation of the District, the GCTD also adopted the following planning documents to further improve the delivery of service to GCTD members: GCTD Service Planning Guidelines (Adopted February 2014), Bus Stop Guidelines (Adopted June 2015), Short Range Transit Plan (Adopted November 2015), and Fleet Management Plan (October 2016). Additionally, in May 2017, GCTD began construction of a new Operations and Maintenance Facility in the City of Oxnard. Once built, the 15-acre facility will allow GCTD to maintain a fleet of up to 125 buses and will include an administration and operations building, an 8-bay maintenance and repair building, a compressed natural gas (CNG) fuel station and bus wash. The facility is scheduled to open in the fall of 2018.

- GCTD's Short Range Transit Plan identified recommended service improvements such as implementing: (1) additional service to Naval Base Ventura County in Port Hueneme, (2) express service between Oxnard and Ventura, and (3) increased service frequencies on its core routes. While funding for these improvements is not in place, service improvements could potentially be funded through the Federal Transit Administration (FTA) (FTA Section 5310/5307 program).
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- Technological advances have provided opportunities for improved regional trip-planning resources for riders. GCTD, VCTC, and Thousand Oaks Transit have schedules available on Google Maps. By the end of FY 2017-18, information about other fixed-route transit services countywide is expected to be available on Google Transit (a web application that assists riders in accessing transit schedule information and planning public transit trips). GCTD launched Google Maps Online Trip Planner in 2014, and recently launched a mobile ticketing application.
- Transfer agreements and fare media (GO Ventura 31-day pass) including the installation of the GFI Genfare system on all transit vehicles have helped improve coordination between systems. However, fare discrepancies and fare policies still need to be addressed.
- VCTC's Coordinated Public Transit – Human Services Transportation Plan (April 2017) identifies strategies to address gaps or deficiencies in the current public transit system in meeting the needs of senior, disabled, and low-income populations in Ventura County. One of the strategies identified in the plan is the implementation of a countywide “one-call/one-click” transit information center intended to simplify and improve trip-planning and access to information about public transit services. Funding has not yet been identified for this service, but the service could potentially be funded through the FTA.

Opportunities for Further Regional Coordination of Public Transit:

- It is clear that constraints to regionalizing public transit exist within Ventura County, and that local jurisdictions have identified opportunities (and implemented some improvements) with respect to local public transit. The City may wish to continue its dialogue with the County and the other cities to further improve connectivity within Ventura County and simplify customers' public transit experiences, including (but not necessarily limited to) the following discussion topics:

- Identify one agency as the regional transportation authority to oversee and implement the majority of public transit within the County;
- Encourage cities that are not currently members of the GCTD to request to join the GCTD, or contract with GCTD for some or all of their planning or operational needs; or
- Establish a new transit district that would complement the GCTD's service area and provide service within areas not currently served by the GCTD in the East County (the formation of ECTA was a step toward potentially realizing this opportunity in the eastern portion of Ventura County).

RESOLUTION OF THE VENTURA LOCAL AGENCY FORMATION COMMISSION DETERMINING THAT THE MUNICIPAL SERVICE REVIEW FOR THE CITY OF SAN BUENAVENTURA IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ACCEPTING THE MUNICIPAL SERVICE REVIEW FOR THE CITY OF SAN BUENAVENTURA, AND MAKING STATEMENTS OF DETERMINATION

WHEREAS, Government Code § 56425 et seq. requires the Local Agency Formation Commission (LAFCo or Commission) to develop and determine the sphere of influence of each local governmental agency within the County; and

WHEREAS, Government Code § 56430(e) requires each LAFCo to conduct a municipal service review before, or in conjunction with, but no later than the time it is considering an action to establish or update a sphere of influence; and

WHEREAS, the Ventura LAFCo has approved a work plan to conduct municipal service reviews and sphere of influence reviews/updates, and the municipal service review for the City of San Buenaventura (City) is part of that work plan; and

WHEREAS, LAFCo has prepared a report titled “City of San Buenaventura – Municipal Service Review” that contains a review of the services provided by the City; and

WHEREAS, the “City of San Buenaventura – Municipal Service Review” report contains recommended statements of determinations related to the City, as required by Government Code § 56430; and

WHEREAS, the “City of San Buenaventura – Municipal Service Review” including the recommended statements of determination were duly considered at a public hearing on February 21, 2018; and

WHEREAS, the Commission heard, discussed, and considered all oral and written testimony for and against the recommended exemption from California Environmental Quality Act (CEQA), the “City of San Buenaventura – Municipal Service Review” report and the written determinations, including, but not limited to, the LAFCo staff report dated February 21, 2018, and recommendations.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED by the Ventura Local Agency Formation Commission as follows:

- (1) The municipal service review report titled “City of San Buenaventura – Municipal Service Review”, including the related statements of determination, are determined to be exempt from CEQA pursuant to § 15061(b)(3) of the CEQA Guidelines, and LAFCo staff is directed to file a Notice of Exemption as the lead agency pursuant to § 15062 of the CEQA Guidelines; and
- (2) The Commission accepts the “City of San Buenaventura – Municipal Service Review” report as presented to the Commission on February 21, 2018, including any modifications approved by a majority of the Commission as a part of this action. The Executive Officer is authorized to make minor edits to the report for accuracy and completeness; and
- (3) The LAFCo staff report dated February 21, 2018, and recommendation for acceptance of the “City of San Buenaventura – Municipal Service Review” report are hereby adopted; and
- (4) Pursuant to Government Code § 56430(a), the following statements of determination are hereby made for the City:

a. Growth and population projections for the affected area. [§ 56430(a)(1)]

According to the U.S. Census, from 2000 to 2010, the City of San Buenaventura’s population increased from 100,916 to 106,433. The California Department of Finance estimated the City’s population to be 108,557 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 7,641 people, or 7.6% (0.5% annually, on average). The following table reflects the City’s projected population through 2040 based on the estimated annual rate of growth:

Year	2016	2020	2025	2030	2035	2040
Population Estimate	108,557	110,942	114,619	117,775	121,019	124,352

The City updated its General Plan in 2005. The Environmental Impact Report (EIR) prepared for the General Plan update included population projections based on an average annual growth rate of 0.88% (between 1994 and 2004) and a 2004 population

of 104,952. The projections used in the General Plan would result in an estimated 2016 population of approximately 116,587, substantially higher than the Department of Finance population estimate of 108,557 in 2016. Thus, it appears that the anticipated growth rate projected in the General Plan EIR is overestimated based on the most recent population information available from the California Department of Finance.

b. *The location and characteristics of any disadvantaged unincorporated communities within or contiguous to the sphere of influence. [§ 56430(a)(2)]*

A disadvantaged unincorporated community is defined as a community with an annual median household income that is less than 80% of the statewide annual median household income (Government Code § 56033.5). The Ventura LAFCo has determined that the community of Saticoy, southeast of and contiguous to the City and located within the City's current sphere of influence, is a disadvantaged unincorporated community. Based on 2010 U.S. Census demographic data, the Saticoy community consists of 1,029 residents and has a median household income of \$21,343.

The Saticoy community receives the following municipal services:

Fire services:

- Although the Saticoy community is located within the boundaries of the Ventura County Fire Protection District (VCFPD), fire protection and prevention services for the Saticoy community are provided primarily by the City under a mutual aid agreement between the City and the VCFPD.

Police services:

- The Ventura County Sheriff's Office provides police services within the Saticoy community.

Wastewater services:

- The Saticoy Sanitary District, an independent special district that serves only the Saticoy community, provides sewer services.

Water services:

- The City of San Buenaventura provides water services within the Saticoy community. Water service outside the City's jurisdictional boundaries is subject to a City water surcharge. City policy generally precludes new or expanded water services exceeding a ¾-inch meter for service outside the City's boundaries, resulting in a limitation on the development and/or redevelopment (e.g., multi-family, commercial, and industrial uses) that can occur within the Saticoy community.

c. Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs and deficiencies. [§ 56430(a)(3)]

Library services:

- The City provides library services by means of a contract with the County of Ventura.

Fire services:

- The City operates six fire stations which serve the City and nearby unincorporated communities.
- The closure of Fire Station 4 in 2010 resulted in substantial reductions in response times for emergency services to approximately the eastern half of the City. In 2011, the City obtained funding to reopen the fire station through most of 2014. Continued funding through the City's Measure O ordinance (i.e., \$1.64 million during FY 2017-18) will ensure that all six of the City's fire stations remain open for a minimum of the next 25 years.
- Over the last two years, police response time goals were met 58% of the time for emergency calls.
- According to the *Ventura Fire Department and Police Department Operational Details Report (2012)*, the current level of staffing does not appear to be sufficient to provide fire personnel adequate time to perform their duties and to maintain adequate emergency response staffing without incurring substantial overtime costs.

Police services:

- The City currently provides a ratio of 1 sworn officer per 842 residents (down from 1 sworn officer to 878 residents, when the City had the highest per capita violent crime rate in the County).
- The City's average police response time for emergency calls has met response time goals 58% of the time.

Recreation and park services:

- The City provides a wide range of park facilities and recreation programs.
- The City's goal is to provide 10 acres of park space per 1,000 residents. To meet this goal for the current population, 1,085 acres of parkland would need to be provided.
- Upon completion of several park facilities, the City will provide more than 500 acres of developed parkland.

Solid waste services:

- Solid waste services are provided through a contract with a private operator that bills customers directly.

- The City funds services related to solid waste, including waste reduction programs and hazardous waste disposal.

Streets, highways, and drainage services:

- The City's Public Works Department maintains and repairs streets, bicycle routes, storm drain systems, and traffic signals. Street construction and maintenance and street lighting are provided both directly and by contract, and street sweeping and landscape maintenance are provided by contract. Through the Street Lighting Fund and Street Light District 36, the City provides maintenance and operation of the street lights within the City.
- Maintenance of City streets is underfunded and is likely to result in continued deterioration of City streets.
- Measure O funds will contribute to improvements to the City's streets through repairs and maintenance.

Wastewater services:

- The City provides wastewater collection and treatment services within the City and to adjacent unincorporated areas.
- The City's wastewater collection system is currently experiencing capacity deficiencies. In addition, the City has identified anticipated deficiencies based on near-term development as well as long-term (i.e., General Plan buildout) development.
- The City's wastewater treatment facility has the ability to accommodate current wastewater flows. Anticipated future wastewater flows upon buildout of the General Plan will exceed the current capacity of the City's wastewater treatment facility. Before the wastewater treatment facility can be expanded, additional assessments are necessary to demonstrate that expansion to the identified treatment capacity is feasible.

Water services:

- The City provides potable water to the City and to areas adjacent to the City.
- Based on the 2017 CWRR, it appears that water demands from existing and approved development will exceed available supply through 2018.
- Based on the 2015 UWMP, it appears that water demands from 2020 through 2030 will exceed supplies in the case of multiple dry years (with or without planned additional water sources).
- The City is pursuing additional water sources to diversify its water portfolio. The feasibility of realizing the additional water sources is unknown at this time.
- According to City staff, the City has an adequate and available long-term water supply to meet demand.

- According to City staff, the City's Potable Reuse Program could provide an additional 2,381 AFY to 3,898 AFY of water supply by 2023.
- According to City staff, the City anticipates that by 2021, it would have the infrastructure in place to receive approximately 3,000 AFY of SWP water.

d. *Financial ability of agencies to provide services.* [§ 56430(a)(4)]

- The City has a balanced budget.
- It appears that the City has the ability to finance the services it currently provides. Staffing levels have remained relatively steady over the last several years.
- Measure O funding is expected to support the continued operation of the City's six fire stations.
- In order to maintain the current ratio of sworn officers to residents for anticipated development, an additional 15 sworn officers are required.
- Measure O funding is expected to contribute to necessary improvements to and maintenance of the City's streets. However, additional funding sources in support of City streets is necessary.
- The costs to address the current deficiencies identified in the City wastewater collection system are projected to be \$36,400,000. As of 2017, 20,224 feet of sewer line identified in the *Wastewater System Master Plan* has been replaced or repaired, which constitutes approximately 7% of the total necessary improvement. The City's FY 2016-22 Capital Improvement Plan identifies future improvements to address the identified deficiencies. The City's goal is to repair or replace three miles of sewer line per year.
- Wastewater system improvements necessary to accommodate near term and ultimate future growth and development are projected to cost approximately \$74,300,000.
- In 2011, the City entered into a long-term settlement of legal challenges related to the City's discharge of wastewater into the Santa Clara River estuary. The settlement commits the City to invest in new facilities to divert its wastewater to "beneficial uses" in coming decades, however the volume of discharge diversion has not yet been determined. Funding to accomplish this goal and provide for the necessary infrastructure will be derived from increased rates to customers, capacity charges, and grant funding.

e. *Status of, and opportunities for, shared facilities.* [§ 56430(a)(5)]

- The VCFPD provides fire dispatch service for the unincorporated County area as well as all cities within the County.

f. *Accountability for community service needs, including governmental structure and operational efficiencies. [§ 56430(a)(6)]*

- The City is locally accountable through an elected legislative body, adherence to applicable government code sections, open and accessible meetings, and dissemination of information.
- The City maintains a website that includes basic information about the City, a directory of City services, current and historical City budget documents, current and historical City Council and Planning Commission agendas and staff reports, City happenings and activities, public meetings, development activities, and other City documents.
- City Council meetings are broadcast live on the City's government cable channel and on the City's website. Archived videos of City Council meetings are available for viewing on the City's website.
- The City achieves operational efficiencies through its participation as a co-permittee in the Ventura Countywide Stormwater Quality Management Program. Under this program, the City works with other agencies to control stormwater pollution and to ensure compliance under the Ventura Countywide National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System permit.

g. *Any other matter related to effective and efficient service delivery, as required by commission policy. [§ 56430(a)(7)]*

Opportunities exist for better regional coordination of the many transit services within the County. The following discussion includes a summary of existing public transit services within Ventura County, current public transit inefficiencies and limitations on regionalization, progress toward public transit coordination, and opportunities for further public transit coordination. Some cities prefer to control and operate their own transit systems in order to provide service focused on users within their jurisdictions; however, the following discussion is based on the idea that a more coordinated, regional perspective on public transit will result in improved service for public transit users.

Existing Public Transit Services in Ventura County:

- The City of Ojai¹ and the City of Simi Valley each provide transit service, with City employees operating and maintaining the vehicles.

¹ The City's transit service is limited to the Ojai Trolley which operates within the City, and the unincorporated communities of Meiners Oaks and Mira Monte. The Ojai Trolley service operates within the GCTD service area, but is operated directly by the City.

- The City of Camarillo provides transit service by means of a contract with a private operator (i.e., Roadrunner Shuttle).
- The City of Thousand Oaks provides transit service by means of a contract with a private operator (i.e., MV Transportation).
- The City of Moorpark provides transit service by means of a contract with the City of Thousand Oaks, which holds a contract for service with a private operator (i.e., MV Transportation).
- Under a cooperative agreement amongst the County of Ventura, the City of Santa Paula, and the City of Fillmore, the Ventura County Transportation Commission (VCTC)² administers public transit service in and surrounding the Santa Paula, Fillmore, and Piru areas of Ventura County (i.e., the Valley Express). The service is provided by means of a contract with a private operator (i.e., MV Transportation).
- The County of Ventura contracts with the City of Thousand Oaks, which contracts the service to a private operator (i.e., MV Transportation), for the operation of the free Kanan Shuttle service between the unincorporated area of Oak Park and the City of Agoura Hills. The service is provided fare-free as the required 20% farebox recovery³ required by the Transportation Development Act (TDA) is provided by local contributions from Ventura County Service Area No. 4, the Oak Park Unified School District, and, most recently, the City of Agoura Hills.
- Gold Coast Transit District (GCTD) provides local and regional fixed-route and paratransit service in the cities of Ojai, Oxnard, Port Hueneme, Ventura and the unincorporated areas of Ventura County. Service is provided on 20 fixed routes, with a fleet includes 56 buses and 24 paratransit vehicles. GCTD directly operates its fixed-route service and contracts its paratransit service to a private operator (i.e., MV Transportation).
- The VCTC provides regional service, by means of a contract with a private provider, which consists of the following routes: (1) Highway 101/Conejo Connection (serving the section of Highway 101 between Ventura and the San Fernando Valley), (2) Highway 126 (serving Fillmore, Santa Paula, Saticoy, and Ventura), (3) Coastal Express (serving Ventura County and Santa Barbara County), (4) East County (serving the Simi Valley, Moorpark, and Thousand Oaks area), (5) Oxnard/Camarillo/California State University at Channel Islands Connector (serving the Camarillo and Oxnard area), and (6) East/West Connector (serving Simi Valley, Moorpark, Camarillo, Oxnard and Ventura, as of November 2017).

² VCTC is the regional transportation planning agency of Ventura County, and oversees a large part of the distribution of public funds for transportation and transit within the County.

³ TDA funding provided by the State to local jurisdictions may not exceed a certain percentage of the cost to provide public transit service (i.e., 80% for urban areas and 90% for rural areas). The remaining percentage of the cost (i.e., 20% for urban areas and 10% for rural areas) must be covered locally through some other means, known as "farebox recovery." Note that funding sources other than rider fares may qualify as "farebox recovery."

- The ECTA was formed in 2013 through a Memorandum of Understanding (MOU) amongst the City of Camarillo, City of Moorpark, City of Simi Valley, City of Thousand Oaks, and the County of Ventura for the eastern portion of unincorporated Ventura County. ECTA was formed to better coordinate transit services among these agencies. In August 2015, ECTA initiated a service known as “CONNECT City-to-City” which offers Americans with Disabilities Act (ADA) and Senior intercity dial-a-ride service under a single paratransit system.⁴ The City of Thousand Oaks administers the service, which is contracted to a private operator (i.e., MV Transportation).

Current Public Transit Inefficiencies and Limitations on Regional Coordination:

- According to the Ventura County Regional Transit Study (VCTC, April 9, 2012)⁵, public transit within the County was found to be disjointed. Public transit service providers have varying schedules (i.e., days and hours of operation, frequency of buses (headways)), and fares (including different eligible ages for senior fares (e.g., a lower qualifying age for seniors in the City of Camarillo)), and maintain separate websites and bus books. No single agency or website provides a complete guide for public transit users who wish to plan interagency trips. The study concluded that “This makes connections difficult and service confusing, especially for the infrequent or new rider. While VCTC and the operators have attempted to improve connections through coordinated fare media and scheduling software, progress toward truly integrated service has been minimal.”
- Limited access to non-TDA funding for transit restricts the ability of cities and other public transit operators to increase revenue service hours and still meet TDA farebox recovery requirements. Because of the minimal levels of service currently provided in some areas of the County, regional travel times are often lengthy and opportunities for passengers to connect between buses are few. Shorter headways and total trip times depend on increased transit funding under the current funding distribution structure or a different method of distribution for the County’s transit funding. Inability to access funding for transportation also limits implementation of improvements for fleet expansions, pedestrian infrastructure, and street lighting.
- While some of the individual transit-serving agencies have made efforts to improve coordination among systems (e.g., through the formation of the GCTD (formed in 2013), and the ECTA (created in 2013)), public transit in the County overall is divided

⁴ The City of Camarillo does not participate in the CONNECT service because: (1) the City already provides regional ADA and Senior intercity service throughout the East County ((this enables the City to provide senior service to more riders within the City by allowing a lower qualifying age limit of 55 years (rather than 65 years)), and (2) Camarillo ADA and senior riders have the benefit of using just one dial-a-ride system for both local and regional service.

⁵ The study included consultation with VCTC commissioners, city managers, local public transit providers, and the public.

into separate, often unrelated, transit systems. The Ventura County Regional Transit Study acknowledged the challenges in establishing a coordinated system, including the fact that Ventura County consists of “widely spaced, diverse communities and centers where geographic areas do not share common economic, social, and transportation service values.”

- While it is the intent of ECTA to move toward further consistency and regionalization of services in the eastern portion of Ventura County, the existing local transit programs of two ECTA member agencies are limited in their ability to fully participate in the regional ECTA programs:
 - The City of Simi Valley operates fixed route transit service using City personnel and City-owned equipment.
 - The City of Camarillo receives contributions from local funding partners (e.g., the Leisure Village retirement community for residents age 55 and older). For the purposes of City of Camarillo public transit, riders aged 55 and older qualify to ride as senior fares, whereas 65 is the qualifying age for seniors on other transit systems.
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Progress Toward Regional Coordination of Public Transit:

- On October 3, 2013, Governor Brown signed into law Assembly Bill 664, which formed the GCTD to include five members: four cities and the County. AB 664 also authorized the remaining cities in Ventura County to request to join the GCTD in the future. Prior to the formation of the GCTD, local TDA funding for operating costs

and capital projects was provided to Gold Coast Transit (operating as a Joint Powers Authority (JPA)) by its member agencies, allocated by a formula based on the percentage of revenue miles of transit service provided within each participating jurisdiction. As a district, GCTD has the ability to implement service improvements and meet the public's transit needs from a systemwide perspective, and distributes TDA funds to its members for transit-related purposes such as bus stop construction and transit-related maintenance needs. Following the formation of the District, the GCTD also adopted the following planning documents to further improve the delivery of service to GCTD members: GCTD Service Planning Guidelines (Adopted February 2014), Bus Stop Guidelines (Adopted June 2015), Short Range Transit Plan (Adopted November 2015), and Fleet Management Plan (October 2016). Additionally, in May 2017, GCTD began construction of a new Operations and Maintenance Facility in the City of Oxnard. Once built, the 15-acre facility will allow GCTD to maintain a fleet of up to 125 buses and will include an administration and operations building, an 8-bay maintenance and repair building, a compressed natural gas (CNG) fuel station and bus wash. The facility is scheduled to open in the fall of 2018.

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- ECTA is the result of greater awareness for the need to improve coordination amongst transit systems in the eastern portion of the County, and has initiated programs to simplify interjurisdictional trips for riders in the eastern portion of the County (e.g., CONNECT City-to-City). The cities of Moorpark, Simi Valley, and Thousand Oaks are each in various stages of completing strategic plans for transit, including improved regional coordination with regard to hours of operation, route schedules and connectivity, fares, senior age criteria, and consistency of policies.
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- Transfer agreements and fare media (GO Ventura 31-day pass) including the installation of the GFI Genfare system on all transit vehicles have helped improve coordination between systems. However, fare discrepancies and fare policies still need to be addressed.

- VCTC’s Coordinated Public Transit – Human Services Transportation Plan (April 2017) identifies strategies to address gaps or deficiencies in the current public transit system in meeting the needs of senior, disabled, and low-income populations in Ventura County. One of the strategies identified in the plan is the implementation of a countywide “one-call/one-click” transit information center intended to simplify and improve trip-planning and access to information about public transit services. Funding has not yet been identified for this service, but the service could potentially be funded through the FTA.

Opportunities for Further Regional Coordination of Public Transit:

- It is clear that constraints to regionalizing public transit exist within Ventura County, and that local jurisdictions have identified opportunities (and implemented some improvements) with respect to local public transit. The City may wish to continue its dialogue with the County and the other cities to further improve connectivity within Ventura County and simplify customers’ public transit experiences, including (but not necessarily limited to) the following discussion topics:
 - Identify one agency as the regional transportation authority to oversee and implement the majority of public transit within the County;
 - Encourage cities that are not currently members of the GCTD to request to join the GCTD, or contract with GCTD for some or all of their planning or operational needs; or
 - Establish a new transit district that would complement the GCTD’s service area and provide service within areas not currently served by the GCTD in the East County (the formation of ECTA was a step toward potentially realizing this opportunity in the eastern portion of Ventura County).

This resolution was adopted on February 21, 2018.

	AYE	NO	ABSTAIN	ABSENT
Commissioner Freeman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commissioner Parks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commissioner Parvin	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commissioner Ramirez	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commissioner Rooney	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Commissioner Ross	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commissioner Zaragoza	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alt. Commissioner Bennett	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alt. Commissioner Bill-de la Peña	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alt. Commissioner Richards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alt. Commissioner Waters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2-21-2018 Linda Parks
Date Linda Parks, Chair, Ventura Local Agency Formation Commission

c: City of San Buenaventura