

Ventura Local Agency Formation Commission

# City of Moorpark

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 Hueneme<sup>1</sup>) 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 Moorpark, 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 remains 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:

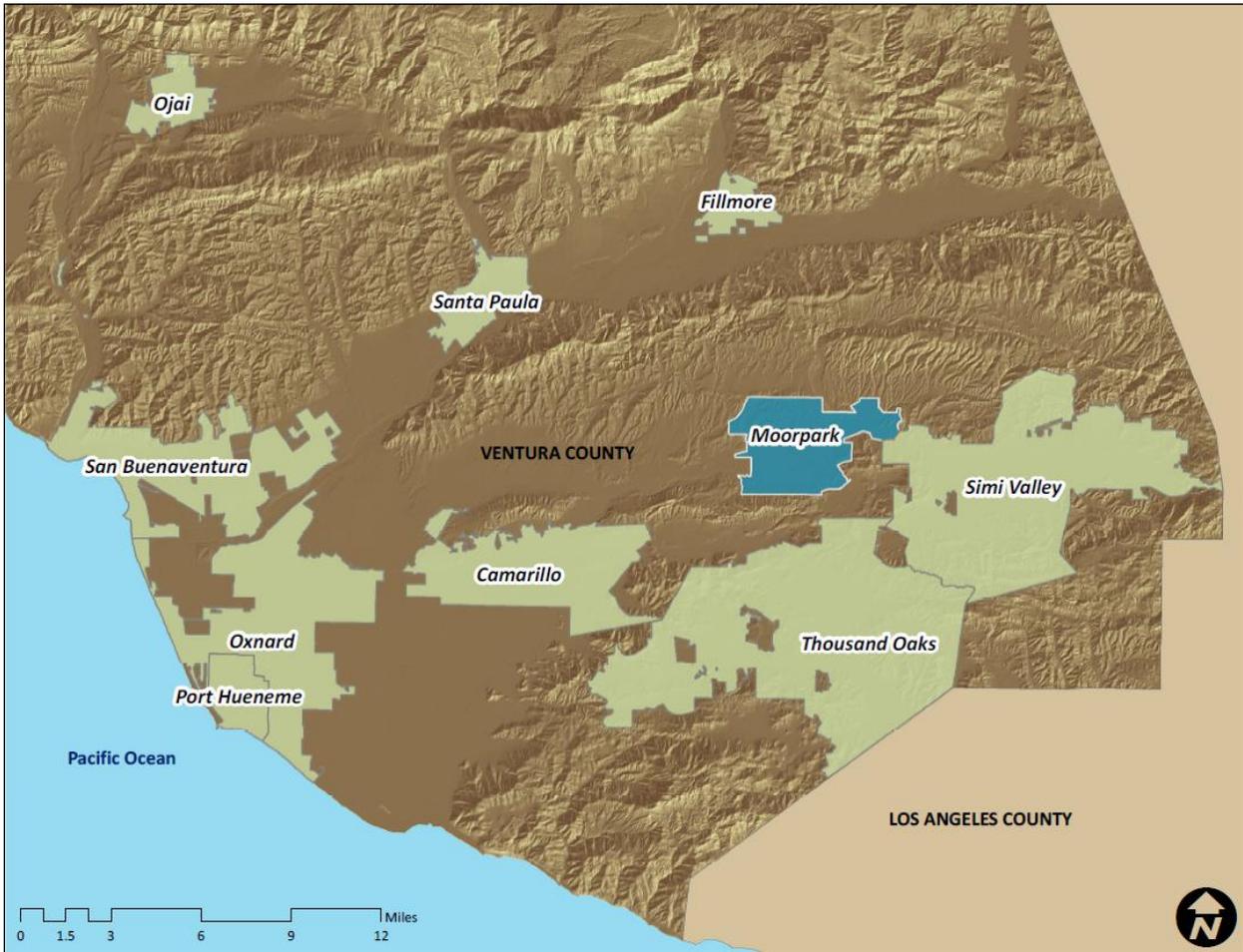
- **Profile:** Summary profile of information about the City, including contact information, governing body, summary financial information, and staffing levels;
- **Growth and Population Projections:** Details of past, current, and projected population for the City;
- **Review of Municipal Services:** 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.

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<sup>1</sup> 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	799 Moorpark Avenue, Moorpark, CA 93024
Mailing Address	799 Moorpark Avenue, Moorpark, CA 93024
Phone Number	(805) 517-6200
Website	<a href="http://moorparkca.gov">moorparkca.gov</a>
Employee E-mail Addresses	<a href="mailto:firstname.lastname@moorparkca.gov">firstname.lastname@moorparkca.gov</a>

## Governance Information

Incorporation Date	July 1, 1983
Organization	General Law
Form of Government	Council - Manager
City Council	Five members. Mayor elected at-large to a two-year term of office (elections held in even-numbered years). Remaining four members elected at-large to staggered, four-year terms of office (elections held in even-numbered years).
City Council Meetings	1 <sup>st</sup> and 3 <sup>rd</sup> Wednesday of each month, beginning at 6:30 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	36,715 <sup>2</sup>	12.5
Sphere of Influence	36,715	12.5

## Services Provided by the City

Animal Services	Police Services <sup>3</sup>
Building and Safety Services	Solid Waste Collection and Disposal Services <sup>4</sup>
Community Development/Planning Services	Storm Drain Maintenance Services
Library Services	Street Maintenance Services
Parks and Recreation Services	Transit Services <sup>5</sup>

## Staffing<sup>6</sup>

Departments	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Administrative Services	10.18	9.73	10.65	10.88	11.47
Public Works	12.86	13.86	9.48	9.48	9.63
City Manager	4.75	4.75	1.75	1.75	1.50
Community Development	7.00	8.00	11.48	8.00	8.00
Finance	5.50	6.00	5.48	5.20	5.20
Parks, Rec., & Comm. Services	27.34	25.73	26.16	29.24	29.69
Total	67.63	68.07	65.00	64.55	65.49

<sup>2</sup> Source: California Department of Finance estimate (January 1, 2016).

<sup>3</sup> Service provided by contract with Ventura County Sheriff's Office.

<sup>4</sup> Service provided by contract with a private provider.

<sup>5</sup> Service provided by contract with the City of Thousand Oaks.

<sup>6</sup> Source: Current and historical City budget documents.

**Public Agencies with Overlapping Jurisdiction**

Calleguas Municipal Water District	Ventura County Transportation Commission
Fox Canyon Groundwater Management Agency	Ventura County Watershed Protection District
Moorpark Unified School District	Ventura County Waterworks District No. 1
Ventura County Air Pollution Control District	Ventura Regional Sanitation District
Ventura County Fire Protection District	

**Summary Financial Information<sup>7</sup>**

General Fund Revenues	FY 2015-16 Actual	FY 2016-17 Budget	FY 2016-17 Estimate	FY 2017-18 Adopted
Property taxes	7,923,937	8,060,000	8,224,000	8,495,000
Sales and use taxes	4,046,486	3,800,000	3,800,000	3,900,000
Franchise fees	446,744	1,133,000	1,273,000	1,315,000
Use of money/property	756,590	581,000	740,000	565,000
Federal, state & local funding	111,140	98,690	100,000	92,000
Fees for services	1,061,481	1,117,886	970,100	1,124,500
Transfers from other funds	2,110,213	1,945,830	1,945,830	1,906,880
Other revenues	2,561,635	1,239,500	1,918,176	1,378,400
<b>Total</b>	<b>19,018,226</b>	<b>17,975,906</b>	<b>18,971,106</b>	<b>18,776,780</b>
General Fund Expenditures	FY 2015-16 Actual	FY 2016-17 Budget	FY 2016-17 Estimate	FY 2017-18 Adopted
City Attorney	46,807.08	71,000.00	200,000.00	71,000.00
City Council	116,340.61	175,885.00	137,697.67	222,004.00
City Manager	489,428.87	479,260.00	447,310.00	435,160.00
City Clerk	438,876.46	772,203.00	592,028.00	590,292.00
Human Resources	441,585.97	489,879.00	480,600.00	629,950.00
Fiscal and Budget Services	1,069,908.72	1,236,740.06	1,213,836.00	1,081,418.00
Community Development	596,446.50	833,462.00	711,546.00	902,240.00
Parks District	2,688,079.38	3,686,971.16	3,055,553.24	3,605,884.00
Lighting & Landscaping Districts	224,722.47	704,886.86	368,783.00	288,673.00
Street Maintenance	0	1,200.00	1,200.00	1,200.00
Police Services	6,591,609.66	7,246,167.00	7,184,741.00	7,518,635.00
Other expenditures	6,060,230.30	3,628,213.81	3,055,465.00	3,296,254.00
<b>Total</b>	<b>18,764,036.02</b>	<b>19,325,867.89</b>	<b>17,448,759.91</b>	<b>18,642,710.00</b>

Since 2008, the City has left vacant several positions, including a Deputy City Manager, Assistant City Engineer, Accountant, and three Principal Planners. The estimated savings from these actions is approximately \$1,730,000 annually.

<sup>7</sup> Source: City of Moorpark Budget FY 2017-18 and City staff.

## Growth and Population Projections

### City Annual Growth Projections

According to the U.S. Census, from 2000 to 2010, the City of Moorpark's population increased from 31,415 to 34,421. The California Department of Finance estimated the City's population to be 36,715 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 5,300 people, or 16.9% (1.1% 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	36,715	38,357	40,514	42,792	45,198	47,739

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 slowly, with an estimated population of 43,000 by 2040.

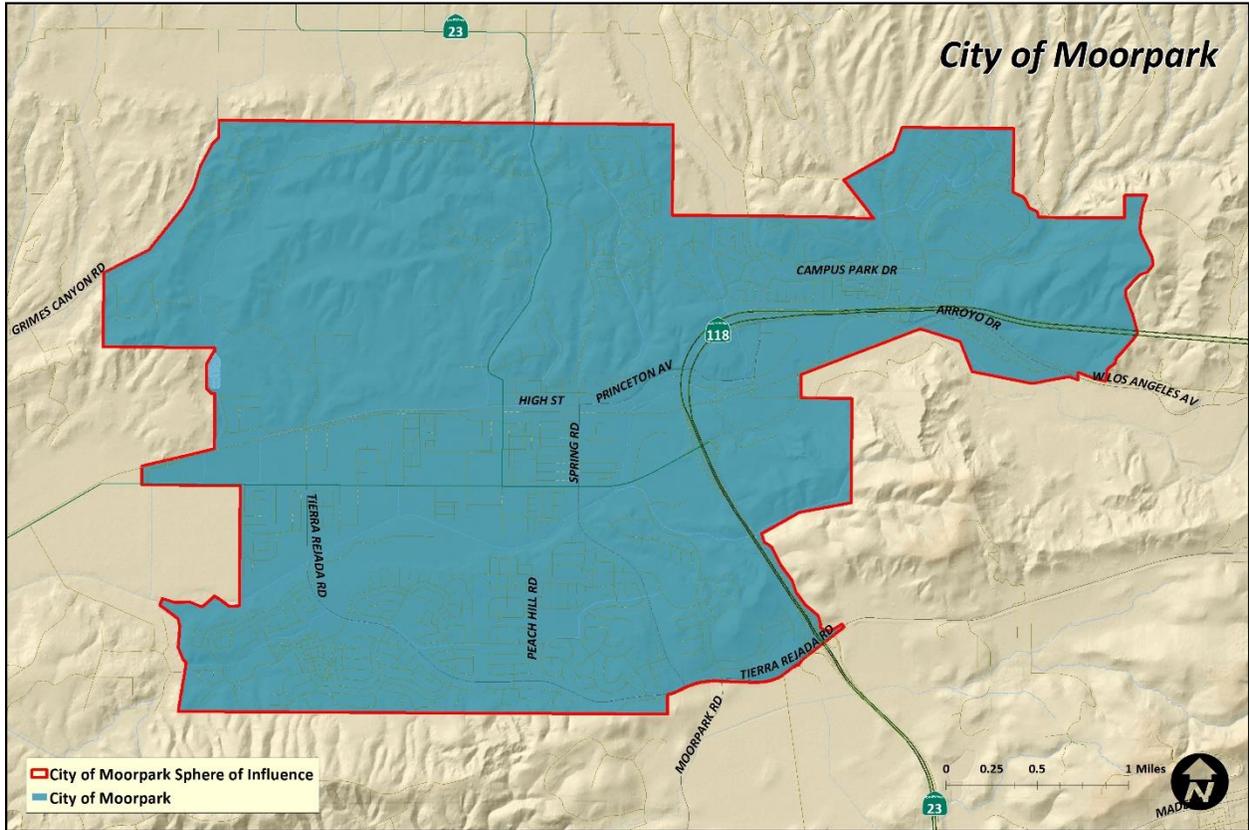
It should be noted, however, that there is insufficient land within the City's growth boundaries to sustain the growth rate provided based on historical growth trends and the 2016 RTP/SCS. The City's Community Development Department expects the growth rate to slow as available land is developed, reaching buildout by 2035.

### Future Development

The City's General Plan Land Use Element, as updated with General Plan Amendments associated with development projects, would result in a buildout of approximately 12,700 dwelling units, which is essentially limited to the area within the existing City boundary. Using the 3.25 average number of persons per dwelling unit identified in 2010 Census for the City, buildout of the current General Plan would result in approximately 41,275 residents. An additional 800 housing units beyond the current General Plan designations are currently proposed and in the review process, which, if approved and constructed, would add 2,600 more residents for a buildout population of 43,875, if the population per household remains at 3.25. Based on the projected population growth rate, buildout would occur around 2035. The City has begun the process to comprehensively update its General Plan, expected to be completed during FY 2017-18.

The City sphere of influence is coterminous with City boundaries. The General Plan Land Use Element does not identify land uses outside current City boundaries. The City does not anticipate annexation of area outside its current sphere of influence to accommodate future development under the City's current General Plan. In addition, the City Urban Restriction Boundary (CURB) is generally coterminous with the City boundaries and sphere of influence.

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



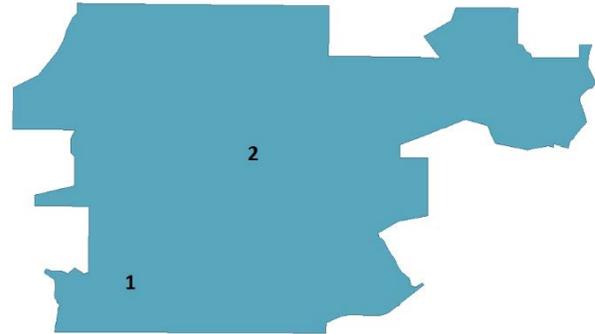
## Review of Municipal Services

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 and emergency response services. Instead, the Ventura County Fire Protection District (VCFPD) provides these services. Fire stations serving the City and surrounding unincorporated area are shown to the right:

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.



<b>1</b>	Station 40	4185 Cedar Springs Street
<b>2</b>	Station 42	295 High Street

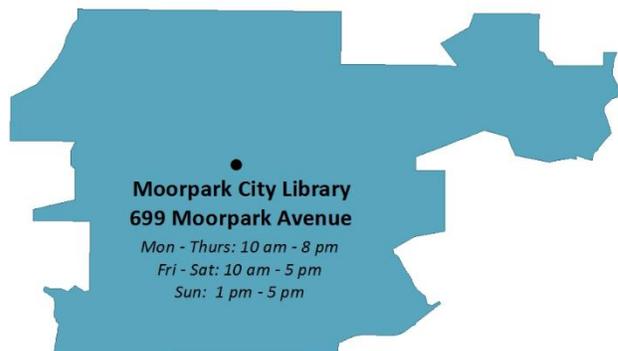
	Response Time Goal	Average Response Time During Last Two Years
<b>Suburban</b>	8.5 minutes, 90% of the time	8.5 minutes, 92% of the time
<b>Rural</b>	12 minutes, 90% of the time	12 minutes, 90% of the time

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 assumed operation of the Moorpark City Library in 2007. Upon the assumption of library operations, the City entered into a contract with a private company to provide qualified library staff to operate the library under direction from the City Council, Library Board, and City staff.

The library offers reference and information services, programs for preschoolers, youth, teens, and adults, and books and media for checkout. It provides public computers, homework stations, wireless access, and printing and copying service.



Total revenue is budgeted at approximately \$964,000 (of this amount, approximately \$925,000 has been projected from property tax, and the remainder comes from state public library funds, fines, and use fees) for the Library Services Fund and expenditures are projected at \$946,000. The cost of the contract for library services increased from \$477,043 in FY 2016-17 to \$488,625 in FY 2017-18 (an increase of \$11,582). The Library Facilities Fund has a fund balance of \$1,720,371. Large expenditures and capital improvements are funded through a fee paid by developers of new residential and commercial development to mitigate the impact of new development on the library.

According to City staff, the per capita cost for library service is estimated to be \$26. During FY 2015-16, the California State Library (a California public research institution) estimated that the City had a per capita cost of \$24.00 for library operations. Statewide, the average cost for library operations was \$51.21 and the median cost was \$32.25.

Within the next five years, the City is pursuing the construction of a new library as part of a city hall and civic center complex at the northwest corner of Moorpark Avenue and High Street. The \$4,746,009 capital improvement project is proposed to be funded through various sources, including funds generated by developer fees and property taxes. According to the FY 2017-18 budget message, the City has a history of budget surpluses that enable it to save for future capital projects, such as the new civic center facility.

### **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.

According to the FY 2017-18 budget, the City has a negative fund balance (-\$1,326,552) for Police Facilities. Construction costs exceeded the available fund balance when the City's police station was built in 2005, and fees collected by the City as part of future development will continue to contribute toward the cost to construct the police station. According to City staff, the full cost is expected to be covered following future building permit issuance of approximately 2,000 residences.

### *Present Staffing Levels*

The Ventura County Sheriff's Office states that for FY 2017-18, it has allocated 31.65 police positions to the City, including 28.15 sworn positions<sup>8</sup> (Captain (1) (50% paid by the City), Senior Deputy/Community Services/Beat Coordinator (1), Sergeant Detective/Special Enforcement Detail (1) (75% paid by the City), Senior Deputy/Detective (2) (75% paid by the City), Deputy/Special Enforcement Detail (2), School Resource Officer (1), Traffic Senior Deputy Motor (1), Traffic Deputies (2), Patrol (2 24-hour/day cars, equivalent to 9.6 deputies), Patrol (2 84-hour/week cars, equivalent to 4.8 deputies), Patrol Sergeants (4)), and 3.5 non-sworn positions (Management Assistant (0.5), Administrative Assistant (1), Sheriff's Service Technician (1), and 20-hour cadets (2)).

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<sup>8</sup> Unless otherwise noted, the City is responsible for the entire cost of the position.

### *Ratio of Sworn Officers to Population*

Based on current staffing levels and the 2016 population estimate of 36,715, the City provides one sworn officer for every 1,304 residents. The City identified no ratio of sworn officers to population goal.

### *Response Times*

According to the Ventura County Sheriff's Office, the average response time goals and average response times are as follows<sup>9</sup>:

	<b>Response Time Goal</b>	<b>Average Response Time</b>	<b>Goal Met During Last Two Years</b>
<b>Non-Emergency</b>	20 minutes	16.43 minutes	78%
<b>Emergency</b>	10 minutes	6.44 minutes	88%

### *Operational Costs*

The anticipated cost for the City to provide police service for FY 2017-18 is \$7,646,135, a per capita cost of approximately \$208. According to the FY 2017-18 budget, the County informed the City that a refund (\$128,492) is due to the City for overcharges on police vehicles for the past several years. In addition, the County is now responsible for the land-line telephone service for staff at the Police Services Center, which will provide an estimated \$16,000 annual savings for the City. A new annual cost to the City is \$2,600 to maintain License Plate Readers.

### *Future Staffing Levels*

In order to maintain the City's current ratio of 1 sworn officer per 1,304 residents for the projected population of 47,739 in 2040, a total of 37 sworn officers would be required. To maintain the same ratio at buildout of the General Plan, 31 sworn officers would be required.

### **Recreation and Park Services**

The City provides recreation and park services to residents of the City and surrounding unincorporated area. The Parks, Recreation and Community Services Department coordinates maintenance services and rental activities for nearly all City facilities, and is responsible for: maintaining the grounds, equipment, and facilities of City parks; coordinating the design and construction of park improvements; maintaining the grounds of city-owned open space; maintaining landscaped areas and flood basins within the City; and planning future parks.

Fees for non-City residents to participate in the City's parks and recreational programs are higher than those paid by City residents. The fee differential varies depending on the program. City residents are given priority to participate in park and recreation programs.

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<sup>9</sup> 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.)

## *Present Level of Service*

### *Parkland*

The City of Moorpark currently maintains 20 park sites, which includes 18 playgrounds, 10 outdoor courts, 39 ball fields, one skate park, 5 trails, and many other park and recreational facilities within approximately 153 acres of parkland.

According to the City's *Parks and Recreation Master Plan* adopted in 2009, the City's goal is to provide 5 acres of parkland per 1,000 residents. To meet this goal for the current population of 36,715, approximately 183.5 acres of parkland (an additional 30.5 acres) is required.

### *Recreation Programs*

Among the parks and recreation programs offered by, or in conjunction with, the City are: youth and adult sports classes, clinics, camps and leagues including baseball, basketball, golf, soccer, softball, self-defense, tennis and fitness programs; special interest and life enrichment classes for youth, teens and adults; arts and crafts programs, dance, music, theater and other creative classes; senior citizens programs and services, including a nutrition program; preschool and child development activities; family and cultural events, including picnicking, and adult special interest lectures; and homework assistance. The City also operates an Active Adult Center where seniors can receive a variety of services and participate in classes and activities.

### *Recreation and Parkland Operational Costs*

The FY 2017-18 budget allocates \$1,165,595 for recreational programs, and \$2,757,541 for the park maintenance and improvement district, for a combined total of \$3,923,136 in support of parks and recreation for the City. The City operates a park maintenance and improvement district which is funded by property assessments, and accounts for up to a maximum of 75% of the maintenance, operation, and improvement costs. The General Fund and use charges cover the balance. The FY 2017-18 budget identified the potential for a new park maintenance and improvement assessment district; according to City staff this remains a discussion topic for the City Council.

The City estimates that it has a maintenance cost of \$21,348 per acre of parkland. Current capital improvement projects include the expansion of the Arroyo Vista Recreation Center Facility (\$75,000), replacement of the Arroyo Vista Recreation Center heating, ventilation, and air conditioning (HVAC) system (\$100,000) and remodel of the Arroyo Vista Recreation Center kitchen (\$150,000). Funding for these improvements will be provided either by the Park Improvement Funds (developer impact in-lieu fees), or as part of required public improvements associated with development.

### *Future Levels of Service*

The City is financing several capital improvement projects that will support its park and recreation services and programs. These projects include improvements, upgrades, and expansions to existing facilities, which involve buildings, play areas, and landscaping. The City's *Parks and Recreation Master Plan* identifies the desire for the development of an aquatics center or a community swimming pool, which could involve a partnership with other agencies to share the cost and responsibility. The *Parks*

*and Recreation Master Plan* identified the need to conduct a feasibility study for the addition of an aquatics center; however, this study has not yet been conducted.

Based on the maximum population projection of 47,739 for the City by 2040, 238 acres of parkland will be required to meet the City's parkland goal by 2040. The *Parks and Recreation Master Plan* states that based on a buildout population of 47,833, a total of 238 acres of parkland is not realistic, and that "sharing resources and converting unused or underused spaces may be the way to serve the needs of the population through the year 2020 and beyond." As noted previously, however, buildout of the City is not expected to exceed 43,875.

### **Solid Waste Services**

The City provides solid waste, green waste, and recycling collection and disposal services through franchise agreements with private solid waste haulers to provide residential and commercial collection services throughout the City. Related services and programs are funded by the City to promote recycling, waste reduction, composting, and the proper disposal of hazardous waste, which contribute toward the City's compliance with the Integrated Waste Management Act of 1989 (AB 939). The FY 2017-18 adopted budget allocates \$327,000 in revenues and \$295,693 in expenditures for FY 2017-18, and estimates that it will have a fund balance of \$1,104,799.

### **Streets, Highways, and Drainage Services**

According to City staff, the City provides street construction, street maintenance, street lighting, street sweeping, and landscaping maintenance by means of contracts with private providers. The City estimates that it has 193 paved lane miles. According to City staff, the total maintenance expenditures per paved lane mile are \$6,765.

The Street Maintenance Division of the Public Works Department is responsible for maintaining all City streets and rights-of-way and for administering related capital improvement projects. These activities include street maintenance, street striping, street stenciling, street sign installation, street sweeping, traffic signal maintenance, roadside litter and weed removal, storm drain maintenance, and as required to facilitate traffic flow and safety within the City.

#### *Street Maintenance*

Funding sources for street maintenance and improvement projects include the Gas Tax Fund, Local Transportation Fund, Traffic Safety Fund, and Area of Contribution Fund (which is a development impact fee that supports street-related improvements and traffic signals).

The FY 2017-18 budget message notes that the City's street maintenance needs continue to increase and that revenues are flat while expenditures continue to rise. The City's total revenue for street maintenance is projected to be \$1,615,000 and expenditures are anticipated to be about \$2,294,000. A total of \$679,000 of the combined reserves of Transportation Development Act and Gas Tax funds will cover the difference.

In May 2017, Governor Brown signed Senate Bill 1 (SB 1), which increases gas taxes and fees, beginning in November 2017, and phased in over time. Beginning in FY 2017-18, the City will receive \$42,000

annually for three years. The City has also established a Road Maintenance Rehabilitation Account that will generate \$212,000 in FY 2017-18 and will increase to \$631,000 in FY 2018-19.

### *Street Sweeping*

The FY 2017-18 budget allocates \$108,000 for the sweeping of City streets, an average cost of \$560 per lane mile. Major arterial streets are swept weekly. All other streets are swept twice monthly.

### *Street Lighting and Landscaping*

Street lighting and landscaping services are provided by means of contracts with private operators. The budgeted cost for street lighting services for FY 2017-18 is \$537,959, or \$2,787 per lane mile. A portion of this cost is paid from assessment revenue received through the Citywide Lighting and Landscaping Maintenance Assessment District. Because assessments within certain zones of the District may not be increased without a public vote under Proposition 218, they have not been increased since 1999. As a result, the costs to provide service to these zones exceed the collected assessment revenue. For FY 2017-18, the difference will be covered by Gas Tax reserves (approximately \$236,337) and the General Fund (approximately \$94,453).

### *Drainage*

The Public Works Department, through its Stormwater Management Program, provides for the development, implementation, and administration of programs mandated through the National Pollutant Discharge Elimination System<sup>10</sup> (NPDES) to reduce or eliminate pollutants entering the City's storm drain system. The City's program includes public outreach, illicit discharge/illicit connection enforcement, stormwater inspections, water quality monitoring, and litter reduction. The FY 2017-18 adopted budget allocates \$162,786 for the NPDES section.

### **Transit Services**

The City of Moorpark provides transit services, through a contract with the City of Thousand Oaks. The City receives Local Transportation Funds generated through a ¼ cent sales tax, which is used for a maximum of 80% of the City's transit services. The remaining 20% of the cost of service is collected through farebox recovery (i.e., fares collected by public transit users). The City also provides some maintenance services of the combination Amtrak and Metrolink Train Station located at 300 E. High Street. The City's transit system includes \$1,341,293 in appropriations for FY 2017-18, and is partially funded by the Federal Transit Administration. The FY 2017-18 budget also includes \$225,000 in local developer fees that partially fund operation of the City's bus services.

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<sup>10</sup> 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.

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 City does not provide wastewater service. Instead, Ventura County Waterworks District No. 1 (a dependent district that is governed by the Ventura County Board of Supervisors) provides wastewater collection and treatment service within an area that includes the City and surrounding area.

### **Water Services**

The City does not provide water service. Instead, Ventura County Waterworks District No. 1 provides water service within an area that includes the City and surrounding area.

## 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 Moorpark's population increased from 31,415 to 34,421. The California Department of Finance estimated the City's population to be 36,715 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 5,300 people, or 16.9% (1.1% 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	36,715	38,357	40,514	42,792	45,198	47,739

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 slowly, with an estimated population of 43,000 by 2040.

It should be noted, however, that there is insufficient land within the City's growth boundaries to sustain the growth rate provided based on historical growth trends and the 2016 RTP/SCS. The City's Community Development Department expects the growth rate to slow as available land is developed, reaching a buildout of 43,875 by 2035.

### 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 Moorpark's sphere of influence.<sup>11</sup>

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

#### *Library services:*

- The City owns the Moorpark City Library located at 699 Moorpark Avenue. The library is operated by a private company under contract with the City.

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<sup>11</sup> 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 36,715, there is one sworn officer for every 1,304 residents (28.15 sworn officers).
- In order to maintain the current ratio of 1 officer per 1,304 residents for the projected population of 47,739 in 2040, a total of 37 police officers would be required.
- Over the last two years, police response time goals were met 88% of the time for emergency calls, and 78% of the time for non-emergency calls.

*Recreation and park services:*

- The City provides a wide range of park facilities and recreation programs.
- The City's park facilities and recreation programs are open to both City and non-City residents, although City residents have priority to participate in programs and non-City residents pay higher fees.
- The City's goal is to provide 5 acres of park space per 1,000 residents, or approximately 183.5 acres. The City currently provides approximately 153 acres of parkland.

*Streets, highways, and drainage services:*

- The City provides street maintenance, street lighting and landscaping maintenance, street sweeping, and storm drain maintenance services, by means of contracts with private providers.

*Transit services:*

- The City provides transit services, by means of a contract with the City of Thousand Oaks.

**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.
- Projected surpluses (due primarily to revenues exceeding original budget estimates) will allow the City to use General Fund reserves to help balance the FY 2017-18 budget.
- The City partially subsidizes costs related to the lighting and landscaping maintenance assessment district and parks and recreation maintenance and improvement assessment district, through the General Fund and Gas Tax 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 and Gas Tax 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 Ventura 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 basic directory of City services, current and historical City Council and Planning Commission agendas, the current budget and annual financial report.
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- The VCFPD provides fire dispatch service for the unincorporated County area as well as all cities within the County.
- 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.
- The City could improve its accountability by modifying the format of its budget to allow the public to better understand the breakdown of the City's General Fund budget.

## **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 Ojai<sup>12</sup> 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).

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<sup>12</sup> 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)<sup>13</sup> 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 recovery<sup>14</sup> 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 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.<sup>15</sup> The City of Thousand Oaks administers the service, which is contracted to a private operator (i.e., MV Transportation).

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<sup>13</sup> 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.

<sup>14</sup> 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.”

<sup>15</sup> 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.

### *Current Public Transit Inefficiencies and Limitations on Regional Coordination:*

- According to the Ventura County Regional Transit Study (VCTC, April 9, 2012)<sup>16</sup>, 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 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

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<sup>16</sup> The study included consultation with VCTC commissioners, city managers, local public transit providers, and the public.

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

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

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

WHEREAS, the “City of Moorpark – 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 Moorpark – 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 Moorpark – 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 Moorpark – 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 Moorpark – 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 Moorpark’s population increased from 31,415 to 34,421. The California Department of Finance estimated the City’s population to be 36,715 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 5,300 people, or 16.9% (1.1% 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	36,715	38,357	40,514	42,792	45,198	47,739

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 slowly, with an estimated population of 43,000 by 2040.

It should be noted, however, that there is insufficient land within the City's growth boundaries to sustain the growth rate provided based on historical growth trends and the 2016 RTP/SCS. The City's Community Development Department expects the growth rate to slow as available land is developed, reaching a buildout of 43,875 by 2035.

**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 Moorpark's sphere of influence.<sup>1</sup>

**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 owns the Moorpark City Library located at 699 Moorpark Avenue. The library is operated by a private company under contract with the City.

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- The City provides police services by means of a contract with the Ventura County Sheriff's Office.
- Based on the 2016 population estimate of 36,715, there is one sworn officer for every 1,304 residents (28.15 sworn officers).
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<sup>1</sup> 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.

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*Transit services:*

- The City provides transit services, by means of a contract with the City of Thousand Oaks.

**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.
- Projected surpluses (due primarily to revenues exceeding original budget estimates) will allow the City to use General Fund reserves to help balance the FY 2017-18 budget.
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**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 Ventura 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 basic directory of City services, current and historical City Council and Planning Commission agendas, the current budget and annual financial report.
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- The City could improve its accountability by modifying the format of its budget to allow the public to better understand the breakdown of the City's General Fund budget.

***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:*

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- 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)<sup>3</sup> 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).
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<sup>4</sup> 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.”

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*Current Public Transit Inefficiencies and Limitations on Regional Coordination:*

- According to the Ventura County Regional Transit Study (VCTC, April 9, 2012)<sup>6</sup>, 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

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<sup>5</sup> 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.

<sup>6</sup> 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.
- 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.

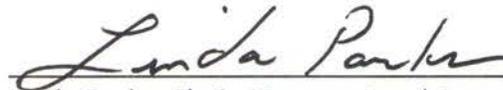
*Opportunities for Further Regional Coordination of Public Transit:*

- 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 Moorpark