

Ventura Local Agency Formation Commission

City of Camarillo

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



Table of Contents

Introduction 1
Profile..... 3
Growth and Population Projections 8
Review of Municipal Services 10
Written Determinations 18

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 Camarillo, 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.

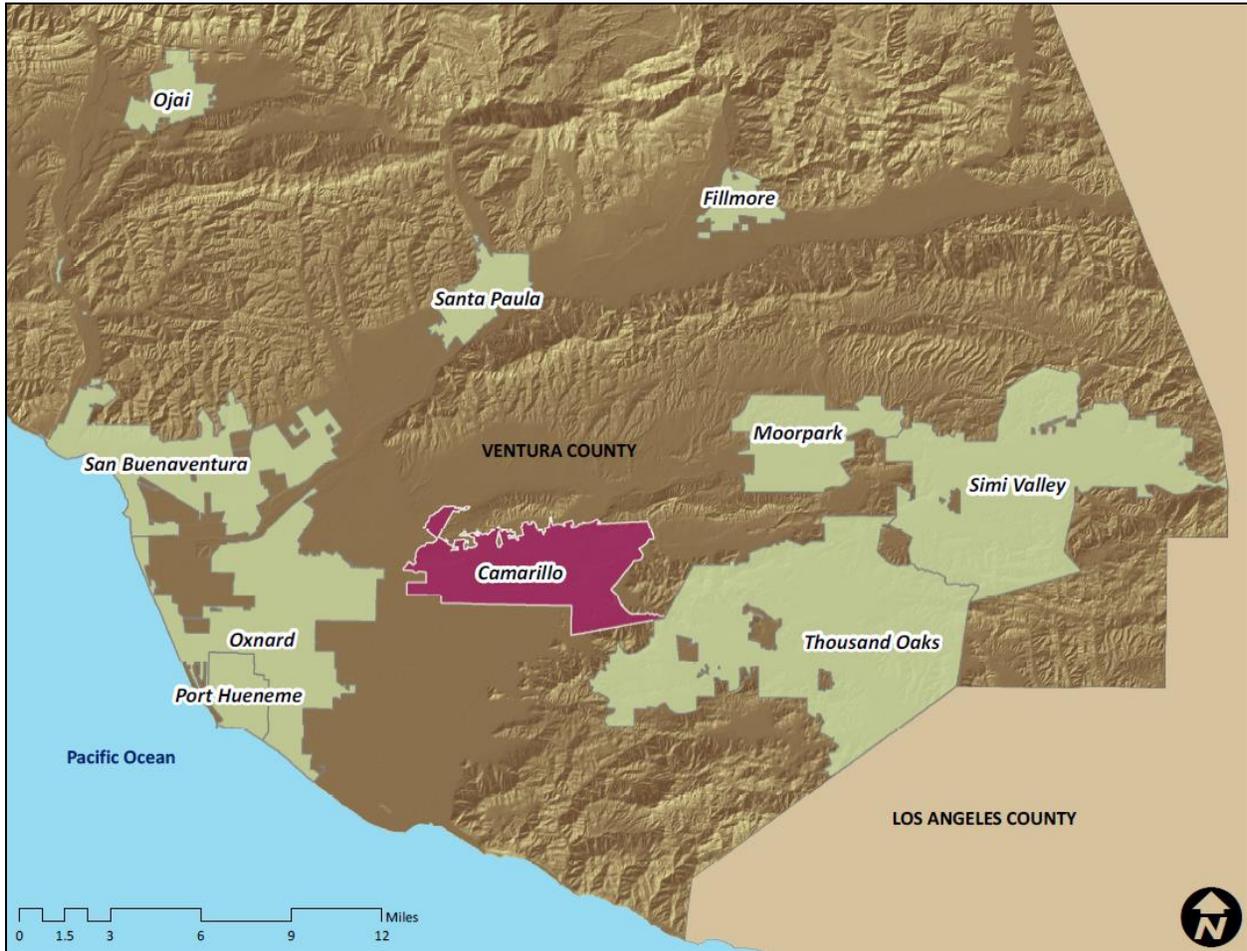
This report is divided into four sections:

- **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	601 Carmen Drive, Camarillo, CA 93010
Mailing Address	P.O. Box 248, Camarillo, CA 93011-0248
Phone Number	(805) 388-5300
Website	cityofcamarillo.org
Employee E-mail Addresses	firstinitiallastname@cityofcamarillo.org

Governance Information

Incorporation Date	October 22, 1964
Organization	General Law
Form of Government	Council and City Manager
City Council	Five members. Elected at-large 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 one-year term).
City Council Meetings	2 nd and 4 th Wednesday of most months, beginning at 5:00 p.m. Broadcast live on the City's government cable television channel, and available for viewing on the City's website upon conclusion of the meeting.

Population and Area Information

	<i>Population</i>	<i>Area (square miles)</i>
City Jurisdiction	69,924 ²	19.75
Sphere of Influence	Not available	22.9

Services Provided by the City

Animal Services ³	Solid Waste Collection and Disposal Services ⁴
Building and Safety Services ⁵	Storm Drain Maintenance Services
Community Development/Planning Services	Street Maintenance Services
Library Services ⁶	Transit Services ⁷
Parks and Recreation Services ⁸	Wastewater Services ⁹
Police Services ¹⁰	Water Services ¹¹

² Source: California Department of Finance estimate (January 1, 2016).

³ Service provided by contract with Ventura County Animal Services (County of Ventura).

⁴ Service provided by contract with a private provider.

⁵ Service provided by contract with a private provider.

⁶ Service provided by contract with a private provider.

⁷ Service provided by contract with a private provider.

⁸ The majority of recreation and park services within the City is provided by the Pleasant Valley Recreation and Park District.

⁹ Some portions of the City are provided wastewater service by another service provider.

¹⁰ Service provided by contract with Ventura County Sheriff's Office.

¹¹ Some portions of the City are provided water service by other service providers.

Staffing – Full Time Equivalent Positions ¹²				
Departments/Funds	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
City Clerk	2.85	2.85	2.85	2.66
City Manager	1.80	1.80	1.80	2.25
Emergency Services	0.38	0.38	0.38	.53
Finance	8.31	8.28	8.28	8.43
Human Resources ¹³	1.85	1.99	1.99	1.87
Community Development	9.80	9.40	9.40	9.40
Code Compliance	5.00	4.40	4.40	4.40
Public Works	7.20	5.15	5.15	5.40
Storm Water Management ¹⁴	3.80	2.50	2.50	2.40
Traffic & Signal Maintenance	3.00	3.00	3.45	3.45
Constitution Park	0.20	0.25	0.25	0.25
Old Library Facility	0.03	0.03	0.03	0.03
Courthouse Facility	0.17	0.09	0.09	0.09
Library Operations ¹⁵	0.54	0.47	0.47	0.35
Economic Development	0.77	0.77	0.77	0.89
Gas Tax Fund (Street Maintenance) ¹⁶	12.27	13.02	12.57	13.32
Lighting and Landscaping Fund	10.43	11.53	11.53	10.72
Risk Management Fund	1.85	1.39	1.39	1.24
Information Services Fund	6.62	6.13	6.13	6.13
Vehicles and Equipment Fund	2.45	2.37	2.37	2.40
City Hall Facility Fund	1.23	1.43	1.43	1.53
Corporation Yard Facility Fund	0.21	0.19	0.19	0.19
Police Facility Fund	0.36	0.49	0.49	0.49
Library Facility Fund	1.59	1.29	1.29	1.44
Camarillo Ranch Facility Fund	0.13	0.13	0.13	0.13
Camarillo Chamber of Commerce Facility Fund	0.07	0.05	0.05	0.05
Solid Waste Fund	0.98	0.98	0.98	0.75
Transit Fund	1.05	1.55	1.55	1.55
Water Utility Fund	26.16	25.85	25.85	26.18
Camarillo Sanitary District ¹⁷	27.90	27.74	27.74	27.73
Total	139.00	135.50	135.50	136.25

Public Agencies with Overlapping Jurisdiction	
Calleguas Municipal Water District	Ventura County Air Pollution Control District
Camarillo Health Care District	Ventura County Fire Protection District
Camarillo Sanitary District	Ventura County Transportation Commission
Camrosa Water District	Ventura County Watershed Protection District
Fox Canyon Groundwater Management Agency	Ventura County Waterworks District No. 19
Pleasant Valley County Water District	Ventura Regional Sanitation District
Pleasant Valley Recreation and Park District	

¹² Source: Current and historical City budget documents, and City staff.

¹³ Human Resources, Library Operations and Storm Water Management funds were consolidated to divisions of the General Fund as of FY 2016-17.

¹⁴ Human Resources, Library Operations and Storm Water Management funds were consolidated to divisions of the General Fund as of FY 2016-17.

¹⁵ Human Resources, Library Operations and Storm Water Management funds were consolidated to divisions of the General Fund as of FY 2016-17.

¹⁶ (Gas Tax Fund) Traffic & Signal Maintenance was consolidated to a division of the General Fund in FY 2017-18.

¹⁷ The Camarillo Sanitary District is a dependent district of the City Council of the City of Camarillo. District employees are considered to be City employees; however, the District is a separate entity from the City.

Summary Financial Information¹⁸

General Fund Revenues	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Amended	FY 2017-18 Adopted
Taxes	28,259,595	28,837,869	31,495,184	32,317,360
Franchise Fees	2,763,700	2,770,967	2,627,875	2,657,650
Licenses and Permits	1,612,191	1,238,123	1,533,068	1,614,000
Grants and Subventions	1,190,850	209,449	183,154	181,490
Charges for Services	2,637,368	4,177,402	2,639,465	1,871,615
Fines/Assessments	361,456	428,712	474,800	484,470
Investments/Contributions	242,434	502,261	347,000	347,000
Other Revenue	81,703	50,965	28,345	12,000
Internal Charges	157,877	172,156	830,100	790,224
Total	\$37,307,174	\$38,387,904	\$40,158,991	\$40,275,809
General Fund Expenditures & Interfund Transfers	FY 2014-15 Actual	FY 2015-16 Actual	FY 2016-17 Amended	FY 2017-18 Adopted
City Council	669,824	639,589	653,363	695,120
City Clerk	561,103	578,629	632,710	570,563
City Attorney	526,385	624,694	509,374	634,744
City Manager	918,954	1,006,163	1,033,196	1,113,238
Emergency Operations	101,676	186,771	189,509	246,474
Finance	1,338,414	1,390,789	1,450,472	1,423,255
Human Resources	0	0	649,199	555,406
Community Development	1,734,916	1,835,352	1,862,275	1,850,178
Code Compliance	805,393	631,616	725,157	735,784
Police Services	14,965,427	15,209,685	16,956,544	17,613,442
Disaster Assistance Response Team	11,657	10,582	31,263	18,875
Building and Safety	1,077,484	923,355	1,163,612	1,091,225
Public Works	2,767,844	3,991,180	2,168,588	2,165,974
Traffic & Signal Maintenance ¹⁹	807,235	715,834	973,940	946,810
Storm Water Management ²⁰	788,145	323,500	1,144,544	1,264,156
Community Service Grants ²¹	49,500	50,380	49,536	52,350
Constitution Park	86,069	115,176	128,623	137,567
Camarillo Ranch	44,930	50,000	200,000	70,000
Pleasant Valley Historical Society	2,252	2,783	4,163	42,343
Senior Meals Home Delivery	37,000	37,000	37,000	37,000
Former Library Site	36,505	33,541	46,539	103,392
Interface 2-1-1	4,819	0	5,000	0
Dizdar Park	13,719	12,686	19,000	30,927
Old Courthouse Building	62,310	51,112	46,335	46,453
Vietnam War Commemoration	0	2,910	10,000	10,000
Fiesta and Street Fair	10,750	13,139	23,100	22,100

¹⁸ Source: FY 2016-18 Adopted Budget and City staff.

¹⁹ FY 2014-15 through FY 2016-17, the expenditures listed for Traffic & Signal Maintenance were operational transfers from the General Fund. This fund was consolidated as a division of the General Fund as of FY 2017-18.

²⁰ FY 2014-15 through FY 2015-16, Storm Water Management, Community Service Grants and Library Operations were individual funds. The expenditures listed were operational transfers from the General Fund. These funds were consolidated as divisions of the General Fund as of FY 2016-17.

²¹ FY 2014-15 through FY 2015-16, Storm Water Management, Community Service Grants and Library Operations were individual funds. The expenditures listed were operational transfers from the General Fund. These funds were consolidated as divisions of the General Fund as of FY 2016-17.

Holiday Parade	18,136	23,538	21,500	33,300
July 4 th Celebration	32,496	39,026	8,900	51,110
Concerts in the Park	28,095	53,480	59,115	55,200
SCIART	0	0	29,750	29,750
Library Operations	1,250,000	2,160,000	4,230,113	3,371,826
Economic Development	293,847	393,693	381,311	440,765
Non-Departmental	-103,591 ²²	87,989	42,000	92,000
Other Interfund Transfers				
Gas Tax-Streets Maintenance	14,917	742,786	1,026,060	670,000
Citywide Lighting & Landscape	1,654,743	2,006,300	2,146,600	2,400,000
Library Debt Service	470,000	491,200	502,000	492,200
SIBA Fund	0	0	4,313,634	0
Vehicle & Equipment	28,442	58,910	65,750	152,896
Chamber of Commerce Facility	0	0	10,000	0
Transit	955,000	600,000	935,000	25,000
Total	\$32,064,396	\$35,093,388	\$44,484,775	\$39,291,423

²² In FY 2014-15, the City implemented Governmental Accounting Standards Board (GASB) Statement No. 68, "Accounting and Financial Reporting for Pensions, an Amendment of GASB Statement No. 27" and GASB State No. 71, "Pension Transition for Contributions Made Subsequent to the Measurement Date, an Amendment of GASB Statement No. 68". Consequently, net position was restated to record pension liability at beginning of year.

Growth and Population Projections

City Annual Growth Projections

According to the U.S. Census, from 2000 to 2010, the City of Camarillo’s population increased from 57,077 to 65,201. The California Department of Finance estimated the City’s population to be 69,924 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 12,847 people, or 22.5% (1.4% 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	69,924	73,923	79,244	84,949	91,064	97,620

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 much more slowly, with an estimated population of 79,900 in 2040.

The Land Use Element of the City’s General Plan (2003, revised in 2014) projects a population of 68,413 at buildout of the General Plan. As the City’s population currently exceeds that projected at buildout of the General Plan, the population projection contained in the current General Plan is not a reliable indicator of future population. The adoption of two Specific Plans and approval of pending projects would enable the development of additional housing, which would accommodate further population growth, estimated as follows:

Anticipated Population	Number of Units	Projected Population ²³
2016 Population Estimate	N/A	69,924
Springville Specific Plan Project	1,350	3,591
Camarillo Commons Specific Plan Project	634	1,686
Other Pending (Not Approved) Projects	723	1,923
Total	2,707	77,124

In addition to the anticipated population provided above, the City has identified other “Opportunity Areas” that could increase potential development by 40 units, with a corresponding population increase of about 106.

The City has a Regional Housing Needs Allocation (RHNA) of 2,224 units for the 2014-2021 RHNA planning period. Pursuant to the City’s General Plan Annual Report for Year 2016, 167 units were completed in 2016, bringing the total to 726 of the 2,224 units required for the 2014-2021 RHNA cycle. Overall, the City can accommodate 2,747 housing units given current development potential, which meets its 2014-2021 RHNA requirement of 2,224 units.

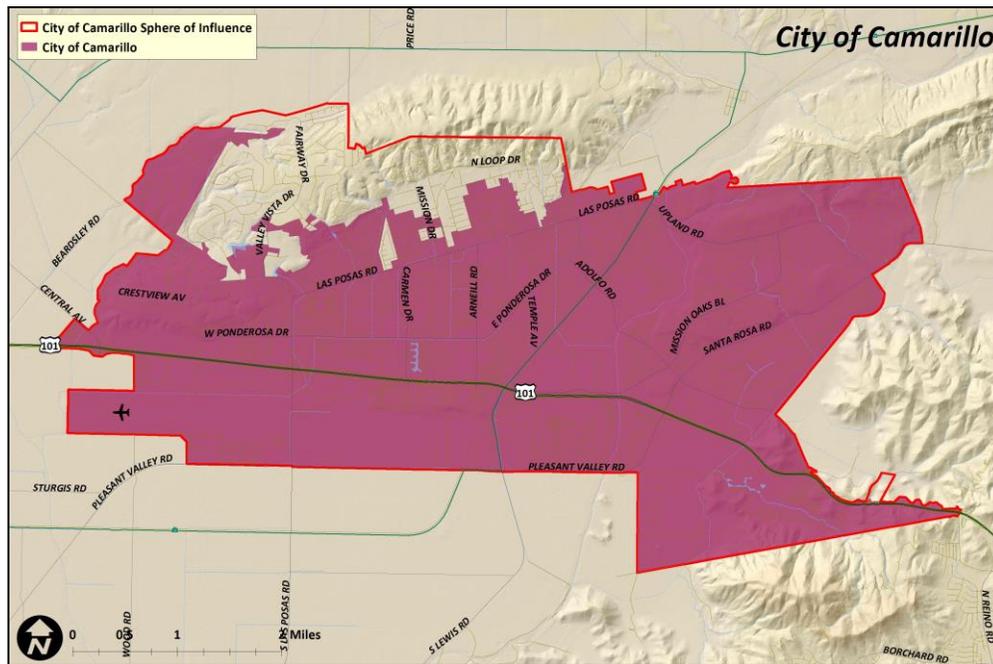
In 1981, City residents passed Measure A, which limits growth within the City to 400 residential dwelling units each year through the issuance of development allotments granted by the City’s Residential

²³ Projected population growth is based on the 2010 U.S. Census estimated average of 2.66 persons per household for the City.

Development Evaluation Board. The growth limitation under Measure A is effective through December 31, 2025. According to the City's 2017 General Plan Annual Report for Year 2016, over the last three years, annual construction of new housing has ranged from 167 to 332 units. Using the 2010 U.S. Census estimated average of 2.66 persons per household, the estimated annual increase in population resulting from the addition of these new units ranges from 444 to 883.

The City also anticipates commercial and industrial development outside of its current municipal boundaries and sphere of influence, under the approved Airport North Specific Plan located on approximately 135 acres immediately north of the Camarillo Airport. No residential development is included as part of the Airport North Specific Plan.

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

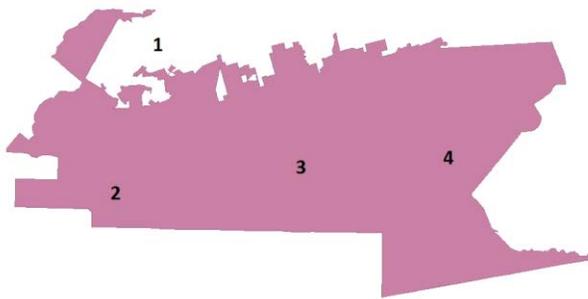


Review of Municipal Services

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 does not provide fire protection and emergency response services. Instead, the Ventura County Fire Protection District (VCFPD) provides these services. Four fire stations serve the City and surrounding unincorporated area, as shown below. In addition, Station 57 in Somis (unincorporated area northeast of the City) provides service if necessary.



1	Station 55	403 Valley Vista Drive
2	Station 50	189 Las Posas Road
3	Station 54	2160 Pickwick Drive
4	Station 52	2323 Santa Rosa Road

VCFPD response time goals and response statistics are based on population density (i.e., suburban areas and rural areas) throughout its service area which includes the unincorporated County area and the cities of Camarillo, Moorpark, Ojai, Simi Valley, and Thousand Oaks. The City contains both suburban and rural areas.

	Response Time Goal	Average Response Time During Last Two Years
Suburban	8.5 minutes, 90% of the time	8.5 minutes, 92% of the time
Rural	12 minutes, 90% of the time	12 minutes, 90% of the time

The 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.

Library Services

The City, through a private contractor, operates the Camarillo Public Library, which consists of a 65,000-square-foot building that includes a bookstore, literacy center, technology room, meeting rooms, young adult area, study center, and café.



The Library Operations Fund was established in FY 2011-12 following the City's assumption of library operations from the County of Ventura. As of FY 2017-18, library operations are reported in the General Fund as a separate division. For FY 2017-18, \$3,931,912 was budgeted for expenditures, which includes a \$1,090,000 allocation to support the Library Facility Fund.

The Library Facility Fund FY 2017-18 budgeted revenues of \$1,120,120 include funding of \$1,090,000 allocated from the Library Operations division. Library Facility Fund FY 2017-18 expenditures are budgeted at \$2,397,863. The Library Facility Fund has an estimated beginning working capital balance of approximately \$3.4 million, which covers the difference.

The Library Special Revenue Fund was established in FY 2010-11 to collect and record the proceeds from fundraising and donations to the library. These funds are earmarked for book collection and database service enhancements for the library. For FY 2017-18, \$355,900 in revenue is budgeted and \$501,692 anticipated in expenditures, with the difference covered from accumulated fund balance.

The Library Debt Service Fund was established in FY 2002-03 to account for the City's contribution of \$8.8 million related to the acquisition of land and construction of the library at its current location (the City received a match grant from the State of California). Budgeted expenditures in this fund amount to \$492,850, which cover principal and interest on the bonds as well as related administrative costs. The final maturity date of the bonds is December 2033.

In FY 2016-17, the City's Information Services Fund contributed to upgrades to wireless technology at the library and computers for the Young Adult area, which is currently under construction.

During FY 2015-16, the California State Library (a California public research institution) estimated that the City had a per capita cost of \$64.86 for library operations. Statewide, the average cost for library operations was \$51.21 and the median cost was \$32.25.

Police Services

The City does not provide police services directly. Instead, the City contracts with the Ventura County Sheriff's Office for all police services, including administration, patrol, and investigation services.

Present Staffing Levels

The Ventura County Sheriff's Office states that for FY 2017-18, it has allocated 67.5 police positions to the City, including 58.75 sworn positions [Commander (0.75), Community Resource Sergeant (1), Community Resource Senior Deputies (2), Community Resource Deputies (4), Investigations Sergeant (1), Investigations Senior Deputies (5), Investigations Deputy (1), Patrol Senior Deputies (2), Patrol Deputies (27), Special Enforcement Sergeant (1), Special Enforcement Senior Deputies (2), Special Enforcement Deputies (3), Traffic Sergeant (1), Traffic Senior Deputy (1), and Traffic Deputies (6)], and 8.75 non-sworn positions [Administrative Assistant (1.5), Clerical Supervisor (0.75), Management

Assistant (0.75), Office Assistant (1.75), Sheriff’s Service Technician (3), and Cadet (1)]. Although police staffing for the City consists of positions that serve both the City and the surrounding unincorporated area, the allocations provided above are those specifically dedicated to the City.

Ratio of Sworn Officers to Population:

Based on current staffing levels and the 2016 population estimate of 69,924, the City provides one sworn officer for every 1,211 residents.

Response Times:

According to the Ventura County Sheriff’s Office, the average response time goals and average response times are as follows²⁴:

	Response Time Goal	Average Response Time	Goal Met During Last Two Years
Non-Emergency	20 minutes	21.2 minutes	70%
Emergency	10 minutes	7.14 minutes	84%

Operational Costs:

The operational cost for the City to provide police services for FY 2017-18 is budgeted to be \$17,613,442, a per capita cost of approximately \$255.

Future Staffing Levels

The City’s population exceeds the amount stated as buildout of the General Plan. Anticipated growth considering the 2016 population and known residential projects (approved specific plans and pending projects) would result in an estimated ultimate City population of 77,124 residents, an even greater increase in population beyond the General Plan buildout population. Using the existing ratio of sworn officers to residents, 64 sworn officers would be needed to support such a population increase.

Recreation and Park Services

The City owns and operates two parks (i.e., Dizdar Park and Constitution Park). During FY 2017-18, the City has budgeted a total of \$700,000 for renovations to Dizdar Park (i.e., parking, hardscape, and lighting improvements), to be funded by the Camarillo Corridor Projects Fund. Maintenance costs for both parks are expected to total approximately \$199,421, funded through the Cultural Arts Services Division within the General Fund.

The majority of recreation and park services within the City are provided by the Pleasant Valley Recreation and Park District (PVRPD), which operates 18 neighborhood parks and eight community parks, and provides a wide range of recreational programs and activities. The most recent addition to

²⁴ The Sheriff’s Office call types have changed. The “Emergency” call category has been replaced with the “Priority 1” call category, which includes a wider range of call situations (e.g., burglary alarm calls, and other in-progress events in addition to traffic accidents, person not breathing, shots fired, battery in progress).

the PVRPD's park inventory is Mel Vincent Park, a 5-acre neighborhood park completed in 2016 within the Springville Specific Plan area that includes children's playgrounds, fitness equipment, basketball courts, two sand volleyball courts, picnic tables, a shade structure, and a meandering concrete path.

The Recreation Element of the City's General Plan includes a goal of providing a total of 2½ acres of neighborhood parks (within an approximately ¼ to ½ mile service radius) and 2½ acres of community parks (within an approximately 1½ mile service radius) for a combined total of 5 acres of parkland per 1,000 residents. New development is required to provide for dedication of park land or payment of fees in lieu of land dedication. Currently, the City provides 3.9 acres of total park land per 1,000 residents.

According to the 2016 General Plan Annual Report, recreational facilities within the City include the Pleasant Valley Senior Center, Pleasant Valley Aquatic Center, a community center, dog parks, ball fields, tennis courts, soccer fields, running tracks, walking paths, hiking trails, picnic shelters, and play equipment.

Solid Waste Services

The City's Solid Waste Division administers programs for the collection of solid waste, yard waste, composting, and recycling. Services for residential customers include refuse, recycling, and green waste collection, and services for commercial customers include refuse and recycling collection. The City contracts with a private solid waste hauler that handles all collection and disposal services. The City provides billing services for residential customers up to four units, and the contractor directly bills multi-family residential and commercial customers. The operating budget for the Solid Waste Fund is \$6,678,433 for FY 2017-18.

Streets, Highways, and Drainage Services

According to City staff, the City provides street construction and maintenance services and street landscaping services both directly and by means of a contract. It also provides street sweeping and street lighting service by means of a contract. The City estimates that it has 473 paved lane miles.

Street Maintenance

The Street Maintenance Division of the City's Public Works Department (with support from outside service contractors) maintains public streets, including repairs to pavement, sidewalks, curbs, gutters and storm drains, pavement marking, and signage. The City's Gas Tax Fund allocates a total of \$2,503,312 for street maintenance for FY 2017-18, or \$5,292 total maintenance expenditures per paved lane mile. For FY 2017-18, the City budgets \$11,082,561 with \$3,070,000 transferred from the General Fund. Funding sources include Transportation Development Act (TDA) revenues and the Gas Tax.

The City is planning to spend approximately \$13.2 million in FY 2017-18 on transportation-related capital improvement projects throughout the City. These projects include completion of the Santa Rosa Road widening, utility undergrounding work, overlay/slurry maintenance, Daily Drive sidewalk replacement, and Las Posas Road and Pleasant Valley Road bike lane improvements. The specific projects listed above will be funded through a variety of sources, with the City's General Fund contributing \$90,000 and federal grants and other funding sources contributing \$967,000.

Street Sweeping

The City contracts for street sweeping services. Street sweeping is financed from the Storm Water Management division of the General Fund. According to City staff, the City allocated \$130,000 for street sweeping services, or \$275 per lane mile. The City's goal is to sweep arterial and collector streets once each week and residential streets twice each month.

Street Lighting and Landscaping

Street lighting services are provided by means of a contract. The FY 2017-18 budget allocates \$1,075,878 for street light services, or \$2,275 per lane mile. Landscaping services to maintain medians, parkways, and certain slope areas are provided by both the City directly and by contract with a private service provider. For FY 2017-18, the City allocated \$3,126,431 for landscaping maintenance. The Citywide Lighting and Landscape Maintenance District, funded through property taxes, supports lighting and landscaping maintenance throughout the City. For FY 2017-18, an additional \$2,450,000 is budgeted to be transferred from the General Fund to the Citywide Lighting and Landscaping Maintenance District Fund. In addition, the City has ten zoned landscape maintenance districts supported through special assessments. Owners of properties in these tracts are assessed for landscape maintenance through their property taxes.

Drainage

The Storm Water Management Fund was established in FY 1993-94. Revenues collected by the Ventura County Watershed Protection District (\$5 per parcel per year) and funding through the General Fund enable storm water management in compliance with National Pollutant Discharge Elimination System²⁵ (NPDES) requirements. Each year, the costs in this fund exceed the actual revenues received and a General Fund contribution is needed to cover the revenue shortfall and maintain established service levels. Streets and gutters provide surface drainage to catch basins, storm drain pipes, and detention basins. Developers are required to extend local storm drains or provide reimbursement to defray installation costs for new drainage infrastructure. The FY 2017-18 budget for storm water management is \$1,264,156.

Transit Services

The City provides transit service by means of a contract with a private operator. The City provides fixed-route bus service, dial-a-ride service, and free Old Town Trolley service. The fixed route service (i.e., Camarillo Area Transit) runs Monday through Friday, and serves areas of the City north of Highway 101 (generally along Ponderosa Drive, Las Posas Road, Upland Road, and Leisure Village). The general purpose (i.e., not limited to certain user groups) dial-a-ride runs every day and serves all parts of the City. The City is developed such that transit ridership is not concentrated along specific corridors or

²⁵ 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 storm water 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.

stops. Because fixed-route service was not reaching all areas of the City and had low ridership, the City converted to a general-purpose dial-a-ride system to improve service. Only one fixed route was retained to serve a few concentrated stops. As a result of the conversion, ridership has increased from 25,000 rides per year to 200,000 rides per year. The City recently began operation of a second fixed route (i.e., trolley service) in the Old Town area. The trolley runs seven days a week on a 30-minute schedule. Its route is a loop that includes the Metrolink train station, Daily Drive, Las Posas Road, and Ventura Boulevard.

The City relies on Federal Transit Administration (FTA) grant money to provide a majority of the funding to cover the cost of vehicles (which are owned by the City), operations, and maintenance. For FY 2017-18, the City has budgeted \$1,601,830 in transit-related revenue, of which \$1,395,830 is FTA grant funding, and \$156,000 is fare box recovery revenue (i.e., fares collected from public transit users). The City's transit fund also relies on interfund transfers, \$1,050,000 budgeted from the Air Quality Fund, and \$25,000 from the General Fund. The sum of \$2,791,606 is budgeted for expenses.

The City's free trolley service is funded by the City, as well as the Camarillo Chamber of Commerce (a maximum of \$6,250 per quarter); and California State University at Channel Islands (\$6,250 per quarter).

While not a separate transit service, the County of Ventura and the cities of Camarillo, Moorpark, Simi Valley, and Thousand Oaks formed the East County Transit Alliance (ECTA) through a Memorandum of Understanding in 2013 in order to enhance transit service and improve coordination amongst transit systems.

Wastewater Services

The Camarillo Sanitary District (CSD), a special district governed by the City Council and operated through the City's Public Works Department, provides wastewater collection and treatment service within that portion of the City located west of Calleguas Creek and south of the 101 Freeway. The Camrosa Water District (CWD) provides wastewater services to the areas within the City located east of Calleguas Creek and north of the 101 Freeway. Wastewater is treated at the CSD's Water Reclamation Plant, which distributes reclaimed water to adjacent farmland and expanded distribution of reclaimed water to other areas in the City in 2015. Reclaimed water deliveries are expected to be about 1,000 acre-feet per year (AFY) by 2020.

The CSD treatment facility has a design capacity of 7.25 million gallons per day (mgd) and currently treats approximately 3.6 mgd. According to the CWD's 2015 Urban Water Management Plan (UWMP), it has a plant adjacent to the California State University at Channel Islands, has a design capacity of 1.5 mgd, and treats approximately 1.4 mgd.

According to the City's FY 2016-18 budget, during the FY 2014 period, the CSD refinanced its Wastewater Revenue Refunding Bonds (which finance some improvements to the CSD's wastewater enterprise), resulting in a net present value savings of approximately \$2.2 million. Annual debt service payments total \$1.3 million.

The FY 2017-18 operating budget includes \$11.5 million in expenses. The CSD has budgeted \$5,660,000 for capital projects such as: (1) construction of new sewer mains on Adolfo Road between Lewis Road and Flynn Road (\$1,560,000); (2) design and construction of Pump Station #3 Rehabilitation (northeast

corner of Pleasant Valley Road and Las Posas Road) (\$2,900,000); (3) implementation of renewable energy projects (\$1,000,000); and (4) sewer facility improvements (\$200,000).

Water Services

The City provides retail potable water, water treatment, recycled/reclaimed water, agricultural water, and water conservation services. According to the City's 2015 UWMP, the City provides potable water to about 75% of the area within the City limits (about 9,100 acres). The City also provides potable water to the California Youth Authority facility and California Conservation Corps facility located west of the City. The CWD, Pleasant Valley County Water District (which provides only irrigation water), Pleasant Valley Mutual Water Company, and Crestview Mutual Water Company provide water service elsewhere within the City. The CWD, the largest of these other providers within the City, serves the area generally located east of Calleguas Creek, and according to CWD staff has averaged delivery of 3,935 AFY of potable water over the last five years. The City estimates that the population of the City's service area in 2010 was 42,311, and projects a population of 47,435 by 2035.

Current Potable Water Demand and Supply

The City has four separate water funds: the Water Utility Fund, Reclaimed Water Fund, Water Conservation Credit Fund, and Water Capital Projects Fund. The FY 2017-18 operating budget for these funds totals \$17.4 million. In addition, the capital budget includes \$2.6 million for projects.

Approximately 58% of the City's water supply is imported from the Calleguas Municipal Water District (CMWD), a member agency of the Metropolitan Water District of Southern California. The remaining 42% is groundwater pumped from the Fox Canyon Aquifer in the Pleasant Valley basin. Groundwater extraction is overseen by the Fox Canyon Groundwater Management Agency (FCGMA).

According to the City's UWMP, total water demand within the City's service area averaged 8,952 AFY from 2011 to 2015. In 2015, 3,259 AFY came from groundwater sources (i.e., Pleasant Valley basin) and 4,554 AFY from imported water supplies through the CMWD, for a total water demand of 7,813 AFY. These numbers vary from year to year depending upon weather conditions, groundwater recharge rates, and groundwater blending requirements due to groundwater quality. In April 2014, the FCGMA adopted Emergency Ordinance E in response to the State's mandated water use reduction targets. Under this ordinance, groundwater allocations are replaced with a Temporary Extraction Allocation (TEA) based on average annual reported extraction from 2003 to 2012. Beginning on July 1, 2014, the City's TEA was equal to 90% of the averaged extraction from 2003 to 2012. On January 1, 2015, the City's TEA was further reduced to 85% and then finally to 80% of the averaged 2003-2012 extraction starting on July 1, 2015. According to the FCGMA and the City's UWMP, the City's current TEA from the Pleasant Valley basin is equal to 3,196.916 AFY.

Future Potable Water Demand and Supply

The City's UWMP estimates that by 2035, the population within the City's service area will reach 47,435. Due to the requirement (through Senate Bill 7) that per capita consumption be reduced by 20% by the year 2020, the City estimates that the per capita demand will decrease from the current 225 gallons per day to 180 gallons per day by 2020. Based on the projected population and per capita demands, the projected total water use for the City is expected to be 9,585 AFY by 2035.

Without consideration of the additional groundwater extraction allocation granted by the FCGMA, the City is projected to receive 6,389 AFY from Calleguas in 2035, with the remainder coming from groundwater sources. Under this scenario, water supply would equal demand (6,389 AFY plus 3,196 AFY).

The North Pleasant Valley Groundwater Desalter, once constructed and operational, is anticipated to have the ability to treat groundwater from the Pleasant Valley basin. The FCGMA has granted the City an extraction allocation of a maximum of 4,500 AFY for the North Pleasant Valley Groundwater Desalter, with anticipated production of up to 3,800 AFY. The City's allocation will be based on a new FCGMA allocation system that is dependent upon the sustainable yield of the basin. The rest of the City's water supply will be provided by existing groundwater wells and imported water through the CMWD. It is estimated the Desalter project will cost a total of \$30.0 million to construct. Funding for the Desalter is expected to be provided through a state grant (\$5 million) and the City Water Fund (\$25 million).

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 Camarillo's population increased from 57,077 to 65,201. The California Department of Finance estimated the City's population to be 69,924 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 12,847 people, or 22.5% (1.4% annually, on average). The following table reflects the City's projected population based on the estimated annual rate of growth:

Year	2016	2020	2025	2030	2035	2040
Population Estimate	69,924	73,923	79,244	84,949	91,064	97,620

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 much more slowly, with an estimated population of 79,900 in 2040.

Upon development of known (approved and pending) residential projects, the City's population is anticipated to reach 77,124.

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). No disadvantaged unincorporated communities are located within or contiguous to the City of Camarillo's sphere of influence.²⁶

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

Library services:

- The City, through a private contractor, operates the Camarillo Public Library.

²⁶ According to Ventura LAFCo Commissioner's Handbook Section 3.2.5, Ventura LAFCo has identified Nyeland Acres (within the City of Oxnard's sphere of influence to the north of the city) and Saticoy (within the City of San Buenaventura's sphere of influence to the east of the city) as disadvantaged unincorporated communities.

Police services:

- The City provides police services by means of a contract with the Ventura County Sheriff's Office.
- Based on the 2016 population estimate of 69,924, there is one sworn officer for every 1,211 residents (58.75 sworn officers).
- In order to maintain the current ratio of one sworn officer for every 1,211 residents for the projected population of 77,124 upon buildout of the City, a total of 64 officers would be required.
- Over the last two years, police response time goals were met 84% of the time for emergency calls, and 70% of the time for non-emergency calls.

Solid waste services:

- The City contracts with a refuse collection company for solid waste collection and disposal services.

Streets, highways, and drainage services:

- The City provides street construction and maintenance services and street landscaping services both directly and by means of a contract. It also provides street sweeping and street lighting service by means of a contract.

Transit services:

- The City provides fixed-route bus service, dial-a-ride service, and free Old Town Trolley service, by means of a contract with a private operator.

Water services:

- The City provides potable water to most areas within the City. The majority of the City's water supply, approximately 58%, comes from imported water. The remaining approximately 42% comes from groundwater sources.
- The City's current water supply is adequate to meet current demands.
- The City's projected total water use for the City is expected to be 9,585 AFY by 2035. The City anticipates receiving 6,389 AFY from the CMWD in 2035, with the remainder coming from groundwater sources. The FCGMA has allocated the City the ability to extract 3,196.916 AFY of groundwater from the Pleasant Valley basin. The North Pleasant Valley Groundwater Desalter, once constructed and operational, is anticipated to have the ability to treat groundwater from the Pleasant Valley basin and generate 7,500 AFY of potable water; however, the FCGMA has granted the City an extraction allocation of a maximum of 4,500 AFY for the North Pleasant Valley Groundwater Desalter. The City's allocation will be based on a new allocation system that is dependent upon the sustainable yield of the basin. The rest of the City's water supply will be provided by imported 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.
- The City partially subsidizes costs related to the lighting and landscaping maintenance district, through the General Fund. Although increases in the assessments would be subject to a public vote (under Proposition 218), the City may wish to consider pursuing increases in these assessments in order to reduce or eliminate reliance on the General Fund for subsidies.

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 recent City Council and Planning Commission agendas and staff reports, current and historical budget documents, and videos of historical City Council meetings. Although City Council meetings are broadcast live on the local government cable television channel and are recorded for future viewing on the City's website, the City could improve its website for the purpose of accountability by providing live webcasts of its City Council meetings.
- The City achieves operational efficiencies through contracts or franchise agreements with various service providers, including police, animal control, and solid waste.
- 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 storm water 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 Ojai²⁷ 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)²⁸ 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 recovery²⁹ 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).
- 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

²⁷ 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.

²⁸ 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.

²⁹ 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."

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.³⁰ 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)³¹, 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 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

³⁰ 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.

³¹ The study included consultation with VCTC commissioners, city managers, local public transit providers, and the public.

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).
- 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.

- 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 CAMARILLO IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ACCEPTING THE MUNICIPAL SERVICE REVIEW FOR THE CITY OF CAMARILLO, 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 Camarillo (City) is part of that work plan; and

WHEREAS, LAFCo has prepared a report titled "City of Camarillo – Municipal Service Review" that contains a review of the services provided by the City; and

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

WHEREAS, the "City of Camarillo – 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 Camarillo – 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 Camarillo – 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 Camarillo – 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 Camarillo – 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 Camarillo’s population increased from 57,077 to 65,201. The California Department of Finance estimated the City’s population to be 69,924 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 12,847 people, or 22.5% (1.4% annually, on average). The following table reflects the City’s projected population based on the estimated annual rate of growth:

Year	2016	2020	2025	2030	2035	2040
Population Estimate	69,924	73,923	79,244	84,949	91,064	97,620

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 much more slowly, with an estimated population of 79,900 in 2040.

Upon development of known (approved and pending) residential projects, the City's population is anticipated to reach 77,124.

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). No disadvantaged unincorporated communities are located within or contiguous to the City of Camarillo's sphere of influence.¹

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, through a private contractor, operates the Camarillo Public Library.

Police services:

- The City provides police services by means of a contract with the Ventura County Sheriff's Office.
- Based on the 2016 population estimate of 69,924, there is one sworn officer for every 1,211 residents (58.75 sworn officers).
- In order to maintain the current ratio of one sworn officer for every 1,211 residents for the projected population of 77,124 upon buildout of the City, a total of 64 officers would be required.
- Over the last two years, police response time goals were met 84% of the time for emergency calls, and 70% of the time for non-emergency calls.

Solid waste services:

- The City contracts with a refuse collection company for solid waste collection and disposal services.

Streets, highways, and drainage services:

- The City provides street construction and maintenance services and street landscaping services both directly and by means of a contract. It also provides street sweeping and street lighting service by means of a contract.

¹ According to Ventura LAFCo Commissioner's Handbook Section 3.2.5, Ventura LAFCo has identified Nyeland Acres (within the City of Oxnard's sphere of influence to the north of the city) and Saticoy (within the City of San Buenaventura's sphere of influence to the east of the city) as disadvantaged unincorporated communities.

Transit services:

- The City provides fixed-route bus service, dial-a-ride service, and free Old Town Trolley service, by means of a contract with a private operator.

Water services:

- The City provides potable water to most areas within the City. The majority of the City's water supply, approximately 58%, comes from imported water. The remaining approximately 42% comes from groundwater sources.
- The City's current water supply is adequate to meet current demands.
- The City's projected total water use for the City is expected to be 9,585 AFY by 2035. The City anticipates receiving 6,389 AFY from the CMWD in 2035, with the remainder coming from groundwater sources. The FCGMA has allocated the City the ability to extract 3,196.916 AFY of groundwater from the Pleasant Valley basin. The North Pleasant Valley Groundwater Desalter, once constructed and operational, is anticipated to have the ability to treat groundwater from the Pleasant Valley basin and generate 7,500 AFY of potable water; however, the FCGMA has granted the City an extraction allocation of a maximum of 4,500 AFY for the North Pleasant Valley Groundwater Desalter. The City's allocation will be based on a new allocation system that is dependent upon the sustainable yield of the basin. The rest of the City's water supply will be provided by imported 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.
- The City partially subsidizes costs related to the lighting and landscaping maintenance district, through the General Fund. Although increases in the assessments would be subject to a public vote (under Proposition 218), the City may wish to consider pursuing increases in these assessments in order to reduce or eliminate reliance on the General Fund for subsidies.

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

The Ventura County Fire Protection District (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 recent City Council and Planning Commission agendas and staff reports, current and historical budget documents, and videos of historical City Council meetings. Although City Council meetings are broadcast live on the local government cable television channel and are recorded for future viewing on the City’s website, the City could improve its website for the purpose of accountability by providing live webcasts of its City Council meetings.
- The City achieves operational efficiencies through contracts or franchise agreements with various service providers, including police, animal control, and solid waste.
- 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 storm water 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 Ojai² 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).

² 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 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)³ 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 recovery⁴ 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).
- 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

³ 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.

⁴ 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.”

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.⁵ 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)⁶, 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 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

⁵ 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.

⁶ The study included consultation with VCTC commissioners, city managers, local public transit providers, and the public.

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).
- 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.
- 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).

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
Date



Linda Parks, Chair, Ventura Local Agency Formation Commission

c: City of Camarillo