



LAFCO *of Santa Barbara County*

LOCAL AGENCY FORMATION COMMISSION OF SANTA BARBARA COUNTY

Final

2023 Municipal Service Review
and Sphere of Influence Update:

Agencies Providing Transportation,
Parking, Street Sweeping &
Beautification, Lighting, Transit, and
Airport Services
In Santa Barbara County

Adopted by the Commission on January 11, 2024

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EXECUTIVE SUMMARY

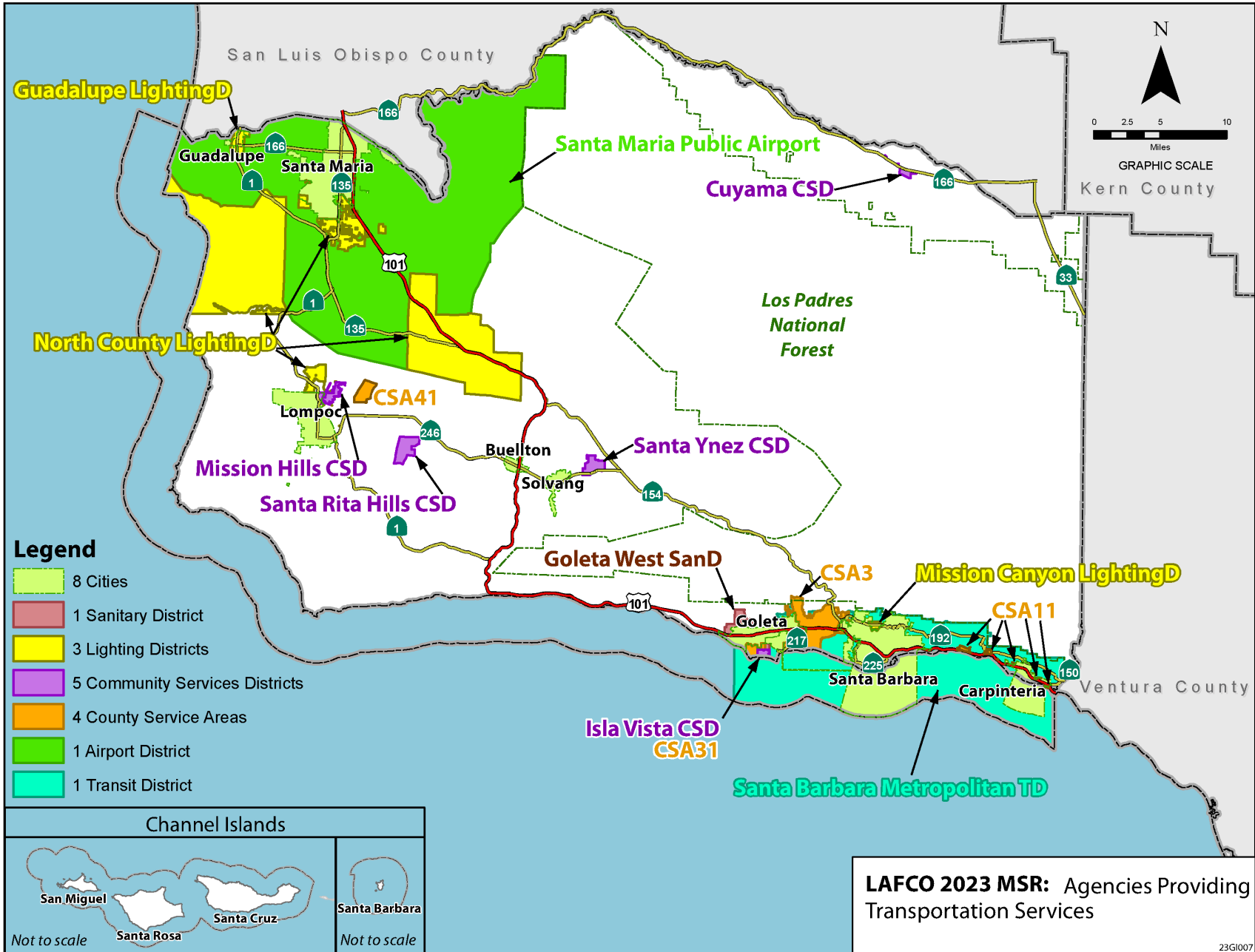
INTRODUCTION

This report provides information about the services and boundaries of Cities and Special Districts providing transportation, parking, street sweeping & beautification, lighting, transit and airport services in Santa Barbara County. The report is for use by the Local Agency Formation Commission in conducting a statutorily required review and update process. Of the 23 agencies reviewed in this report, one Sanitary District, five Community Services Districts (CSD), three Lighting Districts, four County Service Areas, one Airport District, one Transit District, and eight Cities that provide services. While the report discusses the services and boundaries of all of these agencies, formal boundary updates are recommended only for the one Sanitary District, four CSD Districts, three Lighting Districts, two CSAs, one Airport District, and one Transit District. The other eleven agencies provide multiple types of services still being evaluated; their Spheres of Influence will be updated as part of future municipal service reviews for those agencies.

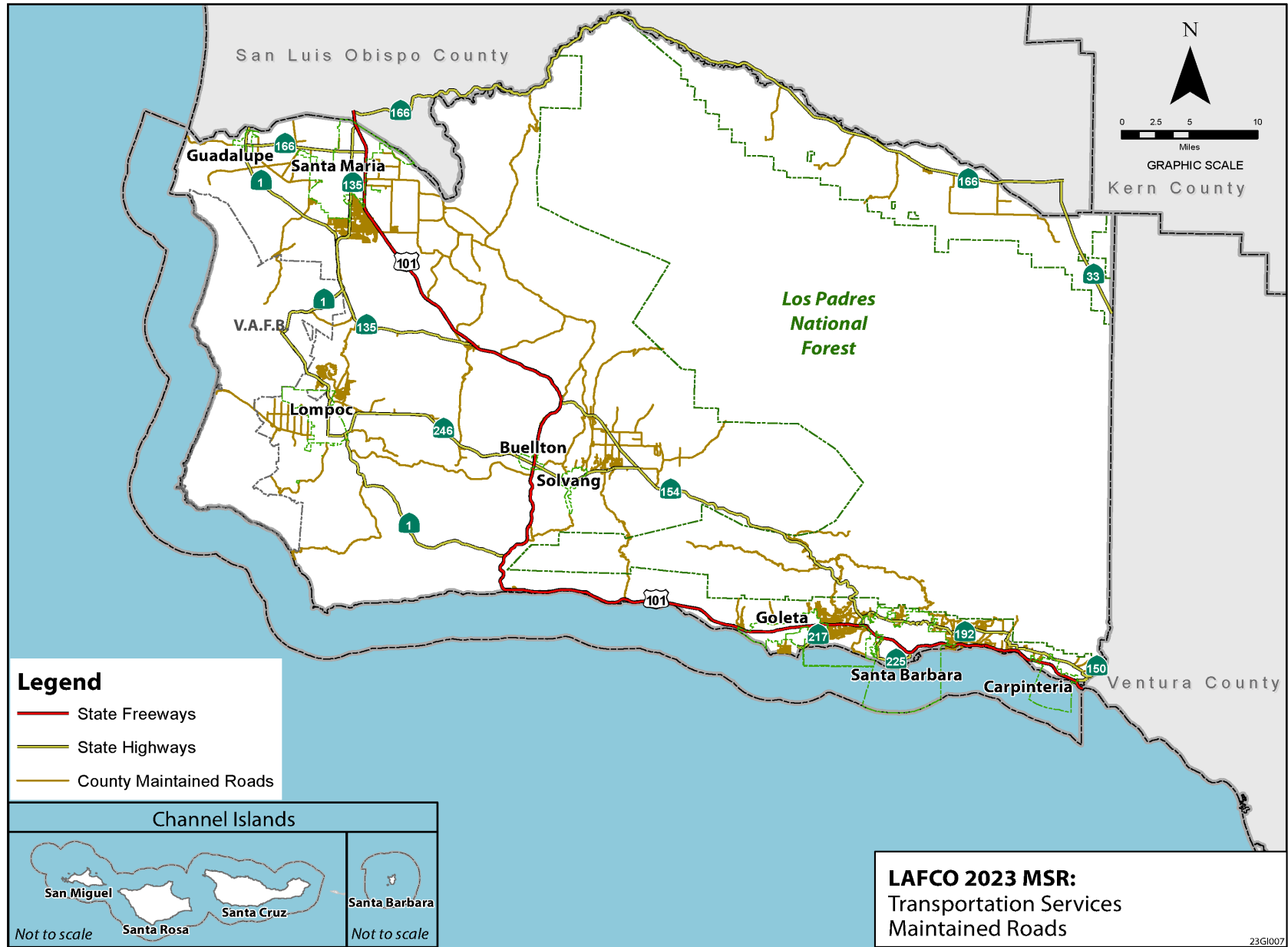
More than sixty-eight percent of Santa Barbara County residents live within the boundaries of a City. However, when you factor in Special Districts providing transportation related services the majority of the residents in the County receive these types of services. Other City services and boundaries will be reviewed by LAFCO within each of the MSR volumes covering the various services and resources they provide. This report focuses on the role of delivering transportation, parking, street sweeping & beautification, lighting, transit and airport services throughout Santa Barbara County. More than 445,164 people receive transportation related services from one of these agencies, including 31.5 percent of all unincorporated residents. Special Districts providing transportation, parking, street sweeping & beautification, lighting, transit and airport services cover 635 square miles, approximately twenty-three percent of the land area of Santa Barbara County. Many of these districts have no Spheres of Influence that extend beyond their boundaries. Cities make up 69.6 square miles, less than three percent of the land area, plus another 17.67 square miles in Spheres of Influence. All 445,164 County residents benefit from the Santa Barbara County Association of Government Regional Transportation Plan and Sustainable Communities Strategy, Active Transportation Plan, and Measure A funding that provides Countywide support for roadway, bike, pedestrian, transit, and airport improvements. As a group, Special Districts and Cities receive approximately \$6.69 billion a year to provide transportation, parking, street sweeping & beautification, lighting, transit and airport services in Santa Barbara County. Agency comparisons are provided in Table ES-2 (page 29) and Table ES-3 (page 30). The Pavement Condition Index or Level of Service is provided in Table ES-2.

The Cortese-Knox-Hertzberg Act requires that the Commission conduct periodic reviews and updates of the Spheres of Influence of all Cities and Districts in Santa Barbara County (Government Code section 56425(e)). It also requires LAFCO to conduct a service review of municipal services before adopting Sphere updates (Government Code section 56430). This report complies with State law.

Countywide Sphere and Service Review of 23 Agencies



State and Federal Highways & County Maintained Roadways



REPORT OVERVIEW AND ORGANIZATION

This report is composed of three chapters and an appendix. The *Combined Municipal Service Review and Sphere of Influence Study* focuses on the 23 agencies (eight Cities, and fifteen Special Districts) that provide transportation, parking, street sweeping & beautification, lighting, transit and airport services within Santa Barbara County (County). California state law authorizes Local Agency Formation Commissions (LAFCOs) within each County to establish boundaries and Spheres of Influence (SOIs) for Cities and Special Districts under their purview and to authorize the provision of services within the approved service areas. The 23 Special Districts and Cities considered in this Municipal Service Review (MSR) are listed in Table I-1, below:

Table ES-1, Agency List

AGENCIES	ROAD MAINT.	PARKING	STREET SWEEPING	BEAUT-IFCATION	STREET LIGHTING	AIRPORT	TRANSIT
<i>Special Districts</i>							
Goleta West Sanitary District			✓				
Cuyama Community Services District					✓		
Isla Vista Community Services District		✓		✓	✓		
Mission Hills Community Services District			✓				
Santa Rita Hills Community Services District	✓						
Santa Ynez Community Services District					✓		
Guadalupe Lighting District					✓		
Mission Canyon Lighting District					✓		
North County Lighting District					✓		
County Service Area 3 (Goleta Valley)					✓		
County Service Area 11 (Summerland & Carpinteria)	✓			✓	✓		
County Service Area 31 (Isla Vista)	✓		✓	✓	✓		
County Service Area 41 (Rancho Santa Rita)	✓						

AGENCIES	ROAD MAINT.	PARKING	STREET SWEEPING	BEAUT-IFCATION	STREET LIGHTING	AIRPORT	TRANSIT
<i>Special Districts Cont.</i>							
Santa Maria Public Airport District							
Santa Barbara Metropolitan Transit District							
<i>Cities</i>							
City of Buellton							
City of Carpinteria							
City of Goleta							
City of Guadalupe							
City of Lompoc							
City of Santa Barbara							
City of Santa Maria							
City of Solvang							

Chapter One is a combined review of transportation, parking, street sweeping & beautification, lighting, transit and airport services provided by 23 agencies. The agencies include one Sanitary District, five Community Services Districts (CSD), three Lighting Districts, four County Service Areas, one Airport District, one Transit District, and eight Cities. The chapter is organized by seven statutory determinations that need to be made for municipal service reviews.

Chapter Two is a combined review of the Spheres of Influence of the County’s one Sanitary District, five Community Services Districts (CSD), three Lighting Districts, four County Service Areas, one Airport District, one Transit District, along with all eight Cities. The chapter is organized by five statutory determinations that need to be made for Sphere of Influence updates. No Sphere changes are necessary or recommended for the Sanitary District, three Community Service Districts, three Lighting Districts, two County Service Areas, and one Airport & Transit Districts; the recommended action is to simply affirm their existing Spheres of Influence, which are largely coterminous with the exception of Mission Hills CSD and North County Lighting District. A Sphere change is recommended for Isla Vista CSD, Santa Ynez CSD and Santa Rita Hills CSD. The Sphere of Influence additions are outlined in Chapter Two and discussed in each agencies chapter profile.

Boundaries are discussed, but no Sphere updates are provided, for the Isla Vista Community Service District that provides parking, lighting, and street beautification services along with the County Service Area 3, County Service Area 11, and Cities of Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang that provide the studied services. These SOI updates will be done as part of future reviews.

Chapter Three contains individual profiles for all 23 agencies that provide transportation, parking, street sweeping & beautification, lighting, transit and airport services. These profiles provide a “snapshot” of operations and boundaries.

The **Appendix** contains acknowledgements, information about the network of service providers, data sources, and a description of how this report relates to other municipal service reviews.

RECOMMENDED ACTIONS

The Executive Officer recommends that LAFCO consider and adopt a resolution:

1. Finding that the action is exempt from provisions of the California Environmental Quality Act (CEQA) as “information collection” under Section 15306 of the State CEQA Guidelines and based on the determination that this action does not have the potential for causing a significant effect on the environment (Section 15061(b)(3)). Find that Sections 15303 and 15319 of the State CEQA Guidelines are applicable;
2. Adopting the 2023 Municipal Service Review for all 23 Special Districts and Cities providing Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit and Airport Services in Santa Barbara County;
3. Affirming the currently adopted Spheres of Influence of the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts, as shown on the map on pages 55, 56, 57, 60, 61, 62, 63, 64, 65, & 66, and;
4. Amending the Spheres of Influence of the Santa Ynez Community Services District to include Study Area #3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas, and Study Area #1 for the Santa Rita Hills Community Services District to include the MOA Road easement area not currently within the boundaries of the agencies, as shown on the maps on pages 59 and 58.

The Executive Officer commends and encourages the ongoing work and accomplishments by local service providers to cooperatively provide efficient and effective services. Cooperative arrangements will likely continue to take many forms in the future, including MOU service agreements, formal and informal agreements for services, and possibly the functional and/or boundary consolidation of some agencies. Agencies will also continue to explore and implement strategies to maximize revenue and control costs, such as new staffing patterns, increased technology, increase revenue measure for repairs and improvements to the system.

LAFCO commends the agencies reviewed in this report that maintain up-to-date fiscal and operational information. State law¹ requires that each agency file an audit with the State Controller and County Auditor within 12 months of the end of the fiscal year or years under examination. Most agencies were able to provide LAFCO with an audit, although some arrived late or was not posted on their website. The Cuyama CSD, Santa Rita Hills CSD, Guadalupe Lighting, were not able to provide an audit. LAFCO encourages all agencies to continue to meet their responsibilities for fiscal disclosure.

Twenty-two of the twenty-three agencies surveyed maintained websites which provide basic information on the composition of their board of directors or City Council members and post agendas for upcoming meetings. These agencies are providing the public with needed information. Some agencies also post additional useful information about their operations and finances. The Guadalupe Lighting District is managed by the City of Guadalupe which maintains a separate website, but it is difficult to find specific information covering the lighting district. The County Service Areas (CSA 3, 11, 31, & 41), Mission Canyon Lighting, and North County Lighting Districts are managed by the County and operates under the Public Works's Department which maintains a separate website and provides some useful links to important public information, but all had the least information available. Santa Rita Hills Community Service District is the only agency that does not maintain a website.

LAFCO encourages agencies without websites to establish one to improve public accessibility. All agencies are encouraged to maintain up-to-date websites that include, at a minimum, a listing of district directors, or City Council members and their terms, announcements of upcoming meetings, meeting agendas and minutes, annual budgets, performance data, and current audits. This information is useful to promote transparency and accountability, as well as allowing public oversight of agency activities.

¹Government Code section 26909(a)(2).

KEY FINDINGS

Following are the key findings of this report:

1. Spheres of Influence and Agency Boundaries

State law² defines a "Sphere of Influence" as the plan representing LAFCO's determination for the probable physical boundaries and service area of a local agency. Ninety-nine percent of the County's residents live within the boundaries of a City or Special District providing transportation, parking, street sweeping & beautification, lighting, transit and airport services. Map ES-1 (page 2) shows the boundaries of local service providers. The Santa Barbara Metropolitan Transit District (SBMTD) covers the entire south coast including unincorporated and incorporated areas for transit services. They also serve the UCSB Campus, Santa Barbara City College, and agreements with Ventura County Transportation Commission, to provide transit service within these areas. The Santa Maria Public Airport District covers a large area in northern County serving both Santa Barbara and San Luis Obispo County residents airport needs. These large geographic areas serve a broader population that lie outside of the agency service boundary or Spheres of Influence. Map ES-2 (page 3) also shows the location of State and Federal Highways system, and County maintained roadways. Table ES-2 (page 14) lists the estimated area, population, and PCI, or LOS Classification for each agency that maintain roadways.

Three of the Community Service Districts (Cuyama, Isla Vista, & Santa Rita Hills) have a Sphere of Influence that match their district boundaries. Two of the Lighting Districts (Guadalupe & Mission Canyon) also have Spheres of Influence that match their district boundaries. All four County Service Areas (CSA 3, 11, 31, & 41), Santa Maria Airport, and Santa Barbara Metropolitan Transit District have SOIs that match their district boundaries. Five Cities have Spheres of Influence that extend beyond their service boundaries: Carpinteria, Lompoc, Santa Barbara, Santa Maria and Solvang. The Cities of Buellton, Goleta, and Guadalupe have a coterminous Sphere with their service boundaries. North County Lighting, Santa Ynez CSD, Mission Hills CSD, and Goleta West Sanitary District have Spheres of Influence that extend beyond their service boundaries. A total of 7 Study Areas were evaluated with 5 overall being recommended to be added.

No Sphere of Influence change, or designation of a Future Study Area, is necessary or recommended for Goleta West Sanitary District, Mission Hills CSD, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, CSA 31, CSA 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit District. Their Spheres of Influence already well define their probable service areas. The recommended action for these districts is to simply affirm their existing Spheres of Influence.

²Government Code section 56076.

Sphere expansions are recommended for Santa Ynez Community Services District, Santa Rita Hills Community Services District. These include Study Area #3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas, and Study Area #1 for the Santa Rita Hills Community Services District to include the MOA Road easement area. The Study Areas may benefit from local services. The district supports this recommendation and anticipate future annexation applications or service agreements to extend services to the expansion areas. Maps on pages 59 & 58 show the recommended Sphere amendments for each of these agencies.

This Study covers approximately 2,737 acres containing lands that are serviced transportation, parking, street sweeping & beautification, lighting, transit and airport services from 23 agencies. The Study areas also look at portions with overlapping services between agencies and new service needs for some agencies. The locations of the Study Areas are identified in a map within the agency's profile. The recommended Sphere of Influence expansion would add approximately 128 acres across two (2) agencies. In addition, an additional 0.003 acres are recommended for expansion across one (1) agency (IVCSD) once future service reviews are completed.

This report primarily discusses the transportation, parking, street sweeping & beautification, lighting, transit and airport services delivered by public agencies. Because the report does not address other services provided by the multi-service districts or Cities, no formal recommendations for Sphere of Influence updates are provided at this time. Sphere updates will be done once all future service review of the services and boundaries of the agencies have been completed. These include the Isla Vista Community Services District, County Service Areas 3 and CSA II. In addition, eight Cities provide transportation, parking, street sweeping & beautification, lighting, transit and airport services directly or are provided by other agencies, so their Spheres will be updated once future service reviews are completed.

2. Road Maintenance Cooperation

Many of the entities within the County have a long history of working together to resolve traffic and congestion issues, and a framework already exists for addressing regional and local key issues related to roadways, bike paths, transit, and airport management in cooperation with Santa Barbara Association of Governments (SBCAG). These multiple partnerships work together regionally to develop larger more cost-effective movement of goods and people, addressing commuter-friendly services.

Historically, the planning, construction, and operation of transportation facilities have strived to:

- Enhance access, circulation, and mobility throughout the Santa Barbara region and between neighboring regions.

- Reduce congestion, especially on highways and arterials and in neighborhoods surrounding schools in cooperation with schools and school districts.
- Reduce travel times to be consistent with the adopted Congestion Management Plan for all transportation modes, with equal or better travel times for transit and rail in key corridors.

The 2040 RTP-SCS calls for continued regional coordination of local actions in a spirit of open communication, cooperation, and good will within the region as a whole which faces common problems with jointly formed and implemented solutions. The plan identifies transportation system needs to meet performance goals for mobility, safety, congestion relief, system preservation and environmental protection. The RTP enhances transit strategy that commits to transit service expansion as new revenue sources become available, (1) identifying when transit enhancements are actually needed through quantitative triggers, and (2) protecting existing funding for competing local demands, such as street and road maintenance.

In November 2008 the voters of Santa Barbara County approved Measure A, a 30-year (2010-2040), ½ cent local sales tax for transportation. Measure A will provide approximately \$1 billion through its life with \$140 million used to leverage other funding for the US 101 HOV and parallel projects, and approximately \$455 million for both named and ongoing projects for each northern and southern Santa Barbara County. Following is a summary of Measure A projects and programs.

US 101 High-Occupancy Vehicle Lanes and associated Parallel Projects - \$140 million

North County Program - \$455 million

- Buellton Circulation Improvements - \$3 million
- Carpool and Vanpool Program - \$2 million
- Guadalupe Circulation Improvements - \$3 million
- US 101 Betteravia Road Interchange - \$2 million
- US 101, SR 135 Interchange - \$10 million
- US 101 McCoy Interchange - \$10 million
- US 101 Santa Maria River Bridge - \$10 million (complete)
- US 101 Union Valley Parkway Interchange - \$10 million (complete)
- SR 166 Safety Improvements - \$3 million
- SR 246 Passing Lanes - \$20 million (Phase 1 complete)
- SR 246 Santa Ynez River Bridge - \$8 million
- Interregional Transit Program - \$22.5 million
- Local Street and Transportation Improvements - \$341 million
- Safe Routes to School, Bicycle & Pedestrian Program - \$3 million
- Specialized Transit for Elderly and Disabled - \$4.5 million

- Solvang Circulation Improvements - \$3 million

South Coast Program - \$455 million

- Carpinteria Circulation Improvements - \$1 million
- Carpool and Vanpool Program - \$7 million
- Commuter and Passenger Rail - \$25 million
- Goleta Overpass Improvement - \$7 million
- Interregional Transit Program \$25.35 million
- Local Street and Transportation Improvements - \$272.7 million
- Regional Bicycle and Pedestrian Program - \$13 million
- Safe Routes to School Program - \$13 million
- South Coast Transit Capital Program - \$27 million
- South Coast Transit Operations Program - \$58 million
- Specialized Transit for Elderly and Disabled - \$6 million

U.S. 101 is the main transportation link between the urban areas in the County. It connects the South Coast to the Santa Ynez Valley and the Santa Maria Valley. State Route (SR) 154 provides an additional connection between the South Coast and the Santa Ynez Valley. Lompoc access to U.S. 101 is via State Routes 1 and 246. The Cuyama Valley is only accessible from Ventura and Ojai via SR 33, or from Santa Maria and Bakersfield via SR 166.

The South Coast includes the Cities of Carpinteria, Goleta, and Santa Barbara, and the unincorporated communities of Montecito and Summerland. Major transportation issues in this region include:

- High volumes of interregional commuting by Ventura County residents to jobs on the South Coast;
- High volumes of commuters, interregional through traffic, truck traffic, and weekend recreational travel on U.S. 101, all contributing to existing traffic congestion and low levels of service from Turnpike Avenue south through Santa Barbara, the Montecito/Summerland unincorporated area, and the City of Carpinteria;
- The inadequacy of some U.S. 101 interchanges to accommodate current vehicular traffic;
- Substandard ramps and two-lane overcrossings in this portion of the corridor presenting capacity problems; and
- The need to provide additional capacity on the U.S. 101 corridor that is multi-modal in its approach and includes highway, transit and rail strategies.

The Santa Maria region includes the Cities of Santa Maria and Guadalupe, and the unincorporated community of Orcutt. Major transportation issues in this region include:

- The inadequacy of some U.S. 101 interchanges—Betteravia, McCoy, and SR 135—to handle anticipated traffic;
- Truck transport of hazardous materials and agricultural products through central urban areas;
- Inadequate freeway access in developing areas;
- Slow agricultural traffic on SR 166 near Guadalupe;
- Intersection improvements on SR 166 at SR 1, Black Road, and U.S. 101 to improve operations to and from SR 166; and
- The need for continued highway maintenance on SR 1 through the City of Guadalupe.

The Lompoc region includes the City of Lompoc and the unincorporated communities of Mission Hills and Vandenberg Village. Major transportation issues in this region include:

- Increasing number of Lompoc Valley residents commuting to jobs on the South Coast and in the Santa Ynez Valley;
- The need for improved access to Lompoc across the Santa Ynez River by providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles and pedestrians;
- The need for improved traffic safety and operations on SR 246 between Buellton and Lompoc by adding passing lanes and turning lanes between Purisima and Domingos Roads;
- The need for a connection to Rucker Road to better serve the Mesa Oaks and Mission Hills areas since McLaughlin is not a “thru” traffic roadway;
- Flooding on SR 246 west of Purisima Road;
- Ongoing maintenance on SR 1;
- Slow agricultural traffic on SR 246; and
- Lack of direct freeway access to a growing urbanized area.

The Santa Ynez Valley includes the Cities of Buellton and Solvang, and the unincorporated community of Santa Ynez. Major transportation issues in this region include:

- The reliance on SR 246 as “Main Street” in Solvang and Buellton;
- The need for operational improvements at the Highway 246/Alamo Pintado intersection;
- Heavy volumes of recreational traffic on weekends; and

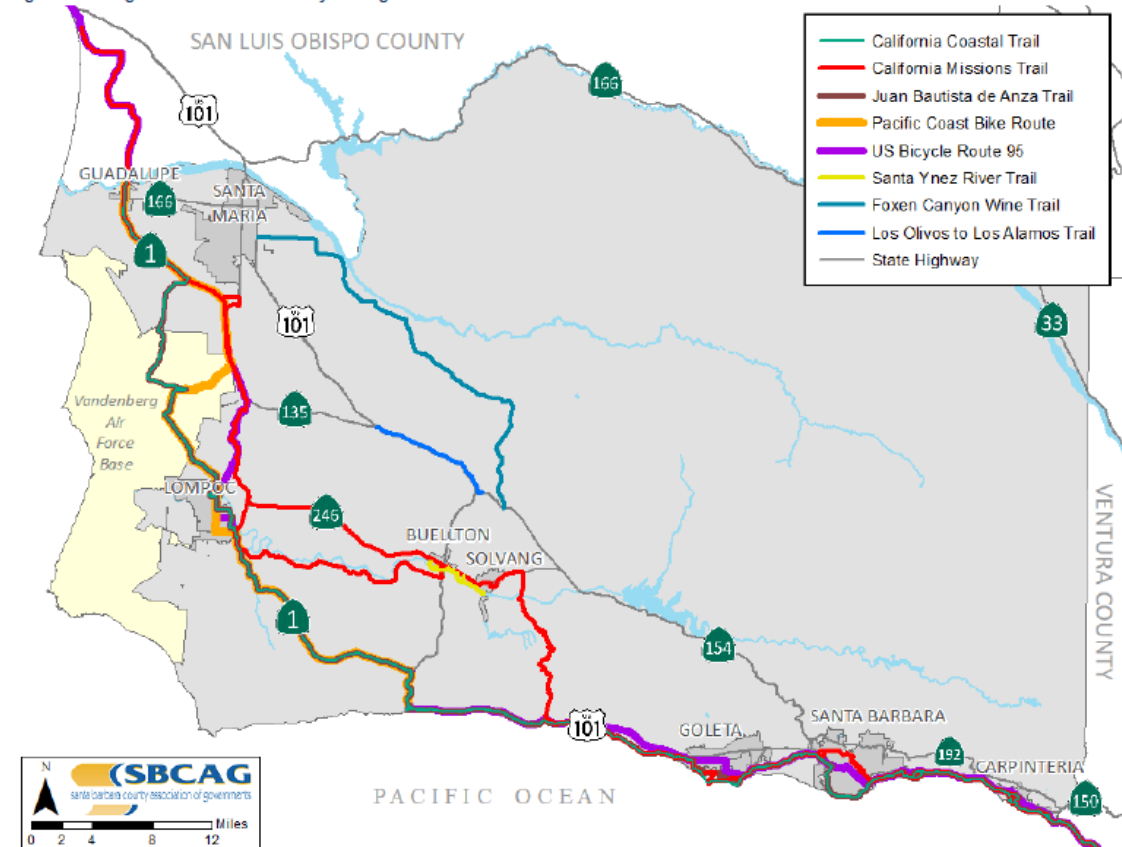
Travel speed along SR 246, which is significantly affected by local circulation, through interregional traffic, and signalization in the City of Solvang, as well as the lack of an alternate east/west route.

3. Street Lighting, Bikeway & Parking Cooperation

Public street lighting facilities in Santa Barbara County are owned and maintained by Pacific Gas and Electric Company in northern Santa Barbara County and by Southern California Edison in southern Santa Barbara County. All of the special districts and the cities within the county utilize contracts with PG&E and Southern California Edison for street lighting and maintenance of the streetlights.

The Santa Barbara County region's transportation network consists of approximately 338 miles of Class I, II, and III bikeways. In addition to the bicycle and pedestrian networks serving the local populace, portions of each are parts of the California Pacific Coast Bike Route and the California Coastal Trail. There are long-distance trail corridors that are essential facilities for active transportation that enhance connectivity to the countywide transportation network. They include two national trails (Juan Bautista de Anza National Historic Trail and the U.S. Bike Route 95), three statewide trails (California Coastal Trail, California Missions Trail, and Pacific Coast Bike Route), and two regionally recognized cycling trails, including the Coast Route through the South County and the Foxen Canyon Wine Trail through the North County.

Figure 6-3: Regional Trails and Bikeways of Significance



In the 2020 People for Bikes City Ratings, the City of Santa Barbara was ranked 3rd among all U.S. cities. Other cities ranked in the top 100 include: Lompoc at 52nd, Carpinteria at 63rd, Goleta at 67th, and Buellton at 73rd. The Santa Barbara County Public Works Department and the Santa Barbara Seventh Day Adventist Church Community Members collaborated on the installation of a bicycle repair station near the bridge at Arroyo Road and More Mesa Drive in the Eastern Goleta Valley. After Transportation Division maintenance staff constructed a concrete pad on County property, the church purchased and installed the station. The church will be responsible for monitoring and maintaining the station.

The City of Santa Barbara, in conjunction with the program operator, BCycle is currently conducting a Bike Share Pilot Program for the public to reduce traffic congestion, parking demand, and to support the City's sustainability efforts. The three-year program, launched on January 28, 2021, provides a citywide fleet of electric-assist (e-bikes) available for rent in the public right of way. The bicycle docks can be seen along the State Street Promenade or elsewhere around town, with new docks being continually added. As the program develops, the City will assess whether the program is a good fit for Santa Barbara and return to the City Council for direction near the end of the three-year period.

The Coalition for Sustainable Transportation (COAST) and the Santa Barbara Bicycle Coalition (SBBIKE) provide these educational outreach activities in the Santa Barbara County region. With recent efforts to bring bicycle education to the Santa Ynez Valley, all portions of the County either have existing programs in place or are in the process of implementing them.

In 2019, SBCAG, in partnership with the cities of Buellton and Solvang, and the County of Santa Barbara, completed the Santa Ynez Valley Bicycle Master Plan.

Several gaps in the bicycle network exist in the region and work is ongoing to fill these gaps. Some of the region's more significant gaps are listed below.

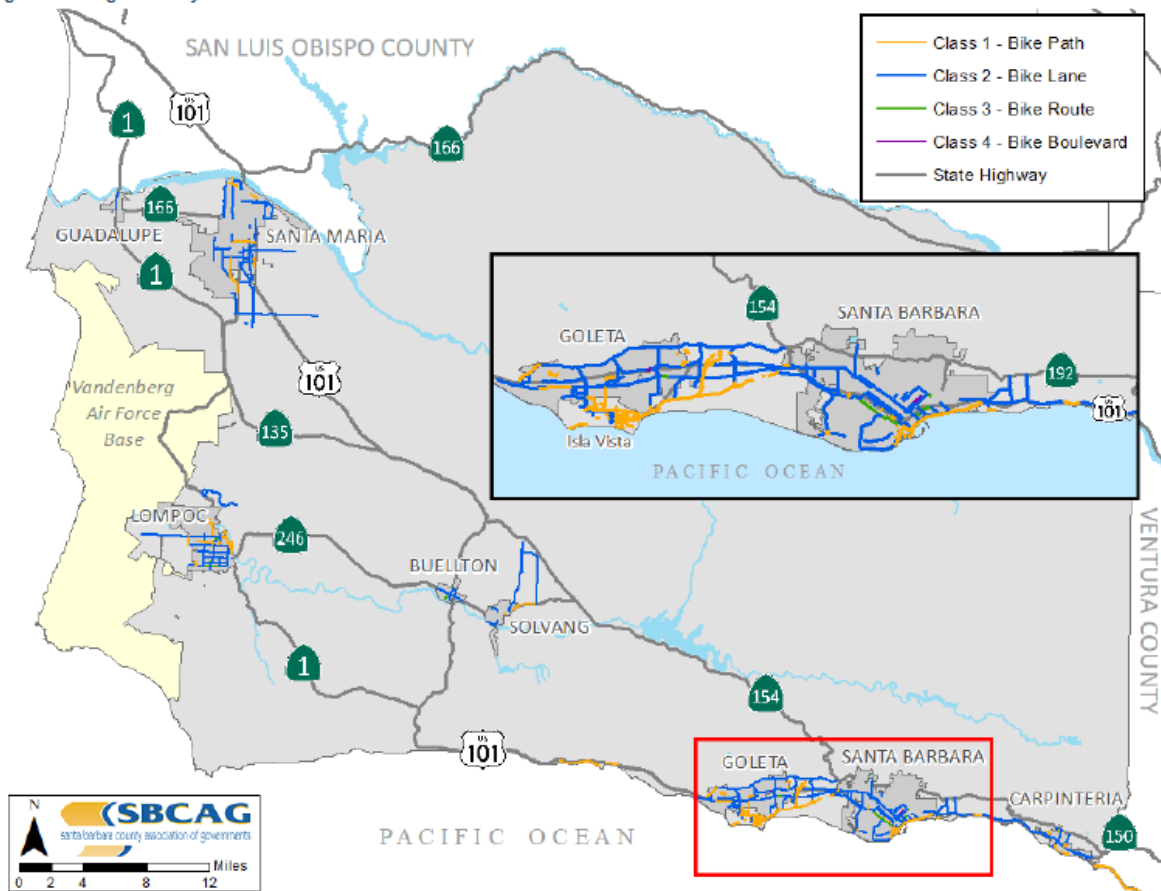
- Hollister Avenue through Old Town Goleta – A gap in the Class II network exists.
- Rincon Beach Park – Class II bike lanes on Carpinteria Avenue and the Class I bikeway along US 101 are separated by a gap in the network.
- Leadbetter Beach Bikeway – A Class I bikeway along the City of Santa Barbara's waterfront is interrupted by a parking lot at Leadbetter Beach.
- Santa Ynez River Trail – an existing gap connecting the cities of Buellton and Solvang.

Major Bicycle and Pedestrian projects included in Connected 2050 include (not exhaustive):

- Rincon Trail (Carpinteria)
- San Jose Creek Bikeway (Goleta)
- Cliff Drive Multiuse Path and Crossing Enhancements (Santa Barbara)
- East End Bikeway Improvements (Solvang)
- Santa Maria Levee Trail (County)

The total cost of the projects in Connected 2050 is approximately \$1.7 billion bicycle and pedestrian projects. In 2020, 2035, and 2040, bike and walk mode share represented 5.4 percent, 5.6 percent, and 5.7 percent of worker trips. The total increase is six percent from the 2015 percentage, and a five percent increase from the corresponding 2050 future baseline percentage (5.4 percent).

Figure 2-4: Regional Bicycle Network



In the City of Santa Barbara, the Downtown Parking Program operates in partnership with the downtown community to increase the economic viability within the Downtown Plaza while sustaining and enhancing its historical and livable qualities. Revenue from the city lot parking fees support the Downtown Plaza area encompassing the State Street Central Business District and downtown paseo system.

4. Street Sweeping & Beautification Service Cooperation

The Goleta West Sanitary District provides funding assistance for the Isla Vista Recreation and Parks District related to adopt-a-block and mutt-mitt programs is done so to complement its street sweeping program and the District's goal of reducing pollution entering the local environment, waterways, and the Pacific Ocean. Along with the Isla Vista CSD the area is a densely populated beachside community that generates large amounts of street waste. An overabundance of cars and lack of parking render street sweeping challenging and contributes to a large buildup of trash and litter on local sidewalks, curbs, and gutters. Without property management, street waste quickly becomes a public safety hazard, contributes to urban decay, and pollutes the environment. In 2022, a total of 362.86 tons of debris and pollutants were removed from the streets by the street sweeping program servicing approximately 3,354 miles per year.

The IVCSD is contracting with EarthComb LLC to provide trash clean up and gutter clean up services for every street in Isla Vista twice per month. IVR&PD utilizes volunteers to pick up litter under this program. IVCSD believes more coordination with GWSD and County Public Works could restrict parking on streets during school breaks (winter, spring, summer) in order to street sweep more efficiently. Street Sweeping is completed by the Goleta West Sanitary District in Isla Vista every other Monday at 8am. However, the entirety of Isla Vista is not addressed on every service day.

Street sweeping is particularly important for cyclists as road debris often accumulates in the bike lanes and road shoulder, outside of the main travel path. Maintaining and sweeping roads is part of providing a comfortable riding surface. The County owns two street sweeping devices for the entire county and has no regular street sweeping schedule for roadways. If additional street sweeping is a recommendation of the ATP, the County will need to find funding to support increasing service.

Some pedestrian facilities are unattractive to pedestrians, with close proximities to high-speed traffic, long distances between crossing opportunities, sections that are not ADA (Americans with Disabilities Act)-accessible, etc. Pedestrian access and safety should be considered in the design of transportation facilities such as freeway interchanges, over/undercrossing, and high traffic volume intersections. Care should be taken to ensure

such facilities do not create barriers to pedestrian movement.

The design of pedestrian facilities should include features that make walking an attractive mode, such as landscaping, street trees, and planting strips separating sidewalks from roadways, wherever feasible.

The Isla Vista Beautiful Program's focus is on street beautification. The Isla Vista Beautiful team is constantly looking for and addressing graffiti in the public right of way. The District abates graffiti on fire hydrants, street signs, fences, walls, utility boxes, utility poles, dumpsters, and other locations.

The Mission Hills Community Services District is responsible for street sweeping activity. Street Sweeping Services are performed on Mondays the first and third weeks of the month; Mesa Oaks is serviced on 1st Monday; Mission Hills is serviced on 3rd Monday. Charges for this service includes the rate of \$1.32 per account.

The individual Cities are responsible for street sweeping and street beautification services for their respective jurisdiction. In Buellton, the City's streets are swept on the 2nd and 4th Mondays of every month.

In Carpinteria, the Solid Waste Program provides for solid waste collection including handling, disposal, and recycling operations; and street sweeping. The City contracts with E.J. Harrison and Sons, Inc. to provide the solid waste collection. The City is underway with requesting proposals from qualified firms to provide citywide street sweeping services including for emergencies and as needed by the City. Weekly street sweeping takes place on Tuesdays, and monthly routes are performed on Wednesdays. On street sweeping days residents are asked to park off street in order for the sweeping contractors to perform their job.

In Goleta, the City's Environmental Services Division provides for solid waste collection including handling, disposal, and recycling operations, stormwater and watershed management; and street sweeping. Western Goleta is swept by the Goleta West Sanitary District while the Eastern portion of the City is managed by the City.

In Guadalupe, the street sweeping service is provided by contract.

In Lompoc, a monthly street sweeping program is provided. Each collection area is divided into weekly sections. In addition to monthly street sweeping the City targets specific areas in order to enhance the cleanliness of the community.

In Santa Barbara, regular street sweeping occurs on about 80% of Santa Barbara's 254 miles of paved streets within the Santa Barbara city limits. Sweeping frequency is tied to accumulation of debris, density of population, and usage, and is scheduled from as often as four times per week to twice a month. The street sweepers annually remove approximately 1,850 tons of debris, trash, and other harmful constituents that would have otherwise ended up in the storm drains, creeks, and eventually in the ocean. If debris is a problem in some areas residents can contact the City of Santa Barbara Streets office or the Street Sweeping Hotline to request a special clean up.

In Santa Maria, street sweeping costs are included along with garbage collection rates. The schedule for street sweeping coincides with the day allocated for garbage collection and is performed every other week on the weekday following your regular refuse collection day. There is no scheduled street sweeping on Saturday or Sunday.

In Solvang, the City contracts street sweeping for all city public streets to be swept (outside the Village Area) north of Mission Drive to be swept on the 1st and 3rd Wednesday of every month, and south of Mission Drive on the 2nd and 4th Wednesdays of every month, between the hours of 7am and 2pm. The City Village Area Streets are swept every Wednesday morning between the hours of 1am and 7am.

5. Transit & Airport Service Cooperation

The Santa Barbara County Association of Governments (SBCAG) is an association of city and County governments in Santa Barbara County. Many of the issues that face local governments and the people they serve such as traffic, housing, air quality, and growth extend beyond jurisdictional boundaries. SBCAG's primary purpose is to assist local governments in solving common problems and addressing public policy issues that are regional or multi-jurisdictional. SBCAG exists to provide a forum for regional collaboration and cooperation between agencies.

As it pertains to transportation, SBCAG's primary organizational and functional responsibilities include:

- Regional Transportation Planning Agency
- Airport Land Use Commission
- Local Transportation Authority (LTA)
- Metropolitan Planning Organization (MPO)
- Service Authority for Freeway Emergencies (SAFE)
- Traffic Solutions

There are multiple partnerships working together regionally to provide public transportation services within Santa Barbara County such as:

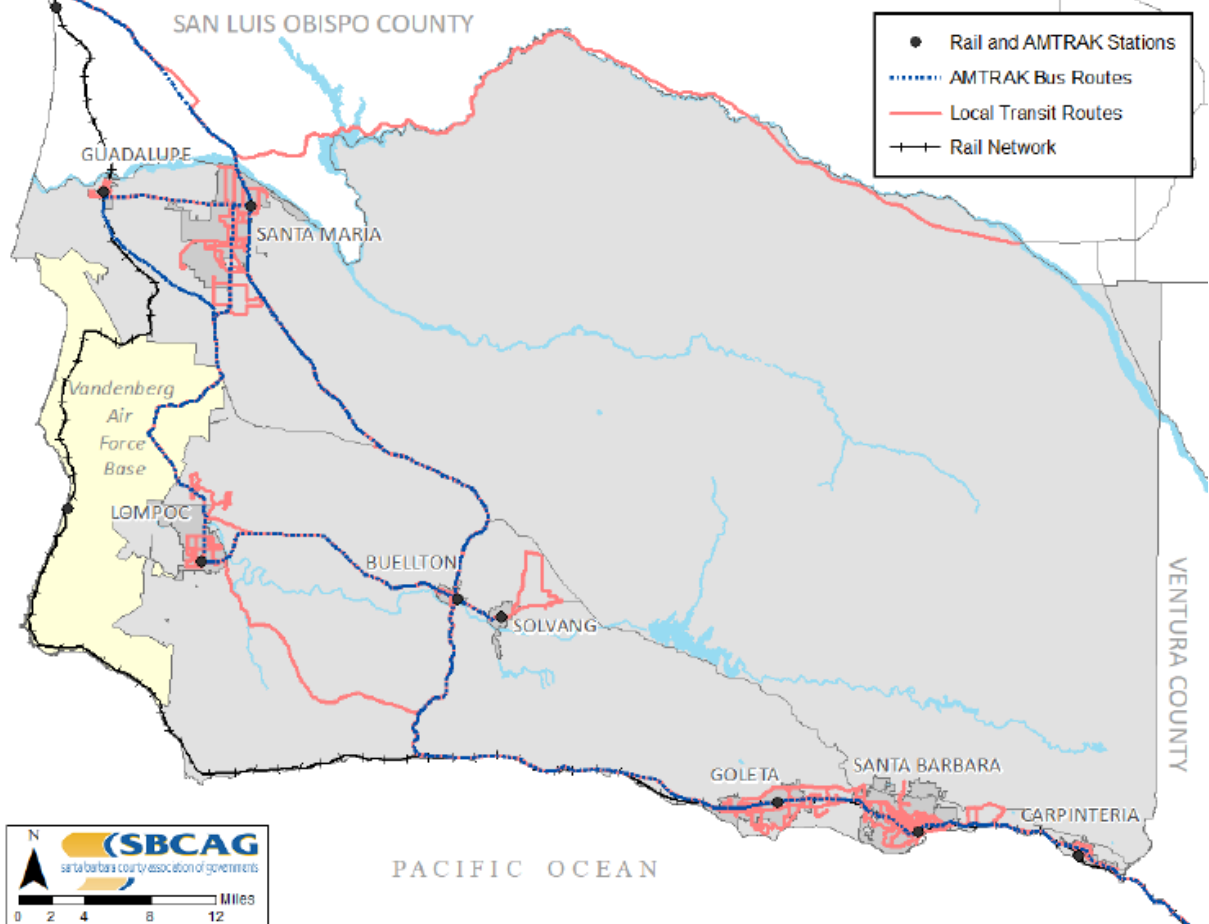
- Easy Lift
- Clean Air Express
- Santa Barbara Airbus
- Amtrak
- Santa Barbara Trolley
- Santa Barbara Car Free
- VCTC Coastal Express
- Bill's Bus
- Greyhound
- Santa Barbara Airport Traffic Solutions
- Santa Barbara Bicycle Coalition

When combined, the region's transit services provide coverage to the majority of populated places in Santa Barbara County. The total cost of the projects in Connected 2050 is approximately \$2.6 billion for transit projects.

On the South Coast, the Santa Barbara Metropolitan Transit District provides local services to the entirety of the urbanized area. It is supplemented by regional services, Ventura County Transportation Commission (VCTC) providing service from the south, the Clean Air Express providing service from the north, as well as AMTRAK Pacific Surfliner and Coast Starlight routes.

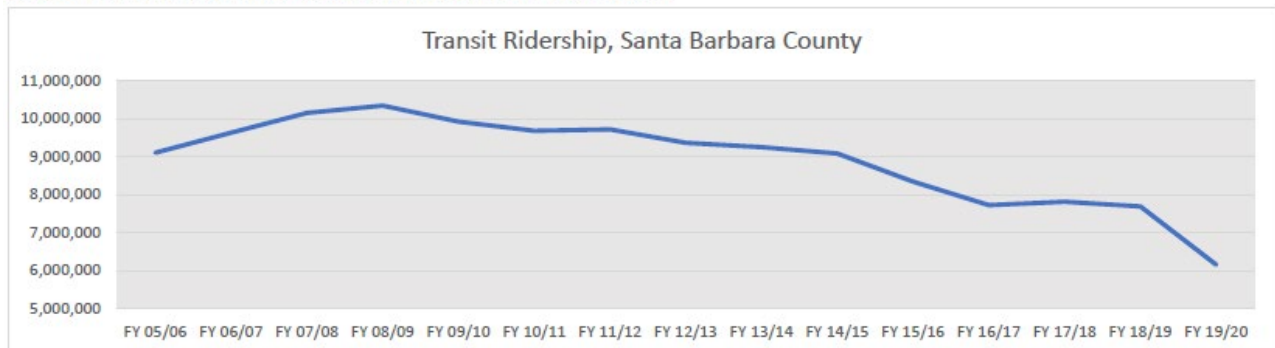
In the North County subregion, there are four providers for local services: Guadalupe Transit, Santa Maria Area Transit, City of Lompoc Transit, and Santa Ynez Valley Transit. Additionally, San Luis Obispo Regional Transit Authority connects the City of Santa Maria with San Luis Obispo County and the Clean Air Express provides commuter services connecting northern and southern Santa Barbara County. Numerous partnerships have been formed among North County transit providers to provide intercity services.

Figure 2-3: Transit Services



The Santa Barbara County region’s transportation network consists of approximately 13 public transit services and dozens of private transportation services. Transit is a critical element in the overall transportation system. Total transit ridership in the County has been steadily declining since FY 08/09. The steady decline, consistent with nationwide statistics, can be attributed to increased rates of private car ownership among other factors. The significant decline for FY 19/20 was due, at least in part, by the COVID-19 public health emergency.

Figure 2-16: Transit Ridership in Santa Barbara County, FY 2005/06-FY 2019/20



Source: Transit Providers

In fiscal year (FY) 2018/19, local and regional public transit providers provided 7,685,927 fixed-route and demand-response rides. The Santa Barbara MTD provided more than 6.4 million of those rides that year. With few exceptions, the region's transit network is sufficiently connected to the bicycle and pedestrian networks. Additionally, the ability to transport bicycles on public transit vehicles is important to provide needed connectivity that is not possible by either bicycle or bus alone. In the region, there are seven fixed-route transit providers, with most accommodating bicycles:

- MTD – South Coast – all buses, except electric trolleys accommodate bicycles
- COLT – Lompoc Valley – most buses accommodate bicycles
- SYVT – Santa Ynez Valley – all buses accommodate bicycles
- SMAT – Santa Maria – all buses accommodate bicycles
- CAE – North County to South Coast – all buses accommodate bicycles
- Guadalupe Transit – Guadalupe and Santa Maria – all buses accommodate bicycles
- Cuyama Transit – New Cuyama to Santa Maria – no bicycle accommodation

In fiscal year 2018-19, MTD reported transporting 85,917 bicycles. It is currently investigating options for increasing bicycle storage capacity on its buses and this plan includes a project to upgrade the bicycle racks on its buses.

Private transit services, such as AMTRAK and Greyhound, also accommodate bicycles, though each has its own policies related to transporting bicycles.

Most of the region's multi-modal transportation hubs, particularly those in urbanized areas, are largely equipped with bicycle storage infrastructure, such as bike racks or lockers. Five of the region's 13 park-and-ride lots have bicycle storage amenities and seven of the 13 are integrated with the pedestrian network. Most of those not connected or with amenities are not in locations conducive to bicycle and/or pedestrian travel.

The preferred scenario documented in the Connected 2050 plan achieves an increase in transit ridership. In 2015, daily transit ridership is approximately 29,470 boardings. Total transit ridership would be approximately 31,760 in 2020, 36,400 in 2035 and 38,980 in 2050. The total increase is 32 percent from 2015 ridership numbers, and a 5 percent increase from the corresponding 2050 future baseline numbers (36,960).

Most of the projects—more than 80 percent of the total cost of transit projects—are for transit operations. Most of the capital projects are for bus replacements, as well as bus acquisition in anticipation of long-term increases in service demand. There are some transit facility capital

improvement projects that are nearing completion, such as Lompoc’s Transit Operations Center and SBMTD’s transit center remodel. Major Transit projects included in Connected 2050 include (not exhaustive).

- Goleta Micro transit Pilot Project (SBMTD)
- South Coast Regional Transit Operations and Maintenance Facility (SBCAG)
- Photovoltaic System for Bus Charging (SBMTD)

There are five public-use airports in the Santa Barbara County region, two of which provide commercial air service (Santa Barbara Airport and Santa Maria Airport). Lompoc, Santa Ynez, and New Cuyama Airports are General Aviation use. The Vandenberg Air Force Base, located in the Lompoc Valley, is a military installation owned and operated by the U.S. Air Force.

Funding for improvements at airports is generally coordinated by staff at the airports. Santa Barbara Airport and Santa Maria Airport are included in the National Plan of Integrated Airport Systems, which allows for eligibility for Federal Aviation Administration (FAA) Airport Improvement Program grant funding for capital projects. All airports (with the exception of VAFB) can coordinate state funding through the California Aviation System Plan (CASP) Capital Improvement Plan (CIP), which is prepared by the Caltrans Division of Aeronautics.

Table 2-6: Regional Airport Statistics

Airport	Transit Access	Based Aircraft	Enplaned Passengers (2018)	Operations (annual)	Cargo (tons/yr)	Operators	Destinations
Santa Barbara	Yes	178	403,745 ^b	108,285	2,058 (b)	Alaska, American, United, Delta, Frontier, Contour, Southwest, Sun Country ^c	Los Angeles, San Francisco, Oakland, Seattle, Portland, Denver, Phoenix, Dallas, Las Vegas, Sacramento, Chicago, and Salt Lake City ^d
Santa Maria	Yes	235 (2015) ^d	23,008 ^b	38,389 (2015) ^d	1,972 (2015) ^d	Allegiant, United ^e	Las Vegas, Phoenix (Mesa), Portland, San Francisco, Denver ^d
Santa Ynez	No	45 ^f	n/a	30,000 ^f	n/a – General Aviation airport		
Lompoc	No	21 ^f	n/a	30,000 ^f	n/a – General Aviation airport		
New Cuyama	No	0 ^f	n/a	500 ^f	n/a – General Aviation airport		

6. Finances

The national pandemic had reduced revenues for virtually all local government agencies. Particularly hard hit were local agencies relying on transient occupancy or sales tax. The rate of residential and commercial development has slowed in areas depriving local government of physical improvements and tax revenues. In the last decade, the State mandated the

dissolution of local redevelopment agencies. This dissolution removed an important source of discretionary funds for the County and many local Cities. The pandemic had also reduced use of the airport, and set travel restriction that reduced revenue available to the agencies for all uses. Many of the agencies have recovered from the pandemic effects.

Although all local agencies providing transportation, parking, street sweeping & beautification, lighting, transit and airport services have been hurt differently by the pandemic, there are significant variations in the amount of revenue received by the agencies. Among the agencies providing these services in Fiscal Year 2021-22, the City of Santa Barbara received \$5,148 in revenue for each resident, while Mission Canyon Lighting received \$4.42 for each of its residents. Overall, the agencies have received slightly greater revenue than in previous years, as a slow trend upwards.

The variation in services reviewed under this report also have a wide variation in primary revenue sources. Street sweeping services are generally covered by property taxes, with the exception of Mission Hills CSD, who adopted a service charge per parcel. Street lighting is also primarily funded by property taxes or benefit assessment rates, roadway maintenance uses sales tax revenue, special tax measures, and grant funding to make necessary improvements. Parking is either funded through assessments, meter rates, transportation or general funding. Transit is funded by rates, grants, sales tax, property tax, and other funding sources, while airport services are similar funded by rates, usage fees, and property taxes.

The providers vary substantially in size of operations. Comparisons may be drawn by focusing on costs per capita served. While none of the agencies appear to be in fiscal distress and at risk of financial failure, the smaller agencies are often less able to plan for and address fiscal issues. For airport, transit, and fee-based parking services planning documents are adopted to keep pace with actual costs. These agencies prepare documented budgets and financial reports; current cost of service studies necessary to adjust rates to assure adequate funding for operations and ongoing capital requirements are implemented.

The variation in revenue is due to a number of factors, including: 1) the date of a District's formation or City Incorporation and past taxation levels; 2) differences in assessed valuation; 3) land development and property sales within the agency's boundaries; and 4) the willingness of local voters to propose and approve tax measures.

While LAFCO has little control over most of the factors listed above, LAFCO can ensure the mitigation of negative fiscal or service impacts resulting from annexations or detachments. Mitigation is supported by a local LAFCO policy⁴ that discourages proposals that would have adverse financial impacts because "the extension of services would be financially infeasible." The transportation related services are generally not the most financially impacting as result

of potential annexations, and/or district detachments. The larger Transit and Airport Districts cover a larger territory that spans a number of jurisdictional boundaries and can maintain adequate funding. Each of the Cities are participates in regional Association of Governments and are allocated their fair share of State and Federal dollars to make local and countywide improvements.

In addition to needing adequate revenues, a local agency relies on its fund balance to provide a cushion for unforeseen expenditures or revenue shortfalls. A fund balance helps to ensure that resources are available to meet the cost of operations. As shown in Table ES-3 (page 30), the agencies reviewed in this report have fund balances ranging from 2% of annual budget to 611% of annual budget.

All agencies strive to provide the highest quality of service possible with available resources. Out of necessity, those agencies with the least financial resources must sometimes rely on older, and fewer upgrades to systems. They defer maintenance or capacity studies.

⁴ *Policies and Procedures Relating to Spheres of Influence and Changes of Organization and Reorganization, Section 7- II, III, & VI Handbook.*

7. Public Accountability and Transparency

Of the 23 agencies providing Road Maintenance, Parking, Street Sweeping, Lighting, Beautification, Airport, and Transit all except for the Santa Rita Hills Community Services District maintain websites listing information about the Board of Directors or City Council Members and postings of upcoming meeting agendas. The County of Santa Barbara includes boundary maps for CSA's 3, 11, 31, 41, the Mission Canyon Lighting District, and the North County Lighting on the Public Works Surveyors website page. Agenda items related to any of these special districts are included in the Board of Supervisors weekly agendas. County Public Works does maintain its own website and includes archived meeting minutes, board roster, and newsletters. The City of Guadalupe lists any agenda items related to the Guadalupe Lighting District in their weekly agendas.

All agencies within the County are encouraged to establish websites if they do not now have them, and to maintain up-to-date websites which include, at a minimum, a listing of district directors/councils and their terms, announcements of upcoming meetings, meeting agendas and minutes, annual budgets, performance data, and current audits. This information is needed to promote transparency and accountability, as well as allowing public oversight of agencies activities.

All but four agencies reviewed in this report have prepared up-to-date fiscal and operational information. State law⁵ requires that each district file an audit with the State Controller, County Auditor and Local Agency Formation Commission within 12 months of the end of the fiscal year or years under examination. LAFCO was not able to review the Cuyama CSD, Santa Rita Hills CSD since it has been inactive since 2021, City of Goleta, and City of Santa Maria, which have not been completed at time of publication.

⁵Government Code section 26909(a)(2).

8. Emergency Evacuation Route Planning

At a Countywide level, law enforcement agencies including Sheriff's Department, the California Highway Patrol, and local police departments are responsible for implementing emergency evacuations. In addition, public safety agencies comply with a Unified Command protocol to determine appropriate evacuation routes based upon conditions of the emergency event, established Memoranda of Understanding/Cooperative Agreements, and Standard Operating Procedures in place for respective responding agencies. County public safety agencies maintain emergency response protocols that include criteria and guidelines for the declaration, communication, and implementation of evacuation orders or warnings. The County also maintains protocols designed to assure that, during an evacuation event, evacuation routes remain clear, traffic moves smoothly, routes/areas are isolated as appropriate, and the risk of accidents on roadways is minimized.

The County employs a reverse 9-1-1 system to notify the public of the need to evacuate a specific area. Additionally, a Memorandum of Agreement is in place between the County, Vandenberg Space Force Base, (VSFB), and the City of Lompoc for use of a dedicated base telephone and radio communication system in the event of a seismic/geologic incident or other emergency located in the Lompoc Valley or adjacent highlands.

FIRE

Santa Barbara County, like much of southern and Central California, experiences annual cycles of elevated fire danger. Due to its low annual precipitation rate (approximately 15 inches a year), highly flammable vegetation, and high velocity "sundowner" and "Santa Ana" winds, the County has routinely experienced major wildfires which threaten residents' safety and property. According to statistics recorded by the Santa Barbara County Fire Department (SBCoFD), 42 major fires have occurred in the County between 1922 and 2021.

In recent years since 2016, with the Sherpa, Rey and Canyon Fires; and in 2017, the Alamo, Whittier and Thomas Fires. The 2017 Thomas Fire at that time remained the 2nd largest in

the State's history; while the 1990 Paint Fire, the 2008 Gap Fire, and 2009's Jesusita and Tea Fires serve as reminders disasters should be planned for. As a result of the Thomas Fire in 2017, a massive debris flow in January 2018 devastated the Montecito community causing flooding through the watersheds which destroyed and damaged hundreds of homes, claimed the lives of 23 people, injured many others. Since 2008, Santa Barbara County experienced 13 major fires in which 6 of these fires (Gap, Tea, Sherpa, Whittier, Thomas, and Holiday Fires) directly threatened the County's front country. Three of these fires: the Tea, Sherpa and Holiday Fires destroyed over three hundred structures and scorched 17 square miles. One of the consequences of fires is flooding and extreme debris flow. The debris flows after the 1964 Coyote and 1971 Romero Fires were well documented and examples of the flood damage after fires have devastated local watersheds. In the aftermath of the Thomas Fire there was an amendment to some Community Wildfire Protection Plans (CWPP). The amendment identified, based on observed fire behavior during the recent fire, there was a greater need for increased operational space necessary for life safety and structure defense. A new interactive risk map and new evacuation notices are now divided into three categories that will no longer use the term "voluntary." The three specific evacuation categories are: pre-evacuation advisory, a recommended evacuation warning and a mandatory evacuation order. Several long-term plans are in place for future disasters, including debris removal, recovery plans, contingency plans, and hazard mitigation plans.

Santa Barbara County Fire does not prescribe fixed emergency evacuation routes for fire events due to the variability and transformative nature of fires. However, SBCoFD does maintain Standard Operating Procedures which outline the protocols for fire-induced evacuations based on individual emergency scenarios. During fire emergencies in the Local Responsibility Area (LRA), SBCoFD is responsible for assessing hazard areas to identify evacuation requirements. For areas that are imminently affected by fire an order to evacuate may be issued. For areas where a fire is expected to affect residents, but the threat is not imminent, a warning to evacuate may be issued. In the SRA, County agencies and departments cooperate with Cal Fire to assure that residents are evacuated when necessary.

In the event of a large-scale fire, the Santa Barbara County Office of Emergency Management (SBC OEM) may implement the Santa Barbara County Operational Area Multi-Hazard Functional Plan (MHFP) which outlines protocols for emergency planning, management, and response for the County operational area. Additionally, OEM may activate the SBC Emergency Operations Center (EOC) to coordinate multi-agency emergency response efforts for a fire event in compliance with State Standardized Emergency Management System (SEMS) protocols. The use of these plans and protocols are critical in administering numerous aspects of emergency response, including evacuations.

Roadways in rural areas are generally not sufficient to stop an intense slope-driven or wind-

driven wildfire even with major roadside clearing; however, roads can provide a usable barrier and relatively safe space for firefighters to work under more moderate fire conditions. Attempting to escape through active flames has resulted in a significant number of fatalities in past wildland urban interface fires. Even the threat of getting caught in flames may cause panic and effectively close evacuation routes. In rural areas of the county, both public and private roadways can be extremely narrow so removal of brush and foliage along these roadways will significantly reduce the risk of collisions between evacuating vehicles and incoming fire equipment. Removing the foliage vastly improves sight distances and potentially increasing passing widths allowing for safe travel in and out.

FLOOD

The County's emergency responses to flood events typically consist of efforts to reduce loss of life, rather than damage to physical property. These responses occur during a major storm event and County officials generally have between minutes and hours to formulate a response, not days or weeks. As a result, the County's emergency response to flood emergencies includes a two-pronged approach: 1) Monitor flood levels and determine when an evacuation is warranted, and 2) institute a well-orchestrated and timely evacuation in threatened areas.

The County Public Works Department maintains and operates a multi-component storm monitoring system. The purpose of the system is to provide advanced warning of impending flooding and to reduce the damages that may result. The system incorporates the collection of "real time" rainfall and stream flow data, computer modeling of river and reservoir systems, and coordination with the National Weather Service (NWS), Emergency Services, and other agencies.

Evacuation planning during a flood event is coordinated through the County Public Works Department, County OES, and law enforcement agencies. An evacuation area is determined based on storm intensity, stream gauge information, field observations, weather forecasts, and stream channel clearance. The threat of flooding typically worsens over a period of time, allowing emergency response agencies to track data and prepare for an evacuation. Following the issuance of an order or warning to evacuate, evacuation routes are determined based upon the conditions of the individual flood event.

Government Code §65302.15(a) requires a Safety Element to identify evacuation routes and their capacity, safety, and viability and evacuation locations under a range of emergency scenarios. Highlighted in the Seismic Safety & Safety Element (Republished May 2023), Policy Action FIRE-8.1.1 entitled Evacuation Route Assessment, states that the County shall develop evacuation routes and assess their capacity, safety, and viability in Hazard Areas. The County will survey areas at increased risk and develop recommendations to reduce risks and improve evacuation safety. The County is in the process of developing draft evacuation routes

and once analyzed and vetted, they will be made available in the Safety Element on the County's website. As noted in the Seismic Safety & Safety Element (Republished May 2023),

All eight Cities have mandatory Safety Elements that outline policies and procedures in the event of a local disaster. These documents include components of emergency preparedness and response include identification of evacuation routes and secondary emergency accesses, as well as provision of information to the community regarding appropriate individual actions in the event of various types of emergencies. The main evacuation route from most Cities is U.S. Highway 101. The local Fire Protection Districts and County/City Fire Departments, in conjunction with the County of Santa Barbara Sheriff's Department, is generally responsible for coordinating evacuation necessitated by an emergency. Many Cities also have community education resources for disaster preparedness. The Cities take a pro-active approach typically involves the development of response procedures, the identification of evacuation routes, design and installation of warning systems, purchase of emergency equipment, and training of emergency personnel. Many Cities have also adopted Emergency Management Plans.

Table ES-2
 AREA, POPULATION AND PCI RATING FOR AGENCIES PROVIDING TRANSPORTATION RELATED SERVICES

Agencies	Estimated Area (Square Miles)	Estimated Population (2022)	PCI Rating ³
Goleta West Sanitary	6.75	41,575	N/A
Cuyama CSD	0.6	550	N/A
Isla Vista CSD	16.16	15,000	N/A
Mission Hills CSD	1.3	3,435	N/A
Santa Rita Hills CSD	0.4	9	N/A
Santa Ynez CSD	1.7	4,679	N/A
Guadalupe Lighting	1.89	8,293	N/A
Mission Canyon Lighting	0.5	2,353	N/A
North County Lighting ¹	142	44,589	N/A
County Service Area 3 (Goleta Valley)	10	31,700	N/A
County Service Area 11 (Summerland/Carp)	0.45	1,584	58
County Service Area 31 (Isla Vista)	0.468	15,500	65
County Service Area 41 (Rancho Santa Rita)	1.2	101	41
Santa Maria Airport	400	156,584	N/A
Santa Barbara Metropolitan Transit ²	52	224,220	N/A
City of Buellton	1.6	5,055	LOS C
City of Carpinteria	4.7	12,963	LOS C
City of Goleta	7.85	32,591	n/a
City of Guadalupe	1.31	8,544	79
City of Lompoc	11.59	43,845	LOS C
City of Santa Barbara	19.49	86,591	63
City of Santa Maria	22.78	109,910	LOS B-C
City of Solvang	2.42	5,709	62

Data Sources:

- Estimated Area: LAFCO district maps and Santa Barbara County GIS System
- Estimated Population: 2022 DOF Table E4 Data
- PCI Rating: out of 100 as provided by the Districts/Cities

¹ The estimated area and population for the NCL is for the Casmalia and surrounding lands, Los Alamos and surrounding lands, Orcutt, Vanderberg Village, Mesa Oaks, and unincorporated Santa Maria within the District.

² The estimated area and population for the Santa Barbara MTD is the district service area which includes the South Coast of Santa Barbara County.

³ The Pavement Condition Index, or PCI Rating, is widely used in transportation civil engineering and asset management, and many municipalities use it to measure the performance of their road infrastructure and their levels of service.^[4] It is a statistical measure and requires manual survey of the pavement.

Table ES-3
ANNUAL REVENUE, FUND BALANCE, AND POPULATION OF DISTRICTS PROVIDING TRANSPORTATION RELATED SERVICES

Agencies	Time Period	a. Annual Revenue	b. Fund Balance	c. Fund Balance as a Percent of Annual Revenue (<i>'b/a'</i>)	d. Estimated Population	e. Per Capita Annual Revenue (<i>'a/d'</i>)	f. Average Portion of County 1% Property Tax
Goleta West Sanitary	FY 21-22	\$8,973,486	\$16,729,489	186%	41,575	\$216	6¢/\$1
Cuyama CSD	FY 18-19	\$438,448	\$362,174	82.6%	550	\$797	N/A
Isla Vista CSD	FY 21-22	\$1,391,693	\$1,945,915	139%	15,000	\$92	N/A
Mission Hills CSD	FY 21-22	\$2,328,789	\$2,049,512	88%	3,435	\$652	N/A
Santa Rita Hills CSD	FY 20-21	\$0	\$1,100,000	0%	9	\$0	N/A
Santa Ynez CSD	FY 21-22	\$2,013,961	\$7,800,727	387%	4,679	\$447	3¢/\$1
Guadalupe Lighting	FY 21-22	\$113,388	\$290,496	256%	8,293	\$13.67	4¢/\$1
Mission Canyon Lighting	FY 21-22	\$10,405	\$99,295	110%	2,353	\$4.42	0.2¢/\$1
North County Lighting	FY 21-22	\$620,132	\$468,500	75.5%	44,589	\$13.90	1¢/\$1
County Service Area 3 (Goleta Valley)	FY 21-22	\$1,639,616	\$1,356,326	82%	31,700	\$52	2¢/\$1
County Service Area 11 (Summerland/Carp)	FY 21-22	\$61,367	\$1,716,493	158%	1,584	\$37	1¢/\$1
County Service Area 31 (Isla Vista)	FY 21-22	\$107,816	\$659,399	611%	15,500	\$6.95	1¢/\$1
County Service Area 41 (Rancho Santa Rita)	FY 21-22	\$47,210	\$276,146	584%	101	\$467	N/A
Santa Maria Airport	FY 21-22	\$7,296,013	\$4,865,441	66.6%	156,584	\$47	1¢/\$1
Santa Barbara Metropolitan Transit	FY 21-22	\$29,502,000	\$45,700,000	155%	224,220	\$132	0.2¢/\$1
City of Buellton	FY 21-22	\$15,513,372	\$13,990,322	90.1%	5,055	\$3,069	15¢/\$1
City of Carpinteria	FY 21-22	\$22,283,062	\$15,378,710	69%	12,963	\$1,719	9¢/\$1
City of Goleta	FY 20-21	\$48,797,695	\$32,792,658	67%	32,591	\$1,497	5¢/\$1
City of Guadalupe	FY 21-22	\$16,830,891	\$485,622	4.5%	8,544	\$1,970	13¢/\$1
City of Lompoc	FY 21-22	\$130,303,832	\$51,011,921	39.1%	43,845	\$2,971	17¢/\$1
City of Santa Barbara	FY 21-22	\$445,785,662	\$51,568,135	11.5%	86,591	\$5,148	12¢/\$1
City of Santa Maria ¹	FY 20-21	\$231,374,358	\$52,183,211	2.3%	109,910	\$2,105	12¢/\$1
City of Solvang	FY 21-22	\$22,229,674	\$14,551,249	70.4%	5,709	\$3,894	6¢/\$1

Data Sources:

- Annual Revenue and Fund Balance: Agency audits for Fiscal Year 21-22, unless as otherwise noted below.
- Estimated Population: 2022 DOF Table E4 Data.
- Average Portion of County 1% Property Tax Received: Data from the County of Santa Barbara Auditor-Controller's Office.

¹The amount listed under Annual Revenue and fund balance data are unaudited for the City of Santa Maria and include Measure U revenue for which 90% are used for public safety.

CHAPTER ONE: MUNICIPAL SERVICE REVIEW DETERMINATIONS

A. Scope

This Chapter contains the recommended Municipal Services determinations for transportation, parking, street sweeping & beautification, lighting, transit and airport services provided by 23 Special Districts and Cities in Santa Barbara County. These agencies are one Sanitary District (Goleta West Sanitary District), five Community Services Districts (CSD) (Cuyama, Isla Vista, Mission Hills, Santa Rita Hills, and Santa Ynez), three Lighting Districts, (Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District), four County Service Areas (County Service Area 3, County Service Area 11, County Service Area 31, County Service Area 41), one Airport District (Santa Maria Public Airport District), one Transit District (Santa Barbara Metropolitan Transit District), along with all eight Cities (Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang). A complete review of all services provided by the multi-service Districts and Cities will be done in the future additional MSR's.

B. Summary of Recommendations

Based on the recommended determinations in this chapter, the Executive Officer recommends that the Commission adopt the Municipal Service Review for all 23 agencies providing transportation, parking, street sweeping & beautification, lighting, transit and airport services in Santa Barbara County.

Potentially Significant MSR Determinations

The MSR determinations checked below are potentially significant, as indicated by “yes” or “X” answers to the key policy questions listed and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by “no” or “blank” answers, the Commission may find that a comprehensive MSR update may not be warranted.

- | | | | |
|-------------------------------------|---|-------------------------------------|-------------------|
| <input type="checkbox"/> | Growth and Population | <input type="checkbox"/> | Shared Services |
| <input checked="" type="checkbox"/> | Disadvantaged Unincorporated Communities | <input checked="" type="checkbox"/> | Accountability |
| <input type="checkbox"/> | Capacity, Adequacy & Infrastructure to Provide Services | <input type="checkbox"/> | Other |
| <input checked="" type="checkbox"/> | Financial Ability | <input type="checkbox"/> | None at this time |

C. Overview

The Cortese-Knox-Hertzberg Act requires LAFCO to conduct a service review of the municipal services provided in the County or other appropriate areas prior to updating the Sphere of Influence of a local agency. This chapter contains a recommended written statement of LAFCO's determinations with respect to seven areas as required by Government Code section 56430(a). Each recommended determination applies to all 23 agencies as a regional group along with agency specific determinations for each of the following seven areas:

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 and Adequacy of Public Services, and Infrastructure Needs or Deficiencies;
4. Financial Ability of Agency to Provide Services;
5. Status of, and Opportunities for, Shared Facilities;
6. Accountability for Community Service Needs, including Government Structure and Operational Efficiencies, and
7. Any Other Matter Related to Effective or Efficient Service Delivery, as Required by Commission Policy.

Individual profiles of each of the 23 agencies are provided in Chapter Three.

Additional road maintenance services are also provided by the County Public Works Department, Caltrans, or street lighting services by Pacific Gas and Electric or Southern California Gas Company within the county. LAFCO has no authority over the County, State and Federal entities or the private Company entities. A brief review of these services are included in the Appendix.

D. Determinations

I. GROWTH AND POPULATION PROJECTIONS FOR THE AFFECTED AREA

REGIONAL

The preparation of this study was produced using the 2020 Census, Department of Finance, SBCAG Regional Forecast as the most recent available data. The 23 local agencies currently serve an estimated Countywide resident population of 445,164. This population estimate represents close to a four percent overall increase or 0.37% annually over the last 10 years.

Santa Barbara County is predominately city-centered with slightly more than 68.5% of the current resident population residing in one of the eight incorporated Cities. Nearly 57 percent of all City

residents reside in North County.

County of Santa Barbara Housing Element (2023-2031) identifies an estimated growth rate of 4.0 percent along South Coast and 9.5 percent countywide.

The Regional Transportation Plan & Sustainable Communities Strategy plans how the Santa Barbara County region should meet its transportation needs for the 30-year period from 2020 to 2050, considering existing and projected future land use patterns as well as forecast population and job growth. The Connected 2050 contains an additional 10 years within its planning horizon compared to Fast Forward 2040, the period of 2040 through 2050.

In order to reduce vehicle miles traveled and vehicle emissions region-wide, the preferred scenario models more population growth on the South Coast than would occur under the business-as-usual scenario. (The business-as-usual scenario, by contrast, continues the trend of the past decade of population growth predominantly in the North County.) County of Santa Barbara Housing Element (2015-2023) identified a growth rate of less than 1 percent along South Coast and 9.3 percent countywide. A slight shift is estimated in the updated 2023-2031 projections, as stated above.

The only viable approach to accommodating growth and simultaneously meeting Senate Bill 375 emission targets is one that relies on a land use solution that addresses jobs/housing balance using an infill approach oriented around transit services.

Regionally, the trend of travel demand is evident with large numbers of commuters traveling daily from housing in Ventura, Santa Maria, Lompoc, and the Santa Ynez Valley to jobs on the South Coast, and between San Luis Obispo County and the Santa Maria Valley. The average commute distance in the tri-county region (Santa Barbara, Ventura, and San Luis Obispo Counties) is 16 miles.

The North County-South County jobs imbalance is projected to improve, but will not be eliminated. According to SBCAG's 2012 Regional Growth Forecast (2012 RGF), the percentage of jobs on the South Coast will decrease from 61% in 2010 to 52% in 2040. However, while jobs on the South Coast will increase by 10% from 2010 to 2040, jobs in North County will increase by 59% over the same time period. The intra-County imbalance leads to increased transportation demands on U.S. 101 and State Route 154, with the consequence of increased congestion and vehicle miles traveled per capita.

The RTP-SCS and Connected 2050 evaluates State and Federal Highways, and local streets, bicycle and pedestrian networks, transit connectivity, and aviation needs and demand.

The unincorporated population of the County, the population not living within a City, has remained constant for the past 10 years, with census population figures of 135,145 in 2012 and 139,956 estimated by Department of Finance in 2022. Growth within the Cities over the past 10

years has not changed the unincorporated portion of the population by much from 31 percent.

Visitors are an integral component in supporting Santa Barbara County's economy as evident by sales, transient-occupancy tax revenues, and create additional and fluid demands on most of the 23 local agencies.

AGENCY SPECIFIC

The population of Carpinteria area includes the City of Carpinteria, County Service Area 11, and Metropolitan Transit District. These population figures are estimated at 12,963, 1,584, and 207,874 people, respectively. Between 2010 and 2022, the population of Carpinteria decreased by 81 people.

The population of Goleta area includes City of Goleta, Goleta West Sanitary District, Isla Vista CSD, County Service Area 3 and 31, and Metropolitan Transit District. These population figures are estimated at 32,591, 39,500, 15,000, 31,700, and 207,874 people, respectively. Between 2010 and 2020, the population of Goleta increased by 2,802 people.

City of Guadalupe and Guadalupe Lighting has experienced a sizeable percentage increase in estimated resident growth at 17.1 percent; or 1.7 percent per year. Between 2010 and 2022, the population of Guadalupe increased by 1,464 people. The population figures are estimated at 7,654.

City of Buellton has experienced the second largest percentage increase in estimated resident growth among the City jurisdictions over the last 10 years rising by 8.5% from 4,828 to 5,055.

City of Solvang has experienced a sizeable percentage increase in estimated resident growth at 7.3 percent; or less than 1 percent per year. Between 2010 and 2020, the population of Solvang increased by 414 people. Solvang's population is estimated to be 5,709.

The City of Santa Maria, has a recent history of projected growth at 7.3 percent; or less than 1 percent per year. Between 2010 and 2020, the population of Santa Maria increase by 7.3% from 99,553 to 107,407. The City is continuing to undergoing an update to its General Plan and reexamining its growth plans. The Santa Maria Public Airport District overlies the Cities of Santa Maria and Guadalupe with an estimated population of 156,584.

City of Lompoc has experienced a modest percentage increase in estimated resident growth at 3.8 percent; or less than 1 percent per year. Between 2010 and 2020, the population of Lompoc increased by 1,694 people. Lompoc's population is estimated to be 43,845.

City of Santa Barbara population is estimated to be 86,591 people. Between 2010 and 2020, the population of Santa Barbara City increased by 5,101 people (5.4 percent or less than 1 percent per year). The Mission Canyon Lighting District) is located within the City's Sphere. This population is estimated at 2,353 people. The Metropolitan Transit District also serves the City.

North County Lighting District serves the Casmalia and surrounding lands, Los Alamos and surrounding lands, Orcutt, Vanderberg Village, Mesa Oaks, and unincorporated Santa Maria with an estimated population of 44,589. Mission Hills Community Services District population is approximately 3,571 people. The projected population of Mission Hills CSD service area at buildout is approximately 4,900 persons. Between 2010 and 2020, the population of Mission Hills decreased by 5 people.

Cuyama Community Services District has a population of approximately 550 people. Between 2010 and 2020, the population of Cuyama unincorporated area did not change.

It is reasonable to assume growth rates for each of the 23 local jurisdictions over the next five years will parallel their respective growth rates between 2015 and 2022.

2. THE LOCATION AND CHARACTERISTICS OF ANY DISADVANTAGED UNINCORPORATED COMMUNITIES (DUC) WITHIN OR CONTIGUOUS TO THE SPHERE OF INFLUENCE.

REGIONAL

In 2023, the California statewide median household income (MHI) was \$109,200, and 80% of that was \$87,360. LAFCO staff utilized the State DAC Mapping Tool and CalEnviroScreen 4.0 to verify disadvantaged status with other applications of the definition⁶ to locate potential DUCs in the County. The County also prepared an update to its Integrated Regional Water Management Plan in 2019. Based on the criteria set forth by SB 244, staff's analysis indicates that the communities of Casmalia, Cuyama, New Cuyama, Sisquoc, Guadalupe, Garey, Devon, Tanglewood, Lompoc, portions of Goleta, Santa Maria, Santa Barbara, and Isla Vista were identified as qualifying disadvantaged communities.

No Countywide agency boundaries were studied during this review; however, some regional Districts have service areas and Sphere of Influence that cover a large portion of the County, that include some other the disadvantaged unincorporated communities identified above.

AGENCY SPECIFIC

No identified disadvantaged unincorporated communities have been identified within or contiguous to the Spheres of Influence of Mission Canyon Lighting District, County Service Area 3, 11, or 41, City of Solvang, City of Buellton, City of Carpinteria, Santa Rita Hills Community Services District, and Santa Ynez Community Services District providing transportation related services in Santa Barbara County.

The median household income (MHI) for Goleta Valley was \$104,830 in 2023, which does not qualify the communities as a disadvantaged community. However, the Goleta West Sanitary

District's, City of Goleta, Isla Vista Community Services District's, and County Service Area 31 each Spheres of Influence does qualify under the definition of disadvantaged community for the present and probable need for public facilities and services because in May of 2022, the Old Town area, as part of the larger Census tract including properties in the City of Goleta and County, was designated as a disadvantaged community by CalEPA. The MHI for Isla Vista was \$22,386 in 2023, which qualifies the community as a disadvantaged community.

The MHI for Guadalupe was \$58,449 in 2023, which qualifies the community as a disadvantaged community. The City of Guadalupe is an incorporated City, therefore by definition would not qualify as a disadvantaged unincorporated community. The Guadalupe Lighting District, Santa Maria Public Airport District's Spheres of Influence overlap with portions of the City limits.

The MHI for Lompoc was \$60,234 in 2023, which qualifies the community as a disadvantaged community. The City of Lompoc is an incorporated City, therefore by definition would not qualify as a disadvantaged unincorporated community. The City of Lompoc's Sphere of Influence is greater than its City limits.

The MHI for Santa Maria was \$69,714 in 2023, The MHI for Santa Maria Valley average was \$78,366 in 2023, which qualifies the community as a disadvantaged community. The MHI for North County Lighting varies between each distinct community of Orcutt, Los Almos, Vandenberg Village, Casmalia, and Mission Hills with an average of \$81,405 in 2023, which does not qualify the community as a disadvantaged community. However, in some cases portions of the City of Santa Maria, Casmalia, and Mission Hills CSD are within the boundaries of North County Lighting District. The City of Santa Maria is an incorporated City, therefore by definition would not qualify as a disadvantaged unincorporated community. The City of Santa Maria's Sphere of Influence is greater than its City limits. Some areas west of the airport and southern City of Santa Maria contiguous to the Sphere of Influence such as Tanglewood qualify as a disadvantaged unincorporated community.

The MHI for Santa Ynez was \$113,333 in 2023, which does not qualify the communities as a disadvantaged community. However, in May of 2022, the Chumash Reservation, was designated as a disadvantaged community by CalEPA.

The MHI for Santa Barbara City was \$90,711 in 2023, which does not qualify the community as a disadvantaged community. However, in some cases City of Santa Barbara has a small portion within the East Beach area. The City of Santa Barbara is an incorporated City, therefore by definition would not qualify as a disadvantaged unincorporated community. The City of Santa Barbara's Sphere of Influence is greater than its City limits.

The MHI for Santa Rita Hills is unknown at this time. The population consists of 9 people in an area that is becoming a prestigious wine growing region and would likely not qualify the community as a disadvantaged community.

The MHI for Cuyama was \$53,947 in 2023, which does qualify the community as a disadvantaged community. The District's Spheres of Influence is coterminous and Cuyama is an unincorporated community.

⁶ Government Code section 56033.5.

3. PRESENT AND PLANNED CAPACITY OF PUBLIC FACILITIES AND ADEQUACY OF PUBLIC SERVICES, AND INFRASTRUCTURE NEEDS OR DEFICIENCIES

REGIONAL

Ninety-nine percent of the residents of Santa Barbara County are currently within the boundaries of a City or Special District providing transportation, parking, street sweeping & beautification, lighting, transit and airport services. Airport and Transit services agencies act as regional service providers and adopt Master Plans to evaluate service capacities and future needs.

South Coast congestion is an existing issue, however, and would worsen in the future even under the business-as-usual scenario almost to the same extent as under the preferred scenario identified in the RTP-SCS. To some degree, increased congestion is inevitable since vehicle trips would increase by approximately 24% during the plan period due to population growth, while road capacity increases only slightly (2.7% more lane miles). The Regional Transportation Plan & Sustainable Communities Strategy preferred scenario reduces overall daily total traffic volumes and peak period volumes by about 9% in 2040.

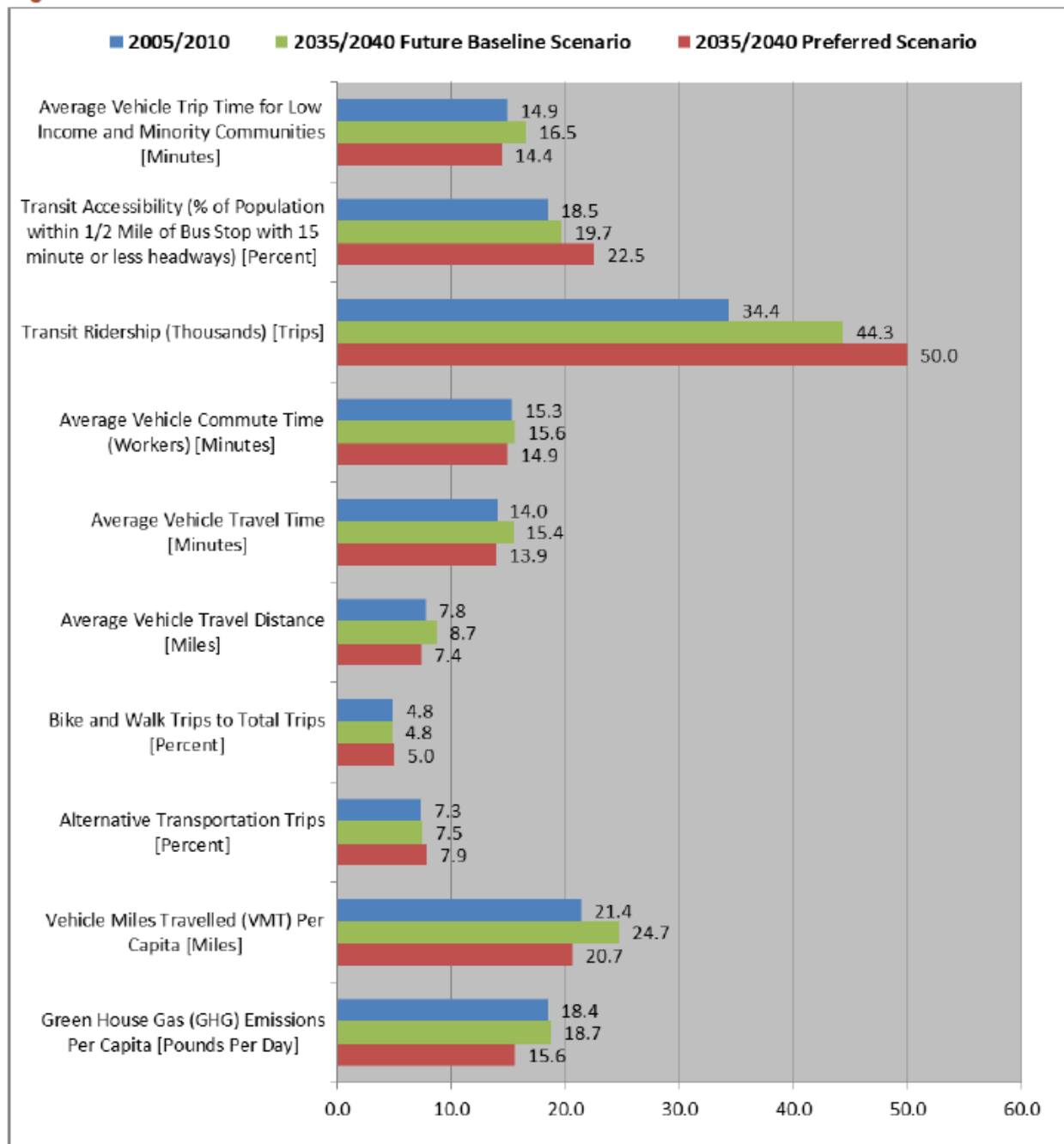
Each agency providing transportation, parking, street sweeping & beautification, lighting, transit and airport services in the County provides public facilities and equipment as allowed by their financial means (see Determination 4, below). The 23 agencies reviewed in this report maintain a total of 883 centerline road miles, 15,788 street lights, 16 street sweeping zones, 28 public parking lots and street parking that provides for over 4,620 parking spaces, 1,073 bus stops, 161 bike lane miles, bus fleet of 142, and 3 airport terminals to support 540 aircraft. The roadway pavement index averages 61 while the level of service averages LOS C. Measure A funding eligibility is \$50 million dollars for FY 23-24 with over \$253 million allocated over the next 5-years. An outline of the agency's attributes, types of services, and resources that describe the adequacy of public infrastructure needs and deficiencies for each agency is found in Chapter Three.

The 23 agencies collectively employ 548 personnel that work directly with related services. Other staffing personnel make up the balance in other services provided by the agencies.

SBCAG applied the performance measures in Connected 2050 scenario development and analysis

and in the selection of the preferred land use and transportation scenario. The results are listed below:

Figure 1: Performance Measures – Preferred Scenario vs. Future Baseline Scenario



AGENCY SPECIFIC

The Cities of Buellton, Carpinteria, and Solvang are deemed as adequate. As documented in Buellton City’s Land Use and Circulation Baseline Conditions Report in 2021 all roadways, bike paths, parking and transit services are determined to be adequate. In Carpinteria City’s online

pavement conditions viewer at URL [Carpinteria City Pavement Condition Viewer \(arcgis.com\)](https://arcgis.com), most streets were in fair to poor condition. The City of Carpinteria express insufficient revenue to maintain pavement condition index and fund CIP's. The City's Draft Parking Study identified adequate parking spaces mix with the need to address employee parking outside of the commercial core or offer alternative modes. Enhanced bikeways were identified; however, the City has adopted policy documents to address the services within the Circulation Element, Street Tree Management Plan, and Special Conditions Streets Management Plans. The City of Solvang, SBCAG along with the communities in Santa Ynez Valley are working on a Bicycle Master Plan. The plan aims to establish the Santa Ynez Valley as a place where riders of all ages and abilities are safe and feel comfortable when riding. SYVT brings a number of very positive strengths, including a reasonable fare, daily service, and a broad service area. The listed weaknesses can be addressed by engaging in continued community outreach and building a more positive image through outstanding customer service.

The City of Goleta's circulation system is incomplete and/or underdeveloped along a number of links. Many arterials have limited continuity and capacity and do not provide a viable alternative route for most trips made on U.S. 101. Gaps in the regional roadway network cause overall traffic congestion as drivers divert to other routes to complete their trips. Existing gaps in the community's arterial system and gaps in certain residential secondary streets, congested intersections, and a lack of bus stops and bus pockets in some areas also adversely affect the efficiency of service provided by a number of Santa Barbara Metropolitan Transit District (MTD) bus lines.

The City of Guadalupe's Pavement Management System showed that the City's overall average PCI is 79. The current bicycle network within Guadalupe is minimal with several areas requiring improvement. Overall, ridership on all three services had generally been trending down between FY 2018/19 and the first half of FY 2019/20. The fixed-route services saw an increase in operating cost and an 11.4 percent decrease in ridership.

The City of Lompoc has made a lot of progress on its active transportation infrastructure. Multiple sidewalk infill, new bike lane striping, and Class I pathway construction projects have brought the City much closer to a more multimodal transportation system. The City Council directed staff to initiate an update of the City's General Plan, Circulation Element in order to consider including additional projects deemed beneficial to the City. The Airport Master Plan outlines needed accommodation that forecasted 114 based aircraft and 62,600 operations. The runway does not accommodate most large aircraft weighing less than 60,000 pounds. As evidenced by recent and current operations, only small to medium sized business jets operate out of Lompoc.

The City of Santa Barbara does not track the road, intersection, or bikeway conditions, but maintains them on as needed basis. The overall pavement conditions are rated as 63 on the PCI index. At the end of January of 2023, around 35,000 BCycle riders have ridden over 829,000 miles

on BCycle electric bikes (e-bikes). With 226 BCycle e-bikes and 452 docks in service at 78 different stations throughout the City, the fleet is nearing the Program's goal of installing 500 docks and 250 e-bikes. Based on the 2022 FAA TAF, general aviation operations at SBA between FY2011 and FY2021 averaged 0.95 percent of California's general aviation operations and 0.65 percent of the APW region's operations. Local general aviation operations are projected to increase at an average rate of 0.2 percent annually.

The City of Santa Maria is currently underway with a street resurfacing project for much of the roads that were impacted by the severe winter storms earlier in 2023. When completed will be in good condition.

4. FINANCIAL ABILITY OF AGENCY TO PROVIDE SERVICES

REGIONAL

The demands on a Road Maintenance, Parking, Street Sweeping, Lighting, Beautification, Airport, and Transit Services from agencies vary due to the size and geography of the agency's boundaries, the area's employment base, the presence of jobs/housing balance, the existence and length of local highways, and other factors. These factors help dictate the amount of money required to provide an adequate level of service.

Nearly all funding for Road Maintenance, Parking, Street Sweeping, Lighting, Beautification, Bicycle and Pedestrian, Airport, and Transit Services provided by the local agencies are generated from general sales, property, gas tax revenues, Measure A collected by the respective governing bodies. Measure A is a transportation 1/2 cent sales tax measure that was approved by 79% of Santa Barbara County voters in November 2008. Measure A will provide more than \$1 billion of local sales tax revenues for transportation projects in Santa Barbara County over 30 years. Measure A will provide \$140 million in matching funds to widen the U.S. 101 freeway from 4 to 6 lanes south of Santa Barbara. The Measure A Investment Plan will provide \$455 million each for the North County and South Coast for high priority transportation projects and programs to address the current and future needs of local communities.

Auto-oriented funding, consists of 79 percent allocated to maintenance and operations. Making streets safer for users is a top priority of federal, state, regional, and local governments. Federal and state programs provide funding for transportation projects intended to improve safety across the nation. Bicycle and pedestrian infrastructure maintenance typically lacks a dedicated funding source, though the region's agencies utilize Measure A Local Streets and Transportation Improvements program funding to maintain bicycle and pedestrian infrastructure.

Pension and other post-employment benefit costs have increased over the last five years. Many of the agencies currently finances benefits on a pay-as-you-go basis. Goleta West Sanitary District, City of Carpinteria, City of Goleta, City of Lompoc, and City of Santa Barbara are the exceptions who have established a Benefit Trust and/or OPEB Trust for the purpose of reimburse or to pay

pension benefits.

The following agencies do not offer Pension and other post-employment benefit (OPEB) to employees; Cuyama Community Services District, Mission Hills Community Services District, Isla Vista Community Services District, Santa Ynez Community Services District, and Santa Rita Hills Community Services District.

While an agencies budget may expand due to increased service demands, the size of a budget is closely related to the availability of funds. The financial ability to provide road maintenance, parking, street sweeping, lighting, beautification, bicycle and pedestrian, airport, and transit service from some agencies have slowed in recent years. As outlined in Chapter Three, agencies providing these services within Santa Barbara County experience a wide range of revenue. Local Special Districts agencies receive between \$652 and \$4.42 per resident (the median being \$198). While the City agencies receive between \$5,148 and \$1,497 per resident (the median being \$2,796). The amount of revenue received by a Special District agency are often determined by factors over which agency residents have no control: assessed valuation, the date of a formation and past taxation levels, land development and property sales within the agency's boundaries, with a few exceptions for some district that set specific rates for services. For a City, the competition is for scarce resources among local government programs that divide up Measure A funds. Local residents do have the ability to propose and approve tax measures to increase local services. Although passage of tax measures is increasingly more difficult.

State law⁷ requires that an agency file an audit with the State Controller and County Auditor within 12 months of the end of the fiscal year or years under examination. All of the agencies providing transportation, parking, street sweeping & beautification, lighting, transit and airport services, except for four, have provided LAFCO with the most recent audit as required by State law. Cities of Goleta and Santa Maria did not have a completed audit at the time of publication, and the agency of Cuyama CSD were not able to provide audits since 2019. The agency of Santa Rita Hills CSD has not completed an audit are currently inactive.

AGENCY SPECIFIC

When a district annexes an area, the Property Tax Transfer Agreement with the County typically matches the annexing district's 1% County property tax within the annexation area. On the other hand, when an area is detached from a district, through a City annexation, the district no longer receives any taxes from this property. The Master Tax Transfer Agreement from 1981 provides for no transfer where territory is annexed to a County Service Area, Sanitation or Sanitary District, Mosquito Abatement District, or the Santa Barbara Metropolitan Transit District.

⁷Government Code section 26909(a)(2).

5. STATUS OF, AND OPPORTUNITIES FOR, SHARED FACILITIES

REGIONAL

Santa Barbara Metropolitan Transit District (MTD) operates within the south County and covers the incorporated and unincorporated communities for all transit related services. The City of Santa Maria also operates regional transit services for the north County communities, known as Santa Maria Regional Transit (SMRT) and Santa Maria Organization of Transportation Helpers (SMOOTH). Transit service in Solvang is provided by the Santa Ynez Valley Transit (SYVT), which is administered by the City of Solvang through a Memorandum of Understanding with the City of Buellton and the County of Santa Barbara.

Airport services also operate as regional providers for communities within Santa Barbara County and San Luis Obispo County, although the facilities are not shared with other agencies.

In most cases among the local agencies, due to relative distance between the jurisdictions and other communities, along with the type of services related to transportation needs such as road maintenance, street sweeping, lighting, bike and pedestrian networks, and landscape maintenance the opportunities for shared facilities are limited. Many do not currently share facilities with other agencies or the agencies do not have any opportunities to do so. It is unlikely that a proposal would be forthcoming in the near future. Some jurisdictions have shared service arrangements, which are outlined below and described in greater detail for each agency in Chapter Three.

AGENCY SPECIFIC

The Goleta West Sanitary District provides funding assistance for the Isla Vista Recreation and Parks District related to adopt-a-block and mutt-mitt programs. The Isla Vista CSD also provides street clean-up and beautification services in the area. Isla Vista CSD does have some arrangements to supplement services with the County related to transportation services.

6. ACCOUNTABILITY FOR COMMUNITY SERVICE NEEDS, INCLUDING GOVERNMENT STRUCTURE AND OPERATIONAL EFFICIENCIES

REGIONAL

Santa Barbara County is served by a web of agencies providing transportation, parking, street sweeping & beautification, lighting, transit and airport services. This Municipal Service Review primarily looks at the 23 Agencies – one Sanitary District, five Community Services Districts (CSD), three Lighting Districts, four County Service Areas, one Airport District, one Transit District, and eight Cities that provide services.

LAFCO staff sees value in local city agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for the County or another local service provider to assume responsibilities within a given area. Therefore, LAFCO staff recommends that the Cities and Special District continue to discuss partnerships with the County and other neighboring agencies. If an agreement is made, in which all affected parties agree in the service responsibilities, a change of organization or formation of a new agency may be considered at that point.

AGENCY SPECIFIC

All 23 local agencies are managed by committed and responsive public servants dedicated to providing timely public services irrespective of personal welfare within their respective jurisdictions.

All agencies appear to guide activities based on established qualitative goals outlined under their respective strategic or general plans. It would be appropriate for the local agencies to also establish quantitative standards in informing their decision-making as it relates to these services. These supplements would help improve the public's understanding of how each local agency defines and measures success.

Each of the agencies fully cooperated with the MSR process and responded to all requests for information with the exception of Cuyama CSD. Notably, the City of Santa Maria and to a similar extent Goleta were unable to provide the most recent annual audit, as it had not been completed yet. Similarly, the SRHCSD and Cuyama CSD were unable to provide budget, audits, or specific data needs for their service area. The data presented reflects the most accurate information available.

One Sanitary Districts (Goleta West) and Santa Ynez CSD will be transitioning to District elections for the November 2024 election, three Community Services Districts (Cuyama, IVCS, Mission Hills), and one of the eight Cities are governed by directors/council members who are elected at-large by voters.

In seven of the eight Cities the Mayor is elected at-large while the Council Members are elected by Districts (Guadalupe is the only exception). Many of the District are either transitioning or already elect members by-district elections by 2024. The additional list includes: Santa Maria Airport District.

Santa Barbara Metropolitan Transit District is composed of seven members who are elected to four-year terms. Two are appointed by the County Board of Supervisors, two are appointed by the Santa Barbara City Council, one is appointed by the Goleta City Council, and one is appointed by the Carpinteria City Council. The seventh member, also known as the at-large director, is appointed by the other six members of the board.

Santa Rita Hills Community Services District is composed of (five) authorized under AB 2455 to have three members who are elected at-large to four- year terms. The Board of Supervisors last appointed board members in 2021. AB 2455 sunsets on January 1, 2035.

The County Service Areas (3, 11, 31, & 41) along with the Mission Canyon Lighting and North County Lighting Districts are dependent Special District governed directly by the Santa Barbara County Board of Supervisors. The five County supervisors are elected from geographic districts for four-year terms.

Isla Vista Community Service District has a seven-member Board of Directors with four members elected at-large to staggered four-year terms, and one member elected at-large to serve a two-year term. UCSB and County both appoint the remaining two members. The Board of Supervisors appointment is for a two-year term and the Chancellor of University of California, Santa Barbara for a term of four years.

The Guadalupe Lighting District is dependently provided by the City of Guadalupe City Council. The City's five-member council are elected at large.

Of the 23 Special Districts and Cities providing transportation, parking, street sweeping & beautification, lighting, transit and airport services, all of them with the exception of the dependent districts and Santa Rita Hills CSD, maintain websites listing information about the Board of Directors/Council Members and postings of upcoming meeting agendas. The websites also provide access to minutes and packets to staff reports. These same websites also contain a wide range of useful organizational information, including agency budgets, audits, and plans. The specific websites for each agency, or related organization, are listed in Chapter Three.

CSA 3, 11, 31, 41, Mission County Lighting, and North County Lighting are managed by the County and operates under the Public Works's Department which maintains a separate website and provides some useful links to important public information. Some of Guadalupe Lighting information can be found on the City of Guadalupe's website.

Consistent with the public notice requirements of California's Brown Act, public agendas must be posted by all public agencies at a public location a minimum of 72 hours prior to the meeting. State law also requires that agendas be posted on the agency website, if one exists. All agencies must also allow the opportunity for members of the public to directly address the legislative body on any item of interest to the public at every regular meeting. As of January 2020, Senate Bill 929 requires all independent special districts to maintain a website, unless the district passes a resolution claiming hardship for particular reasons each year. All Special Districts in this Study currently maintain a website with the exception of Santa Rita Hills CSD which is inactive.

7. ANY OTHER MATTER RELATED TO EFFECTIVE OR EFFICIENT SERVICE DELIVERY, AS REQUIRED BY COMMISSION POLICY

REGIONAL

The Local Agency Formation Commission of Santa Barbara County has adopted Sphere of Influence Policies and Criteria within its Policies and Procedures relating to Spheres of Influence and Changes of Organization and Reorganization. These policies and criteria were adopted, in conformance to State law, to meet local needs.

These policies stipulate that the designation of Spheres of Influence shall seek to preserve community identity and boundaries and will urge the political and functional consolidation of local government agencies that cross-cut those affected communities. Adopted General Plans of the Cities and the County will be supported when defining Sphere boundaries. Duplication of authority to perform similar service functions in the same territory will be avoided. An economically sound base for financing services without including territories which will not benefit from the services will be promoted. Agricultural resources and support facilities should be given special consideration in sphere of influence designations. Sphere of influence lines may be larger or smaller than existing local agency boundaries and may lead to recommendations for changes of organization. The proposed amendments to the Spheres of Influence of the Santa Barbara County Fire Protection District and County Service Area 32 (unincorporated police services) are consistent with these policies. They are specifically designed to address service needs and the capabilities of jurisdictions related to the total system.

The proposed affirmations and amendments to the Spheres of Influence of these agencies are consistent with local policies and criteria.

This additional factor reviews the emergency evacuation efforts of agencies in Santa Barbara County. The determination reviews how this service is provided and addresses questions relating to the overall level of preparedness of evacuation routes to emergency events. This factor is not a mandated discussion topic pursuant to Cortese-Knox-Hertzberg Act and Santa Barbara LAFCO guiding policies. However, it was requested by Santa Barbara LAFCO to be included in this MSR.

In the aftermath of the Thomas Fire there was an amendment to some Community Wildfire Protection Plans (CWPP). The amendment identified, based on observed fire behavior during the recent fire, there was a greater need for increased operational space necessary for life safety and structure defense. A new interactive risk map and new evacuation notices are now divided into three categories that will no longer use the term “voluntary.” The three specific evacuation categories are: pre-evacuation advisory, a recommended evacuation warning and a mandatory evacuation order. Several long-term plans are in place for future disasters, including debris removal, recovery plans, contingency plans, and hazard mitigation plans.

Evacuation Route Protocols

Evacuation planning during a disastrous events are coordinated through the County Public Works Department, County OES, law enforcement and fire agencies, and California Highway Patrol. An evacuation area is determined based on storm, fire, or other intensity, stream gauge information, field observations, weather forecasts, and stream channel clearance. The threat of flooding, fire, or other typically worsens over a period of time, allowing emergency response agencies to track data and prepare for an evacuation. Following the issuance of an order or warning to evacuate, evacuation routes are determined based upon the conditions of the individual event. The County employs a reverse 9-1-1 system to notify the public of the need to evacuate a specific area.

Santa Barbara County's Safety Element Team has retained a consultant to assist with the preparation of an Evacuation Route Plan and traffic modeling to help the County identify issues and how evacuation can be improved to increase safety in the Unincorporated County. The project's Evacuation Advisory Group, consisting of a variety of agency representatives with experience and expertise in various facets of evacuation, is advising the project throughout the process. The project will assist the County in meeting various legislative requirements (AB 747 and AB 1409). Funding for this project is provided by a grant from the California Department of Forestry and Fire Protection as part of the California Climate Investments Program, through the California Fire Safe Council. Development of the project is underway and is anticipated to wrap up in December of 2024.

AGENCY SPECIFIC

None at this time.

CHAPTER TWO: SPHERE OF INFLUENCE DETERMINATIONS AND RECOMMENDATIONS

A. Scope

This chapter provides recommended Sphere of Influence determinations for one Sanitary District, four CSD Districts, three Lighting Districts, two CSAs, one Airport District, and one Transit District. The other eleven agencies provide multiple types of services still being evaluated. This chapter does not include recommended determinations for the Isla Vista Community Services District, County Service Areas 3 & 11, or the eight Cities (Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang). The current report addresses the transportation, parking, street sweeping & beautification, lighting, transit and airport services provided by these eight Cities and one multi-service district and two County service areas. It discusses, but does not update, the Spheres of Influence of these agencies. Sphere updates will be provided together with future reviews of all of the services provided by the Cities and multi-service districts.

B. Summary of Recommendations

Based on the recommended determinations in this chapter, the Executive Officer recommends that the Commission:

1. Adopting the 2023 Municipal Service Review for all 23 Special Districts and Cities providing Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit and Airport Services in Santa Barbara County;
2. Affirming the currently adopted Spheres of Influence of the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts, as shown on the map on pages 55, 56, 57, 60, 61, 62, 63, 64, 65, & 66, and;
3. Amending the Spheres of Influence of the Santa Ynez Community Services District to include Study Area #3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas, and Study Area #1 for the Santa Rita Hills Community Services District to include the MOA Road easement area not currently within the boundaries of the agencies, as shown on the maps on pages 59 and 58.

C. Overview

The Cortese-Knox-Hertzberg Act states that in determining the Sphere of Influence of each local agency, LAFCO shall consider and prepare a written statement of its determinations with respect to five areas⁸:

⁸These determinations are contained in Government Code section 56425(e).

1. The Present and Planned Land Uses in the Area, including Agricultural and Open-Space Lands;
2. The Present and Probable Need for Public Facilities and Services in the Area;
3. The Present Capacity of Public Facilities and Adequacy of Public Services that the Agency Provides or is Authorized to Provide,
4. The Existence of Any Social or Economic Communities of Interest in the Area if the Commission determines that they are Relevant to the Agency; and
5. The present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing Sphere of Influence.

This chapter contains recommended Sphere of Influence determinations for the Goleta West Sanitary District, four CSD Districts (Cuyama, Mission Hills, Santa Rita Hills, & Santa Ynez), three Lighting Districts (Guadalupe, Mission Canyon, & North County Lighting), two CSAs (CSA 31 & CSA 41), one Airport District (Santa Maria), and one Transit District (MTD). The other eleven agencies provide multiple types of services still being evaluated. Each of the five recommended determinations applies to all 23 agencies as a group.

The Executive Officer has found the Spheres of Influence of all other agencies (Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts) are recommended to maintain their existing Sphere of Influence boundary as appropriate to meet the needs of district residents. This chapter, therefore, includes the Executive Officer's recommendation to affirm the currently adopted Spheres of Influence, without change.

The Executive Officer also outlines the need for, and proposes amendments to, the Spheres of Influence of the Isla Vista Community Services District. These amendments would expand the Spheres of Influence of IVCSA to include the three composting sites, which currently receive services or which may need these services in the future, as discussed in each agencies chapter profile. The District agrees with this recommendation and would need to activate the solid waste power first before providing composting services. These Sphere expansions would be a step toward ensuring that composting service needs of Isla Vista residents and property owners are

met. If these amendments are adopted by LAFCO, a proposal by the District for an out-of-agency service agreement for all or a portion of the expanded Sphere is anticipated.

D. Determinations

I. THE PRESENT AND PLANNED LAND USES IN THE AREA, INCLUDING AGRICULTURAL AND OPEN-SPACE LANDS

The present and planned land uses of the County are guided by the General Plans, Circulation, Safety Elements of the County and the eight Cities within the County. Santa Barbara County Association of Governments also manage State and Federal funding, Measure A revenue, and grant revenue. As a moderately sized County in the State of California, Santa Barbara County covers more than 2,737 square miles and is comprised of diverse natural habitats and residential communities. The eight incorporated Cities comprise slightly more than 68.5% of the County population and about 2% of the total land area. The Housing Elements for each of the jurisdictions are in compliance with State Housing and Community Development certification. The 6th Housing Element review cycle is coming to a close in 2023. Two of the Cities will be considering General Plan Updates over the next year which includes, Santa Maria and Santa Barbara. The City of Goleta's General Plan was adopted in 2006 with at least 21 amendments since adoption.

Many of the Cities are located within or surrounded by some of the richest agricultural regions in the world. These are located in the Santa Maria Valley, Santa Ynez Valley, Lompoc Valley, and Carpinteria Valley. These Cities include Guadalupe, Santa Maria, Buellton, Solvang, Lompoc, and Carpinteria. Three Cities are located in the South Coast Region: Goleta, Santa Barbara, and Carpinteria. In addition to the strong agricultural economies of the Santa Maria, Santa Ynez and Lompoc Valleys, the South Coast Region is a center of tourism along the Central Coast.

The County as a whole is likely to see a steady rate of growth over the next 20 years. The Cities of Buellton, Carpinteria, Goleta, and Guadalupe, along with three Community Service Districts (Cuyama, Isla Vista, Santa Rita Hills) have a Sphere of Influence that match their district boundaries having no Sphere of Influence beyond service boundaries. The Guadalupe Lighting District, Mission Canyon Lighting District, four County Service Areas (3,11, 31, & 41) along with the Santa Maria Airport District and Santa Barbara Metropolitan Transit District. All have a Sphere of Influence that match their district boundaries. These communities have limited areas for future development and will be dependent on in-fill projects.

Due to the large size of some agencies and varied topography of the area, there is a wide range of land uses present within the agencies' boundary and SOI. Land uses are largely Rural Residential, Low Density Residential, and Natural Resources with Agricultural lands. There are no agricultural or open-space lands within the SOI expansion areas.

For the eight Cities; growth rates are estimated to be as follows:

- The City of Buellton anticipates growing at a 6.9 percent within the City over the next 8 years. Close to 97% of the parcel acreage is under private ownership with 80% already developed. The undeveloped area consists of 13 vacant parcels that collectively total 37.45 acres.
- The City of Carpinteria’s projected growth rate is about 0.7%. Close to 74% of the parcel acreage is under private ownership with 81% having already been developed. The undeveloped area consists of 50 vacant parcels that collectively total 27 acres with some areas not developable.
- The City of Goleta’s projected growth managed based on the maintenance of service levels and quality of life within the City. Most of the City or 98% of the parcel acreage is under private ownership with 91% having already been developed. The undeveloped area consists of 84 vacant parcels that collectively total 100 acres.
- The City of Guadalupe’s projected growth rate is about 1.2%. Close to 98% of the parcel acreage is under private ownership with 93% having already been developed. The undeveloped area consists of 49 vacant parcels that collectively total 103 acres.
- The City of Lompoc’s projected growth rate is about 0.45%. Close to 98% of the parcel acreage is under private ownership with 88% already been developed. The undeveloped area consists of 109 vacant parcels that collectively total 319 acres.
- The City of Santa Barbara’s projected growth rate is about 0.3%. Close to 76% of the parcel acreage is under private ownership with nearly all or 94% having already been developed. The undeveloped area consists of 521 vacant parcels that collectively total 591 acres.
- The City of Santa Maria’s projected growth rate is anticipated to decrease over time, with a projected annual growth rate of 0.9% from 2025 to 2040. Close to 89% of the parcel acreage is under private ownership with approximately 90% having already been developed. The undeveloped area consists of 262 vacant parcels that collectively total 193 acres.
- The City of Solvang’s projected growth rate is about 3%. Close to 88% of the parcel acreage is under private ownership with 87% having already been developed. The undeveloped area consists of 63 vacant parcels that collectively total 75 acres.
- The County’s growth rate, covering the same period, estimates 9.5 percent growth in the surrounding unincorporated areas.

For the four Community Services District (Cuyama, Isla Vista, Mission Hills, & Santa Rita Hills) growth rate will follow the respective unincorporated County at less than one percent.

- Santa Ynez Valley Planning Area growth rate is projected at 1.2 percent. Approximately 91% of the parcel acreage is under private ownership with 93% having already been developed. The undeveloped area consists of 20 vacant parcels that collectively total 7.5 acres within the Santa Ynez CSD boundary.
- The current Cities of Guadalupe and Santa Maria estimated growth rate of less than one (1) percent within the respective Cities for territory overlapping the Santa Maria Airport District. Approximately 98% of the parcel acreage is under private ownership with 42% having already been developed. The undeveloped area consists of 1,027 vacant parcels that

collectively total 1,488 acres within the Airport District boundary.

- The Santa Barbara Metropolitan Transit District's estimated growth rate is less than 4 percent within the South Coast region. Close to 39.2% of the parcel acreage is under private ownership with 77.8% having already been developed. The undeveloped area consists of 1,626 vacant parcels that collectively total 2,808 acres.

Some land use zoning within the proposed Study Areas of the Santa Ynez Community Services District, and Santa Rita Hills Community Services District Spheres of Influence are Agriculture. However, no study areas are recommended for expansion are within prime agriculture land with the exception of Santa Ynez Community Services District Study Area #3 (Janin Acres & Western Santa Ynez Special Problem Area). This Study Area #3 consist of existing single-family residential within I-E-1 zoning.

The planned use for these areas might include open space. The proposed SOI areas compare favorably with the existing pattern of development and would promote the efficient provision of public services, and in the case of SYCSD Study Area #3 address Special Problem Area, encourage the preservation of open space and agricultural land and would further discourage urban sprawl in the particular area. The County's General Plan policies enable the County to effectively manage the growth and development within these areas.

In general, Santa Barbara County's transportation, parking, street sweeping & beautification, lighting, transit and airport agencies have adequate Spheres of Influence and boundaries. Ninety-nine percent of residents living within Santa Barbara County are within the boundaries of a local agency providing transportation related services.

The Executive Officer recommends amendments to the Spheres of Influence of the Santa Ynez CSD that provide sanitary and street lighting services. This recommendation would allow the SYCSD to expand into adjacent properties that are not now within the boundaries of the agency.

The Executive Officer also recommends the Santa Rita Hills Community Services District align with the 1990 MOA Road that was granted permission to be built along the easement. Connecting the end of Sweeney Road to the District boundary would resolve access to the Lakeview Estates. AB 2455 sunsets on January 1, 2035. If the District cannot resolve the issue with roadway access by the time AB 2455 expires, then under Senate Bill 448 (Wieckowski) LAFCO will notify the State Controller's Office to have SRHCSD join the list of inactive districts.

A map of the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts boundaries and the proposed Sphere of Influence amendments are at the end of the chapter on pages 55, 56, 57, 60, 61, 62, 63, 64, 65 & 66.

This designation is consistent with local LAFCO policy which states that “The Commission will consider area-wide needs for governmental services and evaluate individual districts serving the area as they relate to the total system of the existing local government in the community and alternative arrangements⁹.”

⁹ *Policies and Procedures Relating to Spheres of Influence and Changes of Organization and Reorganization*, Section 7 Policy II.

2. THE PRESENT AND PROBABLE NEED FOR PUBLIC FACILITIES AND SERVICES IN THE AREA

All local transportation, parking, street sweeping & beautification, lighting, transit and airport service agencies plan to meet current and future needs through annual budgets and maintenance schedules. Some agencies have adopted detailed strategic plans that pinpoint future actions required to meet community needs. The need for adequate future funding, staffing, equipment and facilities is great where significant residential or commercial growth is anticipated. Much of the urban growth anticipated in Santa Barbara County in the coming decades will occur within City boundaries. It is estimated the growth rate of 4.0 percent will occur along South Coast and 9.5 percent countywide.

There is a clear and present need for coordination of transportation services within the existing service areas, along with balancing the VMT and using a viable approach to accommodating growth and simultaneously emission targets relying on a land use solution that addresses jobs/housing balance using an infill approach oriented around transit services.

As outlined in Chapters One and Three, the local agencies anticipating the most population growth are City of Santa Maria and the unincorporated portions of Santa Barbara County in the Orcutt area. If the County’s Housing Element is certified by the State significant growth potential would exist around the City of Goleta. These Chapters outline the MSR Determination for the present and probable need for services in each area. Even without growth, present needs are significant throughout the County. The probable need for public services will be greater when development occurs. It’s likely that urban levels of development will be proposed in the Sphere of Influence. The future preparation of Specific/Development Plans as areas are proposed for development and by conformance to LAFCO policies requiring a comprehensive Plan for Providing Services at the time of each future annexation proposal will address the needs.

With limited growth potential for some of the service areas, existing transportation related services in the area appear adequate.

The Executive Officer recommends that LAFCO affirm the current Spheres of Influence for Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and

Santa Barbara Metropolitan Transit Districts.

The Sphere of Influence expansions proposed for the Santa Ynez Community Services District, and Santa Rita Hills Community Services District will not add significant service demands on existing District service capabilities, provided SRHCSD becomes an active district and start collecting property taxes allocated to the District through special tax assessment authorized under formation.

3. THE PRESENT CAPACITY OF PUBLIC FACILITIES AND ADEQUACY OF PUBLIC SERVICES THAT THE AGENCY PROVIDES OR IS AUTHORIZED TO PROVIDE

The present and probable need for public facilities and services varies for each local public agency providing transportation, parking, street sweeping & beautification, lighting, transit and airport service. As outlined in Chapters One and Three, the level of service provided by each agency varies according to the service area's needs and available revenues. The existence of special revenue measures, sales tax increases, and portion of property taxes allows each agency to meet the overall regional needs.

Most agencies are currently able to provide adequate transportation, parking, street sweeping & beautification, lighting, transit and airport services to their respected area. The Pavement Condition Index (PCI) is listed on page 29 shows the highest rating is 79.

Measure A, a 30-year (2010-2040), ½ cent local sales tax for transportation. Measure A will provide approximately \$1 billion through its life with \$140 million used to leverage other funding for the US 101 HOV and parallel projects, and approximately \$455 million for both named and ongoing projects for each northern and southern Santa Barbara County.

As outlined in Chapter Three, each of the agencies are documented for revenues, equipment, infrastructure, and facilities conditions run from poor to excellent. These agencies maintain fund balances that are available to meet unexpected demands, with the Cities of Carpinteria, Goleta, Guadalupe and Lompoc on the leaner range to maintain roadways. The Districts have the financial and organizational resources needed to provide services to those areas. Since no changes to the Sphere of Influence are proposed for the other agencies, the current need for services will not change significantly.

The Executive Officer proposes an expansion of the Spheres of Influence for the Santa Ynez Community Services District and Santa Rita Hills Community Services District. The SYCSD has the financial and organizational resources needed to provide services to these areas. SRHCSD needs to become a functional Board again generate special assessments. Since no changes to the Sphere of Influence are proposed for the other 10 Special District, the current need for services will not change significantly.

4. THE EXISTENCE OF ANY SOCIAL OR ECONOMIC COMMUNITIES OF INTEREST IN THE AREA IF THE COMMISSION DETERMINES THAT THEY ARE RELEVANT TO THE AGENCY

For purposes of this review, a relevant “community of interest” is any group or entity in an unincorporated or incorporated area that shares common social or economic interests with an area served by an agency and that could be potentially annexed to that agency or added to that agency’s Sphere of Influence.

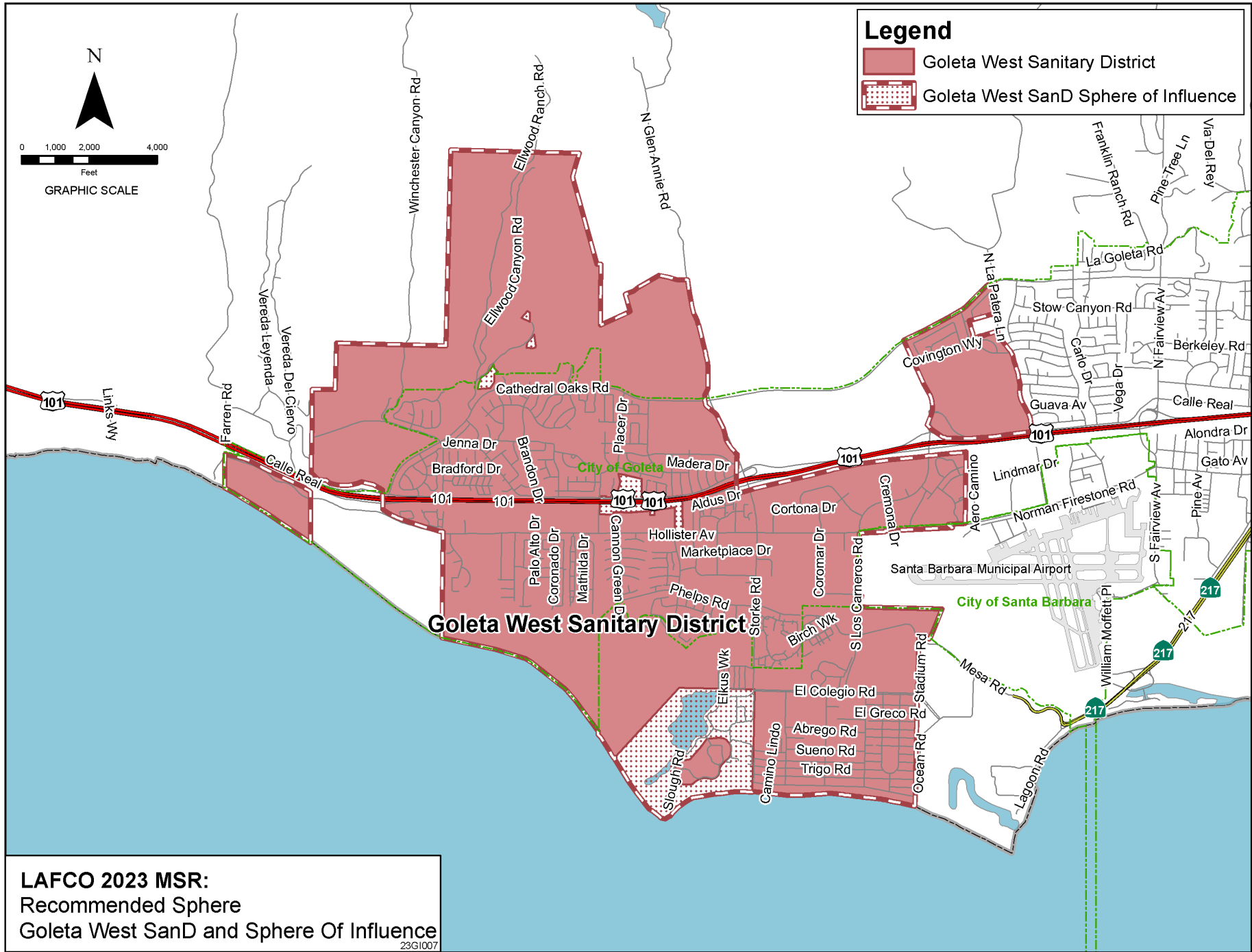
The Sphere areas would rely on the nearest agency for customers and employees if commercial development occurs. Where residential development is proposed, the agency provides places for shopping and services for the people living in those areas. Areas to recreate, schools, places of worship and cultural events would also be available to the areas in the Sphere of Influence that include development. The agency may also gain sales and property taxes advantages when these areas are annexed. The area residents also have an economic interest in the services provided as some agencies are funded through a portion of the one-percent property tax.

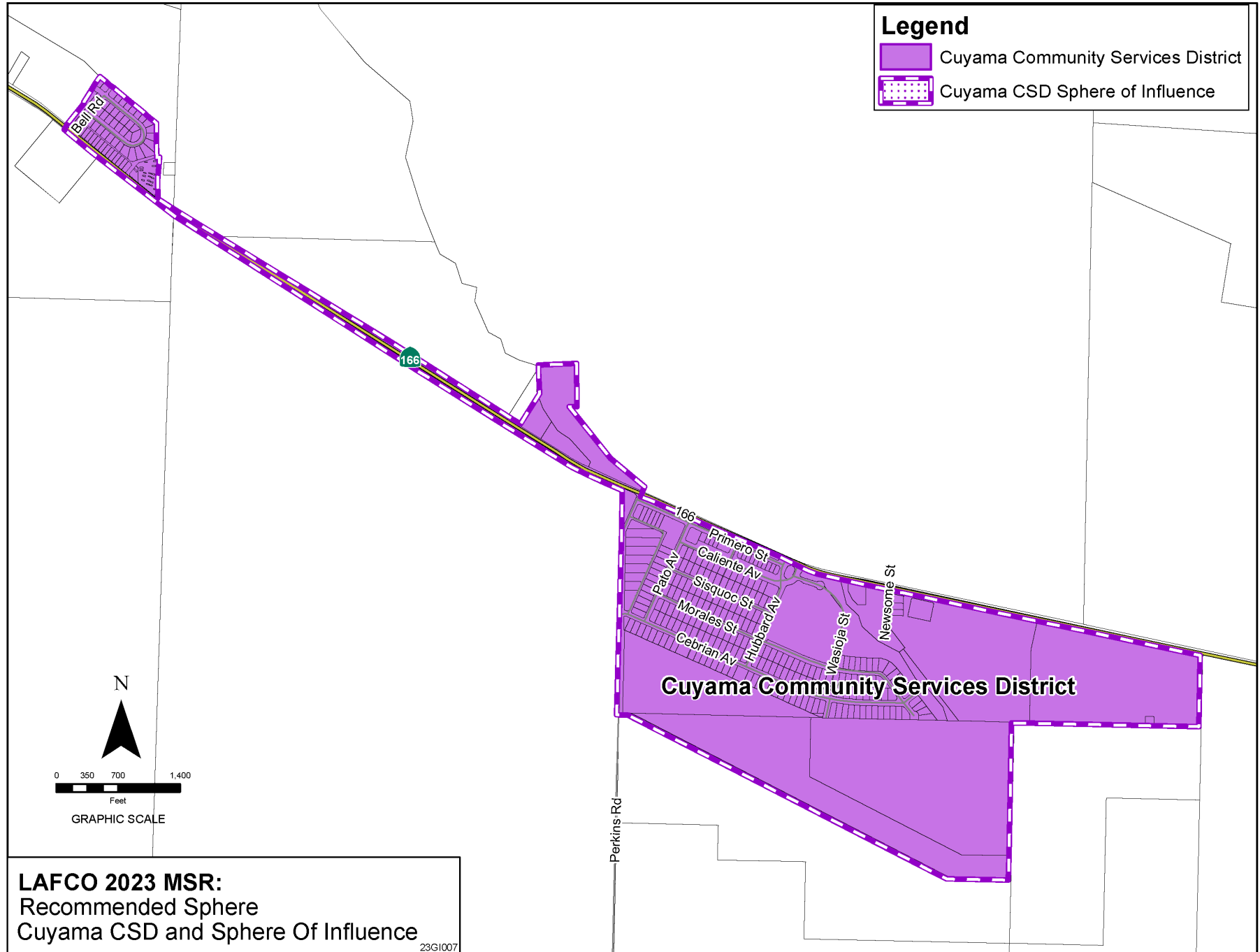
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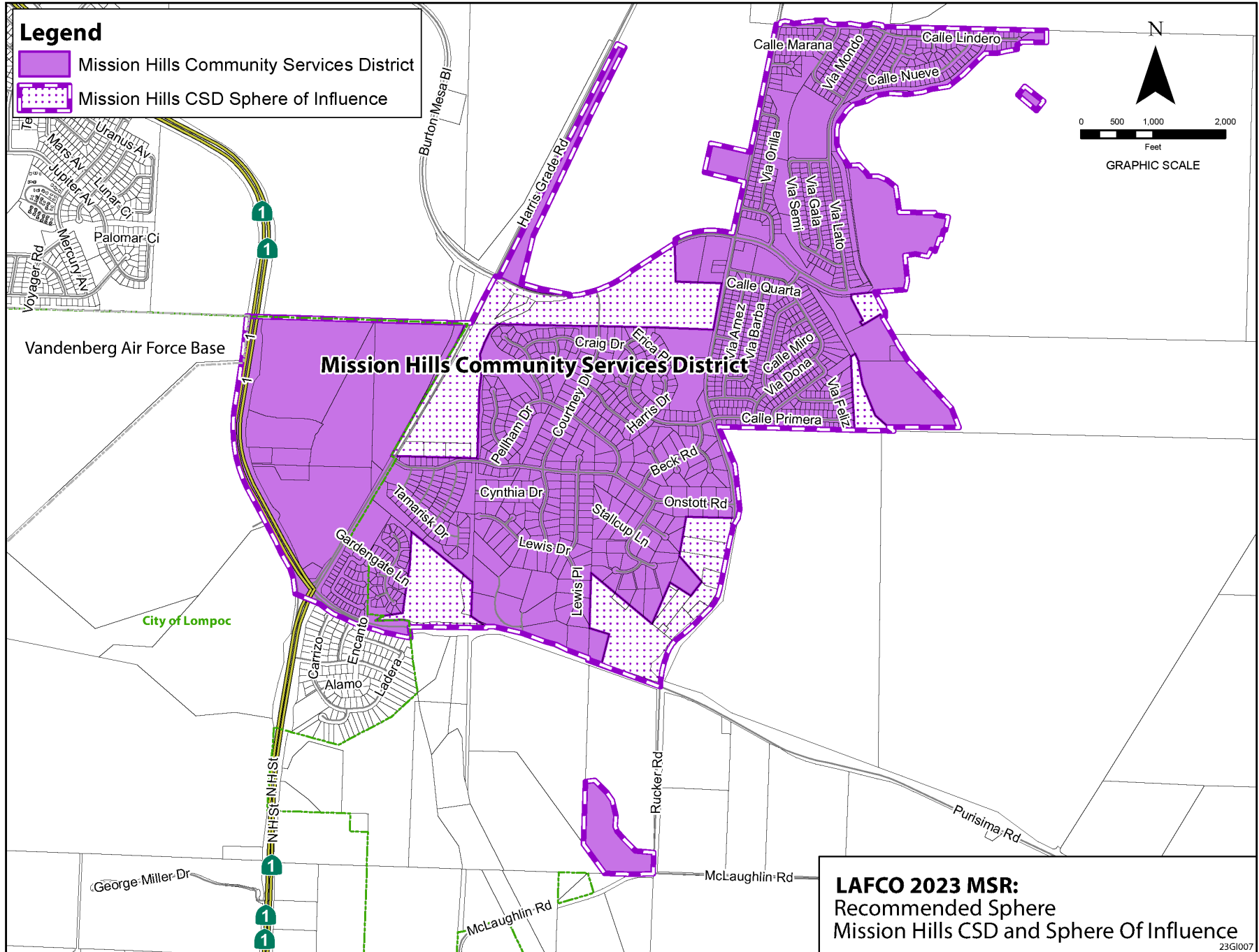
5. THE PRESENT AND PROBABLE NEED FOR THOSE PUBLIC FACILITIES AND SERVICES OF ANY DISADVANTAGED UNINCORPORATED COMMUNITIES WITHIN THE EXISTING SPHERE OF INFLUENCE

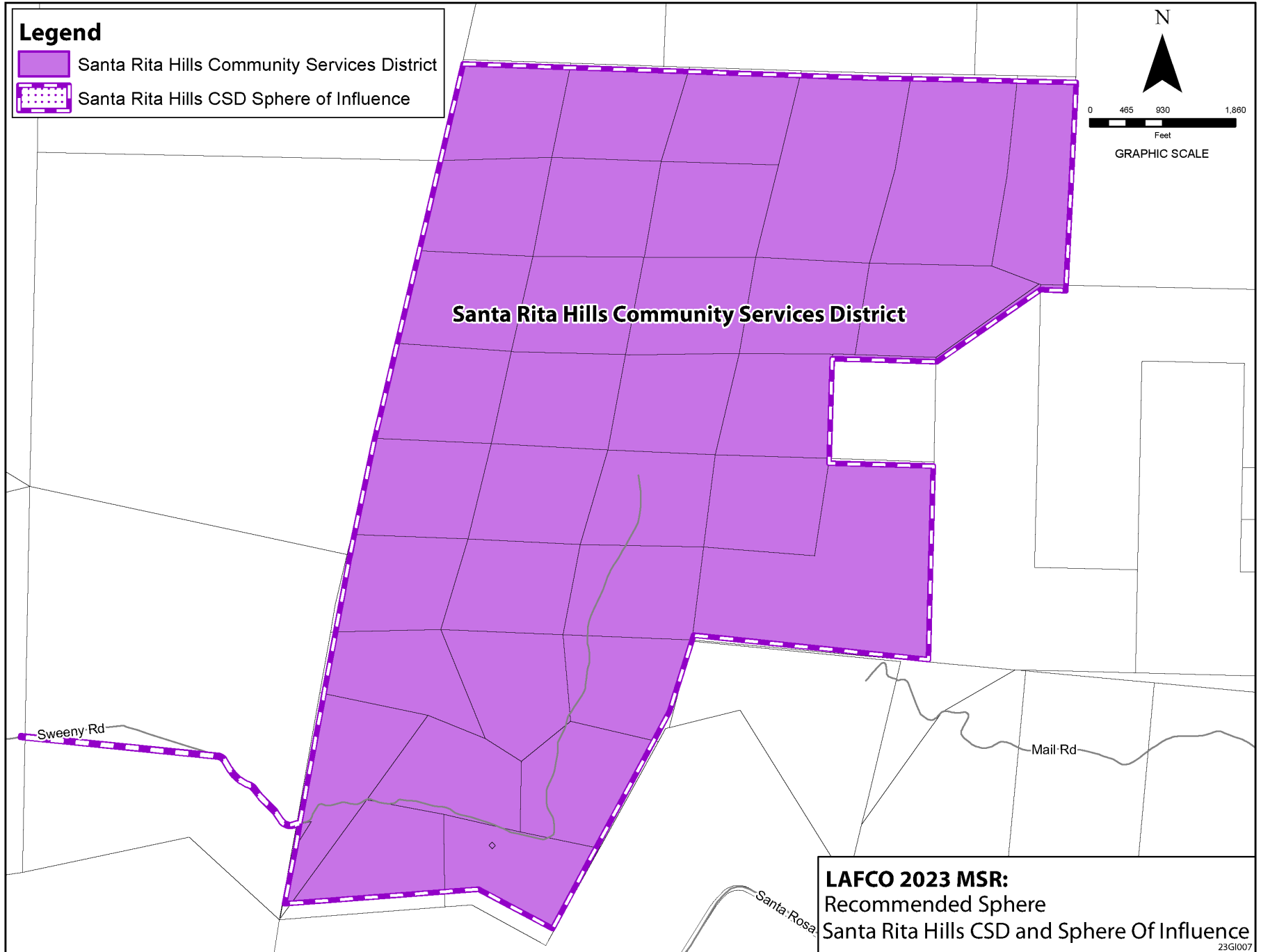
Based on the criteria set forth by SB 244, staff’s analysis indicates that the communities of Casmalia, Cuyama, New Cuyama, Sisquoc, Guadalupe, Garey, Devon, Tanglewood, Lompoc, portions of Goleta, Santa Maria, Santa Barbara, MTD, SM Airport, and Isla Vista were identified as qualifying as disadvantaged communities. As outlined in Chapters One and Three, the local agencies that qualify for disadvantaged are discussed in greater detail.

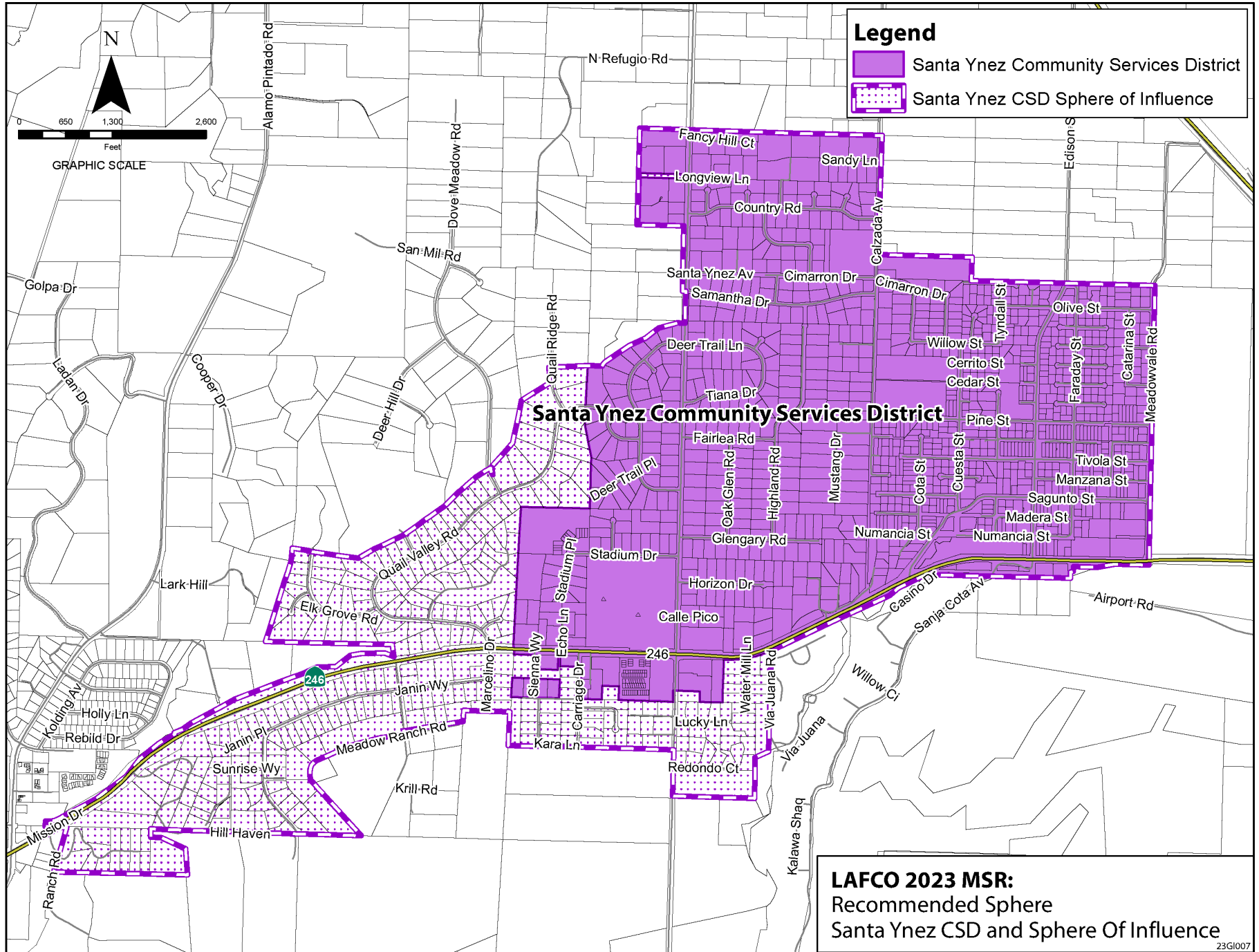
There are no DUCs within or contiguous to the agencies where SOI expansion is recommended.

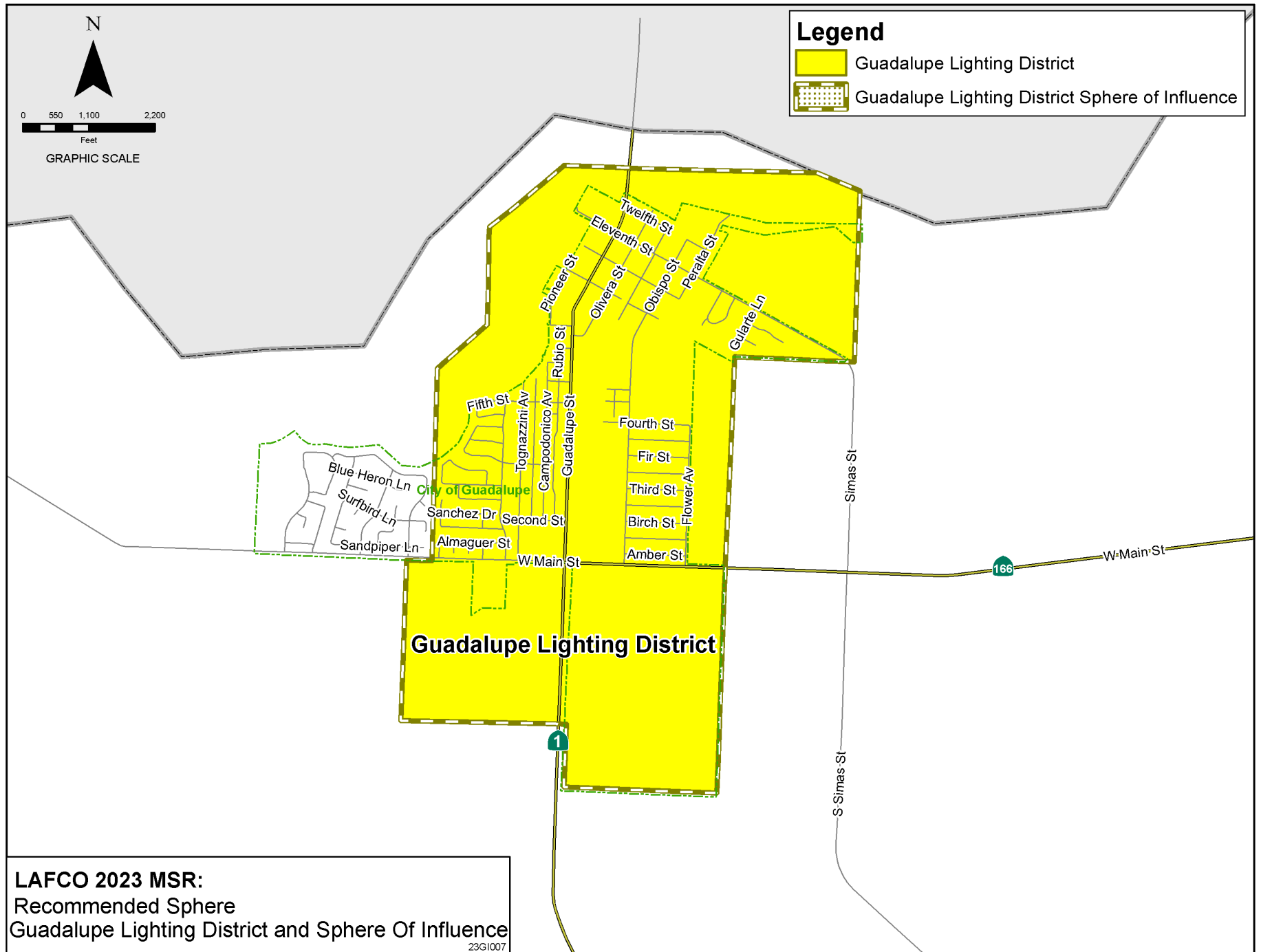


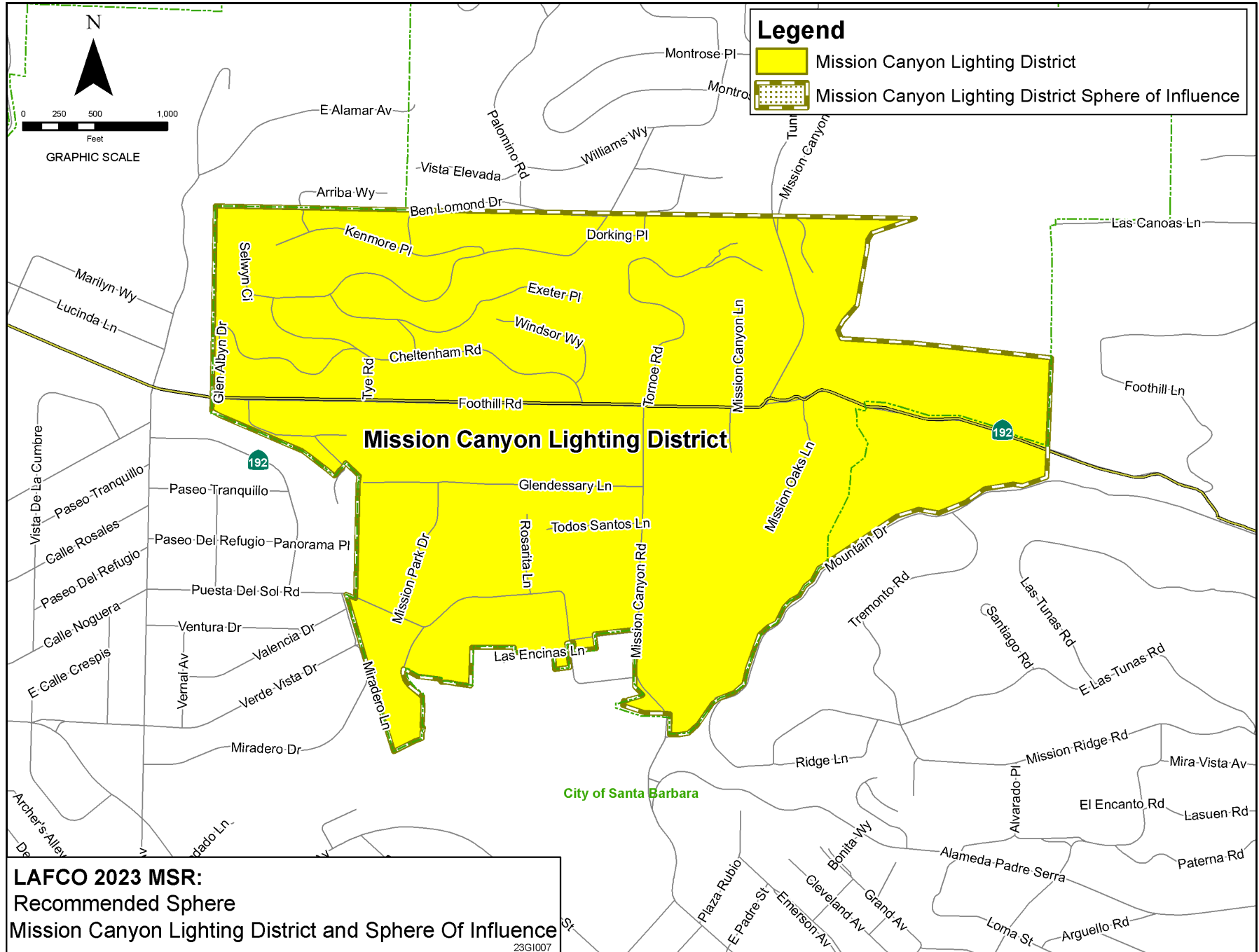


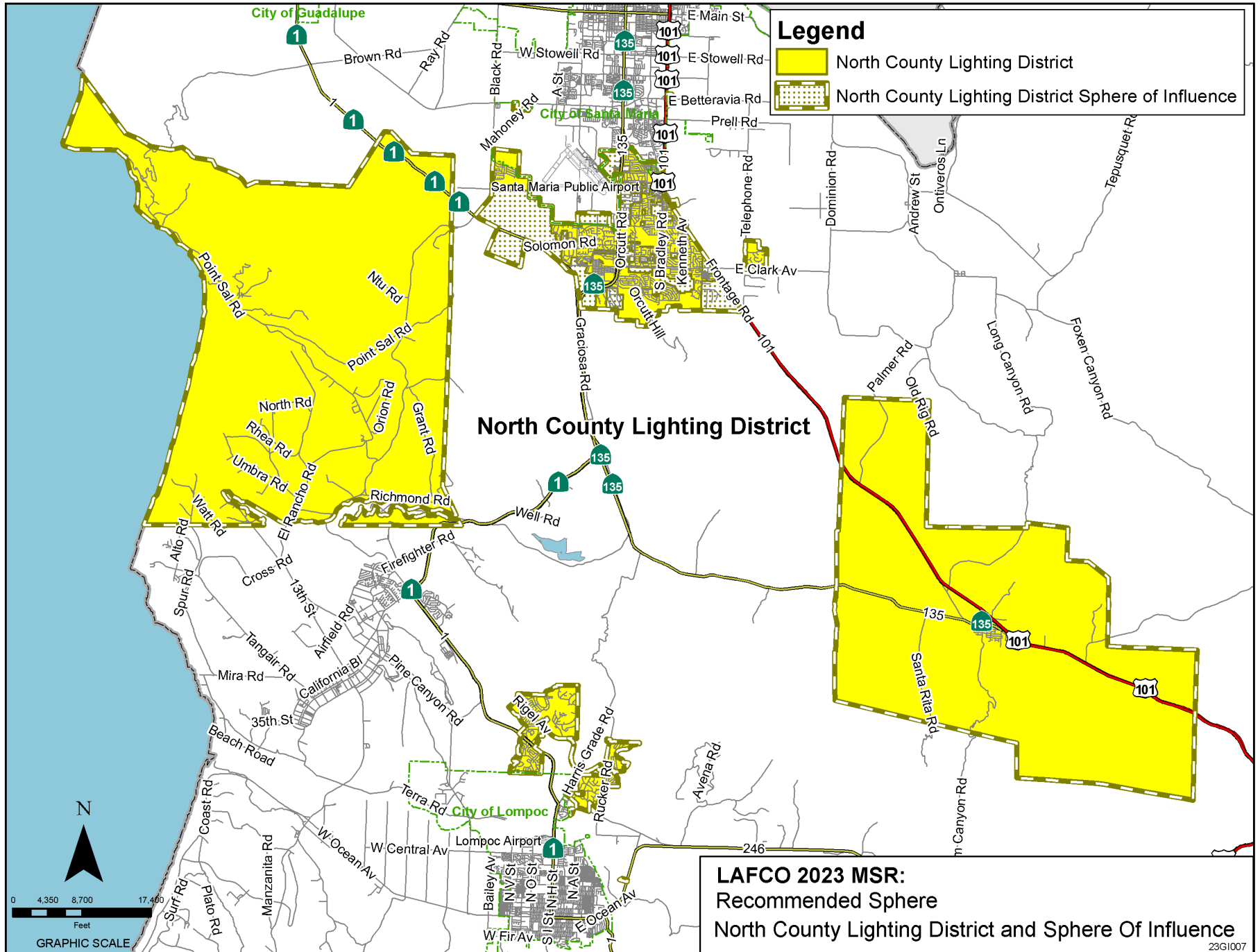


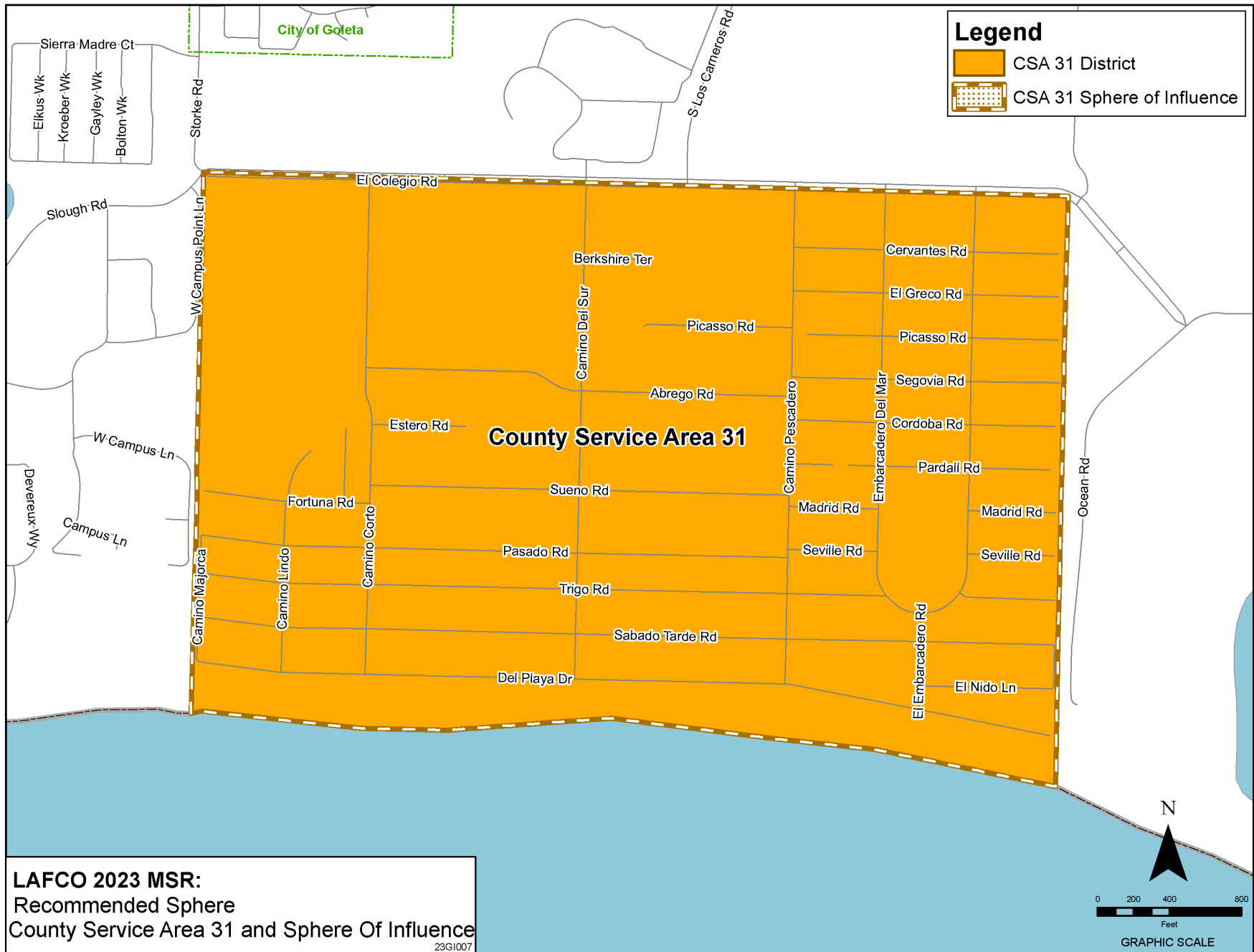


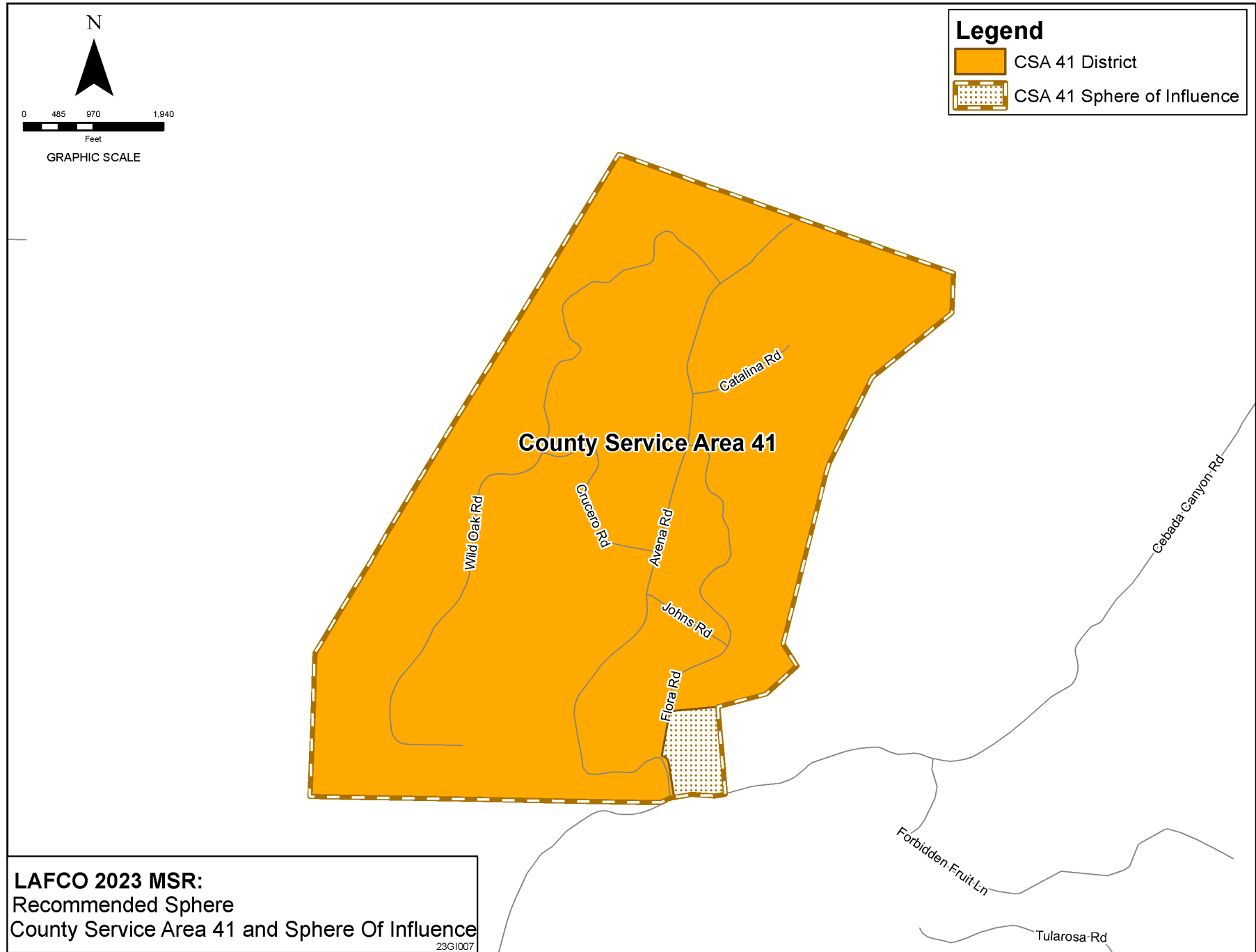


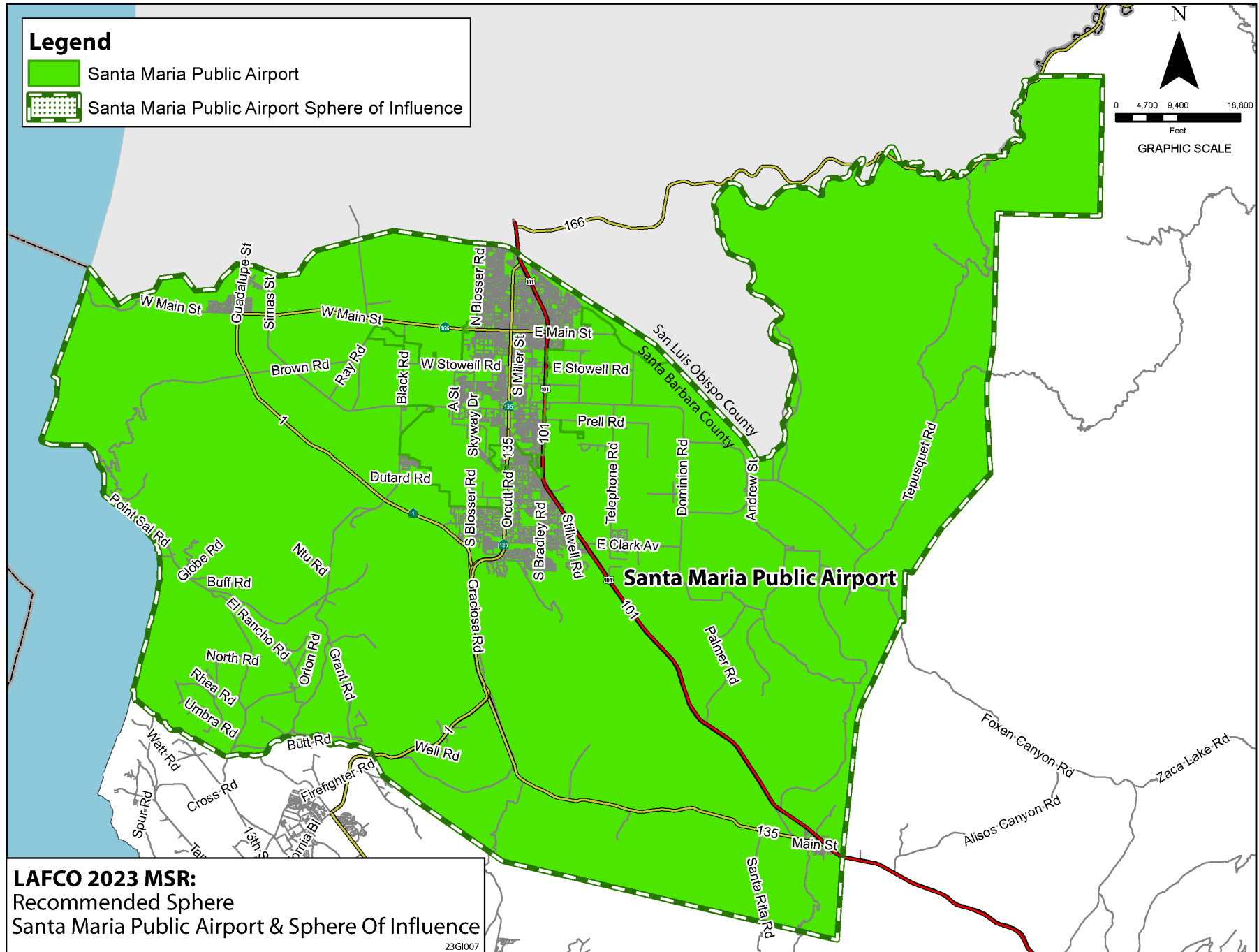


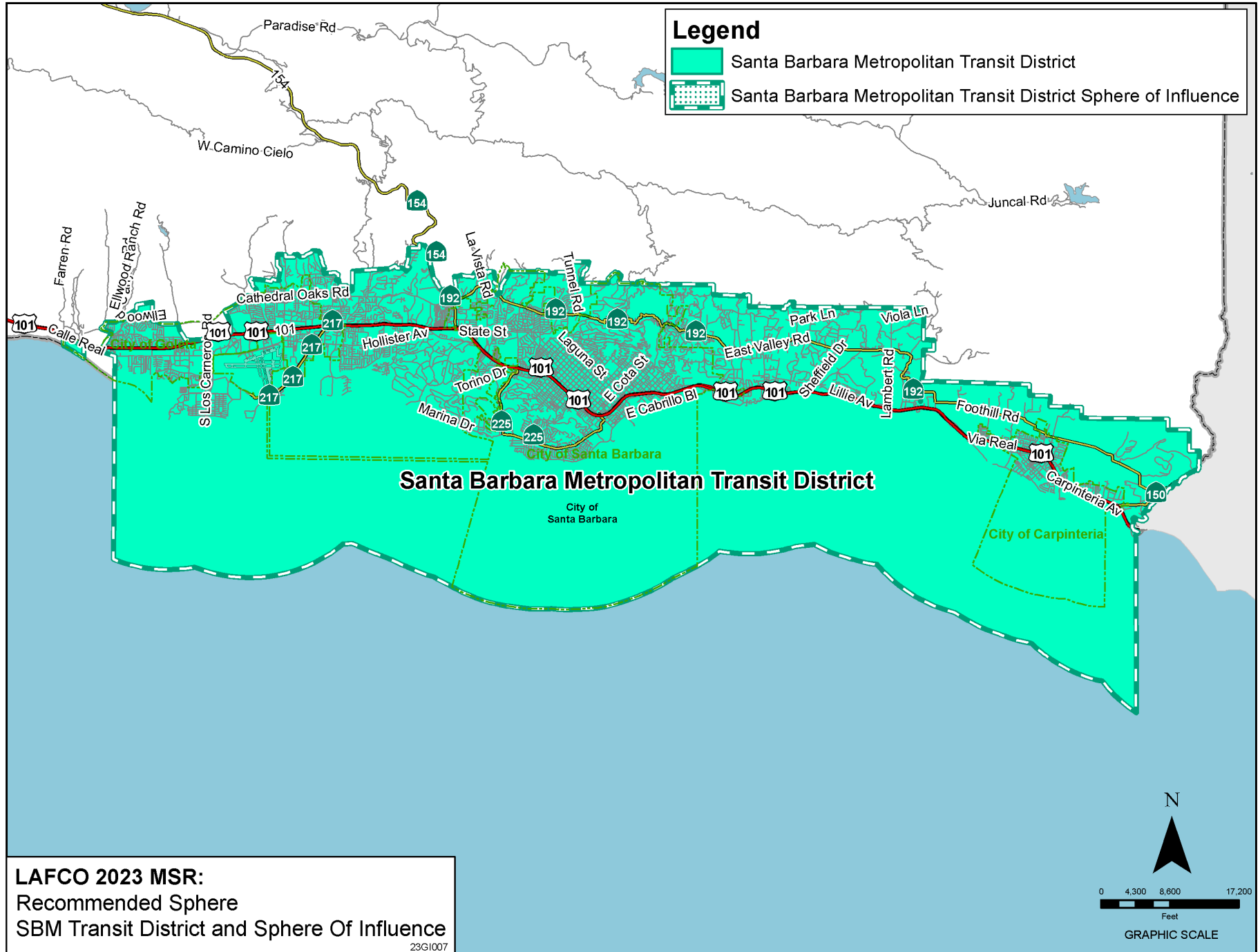












CHAPTER THREE: AGENCY PROFILES

This chapter contains a review of each of the twenty-three agencies within Santa Barbara County that provide transportation, parking, street sweeping & beautification, lighting, transit and airport services. These Agencies are:

- A. Goleta West Sanitary District
- B. Cuyama Community Services District
- C. Isla Vista Community Services District
- D. Mission Hills Community Services District
- E. Santa Rita Hills Community Services District
- F. Santa Ynez Community Services District
- G. Guadalupe Lighting District
- H. Mission Canyon Lighting District
- I. North County Lighting District
- J. County Service Area 3 (Goleta Valley)
- K. County Service Area 11 (Summerland/Carpinteria)
- L. County Service Area 31 (Isla Vista)
- M. County Service Area 41 (Rancho Santa Rita)
- N. Santa Maria Airport District
- O. Santa Barbara Metropolitan Transit District
- P. City of Buellton
- Q. City of Carpinteria
- R. City of Goleta
- S. City of Guadalupe
- T. City of Lompoc
- U. City of Santa Barbara
- V. City of Santa Maria
- W. City of Solvang

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A. Goleta West Sanitary District

Administrative Office: UCSB Campus Parking Lot 32, Santa Barbara CA 93106
Mailing Address: P.O. Box 4, Goleta, CA 93116-0004
Phone: 805/968-2617
Fax: 805/562-8987
Email: bmccarthy@goletawest.org
Website: www.goletawest.org
General Manager: Brian McCarthy

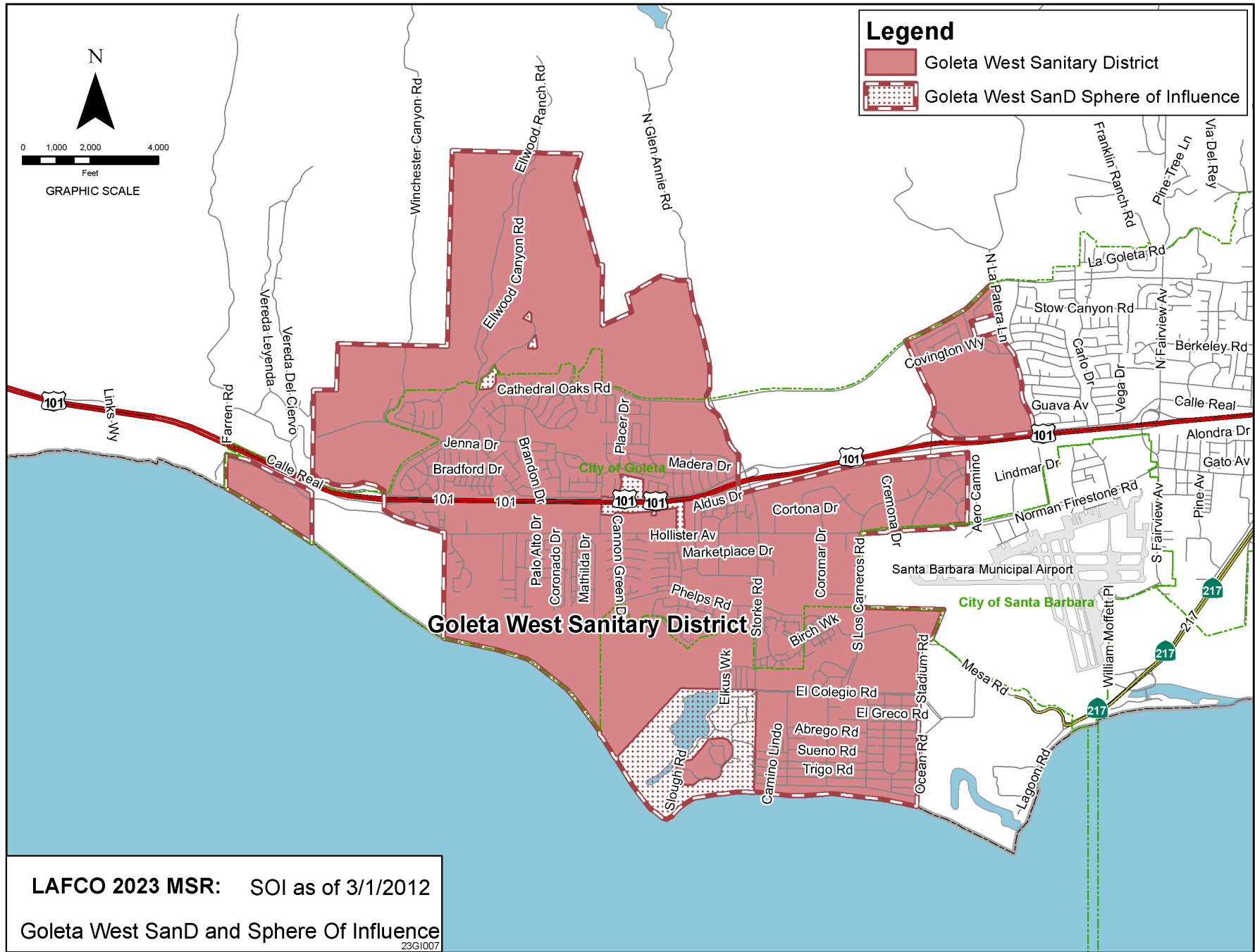
SUMMARY

The Goleta West Sanitary District provides wastewater collection and street sweeping services to the residents and businesses of portions of the City of Goleta and surrounding unincorporated areas in the Western Goleta Valley and Isla Vista. The District services approximately 41,575 (2020 Census) people throughout 6.75 square miles in southern Santa Barbara County, specifically in the western Goleta Valley on both sides of Highway 101. The District also provides collection system operation and maintenance to the Embarcadero Municipal Improvement District. The District's boundary is the same as its Sphere of Influence and there are no proposals for expansion. The District receives financial support at a rate of approximately \$216 per year per residence and maintains a fund balance to meet future needs. The District has financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The Goleta West Sanitary District was established in 1954 under the Sanitary District Act of 1923 as the Isla Vista Sanitary District to serve the community of Isla Vista. The District was the first South Coast agency to implement a street weeping program that removes trash and toxins from storm water runoff and flows into our creeks, wetland, ocean, and beaches. Unlike many government agencies, Goleta West Sanitary District owns and operates two street sweepers, making this service very reliable and flexible. In 1990, the name of the District was changed from Isla Vista Sanitary District to Goleta West Sanitary District.

The Goleta West Sanitary District is comprised of some unincorporated areas within the County of Santa Barbara, including Isla Vista, and portions of the City of Goleta. District services overlap the City of Goleta, Embarcadero Municipal Improvement District, Goleta Water District, County Service Areas 3 (Goleta Valley), 31 (Isla Vista) and 32 (Law Enforcement), Santa Barbara County Fire Protection District, Santa Barbara Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, Cachuma RCD, County Flood Control & Water Agency, and Goleta Cemetery District.



The District serves an estimated population of 41,575 people. The District anticipates a growth rate of approximately 0.7 percent a year within its boundaries in the coming years. In 2023, it is estimated that the District service boundary contains 6,772 parcels, 5,857 in City of Goleta, and 915 in Isla Vista CSD serving sweeping services of approximately 3,354 miles per year.

OPERATIONS

The Goleta West Sanitary District is composed of seven (7) employees, including a General Manager/Operations Superintendent, Office Manager, Environmental Compliance Specialist, and four utility workers. The District provides funding assistance for the Isla Vista Recreation and Parks District related to adopt-a-block and mutt-mitt programs.

The District Board of Directors is composed of five members who are elected at-large to four-year terms. The District will be transitioning to District elections for the November 2024 election. The Board meets the first and third Tuesday of each odd month and on the first Tuesday of each even month in the District's Administrative Offices located in Parking Lot 32 on the UCSB Campus at 5:30 pm. The District maintains a website which includes a list of members of the Board of Directors, agendas of upcoming meetings, and minutes of past meetings.

OPPORTUNITIES & CHALLENGES

Like many other public agencies, the Goleta West Sanitary District has concerns about the CARB Zero-Emission Fleet Vehicle Regulations given that replacement vehicles do not yet exist, if pending regulations are passed into law.

Governance Structure Options

The Agreement between the two Districts GWSD and EMID have kept services going for the area residents. LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. The District includes the western portion of the City of Goleta, and is largely surrounded by western valley hillside and Pacific Ocean. For these reasons, it is unlikely that GWSD will annex additional land in the near future. The District has not identified any government structure options, and it is unknown whether it is feasible for another local service provider to assume responsibilities within this area. LAFCO therefore does not see the need for structural governance changes.

Regional Collaboration

The Goleta West Sanitary District provides funding assistance to Isla Vista Recreation and Park District for the Adopt-A-Block and Mutt-Mitt Programs. Isla Vista is a densely populated beachside community that generates large amounts of street waste. An overabundance of cars and lack of parking contributes to the buildup of trash and litter on local sidewalks, curbs, and

gutters. Without cooperative management, street waste quickly becomes a public safety hazard, contributes to urban decay, and pollutes the environment. The funding provided by the Goleta West Sanitary District toward the Adopt-A-Block program is done so to complement its street sweeping program and the District's goal of reducing pollution entering the local environment, waterways, and the Pacific Ocean.

The parks located throughout Isla Vista contain Mutt Mitt Dispensers with a receptacle below. The dispensers are replenished on an ongoing basis and provide park users with Mutt Mitts to pick up their pet waste. The objective of providing the Mutt Mitts at these parks in the Isla Vista Recreation and Park District is to keep the parks clean and free of dog waste, and further the District's goal of protecting local water quality.

The District is a member of, and participates in, the following professional organizations:

- CASA (California Association of Sanitation Agencies)
- CSRMA (California Sanitation Risk Management Authority)
- CWEA Tri-Counties Section (California Water Environment Association)
- SAMA (Sanitation Agencies Managers Association)
- CSDA (California Special Districts Association)
- CALAFCO

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the Goleta West Sanitary District's boundaries are largely coterminous with the District's service area. The District Sphere of Influence includes some UCSB properties outside of the main campus beyond the boundary it serves. A map of the District's Sphere of Influence and boundaries can be seen at the beginning of this profile.

While no significant changes are anticipated to District boundaries, the District currently provides contractual services to three areas outside of its boundaries. Two of the areas are served under agreements that were entered into prior to the formation of SBLAFCO. These areas include; Embarcadero Municipal Improvement District (118-ERU) through a contractual agreement that dates back to 1969, a small maintenance building on Sandpiper Golf Course (connected to GWSD via permit, issued in 1972). An agreement to serve UCSB Faculty Housing near Devereaux, known as West Campus Point Condominiums (65-ERU) was formally executed in July of 2013 between UCSB and GWSD.

BOUNDARIES

Jurisdictional Boundary

Goleta West Sanitary District existing boundary spans approximately 6.75 square miles in size and covers 3,932 acres (excluding public rights-of-ways) of contiguous areas with slightly more than fifty percent in City of Goleta. Nearly 41% of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara and a small portion of UCSB outside the main campus. The remaining portion of jurisdictional service lands, approximately 59% of the total is incorporated and under the land use authority of the City of Goleta. The District serves three areas outside of its jurisdictional service area under agreements. Overall, there are 24,139 registered voters within the jurisdictional boundary.

Goleta West Sanitary jurisdictional boundary spans 6.75 square miles with 41% being unincorporated and under the land use authority of the County of Santa Barbara. The remainder of the jurisdictional boundary lies within the City of Goleta.

Goleta West Sanitary District Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Goleta West SD	3,932	100.0%	6,772	24,139
City of Goleta	(2,333)	59.3%	(1,789)	18,104
Isla Vista CSD	(270)	6.8%	(915)	8,676
Totals	3,932	100.0%	6,772	24,139

Goleta West Sanitary District Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	1,599	41.0%	4,983	6,035
City of Goleta	2,333	59.0%	1,789	18,104
Totals	3,932	100.0%	6,772	24,139

Total assessed value (land and structure) is set at \$6.1 billion as of April 2023, and translates to a per acre value ratio of \$1.5 million. The former amount further represents a per capita value of \$147,578 based on the estimated service population of 41,575. Goleta West Sanitary District receives \$3.2 million dollars in annual property tax revenue and \$4.4 million dollars in annual fees and charges for service generated within its jurisdictional boundary.

The jurisdictional boundary is currently divided into 6,772 legal parcels and spans 3,932 acres, with the remaining jurisdictional acreage consists of public right-of-way. Approximately 78% of the parcel acreage is under private ownership with 71% having already been developed and/or improved to date, albeit not necessarily at

Close to three-fourths of the jurisdictional boundary is under private ownership, and of this amount approximately 71% has been developed.

the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 93 vacant parcels that collectively total 243 acres.

**Goleta West Sanitary District
Formation, Revenues, Attributes, Types of Service, and Resources**

District Formation and Duties	
Formation Date	1954
Legal Authority	Sanitary District Act of 1923, Health & Safety Code, section 6400 et seq.
Board of Directors	Five Directors elected to four-year terms through at-large elections. Transitioning to by District in 2024.
Agency Duties	Wastewater collection, treatment, and street sweeping.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of City of Goleta to be 32,690. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projects for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the City of Goleta to be 32,200 by 2020. Between 2010 and 2020, the population Goleta West Sanitary District increased from 35,917 to 41,309, an increase of nearly three time the statewide average of 5.8% according to the 2020 Census.. There are approximately 12,538 households within the City. In contrast, County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for the City are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey, which identified the largest age group represented in Goleta as 18 to 64 group at 64.9 percent. Approximately 14.7 percent of the population was in the 65 or older years age group and 20.5 percent in the under the age of 18 group.

According to the 2020 U.S. Census, for Goleta West Sanitary District, approximately 50.6 percent of the total population identified themselves as Other, meaning not Latino, Asian, or Black. The Latino population, which is the second largest ethnic group in Goleta, comprised 30.7 percent of the total population.

Projected Growth and Development

The City of Goleta General Plan serves as the City’s vision for long-term land use, development and growth, and provides the City’s vision within its Planning Area. The City’s General Plan was adopted in 2006, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. The current City of Goleta Housing Element (2023-2031) identifies an estimated growth rate of 0.7 percent within the City. The County’s Housing Element, covering the same period, estimates 4 percent growth in the surrounding unincorporated Goleta South Coast areas. The County’s General Plan covers the Goleta Valley and surrounding areas. The following population projections within the City are based on the State Department of Finance Table E4 estimate and SBCAG regional forecast. Goleta West Sanitary District’s population is interpreted as 59% of Goleta’s population plus the Isla Vista CDP population.

Table A-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Goleta West Sanitary District	35,917	n/a	41,309	47,400	48,500
City of Goleta	29,888	30,846	32,223	33,912	34,588
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City at half population. SBCAG regional forecast model for Isla Vista area.

** DOF Table E4 projections. Note: Unincorporated Goleta Valley does not meet census criteria to be designated as a place.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for western Goleta Valley average was \$99,325 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and

Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In most cases, under the mapping and screening tools, the Goleta West Sanitary District’s Sphere of Influence does qualify under the definition of disadvantaged community for smaller portions within the community of Isla Vista for the present and probable need for public facilities and services, however, the area is being served by the District.

**Goleta West Sanitary District
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District area (est. square miles):	
• City of Goleta	7.85
• Entire District	6.75
Population (2022 estimate):	
• City of Goleta	32,591
• Entire District	41,575
Assessed Valuation (FY 22-23: District portion)	\$6,135,567,358
Street Sweeping Zones	7
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY 21-22)	\$216
Average Portion of County 1% Property Tax Received	6¢/\$1
Ending Total Fund Balance (June 2022)	\$15,673,276
Change in Total Fund Balance (from June 2017 to June 2022)	-5.9%
Total Fund Balance/Annual Revenue Total (FY 21-22)	202%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

Goleta West Sanitary District provides wastewater collection, treatment, disposal services and street sweeping. The District is staffed by seven (7) full-time staff of which six are certified collection operators, including the General Manager/Operations Superintendent. Operations are overseen by a General Manager who serves as the Legally Responsible Official for reporting to the California Integrated Water Quality System Project (CIWQS) and Regional Water Quality Control Board (RWQCB).

STREET SWEEPING

Maintenance

In 2022, a total of 362.86 tons of debris and pollutants were removed from District streets by the street sweeping program. The District sponsored IVRPD Adopt-a-Block program removed 4.963 tons of trash in 2022 in Isla Vista. In 2022, Adopt-a-Block picked up 9,926 pounds of trash. IVRPD Adopt-a-Block program held 41 events, with over 700 volunteers, collected 2.481 buckets, and covered 11,936 blocks.

Types of Services	
Lighting	-
Road Maintenance	-
Street Sweeping	X
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	X

**Goleta West Sanitary District
Formation, Revenues, Attributes, Types of Service, and Resources**

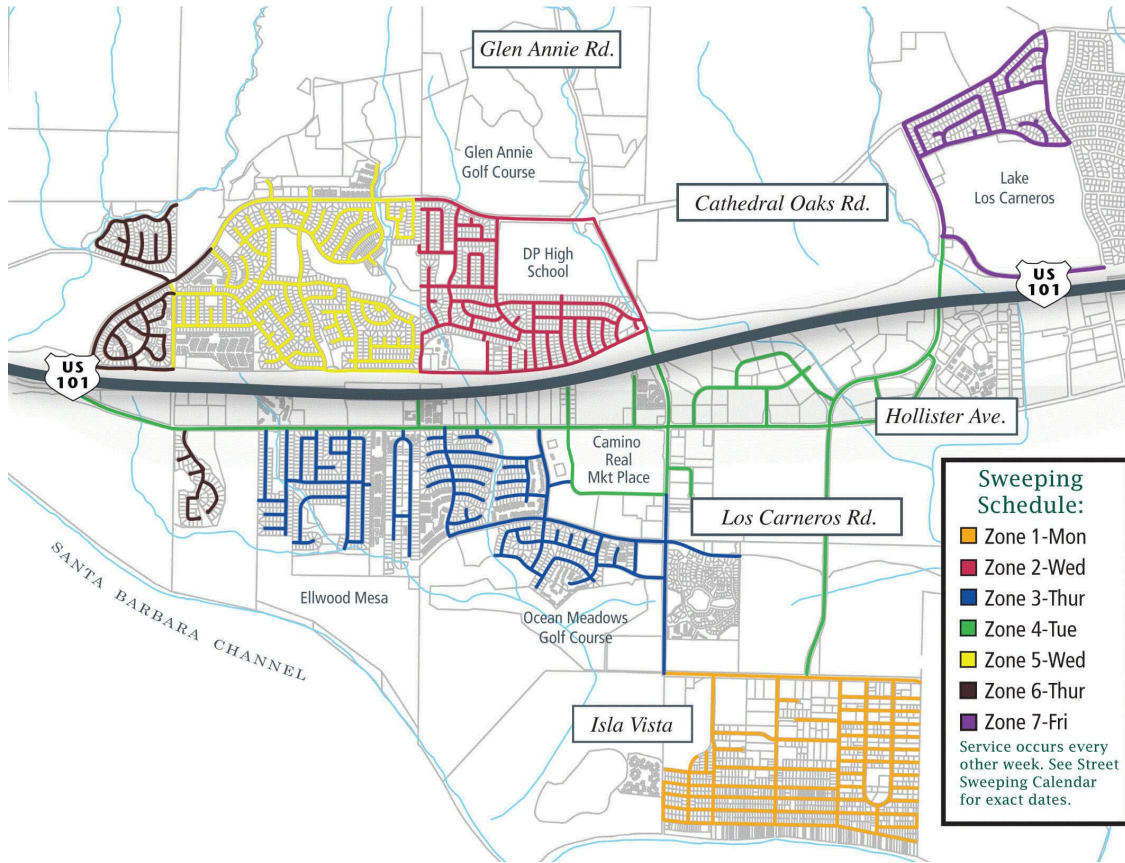
Street Sweeping Schedule & Fleet			
Unit	Year	Condition	Model
Unit 2106	2021	Good	Elgin Regen X Sweeper
Unit 1211	2012	Good	Elgin Crosswind Sweeper



* Goleta West Elgin Eagle Street Sweeper

Schedule of Services		
Days	Zone	Frequency
Monday	1	Every 2 Weeks
Tuesday	4	Every 2 Weeks
Wednesday	2 & 5	Every 2 Weeks
Thursday	3 & 6	Every 2 Weeks
Friday	7	Every 2 Weeks

Goleta West Sanitary District Street Sweeping Map



* Calendar of street sweeping schedule can be found on the District website

Total Staffing		
	Personnel	Per 1,000 population
Sweeper Operators	1	0.02
Other District Staff	6	0.14

Goleta West Sanitary has a total of seven (7) permanent employees.

Staffing Experience/Tenure		
	Years in Industry	Year w/ District
General Manager (1)	28	19
Sweeper Operators (1)	25.5	25.5
Administrative Personnel (1)	8	8.5

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets swept per month.

The District sweeps a total of 129 miles of roadway every two weeks for a total of 3,354 miles of roadway within district boundaries per year.

FINANCES

The District prepares an annual budget and financial statement, which includes details for each of its approved capital project and replacement funds. The District receives revenue from several sources. Operating revenues are comprised primarily of sewer service charges, permit fees, inspection fees, plan check fees, and interest earned from those sources. Property taxes fund the District's other services expenditures (including street sweeping) and Capital Improvement Program. Nonoperating revenues are comprised primarily of property taxes, connection fees and interest earned from those sources. The District maintains a separate capital fund for replacement needs, meaning that charges for services are intended to pay for the costs of providing such services. The District did not receive any Cares Act funding in 2022.

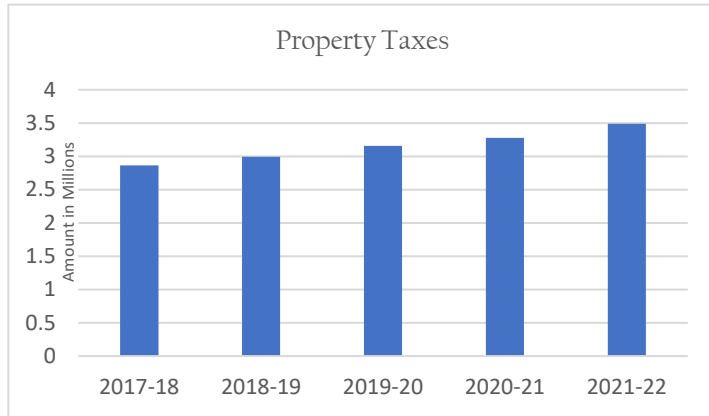
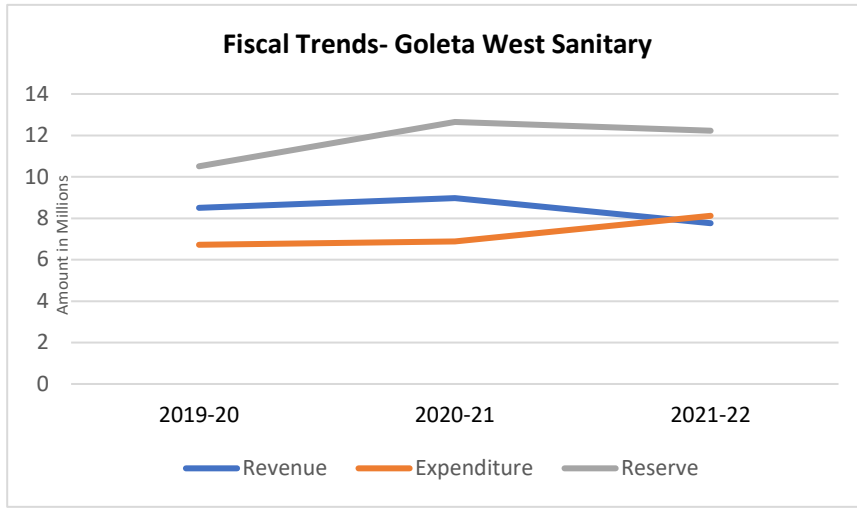
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Charges for services	\$4,416,661	49.2%	\$4,253,267	54.8%
Permits, plan check and inspection fees	\$92,186	1.0%	\$77,227	1.0%
Other revenue	\$195,802	2.2%	\$182,498	2.4%
Taxes and assessments	\$3,278,590	36.5%	\$3,489,896	44.9%
Connection fees	\$732,775	8.2%	\$122,224	1.6%
Interest	\$257,472	2.9%	-\$363,750	-4.7%
Revenue total	\$8,973,486	100.0%	\$7,761,362	100.0%

Source: Goleta West Sanitary District, Financial Statements, June 30, 2021 and 2022, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

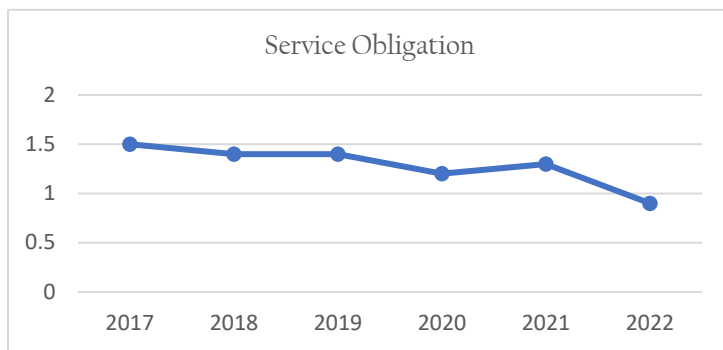
Fiscal Indicators

Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District's expenditures have increased in comparison to its revenues. The increase in expenditures was primarily due to long range projects that had been planned and paid for with reserves dedicated for these purposes. The District's reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency's financial condition over time.

GOLETA WEST SANITARY DISTRICT



This indicator addresses the extent to which charges for service covered expenses. Property taxes is the primary funding source for street seeping. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 8,083,466	\$ 5,307,344	1.5
2018	\$ 8,508,919	\$ 5,828,202	1.4
2019	\$ 8,541,496	\$ 5,941,649	1.4
2020	\$ 8,508,984	\$ 6,720,537	1.2
2021	\$ 8,973,486	\$ 6,875,287	1.3
2022	\$ 7,761,362	\$ 8,119,027	0.9

Post-Employment Liabilities

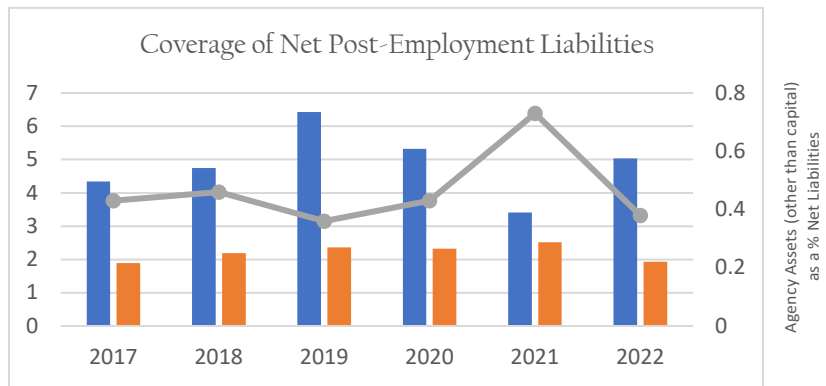
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	80%	74%	74%	85%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 1,070,754	\$ 1,213,585	\$ 1,341,461	\$ 806,748	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	0%
Net liability, OPEB (plan liabilities - plan assets)	\$ 1,124,882

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$4,342,407	\$4,740,323	\$6,426,023	\$5,325,174	\$3,407,731	\$5,030,441
Net Liabilities (pension & OPEB)	\$1,893,438	\$2,184,165	\$2,363,177	\$2,317,663	\$2,510,972	\$1,931,630

Pension Obligations and Payments

The District provides retirement benefits through the California Public Employees Retirement System (CalPERS). All qualified employees are eligible to participate in the District's Miscellaneous Employee Pension Plan. Eligible employees hired after January 1, 2013, that are considered new members as defined by the Public Employees' Pension Reform Act (PEPRA) participate in the PEPRA Miscellaneous Plan. CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, as discussed above. Members with five years of total service are eligible to retire at age 50 or 52 if in the PEPRA Miscellaneous Plan with statutorily reduced benefits. An optional benefit regarding sick leave was adopted. Any unused sick leave accumulates at the time of retirement will be converted to credited service at a rate of 0.004 years of service for each day of sick leave. All members are eligible for non-duty disability benefits after 10 years of service. The system also provides for the Optional Settlement 2W Death Benefit, as well as the 1959 Survivor Benefit. The District's net pension liability recognized on the balance sheet at June 30, 2022, was \$806,748.

During the 2017/2018 fiscal year the District entered into a Section 115 trust (pension stabilization fund) with Public Agency Retirement Services (PARS) to address the District's pension obligations.

Deferred Compensation Plan

The District offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan, available to all District employees, permits them to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. All amounts of compensation deferred, all property and the rights purchased, and all income, property, or rights are (until paid or made available to the employee or other beneficiary) held in trust for the exclusive benefit of the participants and their beneficiaries. As of June 30, 2022, three employees were participating in the plan.

OPEB Obligations and Payments

Beginning in the fiscal year ended June 30, 2009, the OPEB Plan was part of the Public Agency portion of the California Employers’ Retiree Benefit Trust Fund (CERBT), an agent multiple employer plan administered by California Public Employees’ Retirement System. In November 2017, the District moved the OPEB funds from the CERBT to a Section 115 trust administered by PARS.

The contribution requirements of the District are established and may be amended annually by the Board of Directors. The OPEB Plan was prefunded during the fiscal year ended June 30, 2009, based on the July 1, 2007, valuation performed by an independent actuarial valuation firm.

No subsequent contributions have been made to the OPEB Plan. Essentially the District acts as a pay-as-you-go basis for funding retiree medical benefits. The District provides retiree medical and prescription drug coverage to current and future eligible retirees and their dependents (OPEB Plan). Under the OPEB Plan, retired employees who attain age 50 with at least five years of service are eligible to receive benefits. The District pays a monthly premium for the health insurance benefits up to a maximum amount equal to the Blue Shield HMO Family Rate for the “Other Southern California” region. The spouse of an eligible retiree is also eligible to receive benefits from this plan, and benefits continue for the lifetime of the spouse. As of the June 30, 2022, measurement date, the following current and former employees were covered by the benefit terms under the plan:

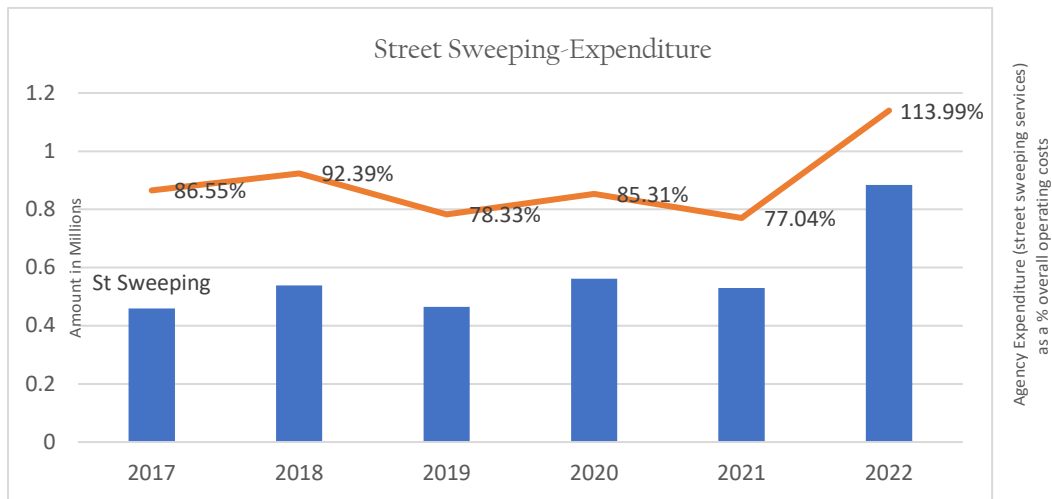
- Retired employees – 6
- Active employees – 7

The Section 115 Trust was established as a means to set aside monies to fund the District’s pension and OPEB obligations. Contributions to the Section 115 Trust are irrevocable, the assets are dedicated to providing benefits to plan members, and the assets are protected from creditors of the District. The Section 115 Trust has two separate components:

- Pension Stabilization Fund – These funds are restricted for use in funding the District’s CalPERS pension plan. The trust was created to address the District’s pension obligations by accumulating assets to reduce the net pension liability. The assets in the Pension Stabilization Fund are not considered to have present service capacity as plan assets and are therefore considered restricted assets of the District rather than pension plan assets. Accordingly, the Pension Stabilization Fund’s assets are recorded as restricted assets on the District’s balance sheet rather than as assets of the pension plan during the measurement of the net pension liability. Assets held in the Pension Stabilization Fund will be considered pension plan assets at the time they are transferred out of the trust into the pension plan. The balance of the Pension Stabilization Fund on June 30, 2021 and 2020 was \$1,480,089 and \$1,172,091, respectively.
- OPEB Fund – These funds are restricted for use in funding the District’s other postemployment benefit plan and are considered to be plan assets, as OPEB benefits are paid directly from the OPEB Fund.

Non-Operating Expenses

The District budget includes street sweeping services for non-operating funding and expenditures. In FY 2020/2021, the District’s actual budget expense was \$529,931 and increased to \$883,992 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The District’s budget includes improvement budgeting through its Capital and Plant Upgrade, Building Replacement, and Wastewater O&M. In FY 2020/2021, the District budgeted

\$14,540,950 and increased that to \$14,895,424 for FY 2021/2022 and in FY 2020-2021 total expenditures for street sweeping were \$300,000 for a new Sweeper.

GWSD completed a Flow and I&I Study (\$500,000), Master Plan (\$50,000), new Jet Rodder (\$320,000), and Operations Building and garage construction, Administration building (total for FY 20-22 was \$10,000,000). Other service budget includes routine maintenance between FY 20-22 (coil & PS capital \$270,000) and (computer capital \$10,000). In addition, the Transfer of Funds to reserves Funds #4935 Capital and treatment plant upgrade, Fund #4960 equipment/vehicle replacement, and Fund #4965 building replacement were expenditures/transfers for FY 20-22 for future maintenance and repair costs.

Capital Improvements

The District adopted a capital improvement plan (CIP) in 2021. The purpose of this CIP update was to analyze the sewer collection system including gravity sewers, pump stations, force mains, and manholes, as well as to address other facility, vehicle, operation, and maintenance needs in the future. The conclusions of the 2011 CIP included recommendations for administrative facility improvements, pump station improvements, vehicle replacement, office equipment replacement, and wastewater treatment plant upgrades undergone by the Goleta Sanitary District for which GWSD needed to provide their share of expenses. The District continuously works towards updates that regularly identify and prioritizes improvements and costs. Generally, the District has been working toward and completed many of these improvements since adoption. Each year through the budget process, expenditures are identified and allocated to meet these replacements or upgrades.

Long-term Liabilities and Debts

The District does not have any long-term debt, other than pension and OPEB as of the reporting period of this MSR (2021).

Opportunities for Shared Facilities

The GWSD is connected to the regional treatment plant in the area, which is owned and operated by the Goleta Sanitary District (GSD). Use of the GSD regional treatment plant is through a joint use agreement for treatment and disposal. The GWSD's capacity rights in the GSD regional treatment plant has expanded, from 5% in the 1950's to 40.78% today, to meet GWSD needs.

Since 1956, GWSD has maintained an agreement with the City of Santa Barbara for use of the property where the GWSD administrative offices and equipment yard are located, UCSB Campus Lot 32.

ORGANIZATION

Governance

Goleta West Sanitary governance authority is established under the Sanitary District Act of 1923, (“principal act”) and codified under Health & Safety Code, section 6400 et seq. This principal act empowers Goleta West Sanitary District to provide a moderate range of municipal services. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
- Wastewater Collection	Operate & Collect Garbage/Refuse Dumpsites
- Wastewater Disposal	Storm Drains
- Street Sweeping	Water Service
	Recycled Water
	Compost or byproducts

Governance of Goleta West Sanitary District is independently provided through its five-member Board of Directors that are elected at-large to staggered four-year terms. The District will be transitioning to District elections for the November 2024 election. Goleta West Sanitary District holds meetings on the first and third Tuesday of odd numbered months and on the first Tuesday of even numbered months. The meetings are normally held at the District Headquarters at UCSB Campus Parking Lot 32, Santa Barbara, California at 5:30 p.m. A current listing of the Board of Directors along with respective backgrounds follows.

Goleta West Sanitary District Current Governing Board Roster			
Member	Position	Background	Years on District
Eva Turenchalk	President	LU Planning Consultant	12.5
Dr. David Bearman	Vice President	MD	21
Craig Geyer	Director	Plumbing Contractor	15.5
David Lewis	Director	Wastewater Chemist	21
Robert Thomas	Director	Educator	2 mo

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content

most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

Goleta West Sanitary District Website Checklist			
website accessed 5/24/23		http://www.goletawest.org/	
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (<i>required for independent Special Districts by 1/1/2020</i>)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>			
		<i>Yes</i>	<i>No</i>
	Description of services?	X	
	Service area map?	X	
	Board meeting schedule?	X	
	Budgets (past 3 years)?	X	
	Audits (past 3 years)?	X	
	List of elected officials and terms of office?	X	
	List of key agency staff with contact information?	X	
	Meeting agendas/minutes (last six months)?	X	
Notes: Goleta West Sanitary District is an independent board-governed District. Refer to http://www.goletawest.org for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents by LAFCO to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Goleta West Sanitary District Questionnaire Revenues, Types of Service, and Resources

Goleta West Sanitary District			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to Goleta West Sanitary District at this time.

B. Cuyama Community Services District

Administrative Office: 4853 Primero Street, New Cuyama, CA 93254
Mailing Address: P.O. Box 368, New Cuyama, CA 93254-0368
Phone: 661/766-2780
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Website: www.cuyamacsd.specialDistrict.org
General Manager: Vivian Vickery

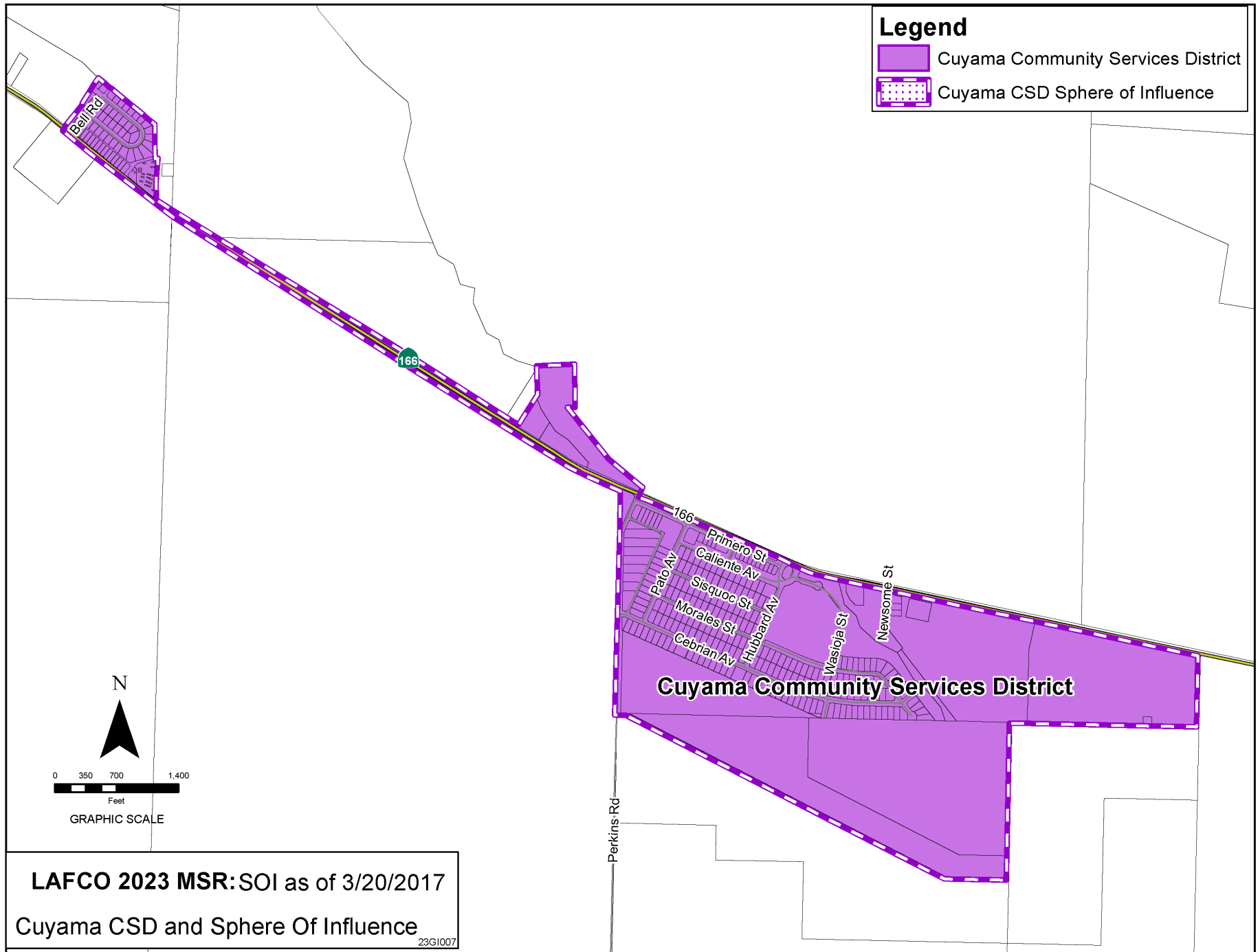
SUMMARY

The Cuyama Community Services District provides water service, wastewater collection and treatment, and street lighting for the New Cuyama area to approximately 550 people throughout 0.6 square miles in eastern Santa Barbara County that runs along Highway 166. The District is located forty-seven miles east of Santa Maria in northern Santa Barbara County, with its northeast border along the Los Padres National Forest. The District's boundary is the same as its Sphere of Influence and there are no proposals for expansion. The District receives financial support at a rate of approximately \$797 per resident and maintains a fund balance to meet future needs. The District does not have financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The Cuyama Community Services District was formed in 1977. In the 1950s, the Atlantic Richfield Company settled and developed the town of New Cuyama. It built the town, funded schools, and provided all utilities except electricity. The Cuyama River runs along Highway 166 and borders Los Padres National Forest. The Cuyama Valley is an agricultural area, with some cattle grazing and oil drilling nearby. Because the Cuyama Valley is a flood basin for the Cuyama River, the majority of the original town was moved westward to New Cuyama in 1951. New Cuyama is where the Community Services District is located.

The Cuyama Community Services District overlaps the Cachuma Resource Conservation District, Cuyama Valley Recreation & Park District, County Service Areas 32 (Law Enforcement), Santa Barbara County Fire Protection District, Santa Barbara Mosquito and Vector Control District, and County Flood Control & Water Agency.



OPERATIONS

Cuyama Community Services District is composed of four (4) employees, including a General Manager, two part-time Lead Field and Assistant Field Operations/Maintenance Worker, part-time Office Assistant. Part time employees are called in when needed to complete specific projects. The District provides water, wastewater, and streetlighting services. This District serves an unknown number of street lights.

The District Board of Directors is composed of five members who are elected at-large to four- year terms. The Board meets the second Wednesday of every month at District Office located at 4853 Primero Street, New Cuyama at 6:00 pm. The District maintains a website which includes a list of members of the Board of Directors, agendas of upcoming meetings, and minutes of past meetings.

OPPORTUNITIES & CHALLENGES

The Cuyama Community Services District (CCSD) did not identify challenges related to street lighting services.

Governance Structure Options

The opportunities for new governance structures in Cuyama CSD are small. The District is isolated from most other local agencies, limiting the potential for governmental structure options. The District has not identified any government structure options. LAFCO does not see the need for structural governance changes.

Regional Collaboration

Santa Barbara County Water Agency established in partnership with 18 local water purveyors the Regional Water Efficiency Program (RWEP). Through the RWEP collaborative water conservation partnership among purveyors, co-funds projects and programs, acts as a clearinghouse for information on water use efficiency, manages specific projects and programs, and monitors local, state and national legislation related to efficient water use. Some local water purveyors, are required to implement certain Best Management Practices (BMPs) identified by the U.S. Bureau of Reclamation (USBR). The list of the 18 water purveyors include: City of Buellton, Carpinteria Valley Water District, Casmalia Community Services District, Cuyama Community Services District, Goleta Water District, Golden State Water Company, Orcutt, City of Guadalupe, La Cumbre Mutual Water Company, City of Lompoc, Los Alamos Community Services District, Mission Hills Community Services District, Montecito Water District, City of Santa Barbara, City of Santa Maria, Santa Ynez River Conservation District ID #1, City of Solvang, Vandenberg Space Force Base, Vandenberg Village Community Services District.

The District participates in the Integrated Regional Water Management Plan (IRWMP) process. The intent of the Integrated Regional Water Management Program in Santa Barbara County is to promote and practice integrated regional water management strategies to ensure sustainable water uses, reliable water supplies, better water quality, environmental stewardship, efficient urban development, protection of agricultural and watershed awareness.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the Cuyama Community Services District’s boundaries are coterminous with the District’s service area. The District currently has no Sphere of Influence beyond the boundary it serves. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

Cuyama CSD’s existing boundary spans approximately 0.6 square miles in size and covers 334 acres (parcels and excluding public rights-of-ways) of contiguous areas. All 100% of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara. Overall, there are 275 registered voters within the jurisdictional boundary.

Cuyama CSD jurisdictional boundary spans 0.6 square miles with 100% being unincorporated and under the land use authority of the County of Santa Barbara.

Cuyama Community Services Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Cuyama CSD	334	77.0%	355	275
OASA- 1220 Perkins Rd	100	23.0%	1	0
Totals	434	100.0%	356	275

Cuyama Community Services Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	334	100.0%	355	275
Totals	334	100.0%	355	275

Total assessed value (land and structure) is set at \$25.7 million as of April 2023, and translates to a per acre value ratio of \$77,231. The former amount further represents a per capita value of

\$46,900 based on the estimated service population of 550. Cuyama Community Services District does not receive any annual property tax revenue generated within its jurisdictional boundary and operates entirely using enterprise funding with \$438,000 dollars in annual services charges.

The jurisdictional boundary is currently divided into 355 legal parcels and spans 334 acres the remaining jurisdictional acreage consists of public right-of-way. Approximately 77% of the parcel acreage is under private ownership with 32% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 71 vacant parcels that collectively total 16 acres.

Close to three-fourths of the jurisdictional boundary is under private ownership, and of this amount approximately 32% has been developed.

Cuyama Community Services District Formation, Revenues, Attributes, Types of Service, and Resources

District Formation and Duties	
Formation Date	1977
Legal Authority	Community Services District Act, Government Code, section 61000 et seq.
Board of Directors	Five Directors elected to four-year terms through at-large elections.
Agency Duties	Retail water service along with collection of wastewater and treatment, and streetlighting services.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of New Cuyama to be 550. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projects for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating Cuyama unincorporated population as 1,241 by 2020. Between 2010 and 2020, the population of Cuyama unincorporated area did not change. However, since 2010, the Cuyama unincorporated estimated population has decreased by 691 persons. In contrast, the County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for New Cuyama are based on an age characteristic report prepared by SBCAG in 2017 and American Community Surveys. These statistics are cited herein, which identified the

largest age group represented in Cuyama as 18 to 64 group at 61.5 percent. Approximately 16.4 percent of the population was in the 65 or older years age group and 22.2 percent under the age of 18 group.

According to the 2020 U.S. Census, approximately 54.7 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Cuyama, comprised 42.6 percent of the total population.

Projected Growth and Development

The County’s General Plan serves as the Community’s vision for long-term land use, development and growth, and provides the community’s vision within the Planning Area. The County’s Community Plan was adopted in 2014, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period.

The current County’s Housing Element (2023-2031) identifies an estimated growth rate of less than one (1) percent within Cuyama, which faces several constraints. The following population projections within Cuyama are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table B-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Cuyama CSD	517	533	550	567	583
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Cuyama was \$53,947 in 2023, which does qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated

Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In some cases, the Cuyama Community Services District’s Sphere of Influence qualifies under the definition of disadvantaged community for the present and probable need for public facilities and services any areas contiguous to the Sphere of Influence qualify as a disadvantaged community.

**Cuyama Community Services District
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District area (est. square miles): • Entire District	0.6
Population (2020 Census): • Entire District	550
Assessed Valuation (FY 21-22: District portion)	\$25,795,182
Number of Street Lights	TBD
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY209-21)	\$797
Average Portion of County 1% Property Tax Received	N/A
Ending Total Fund Balance (June 2021)	\$362,174
Change in Total Fund Balance (from June 2018 to June 2021)	42.3%
Total Fund Balance/Annual Revenue Total (FY 20-21)	82.6%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

Cuyama Community Services District (CCSD) provides water, wastewater collection, treatment and disposal, and streetlighting services. The District is staffed by three (3) part-time staff and a full-time General Manager.

Street Lighting

The District contracts with Pacific Gas and Electric (PG&E) to supply electricity for its public lighting system, as well as to install, maintain, and service the light poles across the developed area in the community of New Cuyama. Consequently, the District does not own or operate any equipment, although it is financially responsible for all one-time and ongoing costs associated with the street lighting network. The District largely functions as a pass-through agency, collecting funds from the Cuyama residents to pay the PG&E bills for the public street lighting service.

Types of Services	
Lighting	X
Road Maintenance	-
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	X

Cuyama Community Services District Formation, Revenues, Attributes, Types of Service, and Resources

Streetlights		
	Location	Identification
01.	List street names	TBD

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	2	4
Emergency Operators	2	4
Administrative Personnel	1	2
Other District Staff	1	2

Cuyama Community Services has a total of four (4) employees. Contract services for Water/Sewer Operators, two part time Filed maintenance workers, and a part time Office Assistant

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
General Manager/CPO (1)	n/a	27
Lead Field Operations (1)	n/a	29
Assistant Field Operations (1)	n/a	5
Administrative Personnel (1)	n/a	1

Maintenance & Service Adequacy for Street Lighting

Maintenance of the street lighting is provided via a contract that the CCSD has with Pacific Gas & Electric (PG&E) on an as needed basis, therefore there is no regularly planned maintenance. When streetlights require service for outages or problems, residents can inform the CCSD and/or request the service directly from PG&E through their website.

FINANCES

The District prepares an annual budget and financial statement, which includes details for each of its government and capital project and replacement funds. The District maintains a separate capital fund for replacement needs, meaning that charges for services are intended to pay for the costs of providing such services.

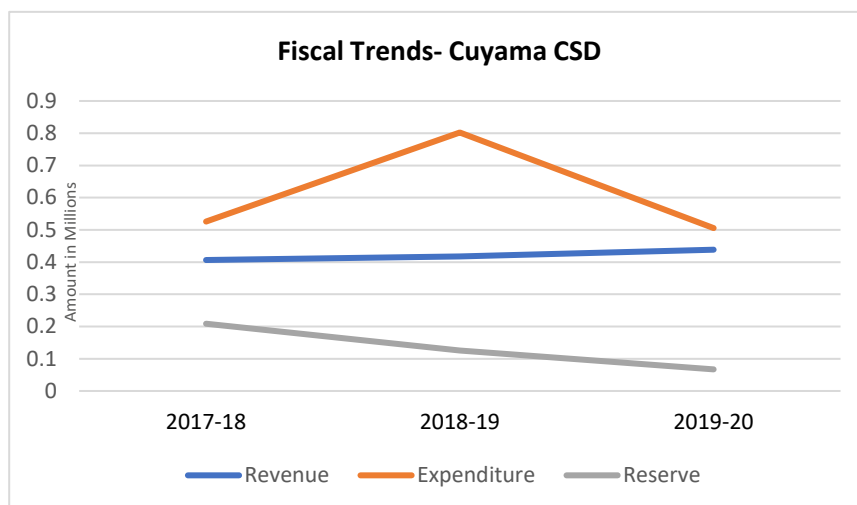
District Revenues				
	2017-2018		2018-2019	
	Amount	% of Total	Amount	% of Total
Water sales	\$237,928	58.5%	\$248,014	59.5%
Sewer services	\$156,166	38.4%	\$158,502	38.0%
Investment income	\$8,017	2.0%	\$10,289	2.4%
Other revenue	\$4,353	1.1%	\$332	0.1%
Revenue total	\$406,464	100.0%	\$417,137	100.0%

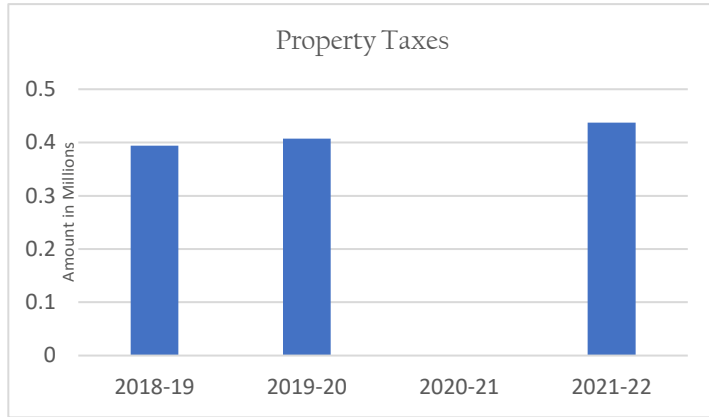
Source: Cuyama Community Services, Financial Statements, June 30, 2018 and 2019, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

Fiscal Indicators

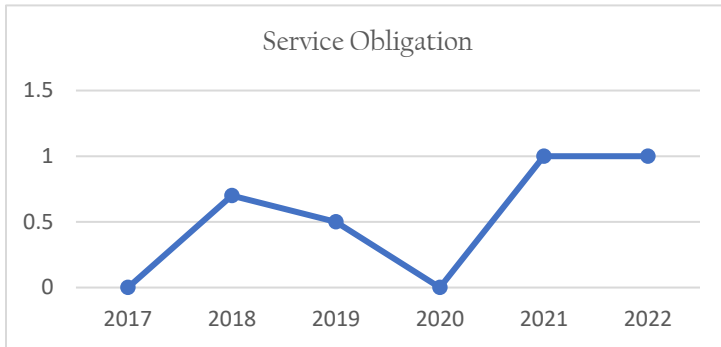
Select fiscal indicators are shown graphically below. Over the past two fiscal years, the District’s expenditures have increased in comparison to its revenues. The increase in expenditures was primarily due to depreciation costs and repairs. The District’s reserve balances are on the margin to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.

CUYAMA COMMUNITY SERVICES





This indicator addresses the extent to which property taxes covered expenses. Property taxes are not the primary funding source for CSD Districts. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ unk	\$ unk	TBD
2018	\$ 406,464	\$ 526,019	0.7
2019	\$ 417,137	\$ 802,196	0.5
2020	\$ unk	\$ unk	TBD
2021	\$ 438,448	\$ 407,347	1.0
2022	\$ TBD	\$ TBD	TBD

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

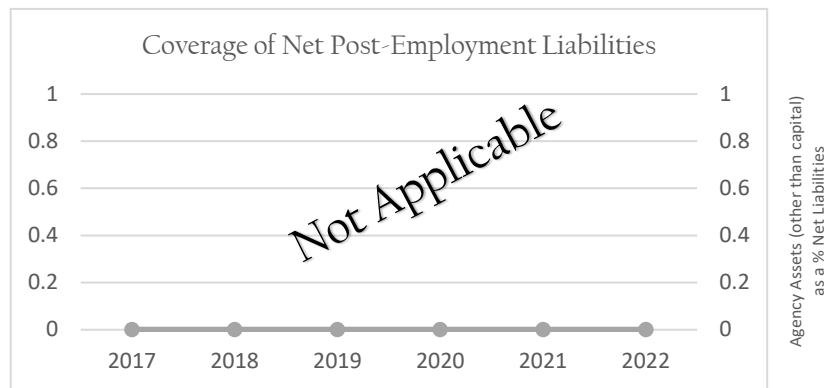
Pension

	2018	2019	2020	2021	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2021 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



Agency Assets (other than capital)	2017	2018	2019	2020	2021	2022
	\$0	\$0	\$0	\$0	\$0	\$0
Net Liabilities (pension & OPEB)	2017	2018	2019	2020	2021	2022
	\$0	\$0	\$0	\$0	\$0	\$0

Pension Obligations and Payments

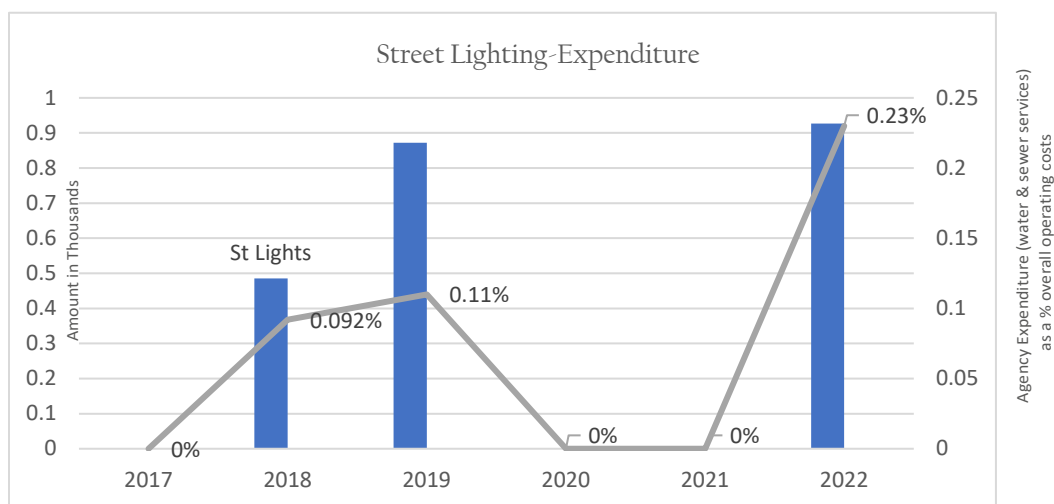
The District does not have any pension obligations. The District does have a plan for its full-time employees where it contributes an amount equal to 5% of employees' gross annual wages into an IRA account held in the employees' name at JP Morgan Chase Bank.

OPEB Obligations and Payments

The District does not have any post-employment obligations.

Non-Enterprise Funding

The District currently does not collect benefit assessments as collectively, property tax revenue is sufficient to cover costs to provide its street lighting services. The following chart shows a three-year trend based on the information provided. The graph below shows the current financial trend in thousands. This indicator provides a measurement of the agency's expenditure over time.



Asset Maintenance and Repair

The District's budget includes improvement budgeting through its Parts/Repair Fund. In FY 2017/2018, the District budgeted \$9,419 and reduced that to \$8,883 for FY 2018/2019 and in FY 20-21 total expenditures for equipment repairs were \$1,100.

Capital Improvements

The District does not have a Capital Improvement Plan (CIP) at this time. Capital projects are considered during each budget adoption, as needed.

Long-term Liabilities and Debts

On November 30, 1999, the District issued \$205,500 in Certificates of Participation to the United States Department of Agriculture under the Rural Utilities Service Financial Assistance Program. The purpose of the certificates of participation was to provide funds for the Sewer Treatment Facility Project. The certificates were issued at an interest rate of 3.25% and are payable in semi-annual installments until the fiscal year 2040.

On November 10, 1999, the District entered into a loan agreement for \$42,600 with the Rural Utilities Service Financial Assistance Program. The purpose of the loan was to improve the Sewer System Treatment Facility Plant. The loan carries a 3.25% interest rate and is payable in annual installments of \$1,918, including principal and interest until the fiscal year 2040.

On April 7, 2005, the District entered into a loan agreement for X230,980 with the Rural Utilities Service Financial Assistance Program. The loan carries a 4.25% Interest rate and is payable in annual Installments of \$12,108, which includes principal and interest until the fiscal year 2045.

Opportunities for Shared Facilities

The District does not currently share facilities with other agencies. Due to relative distance between the District and other communities, opportunities for shared facilities are limited. It is unlikely that a proposal would be feasible in the near future.

ORGANIZATION

Governance

Cuyama Community Services District’s governance authority is established under the Community Services District Act (“principal act”) and codified under Government Code Sections 61000. This principal act empowers Cuyama Community Services District to provide a moderate range of municipal services. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
- Water	- Parks and Rec
- Wastewater	- Transportation
- Street Lighting	- All others listed in Principal Act

Governance of Cuyama Community Services District is independently provided through its five-member Board of Directors that are elected at-large to staggered four-year terms. Los Alamos Community Services District holds meetings on the second Wednesday of every month at District

Office located at 4853 Primero Street, New Cuyama at 6:00 pm. A current listing of Board of Directors along with respective backgrounds follows.

Cuyama Community Services Current Governing Board Roster			
Member	Position	Background	Years on District
Paul Chounet	Chair	Educator	8
Malcolm Ricci	Vice Chair	Ag/Food (Bolthouse)	31
Deborah Williams	Secretary	Military/IT	8
Terri Cox	Director	Educator	4
Karen Adams	Director	Paralegal	1

Website Transparency

The table below is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

Cuyama Community Services District Website Checklist website accessed 7/25/23 https://cuyamacsd.specialDistrict.org			
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? <i>(required for independent Special Districts by 1/1/2020)</i>	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency’s website provides information on compensation of elected officials, officers and employees or has link to State Controller’s Government Compensation website?	X	

<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>		
	<i>Yes</i>	<i>No</i>
Description of services?	X	
Service area map?		X
Board meeting schedule?	X	
Budgets (past 3 years)?		X
Audits (past 3 years)?		X
List of elected officials and terms of office?		X
List of key agency staff with contact information?	X	
Meeting agendas/minutes (last six months)?	X	
<i>Notes: Cuyama CSD is an independent board-governed District. Refer to https://cuyamacsd.specialDistrict.org for the required checklist items.</i>		

Survey Results

The table below includes a list of questions asked of area residents by LAFCO to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Cuyama Community Services District Questionnaire Revenues, Types of Service, and Resources

Cuyama Community Services			
Responses by Respondence			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to Cuyama Community Services District at this time.

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C. Isla Vista Community Services District

District: 970 Embarcadero Del Mar Ste 101
Isla Vista, CA 93117
Phone: 805/770-2752
Fax: N/A
Email: generalmanager@islavistacsd.com
Websites: <https://islavistacsd.ca.gov/>
General Manager: Jonathan Abboud
IV Beautiful: Jenna Norton

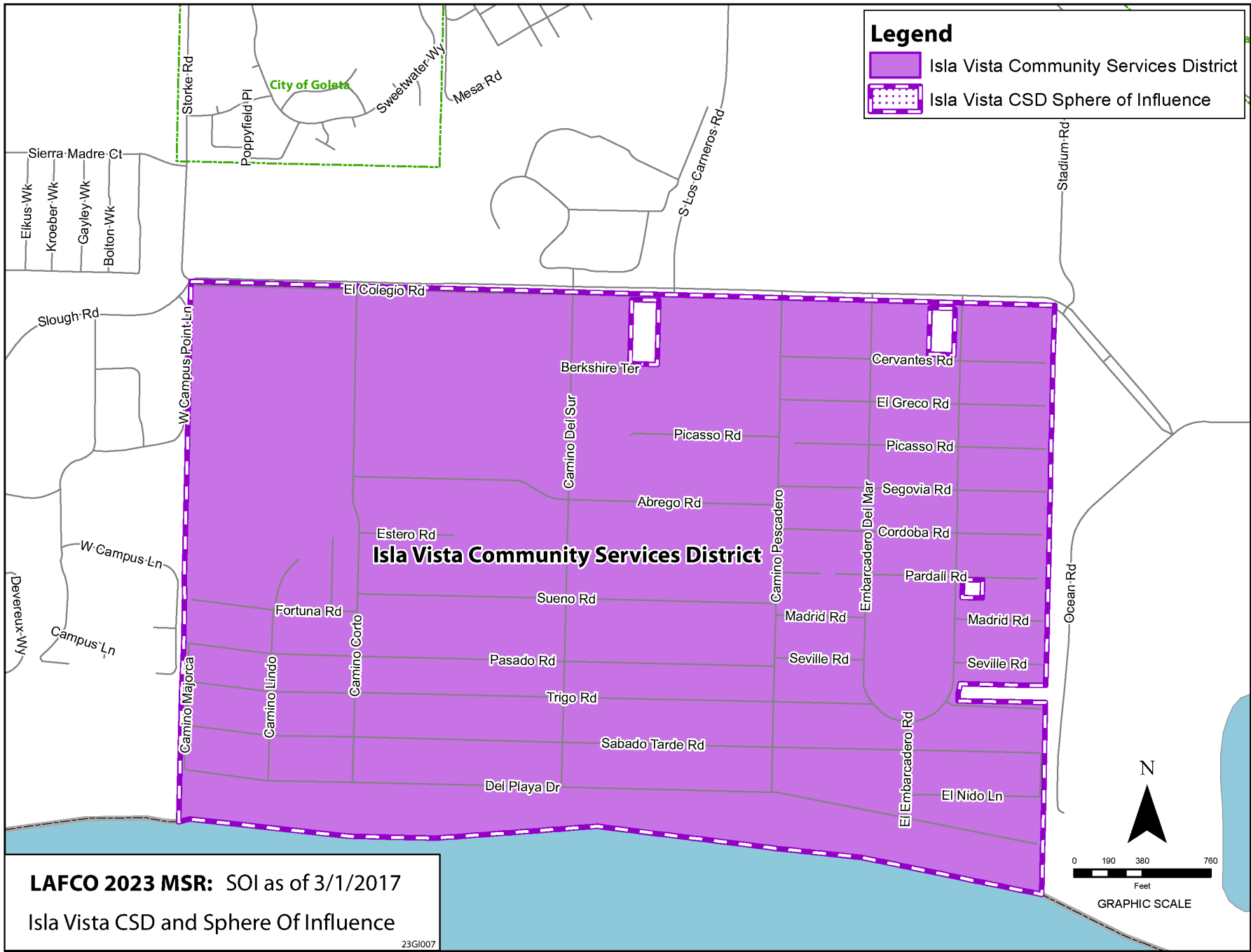
SUMMARY

The Isla Vista Community Services District represents the area around the City of Goleta. The District's boundaries cover a total of 0.468 square miles and includes an estimated 15,000 residents. The District coordinates with the County of Santa Barbara, CSA 31, and University to provide street lighting, road maintenance, street sweeping, parking, transit and street beautification services within District boundaries. The District's expenditure for these services is approximately \$249,000 per year. This relationship allows residents to receive added services for those in this study. The District receives financial support at a rate of approximately \$92 per resident and maintains a fund balance to meet future needs. The District has financial procedures in place to ensure the preparation of timely agency audits. The District boundaries and Sphere of Influence are the same, and expansion areas are being discussed.

BACKGROUND

The Isla Vista Community Services District was formed in 2017, by a vote of the voters of Isla Vista in 2016 approved Measure E2016 under the authority of Assembly Bill 3 which amended Government Code 61250. The District is located in southern Santa Barbara County just south of the City of Goleta. Isla Vista CSD is governed through its seven-member Board of Directors with four members elected by at-large to staggered four-year terms, and one member elected by at-large to serve a two-year term. UCSB and County both appoint the remaining two members. The Board of Supervisors appoint is for a four-year term, and the Chancellor of University of California, Santa Barbara for a term of four years.

The Isla Vista CSD overlaps the County of Santa Barbara Fire Protection District, Cachuma RCD, Goleta Water, Goleta West Sanitary, Santa Barbara Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, and the Goleta Cemetery District. County Service Areas include 31 (Isla Vista), 32 (Law Enforcement), County Flood Control & Water Agency.



OPERATIONS

IVCSD was established under Government Code 61250 to provide a variety of services. These services shall not supplant the level of services provided by the County of Santa Barbara, the Isla Vista Recreation and Park District, the University of California, Santa Barbara, or any other service provider. The following is a list of services the IVCSD provides consistent with the enabling statute:

1. Acquire, construct, improve, maintain, and operate community facilities, including, but not limited to, community centers, libraries, theaters, museums, cultural facilities, and child care facilities.
2. Acquire, construct, improve, and maintain sidewalks, lighting, gutters, and trees to supplement the level of service already provided by either the County of Santa Barbara or County Service Area No. 31. The district shall not acquire, construct, improve, or maintain any work owned by another public agency unless that other public agency gives its written consent.
3. Contract with the County of Santa Barbara or the Regents of the University of California, or both, for additional police protection services to supplement the level of police protection services already provided by either the County of Santa Barbara or the Regents of the University of California within the area of the district.
4. Abate graffiti.
5. Finance the operations of municipal advisory councils formed pursuant to Section 31010.
6. Create a tenant mediation program.
7. Finance the operations of area planning commissions formed pursuant to Section 65101.
8. Exercise the powers of a parking district, in the same manner as a parking district formed pursuant to the Parking District Law of 1951 (Part 4 (commencing with Section 35100) of Division 18 of the Streets and Highways Code).

For services evaluated under this Municipal Service Review covering transportation related services the following examples of services provided by the IVCSD that supplement are as follows:

Lighting

Santa Barbara County & CSA 31 are responsible for street lighting in Isla Vista, however, there are many things that the Isla Vista Community Services District does regarding supplemental service to street lighting. For example, the District hosts an annual lighting walk where volunteers and the County workers walk around Isla Vista at night in order to identify faulty street lights and areas that might be in need of future streetlights. The IVCSD also utilizes an app called SeeClickFix where residents are able to report faulty street lights and dark areas any time, IVCSD

follows up with the county or Southern California Edison to fix all faulty lights. The Isla Vista Beautiful Program Manager is working on a comprehensive lighting report in order to identify where more street lights are needed, which street lights are broken, and which street lights need a bulb with higher wattage, etc. This report will be submitted to the County for implementation, the County has allocated \$250,000 from CSA 31's fund balance for lighting projects in 23-24.

Road Maintenance

Road maintenance is the responsibility of Santa Barbara County's Public Works Department; however, the District works with the County in order to make sure the roads within Isla Vista are not overlooked. With the app SeeClickFix, residents can report issues with the road any time. The Isla Vista Beautiful program relays information about damaged roads to County Public Works any time they see or are notified of an issue. Isla Vista Beautiful uses its own budget in order to power wash graffiti off of roads.

Street Sweeping

Street sweeping is done by the Goleta West Sanitary District; however, the street sweeper is usually unable to come through Isla Vista on a regular basis due to the lack of a system to move cars from the street in order for the sweeper to clean the curb. Isla Vista Beautiful helps mitigate the lack of street sweeping by picking up litter and glass that could end up in the storm drain with district staff on a regular basis. For the 23-24 year, the IVCS&D is contracting with EarthComb LLC to provide trash clean up and gutter clean up services for every street in Isla Vista twice per month. Isla Vista Beautiful also conducts research and documentation on litter related issues such as overflowing trash bins in order to advocate for change and is committed to educating residents on practices which reduce litter in the first place. Isla Vista Recreation & Park District (IVR&PD) is also a participant in cleaning the streets, who receives funded through the Goleta West Sanitary District to run the Adopt-A-Block Program. IVR&PD utilizes volunteers to pick up litter under this program. IVCS&D believes more coordination with GWSD and County Public Works could restrict parking on streets during school breaks (winter, spring, summer) in order to street sweep more efficiently. IVCS&D is also working with the County on a Parking Study which could result in recommendations to accommodate street sweeping.

Street Beautification

The Isla Vista Beautiful Program's focus is on street beautification. The District conducts research and documentation in order to prevent beautification issues at the root, as well as, to tackle them in a more efficient manner. Graffiti abatement is a huge aspect of the program. The Isla Vista Beautiful team is constantly looking for and addressing graffiti in the public right of way. The District abates graffiti on fire hydrants, street signs, fences, walls, utility boxes, utility poles, dumpsters, and other locations. Not only do they remove it, but in certain circumstances the district will paint over it. IVCS&D will rehabilitate old murals that have been destroyed by graffiti and have implemented a public art program to mitigate graffiti and maintain murals. The District also hires a power washer to get rid of graffiti on sidewalks and streets. If there is graffiti on private

property beyond the public right of way (8ft from the curb), they contact the property manager so that they can get it removed right away in compliance with the county ordinance on graffiti removal.

The Isla Vista Beautiful Program also picks up litter and glass which is common in Isla Vista. The Isla Vista Beautiful Program manager contacts the Santa Barbara Code Enforcement Officer in cases where large items are dumped in the public right of way. When restaurant owners are known to be dumping waste from their business around Isla Vista, the Isla Vista Beautiful manager investigates where the boxes came from, documents the dumping, and reports it to Code Enforcement. The Isla Vista Beautiful Program also has a procedure in place for common dumping spots in Isla Vista that involves contacting the property owner, installing no dumpings signs, and distributing educational information on waste disposal. This procedure has been effective at preventing dumping's in these areas so far.

IVCSD regularly remove outdated and damaged flyers as well as any remaining tape from telephone poles and signs throughout Isla Vista in order to avoid their build up. IVCSD is also using power washing in order to remove decades of melted flyers from wooden utility poles.

IVCSD has begun landscaping around the limited number of trees in the public right of way in Isla Vista by pulling weeds that have remained in place for years. IVCSD is also working on being able to plant on and maintain a center divider in town which is one of the only empty spaces in the public way in Isla Vista where new planting can take place.

IVCSD have worked to successfully bring in Cox Communications to remove shoes from their communication wires on a regular basis and will continue this effort.

IVCSD have been collecting data on abandoned bikes throughout Isla Vista in order to pass along to the County. IVCSD has requested the County to remove these bikes on a regular basis.

IVCSD have worked with County Public Works to begin repainting red curbs in Isla Vista as many are extremely faded and ambiguous.

IVCSD is working to partner with property owners and local businesses in order to install more murals throughout Isla Vista.

IVCSD have successfully advocated for several trash bins in the business district to be serviced an additional day every week by County via Marborg contract to limit constant overflow. IVCSD is now working on getting the existing trash bins replaced since the agency that installed them no longer exists and has never maintained them, the County and IVCSD will be splitting the cost of replacing every old bin in the business district in 23-24.

Every year in June, thousands of residents move out of their homes and apartments in Isla Vista leaving behind a huge amount of waste (approximately 1 million pounds every year). This waste floods the streets causing dangerous and disruptive conditions for everyone. The County and Marborg have put in place over the years several measure, but the problem has persisted. Isla Vista Beautiful is attempting to mitigate the disaster that occurs during move out time every year. IVCS D have hosted the first ever community wide yard sale in order to encourage residents to get rid of their stuff before their leases end. IVCS D also conducts an unwanted item collection so that residents can donate unwanted items before their leases end. Much of the waste left over from move out includes perfectly usable items. In 2023, IVCS D will be trying to save some of these items until the beginning of the next school year so that IVCS D can recycle them back into the community.

This year, in order to improve upon the move out process in Isla Vista, the IVCS D partnered with Earthcomb, a company that employs people experiencing homelessness. From June 8th to July 8th, four of Earthcomb's employees worked 40 hours per week in order to remove litter and clear hazards associated with move out such as large items of furniture from roads and sidewalks. In total, Earthcomb removed over 32 thousand pounds of trash from the streets. Their efforts were widely recognized and appreciated throughout the community. Many long-term residents said that this was the cleanest move out they have ever seen.

Long term resident Henry Sarria was in awe of the difference Earthcomb made saying: "As a 36-year resident of Isla Vista, this moveout was by far the most clean I have witnessed. The mess left on the streets was much less than before & this was due to the efforts of the IV Beautiful program's pro-active approach.

All of the events leading up to moveout were helpful in reducing the amount of excess items & the aggressive approach by Marborg & EarthComb during moveout were very effective. The GIVE Sale was instrumental in reducing the number of unwanted items usually strewn about Isla Vista. In all, Moveout 2023 was a lot less messy than years before, considering that this was a 1st time effort & it can only get better with time. It made me proud to be a resident of Isla Vista."

Similarly, long term resident Hal Kopeikin stated:

"The streets & sidewalks haven't been this clean after move-out in 30 years. So much of what would have become trash got removed & reused. The improvement was striking!"

In addition to hiring Earthcomb, the IVCS D supported the annual Give Sale in which unwanted items were collected from UCSB dorms & the streets of Isla Vista in order to be sold back into the community. The IVCS D provided workers and assisted in recruiting volunteers. At the end of the sale, the IVCS D took many of the left-over items from the Give Sale and placed them into storage. The IVCS D will hold a "Move In" sale in September in order to sell these left-over items. Through this process, we are ensuring that the least number of usable items end up in the landfill as possible.

Transit

IVCSD does not directly provide transit to IV residents. However, IVCSD was awarded \$182,158 to develop an equity-based, Community Mobility Plan for Isla Vista from the California Air Resources Board (CARB). The project has consisted of a mobility needs assessment, community outreach, pop-ups and demonstration projects, and the creation of a plan containing a list of projects prioritized by community residents for funding and implementation. The final workshop was held in May 2023 where IV residents were asked to review the list of projects and provide feedback. Some of the proposed projects are anticipated to be funded through the County's Active Transportation Plan (ATP) funding. IVCSD hopes to work on generating more funding for the implementation of these projects. The project list consists of but is not limited to: sidewalk infrastructure, marked crosswalks, additional curb ramps, bike paths, lighting infrastructure, bike parking, bus stop infrastructure, bus only lanes, scooter corrals, signage, additional bus routes, and more.

Airport

The City of Santa Barbara has its own airport that borders UCSB & Goleta, it is close to Isla Vista and serviced with a bus route. The IVCSD does not supplement this service.

Parking

IVCSD is currently running a parking study that will take place over the next year and provide recommendations on how IVCSD can implement parking services to alleviate issues and meet its goals in this area (safety, equity, and protecting the environment). IVCSD successfully brought in the County and UCSB to fund an equal one-third cost of the study. The District has been making significant progress on the parking study actively since 2021 and has had a consistent line item budgeted for it since the 2018-2019 budget. From 2021-2023 the District ran the RFP processes and worked to secure the funding/partnership with UCSB and the County, taking considerable staff effort. The staff and consultant also met with several key stakeholders in that period to refine the scope of work before beginning the study, including long term residents and the Coastal Commission. The parking study costs \$246,000 with IVCSD, UCSB, and the County each funding \$82,000 in direct costs along with an additional \$20,000 in extra help / labor for outreach. The IVCSD plans to fund a pilot enforcement in 23-24 of existing parking regulations to assist with the study. The IVCSD has also managed the parking lot at 970 Embarcadero Del Mar since 2018 and a partial portion of the parking lot at 976 Embarcadero Del Mar since 2019. The District is currently in negotiations with the County of Santa Barbara to take over full management, revenues, and leases of the Solar Parking Lot on Pardall, the District previously monitored the parking lot and reported issues to the County. Finally, IVCSD works with New Beginnings to operate a Safe Parking Lot in Isla Vista (address confidential for privacy reasons). Previously documented in the Public Safety MSR in 2021, parking services were identified as a latent power. Based on this service review and greater documentation including financial, Board Policy, and service efforts, LAFCO recognizes the service power as active as established under Government

Code 61250 to provide a variety of services that are possible under existing funding resources and have been acted on by the District.

Graffiti Abatement

In addition to graffiti removal as part of street beautification efforts the District also abates beach entrances in Isla Vista owned and maintained by Santa Barbara County parks. Isla Vista Beautiful has been granted permission from County Parks to abate graffiti on the beach entrances. The beach entrances commonly have graffiti on the wooden railing and the educational signs attached to the railing.

OPPORTUNITIES & CHALLENGES

The District has considered consolidating with CSA 31 during its Board Goal discussions that include: Work with the County of Santa Barbara towards merging County Service Area 31 into the District. An evaluation for this specific consolidation would benefit the district. CSA 31 is the fiscal agent for street lighting services in Isla Vista and the District's future public infrastructure plans will require closer coordination of powers and financial resources in order to gain necessary permissions for access, acquisition, and upgrades that the community desires for safety. The IVCSA's annual outreach activities regularly list lighting as a chief concern of their residents.

While the District has been successful in its charge of supplementing public safety services to address local concerns of the residents of Isla Vista, it has been forced to grapple with the restrictions of Government Code 61250 with respect to how much control it can have over changes to existing public safety services. The District has had discussions to evaluate the idea of Isla Vista one day incorporating as a City. This is perceived as a way to identify efficiencies in the administration of policing and improve the level of service for community-oriented policing services. While this has so far not been directly considered by the District's Board, the district reports that it has come up often enough during related board discussion that District believes an evaluation of this topic would be beneficial.

In 2017 and more recently the District has considered activating the power of solid waste collection, transfer, disposal, and handling. This may be timely given that the District recently launched a compost collection service under its community facility power. The District believes an evaluation of this service and the possibility of formally transferring responsibility for the franchise agreements currently held by the County would be beneficial.

The Isla Vista Community Services District currently operate a Compost program in which they collect food scraps and turn them into compost. This waste collection program supplements Marborg's waste collection. There are no food scrap diversion bins at private residences in IV, IV Compost Collective (IVCC) offers a service to allow residents to ensure their food scraps are

composted. Currently, the trash in IV is collected by Marborg and organics are separated out and recycled by the County's anaerobic digestion process. IVCC provides the only "organics-only" waste collection/drop-off service for processing of the waste into compost at compost facilities across Isla Vista, as a supplement to the basic service landlords/tenants receive through Marborg and the County's franchise agreement. Although this is a much-needed service, as stated above under G.C. 61250, as stated by the District consideration of activating solid waste power, and previously documented in the Public Safety MSR in 2021, composting and solid waste collection services are identified as a latent power and would need to be authorized by LAFCO, if IVCS D would like to continue to peruse these services.

There are three compost pile locations that IVCS D supports outside of their boundary:

- Storke community garden,
- FSH West Campus community garden, and
- Green House and Garden Projects (GHGP).

The District mainly transports solid waste (organics, food scraps) generated from IV residents and drops them off at the compost piles at FSH, where it is then composted by UCSB Associated Students (AS) Department of Public Worms. For GHGP, the District has the opportunity to build a composting operation if they can take over drop-off and management of the system, if LAFCO activates the power.

Goleta West Sanitary District is responsible for street sweeping but because access to curbs is limited, they generally fund the Adopt a Block program under the Isla Vista Recreation & Park District. IVR&PD holds volunteer events in which litter is picked up by volunteers on designated days of the week. The Isla Vista Beautiful team also pick up litter and glass on a regular basis as part of the District funded program. A main goal of the Isla Vista Beautiful Program is to educate the public on proper waste disposal techniques. IVCS D has hired EarthComb LLC to perform bimonthly litter pick up of every street in Isla Vista. Adopt a Block is doing this as well, potentially an opportunity for a greater coordinated effort or preferred designated service under a single agency could enhance the service.

IVCS D has received a few partner agency support service requests from the UCSB Community Housing Office and UCSB Housing & Residential Life to conduct mediations between roommates for individuals living on the UCSB campus, which is outside of the district boundary.

Depending on the results of the Parking Study & Mobility Plan the District is conducting, there may be some recommended services that would also go outside the District boundaries in order to alleviate issues in Isla Vista. Services outside of the district boundary would need to be authorized under an out-of-agency service agreement, unless found to be exempt under G.C. 56133 (e).

Governance Structure Options

The IVCS D has considered consolidating with CSA 31 under its Board Goal: Work with the County of Santa Barbara towards merging County Service Area 31 into the District. An evaluation for this specific consolidation would benefit the District and County. CSA 31 is the fiscal agent for street lighting services in Isla Vista and the District's future public infrastructure plans will require closer coordination of powers and financial resources in order to gain necessary permissions for access, acquisition, and upgrades that the community desires for safety. The IVCS D's annual outreach activities regularly list lighting as a chief safety concern of residents.

The District feels they have been successful in its charge of supplementing public safety services to address local concerns of the residents of Isla Vista, under the restrictions of Government Code 61250. The District has had discussions to evaluate the idea of Isla Vista one day incorporating as a City. This is perceived as a way to further address how much control it can have over changes to existing public safety services. While this has so far not been directly considered by the District's board, the district reported it has come up often enough during related board discussion that an evaluation of this topic would be beneficial.

The District has also considered activating the power of solid waste collection, transfer, disposal, and handling. The District feels its timely with the District recently having launched a compost collection service under its community facility power. An evaluation of activating this service and the possibility of formally transferring responsibility of the franchise agreements held by the County would be beneficial. LAFCO has documented that composting and solid waste services are latent powers that would need to be activated by LAFCO.

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for the County or another local service provider to assume responsibilities within these areas. Therefore, LAFCO staff recommends that the District continue to discuss possible partnerships with the County and other neighboring agencies. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point. The District should seek activation of composting, and solid waste powers to continue and enhance these services.

Regional Collaboration

The Isla Vista CSD collaborates with the Santa Barbara Sheriff's Office and UCPD who operates the Isla Vista Foot Patrol station. UCPD has a separate station. Both stations are not within the boundaries of the District as both sit on property owned by the University of California, but operate within the District. The District have MOUs with UCPD to provide services for the Safety Stations & Interpersonal Violence Investigator.

A partnership between EarthComb LLC and Civic Plus LLC exists. The contract with EarthComb provides for their agency to hire and manage beautification workers who are experiencing homelessness or as part of a work experience program. Using the app SeeClickFix by Civic Plus, the team receives work requests from the public or records themselves while on an inspection route.

The District operate two composting facilities under an agreement with two churches to manage compost piles on their property.

SPHERE OF INFLUENCE & BOUNDARIES

The Isla Vista Community Services District has no Sphere of Influence beyond District boundaries. The District’s SOI is considered coterminous. The District did not request expansion to their Sphere of Influence because the legislation restricts University of California land from being within the District boundaries. However, the District provides some services outside of their service boundary and these areas are under consideration for Sphere expansion so an out-of-agency service agreement can be authorized. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

Sphere of Influence Study Areas

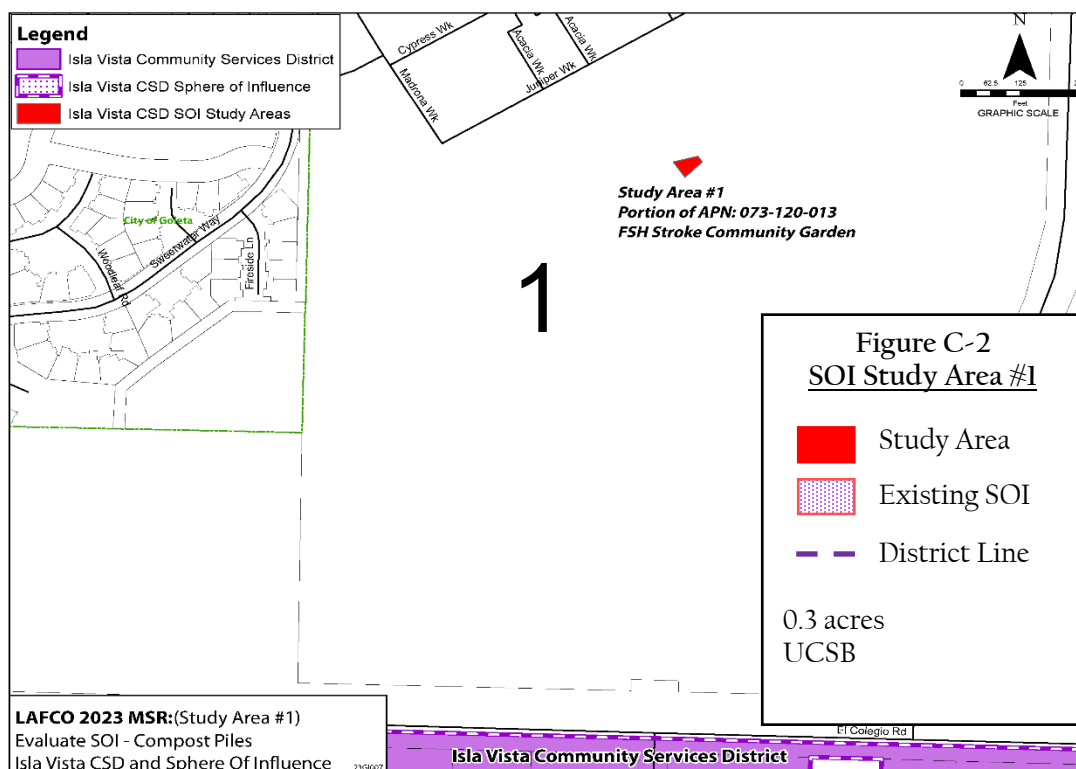
For study purposes, LAFCO staff has prepared the following table and map that included three areas to be considered as the Study Areas for the Sphere of Influence. The Study Areas are used to help analyze and identify which properties should be added or excluded from the Sphere of Influence. A summary of the Study Areas is listed in the table below:

Table C-1: Isla Vista Community Services Study Areas

Study Area	Description	Sq. Ft.	Existing Zoning	Prime AG Land	Constraints
1	Storke community garden	.03	UCSB	No	None
2	FSH West Campus community garden	.03	UCSB	No	None
3	Garden Projects (GHGP)	.03	UCSB	No	None
	Totals	.09			

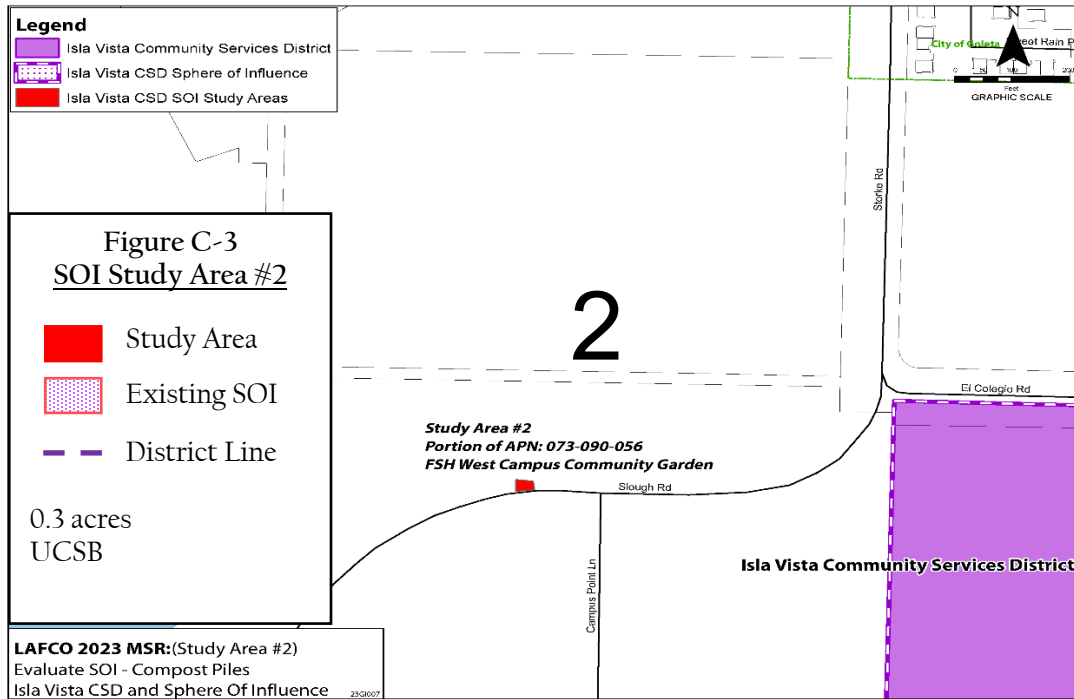
The Study Areas are described in more detail below and include: a map that focuses on each particular area and the recommendation made by LAFCO Staff. The discussion addresses the size and location of the area, current zoning and other relevant information. The staff recommendation for each area is based upon the information in the Municipal Service Review and information provided by the District.

SOI Study Area #1 – Storke Community Garden (Located in SB County; Outside of SOI). Storke Community Garden compost pile site is approximately 58.6 square feet with 192 cubic feet capacity for composting, with 60 plots. The site is located at 6806 Phelps Rd, Goleta, CA. Storke Community Garden offers over 60 plots. Each garden has community tools and soil enhancements such as compost and manure on site. With grant funding, FSH has been able to build over 100 raised beds for their gardeners as well as implement community spaces and new irrigation strategies. Over 180 individuals, both students and children, have the resources of growing fresh, organic crops, close to home. Storke Community Garden Leadership is consistently pressing for progress and the expansion of resources in the gardens



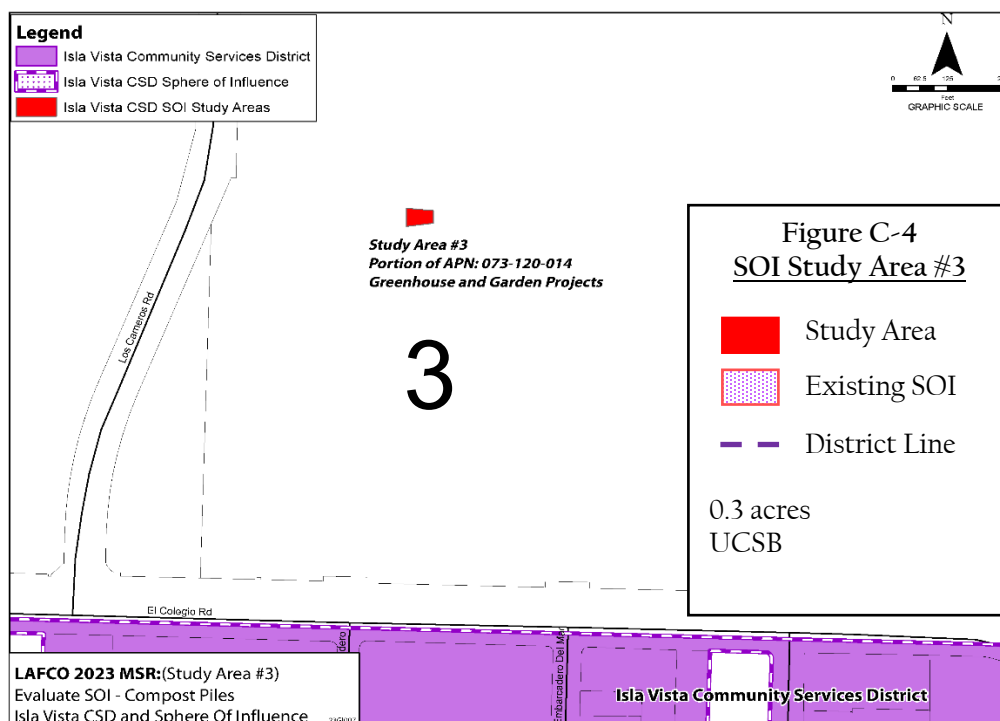
LAFCO Staff Recommendation. The SOI should include Study Area One. Staff recommendation is to expand the Sphere of Influence in this area. The District already services the site as a compost pile location. Expansion of the Sphere of Influence would allow the District to seek an out-of-agency service agreement.

SOI Study Area #2 – FSH West Campus Community Garden (Located in SB County; Outside of SOI). FSH West Campus Community Garden compost pile site is approximately 58.6 square feet with 192 cubic feet capacity for composting. The site is located at 555 Storke Road, Goleta, CA. The West Campus Community Garden is the sister garden to Storke Community Garden (Study Area 1). West Campus is a smaller community, with 30 plots, offering the same resources and experiences as Storke.



LAFCO Staff Recommendation. The SOI should include Study Area Two. Staff recommendation is to expand the Sphere of Influence in this area. The District already services the site as a compost pile location. Expansion of the Sphere of Influence would allow the District to seek an out-of-agency service agreement.

SOI Study Area #3 – Garden Projects (GHGP) (Located in SB County; Outside of SOI). Garden Projects compost pile site is approximately 58.6 square feet with 192 cubic feet capacity for composting. The site is located on Stadium Road, Goleta, CA. UCSB students, faculty, and staff are welcome to maintain their own assigned plot of land to garden organically for the length of one year with a renewable membership fee of \$40 and refundable \$10 deposit.



LAFCO Staff Recommendation. The SOI should include Study Area Three. Staff recommendation is to expand the Sphere of Influence in this area. The District already services the site as a compost pile location. Expansion of the Sphere of Influence would allow the District to seek an out-of-agency service agreement.

BOUNDARIES

Jurisdictional Boundary

Isla Vista Community Services District’s existing boundary spans approximately 0.468 square miles in size and covers 270 acres (parcels excluding public rights-of-ways) within one contiguous area. All of the jurisdictional boundary 100% is unincorporated and under the land use authority of the County of Santa Barbara. The University of California Santa Barbara (UCSB) is adjacent and under its own use authority. Overall, there are 7,536 registered voters within the jurisdictional boundary.

Isla Vista CSD’s jurisdictional boundary spans 0.468 square miles with 100% being unincorporated and under the land use authority of the County of Santa Barbara.

Isla Vista Community Services District Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
IVCSD	270	100.0%	911	7,536
Totals	270	100.0%	911	7,536

Isla Vista Community Services District Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Co. of Santa Barbara	270	100.0%	911	7,536
Totals	270	100.0%	911	7,536

Total assessed value (land and structure) is set at \$1.3 billion as of April 2023, and translates to a per acre value ratio of \$4.9 million. The former amount further represents a per capita value of \$89,880 based on the estimated service population of 15,000. Isla Vista CSD does not receive any annual property tax revenue generated within its jurisdictional boundary and operates entirely using utility user tax, UCSB contributions, service charges, donations, and grants for funding.

The jurisdictional boundary is currently divided into 911 legal parcels and spans 270 acres (the remaining jurisdictional acreage consists of public right-of-ways.) Close to three-fourths or 71.4% of the parcel acreage is under private ownership with 96% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 21 vacant parcels that collectively total 4.9 acres. The jurisdictional boundary qualifies as a disadvantaged unincorporated community.

Close to three-fourths of the jurisdictional boundary is under private ownership, and of this amount approximately 96% has been developed.

Isla Vista Community Services District Formation, Revenues, Attributes, Types of Service, and Resources

District Formation and Duties	
Formation Date	2017
Legal Authority	Community Services District Law, California Government Code, section 61000 et seq.
Board of Directors	Seven Directors elected to four-year terms through at-large elections.
Agency Duties	Community safety, violent investigations, survivor resources, street beautification, lighting, compost, community center facility rental, waste disposal, rental housing mediation, and homelessness resources.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2010 population of Isla Vista to be 23,096. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projects for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the Santa Barbara unincorporated population to be 78,320 by 2020. The World Population Review website estimates Isla Vista 2020 population at 27,707. Between 2010 and 2020, the population of Isla Vista increased by 4,611 people (16.6 percent; or 1.6 percent per year). However, since 2010, the Santa Barbara unincorporated estimated population had actually increased by 2,114 persons. In contrast, County's population increased by 6.1 percent between 2010 and 2020, or less than one percent per year. The 2020 Census listed Isla Vista's population as 15,500, this is because the borders of the Isla Vista Census Designated Place changed to exclude UC Santa Barbara. As the census took place in April 2020 when classes were online at the beginning of the COVID-19 Pandemic, IVCS D believes 15,500 is still an undercount for Isla Vista excluding the campus. UCSB's 2020 Census population was 9,710, and this population frequently visits Isla Vista and utilizes services. In total this is 25,210 considered as the boundaries of the 2010 census designated place which included both.

Demographics for the District are based on age characteristics report prepared by SBCAG in 2017, which identified the largest age group represented in Isla Vista as 20 to 34 age group at 59 percent. Approximately 3 percent of the population was in the 35 to 54 years age group and 0 percent in the 55 and older group. Approximately 36 percent of the residents were under the age of 19.

According to the 2020 U.S. Census approximately 52.8 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Isla Vista, comprised 23.3 percent of the total population.

Projected Growth and Development

The County of Santa Barbara's General Plan serves as the vision for long-term land use, development and growth, and provides the vision within the Isla Vista Planning Area. The County's General Plan was adopted in 2016, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. In March 2016, the Board of Supervisors considered but did not approve the Isla Vista Master Plan (IVMP) update. The Board of Supervisors adopted the IVMP in 2007 and submitted the IVMP to the Coastal Commission for certification. The Coastal Commission reviewed the IVMP and determined that some modifications were necessary before it could certify the plan.

The current County of Santa Barbara Housing Element (2023-2031) identifies an estimated growth rate of less than 1 percent within the surrounding unincorporated Isla Vista areas. The land inventory includes 22 underutilized sites in Isla Vista; approximately half are zoned Retail Commercial (C-2) and half are zoned High- or Medium-Density Student Residential (SR-H, SR-M) under the CZO. The County's General Plan covers the Isla Vista area. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

	2010	2015	2020	2035*	2040*
Isla Vista	23,096	26,517	27,707	30,453	31,200
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections. The Isla Vista area represents about 6 percent of the total County population.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities are also defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Isla Vista was \$22,386 in 2023, which qualifies the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to

the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In most cases, under the mapping and screening tools, the Isla Vista Community Services District's Sphere of Influence does qualify under the definition of disadvantaged community for smaller portions within the community of Isla Vista for the present and probable need for public facilities and services, however, the area is being served by the District and surrounding Districts for water, wastewater, and fire services.

SERVICES

Overview

According to the SB County Public Works department, streets are freshly paved depending on how often they are used. Busy streets might be paved every 7 years whereas less busy streets are paved every 15 years. Pavement markings are done every couple of years depending on county resources, and red curbs are painted every 1-3 years. Signs are replaced depending on their proximity to the ocean. Landscaping is maintained regularly, and other issues are addressed as they come up. However, from district's experience, although the red curbs are being repainted currently, it seems as though they have not been repainted in years as many are so faded that it is hard to tell if they are supposed to be red or not. The district also states the paint is not consistently re-paint all areas. Landscaping, while apparently maintained by the county, is quite overgrown in numerous areas which is why the Isla Vista Beautiful team has a lot of weeds to pull.

According to Santa Barbara County Public Works Department, Edison does a yearly drive by to inspect streetlights and they respond to reports of out street lights "immediately" throughout the year. However, the CSD does not find this to be true. There are street lights that have been reported as not working to Edison months ago and they still do not work. Upon a lighting inspection hosted by the CSD, a public works worker commented that it seemed as though it has been several years since Edison inspected Isla Vista for out streetlights based on the large number of streetlights that were not working. The following figure is a lighting inventory conducted in 2018 for Isla Vita CSA 31 area.



Street Sweeping is completed by the Goleta West Sanitary District in Isla Vista every other Monday at 8am. However, the entirety of Isla Vista is not addressed on every service day. They only do a few streets at a time. In addition, curbs and gutters are typically inaccessible due to the large volume of cars parked alongside them so the street sweeper only does the center of the street.

Isla Vista Beautiful tracks overflowing trash cans throughout the community in order to identify residencies with insufficient trash service. They also track faulty street lights and areas without any street lights. The other services provided by IVCSA are described in the Operation section above.

**Isla Vista Community Services District
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District Area (est. square miles)	0.468
Population (2022 estimated)	15,000
Assessed Valuation (FY 22-23)	\$1,348,201,560
Number of centerline miles, street lights, parking lots, bus stops, and bikeway miles	11.24 miles 408 lights TBD lots 6 stops 1.1 bike lane miles
Regular Financial Audits	Every Year
Average Annual Revenue Per Capita (FY 21-22)	\$92
Average Portion of County 1% Property Tax Received	N/A
Ending General Fund Balance (June 2022)	\$1,945,915
Change in General Fund Balance (from June 2018 to June 2022)	97%
Total Fund Balance/Annual Revenue Total (FY 21-22)	139%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2022 DOF Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from District Audit; Other information from District.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	X
Street Beautification	X
Transit	-
Airport	-
Parking	X
Other	X

**Isla Vista Community Services District
Formation, Revenues, Attributes, Types of Service, and Resources**

Street Lights, & Energized System, Composting Piles, Bikeways, Parking Lots, Street Sweeping			
Address	Acquired/Built	Condition	Size/Length
6650 Abrego Rd		Needed	130W LED
6672 Abrego Rd		Needed	130W LED
6706 Abrego Rd		Needed	130W LED
Between 6608 & 6612 Sueno Rd		Needed	130W LED
Between 6628 & 6632 Pasado Rd		Needed	130W LED
Between 6658 & 6664 Pasado Rd		Needed	130W LED
Between 6668 & 6672 Pasado Rd		Needed	130W LED
6740 Pasado Rd		Needed	130W LED
6762 Pasado Rd		Needed	130W LED
Between 6782 & 6796 Pasado Rd		Needed	130W LED

Total Staffing		
	Personnel	Per 1,000 population
Full time Managers	5	0.33
Temporary Help	19	1.26
Part time personnel	1	0.06

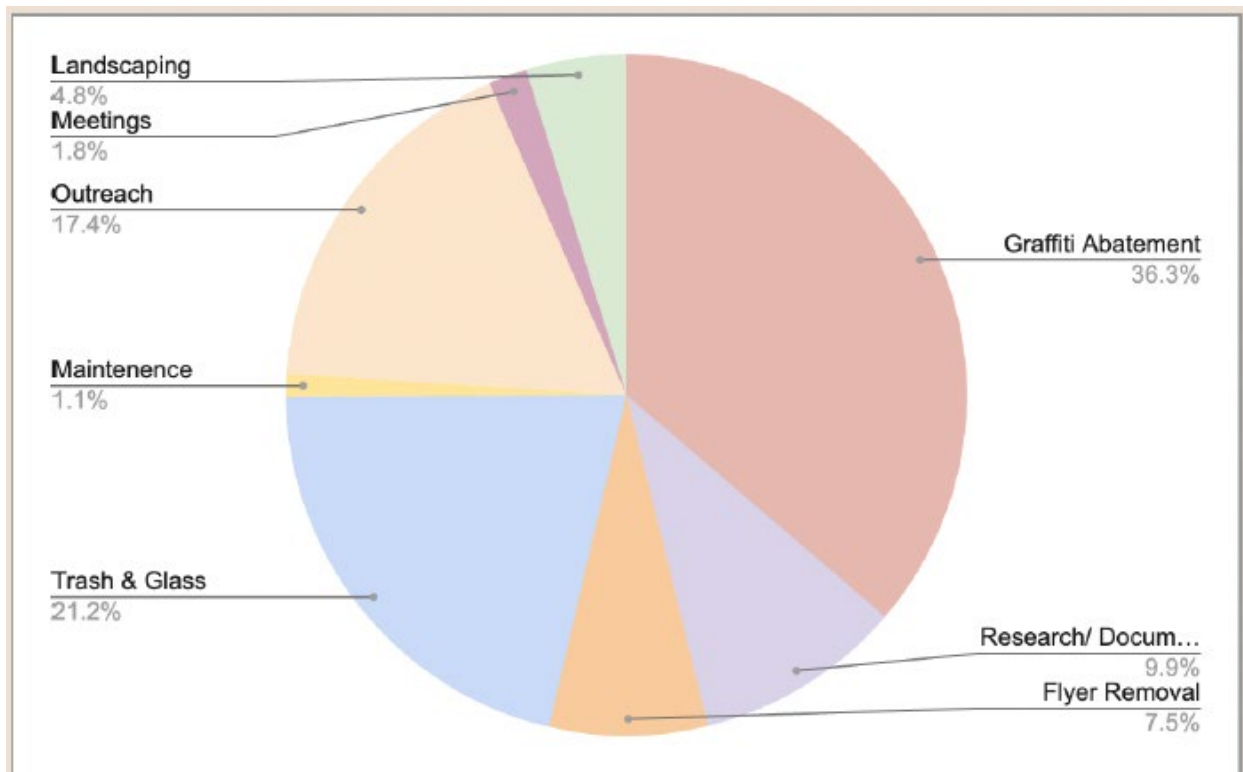
Isla Vista CSD provides five (5)-full time, one (1)- part time. And 19 temporary staffing for various programs in coordination with the MSR services.

Staffing Experience/Tenure		
	Years in Industry	Year w/ District
General Manager	6	6
Community Engagement Director	-	2
Compost Collective Program Manager	2	2
Community Spaces Program Manager	-	1
Isla Vista Beautiful Program Manager	2	0.5
Management Assistant	4	0

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained, swept per month, street light service calls resolved, graffiti abated, and parking lots. Approximately each composting pile is 192 cubic feet or over 800 square feet total space a total of 424 pounds of compost was created for soil amendment. In 2022, 19,629 pounds of food waste was collected and directed from landfills, 1 ton of edible food was recovered and donated to local food banks. IV Compost Collective manages 4 compost piles (which cost \$33k/year to operate correctly).

IVCSD has reduced around 600 pounds of trash & glass collected each year. The District help hold annual Yard Sales each year of approximately 30 total sales events. In total, the IV team has spent the following percentage of time throughout the year to improve the community.



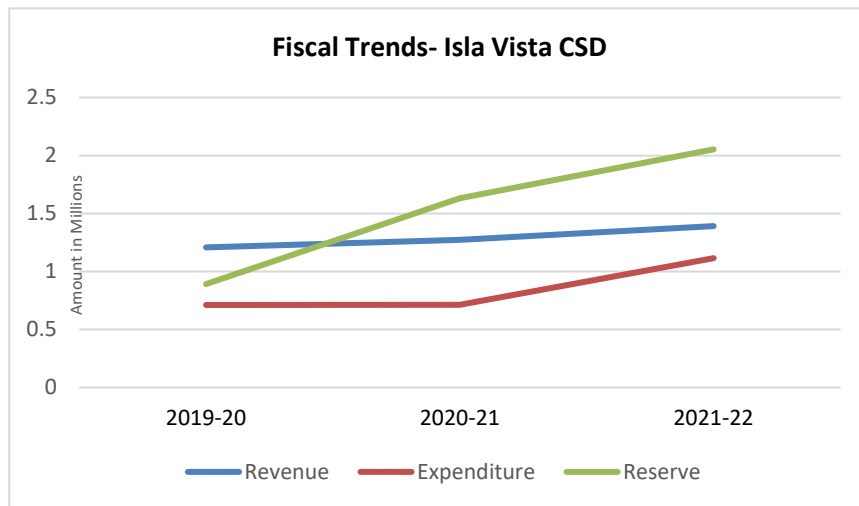
FINANCES

The District prepares an annual budget and financial statement, which includes details for each of its government activities funds.

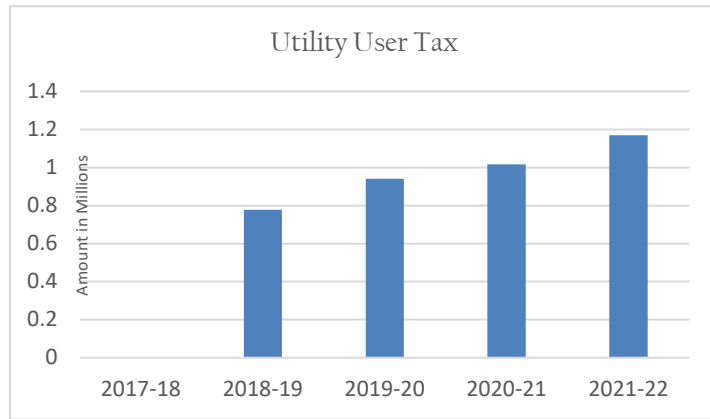
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Utility user taxes	\$1,015,575	79.8%	\$1,149,241	82.6%
Interest	\$5,935	0.5%	\$7,593	0.5%
UCSB contribution	\$200,500	15.8%	\$215,242	15.5%
Other Revenue (grants)	\$42,858	3.3%	\$3,247	0.2%
Charges for services	\$15,100	1.2%	\$16,850	1.2%
Unrealized gain on investments – Use of money	-\$6,807 -872	-0.6%	-\$480	-0.0%
Revenue total	\$1,272,289	100.0%	\$1,391,693	100.0%

Fiscal Indicators

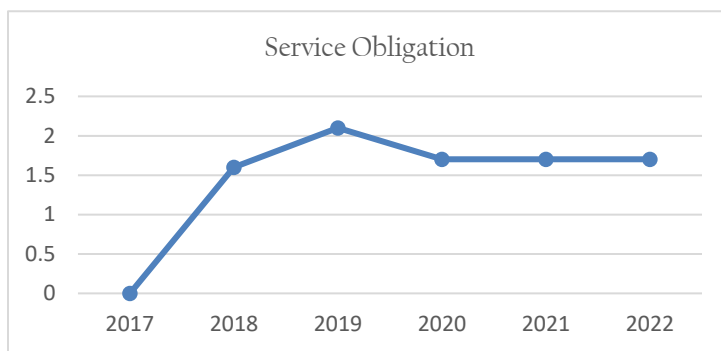
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the district’s expenditures have increased in line with its revenues. The increase in expenditures was primarily due to increased spending in programs. The district’s reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.



ISLA VISTA CSD



This indicator is important for fire and related services as they are heavily reliant upon utility user tax revenues. District approved a Utility User's Tax of 8% on water, gas, garbage, sewage, and electricity services. This indicator can potentially depict the stability of an agency's revenue base.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ No Revenue	\$No Expenditure	
2018	\$ 147,868	\$ 90,088	1.6
2019	\$ 993,040	\$ 475,058	2.1
2020	\$ 1,208,150	\$ 711,476	1.7
2021	\$ 1,272,289	\$ 714,582	1.7
2022	\$ 1,391,693	\$ 1,115,274	1.2

Long-Term Debt Liabilities

The two charts below identify the funding status and asset coverage of the long-term liabilities, pension plans, and program expenditures.

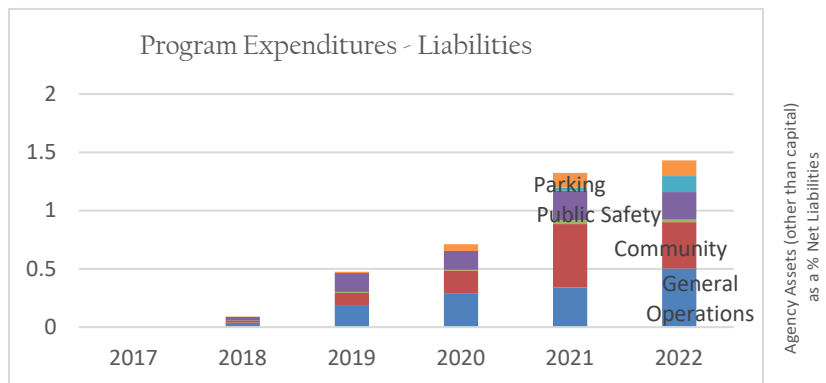
Long Term Liabilities

	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	74%	73%	72%	70%	➔
Liability, compensated absences (liabilities)	\$ 4,038	\$ 5,452	\$ 14,583	\$ 22,068	

Post-Employment Benefits (Pension - OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2018 is the first year of reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net expenditures amounts are essentially funded liabilities of the agency. The figure below shows the combined amount expended by the agency on programs and operating liabilities. Agency assets (cash and investments) and Net position shown.



	2017	2018	2019	2020	2021	2022
Agency Assets (cash & investments)	\$0	\$65,551	\$522,118	\$65,551	\$522,118	\$1,991,700
Net Position	\$0	\$149,736	\$665,346	\$149,736	\$665,346	\$1,864,930

Pension Obligations and Payments

The district does not have any future pension costs. The district is considering adding a 457(b) plan as an added retirement benefit for employees.

OPEB Obligations and Payments

The district currently finances benefits on a pay-as-you-go basis. The district contributes up to \$1,032.41 per month on behalf of each active full-time employee and \$629 per month on behalf of each active part-time employee. No benefits are offered post-employment.

Asset Maintenance and Repair

The District does not have extensive maintenance or capital improvements that need addressing.

Capital Improvements

The IVCSD matched \$50,000 to a \$200,000 CDBG grant through the County of Santa Barbara for upgrades to the Isla Vista Community Center at 976 Embarcadero Del Mar. These include: (a) Outdoor patio shade structure/trellis; (b) Outdoor lighting improvements; and (c) Bilingual signage clearly identifying the building.

Long-term Liabilities and Debts

The districts long-term liability activity only includes compensated absences. The balance as of June 30, 2020 was \$5,452.

Opportunities for Shared Facilities

The IVCSD does not currently share facilities or services with other agencies, nor have any opportunities to do so have been identified by staff or in the preparation of this report. No other opportunities to do so have been identified by staff in the preparation of this report. Although, there may be some arrangements for providing community services in the future.

ORGANIZATION

Governance

Isla Vista Community Services District's governance authority is established under the Community Services District Law Act of 2006 ("principal act") and codified under Government Code Sections 61000. This principal act – the law was a rewrite of the 1955 law, which was enacted in a collaborative effort by the Senate Local Government Committee– empowers Isla Vista CSD to provide a wide range of municipal services upon approval by LAFCO. As of date, Isla Vista CSD is authorized to provide municipal service – that can be funded by the initial utility

user tax approved by the voters on June 5, 2018. – with these class functions being police protection services, parking, mediation, street beautification (shall only supplement level of service already provided by County or CSA 31) shall not provide any work owned by another public agency unless given written consent, abate graffiti, and community facilities. At this time, all other powers and any associated class functions enumerated under the principal act are only being studied for possible inclusion. No active authority has been acted on and therefore are deemed latent and would need to be formally activated by LAFCO at a noticed public hearing before Isla Vista CSD would be allowed to initiate. The District may still investigate and discuss how and what powers might be considered and how they might function within the district operations in the future. Similarly, should it ever seek to divest itself of directly providing an active service or class function therein, Isla Vista CSD would also need to seek LAFCO approval. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
Police Protection	Solid Waste
- Street Cleaning/Lighting	Composting
- Abate Graffiti	Planning Commission
- Community Facilities	Zoning Code/Building Enforcement
- Mediation Program	
- Parking	

Governance of Isla Vista CSD is independently provided through its seven-member Board of Directors with four members elected by at-large to staggered four-year terms, and one member elected by at-large to serve a two-year term. UCSB and County both appoint the remaining two members. The Board of Supervisors appoint is for a two-year term, and the Chancellor of University of California, Santa Barbara for a term of four years. Isla Vista CSD holds meetings as needed and as part of regular meetings on the 2nd and 4th Tuesdays of every month at 6:00 pm in the Isla Vista Community Room, located at 970 Embarcadero Del Mar, Isla Vista. A current listing of Board of Directors along with respective backgrounds follows.

Isla Vista Community Services District Current Governing Board Roster			
Member	Position	Background	Years on District
Marcos Aguilar	President	Library Professional	2
Carrie Topliffe	Vice President	CPA, Retired Co Exec	1.5
Spencer Brandt	Director	Legislative Analyst	6
Olivia Craig	Director	Student (Political Science)	3 mo
Jay Freeman	Director	Software Developer	6
Ela Schulz	Director	Student (Political Science)	2 mo
Kristen Deshler	Director	Government Relations	1

Website Transparency

The table below is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

Isla Vista CSD District Website Checklist website accessed 7/25/23 https://islavistacsd.ca.gov/			
Required			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (<i>required for independent Special Districts by 1/1/2020</i>)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>			
		<i>Yes</i>	<i>No</i>
	Description of services?	X	
	Service area map?	X	
	Board meeting schedule?	X	
	Budgets (past 3 years)?	X	
	Audits (past 3 years)?	X	
	List of elected officials and terms of office?		X
	List of key agency staff with contact information?	X	
	Meeting agendas/minutes (last six months)?	X	
Notes: Isla Vista CSD is an independent board-governed district. Refer to www.islavistacsd.ca.gov for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Isla Vista Community Services District Questionnaire, Revenues, Types of Service, and Resources

Isla Vista Community Services District			
Responses by Respondence			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to Isla Vista Community Services District at this time.

D. Mission Hills Community Services District

Administrative Office: 1550 East Burton Mesa Blvd, Lompoc, CA 93436
Phone: 805/733-4366
Fax: 805/733-4188
Email: hagemann.associates@gmail.com
Website: www.mhcsd.org
General Manager: Brad Hagerman

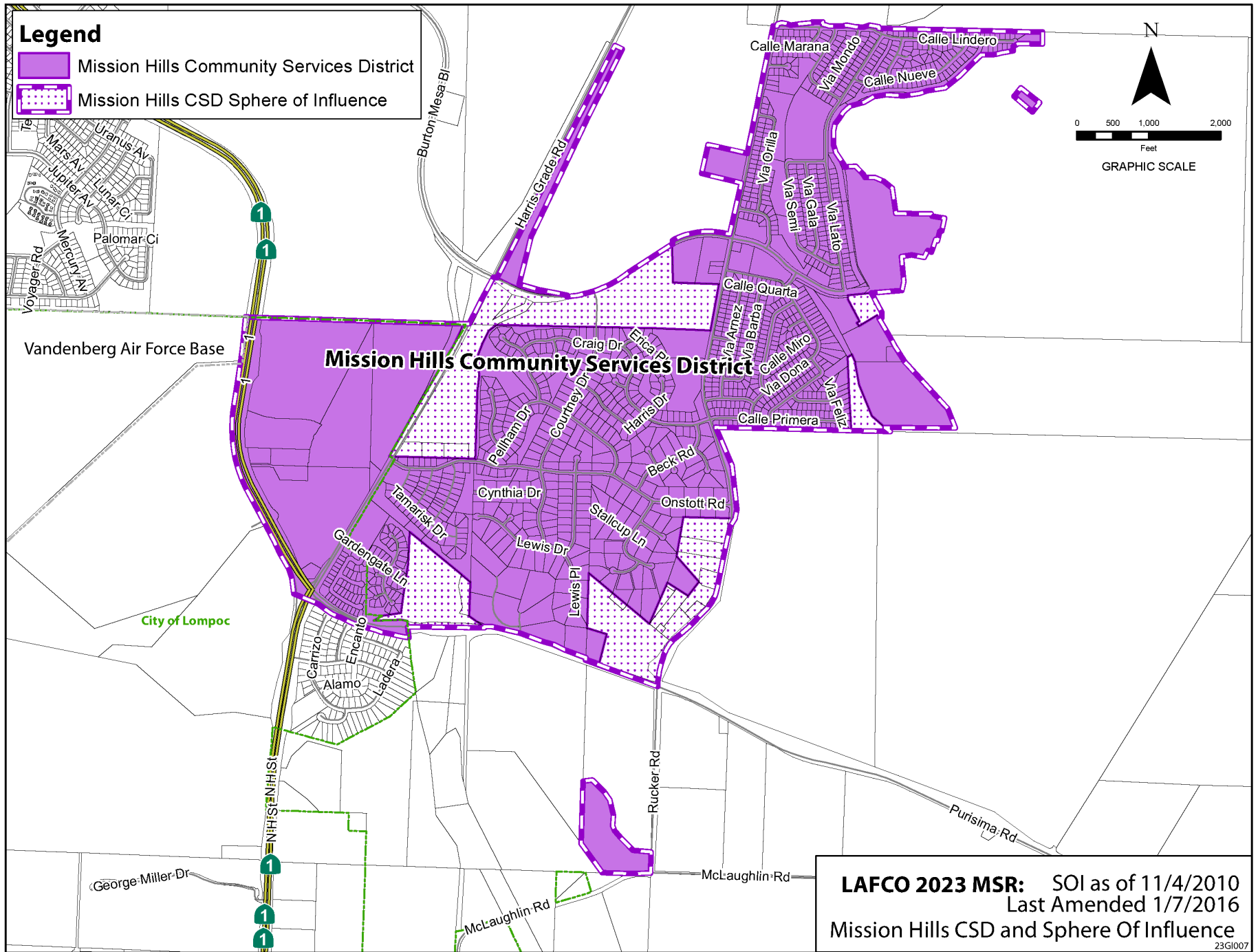
SUMMARY

The Mission Hills Community Services District provides retail water service, wastewater collection and treatment and street sweeping to approximately 3,435 people throughout 1.3 square miles in midwestern Santa Barbara County on State Highway 1 adjacent to the City of Lompoc. The District's Sphere of Influence boundary is slightly larger than its services area and there are no proposals for expansion. The District receives financial support from rate payers at a rate of approximately \$652 per resident and maintains a fund balance to meet future needs. The District has financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The Mission Hills Community Services District was formed in 1979. The CSD is part of the unincorporated communities within the Lompoc Valley. This area also includes the City of Lompoc and the unincorporated communities of Vandenberg Village and Mesa Oaks. Located in the midwestern portion of the county, near Vandenberg Space Force Base, and is separated from the rest of the county by the Purisima, Santa Rita, Santa Rosa, and White Hills. The Santa Ynez River also traverses the Lompoc Valley in a westerly direction and eventually drains into the Pacific Ocean.

The Mission Hills Community Services District overlaps the City of Lompoc, County of Santa Barbara Fire Protection District, Cachuma RCD, County Service Areas 4 (Open Space Maintenance) and 32 (Law Enforcement), North County Lighting District, Santa Ynez River WCD, Santa Barbara Mosquito and Vector Control District, Lompoc Health Care District, County Flood Control & Water Agency, and Lompoc Cemetery District.



The District estimated it serves a population of 3,435 people. The District anticipates a growth rate of less than one percent a year within its boundaries in the coming years. In 2023, it was estimated that the District contains 1,373 parcels, and sweeps 3 miles of roadway once a month.

OPERATIONS

Mission Hills Community Services District provides retail water service, the collection, treatment and disposal of wastewater, and street sweeping. The District is responsible for street sweeping activity. A financial plan was prepared by Tuckfield & Associates in 2022, showed that no increase in the rate of \$1.32 per account is needed at this time.

Street Sweeping Financial Plan

Description	Budget		Forecast			
	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Proposed Revenue Increase (July 1)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sources of Funds						
Street Sweeping Revenues, Existing Rates [1]	\$18,707	\$18,707	\$18,707	\$18,707	\$18,707	\$18,707
Additional Street Sweeping Revenue [2]	0	0	0	0	0	0
Late Fees/Charges	288	300	300	300	300	300
Total Sources of Funds	\$18,995	\$19,007	\$19,007	\$19,007	\$19,007	\$19,007
Uses of Funds						
Operation and Maintenance Expense [3]	\$16,200	\$16,975	\$17,315	\$17,661	\$18,014	\$18,374
Total Uses of Funds	\$16,200	\$16,975	\$17,315	\$17,661	\$18,014	\$18,374
Additions (reductions) to cash	\$2,795	\$2,032	\$1,692	\$1,346	\$993	\$633

[1] Projected using the existing rates.
 [2] Additional street sweeping revenue from rate increases.
 [3] Operation and maintenance expense inflates at 2.0% annually.

Street Sweeping Services are performed on Mondays the first and third weeks of the month; Mesa Oaks is serviced on 1st Monday; Mission Hills is serviced on 3rd Monday.

The District Board of Directors is composed of five members who are elected at-large to four- year staggered terms. The Board meets the third Wednesday of every month at District Office located at 1550 East Burton Mesa Boulevard, Lompoc at 4:30 pm. The District maintains a website which includes a list of members of the Board of Directors, agendas of upcoming meetings, and minutes of past meetings.

OPPORTUNITIES & CHALLENGES

The Mission Hills Community Services District has no additional challenges or opportunities at this time.

Governance Structure Options

The opportunities for new governance structures in Mission Hills CSD (MHCSD) are small. The District is largely surrounded on three sides by the protected Burton Mesa Ecological Reserve (owned by the State of California and leased to the Department of Fish and Wildlife) and adjacent to Vandenberg Space Force Base and the City of Lompoc on the fourth side. For these reasons, it is unlikely that MHCSD will annex additional land in the near future with the exception of territory already within its Sphere. The Vandenberg Village CSD and City of Lompoc are the nearest communities along the southern and western border of the District. The Santa Ynez River, located to the north and eastern edge of Lompoc, has a floodplain which restricts development outside of the City's eastern boundary, also encompassing Mission Hills CSD and VVCSD.

Regional Collaboration

There is an interconnection between Mission Hills Community Services District and the City of Lompoc to supply water in the event of a water supply emergency. The District owns and maintains a dedicated mobile pump that can be used to pump water from the City distribution system to the District system.

The District is part of the California Water/Wastewater Agency Response Network (CalWARN) which is a mutual aid agreement between California water and wastewater agencies to provide personnel, equipment, and facility assistance in an emergency.

The District is a member of Association of California Water Agencies/Joint Powers Insurance Authority (ACWA/JPIA) which provides insurance coverage for member public agencies pursuant to the provisions of California Government Code Section 990, 990.4, 990.8 and 6500 et. Seq.

Santa Barbara County Water Agency established in partnership with eighteen local water purveyors the Regional Water Efficiency Program (RWEF) for which the District participates in. Through the RWEF collaborative water conservation partnership among purveyors, co-funds projects and programs, acts as a clearinghouse for information on water use efficiency, manages specific projects and programs, and monitors local, state, and national legislation related to efficient water use. Some local water purveyors are required to implement certain Best Management Practices (BMPs) identified by the U.S. Bureau of Reclamation (USBR). The list of the 18 water purveyors include: City of Buellton, Carpinteria Valley Water District, Casmalia Community Services District, Cuyama Community Services District, Goleta Water District, Golden State Water Company, Orcutt, City of Guadalupe, La Cumbre Mutual Water Company, City of Lompoc, Los Alamos Community Services District, Mission Hills Community Services District, Montecito Water District, City of Santa Barbara, City of Santa Maria, Santa Ynez River Conservation District ID #1, City of Solvang, Vandenberg Space Force Base, Vandenberg Village Community Services District.

The District is a member of the Western Management Area (WMA) of the Santa Ynez River Valley Groundwater Basin. It consists of the Lompoc Plain, Lompoc Terrace, and Lompoc Upland. The Santa Ynez River Water Conservation District, the City of Lompoc, the Mission Hills CSD, the Vandenberg Village CSD, and the Santa Barbara County Water Agency formed the WMA GSA. These are the only public agencies eligible to form a GSA as designated by the Sustainable Groundwater Management Act (SGMA). The Santa Barbara County Water Agency has “de minimis” groundwater production and constitutes a trivial percentage of the total WMA. Therefore, the Santa Barbara County Water Agency is not a voting member of the WMA GSA Committee.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the Mission Hills Community Services District’s boundaries are slightly larger than the District service area. The District’s Sphere of Influence includes the areas beyond the boundary it serves in the southeast west of Rucker Road and southwest north of Purisima Road. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

Mission Hills Community Services District’s existing boundary spans approximately 1.3 square miles in size and covers 773 acres (parcels and excluding public rights-of-ways) of contiguous areas with slightly more than 20% overlapping the City of Lompoc. Nearly 80% of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara. The remaining portion of jurisdictional service lands approximately 20.5% of the total is incorporated and under the land use authority of the City of Lompoc. Overall, there are 2,767 registered voters within the jurisdictional boundary.

Mission Hills CSD jurisdictional boundary spans 1.3 square miles with 80% being unincorporated and under the land use authority of the County of Santa Barbara. The remainder of the jurisdictional boundary lies within the City of Lompoc.

Mission Hills Community Services Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Mission Hills CSD	733	100%	1,373	2,767
City of Lompoc	(158)	20.5%	(58)	TBD
Totals	733	100.0%	1,373	2,767

Mission Hills Community Services Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	773	79.5%	1,314	2,767
City of Lompoc	(158)	20.5%	58	TBD
Totals	733	100.0%	1,373	2,767

Total assessed value (land and structure) is set at \$474.4 million as of April 2023, and translates to a per acre value ratio of \$613,761. The former amount further represents a per capita value of \$138,118 based on the estimated service population of 3,435. Mission Hills Community Services District collects approximately \$18 thousand dollars in annual service charges revenue generated within its jurisdictional boundary for street sweeping.

The jurisdictional boundary is currently divided into 1,373 legal parcels and spans 773 acres, with the remaining jurisdictional acreage consists of public right-of-way. Approximately 93% of the parcel acreage is under private ownership with 61% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 12 vacant parcels that collectively total 29 acres.

Close to 93% of the jurisdictional boundary is under private ownership, and of this amount approximately 61% has been developed.

Mission Hills Community Services District Formation, Revenues, Attributes, Types of Service, and Resources

District Formation and Duties	
Formation Date	1979
Legal Authority	Community Services District Act, Government Code, section 61000 et seq.
Board of Directors	Five Directors elected to four-year terms through at-large elections.
Agency Duties	Retail water sales and distribution and collection, treatment and disposal of wastewater, and street sweeping.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Mission Hills to be 3,509. In 2012, the Santa Barbara County Association of Governments prepared a Regional Growth Forecast for years between 2010-2040. The Forecast for 2050 completed in 2019 was for the Cities while the

2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the Lompoc unincorporated population to be 15,652 by 2020. This includes the communities of Vandenberg Village, Mission Hills, and Mesa Oaks. The projected population of Mission Hills CSD service area at buildout is approximately 4,900 persons. Between 2010 and 2020, the population of Mission Hills decreased by 5 people. In contrast, the County’s population increased by 5.7 percent between 2010 and 2020. Overall, Lompoc Valley represents about 13 percent of the County’s population.

Demographics for the Mission Hills CSD are based on an age characteristics report prepared by SBCAG in 2017 and American Community Surveys. These statistics are cited herein, which identified the largest age group represented in Mission Hills as 18 to 64 group at 64.8 percent. Approximately 16.7 percent of the population was in the 65 or older years age group and 18.5 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 54.4 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Mission Hills, comprised 31.5 percent of the total population.

Projected Growth and Development

The County of Santa Barbara General Plan and Lompoc Area Guidelines serves as the area’s vision for long-term land use, development and growth, and provides the vision within Mission Canyon area. The County’s General Plan and Guidelines were adopted in 2016 and 1999, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period.

The current County of Santa Barbara Housing Element (2023-2031) identifies an estimated growth rate of less than one percent within the Mission Hills CSD. The County’s General Plan covers the Mesa Oaks and surrounding areas. The following population projections within the District are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table D-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Mission Hills CSD	3,576	3,679	3,571	4,900	4,900
City of Lompoc	13,044	13,557	13,335	14,500	14,600
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Mission Hills CSD was \$99,517 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the Mission Hills Community Services District's Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services nor are the areas contiguous to the Sphere of Influence qualify as a disadvantaged community.

Mission Hills Community Services District
Formation, Revenues, Attributes, Types of Service, and Resources

Attributes	
District area (est. square miles): • Entire District	1.3
Population (2022 estimates): • Entire District	3,435
Assessed Valuation (FY 21-22: District portion)	\$474,437,828
Street Sweeping Zones	1
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY 21-22)	\$652
Average Portion of County 1% Property Tax Received	N/A
Ending Total Fund Balance (June 2022)	\$2,950,940
Change in Total Fund Balance (from June 2017 to June 2022)	78.3%
Total Fund Balance/Annual Revenue Total (FY 21-22)	127%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from District Audit; Other information from District.

STREET SWEEPING

Maintenance

Mission Hills Community Services District (MHCS D) provides street sweeping services on Mondays the first and third weeks of the month; Mesa Oaks is serviced on 1st Monday; Mission Hills is serviced on 3rd Monday. The District is staffed by seven (7) full-time staff and one (1) part-time General Manager. The District currently sweeps 3 miles of roadways.

Residents are encouraged to help keep their neighborhood clean by not parking vehicles in the street on sweeping days. We also strongly encourage residents to remove garbage, large amounts of sand, rocks, and leaves from the gutter. These actions will allow street cleaning equipment to sweep the entire gutter line.

Types of Services	
Lighting	-
Road Maintenance	-
Street Sweeping	X
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	X

**Mission Hills Community Services District
Formation, Revenues, Attributes, Types of Service, and Resources**

Street Sweeping Schedule & Fleet			
Unit	Year	Condition	Model
	2021	Good	Elgin Regen X Sweeper
	2012	Good	Elgin Crosswind Sweeper

Schedule of Services		
Location	Day	Total Miles
Mesa Oaks	1 st Monday of the Month	1.5
Mission Hills	3 rd Monday of the Month	1.5

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	0	n/a
Emergency Operators	0	n/a
Administrative Personnel	3	0.9
Other District Staff	4	1.2

Mission Hills Community Services has a total of seven (7) permanent employees and one (1) part-time.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
General Manager (1)	40	1
Chief Plant Operator/Supervisor (1)	6	3
Operator II (1)	6	3
Operator I (2)	15.5	2
Administrative Personnel (3)	8.3	11

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets swept per month. The District sweeps a total of 3 miles of roadway every two weeks for a total of 78 miles of roadway within district boundaries per year.

FINANCES

The District prepares an annual budget and financial statement, which includes details for each of its government and capital project and replacement funds. The District maintains a separate capital fund for replacement needs, meaning that charges for services are intended to pay for the costs of providing such services. The District received \$16,676 in COVID-19 Relief funding in 2021.

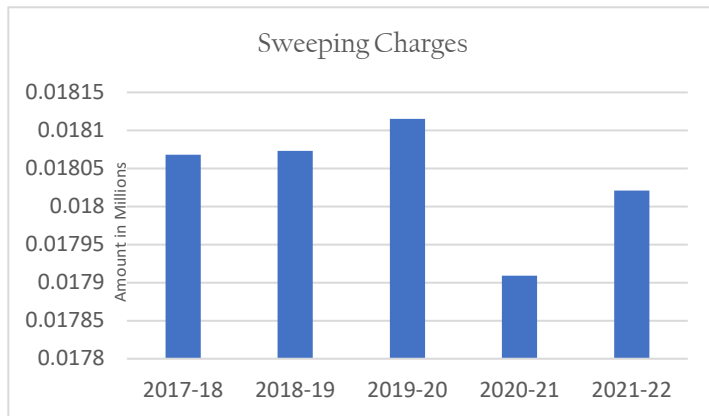
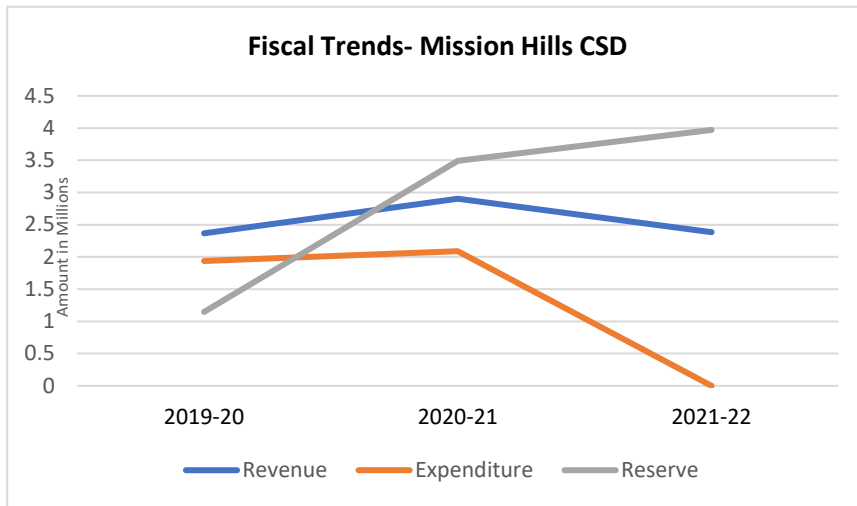
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Charges for services	\$2,270,474	79.6%	\$2,328,473	97.6%
Late Charges and Other Revenue	\$576,120	20.2%	\$55,393	2.4%
Investment Income	\$5,573	0.2%	\$0	0%
Property and equipment	\$0	0%	\$0	0%
Revenue total	\$2,852,167	100.0%	\$2,383,866	100.0%

Source: Mission Hills Community Services, Financial Statements, June 30, 2021 and 2022, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

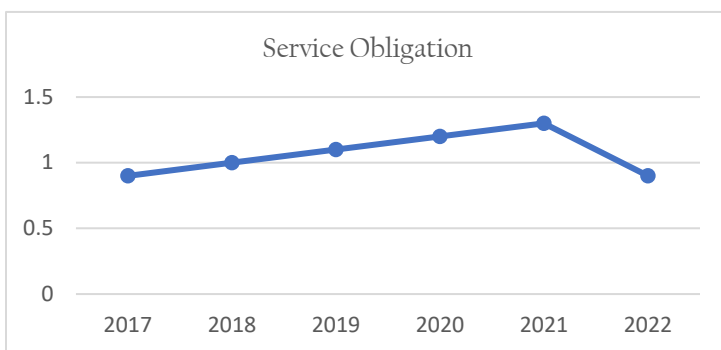
Fiscal Indicators

Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District's expenditures have increased in comparison to its revenues. The expenditures were relatively flat. The District's reserve balances have sufficient funds to absorb revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency's financial condition over time.

MISSION HILLS COMMUNITY SERVICES



This indicator addresses the extent to which charges for service covered expenses. Sweeping Charges is the primary funding source for street sweeping services. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 1,724,029	\$ 1,865,090	0.9
2018	\$ 1,917,854	\$ 1,754,359	1.0
2019	\$ 2,078,067	\$ 1,888,042	1.1
2020	\$ 2,367,198	\$ 1,939,294	1.2
2021	\$ 2,852,167	\$ 2,038,182	1.3
2022	\$ 2,383,866	\$ 2,431,579	0.9

Post-Employment Liabilities

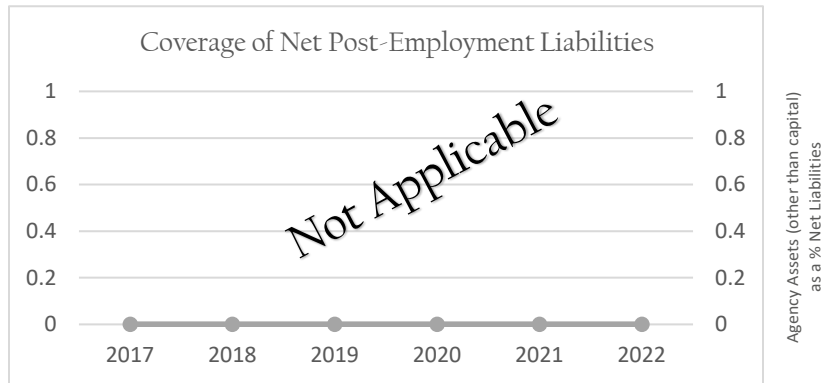
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

<u>Pension</u>	2018	2019	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$1,412,312	\$815,540	\$1,592,099	\$2,194,486	\$3,635,500	\$4,209,562
Net Liabilities (pension & OPEB)	\$0	\$0	\$0	\$0	\$0	\$0

Pension Obligations and Payments

The District does not have any pension obligations.

OPEB Obligations and Payments

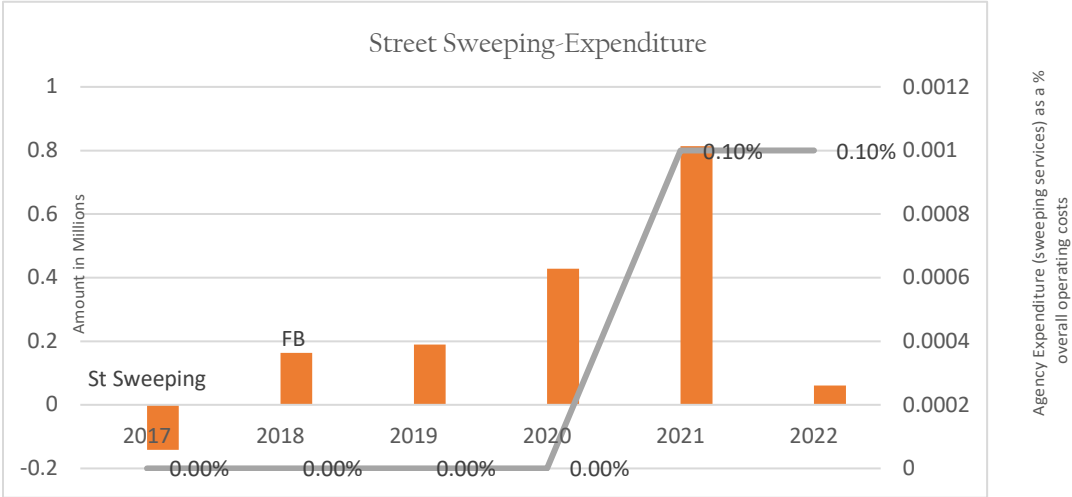
The District does not have any post-employment obligations.

Deferred Compensation Plan

The District is currently participating in an FTJ Fund Choice governmental eligible 457 Plan administered by Bayhill Advisors, Inc. effective January 1, 2007. The Mission Hills CSD 457 Plan is a deferred compensation plan and covers all employees of the District. Employees may elect to contribute a portion of their salary to the plan with no limitations other than those legally imposed. An employee can also elect to contribute their social security taxes in lieu of paying into social security and the District contributes the employer portion as well. All other District contributions are discretionary and all contributions are vested 100% immediately. Assets are held separately from the District's funds. Total District contributions were \$48,364 for the year ended June 30, 2022.

Non-Enterprise Funding

The District budget includes water and wastewater services for operating expenses. In FY 2020/2021, the District’s actual budget expense was \$1,506 and increased that to \$1,512 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The District’s budget includes improvement budgeting through its repairs and maintenance expenses. In FY 2020/2021, the District budgeted \$236,000 and reduced that to \$175,000 for FY 2021/2022 and in FY 22-23, total expenditures for repairs and maintenance were \$80,000.

Capital Improvements

The District has identified \$554,000 in its Capital Improvement Projects to be completed in FY 20-21 and about \$678,500 in FY 21-22. The FY 22-23 Capital improvements Program includes \$476,000 in Water projects and \$440,000 in Wastewater projects over a five-year period. A list of CIP projects for FY 22-23 are listed below.

Projects Budgeted or Estimated 2022 to 2023

- ▶ Video & Clean Sewer Lines (\$20,000)
- ▶ Valve Replacement Project (\$25,000)
- ▶ Meter Replacement Program (\$75,000)
- ▶ Replace Ops Truck (50% water, (50% sewer) (\$60,000)
- ▶ New Jetter (\$65,000)

- ▶ Lift Station (Replace Lift Station with back-up power) (\$75,000)
- ▶ Rehabilitate Reservoir Tanks Tank #2 West (Initial Repair) (\$25,000)
- ▶ Pond Valve Stem Replacement (\$40,000)
- ▶ Well #6 Rehabilitation (\$80,000)
- ▶ Upgrade Cla-Vals Pressure Reducing Station (\$15,000)
- ▶ SCADA System (\$15,000)
- ▶ Tank #1 east repair (\$200,000)
- ▶ Tank #2 west repair (\$250,000)
- ▶ Raw Water Reservoir (\$75,000)
- ▶ Water Treatment Plant Filter Media/Upgrade Analyzers (\$30,000)
- ▶ New Well Installation - #8 (\$75,000)
- ▶ Well #6 Rehabilitation (\$80,000)

Long-term Liabilities and Debts

The District has no long-term debt. Compensated absence balance owed for June 30, 2021 was \$41,596. The District has three leases for equipment with term ranging from two to five years expiring in September 2025. Monthly lease payments are \$814. The total operating lease expense was \$8,824 for the year ended June 30, 2021.

Opportunities for Shared Facilities

The Mission Hills CSD is currently in discussion with the City of Lompoc regarding upgrades or collaboration to construct a new wastewater treatment plant. The District and the Vandenberg Village CSD District should consider the options for sharing an emergency intertie for water services. Otherwise, the District does not currently share facilities or services with other agencies, nor any opportunities to do so have been identified by staff or in the preparation of this report.

Rate Structure

All Residential, Commercial, Schools, and Churches are charged \$1.32 per month for Street Sweeping services provided.

ORGANIZATION

Governance

Mission Hills Community Services District's governance authority is established under the

Community Services District Act (“principal act”) and codified under Government Code Sections 61000. This principal act empowers Mission Hills Community Services District to provide a moderate range of municipal services. A list comparing active and latent powers follows.

- | | |
|--|--|
| <p>Active Service Powers</p> <ul style="list-style-type: none"> - Water - Wastewater - Street Sweeping | <p>Latent Service Powers</p> <ul style="list-style-type: none"> - All others listed in Principal Act |
|--|--|

Governance of Mission Hills Community Services District is independently provided through its five-member Board of Directors that are elected at-large to staggered four-year terms. Mission Hills Community Services District holds meetings on the third Wednesday of every month at District Office located at 1550 East Burton Mesa Boulevard, Lompoc at 4:30 pm. A current listing of Board of Directors along with respective backgrounds follows.

Mission Hills Community Services Current Governing Board Roster			
Member	Position	Background	Years on District
Jim MacKenzie	Vice President	Engineer	6
Matthew Starbuck	Director	TBD	1
James Keeling	Finance Officer	Financial Director	1
Steve Dietrich	President	Construction	6
Myron Heavin	Director	Engineer	6

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

Mission Hills Community Services District Website Checklist			
website accessed 7/25/23		http://www.mhcsd.org	
Required			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? <i>(required for independent Special Districts by 1/1/2020)</i>	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?		X
<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>			
		<i>Yes</i>	<i>No</i>
Description of services?		X	
Service area map?			X
Board meeting schedule?			X
Budgets (past 3 years)?		X	
Audits (past 3 years)?		X	
List of elected officials and terms of office?		X	
List of key agency staff with contact information?		X	
Meeting agendas/minutes (last six months)?		X	
Notes: Mission Hills CSD is an independent board-governed District. Refer to http://www.mhcsd.org for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents by LAFCO to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Mission Hills Community Services District Questionnaire Revenues, Types of Service, and Resources

Mission Hills Community Services			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to Mission Hills Community Services District at this time.

E. Santa Rita Hills Community Services District

Administrative Office: N/A
Mailing Address: P.O. Box 991, Buellton, CA 93427
Phone: 805/544-4011
Fax: 805/544-4294
Email: None
Website: None
General Manager: Vacant

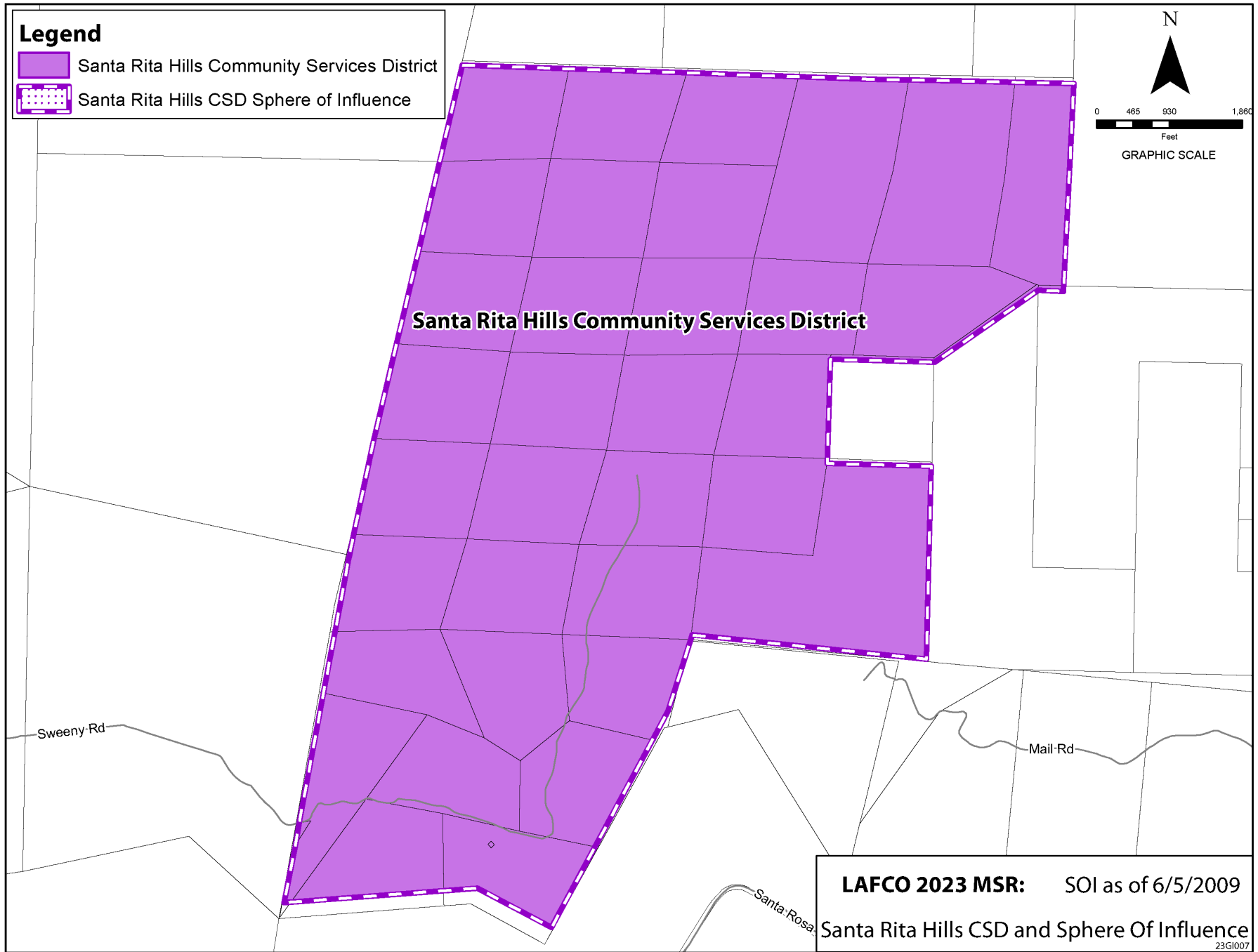
SUMMARY

The Santa Rita Hills Community Services District was formed to provide road maintenance to Lakeview Estates Tract to approximately 9 people throughout 2.4 square miles in western Santa Barbara County approximately five miles east of the City of Lompoc. The District's boundary is the same as its Sphere of Influence and there are no proposals for expansion, although discussion have been ongoing. The District currently receives no financial support. Voters authorized a special tax to be collected of approximately \$195,000 per year applied equally to each legal lot, although no assessment has been collected in the past five years. The District does not maintain a fund balance to be able to meet future needs. The District does not have financial procedures in place to ensure the preparation of timely agency audits. The District is currently inactive.

BACKGROUND

The Santa Rita Hills Community Services District was formed in 2009. The "Lakeview Estates" subdivision was created in 1968 by the recordation of a survey map, a process for creating lots that is no longer used. The original subdivision was comprised of 39 parcels, each slightly larger than 40 acres. The current subdivision contains 34 parcels (at ~40-acres), with one large parcel ranging from 80-120 acres. Also included in the District is a 0.75-acre parcel at the southwestern edge of the Lakeview subdivision. No further subdivision is permitted. Two of the parcels currently have existing homes. Others have a trailer or two.

The Santa Rita Hills Community Services District overlaps the Cachuma Resource Conservation District, Lompoc Valley Medical Hospital, Santa Ynez River Water Conservation District, County Service Areas 32 (Law Enforcement), Santa Barbara County Fire Protection District, Santa Barbara Mosquito and Vector Control District, County Flood Control & Water Agency, and Lompoc Cemetery District.



Lack of sufficient access has been the primary factor in preventing many of the landowners from making use of their property as permitted by current zoning. The District was formed as a funding mechanism for the construction and provision of roads, electrical power and telecommunications services. No specific capital projects for these services have been identified.

OPERATIONS

Santa Rita Hills Community Services District at one time was composed of General Manager, District Engineer, Attorney, Secretary, District Accountant and Auditor. The District currently does not have any of these positions filled. The was formed to provided road maintenance services.

The District Board of Directors is composed of (five) authorized under AB 2455 to have three members who are elected at-large to four- year terms. The Board meets the first Thursday of every month at Santa Barbara Administration Office located in Lompoc at 608 E Central Ave, Lompoc at 3:00 pm. The District does not maintain a website, however agendas of upcoming meetings are mailed to residents and property owners, when held.

OPPORTUNITIES & CHALLENGES

The Santa Rita Hills Community Services District (SRHCSD) has been inactive for several years. The District is a “roads” district formed in 2009 by a registered voter election, which included property owners registered to vote in the district. It was created to serve a small community of Santa Rita Hills which consists of 36 parcels in Santa Barbara County. At present day, the board currently has three vacancy and consists of only two members and no general manager. AB 2455 was passed in 2014, that temporarily authorized the SRHCSD to reduce the membership of their board of directors from five to three members. The Board of Supervisors last appointed board members in 2021. AB 2455 sunsets on January 1, 2035.

The District when functioning had not requested the County Auditor to collect property taxes allocated to the District through special tax assessment authorized under formation since 2015. Pursuant to the Community Services District Law, Government Code Section 61052(b) without authorization from the SRHCSD’s board of directors, the County Auditor is not authorized to pay any warrants for claims against the District. Although the District does have some existing funds from prior year tax collection of \$195,000 per year in revenue.

Santa Barbara County currently has a restriction that prohibits new residences from being built in the district until upgrades in road access is provided. The District was authorized to build and maintain road access into the subdivision from the end of Sweeney Road across property outside of the subdivision as well as roads to all parcels within the subdivision. Prior to the formation of the CSD, landowners in the Lakeview subdivision and Rancho Dos Mundos subdivision litigated for access to those tracts; a settlement adjudicated by the Superior Court was

reduced to a Memorandum of Agreement. The MOA signed by the Lakeview and Rancho Dos Mundos property owners established an easement location across the Cargasacchi property, subject to certain terms and conditions. In 2022, under a Superior Court decision by Judge Staffel, the 1990 MOA Road was granted permission to be built along the easement.

However, the District and the landowners still need to work out alignment, permitting, and cost recovery for the road construction. Several attempts to reach an agreement and or seek dissolution in exchange for Bridge & Highway District, expansion of Sphere of Influence, out-of-agency service agreements, and activation of latent eminent domain powers has been considered for the purpose of acquiring access to the Lakeview subdivision.

LAFCO initiated the dissolution of the SRHCSD in 2015 for many of the same reason that exist today. Although the Commission approved the dissolution, the landowners protested the decision and over-turned the action in 2016.

LAFCO of Santa Barbara County encourages the District to become an active functional governing body and pursue all possible avenues to constructing access to the Lakeview subdivision.

Governance Structure Options

In 2017, Senate Bill 448 (Wieckowski) was passed to streamline the process for LAFCOs to dissolve inactive Special Districts. The new legislation requires the State Controller's Office to create a list of inactive districts annually and to notify applicable LAFCOs in which the inactive Special Districts are located. In accordance with G.C. Section 56879, the Commission could adopt a resolution initiating dissolution of inactive districts meeting the above definition. Unless evidence is provided that qualifies the district as being active, the Commission as a reasonable course of action could dissolve the district.

An inactive district is defined as a district that meets all the following criteria as set forth in G.C. Section 56042, as follows:

- a) The Special District is as defined in G.C. Section 56036, which specifies a Special District as "an agency of the state, formed for general law or special act, for the local performance of governmental or proprietary functions..."
- b) The Special District has no financial transactions in the previous fiscal year.
- c) The Special District has no assets and liabilities.
- d) The Special District has no outstanding debts, judgments, litigation, contracts, liens, or claims.

Based on the County Auditor's Office determination that Santa Rita Hills Community Services District is inactive, LAFCO, in coordination with the County and the State Controller's Office, should take the appropriate steps to dissolve the district pursuant to G.C. 56879. Further, because

SRHCSD has no assets, liabilities, outstanding debts, judgments, contracts, or claims, the County could be designate as the successor agency for the district.

Regional Collaboration

Santa Rita Hills Community Services District does not currently collaborate with other agencies.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the Santa Rita Hills Community Services District’s boundaries are coterminous with the District’s service area. The District currently has no Sphere of Influence beyond the boundary it serves. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

Sphere of Influence Study Areas

For study purposes, LAFCO staff has prepared the following table and map that included one area to be considered as the Study Areas for the Sphere of Influence. The Study Area is used to help analyze and identify which properties should be added or excluded from the Sphere of Influence. A summary of the Study Areas is listed in the table below:

Table E-1: Santa Rita Hills Community Services Study Areas

Study Area	Description	Acres	Existing Zoning	Prime AG Land	Constraints
1	MOA Road	4.4	Agricultural Commercial AG-II-100	No	Road access & Special Problem Area
	Totals	4.4			

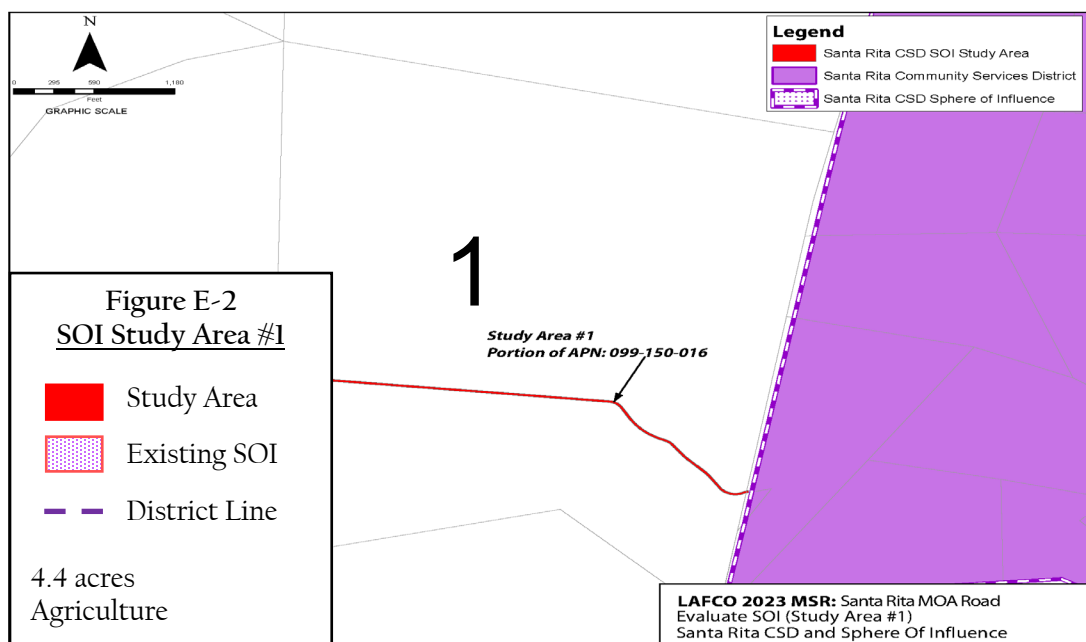
The Study Area is described in more detail below and include: a map that focuses on each particular area and the recommendation made by LAFCO Staff. The discussion addresses the size and location of the area, current zoning and other relevant information. The staff recommendation for each area is based upon the information in the Municipal Service Review and information provided by the District.

SOI Study Area #1 – MOA Road (Located in SB County; Outside of SOI). The MOA Road is also known as the Rancho Santa Rita Access Road would connect at the terminus of Sweeney Road through a 30-foot-wide road easement for an approximate distance of 1.21 miles before it crosses over into the existing SRHCSD boundary. Santa Rita Access Road would continue further another 0.61-miles. The alignment of this MOA Road easement once constructed would be maintained by the District as outlined in the recorded Memorandum of Agreement Provision 9 for liability and maintenance by an assessment district or homeowners’ association. The SOI

amendment would allow the District to fund, construct, and maintain an access road from the end of the County maintained portion of Sweeney Road to the District boundary.

In 2013, the District proposed a Sphere of Influence expansion to include the adjacent road access parcel. The 2013 application specified three alternative access alignments: The MOA easement, 2. The access road that is currently being used, and 3. An alignment that records show as a possible roadway labeled " County Easement" on the map. The proposal was to include approximately 33 acres that would include all 3 alignments in the sphere of influence, with the sphere being reduced in the future to include only the actual alignment, after that determination was made. This proposal was not acted on at that time, rather the initiation of dissolution was pursued in 2015. Some discussion to re-consider the MOA easement for sphere expansion has resurfaced in last few years. With the recent Superior Court decision by Judge Staffel, that granted permission to build along the 1990 MOA Road easement, however the District Board has essentially ceased to function to make any progress.

In 1986, the Board of Supervisors adopted a resolution designating approximately 2,600 acres in the Santa Rita Mountains between Sweeney Road and Mail Road, including Lakeview Estates Tract, as a "Special Problem Area." In 1990, a Memorandum of Agreement (MOA) and Easement Location Document between Giovanni and Clementina Cargasacchi, Lakeview Properties, and Ranch Dos Mundos was signed to guide the future development of an access road to the Lakeview Estates Tract. In 2004, the County approved a permit (00LUP-00002-06435) for an access road from Sweeney Road to the Lakeview Estates Tract. Concerns over the permit's conformance with the MOA as well as unsatisfied conditions of approval delayed construction of the access road; the permit expired, and the case was closed in 2013.



LAFCO Staff Recommendation. The SOI should include Study Area One. Staff recommendation is to expand the Sphere of Influence in this area. Connecting the end of Sweeney Road to the District boundary would resolve access to the Lakeview Estates. Expanding the Sphere alone would not allow the access road to be constructed, however, it would be the first start in the right direction. The District would still need to be authorized under an out-of-agency service agreement to construct and maintain the access road outside of the district boundary. The Board of Directors would need to become functional again, assessment funding collected and district business conducted again to take necessary action to construct and maintain the road access throughout the SRHCSD boundary. When LAFCO approved the formation of the SRHCSD it was assumed that cooperation or at least an acceptable agreement, would be forthcoming to resolve the issue of an acceptable access road from Sweeney Road to the CSD. Therefore, in forming the District the Commission limited the CSD’s authority to build roads within the territory of the district’s boundaries. The District will also need to either build or maintain the access road leading up to the district boundary and the expansion of the Sphere of Influence would assist in this effort.

BOUNDARIES

Jurisdictional Boundary

Santa Rita Hills CSD’s existing boundary spans approximately 2.4 square miles in size and covers 1,590 acres (parcels and excluding public rights-of-ways) of contiguous areas. All 100% of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara. Overall, there are 9 registered voters within the jurisdictional boundary.

SRHCSD jurisdictional boundary spans 2.4 square miles with 100% being unincorporated and under the land use authority of the County of Santa Barbara.

Santa Rita Hills Community Services Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Santa Rita Hills CSD	1,590	100.0%	36	9
Totals	1,590	100.0%	36	9

Santa Rita Hills Community Services Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	1,590	100.0%	36	9
Totals	1,590	100.0%	36	9

Total assessed value (land and structure) is set at \$10.5 million as of April 2023, and translates to

a per acre value ratio of \$6,633. The former amount further represents a per capita value of \$1.1 million based on the estimated service population of 9. Santa Rita Hills Community Services District does not receive any annual property tax revenue generated within its jurisdictional boundary and operates entirely from special tax assessment funding with \$195,000 dollars in annual assessment.

The jurisdictional boundary is currently divided into 36 legal parcels and spans 1,590 acres the remaining jurisdictional acreage consists of public right-of-way. All 100% of the parcel acreage is under private ownership with 38% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is either pasture, irrigated farms, or vineyards, with many undeveloped homesites but consists of 0 vacant parcels that collectively total 0 acres.

All 100% of the jurisdictional boundary is under private ownership, and of this amount approximately 38% has been developed.

**Santa Rita Hills Community Services District
Formation, Revenues, Attributes, Types of Service, and Resources**

District Formation and Duties	
Formation Date	2008
Legal Authority	Community Services District Act, Government Code, section 61000 et seq.
Board of Directors	Five Directors elected to four-year terms through at-large elections.
Agency Duties	Road maintenance services.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Santa Rita Hills to be 9. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projects for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating Santa Rita Hills unincorporated population was not available. Between 2010 and 2020, the population of Santa Rita Hills unincorporated area did not change. In contrast, the County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for New Santa Rita Hills are not available based on an age characteristic report prepared by SBCAG in 2017 and American Community Surveys. These statistics are not able to be cited herein, at this time.

Projected Growth and Development

The County’s General Plan serves as the Santa Rita Hills area vision for long-term land use, development and growth, and provides the area’s vision within the Rural Planning Area. The County’s Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period.

The current County’s Housing Element (2023-2031) identifies an estimated growth rate of zero percent within Santa Rita Hills, which faces no further subdivision. If improved access is achieved then greater number of homes will likely be constructed in the future. The following population projections within Santa Rita Hills are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table E-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Santa Rita Hills CSD	9	9	9	9	9
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Santa Rita Hills is unknown at this time. The area is becoming a prestigious wine growing region and would likely not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs

or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the Santa Rita Hills Community Services District’s Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services any areas contiguous to the Sphere of Influence.

**Santa Rita Hills Community Services District
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District area (est. square miles): • Entire District	2.4
Population (2020 Census): • Entire District	9
Assessed Valuation (FY 22-23: District portion)	\$10,547,959
Number of roadway miles	0
Regular Financial Audits	None
Annual Revenue Per Capita, Entire District (FY21-22)	\$5,000 per lot
Average Portion of County 1% Property Tax Received	N/A
Ending Total Fund Balance (June 2022)	\$1.1m
Change in Total Fund Balance (from June 2018 to June 2022)	0%
Total Fund Balance/Annual Revenue Total (FY 21-22)	0%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

Santa Rita Hills Community Services District (SRHCSD) provides road maintenance services. The District has no staff and are seeking a part-time General Manager. SRHCSD currently is inactive.

ROAD CONDITION/MAINTENANCE

Maintenance

The District currently has not constructed any roads to provide maintenance to. If the district can become active again and gain access to the district boundary, then new road may be constructed and maintained by the District.

Types of Services	
Lighting	-
Road Maintenance	X
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	-

Total Staffing		
	Personnel	Per 1,000 population
General Manager	0	0
Administrative Personnel	0	0
Other District Staff	0	0

Santa Rita Hills Community Services at one time was composed of General Manager, District Engineer, Attorney, Secretary, District Accountant and Auditor.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
General Manager (0)	n/a	0
Maintenance Worker (0)	n/a	0
Administrative Personnel (0)	n/a	0

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained. Because the district has not constructed any roadways or established policies it is difficult to determine adequate service. The District does have an existing approved assessment tax that it can begin collecting. However, it will still need to determine if an adequate amount is assessed to provide the needed services.

FINANCES

The District presumably would prepare an annual budget and financial statement; however, the District has been inactive since 2021. No budget documents were found or was made available from our research. The District has not prepared a financial statement in the last five years.

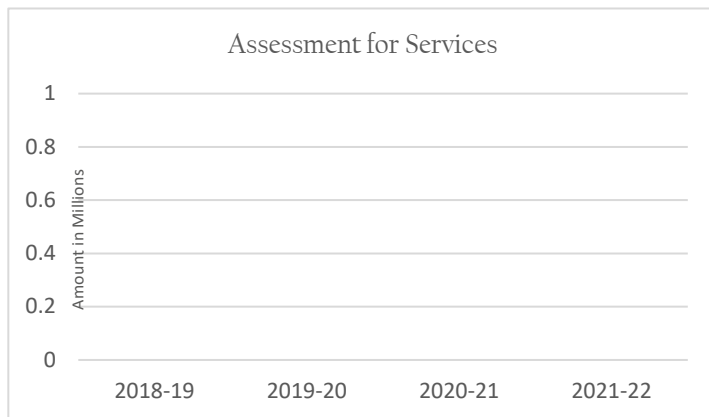
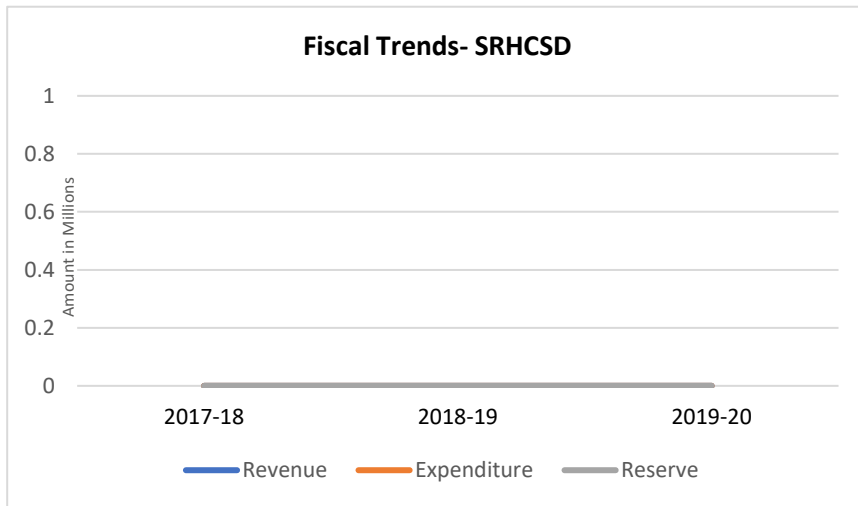
District Revenues				
	2013-2014		2020-2021	
	Amount	% of Total	Amount	% of Total
Special Assessment	\$0	0%	\$0	0%
Investment income	\$0	0%	\$0	0%
Other revenue	\$0	0%	\$0	0%
Revenue total	\$0	0%	\$0	0%

Source: Santa Rita Hills Community Services, Financial Statements, June 30, 2014 and 2021, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

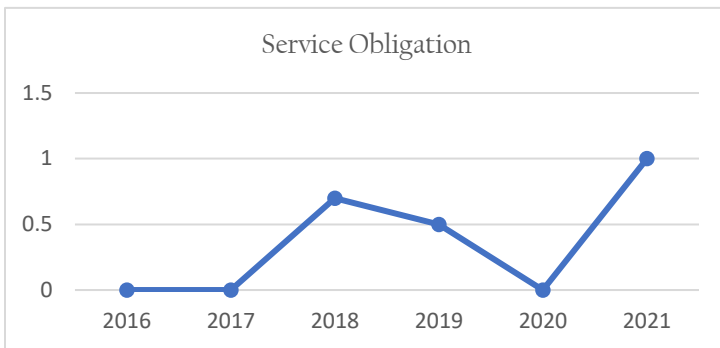
Fiscal Indicators

Select fiscal indicators are shown graphically below. Over the past two fiscal years, the District’s expenditures have increased in comparison to its revenues. The increase in expenditures was primarily due to depreciation costs and repairs. The District’s reserve balances are on the margin to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.

SANTA RITA HILLS COMMUNITY SERVICES



This indicator addresses the extent to which assessments for service covered expenses. A Special Assessment tax is the primary funding source for SRHCSD. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ unk	\$ unk	TBD
2018	\$ unk	\$ unk	TBD
2019	\$ unk	\$ unk	TBD
2020	\$ unk	\$ unk	TBD
2021	\$ unk	\$ unk	TBD
2022	\$ unk	\$ unk	TBD

Post-Employment Liabilities

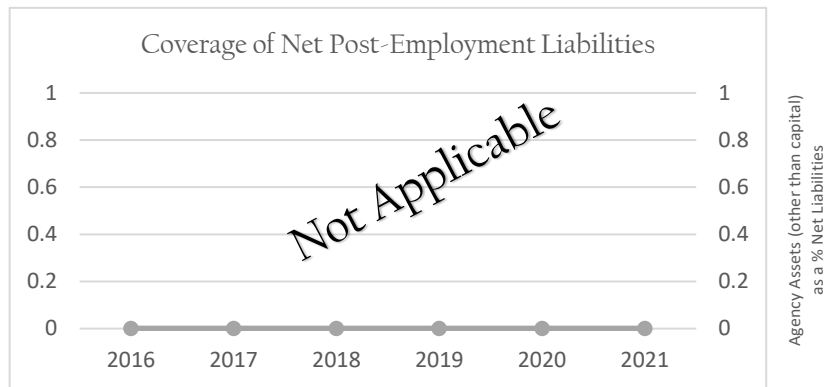
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

<u>Pension</u>	2018	2019	2020	2021	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➡
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2021 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2016	2017	2018	2019	2020	2021
Agency Assets (other than capital)	\$0	\$0	\$0	\$0	\$0	\$0
Net Liabilities (pension & OPEB)	\$0	\$0	\$0	\$0	\$0	\$0

Pension Obligations and Payments

The District does not have any pension obligations.

OPEB Obligations and Payments

The District does not have any post-employment obligations.

Assessment Funding

The District budget includes road maintenance services. The District's actually have had no budget expenses because no roads have been constructed. The District has been resolving access concerns through the MOA Road easement. The graph below once maintenance needs begin will shows the current financial trend in thousands. This indicator would provide a measurement of the agency's expenditure over time.



Asset Maintenance and Repair

The District has not prepared a budget for several years.

Capital Improvements

The District does not have a Capital Improvement Plan (CIP) at this time. Capital projects would be considered during each budget adoption, as needed.

Long-term Liabilities and Debts

The District does not have any long-term debt.

Opportunities for Shared Facilities

The District does not currently share facilities with other agencies. Due to relative distance between the District and other communities, opportunities for shared facilities are limited. It is unlikely that a proposal would be feasible in the near future.

ORGANIZATION

Governance

Santa Rita Hills Community Services District’s governance authority is established under the Community Services District Act (“principal act”) and codified under Government Code Sections 61000. This principal act empowers Santa Rita Hills Community Services District to provide a moderate range of municipal services. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
- Street Maintenance	- All others listed in Principal Act

Governance of Santa Rita Hills Community Services District is independently provided through its five-member Board of Directors authorized under AB 2455 to have three members who are elected at-large to four- year terms. The Board meets the first Thursday of every month at Santa Barbara Administration Office located in Lompoc at 608 E Central Ave, Lompoc at 3:00 pm. A current listing of Board of Directors along with respective backgrounds follows.

Santa Rita Hills Community Services Current Governing Board Roster			
Member	Position	Background	Years on District
Marty New	Chair	Professor/Director	7
Claire New-Duval	Vice Chair	Communications- Social Media	3
Vacant	Director	Unknown	0
Vacant	Director	Unknown	0
Vacant	Director	Unknown	0

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

Santa Rita Hills Community Services District does not maintain a website.

Santa Rita Hills Community Services District Website Checklist			
		website accessed 7/25/23	None Available
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? <i>(required for independent Special Districts by 1/1/2020)</i>		X
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?		X
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?		X
<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>			
		<i>Yes</i>	<i>No</i>
Description of services?			X
Service area map?			X
Board meeting schedule?			X
Budgets (past 3 years)?			X
Audits (past 3 years)?			X
List of elected officials and terms of office?			X
List of key agency staff with contact information?			X
Meeting agendas/minutes (last six months)?			X
<i>Notes: Santa Rita Hills CSD is an independent board-governed District. Refer to None Available for the required checklist items.</i>			

Survey Results

The table below includes a list of questions asked of area residents by LAFCO to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Santa Rita Hills Community Services District Questionnaire Revenues, Types of Service, and Resources

Santa Rita Hills Community Services			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	1	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	1	-
3. Do you feel an adequate level of funding is provided given the level of service?	1	-	-
4. Personnel arrived in a timely manner and were professional?	1	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	1	-	-

A total of 1 response was provided by the community that answered the survey questions. The community rated 100% unsatisfactory with satisfactory for adequate funding. Additional comments were provided.

“This district does nothing. It does not even have board members. It spent almost \$400,000 tax dollars several years ago for nothing.”

F. Santa Ynez Community Services District

Administrative Office: 1070 Faraday Street, Santa Ynez, CA 93460
Mailing Address: P.O. Box 667, Santa Ynez, CA 93460-0667
Phone: 805/688-3008
Fax: 805/688-3006
Email: loch@sycsd.com
Website: www.sycsd.com
General Manager: Loch Dreizler

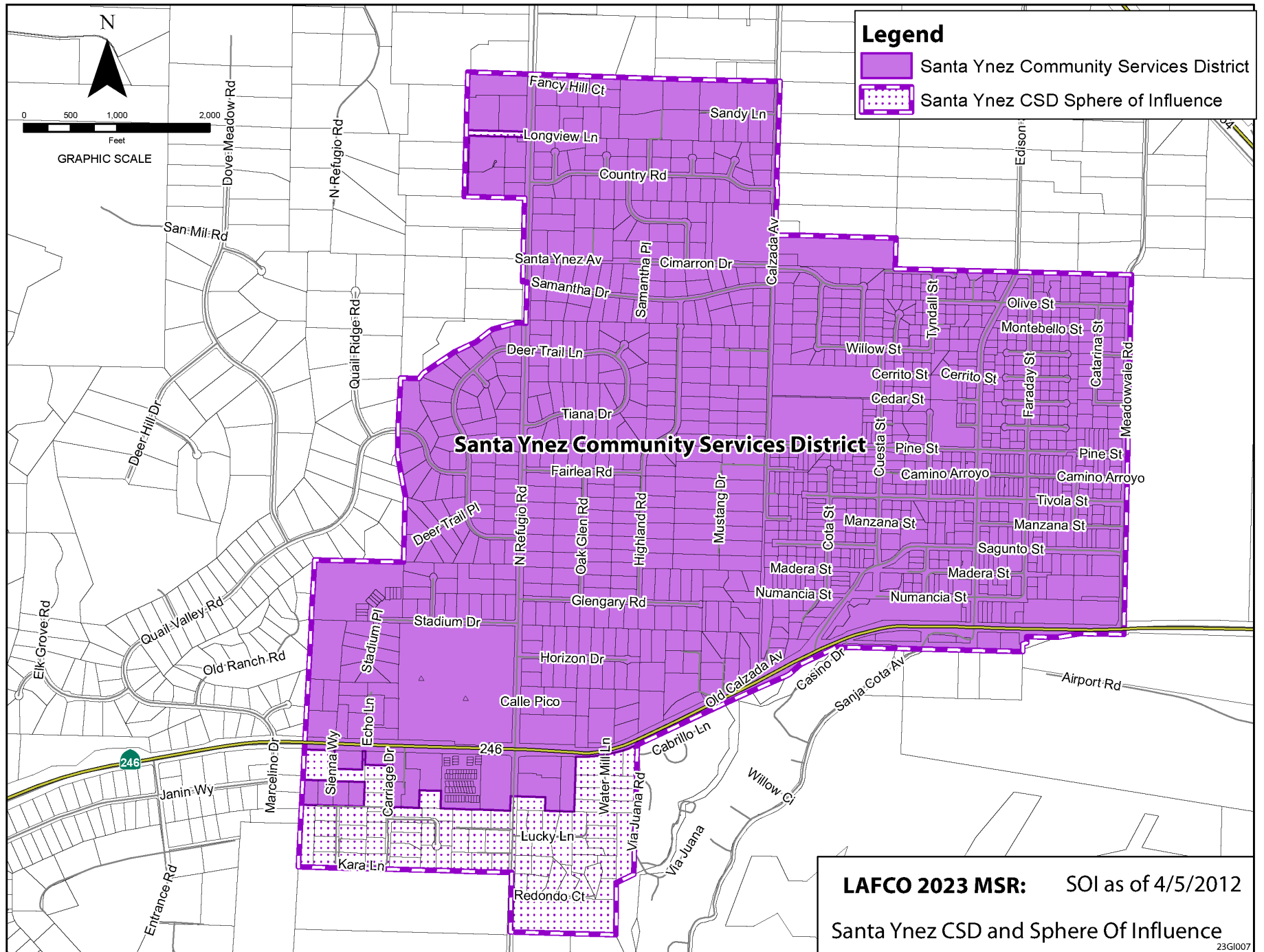
SUMMARY

The Santa Ynez Community Services District provides street lighting services and wastewater collection to approximately 4,679 people. District service area covers approximately 1.7 square miles (or 1,100 acres). The District's Sphere of Influence is 123 acres beyond service area boundary, which includes areas south of Hwy 246 along Kara Lane and Redondo Court to Via Juana Road. There are no proposals for expansion and the District did not request expansion areas. The District receives financial support at a rate of approximately \$447 per resident and maintains a fund balance to meet future needs. The District has financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The Santa Ynez Community Services District was formed in 1971. It was formed to address failing septic systems in the Santa Ynez community and to protect local groundwater and surface water resources from contamination. On May 30, 1985, by Resolution No. 85-697 the Local Agency Formation Commission dissolved the Santa Ynez Lighting District and approved the reorganization of the lighting district to be incorporated into the Santa Ynez Community Services District. The dissolution of the Santa Ynez Lighting District further stated that future property taxes be transferred to the Santa Ynez Community Services District pursuant to Government Code Section 56470(i) of the State of California.

The Santa Ynez Community Services District overlaps, the County of Santa Barbara Fire Protection District, Santa Ynez River WCD, Cachuma RCD, Santa Ynez River WCD Improvement District No. 1, Santa Barbara Mosquito and Vector Control District, County Service Areas 32 (Law Enforcement), County Flood Control & Water Agency, and the Oak Hill Cemetery District.



OPERATIONS

Santa Ynez Community Service District (SYCSD) is composed of six (6) personnel that operate and collect wastewater and provide street lighting services for its residents.

The District Board of Directors is composed of five Members who are elected at-large to four- year terms. The District will be transitioning to District elections by 2024. The Board meets the third Wednesday of the month. The meetings are held in the District Board Room located at 1070 Faraday Street, Santa Ynez, California at 5:30 p.m. The District maintains a website which includes a list of members of the Board of Directors, agendas of upcoming meetings, and minutes of past meetings.

OPPORTUNITIES & CHALLENGES

The Santa Ynez CSD did not identify challenges related to street lighting services. On occasion when new development is approved by the County, the District has requested better coordination occur between the County and District regarding street lights and the District applicable policies and procedures.

If the District chooses to move forward with expanding its latent powers it will need to consider conducting Proposition 218 proceedings to increase its special assessment for road maintenance, or parks & recreation services, but will first need to commission a rate study to determine the expected cost and appropriate rates for providing the service.

Governance Structure Options

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for the SYCSD or another local service provider to assume responsibilities within the areas. Therefore, LAFCO staff recommends that the District continue to discuss possible partnerships with the other neighboring agencies. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point.

Regional Collaboration

The District is a member of California Special Districts Association (CSDA) and the Santa Barbara chapter of CSDA.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the Santa Ynez Community Services District's boundaries includes an

area south of the Districts service area, approximately 123 acres. Under the Water and Wastewater MSR it is recommended to expand the Sphere of Influence to include Janin Acres and Western SY area, Study Area #3 A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

Santa Ynez Community Services District’s existing boundary spans approximately 1.7 square miles in size and covers 1,100 acres (parcels and public rights-of-ways) of contiguous areas with 100% of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara. The Study area portions are also within the jurisdictional land use authority of the County. Overall, there are 2,590 registered voters within the jurisdictional boundary.

Santa Ynez CSD jurisdictional boundary spans 1.7 square miles with 100% being unincorporated and under the land use authority of the County of Santa Barbara.

Santa Ynez Community Services Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Santa Ynez CSD	875	100.0%	1,245	2,590
Pace OASA	1.0	0.0%	1	0
Totals	876	100.0%	1,246	2,590

Santa Ynez Community Services Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	875	100.0%	1,245	2,590
Totals	875	100.0%	1,245	2,590

Total assessed value (land and structure) is set at \$797.9 million as of April 2023, and translates to a per acre value ratio of \$911,940. The former amount further represents a per capita value of \$170,538 based on the estimated service population of 4,679. Santa Ynez CSD receives \$1.2 million dollars in annual charges for services revenue generated within its jurisdictional boundary.

The jurisdictional boundary is currently divided into 1,245 legal parcels and spans 875 acres. The remaining jurisdictional acreage consists of public right-of-way. Approximately 91% of the parcel acreage is under private ownership with 93% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 20 vacant parcels that collectively total 7.5 acres.

Close to 91% of the jurisdictional boundary is under private ownership, and of this amount approximately 93% has been developed.

Santa Ynez Community Services District Formation, Revenues, Attributes, Types of Service, and Resources

District Formation and Duties	
Formation Date	1971
Legal Authority	Community Services District Act, Government Code, section 61000 et seq.
Board of Directors	Five Directors elected to four-year terms through at-large elections. Transitioning to Districts by 2024.
Agency Duties	District provides street lighting and collects wastewater and transports to Solvang plant. The District also manages the sewer collection system and wastewater treatment plant located on the Chumash Reservation.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Santa Ynez to be 4,728. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 completed in 2019 was for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the Santa Ynez Valley unincorporated population to be 12,646 by 2020. Santa Ynez's population is estimated at 4,505 persons. Between 2010 and 2020, the population of Santa Ynez's area increased by 87 people (1.9 percent or less than 1 percent per year). However, the County's population increased by 5.7 percent between 2010 and 2020.

Demographics for Santa Ynez are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey. The largest age group represented in Santa Ynez as 18 to 64 group at 58.2 percent. Approximately 21.3 percent of the population was in the 65 or older years age group and 20.5 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 66.5 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Santa Ynez, comprised 21.7 percent of the total population.

Projected Growth and Development

The County of Santa Barbara's General Plan serves as the District's vision for long-term land use, development and growth, and provides the vision within Santa Ynez Valley Planning Area. The County's General Plan was adopted in 2009, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period.

The current County Housing Element (2023-2031) identifies an estimated growth rate of 1.2 percent within the Santa Ynez Valley, which faces some constraints. The County’s General Plan covers the Santa Ynez, Ballard, Los Olivos, Janin Acres, and surrounding areas. The following population projections within the District are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table F-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Santa Ynez CSD	4,418	n/a	4,505	4,794	n/a
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Santa Ynez was \$113,333 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the Santa Ynez Community Services District’s Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services nor are the areas contiguous to the Sphere of Influence qualify as a disadvantaged community. In May of 2022, the Chumash Reservation, was designated as a disadvantaged community by CalEPA. The Chumash Reservation is outside of the District service and sphere boundary.

**Santa Ynez Community Services District
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District area (est. square miles): • Entire District	1.7
Population (2022 estimated): • Entire District	4,679
Assessed Valuation (FY 22-23: District portion)	\$797,948,200
Number of Street Lights	15
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY 21-22)	\$447
Average Portion of County 1% Property Tax Received	3¢/\$1
Ending Total Fund Balance (June 2022)	\$8,980,646
Change in Total Fund Balance (from June 2017 to June 2022)	21.7%
Total Fund Balance/Annual Revenue Total (FY 21-22)	450%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

The Santa Ynez Community Services District has streetlight power by Government Code 61110 which states, "Acquire, construct, improve, maintain, and operate street lighting and landscaping on public property, public right-of-way, and public easements". Under SYCSD Resolution 73-2, the District agreed to assume from the Santa Ynez Lighting District (SYLD) the street lighting functions within a certain area of the boundaries of the SYCSD.

LAFCO Resolution 85-697 states that the SYCSD shall be designated as the successor to the Santa Ynez Lighting District (SYLD) for purposes of succeeding to all of the rights, duties, obligations, of the extinguished SYLD and all SYLD funds, including future property taxes shall be transferred to the SYCSD. Pursuant to Resolution 85-697, the District acquired and assumed responsibility for seven street lights within the District. The District assumed responsibility for one additional streetlight in 1990 and for two more streetlights in 2005.

Street Lighting

The District contracts with Pacific Gas and Electric (PG&E) to supply electricity for its public lighting system, as well as to install, maintain, and service the light poles. At the time the District took over the local street lighting district, the County increased the District’s pass-through property tax share by .0017 (an amount equal to what the County Lighting District was receiving at the time). This increased the District’s property tax share from .0248 to .0265. Staff believes these tax share increments still apply today and is working to verify this. If correct, this means 6.42% (.0017 of .0265) of the annual property tax revenue the District receives is linked to street lighting.

Since 2006, the Districts has credited the Street Lighting Reserves with \$4,000/annually from property tax, and the cost to maintain the (9) original lights within the district boundary is approximately \$1400/annually. Due to this, reserves in the Street Lighting Fund continue to grow under these arrangements.

On March 16, 2022 the Santa Ynez Community Services District Board accepted a request made by the County of Santa Barbara to take over the responsibility of (6) street lights located in the right-of-way on Numancia St. The County of Santa Barbara had requested that the Santa Ynez Band of Chumash Indians install these streetlights as part of the Chumash Cultural Center project that was being built. These lights, like the Districts existing lights, are on a fixed rate schedule with PGE. The cost covers the lighting and maintenance of the lights. These new lights, however, are at a slightly higher wattage and therefore the fixed cost is slightly higher at \$11.20/month/light. Consequently, the District does not own or operate any equipment, although it is financially responsible for all one-time and ongoing costs associated with the street lighting network.

The lights operate on photocell technology. A photocell or photoresistor is a sensor that changes its resistance when light shines on it. The resistance generated varies depending on the light striking at the surface. A high intensity of light incident on the surface will cause a lower resistance, whereas a lower intensity of light will cause higher resistance.

Types of Services	
Lighting	X
Road Maintenance	-
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	X

**Santa Ynez Community Services District
Formation, Revenues, Attributes, Types of Service, and Resources**

Streetlights		
	Location	Identification
01.	Cuesta & Sagunto	11
02.	Highway 246 & Meadowvale	19
03.	Highway 246 & Edison	20
04.	Madera (Between Edison & Faraday)	24
05.	Edison & Pine	3
06.	Numancia & Tyndall (North Side)	406066 (Previously 30)
07.	Pine & Calzada	31
08.	Edison & Lindero	345
09.	Faraday & Numancia	21
10.	Edison & Sagunto	40
11.	Numancia (South Side)	406067
12.	Numancia (Sounth Side)	407432
13.	Numancia (South Side)	406065
14.	Numancia (North Side)	406064
15.	Numancia (South Side)	406063

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	4	0.8
Emergency Operators	4	0.8
Administrative Personnel	1	0.2
Other District Staff	1	0.2

Santa Ynez Community Services has a total of six (6) permanent employees.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
General Manager (1)	20	6 mo
Chief Plant Operator (1)	20+	2
Operator Supervisor (1)	21	21
Operator II (1)	3 mo	3 mo
Operator I (1)	7	7
Administrative Personnel (1)	n/a	n/a

Maintenance & Service Adequacy for Street Lighting

Maintenance of the street lighting is provided via a contract that the SYCSD has with Pacific Gas & Electric (PG&E) on an as needed basis, therefore there is no regularly planned maintenance. When streetlights require service for outages or problems, residents can inform the SYCSD and/or request the service directly from PG&E through their website.

FINANCES

The District prepares an annual budget and financial statement, which includes details for each of its government and capital project and replacement funds. The District maintains a separate capital fund for replacement needs, meaning that charges for services are intended to pay for the costs of providing such services. The District did not apply for Cares Act funding.

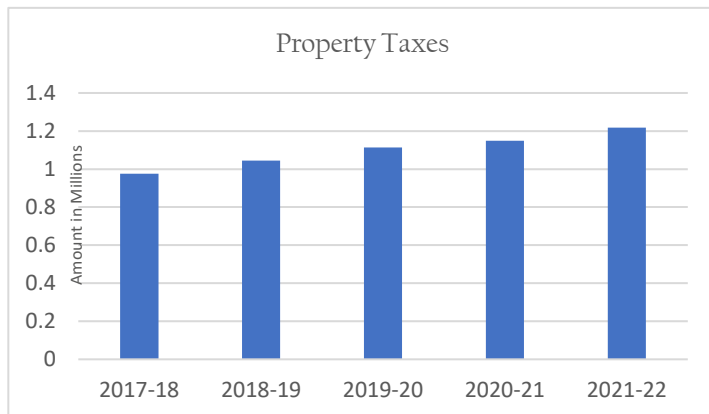
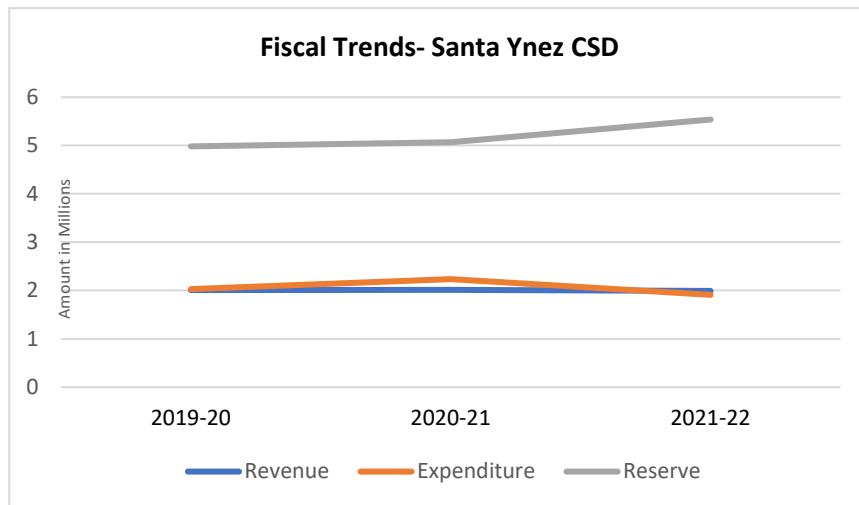
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Service Charges	\$1,217,750	60.5%	\$1,236,715	62.1%
Benefit Fees	\$38,863	1.9%	\$39,061	2.0%
Other Charges for Service	\$9,149	0.5%	\$11,309	0.6%
Property Taxes	\$197,017	9.8%	\$209,156	10.5%
Voter Approved Taxes	\$1,812	0.1%	\$1,938	0.1%
Annexation Fees	\$9,924	0.5%	\$9,970	0.5%
Investment income	\$22,848	1.1%	\$14,068	0.7%
Indian Reservation Contract	\$516,598	25.6%	\$470,213	23.5%
Revenue total	\$2,013,961	100.0%	\$1,992,430	100.0%

Source: Santa Ynez Community Services, Financial Statements, June 30, 2021 and 2022, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

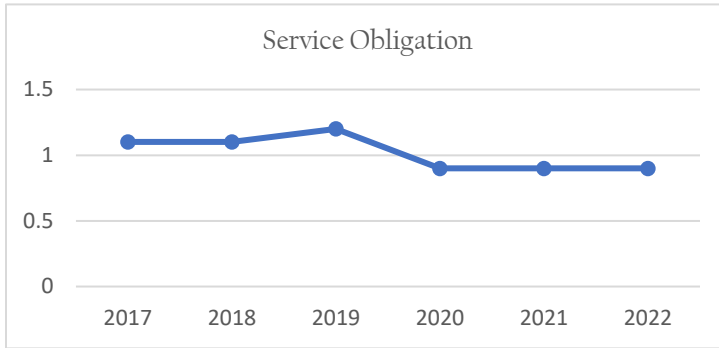
Fiscal Indicators

Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District’s expenditures have increased in comparison to its revenues. The increase in expenditures is offset by the increase in reserves, and the District’s reserve balance has sufficient funds to absorb minor fluctuations. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.

SANTA YNEZ COMMUNITY SERVICES



This indicator addresses the extent to which property taxes covered expenses. Property taxes are the primary funding source for CSD lighting serves. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 1,804,878	\$ 1,549,958	1.1
2018	\$ 1,871,200	\$ 1,629,182	1.1
2019	\$ 2,018,606	\$ 1,641,246	1.2
2020	\$ 2,011,115	\$ 2,032,808	0.9
2021	\$ 2,013,961	\$ 2,236,523	0.9
2022	\$ 1,992,430	\$ 1,910,813	1.0

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

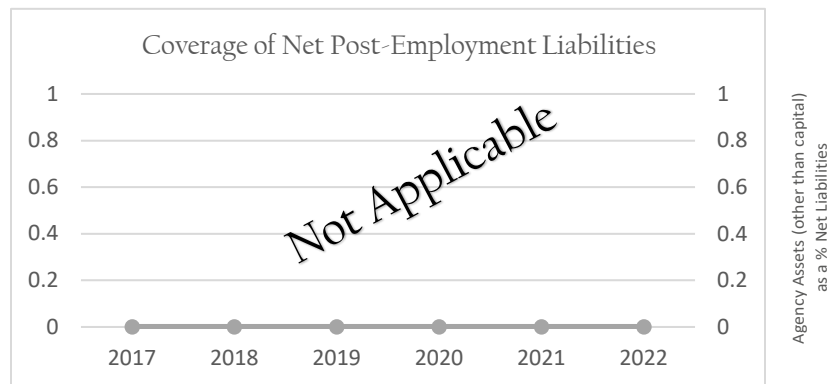
<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	0%
Net liability, OPEB (plan liabilities - plan assets)	\$ 0

2022 year of OPEB reporting

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$3,011,822	\$3,412,060	\$4,068,726	\$4,397,253	\$4,897,041	\$5,643,448
Net Liabilities (pension & OPEB)	\$0	\$0	\$0	\$0	\$0	\$0

Pension Obligations and Payments

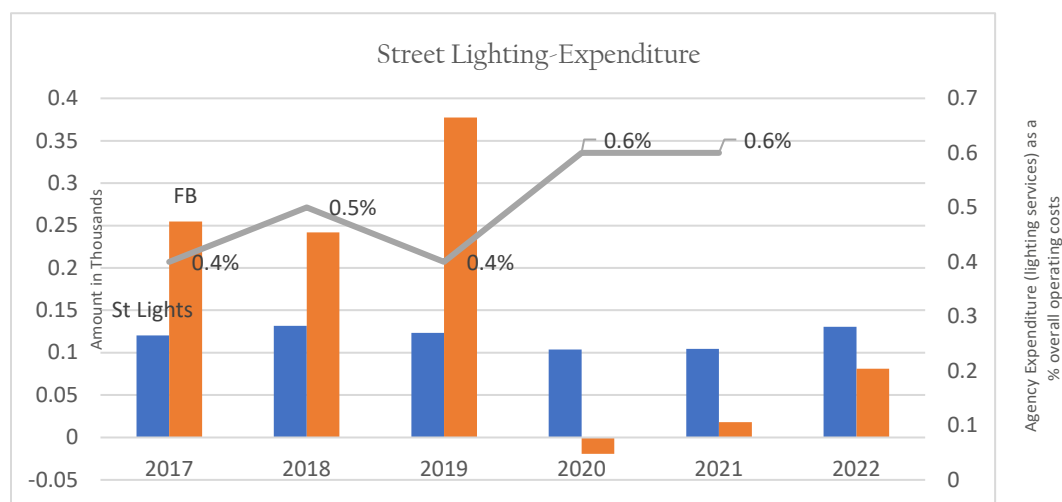
The District does not have any pension obligations.

OPEB Obligations and Payments

The District does not have any post-employment obligations.

Non-Enterprise Funding

The District's nine (9) current street lights is about \$1,400/annually. The following chart shows a six-year trend. The graph below shows the current financial trend in thousands. This indicator provides a measurement of the agency's expenditure over time.



Asset Maintenance and Repair

The District's budget includes improvement budgeting through its Capital Projects Fund #53. In FY 2020/2021, the District budgeted \$1,000,000 and increased that to \$1,515,000 for FY 2021/2022 and in FY 22-23, total expenditures for capital projects were \$650,000.

Capital Improvements

There are currently no capital improvement projects related to street lighting.

Long-term Liabilities and Debts

The District financed the Horizon Mainline extension project with a loan from Municipal Finance Corporation in the amount of \$1,300,000. The terms of the loan include an interest rate of 3% and a 20-year repayment timeline. The costs are anticipated to be recouped through service charges from the residents of Horizon Drive as they connect to the District sewer collection system. The District is making annual payments of \$86,815.89. The second payment will be made July 23, 2023 and is presented in the FY 2023/24 Budget. As of April 30, 2023, \$140,200 in debt proceeds remain to be spent toward the project. Horizon Drive Remediation has been budgeted for \$140,200 in FY 2023/24.

Opportunities for Shared Facilities

The District shares wastewater treatment capacity with the City of Solvang and the District also operates the Chumash Water Reclamation Facility. Otherwise, the District does not currently share facilities or services with other agencies, nor have any opportunities to do so have been identified by staff in the preparation of this report. Although over the years it was recommended the District’s consideration of shared wastewater facilities and service with nearby communities including Ballard, and Los Olivos.

ORGANIZATION

Governance

Santa Ynez Community Services District’s governance authority is established under the Community Services District Act (“principal act”) and codified under Government Code Sections 61000. This principal act empowers Santa Ynez CSD to provide a moderate range of municipal services. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
- Wastewater collection	Water/Recycled
- Treatment	All others listed in G.C. 61000
- Street Lighting	

Governance of Santa Ynez Community Services District is independently provided through its five-member Board of Directors. In 2022, the District adopted Resolution 22-06 in favor of election system by Districts. The District declared its intention to transition from at-large elections to District-based elections pursuant to California Elections Code Section 10010 starting in 2024 election. Currently members are elected at-large to staggered four-year terms. Santa Ynez Community Services District holds meetings on the third Wednesday of the month. The meetings are held in the District Board Room located at 1070 Faraday Street, Santa Ynez, California at 5:30 p.m. A current listing of Board of Directors along with respective backgrounds follows.

Santa Ynez Community Services Current Governing Board Roster			
Member	Position	Background	Years on District
Frank Redfern	President	Mechanical Engineer	4
Karen Jones	Vice President	Healthcare	7
Tina Padelford	Director	Business	5
David Beard	Director	Business	5
Bradlee Van Pelt	Director	e-Bike Industry/Sports	2

Website Transparency

The table below is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

Santa Ynez Community Services District Website Checklist website accessed 7/25/23 http://www.sycsd.com			
Required			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (required for independent Special Districts by 1/1/2020)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
The following criteria are recommended for agency websites by a number of governance associations and organizations.			
		<i>Yes</i>	<i>No</i>
	Description of services?	X	
	Service area map?	X	
	Board meeting schedule?	X	
	Budgets (past 3 years)?	X	
	Audits (past 3 years)?	X	
	List of elected officials and terms of office?	X	
	List of key agency staff with contact information?	X	
	Meeting agendas/minutes (last six months)?	X	
Notes: Santa Ynez CSD is an independent board-governed District. Refer to http://www.sycsd.com for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents by LAFCO to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Santa Ynez Community Services District Questionnaire Revenues, Types of Service, and Resources

Santa Ynez Community Services			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	1	2	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	2	1	-
3. Do you feel an adequate level of funding is provided given the level of service?	1	2	-
4. Personnel arrived in a timely manner and were professional?	3	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	3	-	-

A total of two (2) responses were provided by the community and one (1) response by staff answered the survey questions. The community rated 66% unsatisfactory for funding and level of service while agency staff rated 100% satisfactory. Additional Comments were provided in need of 4-way stop at corner of Faraday and Sagunto and additional lights near SY Kitchen restaurant.

Others commented, assistance in keeping the streets and parks clear of debris and garbage especially during high tourism months. Also, the town could use a couple of crossing guards at major areas. The Santa Ynez Airport could also use more services, updates in buildings, etc. as well as noise abatement. Santa Ynez Valley Transit is exceptional. Pot hole reporting and completion is also exceptional (within a day).

G. Guadalupe Lighting District

Agency Office: 918 Obispo Street,
Guadalupe, CA 93434
Phone: 805/356-3891
Fax: 805/343-5512
Email: tb@ci.gaudalupe.ca.us
Website: www.ci.gaudalupe.ca.us
City Administrator: Todd Bodem
Public Works: Dwayne Chisam

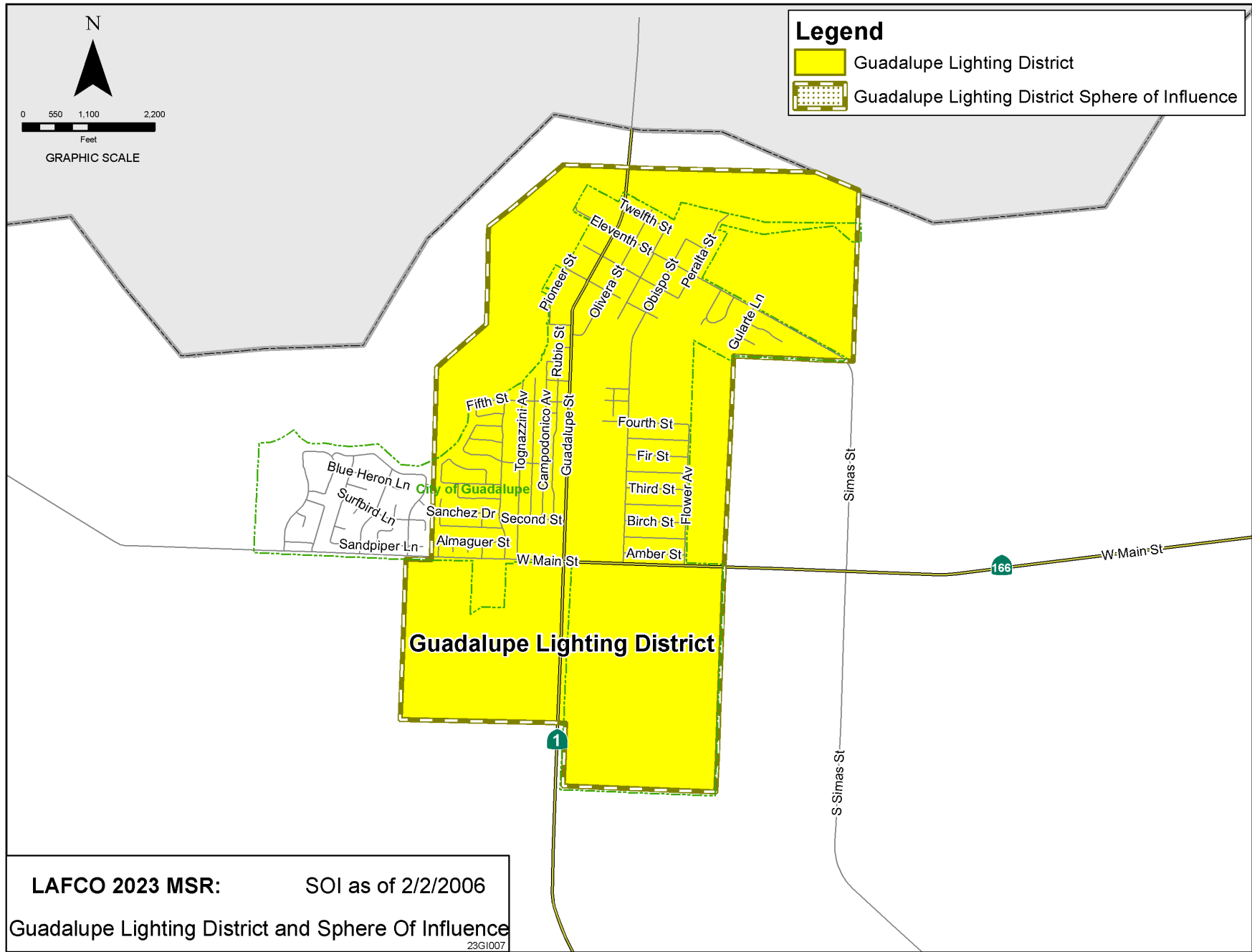
SUMMARY

The Guadalupe Lighting District represents the rural area along northwest of Santa Barbara County. The District's boundaries cover a total of 1.89 square miles and include an estimated 8,293 residents. The District provides street lighting services within majority of City of Guadalupe boundaries and some adjacent areas. The District does not have financial procedures in place to ensure the preparation of timely agency audits. The District boundaries and Sphere of Influence are the same and no plans to expand are being discussed.

BACKGROUND

The Guadalupe Lighting District was formed in 1920. The Guadalupe Lighting District became a subsidiary district of the City of Guadalupe in 1995. Administration of the district is the responsibility of the City. One detachment and one annexation has occurred since formation.

The Guadalupe Lighting District overlaps the City of Guadalupe, Santa Maria Valley WCD, Cachuma RCD, Santa Barbara Mosquito and Vector Control District, County of Santa Barbara Fire Protection District, Santa Maria Airport District, County Service Area 32, County Flood Control & Water Agency, and the Guadalupe Cemetery District.



OPERATIONS

The City of Guadalupe’s Public Works Department is responsible for the management, operation and maintenance, of the street lighting systems within the Guadalupe Lighting District.

The Lighting District also receives property tax, the annual cost to be covered by the benefit assessment is \$7,205.91 in FY23-24. The FY23-24 rates vary from \$2.40 (vacant land) to \$28.72 (heavy commercial). Rates have been unchanged from prior years. There are 271 street lights in the Lighting District.

The City employs approximately 49 full-time employees, two (2) part-time, two (2) interns, and two (2) contract employees that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Water Supply, Sewer/Wastewater, Engineering, Solid Waste, Planning & Land Use, Building & Fire Safety, Code Compliance, Police, Recreation & Parks, Library, Administration and Finance. There are 2 staff that directly work on lighting needs 5% of their time.

OPPORTUNITIES & CHALLENGES

The City Public Works Department has not identified challenges or opportunities at this time.

Governance Structure Options

The opportunities for new governance structures for Guadalupe Lighting are small. The Guadalupe Lighting District is largely surrounded by farmland under Williamson Act land protection. For these reasons, it is unlikely that Guadalupe Lighting will annex additional land in the near future. The City of Guadalupe overlaps the lighting district and could be consolidated with the district since the operations, funding, and decision makers already utilize the City personnel. The lighting district includes an additional 27 parcels outside of the City limits, however, none of these parcels receives street lighting services. The dissolution of the lighting district and transfer of property tax allocation to the City would be recommended.

Regional Collaboration

Opportunities for regional collaborations are small within the Lighting District.

SPHERE OF INFLUENCE & BOUNDARIES

The Guadalupe Lighting District has no Sphere of Influence beyond service boundaries. The District’s SOI and service boundary are considered coterminous. The city did not request expansion to the Districts Sphere of Influence. No significant projects have been identified that

would require lighting services at this time. Subsequent municipal service review reports will continue to monitor the District’s need to expand their Sphere of Influence. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

Guadalupe’s Lighting existing boundary spans approximately 1.89 square miles in size and covers 1,078 acres (parcels and excluding public rights-of-ways) within a contiguous area with 56% incorporated and under the land use authority of the City of Guadalupe. The District does not serve any parcels outside of its jurisdiction. The surrounding jurisdictional land is unincorporated and under the land use authority of the County of Santa Barbara. Overall, there are 3,400 registered voters within the jurisdictional boundary.

Guadalupe’s Lighting jurisdictional boundary spans 1.89 square miles with 56% being incorporated and under the land use authority of the City. The District does not serve any parcels outside of its jurisdiction.

Guadalupe Lighting District Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Guadalupe	(612)	57.0%	(1,800)	(3,000)
Guadalupe Lighting	1,078	100.0%	1,827	3,400
Totals	1,078	100.0%	1,827	3,400

Guadalupe Lighting District Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Guadalupe	612	57.0%	1,800	3,000
County of Santa Barbara	466	43.0%	27	400
Totals	1,078	100.0%	1,827	3,400

Total assessed value (land and structure) is set at \$364 million as of April 2023, and translates to a per acre value ratio of \$337,677. The former amount further represents a per capita value of \$43,894 based on the estimated service population of 8,293. Guadalupe Lighting District receives \$113 thousand in annual property tax and assessment revenue generated within its jurisdictional boundary.

The jurisdictional boundary is currently divided into 1,827 legal parcels and spans 1,078 acres, with the remaining jurisdictional acreage consists of public right-of-way. Close to 90% of the parcel acreage is under private ownership with 32% having already been developed and/or improved to date, albeit not necessarily at the

Close to 90% of the jurisdictional boundary is under private ownership, and of this amount approximately 93% has been developed.

highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 50 vacant parcels that collectively total 114 acres. The jurisdictional boundary qualifies as a disadvantaged incorporated community.

Guadalupe Lighting District Incorporation, Revenues, Attributes, Types of Service, and Resources

District Formation and Duties	
Formation Date	1920
Legal Authority	Highway Lighting District Act, Streets & Highways Code, section 19000 et seq.
Board of Directors	Five-member City Council members elected at large act as ex officio as the Board of Directors.
Agency Duties	Streetlighting services.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Guadalupe to be 7,654. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2050 in 2019. That report used a conservative trend-base allocation methodology estimating the City of Guadalupe to be 7,900 by 2020. Between 2010 and 2020, the population of Guadalupe increased by 574 people (7.4 percent; or less than 1 percent per year). There are approximately 1,912 households within the City. In contrast, County's population increased by 5.7 percent between 2010 and 2020.

Demographics for the City are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey, which identified the largest age group represented in Guadalupe as 18 to 64 group at 55.5 percent. Approximately 8 percent of the population was in the 65 or older years age group and 36.5 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 4.4 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the largest ethnic group in Guadalupe, comprised 91.9 percent of the total population.

Projected Growth and Development

The City of Guadalupe General Plan serves as the City's vision for long-term land use, development and growth, and provides the City's vision within its Planning Area. The City's General Plan was adopted in 2021. The Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period.

The current City of Guadalupe Housing Element (2023-2031) identifies an estimated growth rate of 1.2 percent within the City. The County’s Housing Element, covering the same period, estimates less than one percent growth in the surrounding unincorporated areas. The County’s General Plan covers the surrounding Guadalupe-Casmalia areas. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table G-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
City of Guadalupe	7,080	7,266	8,293	9,309	9,660
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Guadalupe was \$58,449 in 2023, which qualifies the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In

combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the Guadalupe Lighting District's Sphere of Influence does qualify under the definition of disadvantaged community for the present and probable need for public facilities and services within the service areas and contiguous to the Sphere of Influence as a disadvantaged community.

Guadalupe Lighting District Incorporation, Revenues, Attributes, Types of Service, and Resources

Attributes	
District area (est. square miles): • Entire District	1.89
Population (2022 estimated)	8,293
Assessed Valuation (FY 21-22: Includes entire district)	\$364,016,186
Number of Street Lights	271
Regular Financial Audits	None
Average Annual Revenue Per Capita (FY 21-22)	\$13.67
Average Portion of County 1% Property Tax Received	4¢/\$1
Ending General Fund Balance (June 2022)	\$290,496
Change in General Fund Balance (from June 2017 to June 2022)	190%
Total Fund Balance/Annual Revenue Total (FY 21-22)	256%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing DOF Table E4, Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from District report.

SERVICES

Overview

Guadalupe Lighting District provides street lighting services within City of Guadalupe boundaries and surrounding areas. The City Council and staff serves as the governing board. The staff consist of 49 full-time employees, two (2) part-time, two (2) interns, and two (2) contract employees. The Public Works Department, oversees the operations and maintenance of the street lighting systems.

Street Lighting

The District contracts with Pacific Gas and Electric (PG&E) to supply electricity for its public lighting system, as well as to install, maintain, and service the light poles across the developed area in the community. Consequently, the District does not own or operate any equipment,

although it is financially responsible for all one-time and ongoing costs associated with the street lighting network. The District largely functions as a pass-through agency, collecting funds from the residents to pay the PG&E bills for the public street lighting service. For FY 2023-24, the District allocated \$371,854 for street lighting. Expenditures are anticipated to exceed property tax revenues by \$216,702; however, fund balance will cover the difference minus annual Assessment cost of \$7,206. The Lighting District pays the electrical costs for the Katayama Clock, the downtown parking lot, and the Amtrak depot. Funds may be used for parks lighting as well and the District allocated \$300,000 for installation of lighting as part of the Central Park Renovation Project.

Types of Services	
Lighting	X
Road Maintenance	-
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	-

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	6	0.07
Emergency Operators	0	0
Stormwater Personnel	2	0.02
Administrative Personnel	0	0
Other City Staff	35	4.22

Guadalupe has a total of six (6) permanent employees providing water and wastewater services and two (2) shared employees (between streets and transit) providing stormwater maintenance all managed under the Public Works Director.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
Public Works Director (1)	n/a	n/a
Civil Engineer (1)	n/a	n/a
Fiscal Analyst (1)	n/a	n/a
Other City Staff	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets lighting service. The District largely functions as a pass-through agency, collecting funds from the residents to pay the PG&E bills for the public street lighting service. Pacific Gas and Electric supplies electricity for public lighting system, as well as to install, maintain, and service the light poles on an as needed basis.

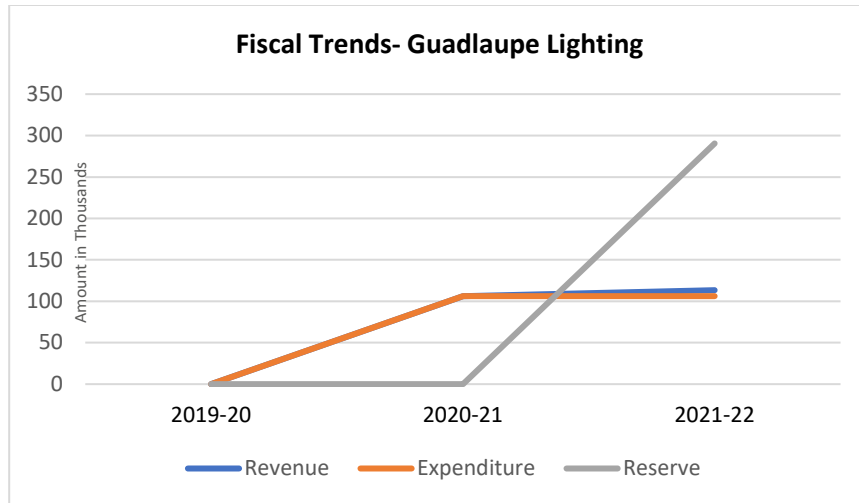
FINANCES

The City prepares an annual budget and financial statement, which includes details for Guadalupe Lighting District funds. The District's ending fund balance for lighting operation in 2022 was \$290,496. The District did not respond to LAFCO's service review questionnaire and no budget documents were found or was made available from our research. The District has not prepared a financial statement in the last five years. The financial information was derived from City Public Hearing for Guadalupe Lighting District proposed assessment report dated July 13, 2021.

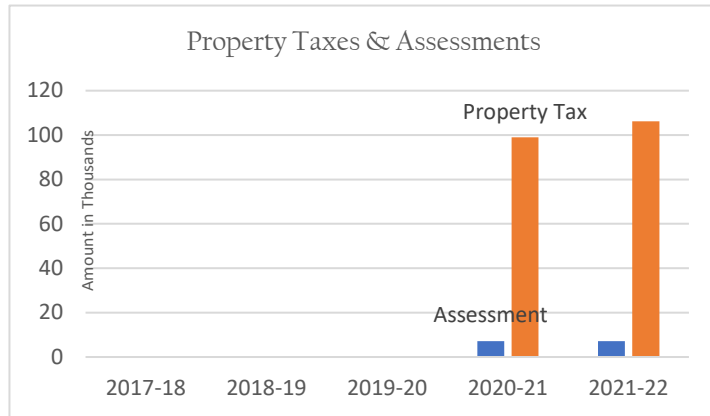
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property tax	\$99,000	93.2%	\$106,194	93.6%
Benefit Assessment	\$7,194	6.8%	\$7,194	6.4%
Investment income	\$0	0%	\$0	0%
Revenue total	\$106,194	100.0%	\$113,388	100.0%

Fiscal Indicators

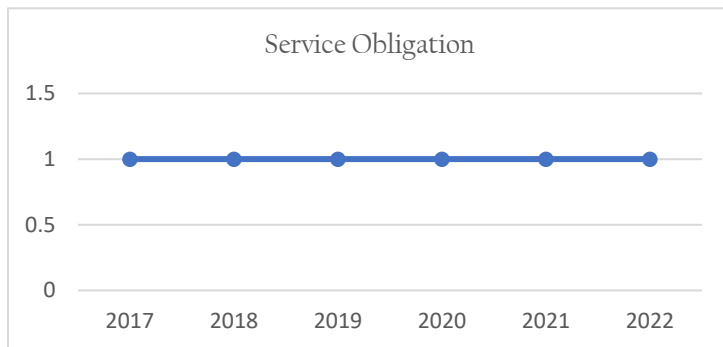
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District's expenditures have remained steady. The District's reserve balances are positive. The line graph below shows the current financial trend in thousands. These indicators provide a measurement of the agency's financial condition over time.



GUADALUPE LIGHTING



This indicator addresses the extent to which charges for service covered expenses. Property taxes and Benefit Assessments are the primary funding source for lighting services. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ unk	\$ unk	TBD
2018	\$ unk	\$ unk	TBD
2019	\$ unk	\$ unk	TBD
2020	\$ unk	\$ unk	TBD
2021	\$ unk	\$ unk	TBD
2022	\$ 113,388	\$106,194	1.0

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

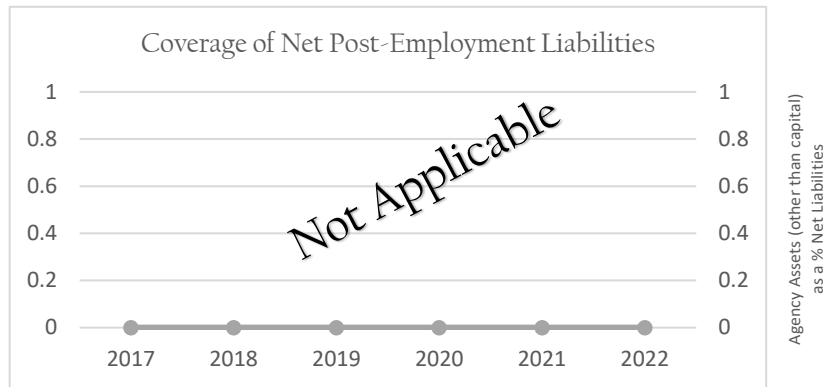
<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities) Net liability, OPEB (plan liabilities - plan assets)

2022 year of OPEB reporting	0%
	\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$0	\$0	\$0	\$0	\$0	\$0
Net Liabilities (pension & OPEB)	\$0	\$0	\$0	\$0	\$0	\$0

Pension Obligations and Payments

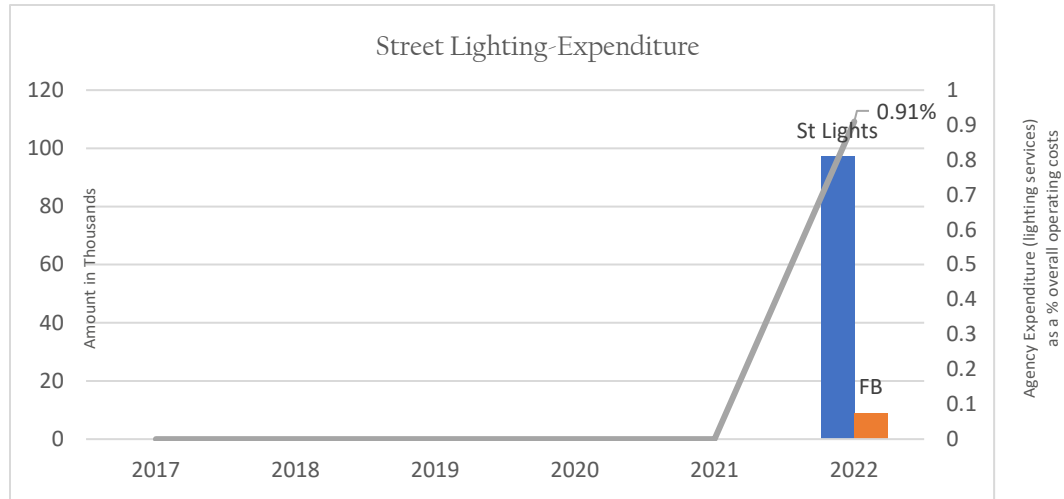
The District does not have any pension obligations.

OPEB Obligations and Payments

The District does not have any post-employment obligations.

Non-Enterprise Funding

The District currently collects \$136.44 rate/year for 271 street lights to provide its street lighting services. In FY 2020/2021, the District’s actual budget expense was \$106,194 and remain the same for FY 2021/2022. The following chart shows a three-year trend based on the information provided. The graph below shows the current financial trend in thousands. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The City prepares an Annual Work Program for maintenance, repair or replace equipment, and facilities. The Lighting District’s maintenance from 2020 to 2022 included \$56,319 for street light replacement projects.

Capital Improvements

The District does not have a capital improvement plan (CIP), rather the City adopts each year CIP projects improvements and costs, as necessary. The 2021-2022 Guadalupe Lighting Annual Work Program does not include any capital improvements. A list of CIP projects for FY 22-23 are listed below.

Projects Budgeted or Estimated 2022 to 2023

- ▶ None \$0

Long-term Liabilities and Debts

The District has no long-term debt.

Opportunities for Shared Facilities

The City could share any facility responsibility with the Lighting District. It has not been identified by staff or in the preparation of this report the opportunity for the Guadalupe Lighting and City of Guadalupe to consider shared facilities.

Rate Structure

The poles and fixtures are owned by Pacific Gas & Electric (PG&E), which bills monthly for their operation and maintenance. Streetlights are added to the system through development and must meet City Engineering Design Standards. The benefit assessment rate varies from \$2.40 (vacant land) to \$28.72 (heavy commercial) is expected to generate approximately \$7,194. Rates are unchanged from 20-21 for year 21-21. The benefit assessment rate is factored based on the various land uses as shown:

Rates	18/19	19/20	19/20	20/21
Heavy Commercial	\$73.53	\$28.72	\$28.72	\$28.72
Industrial/Light Commercial	\$49.71	\$19.46	\$19.46	\$19.46
MF Residential/ Apartments	\$25.94	\$10.16	\$10.16	\$10.16
Churches	\$18.01	\$7.05	\$7.05	\$7.05
SF Residential	\$10.08	\$3.95	\$3.95	\$3.95
Vacant land	\$6.15	\$2.40	\$2.40	\$2.40

ORGANIZATION

Governance

Governance of Guadalupe Lighting District is dependently provided by the City Council. Guadalupe Lighting District's governance authority is established under the Highway Lighting District Act, ("principal act") and codified under Streets & Highways Code, section 19000 et seq. The governing body, which is established by law to administer the operation of a Lighting District, is the City Council. The intent of the Streets & Highway law is to give an alternative method for providing governmental services by cities and counties within incorporated and unincorporated areas, many of which have had large population growth as well as commercial and industrial development. It also provides for services to be provided in small rural communities. This principal act empowers Guadalupe Lighting District to provide lighting services. A list comparing active and latent powers follows.

Active Service Powers

-Street Lighting

Latent Service Powers

All other powers listed under (19000 - 19328)

City of Guadalupe holds meetings every 2nd and 4th Tuesday of each month at 6:00 pm in the Council Chambers, 918 Obispo Street, Guadalupe. A current listing of City Council along with respective backgrounds follows.

City of Guadalupe Current Governing Council Roster			
Member	Position	Background	Years on Council
Ariston Julian	Mayor	Facility Director	9
Eugene Costa Jr.	Mayor Pro Tem	School Custodian	4
Vacant	Council Member	TBD	0
Christina Hernandez	Council Member	Non-Profit	2 mo
Gilbert Robles	Council Member	Self Employed	2

Website Transparency

The table, below and on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

Guadalupe Lighting District Website Checklist website accessed 7/25/23 https://ci.guadalupe.ca.us			
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (required for independent Special Districts by 1/1/2020)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?		X

<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>		
	<i>Yes</i>	<i>No</i>
Description of services?	X	
Service area map?	X	
Board meeting schedule?	X	
Budgets (past 3 years)?	X	
Audits (past 3 years)?	X	
List of elected officials and terms of office?		X
List of key agency staff with contact information?	X	
Meeting agendas/minutes (last six months)?	X	
<i>Notes: Guadalupe Lighting is governed by the City Council of Guadalupe that overlays the district. Refer to https://ci.guadalupe.ca.us for the required checklist items.</i>		

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Guadalupe Lighting District Questionnaire, Revenues, Types of Service, and Resources

Guadalupe Lighting District Responses by Respendence			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to Guadalupe Lighting District at this time.

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H. Mission Canyon Lighting District

Administrative Office: 123 East Anapamu, Santa Barbara, CA 93101
Phone: 805/568-3000
Fax: 805/568-3019
Email: pwweb@countyofsb.org
Website: <https://www.countyofsb.org/1389/Streetlighting-Services>
Deputy PW Director: Leslie Robinson
Operations Manager: Travis Spier

SUMMARY

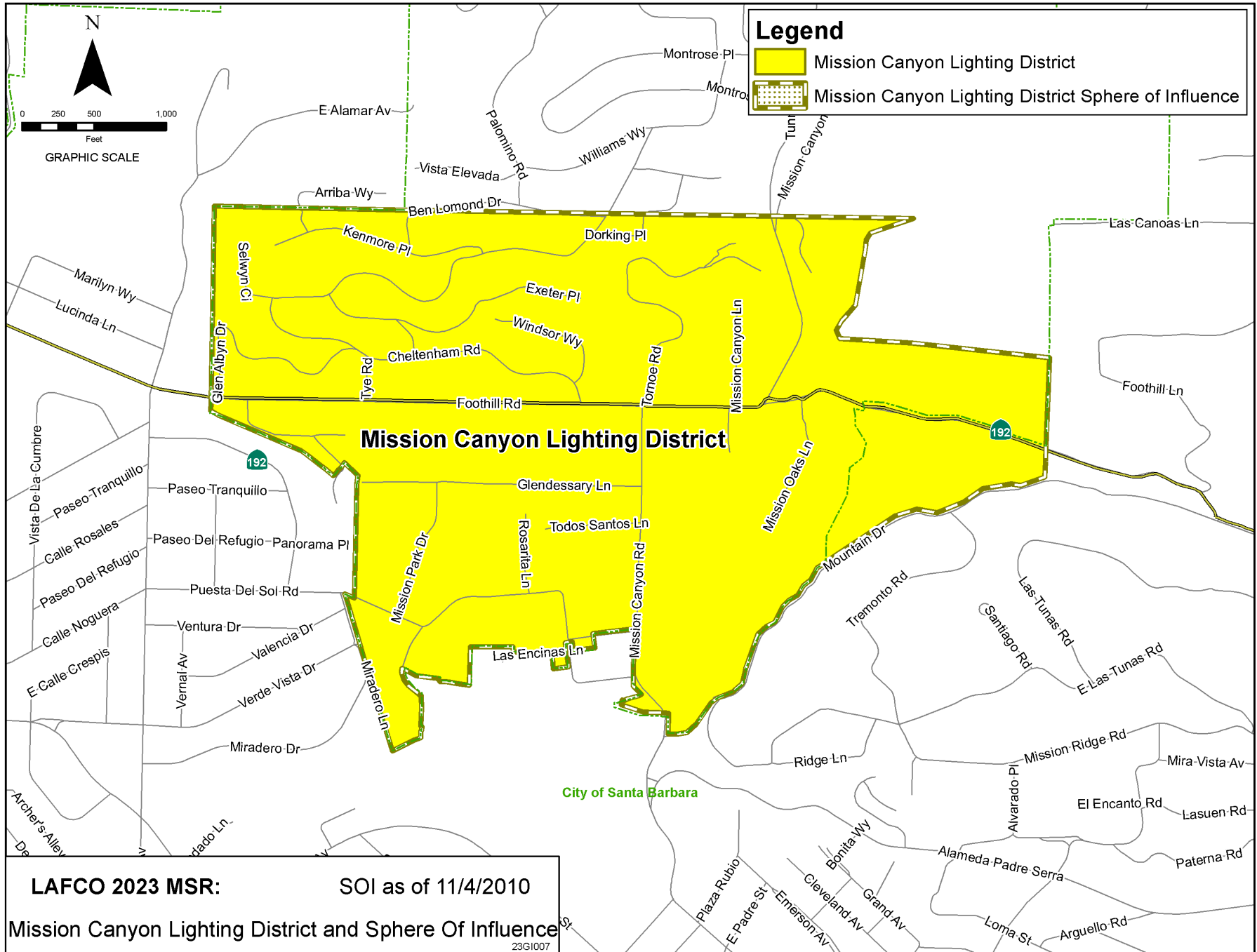
The Mission Canyon Lighting District provides street lighting for about 2,000 people throughout 0.5 square miles in southern Santa Barbara County that largely encompasses the Mission Canyon Planning Area and a portion of City of Santa Barbara. The Mission Canyon Lighting District lighting system serves approximately 19 street lights. Street lighting is financed by property taxes, which is approximately \$9,900 per year and includes a reserve to meet future needs. The District's boundary is the same as its Sphere of Influence and there are no proposals for expansion. The District receives financial support at a rate of approximately \$4.42 per resident and maintains a fund balance to meet future needs. The District has financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The Mission Canyon Lighting District was formed in 1930. It was formed to provide street lighting services to residents in the Mission Canyon area. The district is located generally just north of Foothill Road to Ben Lomond Drive and southerly to the Santa Barbara city limits along Las Encinas Road, west of and adjacent to Mountain Drive, surrounded by the City on three-sides.

The District estimated it serves a population of 2,000 people. The District anticipates a minimal growth rate within Mission Canyon area in the coming years. In 2023, it was estimated that the District serves 611 parcels.

Mission Canyon Lighting District overlaps the Santa Barbara Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, Cachuma RCD, County of Santa Barbara Fire Protection District, portion of City of Santa Barbara, County Service 12 (Mission Canyon Sewer District), County Service 32 (Law Enforcement), County Flood Control & Conservation District, and the County Water Agency.



OPERATIONS

Mission Canyon Lighting District provides service to 19 street lightings. The Mission Canyon Lighting District is managed by the County of Santa Barbara Public Works Department with operational and maintenance services provided by Southern California Edison owns, which owns and maintains all the LS-1 rate schedule tariff public roadway streetlights.

Most of the District's general revenues come from property taxes collected on the tax roll and interest earnings. Over the years revenues have exceeded expenditures such that the district has accumulated a fund balance in excess of its annual needs by approximately \$105,495, which is due primarily to interest on unexpended funds.

The District Board of Directors is composed of five Board of Supervisor Members who are elected by supervisorial Districts to four- year terms. The Board meets on Tuesdays of every month at Board Chambers. The District maintains a website which includes a list of Board members and agendas for upcoming Board meetings.

OPPORTUNITIES & CHALLENGES

The County Public Works Department has not identified challenges or opportunities at this time.

Governance Structure Options

All of Mission Canyon Lighting District boundary is included in the City of Santa Barbara's Sphere of Influence indicating at some point the City should be the service provider. Annexation of the area should include conversations with the residents and capital infrastructure planning put in place before such actions are considered.

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for the City to assume responsibilities within this area. Therefore, LAFCO staff recommends that Mission Canyon Lighting District continues to discuss partnerships with the City. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point.

Regional Collaboration

Mission Canyon Lighting District currently does not require collaboration.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the Mission Canyon Lighting District boundaries are coterminous with the District service area. The District currently has no Sphere of Influence beyond the boundary it serves. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

Mission Canyon Lighting District’s existing boundary spans approximately 0.5 square miles in size and covers 282 acres (parcels and excluding public rights-of-ways) of contiguous areas with 99.5% in unincorporated and under the land use authority of the County of Santa Barbara. The remaining portion of jurisdictional service lands approximately 0.5% of the total is incorporated and under the land use authority of the City of Santa Barbara. Overall, there are TBD registered voters within the jurisdictional boundary.

Mission Canyon jurisdictional boundary spans 0.5 square miles with 99.5% being unincorporated and under the land use authority of the County of Santa Barbara. The remainder of the jurisdictional boundary lies within the City of Santa Barbara.

Mission Canyon Lighting Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Mission Canyon Lighting District	282	99.5%	611	TBD
City of Santa Barbara	23.12	0.5%	9	TBD
Totals	305	100.0%	620	TBD

Mission Canyon Lighting Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	282	99.5%	611	TBD
City of Santa Barbara	23.12	0.5%	9	TBD
Totals	305	100.0%	620	TBD

Total assessed value (land and structure) is set at \$495 million as of April 2023, and translates to a per acre value ratio of \$1,755,380. The former amount further represents a per capita value of \$210,377 based on the estimated service population of 2,353. Mission Canyon Lighting District receives \$11,000 in annual property taxes in revenue generated within its jurisdictional boundary.

The jurisdictional boundary is currently divided into 611 legal parcels and spans 282 acres including jurisdictional acreage consists of public right-of-way. Approximately 91% of the parcel acreage is under private ownership with 96% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 28 vacant parcels that collectively total 18 acres.

Close to 91% of the jurisdictional boundary is under private ownership, and of this amount approximately 96% having been developed.

Mission Canyon Lighting District Formation, Revenues, Attributes, Types of Service, and Resources

District Formation and Duties	
Formation Date	1930
Legal Authority	Highway Lighting District Act, Streets & Highways Code, section 19000 et seq.
Board of Directors	Five Supervisors elected to four-year terms through supervisorial Districts.
Agency Duties	Streetlighting services.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Mission Canyon to be 2,649. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projections for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the Santa Barbara unincorporated population to be 78,320 by 2020, however this included most of the area west of the City. According to the Census Reporter data Mission Canyon's current population is estimated at 2,353 persons with 970 households. Between 2010 and 2020, the population of Mission Canyon Lighting District area increased by 28 people (less than 1 percent per year). In contrast, the County's population increased by 5.7 percent between 2010 and 2020.

Demographics for the Mission Canyon Lighting District are based on an age characteristic report American Community Survey. Mission Canyon statistics are cited herein, which identified the largest age group represented in Mission Canyon Lighting District as 18 to 64 group at 59.8 percent. Approximately 27.9 percent of the population was in the 65 or older and 12.4 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 82 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Mission Canyon, comprised 9 percent of the total population.

Projected Growth and Development

The City/County of Santa Barbara Specific Plan serves as the common vision for long-term land use, development and growth, and provides the vision within its Mission Canyon Planning Area. The Community Plan was adopted in 1984, although the County updated a Community Plan in 2014. The Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. The County’s HE and Community Plan does not anticipate significant growth in the Mission Canyon Area. A total of 195 potential new units although a theoretical buildout of 1,172 are documented, with the following statement, “*the number of additional potential units is very likely overestimated because there are many constraints not considered such as access issues, onsite wastewater treatment system installation challenges, and biological resources.*”

The current City of Santa Barbara Housing Element (2023-2031) identifies an estimated growth rate of less than one (1) percent within the City. The County’s Housing Element, covering the same period estimates less than one percent growth in the surrounding unincorporated Mission Canyon area. The following population projections within the area are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table H-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Mission Canyon Lighting	2,381	2,515	2,649	2,731	2,802
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Mission Canyon was \$157,778 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the

definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the Mission Canyon Lighting District's Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services nor are the areas contiguous to the Sphere of Influence qualify as a disadvantaged community.

Mission Canyon Lighting Formation, Revenues, Attributes, Types of Service, and Resources

Attributes	
District area (est. square miles): • Entire District	0.5±
Population (2022 estimate): • Entire District	2,353
Assessed Valuation (FY 21-22: District portion)	\$495,018,071
Number of Street lights	19
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY 21-22)	\$4.42
Average Portion of County 1% Property Tax Received	0.2¢/\$1
Ending Total Fund Balance (June 2022)	\$99,295
Change in Total Fund Balance (from June 2017 to June 2022)	33.5%
Total Fund Balance/Annual Revenue Total (FY 21-22)	110%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-

Controller’s Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

Mission Canyon Lighting District provides street lighting services. Administration and operations are performed by fifteen (15) staff in the County Public Works Department.

Street Lighting

The District contracts with Southern California Edison to supply electricity for its public lighting system, as well as to install, maintain, and service the light poles. Consequently, the District does not own or operate any equipment, although it is financially responsible for all one-time and ongoing costs associated with the street lighting network. CSA II currently provides for 19 streetlights and serves the unincorporated area. The poles and fixtures are owned by Southern California Edison (SCE), which bills monthly for their operation and maintenance. Streetlights are added to the system through development (pursuant to Resolution 81-229) or other sources of funds and must meet County Engineering Design Standards.

Types of Services	
Lighting	X
Road Maintenance	-
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	-

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	N/A	N/A
Emergency Operators	N/A	N/A
Management Personnel	1	0.4
Other District Staff	14	5.9

Mission Canyon Lighting District is managed by Public Works Department. Operations work is performed by contractors (SCE), when needed.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
General Manager (1)	34	24
Civil Engineer (1)	5	5
Fiscal Analyst (1)	7	6
Other District Staff (12)	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of street lights maintained. The District receives property tax that provides an adequate amount to provide the needed services.

FINANCES

The District prepares an annual budget and financial report as part of the County annual review, which includes details for each of its government and capital project and replacement funds. The District maintains a separate capital fund for replacement needs, meaning that charges for services are intended to pay for the costs of providing such services. A separate assessment may be charged to properties remaining on septic systems in order to provide septic performance tracking.

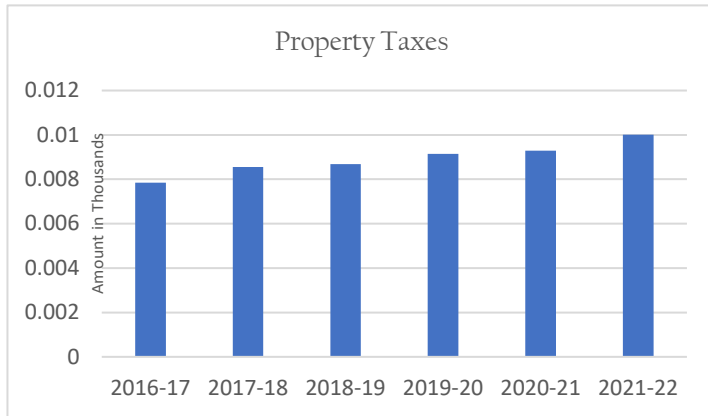
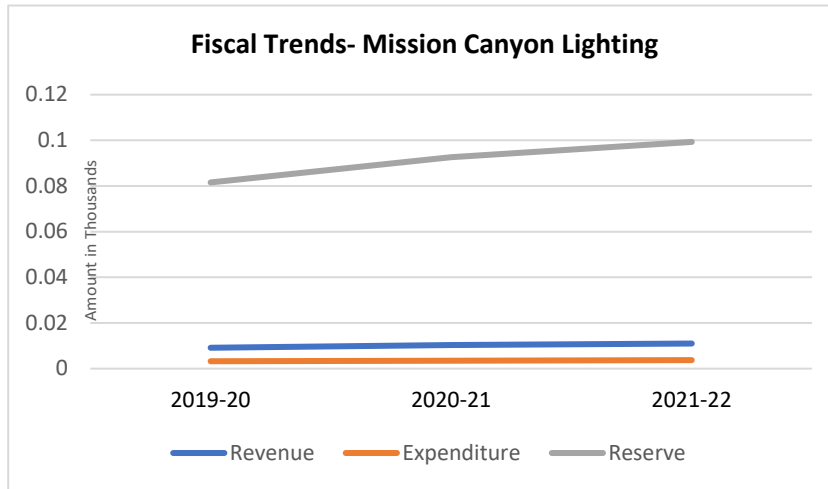
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property Tax	\$9,297	101.6%	\$10,007	96.2%
Investment income	\$428	4.6%	\$426	4.1%
Unrealized gains	-\$572	-6.2%	-\$28	-0.3%
Revenue total	\$9,153	100.0%	\$10,405	100.0%

Source: Mission Canyon Lighting District, Budget Report, 20-21 and 21-22, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

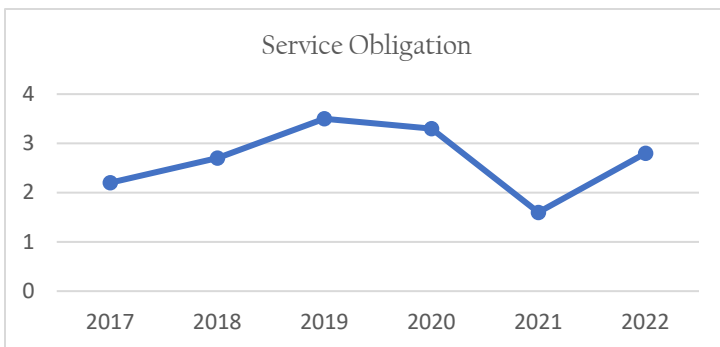
Fiscal Indicators

Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District's expenditures have decreased in comparison to its revenues. The decrease in expenditures was primarily due to operational efficiency. The District's reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in thousands. These indicators provide a measurement of the agency's financial condition over time.

MISSION CANYON LIGHTING DISTRICT



This indicator addresses the extent to which charges for service covered expenses. Property tax is the primary funding source for lighting services. Represented below a ratio of one or higher indicates that the service is self-supporting



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 8,126	\$ 3,710	2.2
2018	\$ 8,950	\$ 3,264	2.7
2019	\$ 10,809	\$ 3,089	3.5
2020	\$ 10,794	\$ 3,247	3.3
2021	\$ 9,153	\$ 5,672	1.6
2022	\$ 10,405	\$ 3,737	2.8

Post-Employment Liabilities

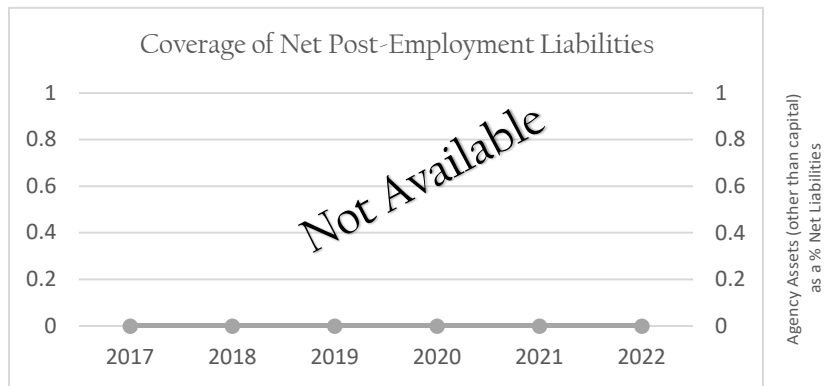
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



Agency Assets (other than capital)	2017	2018	2019	2020	2021	2022
Net Liabilities (pension & OPEB)	\$0	\$0	\$0	\$0	\$0	\$0

Pension Obligations and Payments

Mission Canyon Lighting District is part of the Santa Barbara County Employees' Retirement System. General employees are members of General Plan 5A. The District maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the District.

Mission Canyon Lighting District is not separated from the other County pension liabilities; therefore, Mission Canyon Lighting District portion is unknown. At June 30, 2021, the County, including its discretely presented component unit, reported a liability of \$981,008 for its proportionate share of the net pension liability. Public Works staff manages various utility cost centers such as Mission Canyon Lighting District, Laguna County Sanitation District, etc. Staff time for Mission Canyon Lighting District work is billed to Mission Canyon Lighting District.

Deferred Compensation Plan

The County offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 401(a) & 457. Employer-only annual contributions are calculated based upon a percentage of employee compensation under annual agreements with employee bargaining groups and unions. The plan, available to all employees bargaining groups and unions, permits them to defer a portion of their salary until future years.

The 457 deferred compensation plan is not available to employees until termination, retirement, death, or unforeseeable emergency. All amounts of compensation deferred, all property and the rights purchased, and all income, property, or rights are (until paid or made available to the employee or other beneficiary) held in trust for the exclusive benefit of the participants and their beneficiaries.

OPEB Obligations and Payments

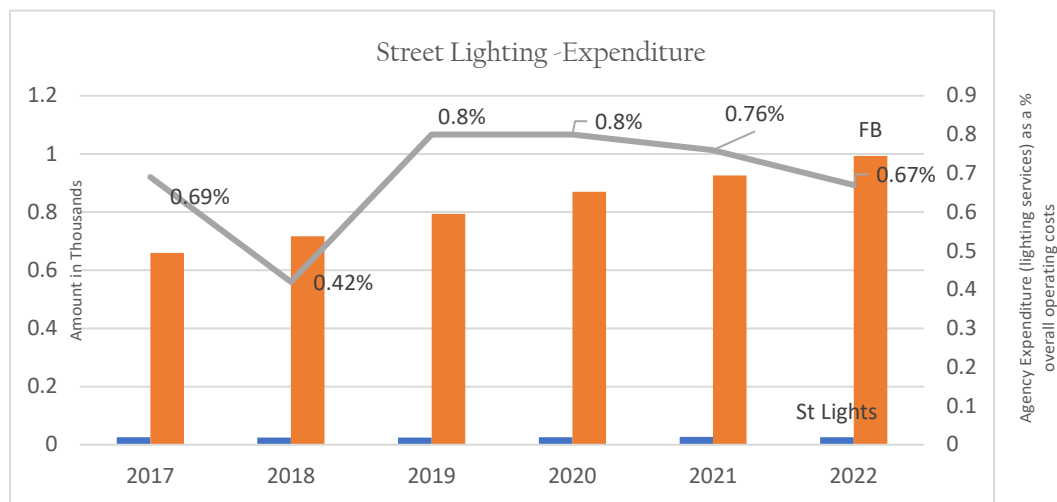
The District has adopted a pay-as-you-go basis for funding retiree medical benefits. The County's agent multiple-employer defined benefit postemployment healthcare plan (OPEB Plan) is administered by the Santa Barbara County Employees' Retirement System (SBCERS). The OPEB plan is funded by the County and other plan sponsors, and is administered in accordance with §401(h) of the Internal Revenue Code (IRC). It was established on September 16, 2008, by the County Board of Supervisors who created a 401(h) Medical Trust. The OPEB Plan offers healthcare, vision, and dental benefits to eligible County retirees and their dependents. Benefits are provided by third party providers. Retirees are offered the same health plans as active County employees, as well as enhanced senior plans for retirees on Medicare. Retiree premiums are rated separately from active County employees; as such, the County does not have a retiree premium implicit rate subsidy.

The County provides a monthly insurance premium subsidy of \$15 (whole dollars) per year of credit service from the 401(h) account for Eligible Retired Participants participating in a sponsored health insurance plan. If the monthly premium for the health plan selected is less than \$15 times the member's years of service, the subsidy is limited to the entire premium. The health plans include coverage for eligible spouses and dependents. After the member's death, a beneficiary is eligible to continue health plan coverage. The subsidy benefit will be equal to \$15 per year of service times the survivor continuation percentage applicable for pension benefits. Retirees who choose not to participate in the County-sponsored health insurance plan receive a monthly benefit of \$4 per year of service. This benefit, known as a Healthcare Reimbursement Arrangement, reimburses qualified health care expenses through a health savings account.

On March 1, 2016, the County adopted a resolution approving an OPEB (401(h) Account) Funding Policy. This policy provides for funding the OPEB Plan at 4% of Covered Payroll for the 401(a) Pension Plan. Employees are not required to contribute to the OPEB Plan.

Non-Enterprise Funding

Property tax alone is collected to fund operations. The District budget includes lighting services for Fund #7664. In FY 2020/2021, the District’s actual budget expense was \$3,481 and increased that to \$3,737 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in thousands. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The District’s budget includes improvement budgeting through its finance uses. No projects were recommended for maintenance repairs.

Capital Improvements

The County adopts the Mission Canyon Lighting District Capital Improvement Program (CIP) as a long-term tool for budgeting and reserve balance purposes. Mission Canyon Lighting District has not identified improvements needed over the last 3-years from 2020 to 2022 as that is not a function. SCE recently upgraded from HPSV to LED.

Long-term Liabilities and Debts

The District has no long-term debt.

Opportunities for Shared Facilities

No opportunities for shared facilities have been identified by staff in the preparation of this report. Due to relative distance between the District and other communities, opportunities for shared facilities are limited.

ORGANIZATION

Governance

Mission Canyon Lighting District’s governance authority is established under the Highway Lighting District Act, (“principal act”) and codified under Streets & Highways Code, section 19000 et seq. The governing body, which is established by law to administer the operation of a Lighting District, is the Board of Supervisors. The intent of the law is to give an alternative method for providing governmental services by counties within unincorporated areas, many of which have had large population growth as well as commercial and industrial development. It also provides for services to be provided in small rural communities. This principal act empowers Mission Canyon Lighting District to provide lighting services. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
-Street Lighting	All other powers listed under (19000 - 19328)

Governance of Mission Canyon Lighting District is dependently provided by the County of Santa Barbara and through its five-member Board of Supervisors that are elected by supervisorial division to staggered four-year terms. Mission Canyon Lighting District holds meetings as needed and as part of regular meetings held by the Board of Supervisors. A current listing of Board of Supervisors along with respective backgrounds follows.

Mission Canyon Lighting District Current Governing Board Roster			
Member	Position	Background	Years on District
Das Williams, 1 st District	Vice-Chair	Legislator	6
Laura Capps 2 nd District	Supervisor	Public affairs	1
Joan Hartmann, 3 rd District	Chair	Educator/ government	6
Bob Nelson 4 th District	Supervisor	Educator	2
Steve Lavagnino, 5 th District	Supervisor	Aerospace/ government	12

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or

recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

MISSION CANYON LIGHTING DISTRICT Website Checklist			
website accessed 7/25/23		https://www.countyofsb.org/1389/Streetlighting-Services	
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? <i>(required for independent Special Districts by 1/1/2020)</i>	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?		X
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?		X
<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>			
		<i>Yes</i>	<i>No</i>
	Description of services?	X	
	Service area map?		X
	Board meeting schedule?	X	
	Budgets (past 3 years)?	X	
	Audits (past 3 years)?	X	
	List of elected officials and terms of office?		X
	List of key agency staff with contact information?		X
	Meeting agendas/minutes (last six months)?	X	
Notes: Mission Canyon Lighting District is a dependent governed District. Refer to https://www.countyofsb.org/1389/Streetlighting-Services for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Mission Canyon Lighting District Questionnaire Revenues, Types of Service, and Resources

Mission Canyon Lighting			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to Mission Canyon Lighting District at this time.

H. Mission Canyon Lighting District

Administrative Office: 123 East Anapamu, Santa Barbara, CA 93101
Phone: 805/568-3000
Fax: 805/568-3019
Email: pwweb@countyofsb.org
Website: <https://www.countyofsb.org/1389/Streetlighting-Services>
Deputy PW Director: Leslie Robinson
Operations Manager: Travis Spier

SUMMARY

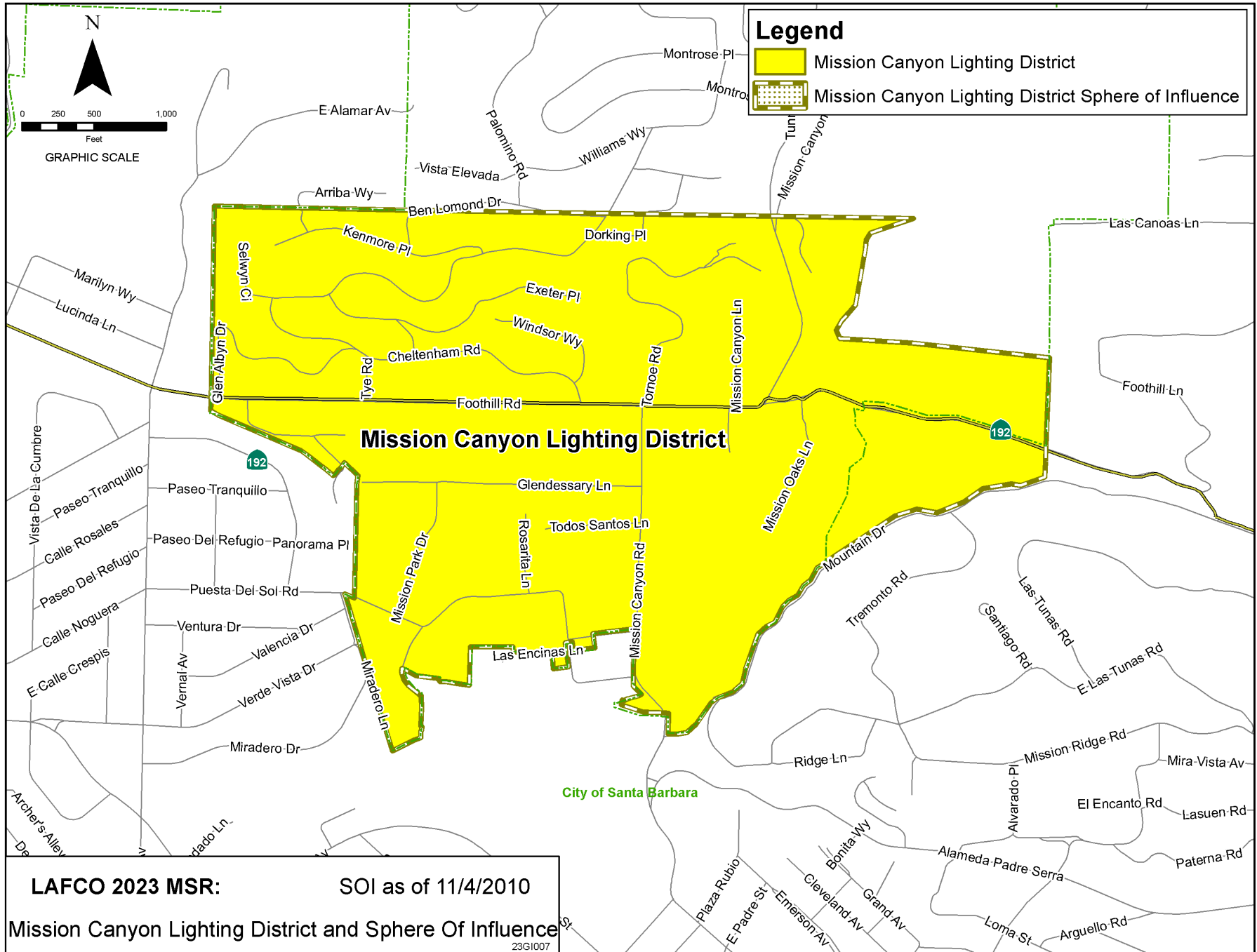
The Mission Canyon Lighting District provides street lighting for about 2,000 people throughout 0.5 square miles in southern Santa Barbara County that largely encompasses the Mission Canyon Planning Area and a portion of City of Santa Barbara. The Mission Canyon Lighting District lighting system serves approximately 19 street lights. Street lighting is financed by property taxes, which is approximately \$9,900 per year and includes a reserve to meet future needs. The District's boundary is the same as its Sphere of Influence and there are no proposals for expansion. The District receives financial support at a rate of approximately \$4.42 per resident and maintains a fund balance to meet future needs. The District has financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The Mission Canyon Lighting District was formed in 1930. It was formed to provide street lighting services to residents in the Mission Canyon area. The district is located generally just north of Foothill Road to Ben Lomond Drive and southerly to the Santa Barbara city limits along Las Encinas Road, west of and adjacent to Mountain Drive, surrounded by the City on three-sides.

The District estimated it serves a population of 2,000 people. The District anticipates a minimal growth rate within Mission Canyon area in the coming years. In 2023, it was estimated that the District serves 611 parcels.

Mission Canyon Lighting District overlaps the Santa Barbara Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, Cachuma RCD, County of Santa Barbara Fire Protection District, portion of City of Santa Barbara, County Service 12 (Mission Canyon Sewer District), County Service 32 (Law Enforcement), County Flood Control & Conservation District, and the County Water Agency.



OPERATIONS

Mission Canyon Lighting District provides service to 19 street lightings. The Mission Canyon Lighting District is managed by the County of Santa Barbara Public Works Department with operational and maintenance services provided by Southern California Edison owns, which owns and maintains all the LS-1 rate schedule tariff public roadway streetlights.

Most of the District's general revenues come from property taxes collected on the tax roll and interest earnings. Over the years revenues have exceeded expenditures such that the district has accumulated a fund balance in excess of its annual needs by approximately \$105,495, which is due primarily to interest on unexpended funds.

The District Board of Directors is composed of five Board of Supervisor Members who are elected by supervisorial Districts to four- year terms. The Board meets on Tuesdays of every month at Board Chambers. The District maintains a website which includes a list of Board members and agendas for upcoming Board meetings.

OPPORTUNITIES & CHALLENGES

The County Public Works Department has not identified challenges or opportunities at this time.

Governance Structure Options

All of Mission Canyon Lighting District boundary is included in the City of Santa Barbara's Sphere of Influence indicating at some point the City should be the service provider. Annexation of the area should include conversations with the residents and capital infrastructure planning put in place before such actions are considered.

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for the City to assume responsibilities within this area. Therefore, LAFCO staff recommends that Mission Canyon Lighting District continues to discuss partnerships with the City. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point.

Regional Collaboration

Mission Canyon Lighting District currently does not require collaboration.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the Mission Canyon Lighting District boundaries are coterminous with the District service area. The District currently has no Sphere of Influence beyond the boundary it serves. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

Mission Canyon Lighting District’s existing boundary spans approximately 0.5 square miles in size and covers 282 acres (parcels and excluding public rights-of-ways) of contiguous areas with 99.5% in unincorporated and under the land use authority of the County of Santa Barbara. The remaining portion of jurisdictional service lands approximately 0.5% of the total is incorporated and under the land use authority of the City of Santa Barbara. Overall, there are TBD registered voters within the jurisdictional boundary.

Mission Canyon jurisdictional boundary spans 0.5 square miles with 99.5% being unincorporated and under the land use authority of the County of Santa Barbara. The remainder of the jurisdictional boundary lies within the City of Santa Barbara.

Mission Canyon Lighting Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Mission Canyon Lighting District	282	99.5%	611	TBD
City of Santa Barbara	23.12	0.5%	9	TBD
Totals	305	100.0%	620	TBD

Mission Canyon Lighting Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	282	99.5%	611	TBD
City of Santa Barbara	23.12	0.5%	9	TBD
Totals	305	100.0%	620	TBD

Total assessed value (land and structure) is set at \$495 million as of April 2023, and translates to a per acre value ratio of \$1,755,380. The former amount further represents a per capita value of \$210,377 based on the estimated service population of 2,353. Mission Canyon Lighting District receives \$11,000 in annual property taxes in revenue generated within its jurisdictional boundary.

The jurisdictional boundary is currently divided into 611 legal parcels and spans 282 acres including jurisdictional acreage consists of public right-of-way. Approximately 91% of the parcel acreage is under private ownership with 96% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 28 vacant parcels that collectively total 18 acres.

Close to 91% of the jurisdictional boundary is under private ownership, and of this amount approximately 96% having been developed.

Mission Canyon Lighting District Formation, Revenues, Attributes, Types of Service, and Resources

District Formation and Duties	
Formation Date	1930
Legal Authority	Highway Lighting District Act, Streets & Highways Code, section 19000 et seq.
Board of Directors	Five Supervisors elected to four-year terms through supervisorial Districts.
Agency Duties	Streetlighting services.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Mission Canyon to be 2,649. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projections for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the Santa Barbara unincorporated population to be 78,320 by 2020, however this included most of the area west of the City. According to the Census Reporter data Mission Canyon's current population is estimated at 2,353 persons with 970 households. Between 2010 and 2020, the population of Mission Canyon Lighting District area increased by 28 people (less than 1 percent per year). In contrast, the County's population increased by 5.7 percent between 2010 and 2020.

Demographics for the Mission Canyon Lighting District are based on an age characteristic report American Community Survey. Mission Canyon statistics are cited herein, which identified the largest age group represented in Mission Canyon Lighting District as 18 to 64 group at 59.8 percent. Approximately 27.9 percent of the population was in the 65 or older and 12.4 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 82 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Mission Canyon, comprised 9 percent of the total population.

Projected Growth and Development

The City/County of Santa Barbara Specific Plan serves as the common vision for long-term land use, development and growth, and provides the vision within its Mission Canyon Planning Area. The Community Plan was adopted in 1984, although the County updated a Community Plan in 2014. The Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. The County’s HE and Community Plan does not anticipate significant growth in the Mission Canyon Area. A total of 195 potential new units although a theoretical buildout of 1,172 are documented, with the following statement, “*the number of additional potential units is very likely overestimated because there are many constraints not considered such as access issues, onsite wastewater treatment system installation challenges, and biological resources.*”

The current City of Santa Barbara Housing Element (2023-2031) identifies an estimated growth rate of less than one (1) percent within the City. The County’s Housing Element, covering the same period estimates less than one percent growth in the surrounding unincorporated Mission Canyon area. The following population projections within the area are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table H-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Mission Canyon Lighting	2,381	2,515	2,649	2,731	2,802
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Mission Canyon was \$157,778 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the

definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the Mission Canyon Lighting District's Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services nor are the areas contiguous to the Sphere of Influence qualify as a disadvantaged community.

Mission Canyon Lighting Formation, Revenues, Attributes, Types of Service, and Resources

Attributes	
District area (est. square miles): • Entire District	0.5±
Population (2022 estimate): • Entire District	2,353
Assessed Valuation (FY 21-22: District portion)	\$495,018,071
Number of Street lights	19
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY 21-22)	\$4.42
Average Portion of County 1% Property Tax Received	0.2¢/\$1
Ending Total Fund Balance (June 2022)	\$99,295
Change in Total Fund Balance (from June 2017 to June 2022)	33.5%
Total Fund Balance/Annual Revenue Total (FY 21-22)	110%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-

Controller’s Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

Mission Canyon Lighting District provides street lighting services. Administration and operations are performed by fifteen (15) staff in the County Public Works Department.

Street Lighting

The District contracts with Southern California Edison to supply electricity for its public lighting system, as well as to install, maintain, and service the light poles. Consequently, the District does not own or operate any equipment, although it is financially responsible for all one-time and ongoing costs associated with the street lighting network. CSA II currently provides for 19 streetlights and serves the unincorporated area. The poles and fixtures are owned by Southern California Edison (SCE), which bills monthly for their operation and maintenance. Streetlights are added to the system through development (pursuant to Resolution 81-229) or other sources of funds and must meet County Engineering Design Standards.

Types of Services	
Lighting	X
Road Maintenance	-
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	-

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	N/A	N/A
Emergency Operators	N/A	N/A
Management Personnel	1	0.4
Other District Staff	14	5.9

Mission Canyon Lighting District is managed by Public Works Department. Operations work is performed by contractors (SCE), when needed.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
General Manager (1)	34	24
Civil Engineer (1)	5	5
Fiscal Analyst (1)	7	6
Other District Staff (12)	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of street lights maintained. The District receives property tax that provides an adequate amount to provide the needed services.

FINANCES

The District prepares an annual budget and financial report as part of the County annual review, which includes details for each of its government and capital project and replacement funds. The District maintains a separate capital fund for replacement needs, meaning that charges for services are intended to pay for the costs of providing such services. A separate assessment may be charged to properties remaining on septic systems in order to provide septic performance tracking.

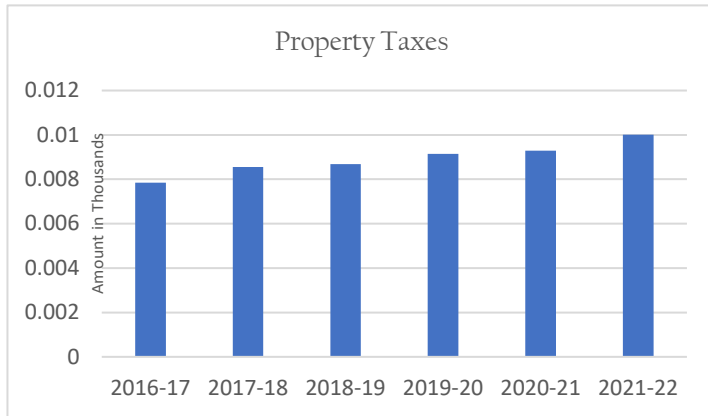
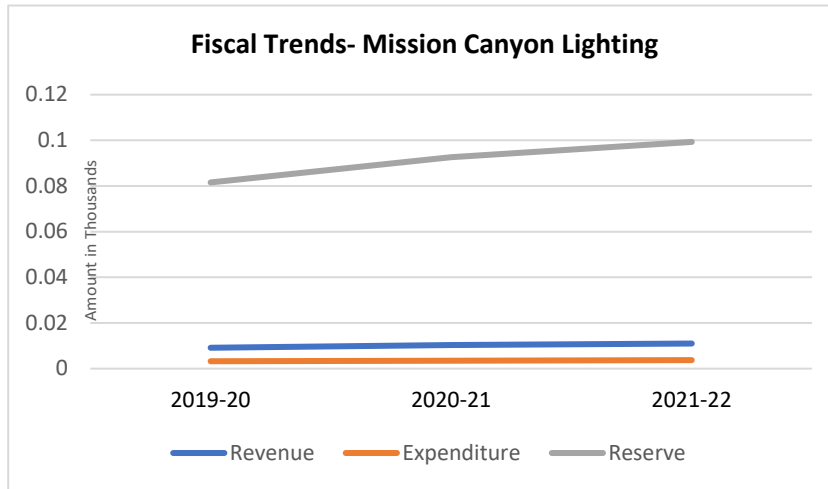
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property Tax	\$9,297	101.6%	\$10,007	96.2%
Investment income	\$428	4.6%	\$426	4.1%
Unrealized gains	-\$572	-6.2%	-\$28	-0.3%
Revenue total	\$9,153	100.0%	\$10,405	100.0%

Source: Mission Canyon Lighting District, Budget Report, 20-21 and 21-22, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

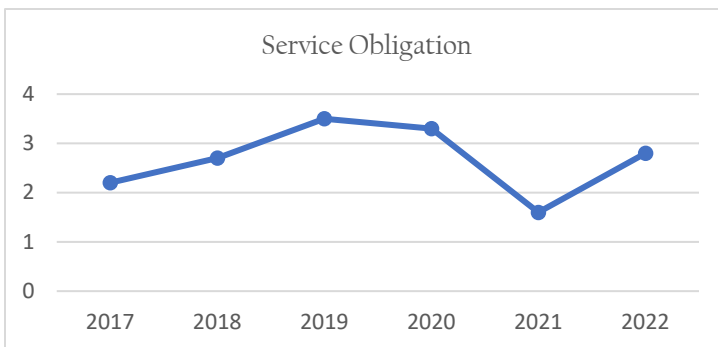
Fiscal Indicators

Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District's expenditures have decreased in comparison to its revenues. The decrease in expenditures was primarily due to operational efficiency. The District's reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in thousands. These indicators provide a measurement of the agency's financial condition over time.

MISSION CANYON LIGHTING DISTRICT



This indicator addresses the extent to which charges for service covered expenses. Property tax is the primary funding source for lighting services. Represented below a ratio of one or higher indicates that the service is self-supporting



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 8,126	\$ 3,710	2.2
2018	\$ 8,950	\$ 3,264	2.7
2019	\$ 10,809	\$ 3,089	3.5
2020	\$ 10,794	\$ 3,247	3.3
2021	\$ 9,153	\$ 5,672	1.6
2022	\$ 10,405	\$ 3,737	2.8

Post-Employment Liabilities

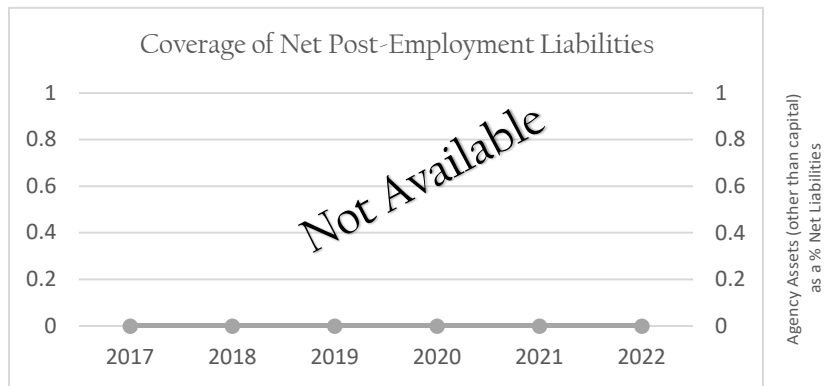
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$0	\$0	\$0	\$0	\$0	\$0
Net Liabilities (pension & OPEB)	\$0	\$0	\$0	\$0	\$0	\$0

Pension Obligations and Payments

Mission Canyon Lighting District is part of the Santa Barbara County Employees' Retirement System. General employees are members of General Plan 5A. The District maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the District.

Mission Canyon Lighting District is not separated from the other County pension liabilities; therefore, Mission Canyon Lighting District portion is unknown. At June 30, 2021, the County, including its discretely presented component unit, reported a liability of \$981,008 for its proportionate share of the net pension liability. Public Works staff manages various utility cost centers such as Mission Canyon Lighting District, Laguna County Sanitation District, etc. Staff time for Mission Canyon Lighting District work is billed to Mission Canyon Lighting District.

Deferred Compensation Plan

The County offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 401(a) & 457. Employer-only annual contributions are calculated based upon a percentage of employee compensation under annual agreements with employee bargaining groups and unions. The plan, available to all employees bargaining groups and unions, permits them to defer a portion of their salary until future years.

The 457 deferred compensation plan is not available to employees until termination, retirement, death, or unforeseeable emergency. All amounts of compensation deferred, all property and the rights purchased, and all income, property, or rights are (until paid or made available to the employee or other beneficiary) held in trust for the exclusive benefit of the participants and their beneficiaries.

OPEB Obligations and Payments

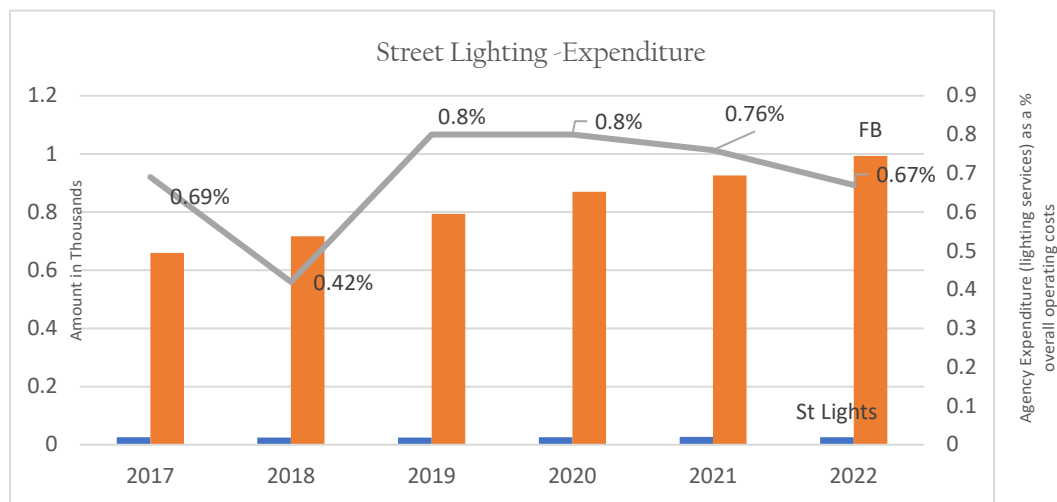
The District has adopted a pay-as-you-go basis for funding retiree medical benefits. The County's agent multiple-employer defined benefit postemployment healthcare plan (OPEB Plan) is administered by the Santa Barbara County Employees' Retirement System (SBCERS). The OPEB plan is funded by the County and other plan sponsors, and is administered in accordance with §401(h) of the Internal Revenue Code (IRC). It was established on September 16, 2008, by the County Board of Supervisors who created a 401(h) Medical Trust. The OPEB Plan offers healthcare, vision, and dental benefits to eligible County retirees and their dependents. Benefits are provided by third party providers. Retirees are offered the same health plans as active County employees, as well as enhanced senior plans for retirees on Medicare. Retiree premiums are rated separately from active County employees; as such, the County does not have a retiree premium implicit rate subsidy.

The County provides a monthly insurance premium subsidy of \$15 (whole dollars) per year of credit service from the 401(h) account for Eligible Retired Participants participating in a sponsored health insurance plan. If the monthly premium for the health plan selected is less than \$15 times the member's years of service, the subsidy is limited to the entire premium. The health plans include coverage for eligible spouses and dependents. After the member's death, a beneficiary is eligible to continue health plan coverage. The subsidy benefit will be equal to \$15 per year of service times the survivor continuation percentage applicable for pension benefits. Retirees who choose not to participate in the County-sponsored health insurance plan receive a monthly benefit of \$4 per year of service. This benefit, known as a Healthcare Reimbursement Arrangement, reimburses qualified health care expenses through a health savings account.

On March 1, 2016, the County adopted a resolution approving an OPEB (401(h) Account) Funding Policy. This policy provides for funding the OPEB Plan at 4% of Covered Payroll for the 401(a) Pension Plan. Employees are not required to contribute to the OPEB Plan.

Non-Enterprise Funding

Property tax alone is collected to fund operations. The District budget includes lighting services for Fund #7664. In FY 2020/2021, the District’s actual budget expense was \$3,481 and increased that to \$3,737 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in thousands. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The District’s budget includes improvement budgeting through its finance uses. No projects were recommended for maintenance repairs.

Capital Improvements

The County adopts the Mission Canyon Lighting District Capital Improvement Program (CIP) as a long-term tool for budgeting and reserve balance purposes. Mission Canyon Lighting District has not identified improvements needed over the last 3-years from 2020 to 2022 as that is not a function. SCE recently upgraded from HPSV to LED.

Long-term Liabilities and Debts

The District has no long-term debt.

Opportunities for Shared Facilities

No opportunities for shared facilities have been identified by staff in the preparation of this report. Due to relative distance between the District and other communities, opportunities for shared facilities are limited.

ORGANIZATION

Governance

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MISSION CANYON LIGHTING DISTRICT Website Checklist			
website accessed 7/25/23		https://www.countyofsb.org/1389/Streetlighting-Services	
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		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? <i>(required for independent Special Districts by 1/1/2020)</i>	X	
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	Service area map?		X
	Board meeting schedule?	X	
	Budgets (past 3 years)?	X	
	Audits (past 3 years)?	X	
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Notes: Mission Canyon Lighting District is a dependent governed District. Refer to https://www.countyofsb.org/1389/Streetlighting-Services for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Mission Canyon Lighting District Questionnaire Revenues, Types of Service, and Resources

Mission Canyon Lighting			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to Mission Canyon Lighting District at this time.

I. North County Lighting District

Administrative Office: 620 West Foster Road, Santa Maria, CA 93455
Phone: 805/803-8750
Fax: 805/803-8753
Email: pwweb@countyofsb.org
Website: www.countyofsb.org/184/Public-Works
Public Works Director: Scott McGolpin
Utilities Manager: Martin Wilder

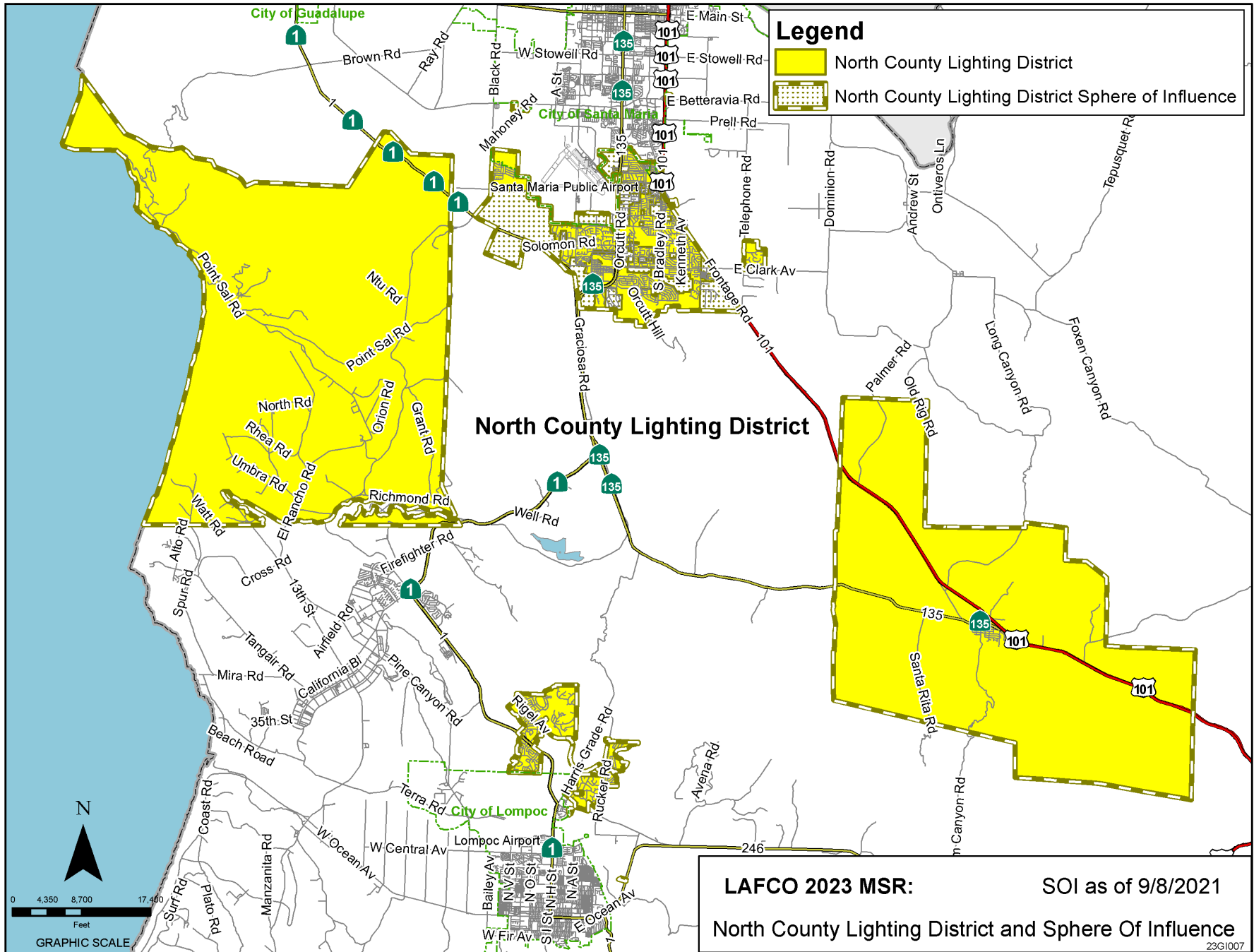
SUMMARY

The North County Lighting District is located in northern Santa Barbara County and includes five separate communities: (Casmalia and surrounding lands, Los Alamos and surrounding lands, Orcutt, Vanderberg Village, Mesa Oaks, and unincorporated Santa Maria). The District provides streetlighting services serves approximately 3,017 street lights within these unincorporated areas in northern Santa Barbara County. Revenues to fund streetlighting services are derived from a combination of property taxes and benefit assessments for the unincorporated Santa Maria Zone as well as several housing tracts (currently suspended). Public street lighting facilities are owned and maintained by Pacific Gas and Electric in northern Santa Barbara County.

BACKGROUND

The North County Lighting District is located in northern Santa Barbara County and was formed on March 22, 1994 and operates pursuant to the Highway Lighting District Act (Streets and Highways Code, Section 19000 et seq.). The District was formed by consolidating the Casmalia, Los Alamos and Orcutt Streetlighting Districts and concurrently annexing territory within and transferring the streetlighting function of County Service Area No. 4 (North Lompoc) and County Service Area No. 5 (Orcutt).

The North County Lighting District overlaps the Vandenberg Village Community Services District, Mission Hills Community Services District, Los Alamos Community Services District, Casmalia Community Services District, Santa Barbara County Fire Protection District, County Service Area 4 (Open Space Maintenance), County Service Area 41 (Rancho Santa Rita), County Service Area 32 (Law Enforcement), Santa Maria Public Airport District, Cachuma RCD, Santa Barbara Coastal Vector Control District, Lompoc Health Care District, Santa Ynez River Water Conservation District, small portion of City of Santa Maria, and the Lompoc Cemetery District, Santa Maria Cemetery District, Los Alamos Cemetery District.



OPERATIONS

The District provides street lighting and energizes 3,017 street lights in the unincorporated Casmalia, Los Alamos, Orcutt, Santa Maria, Mesa Oaks, and Vandenberg Village areas. The streetlights are owned and maintained by PG&E and are billed under the LS-1 rate schedule tariff. Streetlights are typically installed by development pursuant to conditions of approval meeting design standards.

Most of the District's general revenues come from property taxes collected on the tax roll and interest earnings. Over the years revenues have exceeded expenditures such that the district has accumulated a fund balance in excess of its annual needs by approximately \$468,500, which is due primarily to interest on unexpended funds such that the district has suspended the benefit assessments.

The District Board of Directors is composed of five Board of Supervisor Members who are elected by supervisorial Districts to four- year terms. The Board meets on Tuesdays of every month at Board Chambers. The District maintains a website which includes a list of Board members and agendas for upcoming Board meetings.

OPPORTUNITIES & CHALLENGES

The County Public Works Department has not identified challenges or opportunities at this time.

Governance Structure Options

The District's boundaries and sphere of influence are coterminous and as areas seek to annex to the District it is necessary to expand the sphere. A large portion of the Orcutt area is also within the City of Santa Maria's Sphere of Influence. Annexation of the area should include conversations with the residents, City, and include capital infrastructure planning put in place before such actions are considered.

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for the City to assume responsibilities within a portion of the area or what additional lighting needs are required in the other surrounding areas. Therefore, LAFCO staff recommends that North County Lighting District continues to discuss partnerships with the City and others. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point.

Regional Collaboration

North County Lighting District currently does not require collaboration.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the North County Lighting District boundaries are coterminous with the District service area. The District currently has no Sphere of Influence beyond the boundary it serves. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

The North County Lighting District existing boundary spans approximately 142 square miles in size and covers 94,801 acres (parcels and excluding public rights-of-way) of non-contiguous areas with nearly 99.8% of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara. The remaining portion of jurisdictional service lands approximately 0.2% of the total is incorporated and under the land use authority of the City of Santa Maria. Overall, there are TBD registered voters within the jurisdictional boundary.

The North County Lighting District jurisdictional boundary spans 142 square miles with 99.8% being unincorporated and under the land use authority of the County of Santa Barbara. The remainder of the jurisdictional boundary lies within the City of Santa Maria.

North County Lighting Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Casmalia	1,415	1.5%	64	TBD
Los Alamos	18,713	19.7%	731	TBD
Lompoc area	1,294	1.4%	3,831	TBD
Orcutt	262	0.3%	1,059	TBD
Misc. other no ID	68,361	72.1%	571	TBD
Unincorporated/Incorp Santa Maria area	4,756	5.0%	9,494	TBD
Totals	94,801	100.0%	15,750	TBD

North County Lighting Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	94,602	99.8%	15,528	TBD
City of Santa Maria	199	0.2%	222	TBD
Totals	94,801	100.0%	15,750	TBD

Total assessed value (land and structure) is set at \$5.1 billion as of April 2023, and translates to a per acre value ratio of \$54,489. The former amount further represents a per capita value of \$115,850 based on the estimated service population of 44,589. North County Lighting District receives \$615,100 in annual property taxes in revenue generated within its jurisdictional boundary.

The jurisdictional boundary is currently divided into 15,750 legal parcels and spans 94,801 acres including jurisdictional acreage consists of public right-of-ways. Approximately 71% of the parcel acreage is under private ownership with 23% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 636 vacant parcels that collectively total 596 acres.

Close to 71% of the jurisdictional boundary is under private ownership, and of this amount approximately one quarter having been developed.

North County Lighting District Formation, Revenues, Attributes, Types of Service, and Resources

District Formation and Duties	
Formation Date	1994
Legal Authority	Highway Lighting District Act (Streets and Highways Code. Section 19000 et seq.).
Board of Directors	Five Supervisors elected to four-year terms through supervisorial Districts.
Agency Duties	Streetlighting

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of the North County Lighting District (NCL) to be 44,589. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projections for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the Santa Barbara unincorporated population to be 78,320 by 2020. The projected population of North County Lighting areas served includes the following areas. Casmalia’s current population is estimated at 1,142 persons. Vandenberg Village current population is estimated at 7,085 persons. Mission Hills current population is estimated at 3,435 persons. Los Alamos current population is estimated at 1,969 persons. Orcutt’s current population is estimated at 30,940 persons. Between 2010 and 2020, the population of NCL area increased by 14 people (less than 1 percent per year). In contrast, the County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for the NCL are based on an age characteristic report American Community Survey for each sub-region. These statistics are cited herein as averaged, which identified the largest age

group represented in NCL as 18 to 64 group at 62.1 percent. Approximately 21.2 percent of the population was in the 65 or older and 22.9 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 46.5 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in NCL, comprised 39.8 percent of the total population.

Projected Growth and Development

The District provides streetlights when required by the County’s approval of land use permits. The District does not influence or affect growth and population projections but instead provides services when land use changes are approved.

The current County of Santa Barbara Housing Element (2023-2031) identifies an estimated growth rate of less than 1.5 percent in the unincorporated area of Orcutt. The County’s General Plan covers the Orcutt and surrounding agricultural areas. Less than 1 percent is estimated in the Casmalia and Los Alamos areas. The following population projections within the area are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table I-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
North County Lighting	2,381	2,515	2,649	2,731	2,802
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for North County Lighting varies between each distinct community of Orcutt, Los Alamos, Vandenberg Village, Casmalia, and Mission Hills with an average of \$81,405 in 2023, which does qualify some community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants

for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In most cases, the North County Lighting’s Sphere of Influence does not qualify under the definition of disadvantaged community, with the exception of Casmalia for the present and probable need for public facilities and services nor are the areas contiguous to the Sphere of Influence qualify as a disadvantaged community.

**North County Lighting District
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District area (est. square miles): • Entire District	142±
Population (2022 estimate): • Entire District	44,589
Assessed Valuation (FY 21-22: District portion)	\$5,165,637,186
Number of Street Lights	3,017
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY 21-22)	\$13.90
Average Portion of County 1% Property Tax Received	1¢/\$1
Ending Total Fund Balance (June 2022)	\$468,500
Change in Total Fund Balance (from June 2017 to June 2022)	30%
Total Fund Balance/Annual Revenue Total (FY 21-22)	75.5%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

North County Lighting District provides public streetlighting services to five separate communities: Casmalia, Los Alamos, Orcutt, unincorporated Lompoc (Vandenberg Village), and unincorporated Santa Maria. The administration and operations are performed by fifteen (15) staff in the County Public Works Department. When territory is annexed by a city the area is detached from the lighting district and those lights are transferred to the annexing city.

LIGHT INFRASTRUCTURE AND PUBLIC FACILITIES

Street Lights

There are 3,017 street lights within the District. Service for the street lights is provided on a contract with Pacific Gas and Electric in northern Santa Barbara County. Highway Lighting Districts only have the OBE power.

Types of Services	
Lighting	X
Road Maintenance	-
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	-

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	N/A	N/A
Emergency Operators	N/A	N/A
Management Personnel	1	0.02
Other District Staff	14	0.31

North County Lighting District is managed by the Santa Barbara County Public Works Department. Operations work is performed by contractors when needed (PG&E).

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
Department Director (1)	34	24
Deputy Director (1)	5	5
Fiscal Analyst (1)	7	6
Other District Staff (12)	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of street lights maintained. The District does have an existing approved assessment tax along with property tax that provides an adequate amount is assessed to provide the needed services.

FINANCES

The Santa Barbara County Public Works Department prepares an annual budget and financial report which includes Fund 2670 for the North County Lighting District which it oversees.

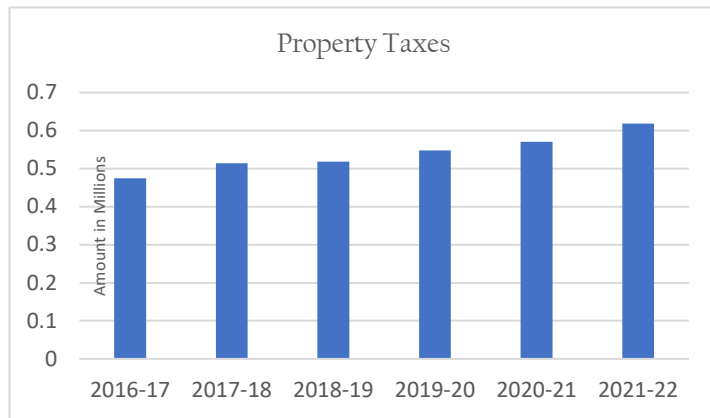
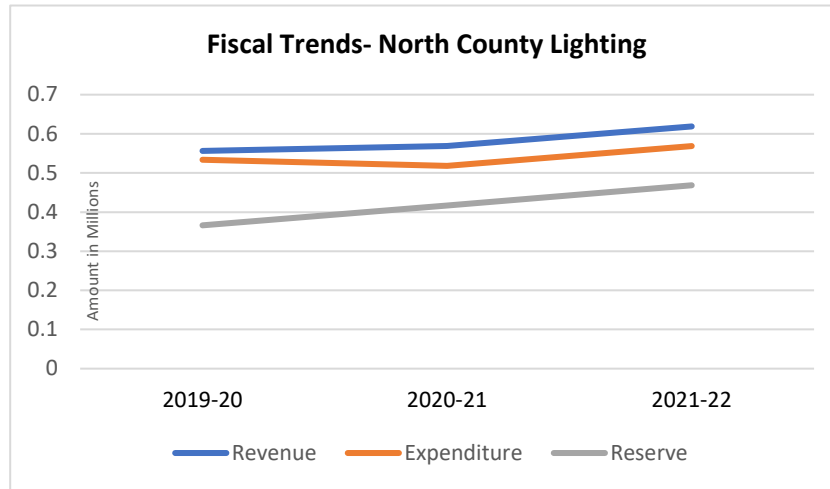
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property Tax	\$570,744	100.4%	\$618,782	99.8%
Investment income	\$1,474	0.2%	\$1,500	0.2%
Unrealized gains	-\$3,307	-0.6%	-\$151	0%
Misc Revenue	\$0	0%	\$0	0%
Benefit Assessment	\$0	0%	\$0	0%
Revenue total	\$568,910	100.0%	\$620,132	100.0%

Source: NCLD, Budget Report, 20-21 and 21-22, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

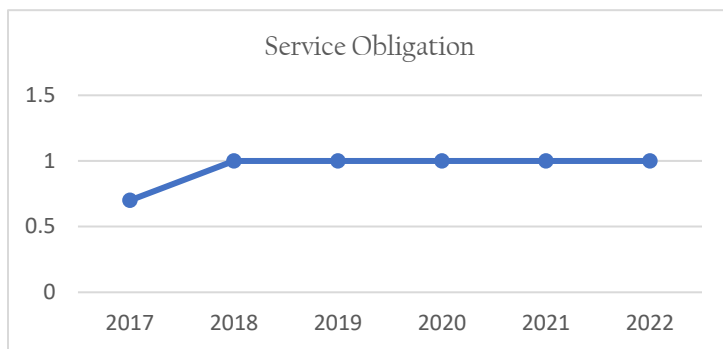
Fiscal Indicators

Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District’s expenditures have decreased in comparison to its revenues. The decrease in expenditures was primarily due to operational efficiency. The District’s reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.

NORTH COUNTY LIGHTING DISTRICT



This indicator addresses the extent to which charges for service covered expenses. Property tax is the primary funding source for lighting services. Represented below a ratio of one or higher indicates that the service is self-supporting



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 475,930	\$ 629,710	0.7
2018	\$ 535,780	\$ 533,690	1.0
2019	\$ 529,011	\$ 515,516	1.0
2020	\$ 556,274	\$ 533,589	1.0
2021	\$ 568,910	\$ 518,061	1.0
2022	\$ 620,132	\$ 568,624	1.0

Post-Employment Liabilities

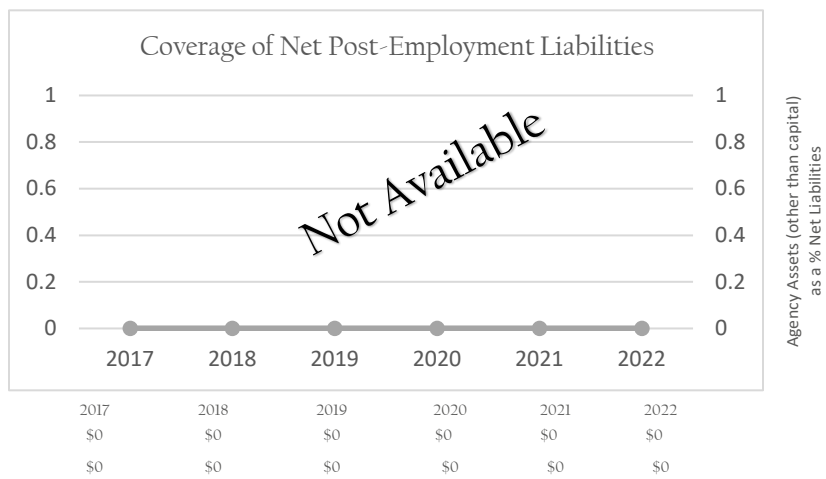
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



Pension Obligations and Payments

North County Lighting District is part of the Santa Barbara County Employees' Retirement System. General employees are members of General Plan 5A. The District maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the District.

North County Lighting District is not separated from the other County pension liabilities; therefore, North County Lighting District portion is unknown. At June 30, 2021, the County, including its discretely presented component unit, reported a liability of \$981,008 for its proportionate share of the net pension liability. Public Works staff manages various utility cost centers such as CSA II, North County Lighting, Mission Canyon Lighting, etc. Staff time for North County Lighting District work is billed to North County Lighting.

Deferred Compensation Plan

The County offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 401(a) & 457. Employer-only annual contributions are calculated based upon a percentage of employee compensation under annual agreements with employee bargaining groups and unions. The plan, available to all employees bargaining groups and unions, permits them to defer a portion of their salary until future years.

The 457 deferred compensation plan is not available to employees until termination, retirement, death, or unforeseeable emergency. All amounts of compensation deferred, all property and the rights purchased, and all income, property, or rights are (until paid or made available to the employee or other beneficiary) held in trust for the exclusive benefit of the participants and their beneficiaries.

OPEB Obligations and Payments

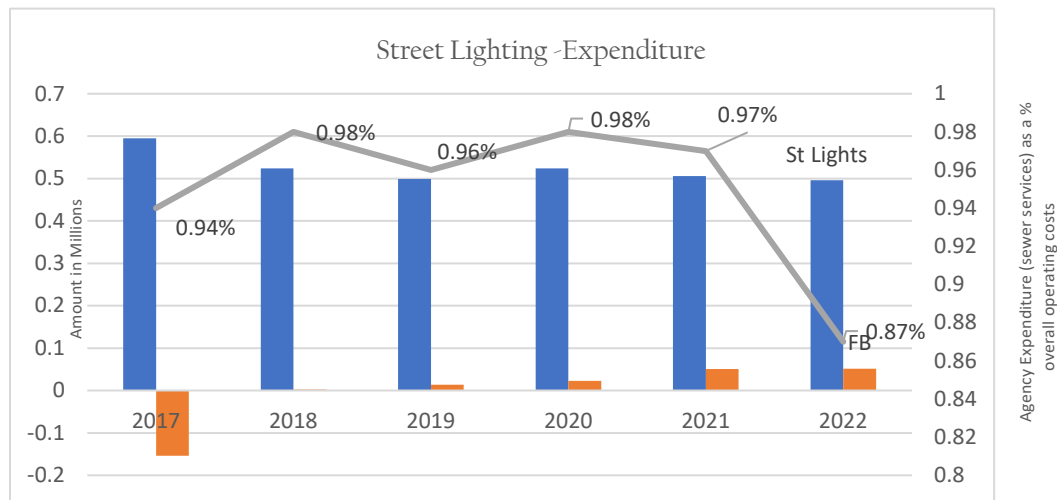
The District has adopted a pay-as-you-go basis for funding retiree medical benefits. The County's agent multiple-employer defined benefit postemployment healthcare plan (OPEB Plan) is administered by the Santa Barbara County Employees' Retirement System (SBCERS). The OPEB plan is funded by the County and other plan sponsors, and is administered in accordance with §401(h) of the Internal Revenue Code (IRC). It was established on September 16, 2008, by the County Board of Supervisors who created a 401(h) Medical Trust. The OPEB Plan offers healthcare, vision, and dental benefits to eligible County retirees and their dependents. Benefits are provided by third party providers. Retirees are offered the same health plans as active County employees, as well as enhanced senior plans for retirees on Medicare. Retiree premiums are rated separately from active County employees; as such, the County does not have a retiree premium implicit rate subsidy.

The County provides a monthly insurance premium subsidy of \$15 (whole dollars) per year of credit service from the 401(h) account for Eligible Retired Participants participating in a sponsored health insurance plan. If the monthly premium for the health plan selected is less than \$15 times the member's years of service, the subsidy is limited to the entire premium. The health plans include coverage for eligible spouses and dependents. After the member's death, a beneficiary is eligible to continue health plan coverage. The subsidy benefit will be equal to \$15 per year of service times the survivor continuation percentage applicable for pension benefits. Retirees who choose not to participate in the County-sponsored health insurance plan receive a monthly benefit of \$4 per year of service. This benefit, known as a Healthcare Reimbursement Arrangement, reimburses qualified health care expenses through a health savings account.

On March 1, 2016, the County adopted a resolution approving an OPEB (401(h) Account) Funding Policy. This policy provides for funding the OPEB Plan at 4% of Covered Payroll for the 401(a) Pension Plan. Employees are not required to contribute to the OPEB Plan.

Non-Enterprise Funding

The District currently does not collect benefit assessments as collectively, property tax revenue is sufficient to cover costs to provide its street lighting services. The District budget includes lighting services for Fund #7664. In FY 2020/2021, the District’s actual budget expense was \$505,624 and decreased that to \$496,044 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The District’s budget includes improvement budgeting through its finance uses. No projects were recommended for maintenance repairs.

Capital Improvements

The County adopts the North County Lighting District Capital Improvement Program (CIP) as a long-term tool for budgeting and reserve balance purposes. North County Lighting District has not identified improvements needed over the last 3-years from 2020 to 2022. PG&E in recent years upgraded most of their system from HPSV to LED. Costs for this were covered by temporary rate adjustments.

Long-term Liabilities and Debts

The District has no long-term debt.

Opportunities for Shared Facilities

No opportunities for shared facilities have been identified by staff in the preparation of this report. Due to relative distance between the District and other communities, opportunities for shared facilities are limited.

ORGANIZATION

Governance

North County Lighting District governance authority is established under the Highway Lighting District Act, Streets & Highways Code section 19000 et seq. The governing body, which is established by law to administer the operation of a Lighting District, is the Board of Supervisors. The intent of the Lighting District law is to give an alternative method for providing governmental services by counties within unincorporated areas, many of which have had large population growth as well as commercial and industrial development. It also provides for services to be provided in small rural communities. This principal act empowers the North County Lighting District to provide lighting services. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
- Street Lighting	All other powers listed under (19000 - 19328)

Governance of the North County Lighting District is dependently provided by the County of Santa Barbara and through its five-member Board of Supervisors that are elected by supervisorial division to staggered four-year terms. North County Lighting District holds meetings as needed and as part of regular meetings held by the Board of Supervisors. A current listing of Board of Supervisors along with respective backgrounds follows.

North County Lighting Current Governing Board Roster			
Member	Position	Background	Years on District
Das Williams, 1 st District	Vice-Chair	Legislator	6
Laura Capps 2 nd District	Supervisor	Public affairs	1
Joan Hartmann, 3 rd District	Chair	Educator/ government	6
Bob Nelson 4 th District	Supervisor	Educator	2
Steve Lavagnino, 5 th District	Supervisor	Aerospace/ government	12

Website Transparency

The table below is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

North County Lighting District Website Checklist			
website accessed 7/25/23		https://www.countyofsb.org/1389/Streetlighting-Services	
Required			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (required for independent Special Districts by 1/1/2020)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?		X
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?		X
The following criteria are recommended for agency websites by a number of governance associations and organizations.			
		<i>Yes</i>	<i>No</i>
Description of services?		X	
Service area map?			X
Board meeting schedule?		X	
Budgets (past 3 years)?		X	
Audits (past 3 years)?		X	
List of elected officials and terms of office?			X
List of key agency staff with contact information?			X
Meeting agendas/minutes (last six months)?		X	
Notes: North County Lighting is a dependent governed District. Refer to https://www.countyofsb.org/1389/Streetlighting-Services for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

North County Lighting District Questionnaire Revenues, Types of Service, and Resources

North County Lighting			
Questions	Responses by Response		
	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to North County Lighting District at this time.

J. County Service Area 3 (Goleta Valley)

Administrative Office: 123 East Anapamu, Santa Barbara, CA 93101
Phone: 805/568-3000
Fax: 805/568-3019
Email: pwweb@countyofsb.org
Website: www.countyofsb.org/184/Public-Works
Public Works Director: Scott McGolpin
Division Deputy: Chris Sneddon

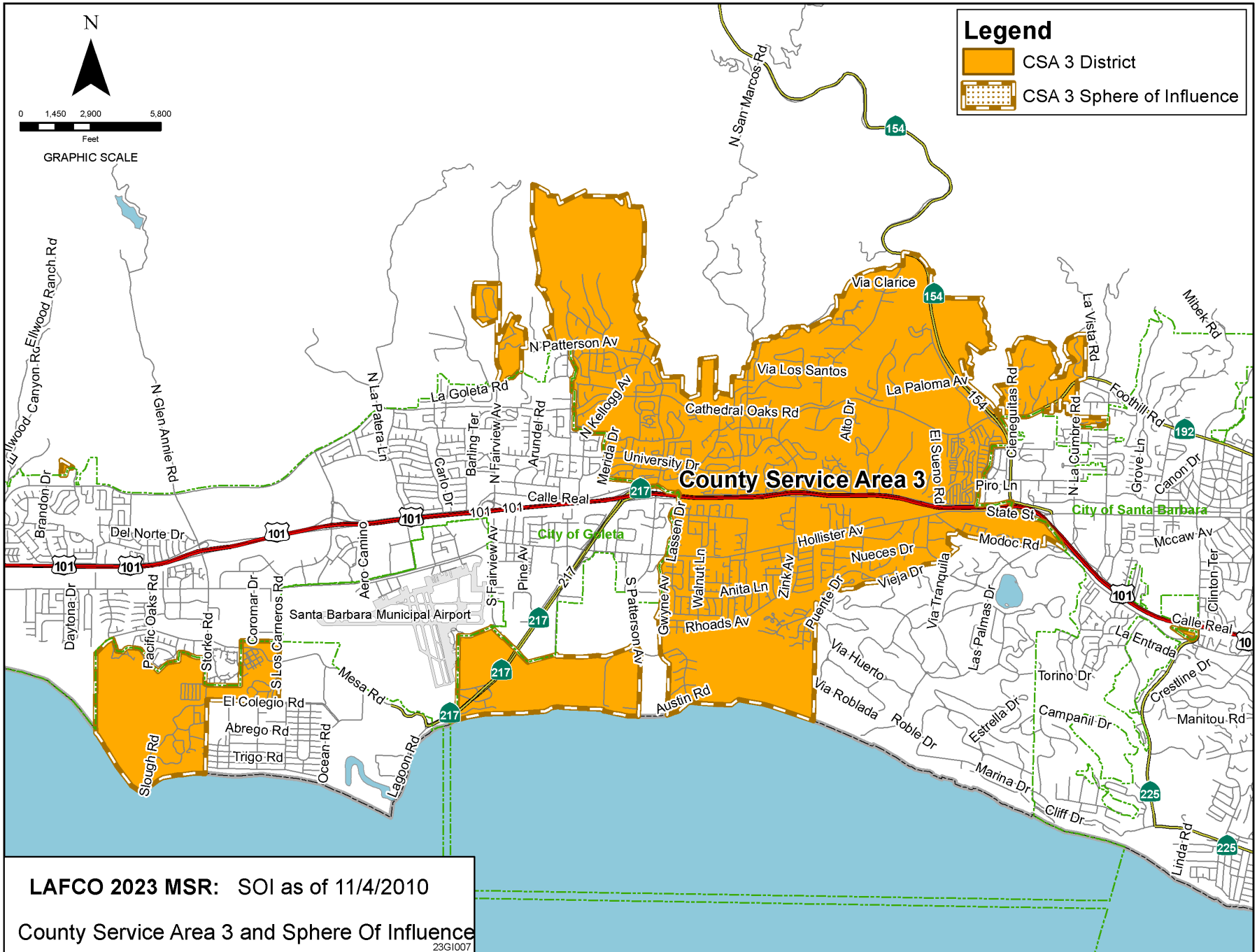
SUMMARY

The County Service Area 3 (Goleta Valley) provides parks and open space, library, and street lighting for about 31,700 people throughout 10 square miles in southern Santa Barbara County that largely encompasses the Goleta Valley Planning Area and unincorporated Santa Barbara. The CSA 3 provides 1,367 streetlights and maintains approximately 535 acres of open space and 148 acres of parks. Revenues consist primarily of property taxes and benefit assessments, which is approximately \$1.4 million per year. The District's boundary is the same as its Sphere of Influence and there are no proposals for expansion. The District receives financial support at a rate of approximately \$52 per resident and maintains a fund balance to meet future needs. The District has financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The County Service Area 3 (Goleta Valley) was formed in 1962. The District is managed by the County Public Works Department by utilizing a small portion of the time of current employees. CSA 3 included most of the Goleta Valley, but the area within the City of Goleta was automatically detached from the District and its service obligations transferred to the City when the incorporation was completed in 2002.

County Service Area 3 overlaps the Santa Barbara Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, Cachuma RCD, County of Santa Barbara Fire Protection District, portion of Goleta Sanitary District, Goleta West Sanitary District, Goleta Water District, County Service 32 (Law Enforcement), County Flood Control & Conservation District, the County Water Agency, and Goleta Cemetery District.



OPERATIONS

County Service Area 3 provides 1,367 streetlights and maintains approximately 535 acres of open space and 148 acres of parks. The County through land use development conditions and decisions determine when and where to acquire parks and open space or to energize streetlights.

Most of the District's general revenues come from revenues consist primarily of property taxes and benefit assessments. Rates are based on administration, operation and maintenance, and capital reserve costs. Benefit assessments for streetlighting services in County Service Area 3 were set at \$24.00 per residential parcel by the Board of Supervisors on May 9, 2023 and are reviewed annual.

The District Board of Directors is composed of five Board of Supervisor Members who are elected by supervisorial Districts to four- year terms. The Board meets on Tuesdays of every month at Board Chambers. The District maintains a website which includes a list of Board members and agendas for upcoming Board meetings.

OPPORTUNITIES & CHALLENGES

County Service Area 3 has no challenges or opportunities at this time.

Governance Structure Options

A small portion of CSA 3 boundary is included in the City of Santa Barbara's Sphere of Influence. The service boundary includes most of Goleta Valley, but the area within the City of Goleta was detached and the service obligations were transferred to the City when they incorporated. There are no obvious opportunities for structural changes in governance of the District.

However, LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for either City to assume responsibilities within portions of this area. Therefore, LAFCO staff recommends that CSA 3 continues to discuss partnerships or transfer of service with either City. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point.

Regional Collaboration

County Service Area 3 currently does not require collaboration.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the CSA 3 (Goleta Valley) boundaries are coterminous with the

District service area. The District currently has no Sphere of Influence beyond the boundary it serves. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

County Service Area 3’s existing boundary spans approximately 10.07 square miles in size and covers 5,532 acres (parcels and public rights-of-ways) of non-contiguous areas with 100% of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara. Overall, there are TBD registered voters within the jurisdictional boundary.

CSA 3 jurisdictional boundary spans 10.07 square miles with 100% being unincorporated and under the land use authority of the County of Santa Barbara.

CSA 3 (Goleta Valley) Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
CSA 3	5,532	100.0%	9,104	21,572
Totals	5,532	100.0%	9,104	21,572

CSA 3 (Goleta Valley) Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	5,532	100.0%	9,104	21,572
Totals	5,532	100.0%	7,946	21,572

Total assessed value (land and structure) is set at \$54 billion, and translates to a per acre value ratio of \$9.6 million. The former amount further represents a per capita value of \$1.6 million based on the estimated service population of 31,700. County Service Area 3 receives \$205,900 in annual benefit assessments and \$1,130,000 in property taxes billed on the tax roll in revenue generated within its jurisdictional boundary to use for transportation related services. The CSA also receives other revenue and shares a portion of property taxes for library, parks, and open space services.

The jurisdictional boundary is currently divided into 9,104 legal parcels and spans 5,532 acres including jurisdictional acreage consists of public right-of-way. Approximately 70% of the parcel acreage is under private ownership with 77% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 165 vacant parcels that collectively total 679 acres.

Close to 70% of the jurisdictional boundary is under private ownership, and of this amount approximately four-fifths having been developed.

**County Service Area 3 (Goleta Valley)
Formation, Revenues, Attributes, Types of Service, and Resources**

District Formation and Duties	
Formation Date	1962
Legal Authority	County Service Area Law, Government Code Sections 25210–25217.4.
Board of Directors	Five Supervisors elected to four-year terms through supervisorial Districts.
Agency Duties	Parks and open space, library, and street lighting.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Goleta Valley to be 2,649. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projections for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the Santa Barbara unincorporated population to be 78,320 by 2020. The projected population of Goleta Valley at buildout is approximately 2,731 persons. Goleta Valley’s current population is estimated at 2,649 persons. Between 2010 and 2020, the population of CSA 3 area increased by 268 people (less than 1 percent per year). In contrast, the County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for the CSA 3 are based on an age characteristic report American Community Survey. Goleta Valley statistics are cited herein, which identified the largest age group represented in CSA 3 as 18 to 64 group at 63.1 percent. Approximately 26 percent of the population was in the 65 or older and 11.2 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 82.2 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Goleta Valley, comprised 8.7 percent of the total population.

Projected Growth and Development

The City/County of Santa Barbara Specific Plan serves as the common vision for long-term land use, development and growth, and provides the vision within its Goleta Valley Planning Area. The Community Plan was adopted in 1984, although the County updated a Community Plan in 2014. The Housing Element is updated every 8 years in accordance with state regulations and spans the

2023-2031 planning period. The County’s Housing Element and Community Plan does not anticipate significant growth in the Goleta Valley Area.

The County’s Housing Element (2023-2031) estimates less than one percent growth in the surrounding unincorporated Goleta Valley area. The following population projections within the area are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table J-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
County Service Area 3	unk	unk	31,700	unk	unk
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Goleta Valley average was \$99,325 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In most cases, the County

Service Area 3 (Goleta Valley)'s Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services. A small area was identified in the County IRWMP that includes Hollister Ave/State Street and Modoc triangle that are contiguous to the Sphere of Influence qualify as a disadvantaged community.

**County Service Area 3 (Goleta Valley)
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District area (est. square miles): • Entire District	10.07
Population (2022 estimated): • Entire District	31,700
Assessed Valuation (FY 22-23: District portion)	\$53,531,632,662
Number of Street Lights	1,367
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY 21-22)	\$52
Average Portion of County 1% Property Tax Received	2¢/\$1
Ending Total Fund Balance (June 2022)	\$1,356,326
Change in Total Fund Balance (from June 2017 to June 2022)	21.5%
Total Fund Balance/Annual Revenue Total (FY 21-22)	82%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

Street Lighting

County Service Area 3 (Goleta Valley) provides parks and open space, library, and street lighting in the Goleta Valley area. Streetlights used in public road rights of way are owned and operated by the Pacific Gas & Electric Company (PG&E) in the north county and by the Southern California Edison Company (SCE) in the south county. Revenue to fund the operational costs of streetlighting comes from the County Road Fund, property taxes and benefit assessments. The Road Fund provides for streetlighting services not located within a lighting district or county service area where property taxes and benefit assessments are generated.

CSA 3 currently provides for 1,367 streetlights and serves the unincorporated area between the cities of Goleta and Santa Barbara. The poles and fixtures are owned by Southern California Edison (SCE), which bills monthly for their operation and maintenance. Streetlights are added to the system through development (pursuant to Resolution 81-229) or other sources of funds and must meet County Engineering Design Standards.

Annual streetlighting operation and administrative costs are approximately \$228,000. The current streetlighting benefit assessment rate of \$24.00 per residential parcel (factored for other development types), will generate approximately \$207,000. Property tax contributions of approximately \$21,000 will be used to cover the remaining costs.

Types of Services	
Lighting	X
Road Maintenance	-
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	X

**County Service Area 3 (Goleta Valley)
Formation, Revenues, Attributes, Types of Service, and Resources**

Streetlights		
	Location	Identification
01.	Unincorporated Goleta	11
02.	Unincorporated Santa Barbara	19

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	N/A	N/A
Emergency Operators	N/A	N/A
Management Personnel	1	0.4
Other District Staff	19	n/a

CSA 3 (Goleta Valley) is managed by Public Works Department. Operations work is performed

by contractors (SCE).

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
General Manager (1)	n/a	n/a
Civil Engineer (1)	n/a	n/a
Fiscal Analyst (1)	n/a	n/a
Other District Staff (17)	n/a	n/a

Maintenance & Service Adequacy for Street Lighting

Maintenance of the street lighting is provided via a contract that the County has with Pacific Gas & Electric (PG&E) on an as needed basis, therefore there is no regularly planned maintenance. When streetlights require service for outages or problems, residents can inform the County and/or request the service directly from PG&E through their website.

FINANCES

The District prepares an annual budget and financial report as part of the County annual review, which includes details for each of its government and capital project and replacement funds. The District maintains a separate capital fund for replacement needs, meaning that charges for services are intended to pay for the costs of providing such services. A separate assessment may be charged to properties remaining on septic systems in order to provide septic performance tracking.

District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property Tax	\$1,132,595	73.3%	\$1,212,173	73.9%
Library Assessment	\$210,465	13.6%	\$213,826	13.1%
Benefit Assessment	\$206,195	13.3%	\$205,300	12.5%
Investment income	\$7,594	0.5%	\$8,850	0.5%
Unrealized gains	-\$11,530	-0.7%	-\$533	-0.0%
Revenue total	\$1,545,319	100.0%	\$1,639,616	100.0%

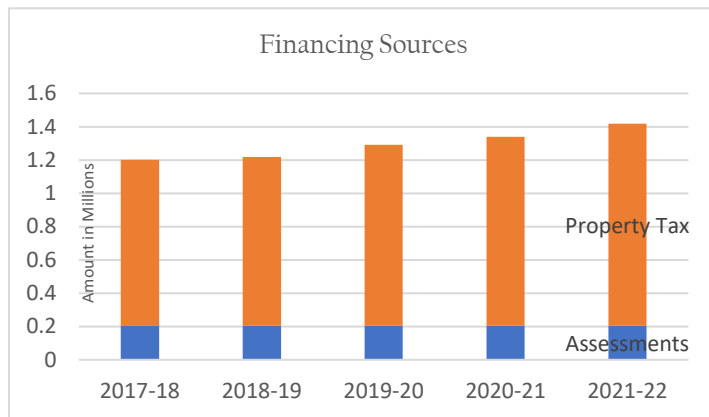
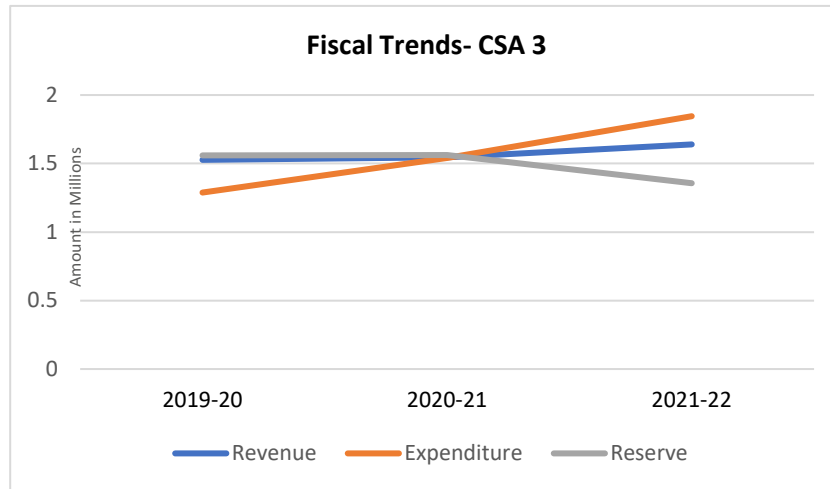
Source: CSA 3 (Goleta Valley), Budget Report, 20-21 and 21-22, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

Fiscal Indicators

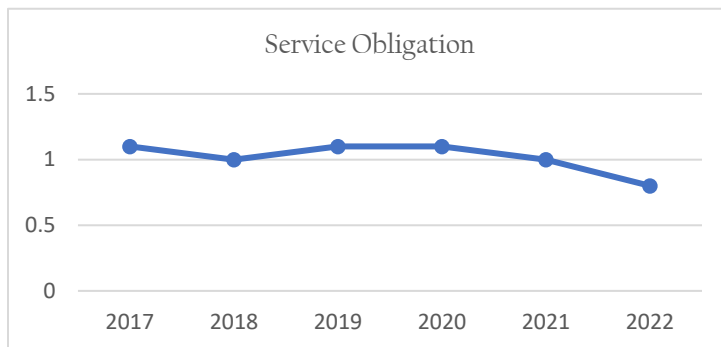
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District's expenditures have increased in comparison to its revenues. The increase in expenditures was

primarily due to other funded projects. The District’s reserve balances have decreased in funds to absorb revenue imbalances. Monitoring of this trend is likely. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.

CSA 3 (GOLETA VALLEY)



This indicator addresses the extent to which charges for service covered expenses. Assessments and Property tax is the primary funding source for CSA services. Represented below a ratio of one or higher indicates that the service is self-supporting



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 1,316,254	\$ 1,182,389	1.1
2018	\$ 1,398,351	\$ 1,321,951	1.0
2019	\$ 1,454,349	\$ 1,275,204	1.1
2020	\$ 1,526,843	\$ 1,288,268	1.1
2021	\$ 1,545,318	\$ 1,541,801	1.0
2022	\$ 1,639,616	\$ 1,845,432	0.8

Post-Employment Liabilities

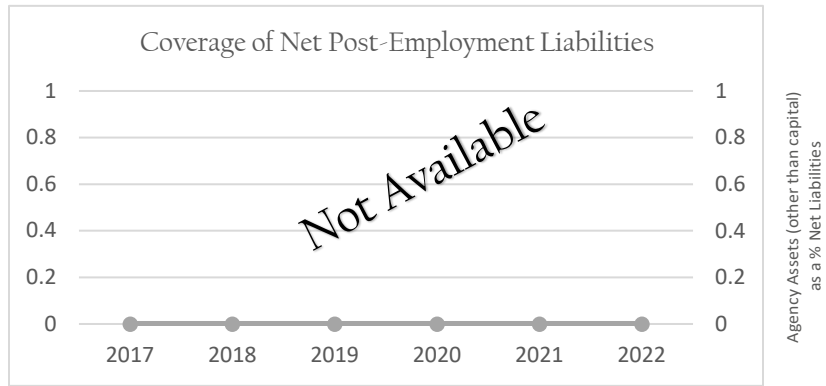
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$0	\$0	\$0	\$0	\$0	\$0
Net Liabilities (pension & OPEB)	\$0	\$0	\$0	\$0	\$0	\$0

Pension Obligations and Payments

CSA 3 is part of the Santa Barbara County Employees' Retirement System. General employees are members of General Plan 5A. The District maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the District.

CSA 3 is not separated from the other County pension liabilities; therefore, CSA 3 portion is unknown. At June 30, 2021, the County, including its discretely presented component unit, reported a liability of \$981,008 for its proportionate share of the net pension liability. Public Works staff manages various utility cost centers such as CSA 3, Laguna County Sanitation District, etc. Staff time for CSA 3 work is billed to CSA 3.

Deferred Compensation Plan

The County offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 401(a) & 457. Employer-only annual contributions are calculated based upon a percentage of employee compensation under annual agreements with employee bargaining groups and unions. The plan, available to all employees bargaining groups and unions, permits them to defer a portion of their salary until future years. .

The 457 deferred compensation plan is not available to employees until termination, retirement, death, or unforeseeable emergency. All amounts of compensation deferred, all property and the rights purchased, and all income, property, or rights are (until paid or made available to the employee or other beneficiary) held in trust for the exclusive benefit of the participants and their beneficiaries.

OPEB Obligations and Payments

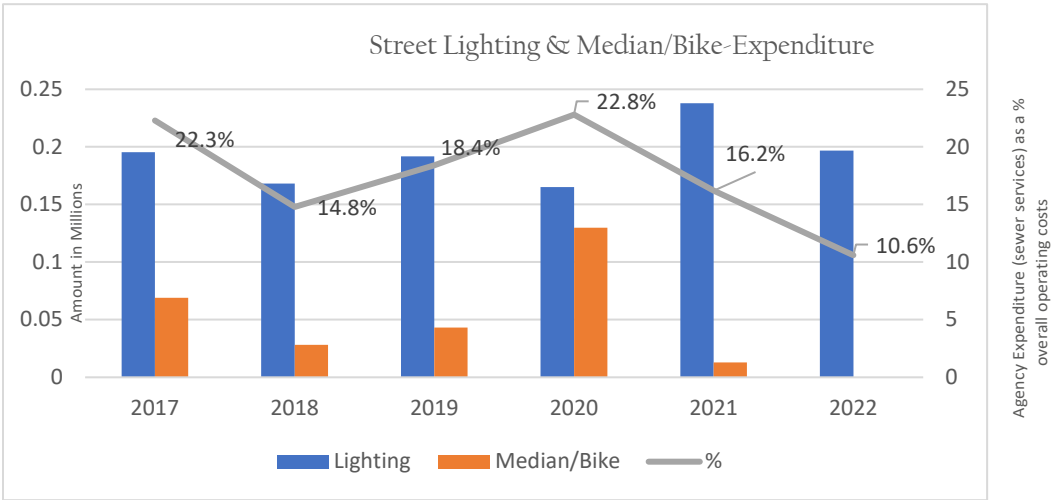
The District has adopted a pay-as-you-go basis for funding retiree medical benefits. The County's agent multiple-employer defined benefit postemployment healthcare plan (OPEB Plan) is administered by the Santa Barbara County Employees' Retirement System (SBCERS). The OPEB plan is funded by the County and other plan sponsors, and is administered in accordance with §401(h) of the Internal Revenue Code (IRC). It was established on September 16, 2008, by the County Board of Supervisors who created a 401(h) Medical Trust. The OPEB Plan offers healthcare, vision, and dental benefits to eligible County retirees and their dependents. Benefits are provided by third party providers. Retirees are offered the same health plans as active County employees, as well as enhanced senior plans for retirees on Medicare. Retiree premiums are rated separately from active County employees; as such, the County does not have a retiree premium implicit rate subsidy

The County provides a monthly insurance premium subsidy of \$15 (whole dollars) per year of credit service from the 401(h) account for Eligible Retired Participants participating in a sponsored health insurance plan. If the monthly premium for the health plan selected is less than \$15 times the member's years of service, the subsidy is limited to the entire premium. The health plans include coverage for eligible spouses and dependents. After the member's death, a beneficiary is eligible to continue health plan coverage. The subsidy benefit will be equal to \$15 per year of service times the survivor continuation percentage applicable for pension benefits. Retirees who choose not to participate in the County-sponsored health insurance plan receive a monthly benefit of \$4 per year of service. This benefit, known as a Healthcare Reimbursement Arrangement, reimburses qualified health care expenses through a health savings account.

On March 1, 2016, the County adopted a resolution approving an OPEB (401(h) Account) Funding Policy. This policy provides for funding the OPEB Plan at 4% of Covered Payroll for the 401(a) Pension Plan. Employees are not required to contribute to the OPEB Plan.

Enterprise Funding

The District budget includes wastewater services for Fund #2185. In FY 2020/2021, the District's actual budget expense was \$191,450 and increased that to \$232,400 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency's expenditure over time.



Asset Maintenance and Repair

The District’s budget includes improvement budgeting through its finance uses #7901. In FY 2020/2021, the District budgeted \$331,957 and increased that to \$675,653 for FY 2021/2022 and in FY 22-23 total expenditures for financing uses were budgeted at \$92,000. The Districts operation and maintenance activities Obern Trail, Blueberry Hill, Thunderbird, Kellogg Tennis Court, San Marcos. Provides for streetlighting, median maintenance and street tree maintenance San Marcos Foothill.

Capital Improvements

The County adopts the County Service Area 3 (Goleta Valley) Capital Improvement Program (CIP) for budgeting and reserve balance purposes. CSA 3 completed anticipated improvements over the next few years include \$1M - Obern Trail Reserves; \$190,000 Median enhancements.

Long-term Liabilities and Debts

The District has no long-term debt.

Opportunities for Shared Facilities

There are no obvious opportunities for shared facilities in the operations of the District other than current expenses to support community library services.

Rate Structure

The poles and fixtures are owned by Southern California Edison (SCE), which bills monthly for their operation and maintenance. Streetlights are added to the system through development (pursuant to Resolution 81-229) or other sources of funds and must meet County Engineering

Design Standards. The \$24.00 benefit assessment rate is expected to generate approximately \$207,000. The benefit assessment rate is factored based on the various land uses as shown:

<u>DESCRIPTION</u>	<u>FACTOR</u>
Vacant/farm land	0.5
Residential (single and condos)	1.0
Residential (duplex, triplex)	3.0
Apartments, courts	6.0
Heavy commercial	9.0
Light commercial	3.0
Industrial	6.0
Churches, miscellaneous, other	2.0
No benefit	0.0

ORGANIZATION

Governance

County Service Area 3’s governance authority is established under the County Service Area Law, (“principal act”) and codified under Government Code Sections 25210–25217.4. The governing body, which is established by law to administer the operation of a County Service Area, is the Board of Supervisors. The intent of the County Service Area law is to give an alternative method for providing governmental services by counties within unincorporated areas, many of which have had large population growth as well as commercial and industrial development. It also provides for services to be provided in small rural communities. This principal act empowers CSA 3 to provide a range of municipal services. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
- Street Lighting	All other powers listed under (GC 25213)
- Parks & Open Space Maintenance	
- Library	
- Street Tree and Median Maintenance	

Governance of CSA 3 is dependently provided by the County of Santa Barbara and through its five-member Board of Supervisors that are elected by supervisorial division to staggered four-year terms. County Service Area 3 holds meetings as needed and as part of regular meetings held by the Board of Supervisors. A current listing of Board of Supervisors along with respective backgrounds follows.

County Service Area 3 Current Governing Board Roster			
Member	Position	Background	Years on District
Das Williams, 1 st District	Chair	Legislator	6
Laura Capps 2 nd District	Supervisor	Public affairs	1
Joan Hartmann, 3 rd District	Supervisor	Educator/ government	6
Bob Nelson 4 th District	Supervisor	Educator	2
Steve Lavagnino, 5 th District	Supervisor	Aerospace/ government	12

Website Transparency

The table, below and on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

CSA 3 (Goleta Valley) District Website Checklist website accessed 7/7/23 www.countyofsb.org/184/Public-Works			
Required			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (<i>required for independent Special Districts by 1/1/2020</i>)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?		X
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?		X

<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>		
	<i>Yes</i>	<i>No</i>
Description of services?	X	
Service area map?		X
Board meeting schedule?	X	
Budgets (past 3 years)?	X	
Audits (past 3 years)?	X	
List of elected officials and terms of office?		X
List of key agency staff with contact information?		X
Meeting agendas/minutes (last six months)?	X	
Notes: County Service Area 3 is a dependent governed District. Refer to www.countyofsb.org/184/Public-Works for the required checklist items.		

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

County Service Area 3 (Goleta Valley) Questionnaire Revenues, Types of Service, and Resources

CSA 3 (Goleta Valley) Responses by Respendence			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to County Service Area 3 (Goleta Valley) at this time.

L. County Service Area 31 (Isla Vista)

Administrative Office: 123 East Anapamu, Santa Barbara, CA 93101
Phone: 805/568-3000
Fax: 805/568-3019
Email: pwweb@countyofsb.org
Website: www.countyofsb.org/184/Public-Works
Public Works Director: Scott McGolpin
Division Deputy: Chris Sneddon

SUMMARY

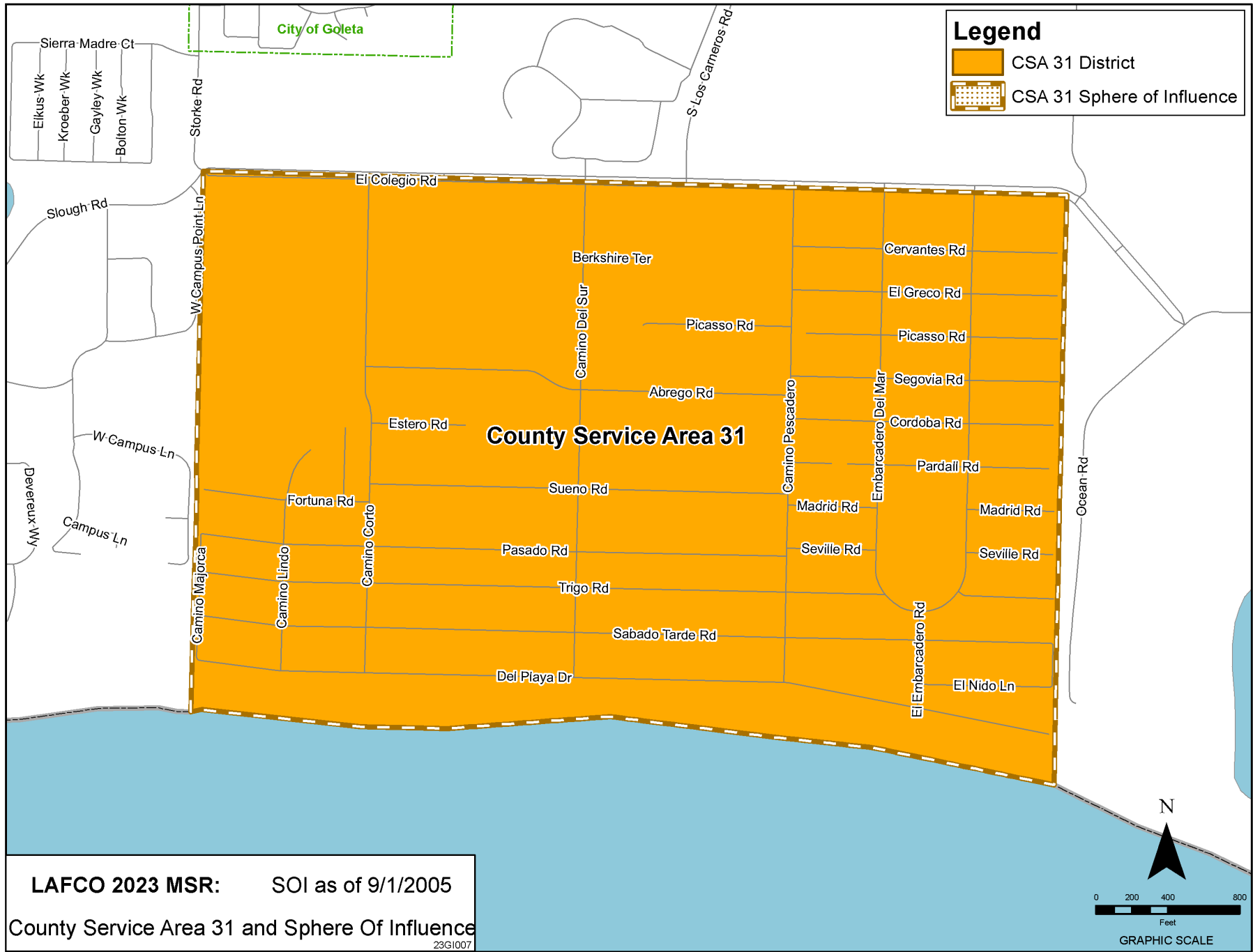
The County Service Area 31 (Isla Vista) provides roadway maintenance, including bike and ped facilities, street lighting, and landscape maintenance for about 15,500 people throughout 0.468 square miles in southern Santa Barbara County that largely encompasses the Isla Vista Planning Area and portions of the City of Santa Barbara. CSA 31 serves approximately 854 parcels. Benefit assessment charges for operation and maintenance of the street lighting system are assessed on the tax roll in an amount to cover its costs, which is approximately \$33,600 per year and includes a reserve to meet future needs. The District's boundary is the same as its Sphere of Influence and there are no proposals for expansion. The District receives financial support at a rate of approximately \$6.95 per resident and maintains a fund balance to meet future needs. The District has financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The County Service Area 31 (Isla Vista) was formed in 1963. It was formed as a County-governed special district that provides street lighting and to assist the Isla Vista redevelopment agency in acquiring open space. It is located in southern Santa Barbara County and encompasses Isla Vista, a primarily residential community immediately west of the main UCSB campus and surrounded by University-owned property.

The District estimated it serves a population of 15,500 people. The District anticipates a minimal growth rate within Isla Vista area in the coming years. In 2023, it was estimated that the District serves 904 parcels.

County Service Area 31 overlaps the Isla Vista Recreation and Park District, Santa Barbara Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, Cachuma RCD, County of Santa Barbara Fire Protection District, County Service 32 (Law Enforcement), and County Flood Control & Conservation District, and the County Water Agency.



LAFCO 2023 MSR: SOI as of 9/1/2005
County Service Area 31 and Sphere Of Influence
 23GI007

OPERATIONS

County Service Area 31 provides 432 streetlights; installation, maintenance and repair of sidewalks, curbs and gutters; and planting, along with maintenance and care of street trees to the unincorporated area of Santa Barbara County (Isla Vista area) west of the University of California at Santa Barbara. The CSA 31 is managed by the County of Santa Barbara Public Works Department with operational and maintenance services.

Most of the District’s general revenues come from property taxes and benefit assessments. Rates are based on administration, operation and maintenance, and capital reserve costs. Benefit assessments for streetlighting services in County Service Area 31 were set at \$12.93 per residential parcel by the Board of Supervisors on May 9, 2023 and are reviewed annual.

The governing authority is composed the five-member Board of Supervisor who are elected by supervisorial Districts to four- year terms. The Board meets on Tuesdays of every month at Board Chambers. The District maintains a website which includes a list of Board members and agendas for upcoming Board meetings.

OPPORTUNITIES & CHALLENGES

CSA 31 powers include street lighting, installation maintenance and repair of sidewalks, curbs and gutters, and maintenance and care of street trees in Isla Vista. The Isla Vista Community Services District has powers that can supplement CSA 31 capital improvements. For example, the District hosts an annual lighting walk where volunteers and the County workers walk around Isla Vista at night in order to identify faulty street lights and areas that might be in need of future streetlights. The IVCSD also utilizes an app called SeeClickFix where residents are able to report faulty street lights and dark areas any time, IVCSD follows up with the county or Southern California Edison to fix all faulty lights. The Isla Vista Beautiful Program Manager is working on a comprehensive lighting report in order to identify where more street lights are needed, which street lights are broken, and which street lights need a bulb with higher wattage, etc. This report will be submitted to the County for implementation.

The Isla Vista Beautiful Program from IVCSD also focuses on street beautification. See IVCSD Chapter C for greater detail of supplemental services opportunities and challenges.

LAFCO of Santa Barbara County encourages CSA 31 and IVCSD to continue operating in concert. Consolidation of the IVCSD to CSA 31 or CSA 31 to IVCSD can be considered. An evaluation for this specific consolidation would benefit both agencies. CSA 31 is the fiscal agent for street lighting services in Isla Vista and any future public infrastructure plans will require closer coordination of powers and financial resource allocation.

Governance Structure Options

The service boundary includes Isla Vista community. The IVCS D has considered consolidating with CSA 31 under its Board Goal, however the Board of Supervisor have not evaluated such action. The Isla Vista Park and Recreation District also has the same territorial boundary as these two agencies.

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for the County or another local service provider to assume responsibilities within these areas. Therefore, LAFCO staff recommends that the District continue to discuss possible partnerships with the County and other overlapping agencies. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point.

Regional Collaboration

County Service Area 31 currently receives collaboration with Isla Vista Community Services District for supplemental services.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the CSA 31 (Isla Vista) boundaries are coterminous with the District service area. The District currently has no Sphere of Influence beyond the boundary it serves. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

County Service Area 31’s existing boundary spans approximately 0.468 square miles in size and covers 271 acres (parcels excluding public rights-of-ways) within one contiguous area. All of the jurisdictional boundary 100% is unincorporated and under the land use authority of the County of Santa Barbara. The University of California Santa Barbara (UCSB) is adjacent and under its own use authority. Overall, there are 7,536 registered voters within the jurisdictional boundary.

Carpinteria/Summerland-Fire jurisdictional boundary spans 1.74 square miles with 100% being unincorporated and under the land use authority of the County of Santa Barbara.

CSA 31 (Isla Vista) Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
CSA 31	271	100.0%	904	7,536
Totals	271	100.0%	904	7,536

CSA 31 (Isla Vista) Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	271	100.0%	904	7,536
Totals	271	100.0%	904	7,536

Total assessed value (land and structure) is set at \$1.2 billion as of April 2023, and translates to a per acre value ratio of \$4.5 million. The former amount further represents a per capita value of \$79,023 based on the estimated service population of 15,500. County Service Area 31 receives \$271,403 in annual sewer charges billed on the tax roll in revenue generated within its jurisdictional boundary.

The jurisdictional boundary is currently divided into 904 legal parcels and spans 271 acres (the remaining jurisdictional acreage consists of public right-of-ways.) Close to three-fourths or 70.4% of the parcel acreage is under private ownership with 96.8% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 22 vacant parcels that collectively total 5 acres. The jurisdictional boundary qualifies as a disadvantaged unincorporated community.

Close to 70% of the jurisdictional boundary is under private ownership, and of this amount approximately 98% has been developed.

**County Service Area 31 (Isla Vista)
Formation, Revenues, Attributes, Types of Service, and Resources**

District Formation and Duties	
Formation Date	1963
Legal Authority	County Service Area Law, Government Code Sections 25210–25217.4.
Board of Directors	Five Supervisors elected to four-year terms through supervisorial Districts.
Agency Duties	Street lighting, installation maintenance and repair of sidewalks, curbs and gutters, and the planting maintenance and care of street trees.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2010 population of Isla Vista to be 23,096. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012.

The Forecast for 2050 in 2019 forecasted projects for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the Santa Barbara unincorporated population to be 78,320 by 2020. The World Population Review website estimates Isla Vista 2020 population at 27,707. Between 2010 and 2020, the population of Isla Vista increased by 4,611 people (16.6 percent; or 1.6 percent per year). However, since 2010, the Santa Barbara unincorporated estimated population had actually increased by 2,114 persons. In contrast, County's population increased by 6.1 percent between 2010 and 2020, or less than one percent per year.

Demographics for the District are based on age characteristics report prepared by SBCAG in 2017, which identified the largest age group represented in Isla Vista as 20 to 34 age group at 59 percent. Approximately 3 percent of the population was in the 35 to 54 years age group and 0 percent in the 55 and older group. Approximately 36 percent of the residents were under the age of 19.

According to the 2020 U.S. Census approximately 52.8 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Isla Vista, comprised 23.3 percent of the total population.

Projected Growth and Development

The County of Santa Barbara's General Plan serves as the vision for long-term land use, development and growth, and provides the vision within the Isla Vista Planning Area. The County's General Plan was adopted in 2016, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. In March 2016, the Board of Supervisors considered but did not approve the Isla Vista Master Plan (IVMP) update. The Board of Supervisors adopted the IVMP in 2007 and submitted the IVMP to the Coastal Commission for certification. The Coastal Commission reviewed the IVMP and determined that some modifications were necessary before it could certify the plan.

The current County of Santa Barbara Housing Element (2023-2031) identifies an estimated growth rate of less than 1 percent within the surrounding unincorporated Isla Vista areas. The land inventory includes 22 underutilized sites in Isla Vista; approximately half are zoned Retail Commercial (C-2) and half are zoned High- or Medium-Density Student Residential (SR-H, SR-M) under the CZO. The County's General Plan covers the Isla Vista area. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table L-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
County Service Area 31	23,096	26,517	27,707	30,453	31,200
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Isla Vista was \$22,386 in 2023, which qualifies the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In most cases, under the mapping and screening tools, the Isla Vista Community and therefore County Service Area 31 District's Sphere of Influence does qualify under the definition of disadvantaged community for the community of Isla Vista for the present and probable need for public facilities and services, however, the area is being served by the District and surrounding Districts for water, wastewater, and fire services.

County Service Area 31 (Isla Vista)
Formation, Revenues, Attributes, Types of Service, and Resources

Attributes	
District area (est. square miles): • Entire District	0.468
Population (2020 Census): • Entire District	15,500
Assessed Valuation (FY 22-23)	\$1,224,856,670
Number of centerline miles, street lights, bus stops, and bikeway miles	23.1 miles 432 lights 6 stops 10.5 bike lane miles
Regular Financial Audits	Every Year
Average Annual Revenue Per Capita (FY 21-22)	\$6.95
Average Portion of County 1% Property Tax Received	1¢/\$1
Ending General Fund Balance (June 2022)	\$659,399
Change in General Fund Balance (from June 2017 to June 2022)	11.4%
Total Fund Balance/Annual Revenue Total (FY 21-22)	611%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

County Service Area 31 (Isla Vista) provides street lighting, installation maintenance and repair of sidewalks, curbs and gutters, and the planting maintenance and care of street trees. Administration of CSA 31 operations performed by twenty (20) staff in the County Public Works Department.

ROAD CONDITION/MAINTENANCE

Maintenance

The District currently makes repairs as needed.

Street Lighting

County Service Area 31 (2nd Supervisorial District) provides street lighting, installation maintenance and repair of sidewalks, curbs, and gutters and planting maintenance and care of street tree in the Isla Vista area. Streetlights used in public road rights of way are owned and operated by the Southern California Edison Company (SCE). Revenue to fund the operational costs of streetlighting comes from property taxes and benefit assessments.

CSA 31 currently provides for 410 streetlights and serves Isla Vista. The poles and fixtures are owned by Southern California Edison (SCE), which bills monthly for their operation and maintenance. Streetlights are added to the system through development (pursuant to Resolution 81-229) or other sources of funds and must meet County Engineering Design Standards.

Annual streetlighting operation and administrative costs are approximately \$65,000. The current streetlighting benefit assessment rate of \$12.93 per residential parcel (factored for other development types), will generate approximately \$33,700. Property tax contributions of approximately \$21,000 will be used to cover the remaining costs.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	-
Street Beautification	X
Transit	-
Airport	-
Parking	-
Other	-

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	N/A	N/A
Emergency Operators	N/A	N/A
Management Personnel	1	0.4
Other District Staff	19	1.2

CSA 31 (Isla Vista) maintenance is managed by Public Works Department.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
Manager (1)	n/a	n/a
Civil Engineer (1)	n/a	n/a
Fiscal Analyst (1)	n/a	n/a
Other District Staff (17)	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained. The CSA does have an adequate amount of revenue from property taxes and benefit assessments to provide the needed services.

FINANCES

The CSA prepares an annual budget and financial report as part of the County annual review, which includes details for each of its government and capital project and replacement funds. The CSA maintains an operating reserve.

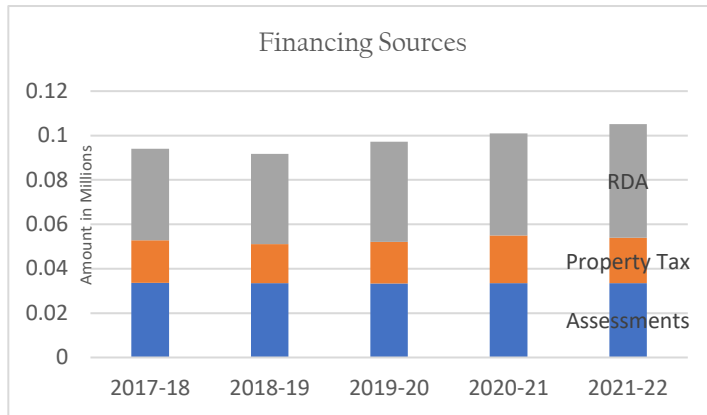
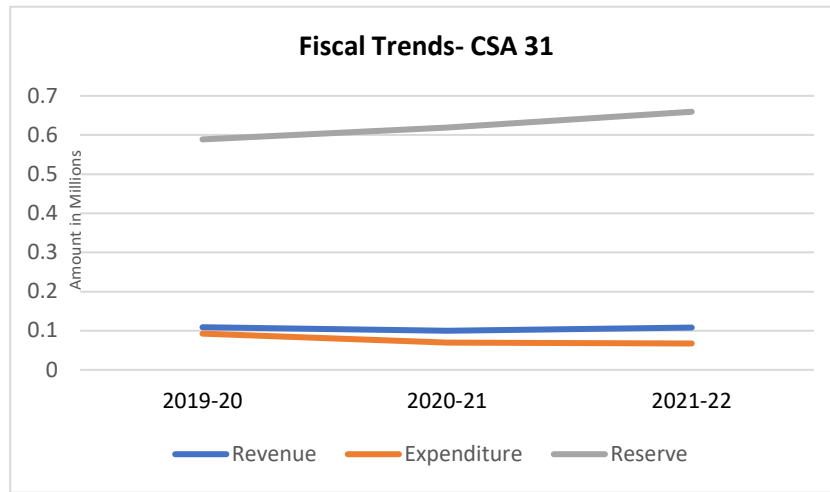
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property Tax & misc. revenue	\$21,510	21.5%	\$20,581	19.1%
RDA RPTTF	\$46,002	46.1%	\$51,184	47.5%
Benefit Assessment	\$33,491	33.5%	\$33,427	31.0%
Investment income	\$2,957	2.9%	\$2,813	2.6%
Unrealized gains	-\$4,068	-4.0%	-\$189	-0.2%
Revenue total	\$99,892	100.0%	\$107,816	100.0%

Source: CSA 31 (Isla Vista), Budget Report, 20-21 and 21-22, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

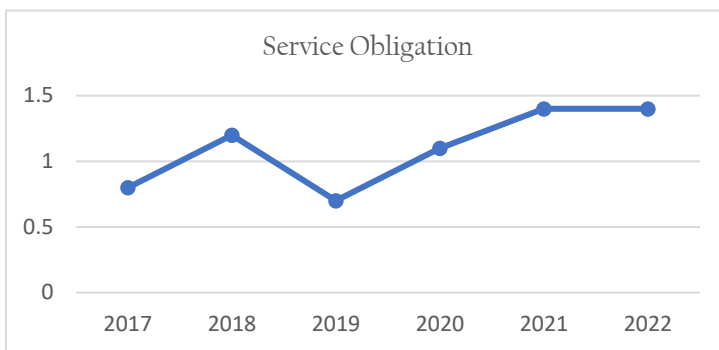
Fiscal Indicators

Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District's expenditures have decreased in comparison to its revenues. The decrease in expenditures was primarily due to lack of maintenance. The District's reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency's financial condition over time.

CSA 31 (ISLA VISTA)



This indicator addresses the extent to which charges for service covered expenses. Assessments and Property tax is the primary funding source for CSA services. Represented below a ratio of one or higher indicates that the service is self-supporting



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 89,973	\$ 102,886	0.8
2018	\$ 97,647	\$ 76,256	1.2
2019	\$ 109,169	\$ 142,271	0.7
2020	\$ 108,902	\$ 92,551	1.1
2021	\$ 99,892	\$ 69,766	1.4
2022	\$ 107,816	\$ 67,328	1.6

Post-Employment Liabilities

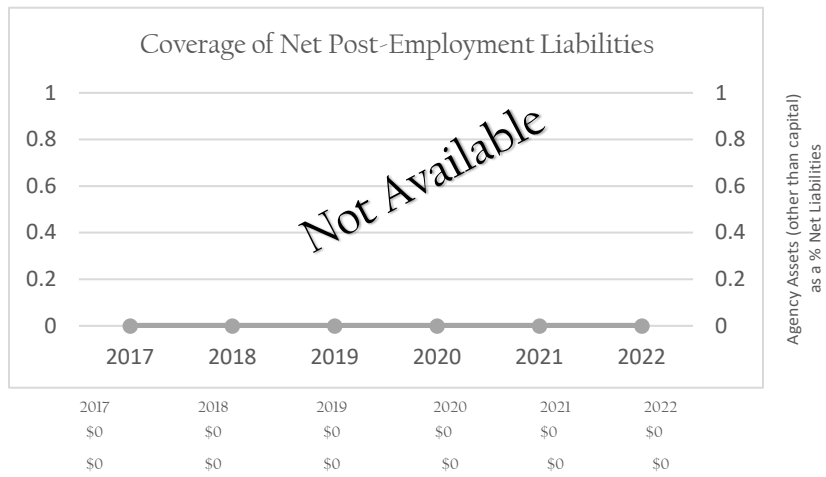
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



Pension Obligations and Payments

CSA 31 is part of the Santa Barbara County Employees’ Retirement System. General employees are members of General Plan 5A. The District maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the District.

CSA 31 is not separated from the other County pension liabilities; therefore, CSA 31 portion is unknown. At June 30, 2021, the County, including its discretely presented component unit, reported a liability of \$981,008 for its proportionate share of the net pension liability. Public Works staff manages various utility cost centers such as CSA 31, Laguna County Sanitation District, etc. Staff time for CSA 31 work is billed to CSA 31.

Deferred Compensation Plan

The County offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 401(a) & 457. Employer-only annual contributions are calculated based upon a percentage of employee compensation under annual agreements with employee bargaining groups and unions. The plan, available to all employees bargaining groups and unions, permits them to defer a portion of their salary until future years.

The 457 deferred compensation plan is not available to employees until termination, retirement, death, or unforeseeable emergency. All amounts of compensation deferred, all property and the rights purchased, and all income, property, or rights are (until paid or made available to the employee or other beneficiary) held in trust for the exclusive benefit of the participants and their beneficiaries.

OPEB Obligations and Payments

The District has adopted a pay-as-you-go basis for funding retiree medical benefits. The County's agent multiple-employer defined benefit postemployment healthcare plan (OPEB Plan) is administered by the Santa Barbara County Employees' Retirement System (SBCERS). The OPEB plan is funded by the County and other plan sponsors, and is administered in accordance with §401(h) of the Internal Revenue Code (IRC). It was established on September 16, 2008, by the County Board of Supervisors who created a 401(h) Medical Trust. The OPEB Plan offers healthcare, vision, and dental benefits to eligible County retirees and their dependents. Benefits are provided by third party providers. Retirees are offered the same health plans as active County employees, as well as enhanced senior plans for retirees on Medicare. Retiree premiums are rated separately from active County employees; as such, the County does not have a retiree premium implicit rate subsidy.

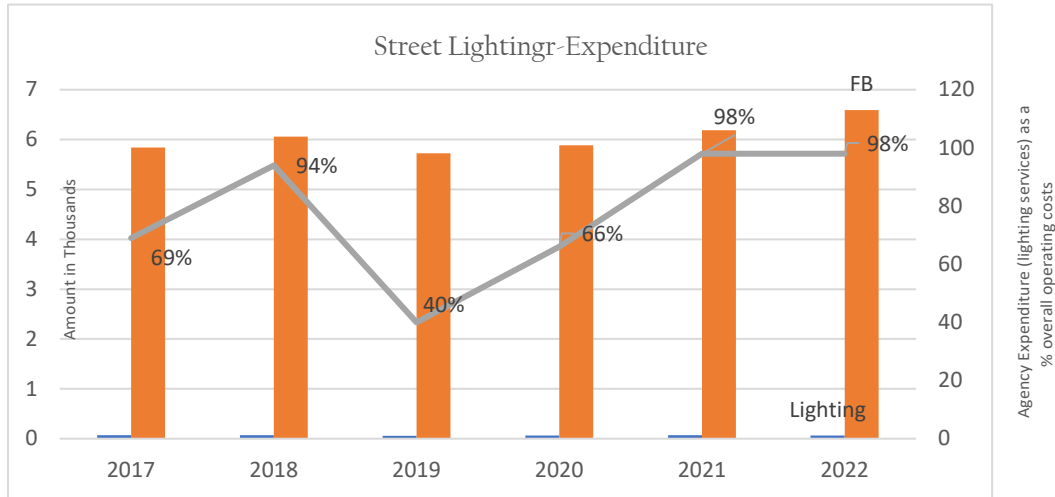
The County provides a monthly insurance premium subsidy of \$15 (whole dollars) per year of credit service from the 401(h) account for Eligible Retired Participants participating in a sponsored health insurance plan. If the monthly premium for the health plan selected is less than \$15 times the member's years of service, the subsidy is limited to the entire premium. The health plans include coverage for eligible spouses and dependents. After the member's death, a beneficiary is eligible to continue health plan coverage. The subsidy benefit will be equal to \$15 per year of service times the survivor continuation percentage applicable for pension benefits. Retirees who choose not to participate in the County-sponsored health insurance plan receive a monthly benefit of \$4 per year of service. This benefit, known as a Healthcare Reimbursement Arrangement, reimburses qualified health care expenses through a health savings account.

On March 1, 2016, the County adopted a resolution approving an OPEB (401(h) Account) Funding Policy. This policy provides for funding the OPEB Plan at 4% of Covered Payroll for the 401(a) Pension Plan. Employees are not required to contribute to the OPEB Plan.

Enterprise Funding

The CSA budget includes street lighting services for Fund #7664. In FY 2020/2021, the CSA's

actual budget expense was \$69,012 and decreased that to \$66,053 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in thousands. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The CSA’s budget includes improvement budgeting through its finance uses #7664. In FY 2020/2021, the CSA budgeted \$69,012 and decreased that to \$66,053 for FY 2021/2022 and in FY 22-23 total expenditures for financing uses were budgeted at \$102,800.

Capital Improvements

The County adopts the County Service Area 31 Isla Vista Capital Improvement Program (CIP) for budgeting and reserve balance purposes. CSA 31 completed anticipated improvements over the next few years include \$250K for lighting in Isla Vista.

Long-term Liabilities and Debts

The District has no long-term debt.

Opportunities for Shared Facilities

No opportunities for shared facilities have been identified by staff in the preparation of this report. Due to relative distance between the CSA and other communities, opportunities for shared facilities are limited.

Rate Structure

Benefit Assessments for CSA 31 were last updated and adopted by the Board of Supervisors in May 2023. The rates are adopted annually and are collected on the tax roll. Assessments are based on administration, operation and maintenance, and capital reserve costs. The \$12.93 benefit assessment rate is expected to generate approximately \$34,000. The benefit assessment rate is factored based on the various land uses as shown

<u>DESCRIPTION</u>	<u>FACTOR</u>
Vacant/farm land	0.5
Residential (single and condos)	1.0
Residential (duplex, triplex)	3.0
Apartments, courts	6.0
Heavy commercial	9.0
Light commercial	3.0
Industrial	6.0
Churches, miscellaneous, other	2.0
No benefit	0.0

ORGANIZATION

Governance

County Service Area 31's governance authority is established under the County Service Area Law, ("principal act") and codified under Government Code Sections 25210–25217.4. The governing body, which is established by law to administer the operation of a County Service Area, is the Board of Supervisors. The intent of the County Service Area law is to give an alternative method for providing governmental services by counties within unincorporated areas, many of which have had large population growth as well as commercial and industrial development. It also provides for services to be provided in small rural communities. This principal act empowers CSA 31 to provide a range of municipal services. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
- Street Lighting	All other powers listed under (GC 25213)
- Installation maintenance and repair of curbs, gutters and sidewalks	
- Planting maintenance and care of street trees	

Governance of CSA 31 is dependently provided by the County of Santa Barbara and through its five-member Board of Supervisors that are elected by supervisorial division to staggered four-year terms. County Service Area 31 holds meetings as needed and as part of regular meetings held by the Board of Supervisors. A current listing of Board of Supervisors along with respective backgrounds follows.

County Service Area 31 Current Governing Board Roster			
Member	Position	Background	Years on District
Das Williams, 1 st District	Vice-Chair	Legislator	6
Laura Capps 2 nd District	Supervisor	Public affairs	1
Joan Hartmann, 3 rd District	Chair	Educator/ government	6
Bob Nelson 4 th District	Supervisor	Educator	2
Steve Lavagnino, 5 th District	Supervisor	Aerospace/ government	12

Website Transparency

The table, below and on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

CSA 31 (Isla Vista) District Website Checklist website accessed 7/25/23 http://www.countyofsb.org/184/Public-Works			
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (required for independent Special Districts by 1/1/2020)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?		X
Government Code §53908	Agency’s website provides information on compensation of elected officials, officers and employees or has link to State Controller’s Government Compensation website?		X

<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>		
	<i>Yes</i>	<i>No</i>
Description of services?	X	
Service area map?		X
Board meeting schedule?	X	
Budgets (past 3 years)?	X	
Audits (past 3 years)?	X	
List of elected officials and terms of office?		X
List of key agency staff with contact information?		X
Meeting agendas/minutes (last six months)?	X	
<i>Notes: County Service Area 31 is a dependent governed District. Refer to http://www.countyofsb.org/184/Public-Works for the required checklist items.</i>		

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

County Service Area 31 (Isla Vista) Questionnaire Revenues, Types of Service, and Resources

CSA 31 (Isla Vista) Responses by Respondence			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to County Service Area 31 (Isla Vista) at this time.

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M. County Service Area 41 (Rancho Santa Rita)

Administrative Office: 620 West Foster Road, Santa Maria, CA 93455
Phone: 805/803-8750
Fax: 805/803-8753
Email: pwweb@countyofsb.org
Website: <https://www.countyofsb.org/190/Transportation>
Public Works Director: Scott McGolpin
Deputy Director: Chris Sneddon

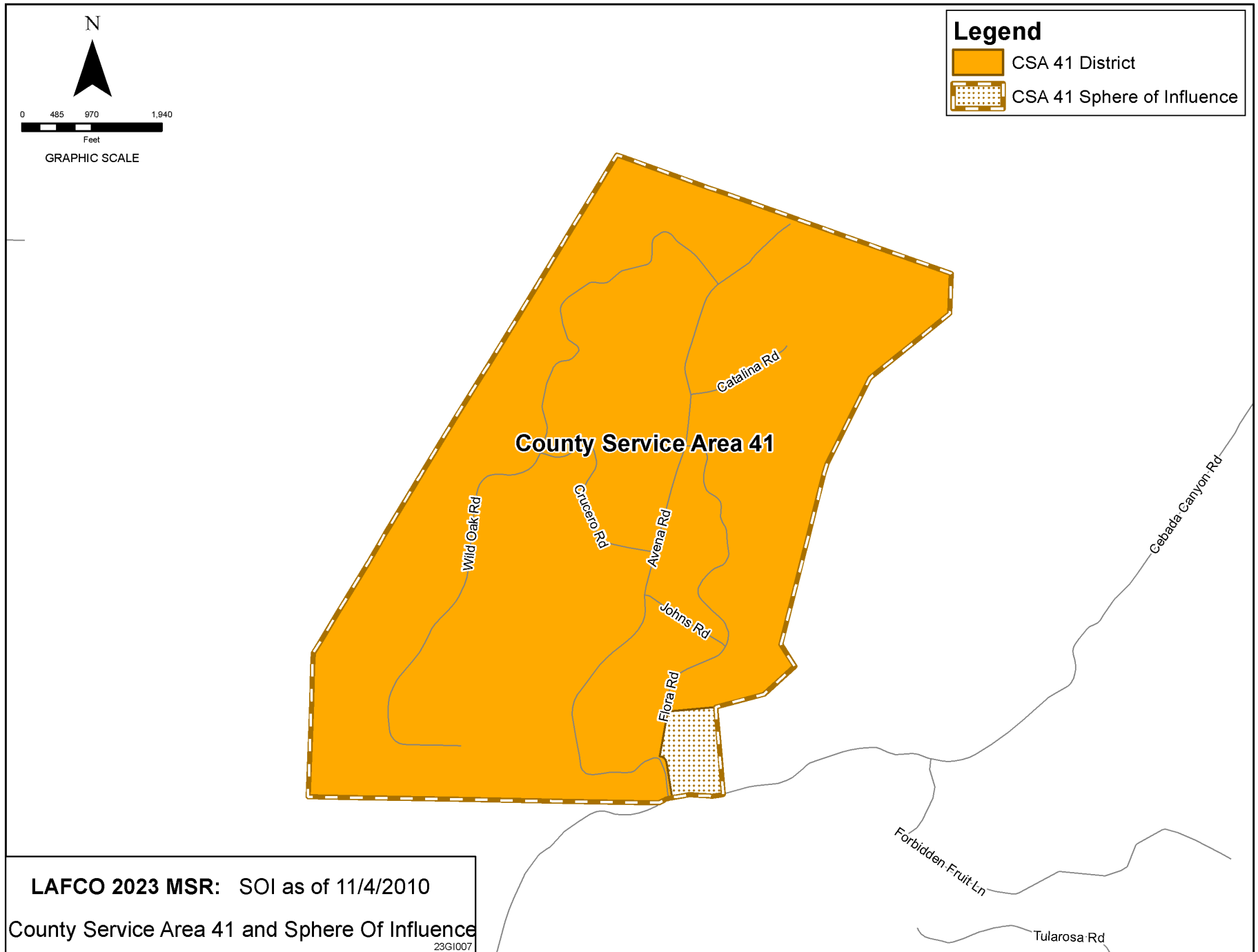
SUMMARY

The County Service Area 41 (Rancho Santa Rita) is intended to provide road maintenance for about 100 people throughout 1.2 square miles in northern Santa Barbara County that largely encompasses the Rancho Santa Rita Planning Area north of Cebada Canyon Road and La Purisima Golf Course. CSA 41 serves approximately 50 parcels approximately 1.3 miles north of Hwy 246. The District's service boundary is largely the same as its Sphere of Influence and there are no proposals for expansion. The District receives financial support at a rate of approximately \$467 per resident and maintains a fund balance to meet future needs. The District has financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The County Service Area 41 (Rancho Santa Rita) was formed in 1984. It was formed to construct five roads within the Rancho Santa Rita area including Avena Road, Flora Road, Johns Road, Catalina Road, and Wild Oak Road. The area resides within the Cebada Canyon/Tularosa Road existing developed rural neighborhood (EDRN) zoned AG-I-20.

County Service Area 41 overlaps the Santa Barbara Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, Cachuma RCD, Lompoc Valley Medical Hospital, County of Santa Barbara Fire Protection District, portion of Santa Ynez River Water Conservation District, County Service 32 (Law Enforcement), County Flood Control & Conservation District, County Water Agency, and Lompoc Cemetery District.



OPERATIONS

County Service Area 41 is maintained by the County Public Works Department Transportation Division. The Transportation Division maintains 1,650 lane miles of roads in the unincorporated areas of Santa Barbara County. This includes 100 bridges, 9,000 street trees, 48 signalized intersections, and 15,000 street signs as well as pavement markings, painted curbs, and raised traffic markers. Within CSA 41 boundary the county transportation division manages approximately 2.6 roadway miles that existing within the CSA boundary. Roadways are constructed with asphalt pavement in the unincorporated area of Santa Barbara County and maintained by the homeowners consisting of 2.6 miles.

Most of the District's general revenues come from benefit assessments adopted annually and are collected on the tax roll as a fixed charge. Assessments are based on administration, operation and maintenance, and capital reserve costs.

The District Board of Directors is composed of five Board of Supervisor Members who are elected by supervisorial Districts to four- year terms. The Board meets on Tuesdays of every month at Board Chambers. The District maintains a website which includes a list of Board members and agendas for upcoming Board meetings.

OPPORTUNITIES & CHALLENGES

County Service Area 41 currently has no challenges or opportunities at this time.

Governance Structure Options

The opportunities for new governance structures in CSA 41 are small. The District is isolated from most other local agencies, limiting the potential for governmental structure options. The District has not identified any government structure options. LAFCO does not see the need for structural governance changes.

Regional Collaboration

County Service Area 41 currently provides road maintenance all other utilities are provided by private companies through permits and franchise agreements within the CSA 41 service boundary.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the CSA 41 (Rancho Santa Rita) boundaries are largely coterminous with one parcel (APN 099-360-005) outside of the service area but within the Sphere. A map of the District's Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

County Service Area 41’s existing boundary spans approximately 1.2 square miles in size and covers 790 acres (parcels and public rights-of-ways) of contiguous areas with 100% in County of Santa Barbara. All of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara. Overall, there are TBD registered voters within the jurisdictional boundary.

Carpinteria/Summerland-Fire jurisdictional boundary spans 1.74 square miles with 99.5% being unincorporated and under the land use authority of the County of Santa Barbara. The remainder of the jurisdictional boundary lies within the City of Santa Barbara.

CSA 41 (Rancho Santa Rita) Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
CSA 41	1,065	100.0%	50	TBD
Totals	1,065	100.0%	50	TBD

CSA 41 (Rancho Santa Rita) Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	1,065	100.0%	50	TBD
Totals	1,065	100.0%	50	TBD

Total assessed value (land and structure) is set at \$38.5 million as of April 2023, and translates to a per acre value ratio of \$36,203. The former amount further represents a per capita value of \$381,747 based on the estimated service population of 101. County Service Area 41 receives \$47,210 in annual assessment charges billed on the tax roll in revenue generated within its jurisdictional boundary.

The jurisdictional boundary is currently divided into 50 legal parcels and spans 1,065 acres including jurisdictional acreage consists of public right-of-ways. Approximately 100% of the parcel acreage is under private ownership with 97.7% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 1 vacant parcel that collectively total 24 acres.

All 100% of the jurisdictional boundary is under private ownership, and of this amount approximately 97.7% having been developed.

**County Service Area 41 (Rancho Santa Rita)
Formation, Revenues, Attributes, Types of Service, and Resources**

District Formation and Duties	
Formation Date	1984
Legal Authority	County Service Area Law, Government Code Sections 25210-25217.4.
Board of Directors	Five Supervisors elected to four-year terms through supervisorial Districts.
Agency Duties	Road maintenance.

POPULATION AND GROWTH

Population

The U.S. Census Bureau tracks data by Tract 28.09 which includes the Rancho Santa Rita area along with a broader 82.1 square mile area. Therefore, Census data is not available for CSA 41 specifically that matches its boundary. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projections for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-based allocation methodology estimating the Lompoc unincorporated population to be 15,652 by 2020. The projected population of Rancho Santa Rita area was not specified. Therefore, no specific population and demographic data is available.

Projected Growth and Development

The County of Santa Barbara serves as the long-term land use, development and growth, and provides the vision within its Rancho Santa Rita Planning Area. The Cebada Canyon/Tularosa Road and Lompoc Valley guidelines was adopted in 1999. The Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. The County's HE and Planning Area does not anticipate significant growth in the Rancho Santa Rita area

The County's Housing Element, covering 2023-2031 estimates less than one percent growth in the surrounding unincorporated Rancho Santa Rita area. The following population projections within the area are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table M-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
County Service Area 41	unk	unk	101	unk	unk
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Cabada Canyon/Tularosa Road area was \$114,583 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the County Service Area 41 (Rancho Santa Rita)’s Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services nor are the areas contiguous to the Sphere of Influence qualify as a disadvantaged community.

**County Service Area 41 (Rancho Santa Rita)
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District area (est. square miles): • Entire District	1.2
Population (2022 estimates): • Entire District	101
Assessed Valuation (FY 22-23: District portion)	\$38,556,472
Number of centerline miles	2.6
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY 21-22)	\$467
Average Portion of County 1% Property Tax Received	N/A
Ending Total Fund Balance (June 2022)	\$276,146
Change in Total Fund Balance (from June 2017 to June 2022)	41.7%
Total Fund Balance/Annual Revenue Total (FY 21-22)	584%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

County Service Area 41 (Rancho Santa Rita) constructed approximately 2.6 miles of asphalt roadways.

ROAD CONDITION/MAINTENANCE

Maintenance

The District currently makes repairs as needed.

Types of Services	
Lighting	-
Road Maintenance	X
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	-
Parking	-
Other	-

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	N/A	N/A
Emergency Operators	N/A	N/A
Management Personnel	1	0.4
Other District Staff	14	n/a

CSA 41 (Rancho Santa Rita) road maintenance is managed by Public Works Department.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
Manager (1)	n/a	n/a
Civil Engineer (1)	n/a	n/a
Fiscal Analyst (1)	n/a	n/a
Other District Staff (12)	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained. The District does have an existing approved assessment tax that provides an adequate amount is assessed to provide the needed services.

FINANCES

The District prepares an annual budget and financial report as part of the County annual review, which includes details for each of its government and capital project and replacement funds. The District maintains a separate capital fund for replacement needs, meaning that charges for services

are intended to pay for the costs of providing such services. A benefit assessment is charged to properties to provide road repairs.

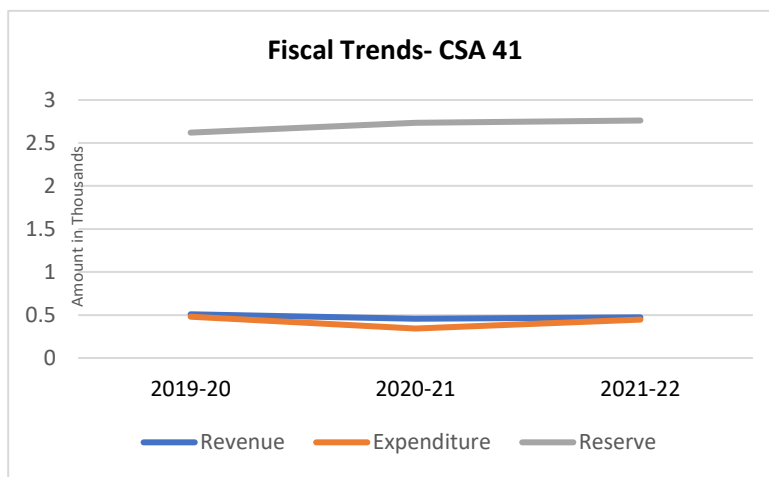
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Benefit Assessment	\$46,000	100.7%	\$46,001	97.5%
Investment income	\$1,371	3.0%	\$1,290	2.7%
Unrealized gains	-\$1,722	3.7%	\$-82	-0.2%
Revenue total	\$45,648	100.0%	\$47,210	100.0%

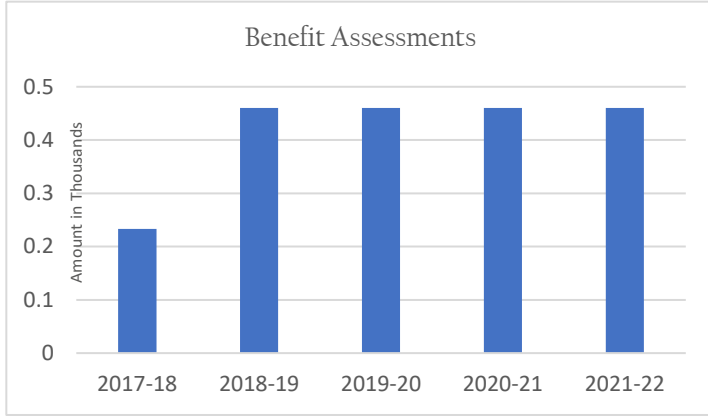
Source: CSA 41 (Rancho Santa Rita), Budget Report, 20-21 and 21-22, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

Fiscal Indicators

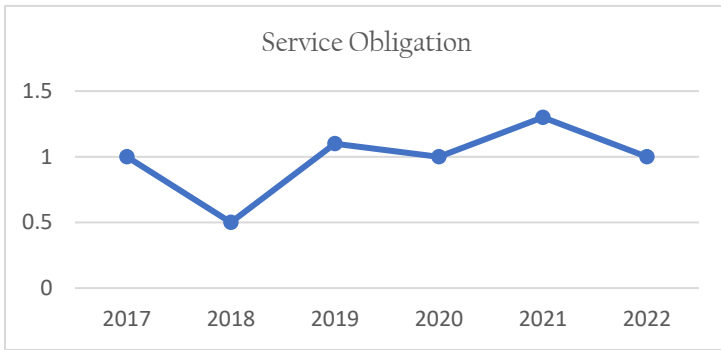
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the District’s expenditures have increased in connection to its revenues. The increase in expenditures was primarily due to roads in need of repair. The District’s reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in thousands. These indicators provide a measurement of the agency’s financial condition over time.

CSA 41 (RANCHO SANTA RITA)





This indicator addresses the extent to which charges for service covered expenses. Benefit Assessment is the primary funding source for road maintenance services. Represented below a ratio of one or higher indicates that the service is self-supporting



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 24,352	\$ 23,852	1.0
2018	\$ 24,108	\$ 45,269	0.5
2019	\$ 52,241	\$ 44,352	1.1
2020	\$ 50,819	\$ 48,016	1.0
2021	\$ 45,648	\$ 34,247	1.3
2022	\$ 47,210	\$ 44,536	1.0

Post-Employment Liabilities

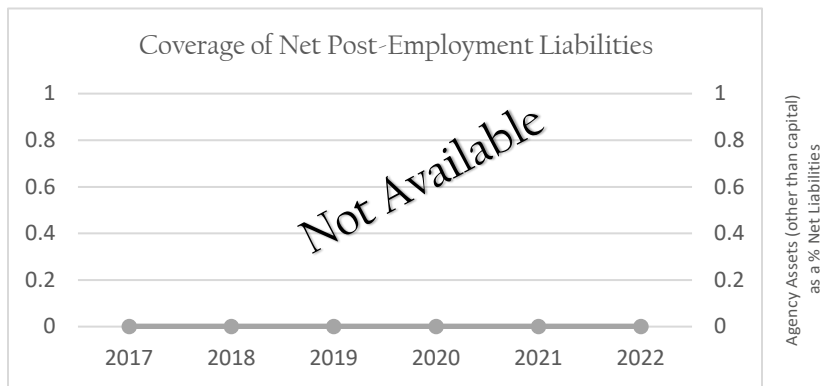
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

	2019	2020	2021	2022	Trend
<u>Pension</u>					
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	
Net liability, pension (plan liabilities - plan assets)	\$ 0	\$ 0	\$ 0	\$ 0	➔

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 0

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



Agency Assets (other than capital)	2017	2018	2019	2020	2021	2022
	\$0	\$0	\$0	\$0	\$0	\$0
Net Liabilities (pension & OPEB)	2017	2018	2019	2020	2021	2022
	\$0	\$0	\$0	\$0	\$0	\$0

Pension Obligations and Payments

CSA 41 is part of the Santa Barbara County Employees' Retirement System. General employees are members of General Plan 5A. The District maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the District.

CSA 41 is not separated from the other County pension liabilities; therefore, CSA 41 portion is unknown. At June 30, 2021, the County, including its discretely presented component unit, reported a liability of \$981,008 for its proportionate share of the net pension liability. Public Works staff manages various cost centers such as CSA 41, Laguna County Sanitation District, etc. Staff time for CSA 41 work is billed to CSA 41.

Deferred Compensation Plan

The County offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 401(a) & 457. Employer-only annual contributions are calculated based upon a percentage of employee compensation under annual agreements with employee bargaining groups and unions. The plan, available to all employees bargaining groups and unions, permits them to defer a portion of their salary until future years.

The 457 deferred compensation plan is not available to employees until termination, retirement, death, or unforeseeable emergency. All amounts of compensation deferred, all property and the rights purchased, and all income, property, or rights are (until paid or made available to the employee or other beneficiary) held in trust for the exclusive benefit of the participants and their beneficiaries.

OPEB Obligations and Payments

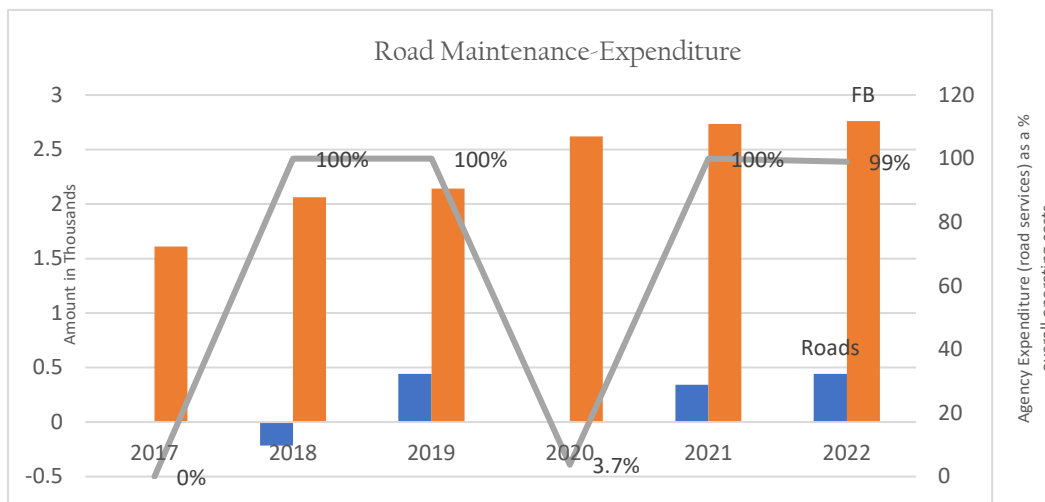
The District has adopted a pay-as-you-go basis for funding retiree medical benefits. The County's agent multiple-employer defined benefit postemployment healthcare plan (OPEB Plan) is administered by the Santa Barbara County Employees' Retirement System (SBCERS). The OPEB plan is funded by the County and other plan sponsors, and is administered in accordance with §401(h) of the Internal Revenue Code (IRC). It was established on September 16, 2008, by the County Board of Supervisors who created a 401(h) Medical Trust. The OPEB Plan offers healthcare, vision, and dental benefits to eligible County retirees and their dependents. Benefits are provided by third party providers. Retirees are offered the same health plans as active County employees, as well as enhanced senior plans for retirees on Medicare. Retiree premiums are rated separately from active County employees; as such, the County does not have a retiree premium implicit rate subsidy.

The County provides a monthly insurance premium subsidy of \$15 (whole dollars) per year of credit service from the 401(h) account for Eligible Retired Participants participating in a sponsored health insurance plan. If the monthly premium for the health plan selected is less than \$15 times the member’s years of service, the subsidy is limited to the entire premium. The health plans include coverage for eligible spouses and dependents. After the member’s death, a beneficiary is eligible to continue health plan coverage. The subsidy benefit will be equal to \$15 per year of service times the survivor continuation percentage applicable for pension benefits. Retirees who choose not to participate in the County-sponsored health insurance plan receive a monthly benefit of \$4 per year of service. This benefit, known as a Healthcare Reimbursement Arrangement, reimburses qualified health care expenses through a health savings account.

On March 1, 2016, the County adopted a resolution approving an OPEB (401(h) Account) Funding Policy. This policy provides for funding the OPEB Plan at 4% of Covered Payroll for the 401(a) Pension Plan. Employees are not required to contribute to the OPEB Plan.

Enterprise Funding

The District budget includes road maintenance services for Fund #7510 & 7655. In FY 2020/2021, the District’s actual budget expense was \$34,247 and increased that to \$44,336 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in thousands. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The District’s budget includes improvement budgeting through its finance uses #7510 & 7655. In FY 2020/2021, the District budgeted \$34,247 and increased that to \$44,536 for FY 2021/2022 and in FY 22-23 total expenditures for financing uses were budgeted at \$15,200.

Capital Improvements

The County adopts the County Service Area 41 Rancho Santa Rita Capital Improvement Program (CIP) for budgeting and reserve balance purposes. CSA 41 completed annual improvements over the last 3-years with no additional improvements planned at this time.

Long-term Liabilities and Debts

The District has no long-term debt. The original construction bond was retired in 2003.

Opportunities for Shared Facilities

No opportunities for shared facilities have been identified by staff in the preparation of this report. Due to relative distance between the District and other communities, opportunities for shared facilities are limited.

Rate Structure

Benefit Assessments for CSA 41 were last updated and adopted by the Board of Supervisors in May 2023. The rates are adopted annually and are collected on the tax roll. Assessments are based on administration, operation and maintenance, and capital reserve costs.

ORGANIZATION

Governance

County Service Area 41's governance authority is established under the County Service Area Law, ("principal act") and codified under Government Code Sections 25210–25217.4. The governing body, which is established by law to administer the operation of a County Service Area, is the Board of Supervisors. The intent of the County Service Area law is to give an alternative method for providing governmental services by counties within unincorporated areas, many of which have had large population growth as well as commercial and industrial development. It also provides for services to be provided in small rural communities. This principal act empowers CSA 41 to provide a range of municipal services. A list comparing active and latent powers follows.

Active Service Powers

-Road Maintenance

Latent Service Powers

All other powers listed under (GC 25213)

Governance of CSA 41 is dependently provided by the County of Santa Barbara and through its five-member Board of Supervisors that are elected by supervisorial division to staggered four-year

terms. County Service Area 41 holds meetings as needed and as part of regular meetings held by the Board of Supervisors. A current listing of Board of Supervisors along with respective backgrounds follows.

County Service Area 41 Current Governing Board Roster			
Member	Position	Background	Years on District
Das Williams, 1 st District	Vice-Chair	Legislator	6
Laura Capps 2 nd District	Supervisor	Public affairs	1
Joan Hartmann, 3 rd District	Chair	Educator/ government	6
Bob Nelson 4 th District	Supervisor	Educator	2
Steve Lavagnino, 5 th District	Supervisor	Aerospace/ government	12

Website Transparency

The table, below and on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

CSA 41 (Rancho Santa Rita) District Website Checklist			
website accessed 7/25/23		https://www.countyofsb.org/190/Transportation	
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? <i>(required for independent Special Districts by 1/1/2020)</i>	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?		X
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?		X

<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>		
	<i>Yes</i>	<i>No</i>
Description of services?	X	
Service area map?		X
Board meeting schedule?	X	
Budgets (past 3 years)?	X	
Audits (past 3 years)?	X	
List of elected officials and terms of office?		X
List of key agency staff with contact information?		X
Meeting agendas/minutes (last six months)?	X	
<i>Notes: County Service Area 41 is a dependent governed District. Refer to https://www.countyofsb.org/190/Transportation for the required checklist items.</i>		

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

County Service Area 41 (Rancho Santa Rita) Questionnaire Revenues, Types of Service, and Resources

CSA 41 (Rancho Santa Rita) Responses by Respondence			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to County Service Area 41 (Rancho Santa Rita) at this time.

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N. Santa Maria Public Airport District

Administrative Office: 3217 Terminal Dr, Santa Maria, CA 93455
Phone: 805/922-1726
Fax: none
Email: mpehl@santamariaairport.com
Website: www.santamariaairport.com
General Manager: Martin Pehl

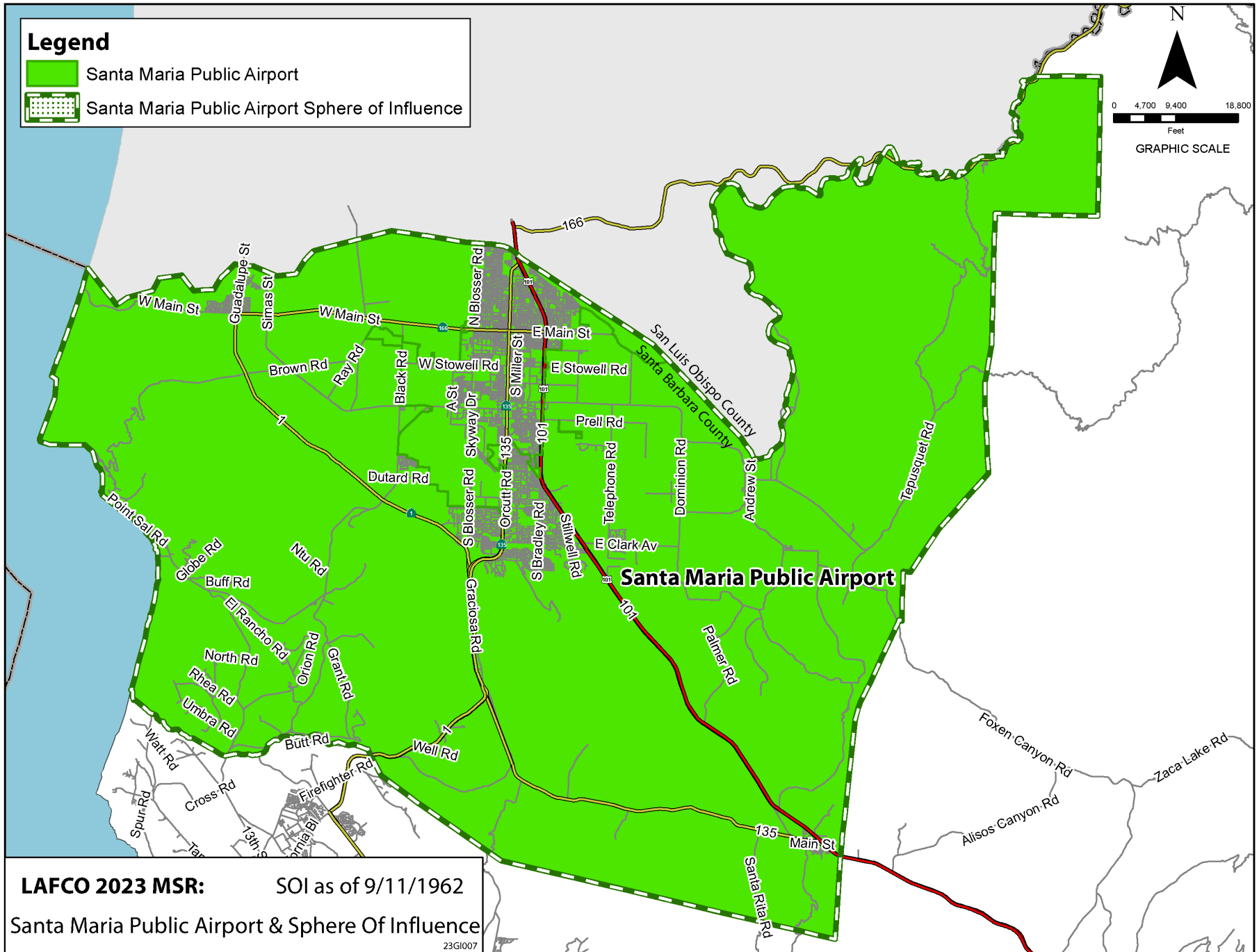
SUMMARY

The Santa Maria Public Airport District (SMX) provides aviation activity services to approximately 156,584 people throughout 400 square miles in northern Santa Barbara County that encompasses the entire Santa Maria Valley and beyond. The District extending from the Santa Maria/Cuyama River at the north to a point three miles south of the community of Los Alamos at the south. east-west direction commences at Point Sal at the Pacific Ocean and extends eastward border along the Los Padres National Forest. The District's boundary is the same as its Sphere of Influence and there are no proposals for expansion. The District receives financial support at a rate of approximately \$47 per resident and maintains a fund balance to meet future needs. The District does have financial procedures in place to ensure the preparation of timely agency audits.

BACKGROUND

The Santa Maria Public Airport District was formed in 1962. In the 1940s, the U. S. Army Corps of Engineers constructed what was then known as Santa Maria Army Base to provide training facilities for crews of B-25 aircraft. A few years later the B-25 groups left and the facility became a training field for P-38 pilots and ground crews. In 1946, following the war's end, the County of Santa Barbara acquired the property by means of an interim permit issued by the War Assets Administration. The County retained control of the facility until 1949, at which time the City of Santa Maria obtained an undivided one-half interest. This dual ownership/management proved cumbersome to administer, and in March of 1964 transfer of the airport to the newly formed Santa Maria Public Airport District was accomplished.

The Santa Maria Public Airport District overlaps the Cachuma Resource Conservation District, Cuyama Valley Recreation & Park District, County Service Areas 32 (Law Enforcement), Santa Barbara County Fire Protection District, Santa Barbara Mosquito and Vector Control District, and County Flood Control & Water Agency.



The District estimated it serves a population of 156,584 people with 109,910 located in the City of Santa Maria. The District anticipates a growth rate of less than one percent a year within its boundaries in the coming years. In 2023, it was estimated that the District contains 42,164 parcels.

OPERATIONS

Santa Maria Public Airport District encompasses approximately 2,598 acres, including two active runways. The airport provides facilities for two airline (Allegiant & SkyWest/United) and serves as home base for over 200 general aviation aircraft. The District is composed of twelve (12) employees, including a General Manager, Administrative Assistant, Finance and Administration Manager, Maintenance Foreman, Operations/Maintenance Manager and Maintenance Workers.

Aircraft operational statistics at the Airport are recorded by the airport traffic control tower (ATCT) that is operated under the FAA Contract Tower Program by Serco, a private air traffic control contractor, daily from 6:00 a.m. to 8:00 p.m. Among other duties, the ATCT counts aircraft operations, which are defined as either a takeoff or a landing. Aircraft operations are segregated into four general categories: air carrier, air taxi, military, and general aviation. Air carrier operations are performed by commercial airline aircraft with greater than 60 seats. Air taxi operations are generally associated with commuter aircraft, but also include for-hire general aviation aircraft. Military operations are those conducted by airplanes and helicopters with a military identification. General aviation includes all other aviation activity from small ultralights to large business jets.

Operations are further sub-categorized as either itinerant or local. Itinerant operations are those made by aircraft which arrive from or depart to destinations outside the local operating area. Local operations are associated primarily with touch-and-go or pilot training activity. Itinerant operations have historically averaged 69.2 percent of overall operations at SMX. This is an indicator that the Airport attracts most of its aviation activity from outside its service area.

Year	Itinerant Operations					Local			Total Operations
	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total	
2010	351	11,577	22,611	308	34,847	16,230	140	16,370	51,217
2011	378	11,711	20,006	268	32,363	15,332	364	15,969	48,059
2012	377	12,243	17,915	274	30,809	13,336	312	13,648	44,457
2013	534	12,310	17,885	253	30,982	13,698	638	14,336	45,318
2014	375	12,297	17,301	350	30,323	10,552	644	11,196	41,519
2015	365	9,239	17,718	445	27,767	9,896	726	726	38,389

Source: Federal Aviation Administration (FAA) – Operational Network (OPSNET)

The District Board of Directors is composed of five-member Board of Directors that are elected by districts to staggered four-year terms. In November of 2024 District seats 1, 3, & 5 are up for election, while District seats 2 & 4 are up in November 2026. Santa Maria Public Airport District holds meetings on the second and fourth Thursday of every month at District Office located at 3217 Terminal Dr, Santa Maria at 6:00 pm. The District maintains a website which includes a list of members of the Board of Directors, agendas of upcoming meetings, and minutes of past meetings.

OPPORTUNITIES & CHALLENGES

The Santa Maria Public Airport District (SMX) did not identify challenges related airport services. The Airport Master Plan identified one of the most important challenges is to implement the plan. The cost of developing and maintaining aviation facilities is an investment which yields impressive benefits for the SMPAD. This plan and associated development program provide the tools the SMPAD will re-quire to meet the challenges of the future. By providing a safe and efficient facility, SMX will continue to be a valuable asset to the SMPAD. The full implementation of the Airport Master Plan is likely to take two decades or more at a cost of \$193.9 million in 2017 dollars. The breakdown of funding over the three planning horizons is presented in Table IB below.

TABLE IB
Development Funding Summary
Santa Maria Public Airport

PLANNING HORIZON	Total Cost	Federal Share	SMPAD/Local Share
Short Term Program	\$14,177,000	\$12,852,840	\$1,324,160
Intermediate Term Program	\$83,500,000	\$55,755,026	\$27,744,974
Long Term Program	\$96,250,000	\$75,745,176	\$20,504,824
Total Program Costs	\$193,927,000	\$144,353,043	\$49,573,957

Funding for Airport Improvement Program (AIP-eligible projects) is undertaken through a cost-sharing arrangement in which the FAA share varies by airport size and is generally 75 percent for large and medium hub airports and 90 percent for all other airports. For states that qualify, such as California with 15.74% public/Indian lands, the federal share is increased depending on the airport classification. As a non-hub commercial service airport, the federal share of eligible capital improvement projects for the Airport is up to 90.66 percent of eligible project costs. In exchange for this level of funding, the airport sponsor is required to meet various Grant Assurances, including maintaining the improvement for its useful life, usually 20 years. Table 5E below presents the approximate distribution of the AIP funds.

TABLE 5E
Federal AIP Funding Distribution

Funding Category	Percent of Total	Funds*
Apportionment/Entitlement		
Passenger Entitlements	26.6%	\$891,100,000
Cargo Entitlements	3.5%	\$117,250,000
Alaska Supplemental	0.7%	\$23,450,000
State Apportionment for Nonprimary Entitlements	12.5%	\$418,750,000
State Apportionment Based on Area and Population	7.4%	\$247,900,000
Carryover	22.1%	\$740,350,000
Small Airport Fund		
Small Hubs	2.2%	\$73,700,000
Nonhubs (i.e., MRY)	8.7%	\$291,450,000
Nonprimary (GA and Reliever)	4.3%	\$144,050,000
Discretionary		
Capacity/Safety/Security/Noise	5.4%	\$180,900,000
Pure Discretionary	1.8%	\$60,300,000
Set Asides		
Noise	4.2%	\$140,700,000
Military Airports Program	0.5%	\$16,750,000
Reliever	0.1%	\$3,350,000
Totals	100.00%	\$3,350,000,000

* FAA Modernization and Reform Act of 2012 – expired September 30, 2015

AIP: Airport Improvement Program

Source: FAA Order 5100.38D, Airport Improvement Program Handbook

Governance Structure Options

The opportunities for new governance structures within Santa Maria Airport territory are small. The District is located within the City of Santa Maria City limits, limiting the potential for governmental structure options. The District has not identified any government structure options. LAFCO does not see the need for structural governance changes.

Regional Collaboration

The City of Santa Maria coordinates policing services with the Santa Maria Airport for patrol services along with the City of Guadalupe. Dispatch and airport patrol is shared with the City of Santa Maria and Guadalupe. Mutual aid agreements are in place among Guadalupe Fire, Santa Barbara County, Santa Maria Fire.

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the Santa Maria Public Airport District's boundaries are coterminous with the District's service area. The District currently has no Sphere of Influence beyond the boundary it serves. A map of the District's Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

Santa Maria Public Airport District’s existing boundary spans approximately 400 square miles in size and covers 246,086 acres (parcels and excluding public rights-of-ways) of contiguous areas. Approximately 94.4% of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara. The remaining portion of jurisdictional service lands, approximately 5.3% of the total is incorporated and under the land use authority of the City of Santa Maria and 0.3% under the City of Guadalupe. Overall, there are 78,504 registered voters within the jurisdictional boundary.

Santa Maria Airport District jurisdictional boundary spans 400 square miles with 94.4% being unincorporated and under the land use authority of the County of Santa Barbara.

Santa Maria Public Airport Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
Santa Maria Airport	246,086	77.0%	42,164	78,504
Totals	246,086	100.0%	42,164	78,504

Santa Maria Public Airport Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	232,473	94.4%	15,334	27,725
City of Santa Maria	12,922	5.3%	(24,625)	46,979
City of Guadalupe	691	0.3%	(2,205)	3,800
Totals	246,086	100.0%	42,164	78,504

Total assessed value (land and structure) is set at \$15.5 billion as of April 2023, and translates to a per acre value ratio of \$63,073. The former amount further represents a per capita value of \$99,125 based on the estimated service population of 156,584. Santa Maria Public Airport District does not receive any annual property tax revenue generated within its jurisdictional boundary and operates entirely using enterprise funding with \$438,000 dollars in annual services charges.

The jurisdictional boundary is currently divided into 42,164 legal parcels and spans 246,086 acres the remaining jurisdictional acreage consists of public right-of-ways. Approximately 98% of the parcel acreage is under private ownership with 42% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 1,027 vacant parcels that collectively total 1,488 acres.

Close to 98% of the jurisdictional boundary is under private ownership, and of this amount approximately 42% has been developed.

**Santa Maria Public Airport District
Formation, Revenues, Attributes, Types of Service, and Resources**

District Formation and Duties	
Formation Date	1962
Legal Authority	Airport District Act, Public Utilities Code §22001 et seq.
Board of Directors	Five Directors elected to four-year terms through district elections.
Agency Duties	Commercial and general aviation services.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Santa Maria Airport District to be 156,584. The 2020 population of Guadalupe CCD was 7,722 and the Santa Maria CCD to be 141,642. In 2012 Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040. The 2019 forecast for the year 2050 only included incorporated cities, while the 2012 report included unincorporated communities by sub regions. The 2012 report used a conservative trend-base allocation methodology estimating the Guadalupe unincorporated population as 271 and the Santa Maria Unincorporated population as 32,751 by 2020. Between 2010 and 2020, the population of Santa Maria Valley unincorporated area increased by 20 people (less than 1 percent per year). In contrast, the County's population increased by 5.7 percent between 2010 and 2020.

Demographics for the Santa Maria Airport was conducted in 2021 by Cooperative Strategies for developing Trustee voting Areas. Based on a 2019 American Communities Survey SMX population aligns with the sub-regions for Guadalupe CCD and Santa Maria CCD that contain 33 Census Tracts, these statistics are cited herein, which identified the largest age group represented as 18 to 64 group at 59.6 percent. Approximately 11.8 percent of the population was in the 65 or older years age group and 28.6 percent in the under the age of 18 group.

According to the 2019 American Communities Survey, approximately 25.9 percent of the total population identified themselves as non-Hispanic white within the Airport District. The Hispanic population, which is the largest group, comprised 65.9 percent of the total population.

Projected Growth and Development

The Cities of Guadalupe and Santa Maria General Plans serves as the respective City’s vision for long-term land use, development and growth, and provides the City’s vision within its Planning Area. The City’s General Plan was adopted in 2021 & 2011, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. The City of Santa Maria is currently underway with a General Plan update with the intent to complete it over the next 2-years.

The current Cities of Guadalupe and Santa Maria Housing Elements (2023-2031) identifies an estimated growth rate of less than one (1) percent within the respective Cities for territory overlapping the Santa Maria Airport District. The County’s Housing Element, covering the same period estimates less than one percent growth in the surrounding unincorporated Santa Maria Valley areas outside of Orcutt. The County’s General Plan covers the Santa Maria Valley and surrounding areas. The following population projections within the Cities are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table N-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Santa Maria Airport	152,268	unk	156,584	200,583	unk
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.
 ** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Santa Maria Valley average was \$78,366 in 2023, which does qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and

Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In most cases, the Santa Maria Public Airport District's Sphere of Influence qualifies under the definition of disadvantaged community for the present and probable need for public facilities and services any areas contiguous to the Sphere of Influence qualify as a disadvantaged community.

**Santa Maria Public Airport District
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District area (est. square miles): • Entire District	400
Population (2022 estimate): • Entire District	156,584
Assessed Valuation (FY 22-23: District portion)	\$15,521,469,884
Number of Runways/Terminals/Airlines/Aircrafts	2/1/2/238
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY21-22)	\$47
Average Portion of County 1% Property Tax Received	1¢/\$1
Ending Total Fund Balance (June 2021)	\$4,865,441
Change in Total Fund Balance (from June 2017 to June 2021)	91.8%
Total Fund Balance/Annual Revenue Total (FY 20-21)	66.6%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

Santa Maria Public Airport District (SMX) provides commercial and general aviation services including administration, operation and maintenance, fueling services, and hanger support. The District is staffed by twelve (12) full-time employees. SMX currently serves over 238 aviation aircraft with two active runways and facilities for one regional airlines (Allegiant Airlines).

Passenger Terminal

The existing terminal building has an approximately gross area of 39,000 square feet (sf) made up of functional areas serving airline ticketing and operations, security screening, post-security passenger hold-rooms, baggage handling and claim, and rental car counters, concessions, restaurant, pre-security public circulation areas, and HVAC/mechanical spaces. Terminal space needs were determined based upon anticipated growth in passenger enplanements, which also considers the potential for expanded and/or new airline service. Recommended terminal facility expansions are based upon this potential growth in demand; however, if this demand does not materialize, the existing terminal facility could continue to adequately serve the Airport for many years.

Terminal Parking

There are 753 vehicle parking spaces available at the terminal building, which is sufficient to meet long term demand of air travelers, terminal restaurant patrons, rental car ready/return, and terminal employees. The terminal parking lot is also utilized by non-airport users as a makeshift park-and-ride facility. This added usage causes the lot to reach its capacity during peak travel seasons. A new surface vehicle parking lot is planned between Airpark Drive and Skyway Drive immediately north of the Radisson hotel parking lot. This location provides an additional 200 spaces with reasonable walking distances (between 850 and 1,200 feet) to the main terminal entrance. If additional parking capacity is needed over the course of the planning period, the recommended concept includes a parking garage option.

Runways

The Airport is currently served by two runways: Runway 12-30, which serves as the primary runway and Runway 2-20, which serves as a crosswind runway.

Runway 12-30 is 8,004 feet long by 150 feet wide and oriented in a northwest-southeast manner. The runway is constructed of asphalt. The surface of the runway is in good condition and is grooved to aid in drainage and wheel traction. The runway slopes up from the Runway 12 end to the Runway 30 end with a gradient of 0.6 percent.

Runway 12-30 has a pavement strength of 75,000 pounds single wheel loading (SWL); 181,000 pounds dual wheel (DWL); and 400,000 pounds dual tandem wheel (DTWL). SWL refers to the design of certain aircraft landing gear that has a single wheel on each main landing gear strut, DWL has two wheels on each main landing gear strut, and DTWL has four wheels on each main landing gear strut. This pavement strength will accommodate most aircraft in the commercial and general aviation fleet today. The primary runway has 75-foot-wide paved shoulder strips along each edge that is not maintained.

Runway 2-20 is the crosswind runway, intersecting with Runway 12-30, at a point approximately 2,350 feet from the Runway 12 end. Runway 2-20 is 5,199 feet long and 75 feet wide, constructed of asphalt, and in good condition. This runway has a load bearing strength of 70,000 pounds SWL, 90,000 pounds DWL, and 150,000 pounds DTWL. Runway 2-20 slopes up from the Runway 2 end to the Runway 20 end with a gradient of 0.3 percent. The crosswind runway is intended for use by smaller aircraft and use by large air carrier aircraft is not recommended. Runway 2-20 has 100-foot-wide paved shoulder strips on each side that is not maintained.

International Customs Facility

The Master Plan plans to relocate the Airport's Aircraft Rescue and Firefighting (ARFF) activities to a new facility on the tower apron. This would make the existing ARFF building available for the establishment of an international customs facility to conduct Federal Inspection Services (FIS). Having FIS services would open SMX up to international passenger and cargo activities and make the Airport more competitive in its regional market. . The SMPAD is currently working with U.S. Customs and Border Protection to establish a User Fee Customs facility adjacent to the current (ARFF) facility.

Airport Traffic Control Tower (ATCT) | The ATCT structure, located at the north end of the terminal apron, needs repairs and more modern amenities. If it is determined that updating the existing ATCT is not practical or feasible, a potential site for a new ATCT has been identified. The most desirable location would be on the south side of Runway 12-30 near mid-field.

United States Forest Service (USFS) Tanker Base | The USFS conducts aerial firefighting activities from a temporary base. The temporary base consists of three fire retardant loading pits on the south side of the airfield and one temporary loading pit adjacent to the terminal apron. The Master Plan includes the development of a dedicated apron for USFS aircraft equipped with up to five loading pits. The recommended site includes a 94,000 sf apron at the south end of Runway 12-30. This location would provide for easy in/out flow to Taxiway B allowing for quick turnaround times.

Tower Apron | The tower apron has some of the oldest hangars on the Airport leased by specialty aviation service operators (SASOs). The Master Plan proposes the demolition of several of the existing hangars to make way for new hangars to be built. Hangars proposed include expanded

T-hangar facilities, box hangars, and larger conventional hangars for a large-scale SASO or FBO operation. The Airport's ARFF facility is also planned to be relocated to the tower apron.

Corporate Hangar Area | Privately owned corporate hangars, 23 units in total, have been constructed on the north side of the airfield. This site is not well suited for high-activity GA operators such as FBOs or SASOs due to its relative isolation on the airfield, so the Master Plan includes continued expansion of private corporate hangars.

South Airfield | The south side of the airfield is home to several GA SASOs and the Airport's FBO, Central Coast Jet Center. The in-field area between the runways and the existing south GA facilities consists of approximately 200 acres of undeveloped land. The Master Plan includes development related to all levels of GA activity from high-activity FBO/SASO operator facilities to low-activity T-hangar development. Recommendations include the preservation of the Runway 12-30 flightline for the development of a large apron to serve a large-scale aircraft manufacturing facility or an aircraft maintenance/repair/overhaul (MRO) facility.

Non-Aviation Development | Areas of the Airport where accessibility to the airfield is limited or infeasible have been reserved for non-aviation revenue support purposes such as commercial or industrial development. In addition, the planned Santa Maria Airport Business Park is not impacted by any of the planned development of this Master Plan. The business park encompasses approximately 740 acres of SMPAD property on the south and southeast side of the airfield and combines light industrial, research, manufacturing, and commercial land uses around an 18-hole golf course. Retail opportunities, government facilities, and limited commercial and office development are also included in the business park plans.

AIRPORT LAND USE COMMISSION

Airport Land Use Compatibility Plan

The Federal Aviation Agency and the Department of Transportation regulate certain aspects of the airport. Additionally, Section 21670 of the Public Utilities Code requires each county in California with a public use airport to have a designated Airport Land Use Commission (ALUC). ALUCs were created by the state legislature in the 1960s to define planning boundaries and set standards for compatible land uses surrounding airports.

Airport Land Use Commission

An ALUC's primary task is to review the land use plans and zoning ordinances of local agencies that affect the area within an airport planning boundary established by the Commission and to prepare and enforce an Airport Land Use Compatibility Plan (ALUCP) for the area surrounding each airport in its jurisdiction. These plans are intended to protect and promote the safety and welfare of residents of the airport vicinity and users of the airport while ensuring the continued

operation of the airports by defining and assessing compatible land uses for safety, height, and noise on and near airports.

In 2023, the Santa Barbara County Association of Governments adopted Santa Maria Airport Land Use Compatibility Plan. In Santa Barbara County, the ALUC function rests with the SBCAG. Chapters 2 and 3 contain the policies by which the ALUC operates and conducts compatibility reviews of proposed land use and airport development actions. The policies in Chapter 2 are written broadly, so as to address overarching compatibility concerns. The compatibility criteria and other policies applicable to Santa Maria Airport in Santa Barbara County are described in Chapter 3. Chapter 4 includes the following Airport Maps: Airport Configuration, Airport Activity Forecast, Compatibility Factor Policy Maps, Noise Compatibility Policy Map, Safety Zone Compatibility Policy Map, Airspace Compatibility Policy Map, Overflight Compatibility Policy Map, and Airport Influence Area.

Types of Services	
Lighting	-
Road Maintenance	-
Street Sweeping	-
Street Beautification	-
Transit	-
Airport	X
Parking	X
Other	-

**Santa Maria Public Airport District
Formation, Revenues, Attributes, Types of Service, and Resources**

Runway, Airplanes, & Other Facilities			
Fixed Base Operator (FBO)	Acquired/Built	Condition	Size
Arctica Air Service		Good	2,409 acres
Art-Craft Paint		Good	24,455 sf and 3,360 sf of hangar space
CalStar		Good	200 sf of privately owned facilities
Central Coast Jet Center		Good	26,139 sf of hangar/office space
Central City Surplus		Good	7,520 sf conventional hangar
Cessna Pilots Association		Good	20,424 sf facility leased includes 10,800 sf of hangar space

Civil Air Patrol		Good	736 sf facility leased
Coastal Valley Aviation		Good	10,168 sf and 7,800 sf two hangar facilities
English Air Services		Good	6,000 sf hangar leased
Rocky Mountain Air Aviation		Good	15,500 sf of hangar space
Rotorcraft Leasing		Good	office space, storage, and hangar space totaling approximately 9,000 sf.
Santa Maria Museum of Flight		Good	11,050 sf. aviation history museum
U.S. Forest Service		Good	2,877 sf hangar include three fire retardant loading pits l
Zodiac Aerospace		Good	approximately 1,200 employees

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	2	0.004
Emergency Operators	2	0.004
Administrative Personnel	4	0.008
Other District Staff	8	0.017

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
General Manager/CPO (1)	n/a	0.3
Manager Finance & Admin (1)	n/a	24.4
Operations Supervisor (1)	n/a	16.9
Operations Officer (1)	n/a	9.8
Maintenance Supervisor (1)	n/a	16.9
Maintenance Workers (4)	n/a	5.4
Administrative Personnel (3)	n/a	4.9

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and facility needs are being met. The Airport Master Plan identifies and then plans for future facility needs well in advance of the actual need. SMX are currently meeting service demands for specific types and quantities of facilities that serve projected demand levels.

FINANCES

The District prepares an annual budget and financial statement, which includes details for each of its government and capital project and replacement funds. The District maintains a separate capital fund for replacement needs, meaning that charges for services are intended to pay for the costs of providing such services.

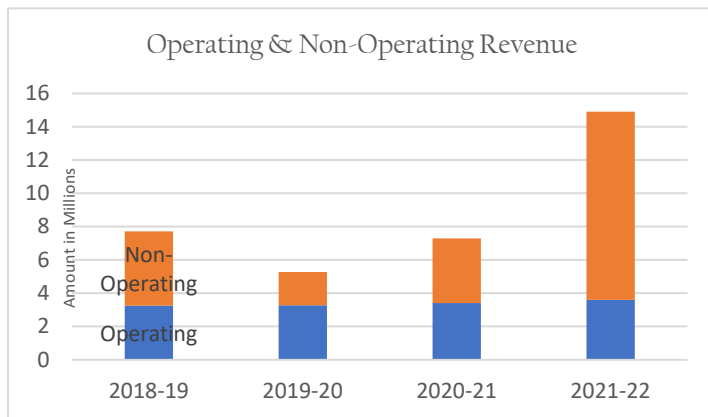
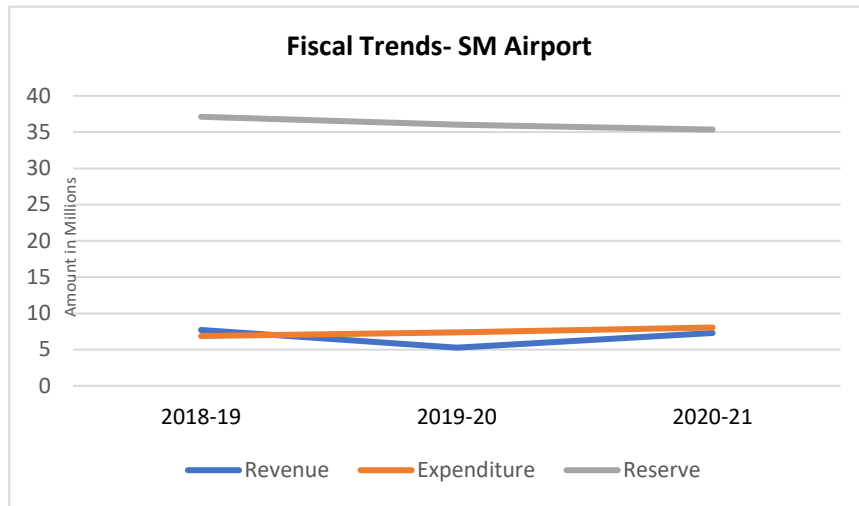
District Revenues				
	2017-2018		2020-2021	
	Amount	% of Total	Amount	% of Total
Landing area usage	\$165,798	3.3%	\$183,952	2.5%
Hanger area usage	\$634,733	12.6%	\$682,188	9.4%
Main Hanger & F.B.O.	\$582,949	11.6%	\$657,225	9.0%
Terminal area usage	\$423,074	8.4%	\$308,245	4.2%
Land usage	\$1,452,920	28.9%	\$1,556,424	21.3%
Grants	\$16,540	0.3%	\$1,957,273	26.8%
Other charges & fees	\$18,604	0.4%	\$19,800	0.3%
Property Taxes	\$1,663,981	33.1%	\$1,892,474	25.9%
Investment income	\$56,218	1.1%	\$33,282	0.5%
Gain on land sale	\$0	0%	\$0	0%
Other revenue	\$4,448	0.1%	\$5,150	0.1%
Revenue total	\$5,021,115	100.0%	\$7,296,013	100.0%

Source: Santa Maria Public Airport, Financial Statements, June 30, 2018 and 2021, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

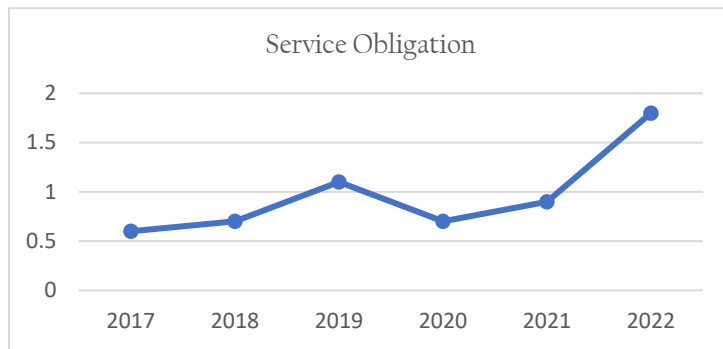
Fiscal Indicators

Select fiscal indicators are shown graphically below. Over the past two fiscal years, the District's expenditures have increased in comparison to its revenues. The increase in expenditures was primarily due to depreciation costs and repairs. The District's reserve balances are on the margin to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency's financial condition over time.

SANTA MARIA PUBLIC AIRPORT



This indicator addresses the extent to which charges for service covered expenses. Both Operating and Non-Operating revenue are primary funding source for Airport Districts. Represented below a ratio of one or higher indicates that the service is self-supporting



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$4,869,209	\$7,484,269	0.6
2018	\$5,021,115	\$6,605,743	0.7
2019	\$7,709,330	\$6,873,516	1.1
2020	\$5,269,029	\$7,380,389	0.7
2021	\$7,296,013	\$8,048,513	0.9
2022	\$14,903,133	\$8,166,043	1.8

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

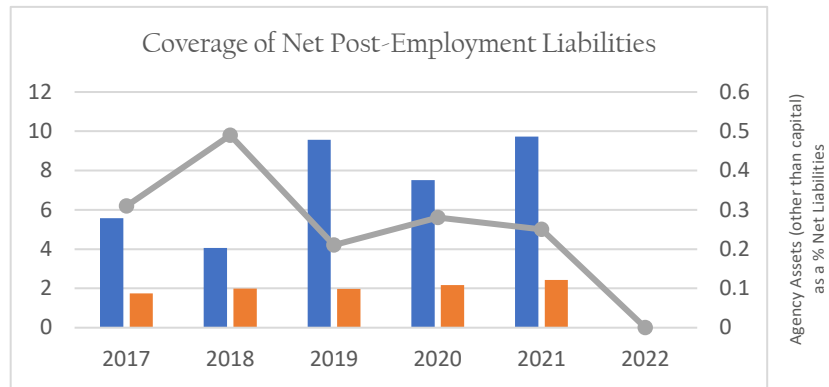
<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	75%	73.9%	72.4%	0%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 1,729,838	\$1,894,820	\$2,056,379	\$ 0	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities) Net liability, OPEB (plan liabilities - plan assets)

2022 year of OPEB reporting	0%
\$ 251,493	

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$5,572,349	\$4,064,501	\$9,570,271	\$7,513,457	\$9,738,482	\$TBD
Net Liabilities (pension & OPEB)	\$1,739,319	\$1,993,955	\$1,981,331	\$2,174,723	\$2,429,704	\$TBS

Pension Obligations and Payments

All qualified permanent and probationary employees are eligible to participate in the District’s separate Miscellaneous Employee Pension Plans, cost-sharing multiple employer defined benefit pension plans administered by the California Public Employees’ Retirement System (CalPERS). Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: The Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. All employees hired after January 1, 2013 are eligible for the District’s CalPERS 2.0% at 62 Retirement Plan under PEPR.

Deferred Compensation Plan

The District offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. All amounts of compensation deferred, all property and the rights purchased, and all income, property, or rights are (until paid or made available to the employee or other beneficiary) held in trust for the exclusive benefit of the participants and their beneficiaries. As of June 30, 2022, TBD employees were participating in the plan.

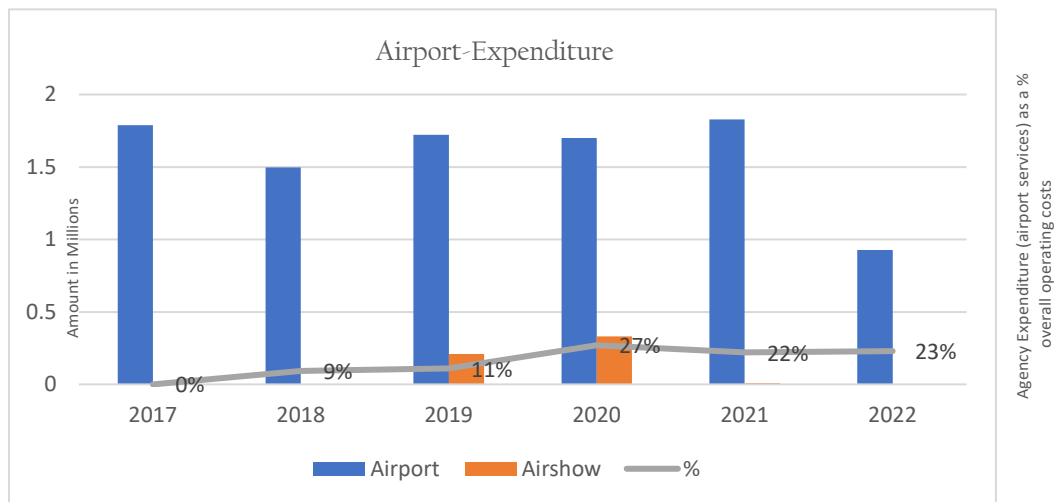
OPEB Obligations and Payments

The District’s defined benefit OPEB plan (Plan) provides OPEB for all permanent full-time employees. The Plan is a single-employer defined benefit OPEB plan administered by the District. For retirees at age of 50 with a minimum of 5 years of service, the District’s contribution toward the CalPERS Medical Program will be 100% of the District’s share of the premium amount for the retiree and their dependents. As of the June 30, 2022 measurement date, the following current and former employees were covered by the benefit terms under the plan:

- Retired employees – 4
- Active employees – 13

Enterprise Funding

The District budget includes airport and AirFest services. In FY 2019/2020, the District’s actual budget expense was \$2,031,199 and decreased that to \$1,837,310 for FY 2020/2021. The following chart shows a six-year trend based on the information provided. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The District’s budget includes improvement budgeting through its Repair and Maintenance Fund. In FY 2019/2020, the District budgeted \$425,116 and increased that to \$547,198 for FY 2020/2021 and in FY 21-22 total expenditures for repairs were \$360,000.

Capital Improvements

The District adopts Capital Improvement Projects (CIP) during each budget adoption, as needed. The following CIPs are budgeted for FY 23-24:

- ▶ Taxiway Rehabilitation Phase I approximately \$7,943,290
- ▶ Airside Pavement Rehabilitation approximately \$750,000
- ▶ Landside Pavement Repair 2023 approximately \$2,650,000
- ▶ Specific Plan Amendment approximately \$72,641
- ▶ Hangar Roof Repairs 2023 approximately \$360,000
- ▶ Hangar Upgrades approximately \$100,000
- ▶ Terminal Nuns Cap Roof approximately \$100,000
- ▶ A Street Parcel Rezone approximately \$60,000
- ▶ FS Stand by Emergency Power approximately \$55,000
- ▶ Access Control Upgrades approximately \$35,000
- ▶ Maint. Shade & EV Equip approximately \$60,000
- ▶ Solar Perimeter gate approximately \$35,000
- ▶ Airfield Signage approximately \$20,000
- ▶ Terminal/Restaurant Sign approximately \$15,000
- ▶ Customs Facility approximately \$350,000
- ▶ Replace HVAC Unit Terminal approximately \$50,000
- ▶ Beacon approximately \$25,000
- ▶ Fire Sation Equipment approximately \$12,500
- ▶ Paint 30 approximately \$100,000
- ▶ Paint Taxiway approximately \$100,000
- ▶ Taxiway E and C Drainage approximately \$250,000
- ▶ Tractor approximately \$150,000
- ▶ Replace Door and Glass in Terminal approximately \$20,000

Long-term Liabilities and Debts

The District has not had long-term debt instruments outstanding in the past ten fiscal years.

Opportunities for Shared Facilities

The District does not currently share facilities with other agencies. Due to relative distance between the District and other communities, opportunities for shared facilities are limited. It is unlikely that a proposal would be feasible in the near future.

Rate Structure

The District adopted rates and charges for recovering the costs of operating and maintaining the Airport from the rents, fees and charges paid by tenants and users of Airport facilities.

ANNEX A

**Resolution No. 924
SANTA MARIA PUBLIC AIRPORT DISTRICT
Schedule of Rates & Charges - FY 2023-2024**

NON-AVIATION

Charge	Unit of Measure	Last Increase	Current Rate	New Rate
Mobile Home Park	Per Space/Per Month	9/1/2022	\$395.49 - \$413.09	\$410.12 - \$428.37
Outside Storage	Per Sq. Ft./Per Month	7/1/2022	\$0.3180	\$0.330
Agriculture				
AG Lease (Outside Water)	Per Acre/Per Year	9/1/2017	Grazing Rate + 50% of Sublease	Grazing Rate + 50% of Sublease
AG Lease (District Water)	Per Acre/Per Year	9/1/2022	\$1,362.00	\$1,412.00
Grazing	Per Acre/Per Year	7/1/2014	\$11.00	\$11.00
Miscellaneous				
Special Event Permit	Per Day	7/1/2017	\$550.00	\$550.00
Use Permit	Yearly	7/1/2009	\$150.00	\$150.00
Filming Permit (Impact on Operations)	Daily	7/1/2009	\$5,000.00	\$5,000.00
Filming Permit (No Impact on Operations)	Daily	7/1/2009	\$1,000.00	\$1,000.00
Vehicle Release (Impound/Stored)	Each Incident	7/1/2009	\$100.00	\$100.00
Abandoned Vehicle Removal	Each Incident	7/1/2009	\$200.00	\$200.00
Copy Fee	Per Page	7/1/2009	\$0.25	\$0.25
	Per CD	7/1/2009	\$10.00	\$10.00
	Per USB	7/1/2017	\$10.00	\$10.00
Personnell				
Maintenance Worker	Hourly	7/1/2022	\$75.00	\$78.00
Security Escort	Hourly	7/1/2022	\$43.00	\$45.00

ANNEX A

Resolution No. 924
SANTA MARIA PUBLIC AIRPORT DISTRICT
Schedule of Rates & Charges - FY 2023-2024

AVIATION

Charge	Unit of Measure	Last Increase	Current Rate	New Rate
Landing				
Scheduled Air Carriers	Per 1,000 lbs CGLW	7/1/2008	\$1.00	\$1.00
Non-Scheduled Air Carriers	Per 1,000 lbs CGLW	7/1/2008	\$1.00	\$1.00
Freight Forwarding	Per 1,000 lbs CGLW	7/1/2008	\$1.00	\$1.00
USFS (Including Contract Aircraft)	Per 1,000 lbs CGLW	3/1/2013	\$0.50	\$0.50
Fuel Flowage				
Jet A	Per Gallon	Prior to 1999	\$0.06	\$0.06
100 LL	Per Gallon	Prior to 1999	\$0.06	\$0.06
Hangar Rental				
Non-Airworthy Aircraft Storage	Per Month (Includes Electricity)	7/1/2022	See Exhibit "A"	See Exhibit "A"
Storage Units	Per Month (Includes Electricity)	7/1/2022	20% Additional See Exhibit "B"	30% Additional See Exhibit "B"
Security Deposit				
Hangars	Upon Execution of Lease	7/1/2009	\$250.00	\$250.00
Storage Units	Upon Execution of Lease	7/1/2009	\$250.00	\$250.00
Commercial Hangars:				
Hangar Space	Per Sq.Ft./Per Month	7/1/2022	\$0.38	\$0.39
Office Space	Per Sq.Ft./Per Month	7/2/2022	\$0.53	\$0.55
Shop Space	Per Sq.Ft./Per Month	7/3/2022	\$0.38	\$0.39
Ramp Space	Per Sq.Ft./Per Month	7/4/2022	\$0.05	\$0.05
Tie Down				
Single Engine	Per Month	7/1/2022	\$77.00	\$80.00
Light Twin Engine	Per Month	7/2/2022	\$90.00	\$93.00
Freight Forwarding	Per Month/Per Plane	7/3/2022	\$125.00	\$130.00
Mooring	Per Day	7/1/2018	\$150.00	\$150.00
Airport Access Card				
AOA Access Badge	Each	7/1/2018	\$25.00	\$35.00
AOA Renewal	Each	7/1/2018	\$15.00	\$25.00
AOA Re-Activation	Each	7/1/2018	\$65.00	\$100.00
SIDA Access Badge	Each	7/1/2018	\$75.00	\$100.00
SIDA Renewal	Each	7/1/2018	\$50.00	\$75.00
SIDA Re-Activation	Each	7/1/2018	\$100.00	\$150.00
Lost/Replacement	Each	7/1/2018	\$100.00	\$150.00

Page 3

SMPAD Hangars						
Hangar Row/Unit	Lease Type	Sq Ft	Current Rent	% Increase	New Rent	Increase
3001- A, D, H	Corp Hgr	2,119	\$546	3.7%	\$568	\$20
3001- B, G	Corp Hgr	2,064	\$532	3.7%	\$551	\$19
3001-C, F	Corp Hgr	2,027	\$522	3.7%	\$541	\$19
3001-E	Corp Hgr	2,109	\$544	3.7%	\$564	\$20
3005	T-Hgr	1,078	\$278	3.7%	\$288	\$10
3009	T-Hgr	1,040	\$268	3.7%	\$278	\$10
3011	T-Hgr	1,000	\$257	3.7%	\$267	\$10
3019	T-Hgr	1,000	\$257	3.7%	\$267	\$10
3023	T-Hgr	1,040	\$268	3.7%	\$278	\$10
3027	T-Hgr	1,026	\$265	3.7%	\$275	\$10
3029-A, F	Corp Hgr	3,098	\$797	3.7%	\$827	\$30
3029-B-E	Corp Hgr	3,040	\$782	3.7%	\$811	\$29
3031	T-Hgr	1,026	\$265	3.7%	\$275	\$10
3035-A	Corp T-Hgr	1,982	\$510	3.7%	\$529	\$19
3035-B-D, G-J	Corp T-Hgr	1,839	\$473	3.7%	\$491	\$18
3039	T-Hgr	994	\$256	3.7%	\$266	\$10
3043	Corp Hgr	3,040	\$782	3.7%	\$811	\$29
3103	T-Hgr	1,043	\$268	3.7%	\$278	\$10
3105-A	Corp Hgr	3,115	\$888	3.7%	\$920	\$32
3105-B-G	Corp Hgr	3,115	\$802	3.7%	\$831	\$29
3107	T-Hgr	870	\$224	3.7%	\$232	\$8
3109	T-Hgr	940	\$243	3.7%	\$252	\$9
3111	T-Hgr	963	\$248	3.7%	\$258	\$10

EXHIBIT "A"

SMPAD Storage Units						
Hangar Row/Unit	Lease Type	Sq Ft	Current Rent	% Increase	New Rent	Increase
3005-A, I	Storage	537	\$ 283	3.7%	\$ 294	\$ 11.00
3009-F, G	Storage	180	\$ 94	3.7%	\$ 98	\$ 4.00
3011-F, G	Storage	190	\$ 100	3.7%	\$ 104	\$ 4.00
3019-F	Storage	190	\$ 100	3.7%	\$ 104	\$ 4.00
3023-F	Storage	180	\$ 94	3.7%	\$ 98	\$ 4.00
3027-F, G	Storage	176	\$ 93	3.7%	\$ 97	\$ 4.00
3031-F, G	Storage	176	\$ 93	3.7%	\$ 97	\$ 4.00
3035-E	Storage	363	\$ 191	3.7%	\$ 198	\$ 7.00
3039-A, I	Storage	537	\$ 283	3.7%	\$ 294	\$ 11.00
3107-J, K	Storage	180	\$ 94	3.7%	\$ 98	\$ 4.00
3109-F	Storage	155	\$ 82	3.7%	\$ 86	\$ 4.00
3111-F, G	Storage	176	\$ 93	3.7%	\$ 97	\$ 4.00

EXHIBIT "B"

ORGANIZATION

Governance

Santa Maria Public Airport District’s governance authority is established under the California Airport District Act, (“principal act”) and codified under Public Utilities Code §22001 et seq. This principal act empowers Santa Maria Public Airport District to provide a moderate range of municipal services. A list comparing active and latent powers follows.

Active Service Powers	Latent Service Powers
- All listed in Principal Act including Airport Administration	- None

Governance of Santa Maria Public Airport District is independently provided through its five-member Board of Directors that are elected by districts to staggered four-year terms. In November of 2024 District seats 1, 3, & 5 are up for election, while District seats 2 & 4 are up in November 2026. Santa Maria Public Airport District holds meetings on the second and fourth Thursday of every month at District Office located at 3217 Terminal Dr, Santa Maria at 6:00 pm. A current listing of Board of Directors along with respective backgrounds follows.

Santa Maria Public Airport Current Governing Board Roster			
Member	Position	Background	Years on District
Chuck Adams	District 1, Vice-President	Business	11
Ignacio Moreno	District 2, President	Tech Professional	10 mo
Steve Brown	District 3, Director	Chamber of Commerce	7
Michael Clayton	District 4, Vice-Secretary	Attorney	10 mo
David Baskett	District 5, Secretary	Aviation/Aerospace	15

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the

website checklist. However, agencies should address these criteria to comply with current website requirements.

Santa Maria Public Airport District Website Checklist website accessed 7/25/23 http://www.santamariaairport.com/			
Required			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (required for independent Special Districts by 1/1/2020)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
The following criteria are recommended for agency websites by a number of governance associations and organizations.			
		<i>Yes</i>	<i>No</i>
Description of services?		X	
Service area map?			X
Board meeting schedule?		X	
Budgets (past 3 years)?			X
Audits (past 3 years)?			X
List of elected officials and terms of office?			X
List of key agency staff with contact information?		X	
Meeting agendas/minutes (last six months)?		X	
Notes: SMPAD is an independent board-governed District. Refer to http://www.santamariaairport.com/ for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents by LAFCO to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Santa Maria Public Airport District Questionnaire Revenues, Types of Service, and Resources

Santa Maria Public Airport			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to Santa Maria Public Airport District at this time.

O. Santa Barbara Metropolitan Transit District

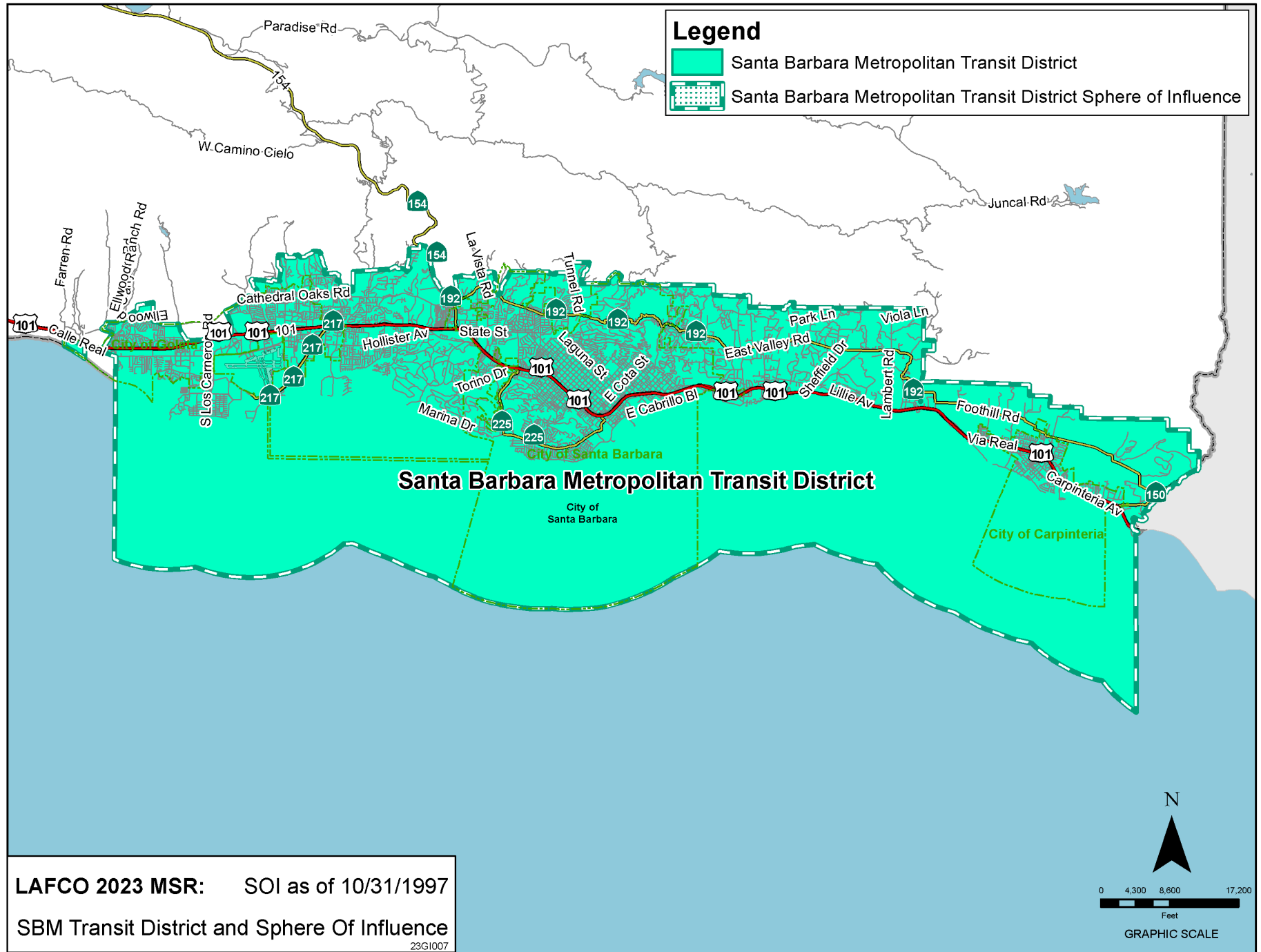
Administrative Office: 550 Olive Street, Santa Barbara, CA 93101
Mailing Address: 550 Olive Street, Santa Barbara, CA 93101
Phone: 805/963-3364
Transit Center: 1020 Chapala Street, Santa Barbara, CA 93101
Fax: 805-963-3365
Email: administration@sbmtd.gov
Website: www.sbmtd.gov
General Manager: Jerry Estrada

SUMMARY

The Santa Barbara Metropolitan Transit District provides fixed-route bus transportation for residents within the South Coast of Santa Barbara County. Santa Barbara MTD enhances the mobility of South Coast residents, commuters, and visitors by offering safe, appealing, equitable, environmentally responsible, and fiscally sound transit service. The District's boundary is 52 square miles comprising the South Coast of Santa Barbara County. The service area runs from the Ventura County border in the east to the western end of Goleta between the Pacific Ocean to the south and the Santa Ynez Mountains to the north. The service areas include the communities of Santa Barbara, Carpinteria, Goleta, Isla Vista, Montecito, Summerland, and the Eastern Goleta Valley. The University of California, Santa Barbara, Santa Barbara City College, and the Santa Barbara Municipal Airport are also included in the service area. There is not a desire to change the existing jurisdictional boundary at this time. The District receives financial support at a rate of approximately \$132 per resident and maintains a fund balance to meet future needs.

BACKGROUND

The Santa Barbara Metropolitan Transit District began revenue service on February 1, 1969 with 12 buses serving six routes. The Santa Barbara Metropolitan Transit District administration and transit center are located within the City of Santa Barbara. The District provides service throughout Southern Santa Barbara County. Service routes overlap the City of Goleta, Embarcadero Municipal Improvement District, Isla Vista Park and Recreation District, Isla Vista Community Services District, Goleta Water District, Goleta West Sanitary District, Montecito Sanitary District, Montecito Water District, Carpinteria Valley Water District, Montecito Fire District, Summerland Sanitary District, County Service Areas 3 (Goleta Valley), 31 (Isla Vista), 11 (Carpinteria), 12 (Mission Canyon) and 32 (Law Enforcement), Mission Canyon Lighting District, Santa Barbara County Fire Protection District, Santa Barbara Mosquito and Vector Control District, City of Santa Barbara, City of Carpinteria, County Flood Control & Water Agency, Carpinteria Cemetery District, and Goleta Cemetery District.



In Fiscal Year 2021-2022 the District served 4,076,896 total passengers with a total of 182,938 revenue hours, and 2,237,670 revenue miles.

OPERATIONS

Santa Barbara Metropolitan Transit District is composed of one hundred thirty-nine (139) represented employees, of which five (5) are part-time, and thirty-eight unrepresented employees of which three (3) are part-time. Lead management of the District include a General Manager, Chief Operating Officer, Operations Manager, Superintendent of Operations, Fleet & Facilities Manager, Director of Finance & Administration, Finance Manager, Planning & Marketing Manager, and a Grants & Compliance Manager.

MTD is an independent special district empowered under the California Public Utilities Code to provide public transit service on the South Coast of Santa Barbara County. MTD provides fixed-route service in the Cities of Santa Barbara, Carpinteria, and Goleta and the unincorporated areas of Isla Vista, Montecito, and Summerland, utilizing a fleet of 106 vehicles (74 diesel vehicles, 14 electric vehicles, and 18 hybrid vehicles). MTD provides service Monday through Sunday, beginning as early as 5:30 AM and running as late as midnight. MTD is required by the ADA to provide complementary paratransit service for persons who are unable to use the fixed-route service. MTD contracts with Easy Lift to provide complementary paratransit service. Easy Lift operates a fleet of 27 vehicles. In addition, Santa Barbara MTD offers booster service to some South Coast middle schools and high schools.

The District Board of Directors is composed of seven members who are elected to four-year terms. Two are appointed by the County Board of Supervisors, two are appointed by the Santa Barbara City Council, one is appointed by the Goleta City Council, and one is appointed by the Carpinteria City Council. The seventh member, also known as the at-large director, is appointed by the other six members of the board. The Board meets the first and third Tuesday of every month in the Auditorium of the District Office located at 550 Olive Street, Santa Barbara at 8:30 am, except for the months of August and December in which there are no meetings, unless otherwise noted. The District maintains a website which includes a list of members of the Board of Directors, agendas of upcoming meetings, and minutes of past meetings.

OPPORTUNITIES & CHALLENGES

Enhanced MTD transit service to the Santa Barbara Municipal Airport is a potential enhancement, although only an illustrative project at this point.

MTD's share of county ridership may decrease from 85 by 2040 due to increases in ridership shares by other operators such as the VISTA (Ventura Intercity Service Transit Authority) Coastal

Express, Clean Air Express, and SMRT.

Major Transit projects included in Connected 2050 include (not exhaustive).

- Goleta Micro-transit Pilot Project (SBMTD)
- South Coast Regional Transit Operations and Maintenance Facility (SBCAG)
- Photovoltaic System for Bus Charging (SBMTD)
- Reactivation and electrification of MTD's Terminal 2 in Goleta

The existing circulation system in the Goleta area is incomplete and/or underdeveloped along a number of links. Many arterials have limited continuity and capacity and do not provide a viable alternative route for most trips made on U.S. 101. Gaps in the regional roadway network cause overall traffic congestion as drivers divert to other routes to complete their trips. Existing gaps in the community's arterial system and gaps in certain residential secondary streets, congested intersections, and a lack of bus stops and bus pockets in some areas also adversely affect the efficiency of service provided by a number of Santa Barbara Metropolitan Transit District (MTD) bus lines.

Governance Structure Options

The opportunities for new governance structures for MTD are small. The District covers the South Coast and provides transit services for all existing urban communities, limiting the potential for governmental structure options. The District has not identified any government structure options. LAFCO does not see the need for structural governance changes.

Regional Collaboration

The Santa Barbara Metropolitan Transit District works in collaboration with various organizations such as:

- Easy Lift Transportation, Inc.- through a contract to provide ADA complementary paratransit service.
- Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)-transfer agreement
- Ventura County Transportation Commission (VCTC)-transfer agreement
- University of California, Santa Barbara-student transit passes & Line 28 service
- Santa Barbara City College-student transit passes
- Caltrans-Master Agreement and Program Supplement for State-Funded Transit Projects
- California Transportation Commission- TIRCP Grant
- California Energy Commission- Microgrid Study
- Federal Transit Administration-Annual Certifications & Assurances

SPHERE OF INFLUENCE & BOUNDARIES

The Sphere of Influence for the Santa Barbara Metropolitan Transit District’s boundaries are coterminous with the District’s service area. The District currently has no Sphere of Influence beyond the boundary it serves. A map of the District’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

The Santa Barbara Metropolitan Transit District’s existing boundary spans approximately 52 square miles in size and covers 39,006 acres (parcels and excluding public rights-of-ways) of contiguous areas. Approximately 58.4% of the jurisdictional service boundary is unincorporated and under the land use authority of the County of Santa Barbara. The remaining portion of jurisdictional service lands, approximately 41.6% of the total is incorporated and under the land use authority of the Cities of Santa Barbara, Goleta and Carpinteria. Overall, there are 141,538 registered voters within the jurisdictional boundary.

Santa Barbara Metropolitan Transit Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
SMBTD	39,006	100.0%	60,098	141,538
Totals	39,006	100.0%	60,098	141,538

Santa Barbara Metropolitan Transit Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
County of Santa Barbara	22,814	58.4%	19,212	46,954
City of Carpinteria	1,183	3.1%	5,156	9,087
City of Goleta	4,052	10.4%	10,146	22,667
City of Santa Barbara	10,957	28.1%	25,584	62,830
Totals	39,006	100.0%	60,098	141,538

Total assessed value (land and structure) is set at \$60.1 billion as of April 2023, and translates to a per acre value ratio of \$1.5 million. The former amount further represents a per capita value of \$268,406 based on the estimated service population of 224,220. Santa Barbara Metropolitan Transit District does not receive any annual property tax revenue generated within its jurisdictional boundary and operates entirely using enterprise funding with \$26.5 million dollars in annual revenue.

The jurisdictional boundary is currently divided into 60,098 legal parcels and spans 39,006 acres the remaining jurisdictional acreage consists of public right-of-way. Approximately 39.2% of the parcel acreage is under private ownership with 77.8% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 1,626 vacant parcels that collectively total 2,808 acres.

Close to 40% of the jurisdictional boundary is under private ownership, and of this amount approximately 77.8% has been developed.

Santa Barbara Metropolitan Transit District Formation, Revenues, Attributes, Types of Service, and Resources

District Formation and Duties	
Formation Date	1966
Legal Authority	Santa Barbara Metropolitan Transit District, Public Utilities Code, section 95000 et seq.
Board of Directors	Seven Directors elected to four-year terms
Agency Duties	Public Bus Transportation

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Santa Barbara South Coast to be 207,874. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2010-2040 in 2012. The Forecast for 2050 in 2019 forecasted projects for the Cities while the 2012 report included unincorporated communities by sub regions. That report used a conservative trend-base allocation methodology estimating the sum of the South Coast communities including incorporated and unincorporated population as 224,220 by 2020. Between 2010 and 2020, the population of South Coast area increased by 22,066 or 9.8 percent. In contrast, the County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for South Coast Region are based on an age characteristic report prepared by SBCAG in 2017 and American Community Surveys. These statistics are cited herein, which identified the largest age group represented in South Coast as 18 to 64 group at 67.3 percent. Approximately 16.8 percent of the population was in the 65 or older years age group and 15.9 percent under the age of 18 group.

According to the 2020 U.S. Census, approximately 53.3 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in the South Coast region, comprised 33.8 percent of the total population.

Projected Growth and Development

The County’s General Plan serves as the Community’s vision for long-term land use, development and growth, and provides the community’s vision within the Planning Area. The County’s Community Plan was adopted in 2014, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period.

The current County’s Housing Element (2023-2031) identifies an estimated growth rate of less than 4 percent within the South Coast region. The following population projections within the South Coast region are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table O-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
SBMTD	202,154	unk	224,220	228,391	231,638
County	423,895	441,963	451,840	501,500	513,300

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide transportation services.

A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Santa Barbara South Coast average was \$98,122 in 2023, which does not qualify the communities as a disadvantaged community with the exception of some portions within Isla Vista, Goleta, and Santa Barbara. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0

(EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In most cases, portion of the Santa Barbara Metropolitan Transit District's Sphere of Influence does qualify under the definition of disadvantaged community for the present and probable need for public facilities and services. These areas consist of Goleta Old Town area, as part of the larger Census tract including properties in the City of Goleta, Isla Vista, portions within City of Santa Barbara, and County, were designated as a disadvantaged community by several screening tools.

**Santa Barbara Metropolitan Transit District
Formation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
District area (est. square miles): • Entire District	52
Population (2020 Census): • Entire District	224,220
Assessed Valuation (FY 21-22: District portion)	\$60,182,153,862
Number of Fleet Buses	106
Regular Financial Audits	Annual
Annual Revenue Per Capita, Entire District (FY21-22)	\$132
Average Portion of County 1% Property Tax Received	0.2¢/\$1
Ending Total Fund Balance (June 2022)	\$45.7 million
Change in Total Fund Balance (from June 2018 to June 2022)	6.6%
Total Fund Balance/Annual Revenue Total (FY 21-22)	155%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing 2020 US Census Data; Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from District Audit; Other information from District.

SERVICES

Overview

The Santa Barbara Metropolitan Transit District, with its focus on passenger service, provides reliable, safe, comfortable mobility to those who lack other transportation, including students, the elderly and individuals with disabilities who have access to bus stops. MTD also provides an attractive transportation option for commuters and shoppers who might otherwise drive cars.

MTD provides fixed-route transit service that aims to serve not only residents of the various communities for a variety of purposes, like to get to work, to receive healthcare, and to shop, but also routes designed specifically for the large seasonal, student population of post-secondary schools in the area, the University of California, Santa Barbara (UCSB) and Santa Barbara City College (SBCC). MTD also operates school booster services to high schools and middle schools throughout the service area as well as lines geared toward tourists, like the waterfront and downtown shuttles.

SBCAG REGIONAL TRANSPORTATION PLAN, 2021

The most recent RTP, Sustainable Communities Strategy Connected 2050, acts as a blueprint for a transportation system that addresses transportation projects that would meet access and mobility needs. The 2021 Regional Transportation Plan (2021 RTP) is intended to be a comprehensive Plan guiding transportation policy for the region and would assist in making recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling.

SBCAG Board adopts a Program of Projects (POP) identifying all transportation projects to be funded with Measure A revenues during the next five fiscal years, FY 23/24 through FY 27/28. MTD’s local Measure A capital allocation equals \$ 6.496 million. The following are summaries of expenditures by MTD for the five-year Program of Project period.

South Coast Transit Capital Program	Measure A Revenues							Non-Measure A Revenues (\$000)				Total Project Cost
	Carry Over	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	TOTAL Revenues	Local	State	Federal	TOTAL Revenues	
SBMTD Transit Capital*	\$909	\$1,298	\$1,333	\$1,236	\$1,290	\$1,339	\$6,496	\$0	\$13,691	\$8,000	\$21,691	\$28,187
TOTALS	\$909	\$1,298	\$1,333	\$1,236	\$1,290	\$1,339	\$6,496	\$0	\$13,691	\$8,000	\$21,691	\$28,187

* Eligible expenditures include: Buses, bus rehabilitation, facilities, radios & fare boxes, service vehicles, bus stop amenities, shop equipment, office equipment and furniture, or any other valid public transit purchase.

BUS FLEET & MAINTENANCE

Bus Fleet	
17	2003 Gillig Low Floor 40'
13	2004 Gillig Low Floor 40'
8	2004 Gillig Low Floor 29'
3	2006 Gillig Low Floor 29'
8	2007 Gillig Low Floor Hybrid 40'
3	2009 Gillig Low Floor Hybrid 29'

7	2011 Gillig Low Floor 40'
7	2011 Gillig Low Floor Hybrid 40'
13	2013 Gillig Low Floor 40'
3	2014 Nova Articulated 60'
5	2016 Gillig Low Floor 40'
3	2017 Gillig Low Floor 40'
14	2017 BYD Electric Shuttles 30'
10	2018 Gillig Low Floor 40'

The Innovative Clean Transit (ICT) regulation, which became effective October 1, 2019, requires all California public Transit agencies to transition their bus fleets to zero-emission propulsion technologies by 2040. Santa Barbara MTD submitted a ZEB Rollout Plan by June 30, 2023. This document is considered by MTD as a living document that will be amended to meet new challenges and opportunities as MTD transition unfolds. The ZEB Rollout Plan will guide the MTD Board's prioritization of capital projects for the planning horizon.

Santa Barbara Metropolitan Transit District Formation, Revenues, Attributes, Types of Service, and Resources

Properties			
Address	Acquired/Built	Condition	Size
Administrative Building	2000	Good	
Transit Center	1974	Excellent	
Calle Real Property	1995	Good	18.93 Acres

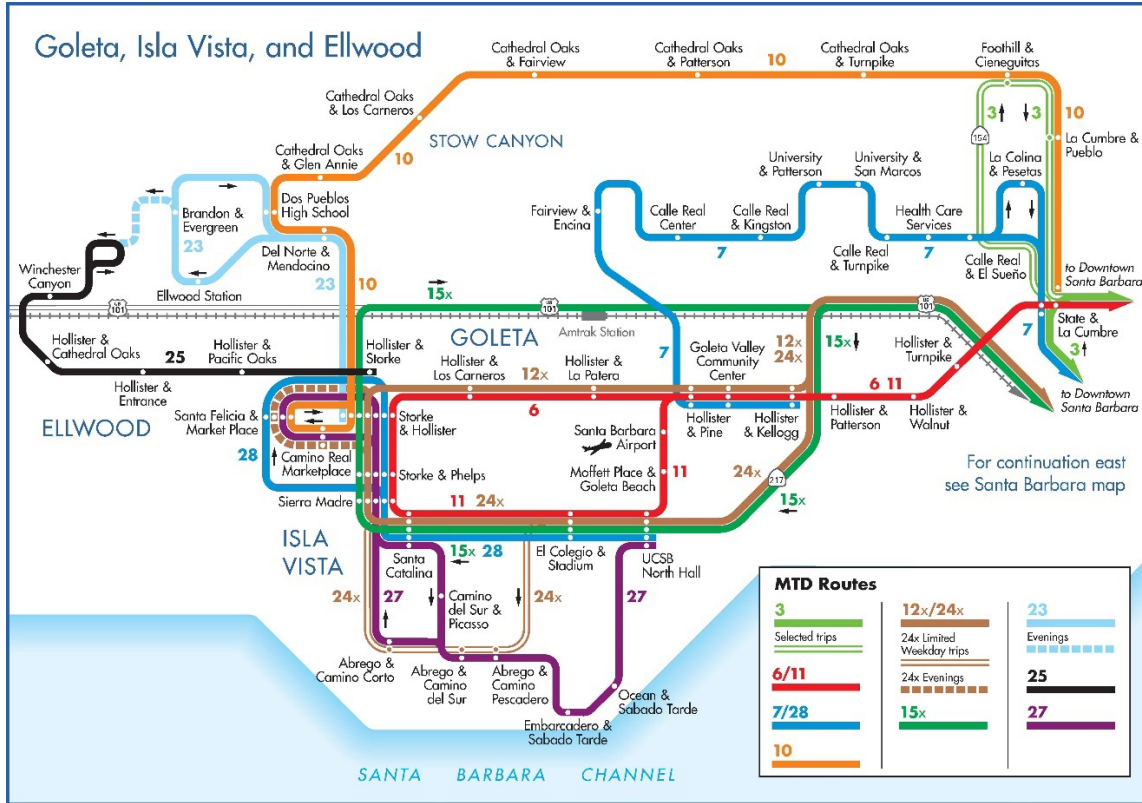
Bus Routes	
LINE 1- West Santa Barbara	Transit Center, San Andres, La Cumbre Junior High
LINE 2- East Santa Barbara	Salinas, Milpas, Santa Barbara High School, Anapamu, Transit Center
LINE 3- Oak Park	Transit Center, Cottage Hospital, Samarkand, La Cumbre, Sansum
LINE 4- Mesa/SBCC	Transit Center, Carrillo, Cliff Drive, Santa Barbara City College
LINE 5- Mesa/La Cumbre	Transit Center, Santa Barbara City College, Hidden Valley, La Cumbre

LINE 6- GOLETA	Transit Center, State, La Cumbre, Hollister, Downtown Goleta, Camino Real Marketplace
LINE 7-GOLETA OLD TOWN	Transit Center, La Cumbre, County Health, Fairview, Goleta Old Town
LINE 10-CATHEDRAL OAKS	La Cumbre, Cathedral Oaks, Dos Pueblos High School, Camino Real Marketplace
LINE 11- STATE/HOLLISTER/UCSB	Transit Center, State, La Cumbre, Hollister, Downtown Goleta, Airport, UCSB, Camino Real Marketplace
LINE 12X- GOLETA EXPRESS	Transit Center, Downtown Goleta, Camino Real Marketplace
LINE 14-MONTECITO	Transit Center, Milpas, Coast Village, East Valley, Sheffield, San Ysidro
LINE 15X- SBCC/UCSB EXPRESS	UCSB, Isla Vista, Camino Real Marketplace, SBCC
LINE 16- CITY COLLEGE SHUTTLE	Transit Center, De la Vina, Haley, Santa Barbara City College
LINE 17- LOWER WEST/SBCC	Transit Center, San Pascual, Santa Barbara City College
LINE 20- CARPINTERIA	Transit Center, Milpas, Montecito, Summerland, Carpinteria
LINE 23-EL ENCANTO HEIGHTS	Camino Real Marketplace, Dos Pueblos High School, El Encanto Heights
LINE 24X-UCSB EXPRESS	Transit Center, UCSB, Isla Vista, Santa Catalina, Camino Real Marketplace
LINE 25- ELLWOOD/WINCHESTER CANYON	Camino Real Marketplace, Hollister, Ellwood, Winchester Canyon
LINE 27- ISLA VISTA SHUTTLE	UCSB, Sabado Tarde, Santa Catalina, Camino Real Marketplace
LINE 28- UCSB SHUTTLE	UCSB, El Colegio, Santa Catalina Hall, Phelps Road, Camino Real Marketplace
LINE 36-SEASIDE SHUTTLE	Train Station, Linden, Carpinteria Avenue, Casitas Pass Road, El Carro Lane, Santa Ynez Road
LINE 37-CROSSTOWN SHUTTLE	Mountain, Micheltorena, Anacapa, Cota, Milpas, Franklin Center, Soledad, Cota, Chapala, Transit Center

Downtown And Waterfront Shuttles	State Street, Cabrillo Boulevard, Santa Barbara Zoo, Santa Barbara Harbor
Booster Services	Serving the secondary schools of Goleta and Santa Barbara

System Maps





*Approximately 717 bus stops (some with shelters) within the service area routes that Santa Barbara Metropolitan Transit District runs service on.

Total Staffing	
	Personnel
Bus Operators	135
Operations Supervisors	13
Mechanics	13
Utility Workers	13
Customer Service Representatives	3
Administrative Personnel	38

Santa Barbara Metropolitan Transit has a total of one hundred seventy-seven (177) employees.

Management Staffing Experience/Tenure (average)	
	Year w/ District
General Manager	34
Chief Operating Officer	8
Operations Manager	13
Superintendent of Operations	22
Fleet & Facilities Manager	4
Director of Finance & Admin	10 months
Finance Manager	16
Planning & Marketing Manager	6
Grants & Compliance Manager	22

Technology Utilized to Enhance Service

In 2017 the District launched SBMTD Bus Tracker. The free smartphone application is available to Apple and Android users providing real time bus tracking and access to trip planning assistance for all bus routes. Riders can also access these features on the District’s website using an internet browser. Riders can also receive information on arrival times for bus routes via an SMS text feature.

In July 2021 MTD launched a pilot of open-loop, contactless fare payment devices on board 18 buses in the fleet. This Tap to Ride system allows riders to tap the bank card or smartphone they already have in their pocket to pay for their bus fare. Upon completion of the successful pilot, contracts were awarded to install this system across the entire fleet, with a full launch expected in 2023.

Community Outreach

Santa Barbara MTD staff routinely provides outreach to the community in order to educate and assist riders with how to ride the bus and to familiarize them with bus routes. The District provides an Elementary School Outreach Program (ESOP) where staff visit local elementary schools to introduce children to riding the bus. The District also participates in the Safety Town program during the summer months and makes itself available to provide bus riding education to local community residents such as at Senior Centers, Retirement Homes, the Braille Institute, and at various community events throughout the year.

Service Adequacy

MTD has been working hard to improve the reliability of on-time performance (OTP) of its system since it acquired CAD/AVL technology in 2016. CAD/AVL has allowed MTD to track line-level OTP and make targeted adjustments to schedules to improve OTP, currently, systemwide OTP consistently meets and exceeds the Title VI policy of 80% on time. MTD has also employed other strategies to speed up buses, such as bus stop balancing along certain lines.

MTD has already taken steps to improve on-time performance in the last several years including bus stop balancing, rewriting schedules, and route monitoring. With the incorporation of Swiftly software, a data platform that tracks, and compiles real-time data on vehicle location and operations, MTD has the opportunity to more actively monitor on-time performance, examine reliability issues, and develop more accurate schedules based on actual running times.

While MTD has been working to improve OTP, reliability, schedule adherence, and bus speeds over time, MTD is limited in what it can do with vehicles operating in mixed traffic. Traffic and congestion are at times unpredictable and negatively impact MTD operations-eroding not only punctuality of service, but service consistency too.

FINANCES

The Covid-19 pandemic continues to affect the District's financial condition from its declaration in March 2020 through the 2022-2023 fiscal period. Ridership has not fully returned from pre-pandemic levels, however with the lifting of State and Federal restrictions on "stay at home" orders, large group gatherings, and travel bans, schools returned to in person instruction and this made a significant impact on the ridership growth. As a result, the twelve month of Fare Revenue collection surpassed the FY21-22 budget by 87%. A reduction in transit services continued however not due to decreased demand, but due to a shortage of available drivers. There continued to be pandemic-related revenue losses and expense increased as well. The District continues to utilize federal COVID-19 relief funds to mitigate the negative fiscal impact of these events. The District prepares an annual budget and financial statement, which includes details for each of its government and capital project and replacement funds.

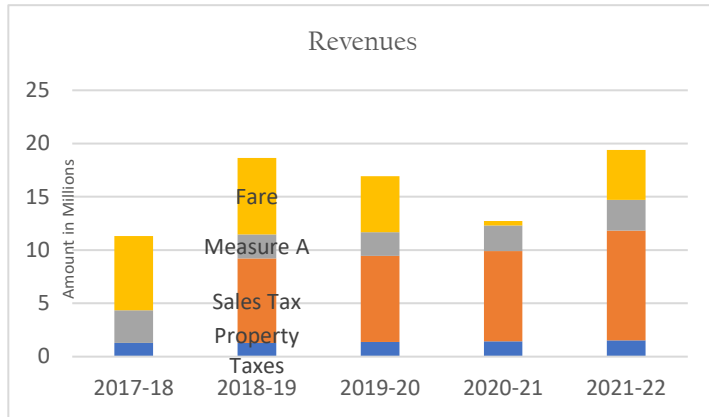
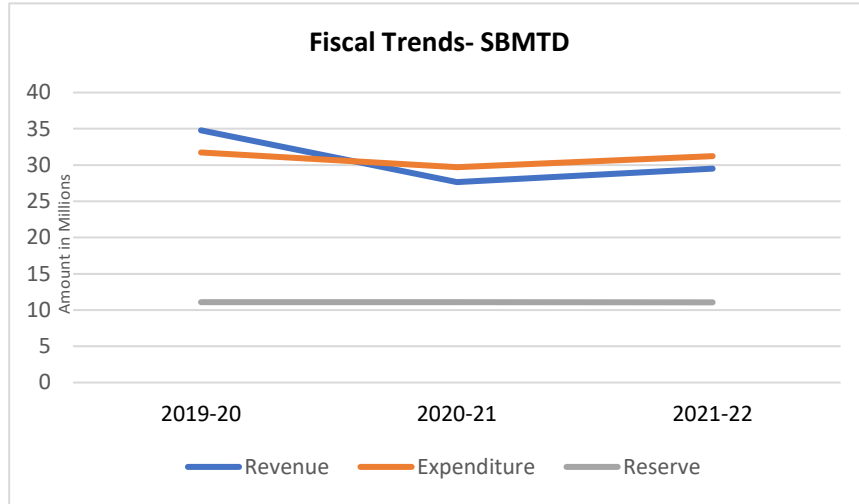
District Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Fare Revenue	\$400,000	1.4%	\$4,679,000	15.9%
LTF Sales tax	\$8,471,000	30.6%	\$10,290,000	34.9%
Operating Grants	\$11,590,000	42.0%	\$5,476,000	18.6%
Measure A Sales tax	\$2,398,000	8.7%	\$2,885,000	9.8%
Property tax	\$1,451,000	5.2%	\$1,543,000	5.2%
Non-Transportation income	\$347,000	1.3%	\$379,000	1.3%
Other Operating	\$383,000	1.4%	\$1,245,000	4.2%
STA Capital	\$864,000	3.1%	\$2,283,000	7.7%
Capital Grants	\$694,000	2.5%	\$217,000	0.7%
Measure A Capital	\$1,024,000	3.7%	\$499,000	1.7%
Other Capital	\$25,000	0.1%	\$6,000	0%
Revenue total	\$27,647,000	100.0%	\$29,502,000	100.0%

Source: Santa Barbara MTD, Financial Statements, June 30, 2021 and 2022, Statement of Revenues, Expenditures and Changes in Fund Balances – All Fund types.

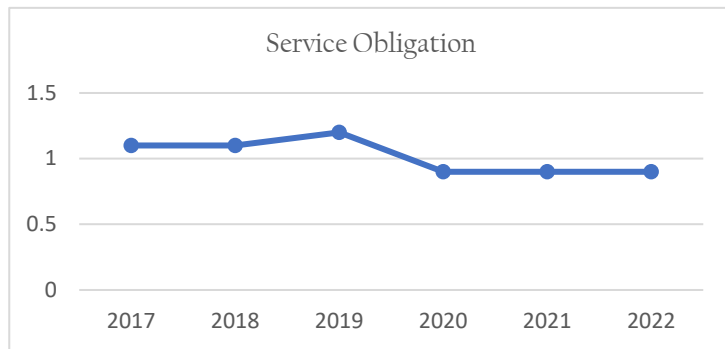
Fiscal Indicators

The Net Position of the District on June 30, 2022, was 45.7 million, down 4% for the year. This change was based on the Capital activities and the deferred inflows and outflows for the year. The receipt of CARES Act funding balanced the operating budget. Without the additional funding, the district would have incurred a \$.8 million operating deficit in FY 21-22 that would have further reduced the District's net position. Select fiscal indicators are shown graphically below. The District's reserve balances are adequate to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency's financial condition over time.

SANTA BARBARA METROPOLITAN TRANSIT



This indicator addresses the extent to which property taxes covered expenses. Property Taxes, Sales Tax, Measure A, and Fare box are the primary funding source for transit serves. Represented below a ratio of one or higher indicates that the service is self-supporting



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2018	\$ 28,071,000	\$ 28,880,000	1.0
2019	\$ 26,203,000	\$ 26,305,000	1.0
2020	\$ 27,263,000	\$ 27,312,000	1.0
2021	\$ 25,040,000	\$ 24,820,000	1.0
2022	\$ 26,497,000	\$ 26,408,000	1.0

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

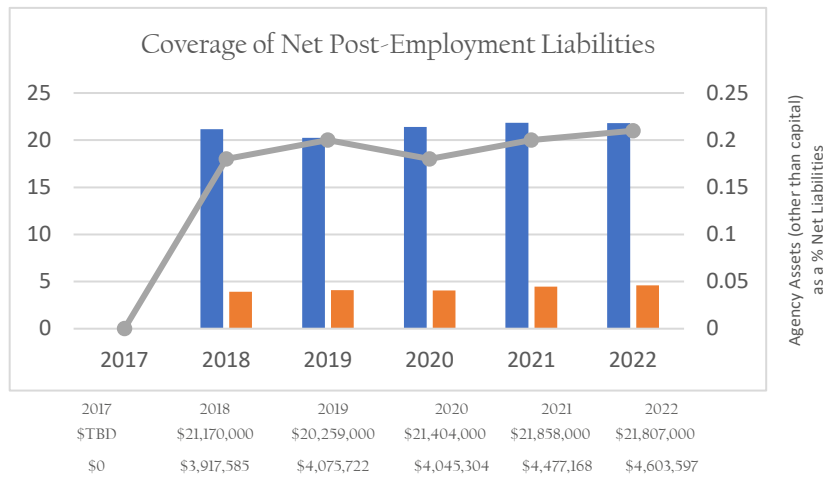
<u>Pension</u>	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	0%	0%	0%	0%	
Net liability, pension (plan liabilities - plan assets)	\$ 1,399,057	\$ 1,361,487	\$ 1,314,281	\$ 1,326,326	➔

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	15.2%
Net liability, OPEB (plan liabilities - plan assets)	\$3,277,271

2022 year of OPEB reporting

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



Pension Obligations and Payments

Western Conference of Teamsters Pension Trust (the Plan) is a multiemployer plan that administers the cost-sharing pension plan for those District employees covered by the collective bargaining agreement. This is a defined benefit pension plan in which pension benefits are based on a set formula so that an employee’s future benefit can be determined by the formula. Pension benefits in general are paid as monthly benefits over a participant’s lifetime. The Plan has the authority to establish and/or amend the plan and its benefits. Based on the most recent actuarial certification the Plan is in the “green zone” in 2022 and 2021, meaning the Plan is in good financial position. In the event an employer withdraws from the Plan, the employer’s withdrawal liability is based on the employer’s share of the unfunded vested benefits of the multiemployer Plan.

Deferred Compensation Plan

Effective July 1, 1985 the District established the Profit Sharing and Salary Deferral Plan for non-union employees not covered by the union plan. The plan is a defined contribution plan. The plan is administered by the District, which contracts the administration to NFP Retirement.

The District contributes to the Profit-Sharing and Salary Deferral plan an amount equal to 3% and 7%, respectively, of the compensation for all eligible participants. Contributions by the District to the Salary Deferral Plan are fully vested at the time of contribution. Contributions by the District to the Profit-Sharing Plan are vested ratably over a four-year period. The District is not obligated to make contributions to the Profit-Sharing Plan however its contributions must be regular and continuing in order for the Plan to receive favorable tax treatment under Internal Revenue Code Section 401(k).

OPEB Obligations and Payments

The District provides OPEB in the form of monthly reimbursement towards the retiree's health plan premium for eligible union retirees, and eligible staff retirees and their spouses of amounts not to exceed \$285 per month. The authorities under which benefit provisions are established or may be amended are the collective bargaining agreements for union employees and the District Board of Directors for non-union employees. Employees hired after the Collective Bargaining Agreement dated March 1, 2014 are excluded from the plan. The OPEB Plan is restricted to represented employees hired before March 1, 2014 and to non-represented employees hired before July 1, 2018. As of the June 30, 2022, measurement date, the following current and former employees were covered by the benefit terms under the plan:

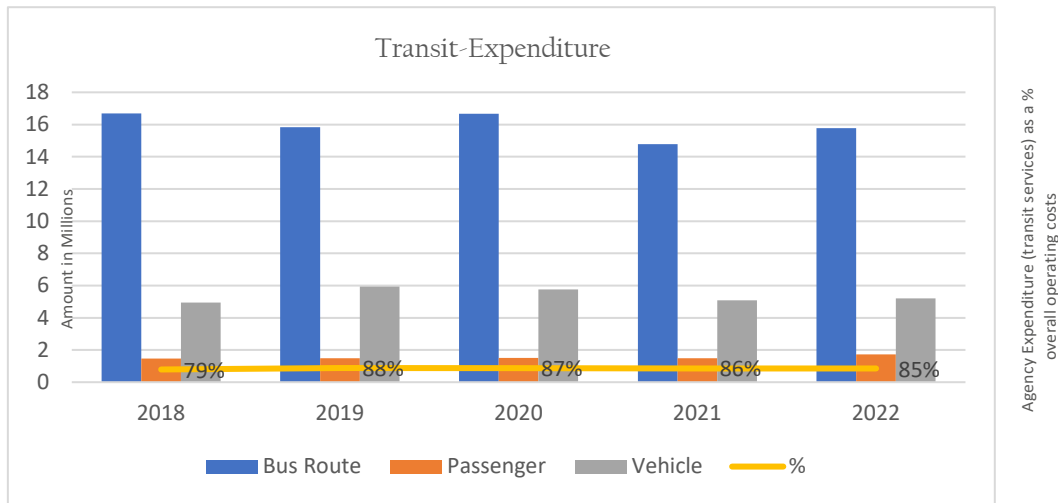
- Retired employees –	120
- Active employees –	24

During Fiscal year 2017, the District joined the California Employers Retirements Benefit Trust (CERBT) to begin prefunding its OPEB obligation. CERBT is an irrevocable Section 115 agent multi-employer trust fund established by Chapter 331 of the California Statutes of 1988 dedicated to prefunding OPEB for all eligible California public agencies and is administered by CalPERS. At the time of inception, the District elected to establish the trust with a \$1,000,000 contribution. In fiscal year 2018, an additional \$500,000 contribution to the trust was made. Funding is not based on actuarially determined contributions and contributions are neither statutory nor contractually established. Current policy does not obligate the District to further fund its OPEB obligation. In fiscal year 2019, the District began drawing funds from the OPEB trust to cover the cost of current year retiree health benefit payouts. Prior to that, the District funded the OPEB on a pay-as-you-go basis

Enterprise Funding

The District budget includes route operations, vehicle maintenance, passenger services, and general administration. In FY 2020/2021, the District's actual budget expense was \$21,347,000 and increased that to \$22,700,000 for FY 2021/2022. The following chart shows a five-year trend based on the information provided. The graph below shows the current financial trend in millions.

This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

As of June 30, 2022 and 2021, the District held \$1,660,636 and \$1,523,559 respectively, of Low Carbon Transit Operations Program (LCTOP) cash restricted for Micro-transit services. The District also held \$509,739 and \$406,929, respectively, of University of California of Santa Barbara (UCSB) cash restricted for future capital asset replacements or upgrades associated with Line 28 service. As of June 20, 2021, an additional \$5,715 of cash restricted for future capital bus stop improvements was received from a local agency.

Capital Improvements

In the summer of 2019 Santa Barbara MTD kicked off construction and revamp of its Transit Center which was originally built back in 1974. The project included improvements such as more efficient lighting, newer bus driveways, landscaping, and a redesigned interior with upgraded bathrooms and plumbing. The project took 13 months and cost \$3.9 million. The project was funded by the State of California Transportation Development Act, State Transit Assistance Fund, and the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA).

In July 2022 the California State Transportation Agency announced the award of \$14.4 million in Transit and Intercity Rail Capital Program (TIRCP) funding for a portion of Santa Barbara MTD’s Next Wave project. The Next Wave project is a suite of capital and operating projects that, taken together, advance MTD into a future where transit on the South Coast is convenient, clean, and competitive. This grant will provide funding for 8 battery-electric buses, 3-battery electric micro-transit vans, transit signal priority software, and electrification and infrastructure improvements

at MTD's Terminal 1 and 2 facilities. This funding will significantly reduce greenhouse gas emissions and improve bus service.

In August 2022, MTD was officially awarded a grant from Measure A's Bike and Pedestrian Program to replace the existing two-position bike racks on the fleet with new three position racks. Survey data of bus and bike riders revealed that 70% of folks had experienced a bus arriving with a full rack, leaving them unable to bring their bike along for the bus ride. This upgrade will increase bike capacity by 50% systemwide and will allow for better multimodal travel.

In 2023, MTD will reach a major milestone in the electrification journey—the delivery of the first nine 40-foot battery-electric buses. This will bring the fleet to an all-time high of 23 all-electric transit buses, and will allow for integration of these zero-emission vehicles into the community on routes currently powered by renewable diesel. These buses will charge on a bank of 14 new heavy-duty chargers funded with the help of Southern California Edison's Charge Ready Grant Program. The total cost of the nine buses is \$9.8 million.

Long-term Liabilities and Debts

The District entered into a lease agreement with BYD Motors LLC for six K7 30-foot BYD battery-electric buses for the provision of public transit service. The stated lease term is 96 months from January 1, 2019 through December 31, 2026. The term for two of the six buses was delayed until April 1, 2019, when the vehicles were available for revenue service. Total monthly lease payments are \$28,573 before the application of sales tax. The initial lease liability was \$2,174,250 based upon a value of \$362,375 per bus and a 6% interest rate. The minimum lease term is 24 months and includes a buy-out option for \$362,375 per bus reduced by all lease payments made up to the time of exercise, including interest paid. The District maintains the express right to terminate the lease subject to an early termination fee of three times the monthly lease payment. Due to delays in bringing the buses into compliance with the contract specifications, lease payments were delayed until May 2020 and made retroactively to January 2019, a date mutually agreed to between the parties based upon various in-service dates.

Opportunities for Shared Facilities

On September 6, 2022 Santa Barbara Metropolitan Transit District and CONAM RE INVESTMENTS entered into an agreement regarding a possible joint development of four (4) parcels of real property owned by the District located in unincorporated Santa Barbara County at 149 North San Antonio Road and 4678 Calle Real totaling approximately 18.93 acres. California Public Utilities Code Section 99420 authorizes the District to enter into agreement with private properties for the joint development of real property for purposes of residential uses that foster transit use or the integration of land use and transportation. The District's role in this possible joint venture is limited to ensuring the project fosters transit use and integrates the allowed land

uses as the property with the District’s adjacent transportation resources. The addition of over 300 residential apartments adjacent to Line #7 will increase ridership in the Eastern Goleta Valley and provide MTD the opportunity to expand its services throughout its service area.

The District has required that the project provide no less than 15% of the total units as affordable which far exceeds the amount of affordable housing that would be required under applicable state and local laws. The District believes a mix of affordability levels will provide itself the best opportunity to increase transit Services and ridership in the area.

Fares & Passes

Standard Fares
\$1.75 Regular one-way Youth (K-12)
\$.85 Seniors (age 62+) Persons with Disabilities* Persons with Medicare Cards* Identification, proof of age a Medicare card, or MTD photo ID is required.
FREE Children under 45 inches tall (three children per adult) Transfers (to complete a one-way trip)
\$6.00 Day Pass
\$1.75 Token for one-way fare

Source: Santa Barbara Metropolitan Transit District website www.sbmtd.gov

Santa Barbara MTD provides various ways that passengers can purchase bus fare. They can use contactless payment methods on certain bus lines, order bus passes by mail, or purchases bus passes at any of the various fare dispensers.

ORGANIZATION

Governance

Santa Barbara Metropolitan Transit District’s governance authority is established under the Santa Barbara Metropolitan Transit District Act (“principal act”) and codified under Public Utilities Code, section 95000. This principal act empowers Santa Barbara Metropolitan Transit District to

provide a moderate range of municipal services. A list comparing active and latent powers follows.

Active Service Powers

- Transportation

Latent Service Powers

None

Governance of Santa Barbara Metropolitan Transit District is independently provided through its seven-member Board of Directors that are elected by the County, City of Santa Barbara, City of Goleta, City of Carpinteria, and at-large to four-year terms. The Santa Barbara Metropolitan Transit District holds meetings on the first and third Tuesday of every month in the Auditorium of the District Office located at 550 Olive Street, Santa Barbara at 8:30 am, except for the months of August and December in which there are no meetings, unless otherwise noted. A current listing of the Board of Directors along with respective backgrounds follows.

Santa Barbara Metropolitan Transit Current Governing Board Roster			
Member	Position	Background	Years on District
Dave Davis	Chair	Government	20
David Tabor	Vice Chair	Land Use Planning Consultant	10
Monica Solorzano	Director	City Councilmember	4 mo.
Arjun Sarkar	Director	Educator	2
Jen Lemberger	Secretary	Paralegal	3
Paula Perotte	Director	Mayor	6
Alberto Lapuz	Director	Transit Planning	1 mo

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

Santa Barbara Metropolitan Transit District Website Checklist			
website accessed 6/12/2023 https://sbmtd.gov/			
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (<i>required for independent Special Districts by 1/1/2020</i>)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
<i>Criteria are recommended for agency websites by a number of governance associations and organizations.</i>			
		<i>Yes</i>	<i>No</i>
Description of services?		X	
Service area map?		X	
Board meeting schedule?		X	
Budgets (past 3 years)?		X	
Audits (past 3 years)?			X
List of elected officials and terms of office?		X	
List of key agency staff with contact information?		X	
Meeting agendas/minutes (last six months)?		X	
Notes: Santa Barbara Metropolitan Transit District is an independent board-governed District. Refer to https://sbmtd.gov/ for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents by LAFCO to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

Santa Barbara Metropolitan Transit District Questionnaire Revenues, Types of Service, and Resources

Santa Barbara Metropolitan Transit Responses by Residence			
Questions	Satisfactory	Unsatisfactory	Undecided
Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	1	-	-
Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	1	-	-
Do you feel an adequate level of funding is provided given the level of service?	-	1	-
Personnel arrived in a timely manner and were professional?	1	-	-
Personnel was knowledgeable, answer questions, and were informative?	1	-	-

A total of 1 response was provided by the agency staff that answered the survey questions. The staff rated the agency with 4 satisfactory, 1 unsatisfactory and 0 undecideds. No additional comments were provided.

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P. City of Buellton

Address: 107 West Highway 246,
Buellton, CA 93427
P.O. Box 1819, Buellton, CA 93427

Phone: 805/686-0137
Fax: 805/686-0086
Email: scott@Cityofbuellton.com

City Manager: Scott Wolfe
PW Director: Rose Hess

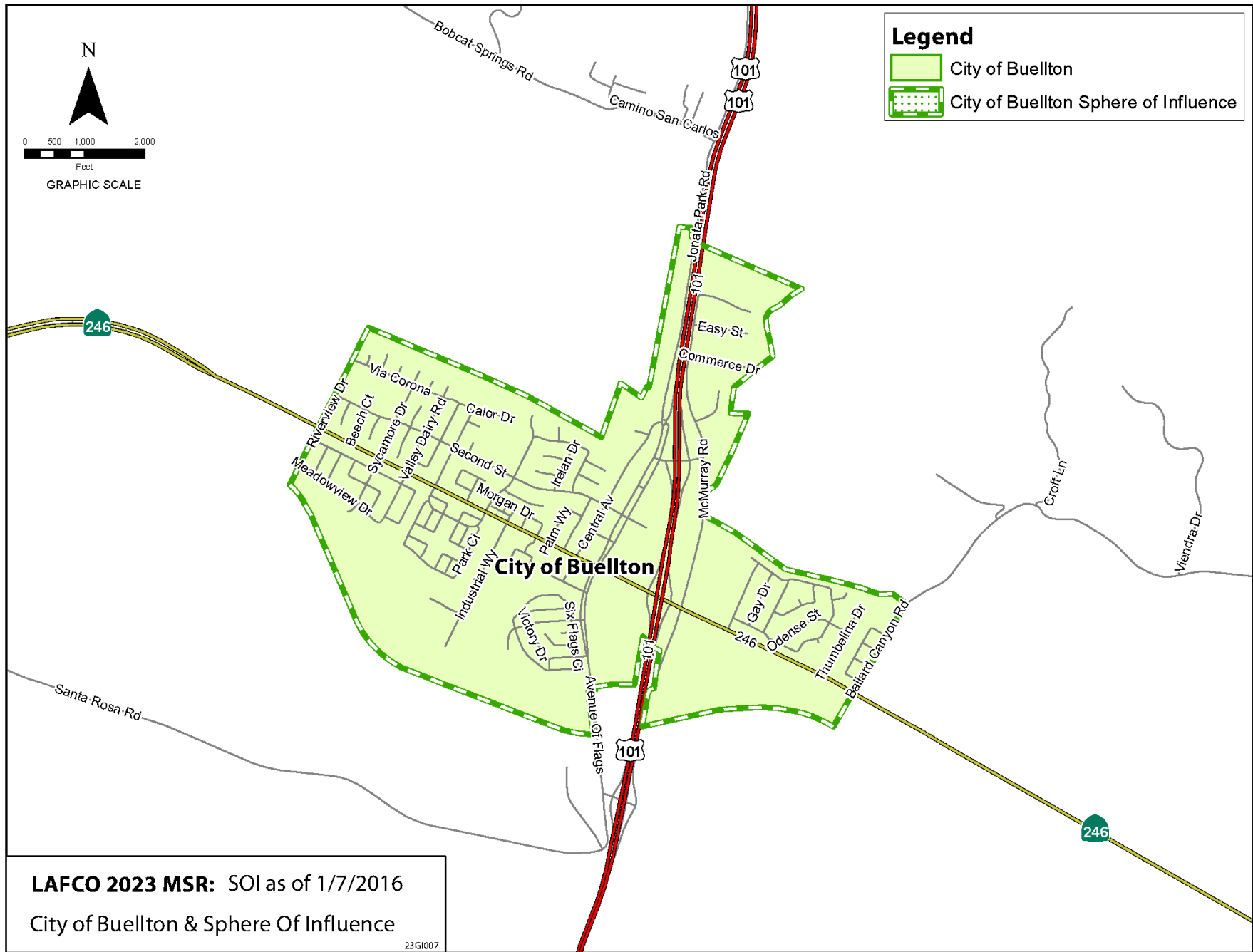
SUMMARY

The City of Buellton represents the rural Santa Ynez Valley. The City's boundaries cover a total of 1.6 square miles and include an estimated 5,055 residents (source: 2022 Department of Finance). The City provides lighting, road maintenance, street sweeping, transit, and parking services within City boundaries. The City receives financial support at a rate of approximately \$3,069 per resident and maintains a fund balance to meet future needs. The City has financial procedures in place to ensure the preparation of timely agency audits. The City boundaries and Sphere of Influence are the same and no plans to expand this area are being discussed.

BACKGROUND

The City of Buellton was incorporated on February 1, 1992. The City operates pursuant to the general laws codified under Government Code Sections 34000. The City is adjacent to the Santa Ynez River in central Santa Barbara County. It is at the confluence of State Highway 101 and 246. The City is governed by a five-member City Council whose members are elected at large. In 2019, the City voted in favor of election system by districts. The City's declared its intention to transition from at-large elections to district-based elections pursuant to California Elections Code Section 10010 starting with the 2022 election. It has a City manager form of government and is a contract City providing many essential City services by contract with other government agencies or private businesses.

The City of Buellton overlaps the County of Santa Barbara Fire Protection District, Santa Ynez River WCD, Cachuma RCD, County Flood Control & Water Agency, and the Oak Hill Cemetery District.



OPERATIONS

The City of Buellton’s Public Works Department is responsible for the management, operation and maintenance of the City’s infrastructure, which includes streets, curbs and gutters, sidewalks, sewer system, storm drain system, and water systems. The City has full time staff, including a new Facilities Foreman/Utility Fieldworker, Facilities Supervisor/Utility Fieldworker, Lead Maintenance & Utility Fieldworker, Journeyman Maintenance, and Public Works Director. Street sweeping and transit services are provided by third party contract.

The City employs approximately 21 full-time employees including the City Manager who oversees the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Flood Control, Water Supply, Conservation & Groundwater Management, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use & Economic Development, Building & Safety, Recreation & Parks, Administration and Finance.

OPPORTUNITIES & CHALLENGES

The City had KOA Crain prepare an existing traffic condition report in 2021. This involved traffic counts, an analysis of existing Level of Service (LOS) and an analysis of existing Vehicle Miles Traveled (VMT) in the City. Projections of potential traffic congestion at key intersections under the General Plan buildout scenario indicated a need to make major local and regional improvements for SR 246 and U.S. Highway 101 interchanges. The Avenue of Flags, as the defining feature of the downtown core, was highlighted as a key focus area for vehicle, bicycle, and pedestrian circulation improvements. The adopted Circulation Element calls for traffic-calming measures, increased parking availability, and potential new configurations of travel lanes; these measures were incorporated into the Avenue of Flags Specific Plan (adopted 2017). Bicycle circulation was identified as an important and viable non-polluting mode of transportation for local trips, exercise, and recreation. Sidewalk improvements and trail system expansion were highlighted to encourage pedestrian activity.

Buellton has not yet developed a methodology to address project impacts to transportation as they relate to vehicle miles traveled (VMT). The Circulation Element update should establish a policy basis for development of significant thresholds for VMT.

Governance Structure Options

The City has not identified any government structure options. LAFCO does not see the need for structural governance changes, the enabling legislation indicates a multipurpose governmental agency, especially in urban areas, may be the best mechanism to account for community needs, financial resources and service priorities. It may be that a legal or functional consolidation with

other Santa Ynez Valley based local agencies may result in greater overall economy or efficiency in providing services to the community.

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for other local service provider to assume responsibilities within this area. Therefore, LAFCO staff recommends that the City continue to discuss possible partnerships with other neighboring agencies. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point.

Regional Collaboration

The City participates in the Regional Water Efficiency Program (RWEF). Through the RWEF collaborative water conservation partnership among purveyors, co-funds projects and programs, acts as a clearinghouse for information on water use efficiency, manages specific projects and programs, and monitors local, state and national legislation related to efficient water use.

The City participates in the Integrated Regional Water Management Plan (IRWMP) process. The intent of the Integrated Regional Water Management Program in Santa Barbara County is to promote and practice integrated regional water management strategies to ensure sustainable water uses, reliable water supplies, better water quality, environmental stewardship, efficient urban development, protection of agricultural and watershed awareness.

The City also cooperates in the County-wide Integrated Stormwater Resources Plan including eight Cooperating Entities: five cities (Buellton, Carpinteria, Goleta, Guadalupe, and Solvang), two water districts (Carpinteria Valley and Montecito), and UCSB. The SWRP is a regional, watershed-based plan intended to improve the management of stormwater resources throughout Santa Barbara County by identifying water system improvements which increase user self-reliance on local water supplies.

The City of Goleta took over direct management of the Goleta Valley Library Branch on July 1, 2018. With the success of that, the City is now also managing the libraries in the Santa Ynez Valley as of July 1, 2019. The Buellton Library is located at 140 West Highway 246 in Buellton. The library also offers the Bookshelf program in partnership with the service organization Las Aletas for patrons unable to visit the library due to a temporary or permanent medical condition. You may request specific material or have Las Aletas volunteers choose material based on your interests.

Citizens of Buellton can also utilize Santa Ynez Valley Transit (SYVT) curb-to-curb service for seniors over sixty (60+) and ADA-certified patrons (regardless of age) within 3/4 of a mile of the SYVT fixed route. Other fixed route trips can get you places on the Express Route or Los Olivos Loop. Dial-A-Ride service is available Monday through Saturday 6:30 a.m. to 7:00 p.m. and Sunday from 8:30 a.m. to 12:30 p.m. and 1:00 p.m. to 4:00 p.m. Call (805) 688-5452. Another regional

transit service includes the Breeze Bus which is a commuter service between Santa Maria, Vandenberg AFB, Lompoc, Los Alamos, Buellton, and Solvang that operates Monday through Friday.

The City collaborates with the County's Resource Recovery and Waste Management Division for providing regional solid waste management services. Marborg Industries provides weekly garbage collection and disposal. Waste is taken to the Santa Barbara County ReSource Center.

SPHERE OF INFLUENCE & BOUNDARIES

The City of Buellton has no Sphere of Influence beyond City boundaries. The City's SOI is considered coterminous. The City did not request expansion to their Sphere of Influence. No significant projects have been identified that would require City services at this time. Subsequent municipal service review reports will continue to monitor the City's need to expand their Sphere of Influence. On November 4, 2008, the citizens of Buellton adopted an Urban Growth Boundary (UGB) that is co-terminus with the City limits. The UGB requires that all annexations and all extensions of public services outside the City limits go to a vote of the people within the City of Buellton. Exceptions are included for affordable housing projects and other housing related projects that are the subject of State mandates that cannot be accommodated within the City limits. The UGB is in place until 2025.

In 2007, the City conducted a SOI Baseline Conditions Report to identify a long-range program for the location, phasing, nature of the City's growth, and to determine appropriate land uses and policies for areas within a potential SOI expansion area. The selection of areas for study in that report did not presuppose the expansion of the SOI to any particular area. The report was intended to inform the selection of alternative land use scenarios by identifying areas within the SOI study area that contain environmental, planning, or public facilities constraints. The City has not taken any actions since that baseline report was prepared to expand their Sphere of Influence. A map of the City's Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

The City's existing boundary spans approximately 1.6 square miles in size and covers 1,025 acres (parcels and public rights-of-ways) in one contiguous area. Nearly all of the jurisdictional service boundary, approximately 99.0%, is incorporated and under the land use authority of the City. The remaining portion of served land approximately 1.0% of the total is unincorporated and under the land use authority of the County of Santa Barbara. The City serves one area outside of its jurisdictional service area under out-of-agency-service agreement. Overall, there are 3,822 registered voters within the jurisdictional boundary.

City of Buellton's jurisdictional boundary spans 1.6 square miles with 99.0% being incorporated and under the land use authority of the City.

City of Buellton Boundary Breakdown by Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Buellton	838	99.0%	2,168	3,822
OASA - Zaca Creek (099-600-042)	2.86	0.1%	1	0
Totals	840.86	100.0%	2,169	3,822

City of Buellton Boundary Breakdown by Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Buellton	838	99.0%	2,168	3,822
Co of Santa Barbara	2.86	0.1%	1	0
Totals	840.86	100.0%	2,169	3,822

Total assessed value (land and structure) is set at \$1.12 billion as of April 2023 and translates to a per acre value ratio of \$1.3 million. The former amount further represents a per capita value of \$223,005 based on the estimated service population of 5,055. City of Buellton receives \$4,085,591 in annual charges for services revenue generated within its jurisdictional boundary and operates as an enterprise for other services.

The jurisdictional boundary is currently divided into 2,168 legal parcels and spans 838 acres the remaining jurisdictional acreage consists of public right-of-ways. Close to 97% of the parcel acreage is under private ownership with 80% already developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 13 vacant parcels that collectively total 37.45 acres. The jurisdictional boundary does not qualify as a disadvantaged incorporated community.

More than four-fifths of the jurisdictional boundary is under private ownership, and of this amount approximately 80% has been developed.

City of Buellton
Incorporation, Revenues, Attributes, Types of Service, and Resources

City Incorporation and Duties	
Incorporation Date	1992
Legal Authority	General Law pursuant to Article XI of the California Constitution, Sections 34000 et seq.
Mayor & Council Members	A five-member City Council elected by district starting in 2022.
Agency Duties	Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Flood Control, Water Supply, Conservation & Groundwater Management, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use & Economic Development, Building & Safety, Recreation & Parks, Administration and Finance. The City of Buellton contracts for Fire Protection and Police services through the County.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Buellton to be 5,276. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2050 in 2019. That report used a conservative trend-base allocation methodology estimating the City of Buellton population as 5,500 by 2020. Between 2010 and 2020, the population of Buellton increased by 448 people (8.5 percent; or less than 1 percent per year). There are approximately 2,049 households within the City. In contrast, the County's population increased by 5.7 percent between 2010 and 2020.

Demographics for the City are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey, which identified the largest age group represented in Buellton as 18 to 64 age range group at 59.6 percent. Approximately 17.2 percent of the population was in the 65 and older range. Approximately 23.2 percent of the residents were under the age of 18 group.

According to the 2020 U.S. Census, approximately 71.8 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Buellton, comprised 23.5 percent of the total population.

Projected Growth and Development

The City of Buellton General Plan serves as the City’s vision for long-term land use, development and growth, and provides the City’s vision within its Planning Area. The City’s General Plan was adopted in 2022, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. The City is currently underway with a Housing Element update with the intent to complete in 2023.

The current City of Buellton Housing Element (2023-2031) identifies an estimated growth rate of 6.9 percent within the City. The County’s Housing Element, covering the same period, estimates 1.2 percent growth in the surrounding unincorporated Santa Ynez areas. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table P-2. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Buellton	4,828	4,965	5,464	7,088	7,403
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Buellton was \$107,614 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the

environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the City of Buellton's Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services nor in the areas contiguous to the Sphere of Influence as a disadvantaged community.

SERVICES

Overview

City of Buellton provides maintenance of the City's infrastructure, which includes streets, curbs and gutters, sidewalks, parking, bike & pedestrian, with street sweeping and transit services provided by third party contract within City boundaries. The City's Circulation Element guides the City's transportation system and outline a strategy for addressing the City's infrastructure needs. All other services provided by the City are not the primary focus of this report and will be discussed in greater detail under the appropriate future MSR Study.

CIRCULATION ELEMENT 2021

Streets, Roads & Highways

The Circulation Element of the City's General Plan describes how the City would manage transportation issues as the City grows and develops. The Circulation Element was updated in 2021 with other elements in the General Plan updated more recent, in particular the Land Use, and Safety Element. A coordinated approach would enable the City to plan for transportation commensurate with the planned growth and development. The Element contains goals, policies and implementation standards and programs to guide the future development of the City's circulation system.

The Buellton Circulation Element uses Level of Service (LOS) as the indicator for roadways' ability to accommodate traffic. In 2021, all of the signalized intersections within the City operated at LOS B or better during the P.M. peak hour periods. The delayed movements at all unsignalized City intersections operated at LOS C or better during the P.M. peak hour period. However, the intersection of Jonata Park Road and Avenue of Flags, adjacent to the U.S. Highway 101 southbound off-ramp, was identified as a safety hazard due to the speed and angle of vehicles exiting the highway. The City also anticipated that future congestion at several key intersections would require infrastructure improvements.

The tables below identify key road capacity level of service for existing roads, and existing roadway LOS. The information conveys that: 1) the City’s roadways operate within acceptable LOS, and 2) in year 2025 streets are projected to have a demand that does not exceeds their capacity. Specifically, the volume on SR 246 study segments is projected to meet capacity needs.

Table P-3 Existing Traffic Operation

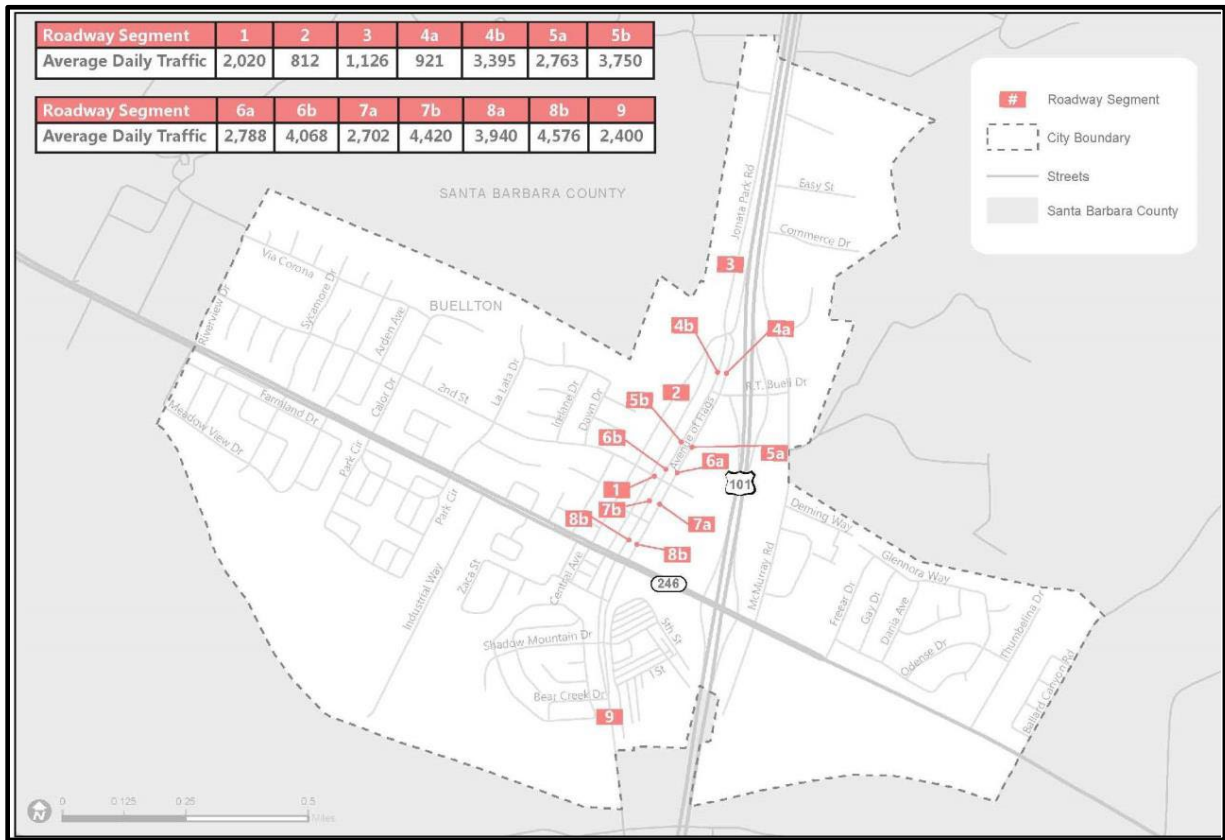
Street/Intersection	AM Peak Hour			PM Peak Hour		
	Delay (sec/veh)	LOS	Warrant Met	Delay (sec/veh)	LOS	Warrant Met
Sycamore Drive & State Route 246	1.9	A	YES	1.3	A	YES
Industrial Way & State Route 246	8.5	A	YES	9.9	A	YES
Central Avenue & 2nd Street	8.0	A	YES	8.0	A	YES
Central Avenue & State Route 246	0.8	A	YES	1.7	A	YES
AOF/Jonata Park Rd & Central Ave/US-101 Off-Ramp	7.3	A	YES	8.9	A	YES
Avenue of Flags (NB) & R.T. Buell Drive	5.8	A	YES	7.0	A	YES
Avenue of Flags (SB) & R.T. Buell Drive	2.2	A	YES	5.5	A	YES
Avenue of Flags (NB) & 2nd Street	4.2	A	YES	3.4	A	YES
Avenue of Flags (SB) & 2nd Street	6.5	A	YES	4.4	A	YES
Avenue of Flags & State Route 246	17.9	B	YES	19.2	B	YES
US-101 SB On-Ramp & R.T. Buell Drive	0.3	A	YES	0.3	A	YES
US-101 NB Ramps & R.T. Buell Drive	2.2	A	YES	2.9	A	YES
US-101 SB Ramps & State Route 246	1.3	B	YES	7.5	A	YES
US-101 NB Ramps & State Route 246	6.2	A	YES	11.4	B	YES
McMurray Road & R.T. Buell Drive	9.3	A	YES	10.0	A	YES
McMurray Road & State Route 246	13.0	B	YES	21.4	C	YES

Source: City of Buellton LUCE Baseline Conditions Report April 2021

Table P-4: 2021 Roadway Level of Service

Roadway Segment	# of Lanes	Capacity	AADT	V/C Ratio	LOS
2 nd Avenue w/o Avenue of Flags	2	15,000	2,020	0.135	A
Central Avenue n/o 2 nd Avenue	2	15,000	812	0.054	A
Jonata Park Rd n/o Avenue of Flags	2	15,000	1,126	0.075	A
Avenue of Flags (NB) s/o Central Street	1	7,500	921	0.123	A
Avenue of Flags (SB) s/o Central Street	1	7,500	3,395	0.453	A
Avenue of Flags (NB) s/o R.T. Buell Drive	1	7,500	2,763	0.368	A
Avenue of Flags (SB) s/o R.T. Buell Drive	1	7,500	3,750	0.500	A
Avenue of Flags (NB) n/o 2 nd Street	1	7,500	2,788	0.372	A
Avenue of Flags (SB) n/o 2 nd Street	1	7,500	4,068	0.542	A
Avenue of Flags (NB) s/o 2 nd Street	1	7,500	2,702	0.360	A
Avenue of Flags (SB) s/o 2 nd Street	1	7,500	4,420	0.589	A
Avenue of Flags (NB) n/o SR-246	1	7,500	3,940	0.525	A
Avenue of Flags (SB) n/o SR-246	1	7,500	4,576	0.610	B
Avenue of Flags s/o Bear Creek Drive	2	15,000	2,400	0.160	A

Source: City of Buellton LUCE Baseline Conditions Report April 2021
 The Roadway Type is the General Plan Roadway Classification.



Street Sweeping

The City’s streets are swept on the 2nd and 4th Mondays of every month.

Parking

In addition to parallel on-street parking provided on City streets, the City also requires off street parking with all new development. Further efficiencies could be realized through the interconnection of driveways and reciprocal parking at the rear of properties along the east side of the Avenue. The Urban Design Plan also envisions the creation of off-street public parking, including identifiable truck and RV parking. The City currently has no dedicated public parking lots. A total of 185 on-street spaces are along Avenue of Flags. Parking recommendations include diagonal parking along Avenue which could increase the number of spaces by 170. Currently the City has 203 on-street parking spaces. Their Urban Design Plan calls to increase that to 225 spaces.

Bicycle & Pedestrian

The City of Buellton adopted a Bicycle and Pedestrian Master Plan in 2012. The Master Plan highlighted the need to coordinate with Caltrans due to the two state highways bisecting the City. The City of Buellton has several bicycle facilities within the City. The pedestrian and bike

facilities do not connect the entirety of the City. Only certain areas have Class II or Class III bike facilities. The location and extents of bicycle lanes are described below:

Class II Bicycle Lanes:

- SR-246, eastbound between the western City limits and McMurray Road, and westbound throughout the entire City.
- Avenue of Flags, northbound between the southern City limit and Rufus T. Buell Drive and southbound between Rufus T. Buell Drive and Bear Creek Drive (Rancho de Maria).
- McMurray Road, between Rufus T. Buell Drive and SR-246.

Class III Bicycle Routes:

- 2nd Street, between Riverview Drive and Avenue of Flags.
- Avenue of Flags, northbound between Central Avenue and Rufus T. Buell Drive and southbound between Bear Creek Drive and the southern City limit.
- Shadow Mountain Drive, between Six Flags Circle and Avenue of Flags.

These bicycle facilities are shown in figure to the right. The City recognizes that all roads are considered to be shared facilities. Cyclists do not require a bikeway designation to use roads; however, they must follow and obey all traffic rules. The designation of classified facilities is meant to identify “preferred” routes where additional features and noticing to motor vehicles are made to create awareness for bicycles.



The following are the identified Destinations in the City of Buellton which routes should connect:

- Schools: Oak Valley Elementary and Jonata Middle School
- Public Centers: City Hall, Post Office, Library, Chamber/Visitor’s Center,
- Services: Banks, Utilities, Salons
- Shopping Centers: Buellton Town Center, Nielsen’s Center (all commercial in that zone)
- Eateries: All fast food and sit-down restaurants and wineries/breweries and their tasting centers
- Entertainment: Movie Theater, art gallery
- Employment Centers
- Recreation: River View Park, Oak Park, PAWS Park, Santa Ynez River, Zaca Creek, Recreation Center, Senior Center, Regional Routes, Zaca Creek Golf Course, Campgrounds
- Multi-Modal Connections: Park & Ride, Transit Stops

Another consideration for bicycle routes is the ability to connect to alternate modes of transportation, namely transit service. The City of Buellton is served by three transit systems: 1) Santa Ynez Valley Transit (SYVT), 2) Wine Country Express (WCE), and 3) Clean Air Express (CAE).

Transit

Several bus lines operated by Santa Ynez Valley Transit, City of Lompoc Transit, the Breeze Bus, Amtrak, and Clean Air Express within the City of Buellton. Dial-a-ride service that allows senior residents and Americans with Disabilities Act (ADA) certified patrons to reserve curb-to-curb service for locations within a 3/4-mile radius of the fixed transit route.

Table P-5: 2021 Transit Services

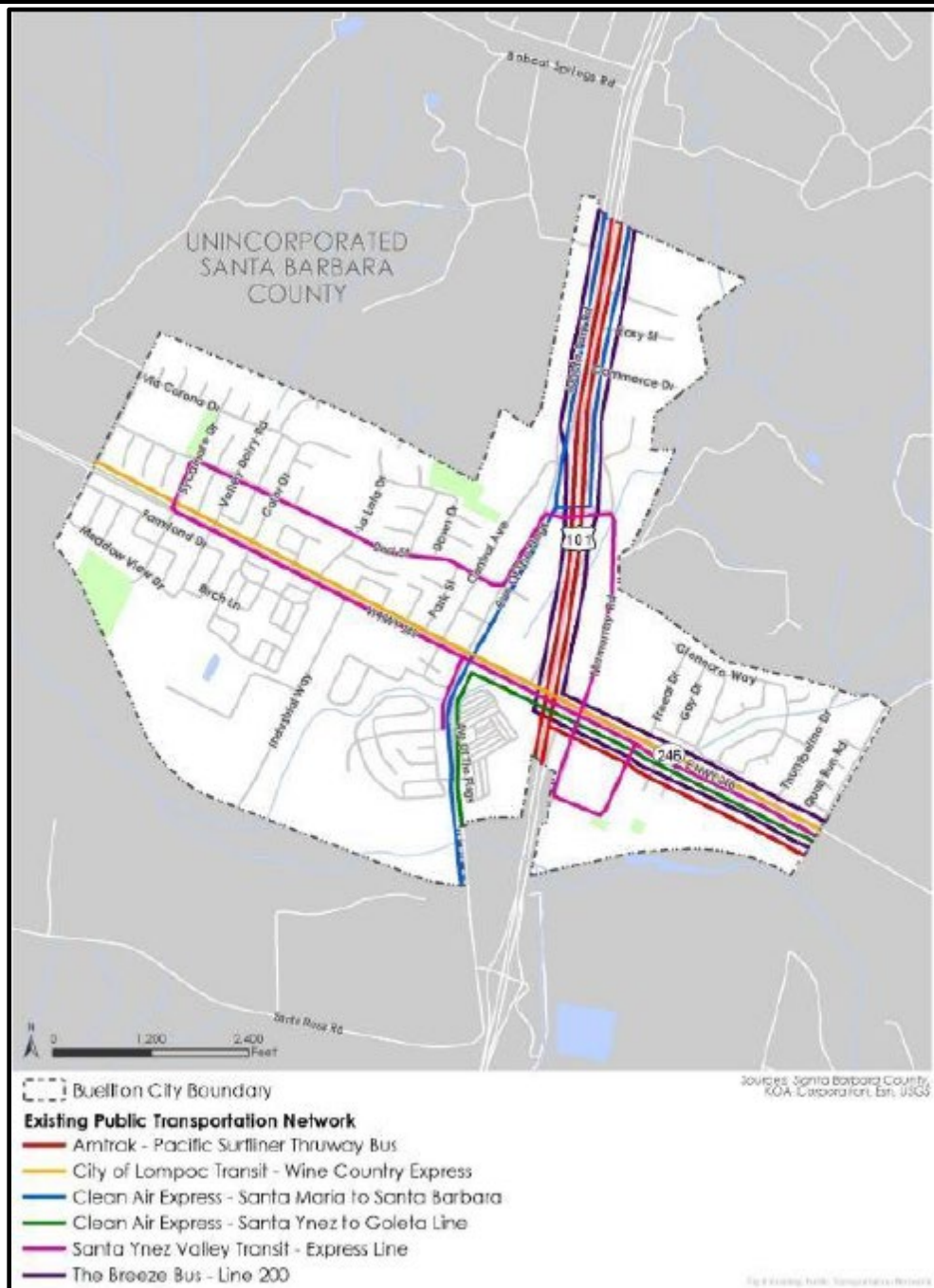
Agency	Existing Transit Services				
	Line	To	From	Via	Peak Period Frequency
Santa Ynez Valley Transit	Express Route	Solvang Park	Sycamore Drive & 2nd Street	SR-246, Meadowvale Road, Sagunto Street, McMurray Road, Avenue of Flags, 2nd Street	30
Santa Ynez Valley Transit	Dail-a-Ride Service	Locations within 3/4 mile of the SYVT Express Route	Locations within 3/4 mile of the SYVT Express Route	Same route as the SYVT Express Route	30

City of Lompoc Transit	Wine Country Express	Solvang Park	Cypress Street & I Street (Lompoc)	SR-246	>60 ²
The Breeze Bus	200	Solvang Park	Santa Maria Transit Center	US-101, SR-246	>60 ²
Amtrak ¹	Pacific Surfliner Thruway Bus	Santa Barbara Amtrak Station	Cal Poly San Luis Obispo	US-101, SR-246	>60 ³
Clean Air Express	Santa Ynez Valley - Goleta	Pesetas Lane (Goleta)	Solvang Park	SR-246, US-101, Hollister Avenue	>60 ⁴
Clean Air Express	Santa Maria - Santa Barbara	Guterrez Street & Nopal Street (Santa Barbara)	Santa Maria Hagerman Softball Complex	US-101, Avenue of Flags, Calle Real, Anacapa Street, Guterrez Street	>60 ⁴

Source: City of Buellton LUCE Baseline Conditions Report April 2021 taken from Santa Ynez Valley Transit; City of Lompoc Transit; The Breeze Bus; Amtrak; Clean Air Express.

Notes:

- 1 Passengers are required to present a valid Amtrak ticket to board this route.
- 2 This route provides one bus in each direction during the morning, midday, and afternoon periods.
- 3 This route provides one bus in the southbound direction during the morning and afternoon periods. A northbound bus is provided during the midday and late-night periods.
- 4 This route provides one bus in the southbound direction during the morning and one bus in the northbound direction in the afternoon.



SBCAG REGIONAL TRANSPORTATION PLAN, 2021

The most recent RTP, Sustainable Communities Strategy Connected 2050, acts as a blueprint for a transportation system that addresses transportation projects that would meet access and mobility needs. The 2021 Regional Transportation Plan (2021 RTP) is intended to be a comprehensive Plan guiding transportation policy for the region and would assist in making recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling.

Regional Improvements. According to the Santa Barbara County Association of Government's (SBCAG) 2021 Regional Transportation Plan a significant a steady amount of traffic volume on Highway 101 and Hwy 246 is projected from the 2021 number of 18,800 & 27,500 average daily trips until 2050 respectively. The Level of Service in the Buellton area on Highway 101 is expected to remain consistent from a LOS B to LOS B. On Hwy 246 Level of Service is expected to also remain the same a LOS B. The City of Buellton is forecast to increase by 24 percent. Highway 246 between Buellton and Lompoc was widened to address passing lanes and turning lanes between Purisima and Domingos Roads. The City of Buellton's circulation improvement under Measure A are estimated at \$3 million.

Highway 246 Corridor. The City is bisected by Highway 246 Highway Corridor. In 2021, this highway carried Annual Average Daily Trips (AADT) of 27,500 (2021 Caltrans counts; website). Volumes are continuing to increase with highway volume coming from local and regional sources. This segment carries heavy commuter traffic as well as interregional and local traffic. Interchange along the US 101 corridor, such as the Hwy 246/US101 in Buellton, is operating within capacity.

Planned improvements also include North Avenue of Flags Park & Ride project (B-PL-400) will provide a second park-and-ride facility to accommodate demand. SBCAG Board adopts a Program of Projects (POP) identifying all transportation projects to be funded with Measure A revenues during the next five fiscal years, FY 23/24 through FY 27/28. The City of Buellton's local allocation equals \$2.2 million. The following are summaries of expenditures by Buellton for the five-year Program of Project period.

- Available Measure A 5-year Revenue: \$2.2 million
- Adopted Measure A 5-year Expenditures: \$2.3 million (includes carry-over funding)
- Top LSTI expenditures: Street Maintenance and Alternative Transportation
- Other Revenues included in POP: \$0
- Required Alternative Transportation Percentage: 5%

Appendix A-1 CITY OF BUELLTON	FY 21/22 Actual	Measure A Revenues							Other Revenues					Total Programmed		
		Carry-over Measure A	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Total	Regional Measure A	Measure D	Local	State	Federal		Total	
Street Maintenance																
• Road Maintenance, Slurry Seal and R and R	\$376.4		\$297.9	\$368.9	\$313.6	\$371.9	\$335.0	\$1,677.3							\$0.0	\$1,677.3
Alternative Transportation (Percentage to be met by FY 24/25: 5%)																
• Sidewalk and Concrete Repairs			\$50.0		\$50.0		\$50.0	\$150.0							\$0.0	\$150.0
• Multipurpose Trail Reserve			\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$50.0							\$0.0	\$50.0
• Reduced Transit Fares for Seniors and Disabled (SYVT Dial-A-Ride subsidy)	\$2.0		\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$10.0							\$0.0	\$10.0
• Wine Country Express Operations	\$2.0		\$20.0	\$20.0	\$20.0	\$20.0	\$20.0	\$100.0							\$0.0	\$100.0
• Breeze 2.0	\$89.3		\$65.0	\$65.0	\$65.0	\$65.0	\$65.0	\$325.0							\$0.0	\$325.0
ALTERNATIVE TRANSPORTATION TOTAL	\$93.3	\$0.0	\$147.0	\$97.0	\$147.0	\$97.0	\$147.0	\$635.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$635.0
TOTAL CITY OF BUELLTON EXPENDITURES	\$469.6	\$0.0	\$444.9	\$465.9	\$460.6	\$468.9	\$482.0	\$2,312.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,312.3

**City of Buellton
Incorporation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
City Limits (est. square miles)	1.58
Population (2022 estimated)	5,055
Assessed Valuation (FY 22-23: Includes City only)	\$1,127,293,740
Number of centerline miles, street lights, parking lots, bus stops, and bikeway miles	32.8 miles 150 lights 203 spots 10 stops 1.5 bike lane miles
Regular Financial Audits	Every Year
Average Annual Revenue Per Capita	\$3,069
Average Portion of County 1% Property Tax Received	15¢/\$1
Ending General Fund Balance (June 2022)	\$13,990,322
Change in General Fund Balance (from June 2017 to June 2022)	40.3%
Total Fund Balance/Annual Revenue Total (FY 21-22)	90.1%

Source: City area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing DOF Table E4, Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from City Audit; Other information from City. NOTE: The County of Santa Barbara provides sheriff, fire protection and emergency medical services to the City.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	X
Street Beautification	X
Transit	X
Airport	-
Parking	X
Other	X

Total Staffing		
	Personnel	Per 1,000 population
Full time Worker	0	0.77
Part time Worker	4	0.77
Administrative Personnel	2	0.38
Other City Staff	15	2.3

Buellton has a total of 21 permanent employees.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
Public Works Director (1)	31	11
Facilities Supervisor (1)	1	
Facilities Foreman (1)	1	
Lead Maintenance/Utility Worker (1)	1	
Maintenance/Utility Worker (4)		
Administrative Personnel (2)	5.5	12
Other City Staff	14.3	8.6

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained, swept per month, street light service calls resolved, bikeways, transit services and parking lots. As documented in the City's Land Use and Circulation Baseline Conditions Report in 2021 all roadways, bike paths, parking and transit services are determined to be adequate.

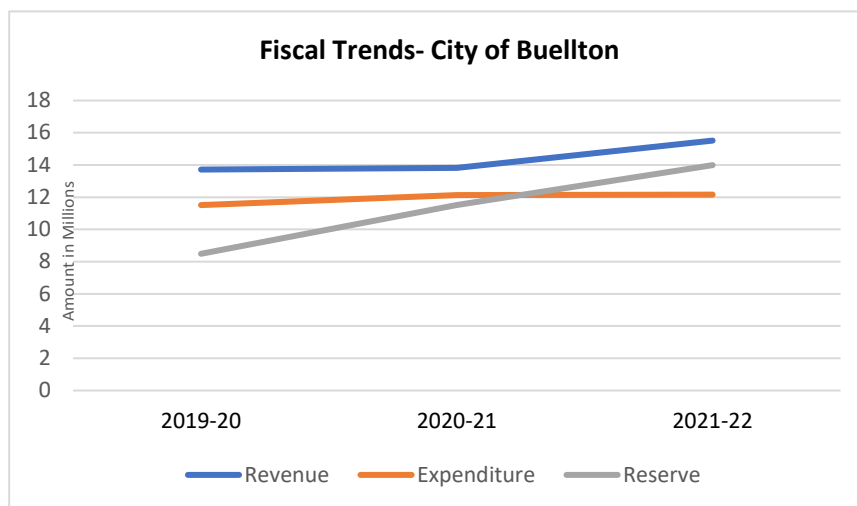
FINANCES

The City prepares an annual budget and financial statement, which includes details for each of its government and enterprise funds. The City maintains a separate enterprise fund for water and wastewater services, meaning that charges for services are intended to pay for the costs of providing such services.

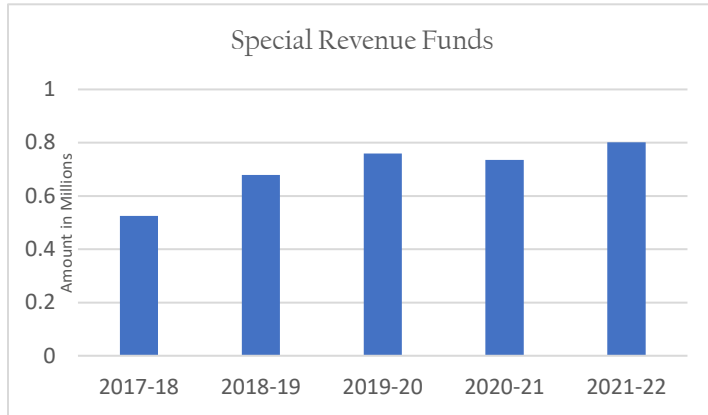
City Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property tax	\$1,670,306	12.1%	\$1,751,216	11.3%
Sales & use tax	\$2,934,332	21.2%	\$3,286,448	21.2%
TOT tax	\$3,020,078	21.9%	\$4,292,382	27.7%
Franchise fees	\$330,044	2.4%	\$356,836	2.3%
Other taxes	\$37,456	0.3%	\$67,863	0.4%
Fines	\$8,654	0%	\$12,089	0.1%
Charges for services	\$4,085,591	29.6%	\$4,243,404	27.4%
Grants & contributions	\$1,557,864	11.3%	\$1,759,751	11.3%
Interest	\$144,948	1.0%	-\$276,842	-1.8%
Other revenue	\$27,799	0.2%	\$20,225	0.1%
Revenue total	\$13,817,072	100.0%	\$15,513,372	100.0%

Fiscal Indicators

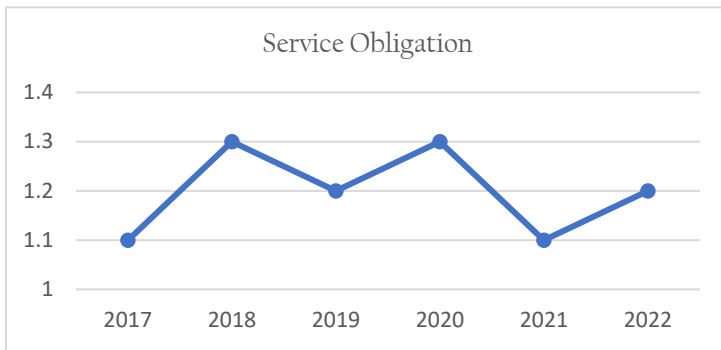
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the City's expenditures have remained relatively consistent with its revenues increasing slightly. The increase in revenue have raised the City's reserve. The City's reserve balances have sufficient funds to absorb relatively small revenue imbalances.



CITY OF BUELLTON



This indicator addresses the extent to which special revenue funds covered expenses. Special Revenue Funds includes housing fund, traffic mitigation, gas tax, Measure A Fund, and Local Transportation Fund as the primary funding source for transportation services. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures.

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 10,850,358	\$ 9,640,963	1.1
2018	\$ 12,244,104	\$ 9,660,768	1.3
2019	\$ 13,307,341	\$ 10,433,930	1.2
2020	\$ 13,715,453	\$ 11,510,609	1.3
2021	\$ 13,817,072	\$ 12,133,968	1.1
2022	\$ 15,513,372	\$ 12,159,951	1.2

Post-Employment Liabilities

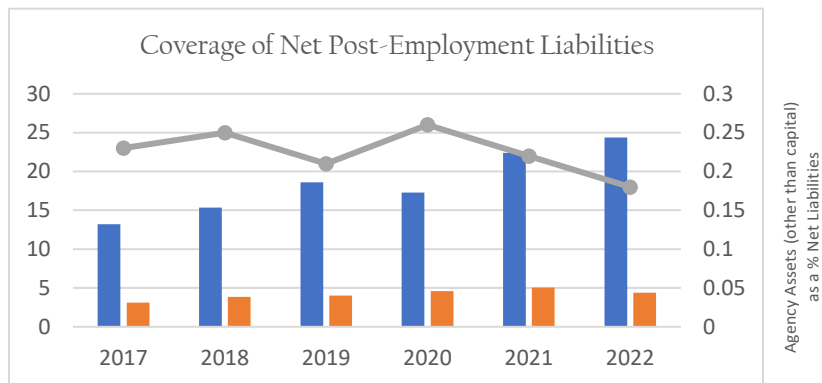
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

Pension	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	75.2%	75.2%	75.1%	88.2%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 2,102,906	\$ 2,255,555	\$ 2,411,265	\$ 1,252,299	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities) Net liability, OPEB (plan liabilities - plan assets)	2022 year of OPEB reporting	0%
		\$ 3,126,228

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$13,219,096	\$15,342,937	\$18,584,036	\$17,270,589	\$22,390,089	\$24,389,400
Net Liabilities (pension & OPEB)	\$3,104,614	\$3,862,931	\$4,016,642	\$4,588,042	\$5,060,554	\$4,378,527

Pension Obligations and Payments

The City maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the City. The City should adopt a policy to commit excess revenues on an annual basis to reduce pension liabilities going forward. The result could be a substantial future pension cost savings. All qualified permanent and probationary employees are eligible to participate in the Public Agency Cost-Sharing Multiple-Employer Defined Benefit Pension Plan (the Plan), administered by the California Public Employees' Retirement System (CalPERS). The City of Buellton's employer rate plans in the miscellaneous risk pool include the Miscellaneous plan (Miscellaneous) and the PEPRA Miscellaneous plan (PEPRA Misc.). The Plan provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. The City's estimated net pension liability on June 30, 2022, was \$1,252,299.

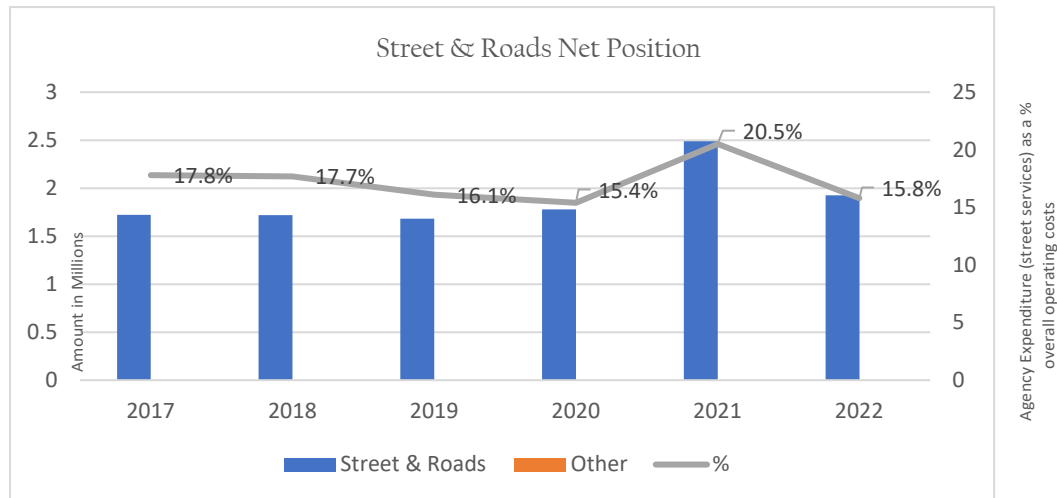
OPEB Obligations and Payments

The City currently finances benefits on a pay-as-you-go basis. The City has deferred contribution annually in excess of 100% of its actuarially determined annual required contribution to current and future retirees of the City. Typically, the General Fund has been used in the past to liquidate the net OPEB obligation. The City contributes up to \$800 per month on behalf of each active employee and covered dependents. The employee is responsible for the excess if any of the total PEMHCA premium is over \$800 per month. The City offers the same medical plans to its retirees as to its active employees, with the general exception that upon reaching age 65 and becoming eligible for Medicare, the retiree must join one of the Medicare Supplement coverages offered under PEMHCA. The City's contribution on behalf of retirees is the same as for active employees - 100% of PEMHCA premium for retiree and covered dependents, but not to exceed \$800 per month. Benefits continue for the lifetime of the retiree with survivor benefits extended to surviving spouses. Membership of the plan consisted of nine retirees currently receiving benefits. The City pays a 0.27% of premium administrative fee on behalf of employees and retirees. The City's estimated OPEB liability on June 30, 2022 was \$3,126,228. As of the June 30, 2022 measurement date, the following current and former employees were covered by the benefit terms under the plan:

- Retired employees – 27
- Active employees – 21

Road Maintenance & Rehabilitation Funding

The District budget includes road maintenance and rehabilitation Funding through grants and contributions from Governmental and Business Type activities. In FY 2020/2021, the City's net position for streets and roads expense were \$1,455,723 and increased that to \$1,617,682 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency's net position over time.



Asset Maintenance and Repair

The City budget includes Maintenance and Repair Fund #60250. In FY 2021-22, the City budgeted \$220,200 and increased that to \$224,604 for FY 2022/2023. Projects included maintenance to the Buellton Rec Office and the Zone. Other routine storm drain cleaning is budgeted \$20,400 annually. The City has also established a maintenance and repair budget for various park and building facilities (\$71,400), Wastewater Treatment Plant maintenance and repair, including sewer collection system cleaning (CCTV) (\$56,100), Water Plant maintenance and repair (\$66,300).

Capital Improvements

The City has a 5-year Capital Improvement Plan (CIP), which is updated regularly and identifies and prioritizes system improvements and costs. The key components of the Capital Improvement Program for 2022-23 includes investments to roadway improvements and Santa Ynez River Trail. In total, the City's 2022-23 CIP budget was about \$3.1 million. These capital improvements along with future identified improvements will be considered in further detail under the pertinent MSR study. For FY 22-23 the following projects were identified related to road, park & ride, and trails:

- ▶ Project #212: Avenue Improvements Median 3 \$125,000

- ▶ Project #307: McMurray Road Widening \$400,000
- ▶ Project #308: North Avenue of Flags Park & Ride \$50,000
- ▶ Project #321: Road Maintenance Project \$672,264
- ▶ Project #207: Santa Ynez River Trail Conceptual Plan and Feasibility Study \$10,000

Long-term Liabilities and Debts

The City of Buellton, at the end of the current and previous fiscal year, had no long-term debt outstanding. The City has no general obligation or revenue bonds.

On October 18, 2016, the City entered into a capital lease agreement with Coastal Copy, Inc. The lease proceeds were used to purchase two copiers for City Hall. The amount of the lease was \$16,359. On July 14, 2017, the City entered into a capital lease agreement with Avaya Financial Services. The lease proceeds were used to purchase the Avaya IP500 City phone system. The amount of the lease was \$21,400 and the agreement was for 60 months at 0% interest.

Opportunities for Shared Facilities

The City does not currently share facilities but does share services with the County for building permit review and issuance and building inspection services. No other opportunities to do so have been identified by staff in the preparation of this report. Due to relative distance between the City and other communities, opportunities for shared facilities are limited. It is unlikely that a proposal would be feasible in the near future. Although, there are some arrangements for providing community services such as library, with other local agencies.

ORGANIZATION

Governance

City of Buellton's governance authority is established under general law for Cities codified under Government Code Section 34000. Cities are authorized to provide all municipal services. A five-member City Council, four elected by-districts, governs the City of Buellton. Every two years, the citizens elect a Mayor at-large for a period of two years. There is a limit of three consecutive terms as a City Councilmember or Mayor. In 2019, the City voted in favor of election system by districts. The City's declared its intention to transition from at-large elections to district-based elections pursuant to California Elections Code Section 10010 starting in 2022 election. Districts 1 & 4 held elections in 2022 and district 2 & 3 will be held in 2024. The City operates under the Council-Manager form of government, which means that the City Council appoints a City manager who is responsible to oversee the daily operations of the City. The City Council provides policy direction to the City Manager who works with the City's administration team and the citizens to implement the direction of the Council. Additionally, the City Council appoints a City Attorney to represent and advise the City Council on legal matters and appoints a five-member Planning

Commission. The City employs approximately 21 full-time employees and 1 contract employee that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Flood Control, Water Supply, Conservation & Groundwater Management, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use & Economic Development, Building & Safety, Recreation & Parks, Administration and Finance. The City of Buellton contracts for Fire Protection through the Santa Barbara County Fire Protection District (Station 31), and Police services through the County Sheriff’s office.

City of Buellton holds meetings every 2nd and 4th Thursday of each month at 6:00 pm in the Council Chambers, 140 West Highway 246, Buellton. A current listing of City Council along with respective backgrounds follows.

City of Buellton Current Governing Council Roster			
Member	Position	Background	Years on Council
David King	Mayor	Retired CHP Officer	6
John Sanchez	Vice Mayor	Retired City Employee (PW)	4
Hudson Hornick	Council Member District 1	Attorney	10 mo
David Silva	Council Member District 4	Non-Profit Admin	10 mo
Elysia Lewis	Council Member	Finance Officer/Legal	4

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

City of Buellton Website Checklist			
website accessed 7/25/23 https://Cityofbuellton.com			
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (<i>required for independent Special Districts by 1/1/2020</i>)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>			
		<i>Yes</i>	<i>No</i>
Description of services?		X	
Service area map?		X	
Board meeting schedule?		X	
Budgets (past 3 years)?		X	
Audits (past 3 years)?		X	
List of elected officials and terms of office?		X	
List of key agency staff with contact information?		X	
Meeting agendas/minutes (last six months)?		X	
Notes: Buellton is a Council-governed agency it overlays. Refer to https://cityofbuellton.com/ for the required checklist items.			

Survey Results

The table on the next page includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

City of Buellton Questionnaire, Revenues, Types of Service, and Resources

City of Buellton			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	1	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	1	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	1
4. Personnel arrived in a timely manner and were professional?	1	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	1	-	-

A total of 1 response was provided by staff and 0 responses by the community that answered the survey questions. The staff rated 100% satisfactory with undecided for adequate funding. No additional comments were provided.

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Q. City of Carpinteria

Administrative Office: 5775 Carpinteria Ave,
Carpinteria, CA 93013
Phone: 805/684-5405
Fax: 805/684-5304
Email: michaelr@carpinteriaca.gov
Website: www.carpinteriaca.gov
Asst City Manager: Michael Ramirez

SUMMARY

The City of Carpinteria is located in the southernmost coastal area of Santa Barbara County. The City's incorporated area is a total of 7.3 square miles which includes 2.6 square miles of land and 4.7 square miles of tideland. The total population of the Carpinteria community is 12,963 (source: 2022 Department of Finance). The City's revenues are supported at a rate of approximately \$1,719 per resident and maintains a fund balance to meet future needs. The City's financial procedures provide for the preparation of timely agency audits consistent with state laws, requirements of revenue sources, and financial best practices. The City boundaries and Sphere of Influence are largely coterminous.

BACKGROUND

The City of Carpinteria was incorporated on September 28, 1965. The City operates in accordance with the general laws codified under Government Code Sections 34000. The City is governed by a five-member City council whose members are elected by-district. It operates under a council-city manager form of government providing direct City services. The City is located in southern Santa Barbara County. The City limits (i.e., jurisdictional boundary) are generally bounded by State Route 192/Foothill Road in the north, the Pacific Ocean in the south, State Route 150/Rincon Road in the east, and Cravens Lane in the west. The Carpinteria Valley Water District provides water services, and the Carpinteria Sanitary District provides wastewater collection, treatment and disposal. Carpinteria/Summerland Fire protection District provides fire services. Santa Barbara Metropolitan Transit District provides transit services.

The City of Carpinteria also overlaps the Cachuma RCD District, Santa Barbara County Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, Santa Barbara County Service Areas 11 (Carpinteria Valley) and 32 (Law Enforcement), Santa Barbara County Flood Control & Water Conservation District, and Carpinteria Cemetery District.



OPERATIONS

The City employs approximately 40 full-time equivalent employees and 154 part-time equivalent employees. The City's organization is comprised of the Administrative Services Department; Community Development Department; General Government Department; Parks, Recreation and Public Facilities Department; and Public Works Department.

Community Development Department

The Community Development Department (CDD) has several distinct divisions including Planning (current and advanced planning), Building, and Code Compliance (parking enforcement, animal control, and zoning and building compliance).

Parks, Recreation and Public Facilities Department

The Carpinteria Library is owned, operated, and maintained by the City since July 1, 2022. The Library is located at 5141 Carpinteria Avenue in Carpinteria.

Public Works

The City operates and maintains the City's public infrastructure and facilities including bridges, buildings, parks/grounds, parking lots, shorelines, storm drainage, streets/roadways, and urban forestry. The City provides contract solid waste hauling and street sweeping services. The City also provides contract law enforcement services through the Santa Barbara County Sheriff's Department and fire protection services through the Carpinteria-Summerland Fire Protection District. Finally, the City provides contract paratransit services through Easy Lift Transportation and Help of Carpinteria, respectively.

The Carpinteria community is provided utility services including water by the Carpinteria Valley Water District, wastewater collection and treatment by the Carpinteria Sanitary District, electrical service by Southern California Edison, telecommunication by Cox Communications and Frontier Communications, and natural gas by Southern California Gas Company. Transit services are provided by the Santa Barbara Metropolitan Transit District and Ventura County Transportation Commission, respectively. A greater discussion of these services and operation can be found under the respective Agency Profiles.

OPPORTUNITIES & CHALLENGES

The City of Carpinteria did express financial challenges related to transportation related services, especially for streets and bridges. The City is expected to consider five (5) agricultural parcels under two ownerships within the City boundary but outside the urban limit line for Residential Overlay sites during 6th Cycle Housing Element update. These parcels are APNs 001-080-040, 001-080-002, 001-080-030, 001-080-041, and 001-080-035.

Governance Structure Options

The City has not identified any government structure options. LAFCO does not see the need for structural governance changes, the enabling legislation indicates a multipurpose governmental agency, especially in urban areas, may be the best mechanism to account for community needs, financial resources and service priorities. It may be that a legal or functional consolidation with other Carpinteria based local agencies may result in greater overall economy or efficiency in providing services to the community.

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for other local service providers to assume responsibilities within this area. Therefore, LAFCO staff recommends that the City continue to discuss possible partnerships with other neighboring agencies. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point.

Regional Collaboration

The City participates in the County-wide Integrated Stormwater Resource Plan (SWRP) including eight cooperating entities- cities of Buellton, Carpinteria, Goleta, Guadalupe, and Solvang; water special districts of Carpinteria Valley and Montecito, and University of California at Santa Barbara. The SWRP is a regional, watershed-based plan intended to improve the management of stormwater resources throughout Santa Barbara County by identifying water system improvements which increase user self-reliance on local water supplies.

Law enforcement services are provided by the Santa Barbara County Sheriff's Department. Within Carpinteria State Beach, law enforcement services are jointly provided by the Santa Barbara County Sheriff's Department and State Park Rangers. The Cities of Carpinteria, Goleta, Lompoc, Santa Barbara, Santa Maria, and County of Santa Barbara to address violent crime and improving youth safety in Santa Barbara County;

Ventura County Engine #25 is available to Carpinteria for first alarm calls through a mutual aid agreement. Through the South Coast Mutual Aid Response Agreement, the City is also covered by the Montecito Fire Protection District which resides to the north.

County of Santa Barbara, Cities of Carpinteria, Buellton, Goleta, Lompoc, Santa Barbara, and Solvang for cost sharing of Santa Barbara County Regional SB 1383 Food Recovery Plan Extension.

Joint Power Authorities/Agreements with California Joint Powers Insurance Authority; Beach Erosion Authority for Clean Oceans and Nourishment (BEACON); Santa Barbara County Association of Governments (SBCAG).

Solid waste collection services are provided by the City through a franchise agreement with E.J. Harrison and Sons, Inc. Solid waste is then taken to the Gold Coast Transfer Station and is disposed of at the Toland Road Landfill pursuant an agreement with the Ventura Regional Sanitation District (VRSD).

SPHERE OF INFLUENCE & BOUNDARIES

The City of Carpinteria’s Sphere of Influence is largely coterminous with the City’s boundary with the exception of a small area within the neighborhood around Venice Lane and Santa Monica Road totaling 18.4 acres. The City has discussed and sent a letter of objection for a proposed multi-family residential project located on two parcels along Bailard Avenue across from Monte Vista Park that could be added to the Sphere and annexed in the future.

BOUNDARIES

Jurisdictional Boundary

Carpinteria’s existing boundary spans approximately 2.6 square miles of land and 4.7 square miles of tidelands. The land area includes 1,664 acres (parcels and public rights-of-ways) along the coastline in one contiguous area with 100% of the jurisdictional boundary incorporated and under the land use authority of the City. The City does not provide any out-of-agency service agreements to any property. The surrounding lands are unincorporated under the land use authority of the County of Santa Barbara. Overall, there are 9,087 registered voters within the jurisdictional boundary.

Carpinteria’s jurisdictional boundary spans 2.6 square miles of land with 100% being incorporated and under the land use authority of the City. The Carpinteria Valley Water and Carpinteria Sanitary Districts also serves the surrounding area.

City of Carpinteria Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Carpinteria	1,183	100.0%	5,156	9,087
Totals	1,183	100.0%	5,155	9,087

City of Carpinteria Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Carpinteria	1,183	100.0%	5,156	9,087
Totals	1,183	100.0%	5,156	9,087

Total assessed value of land and structure is set at \$2.8 billion as of April 2023, and translates to a per acre value ratio of \$2.4 million. The former amount further represents a per capita value of \$220,298 based on the estimated service population of 12,963. City of Carpinteria receives \$123,000 in annual charges for stormwater revenue and \$4.9 million in property taxes generated within its jurisdictional boundary and the City operates as an enterprise for other services.

The jurisdictional boundary is currently divided into 5,156 legal parcels and spans 1,183 acres the remaining jurisdictional acreage consists of public rights-of-way. Close to 74% of the parcel acreage is under private ownership with 81% of this having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 50 vacant parcels that collectively total 27 acres with some areas not developable. The jurisdictional boundary does not qualify as a disadvantaged incorporated community.

Approximately 74% of the jurisdictional boundary is under private ownership, and of this amount nearly 81% has been developed.

City of Carpinteria Incorporation, Revenues, Attributes, Types of Service, and Resources

City Incorporation and Duties	
Incorporation Date	September 28, 1965
Legal Authority	General Law pursuant to Article XI of the California Constitution, Sections 34000 et seq.
Mayor & Council Members	A five-member City Council elected by districts.
Agency Duties	Road Maintenance and Transportation Planning, Parking & Lighting, Stormwater Management, Engineering, Solid Waste, Planning, Land Use, Building & Safety, Parks, Recreation & Facilities, Administration and Finance. The City of Carpinteria receives Fire Protection through the Carpinteria-Summerland Fire Protection District, and Police services through contract with the County Sheriff.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Carpinteria to be 13,264. In 2019, the Santa Barbara County Association of Governments (SBCAG) prepared a Regional Growth Forecast for 2050. That report used a conservative trend-base allocation methodology estimating Carpinteria to be 13,900 by 2020. The Department of Finance population estimates Report E-4 for 2022 estimates the City of Carpinteria to be 12,963. Between 2010 and 2022, the population of

Carpinteria decreased by 81 people (less than 1-percent per year). There are approximately 5,063 households. In contrast, Santa Barbara County region's population increased by 5.7-percent between 2010 and 2022.

Demographics of Carpinteria are based on an age-characteristics report, as prepared by SBCAG and American Community Survey in 2017, which identified an 18 to 64-age group at 58.6-percent. Approximately 19.4-percent of the population was in the 65 or older years age group and 22-percent in the under 18-age group.

According to the 2020 U.S. Census, approximately 48.6 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Carpinteria, comprised 45.6 percent of the total population.

Projected Growth and Development

The City of Carpinteria General Plan and Local Coastal Plan serve as the City's vision for long-term land use, development and growth, and provides the City's vision within its Planning Area. The City's General Plan and Local Coastal Plan were adopted in 2003. The Housing Element is updated every eight years in accordance with state regulations. The sixth cycle to the Housing Element adopted April 2023 spans the 2023-2031 planning period. The City is also currently updating the General Plan and Local Coastal Plan for the 2020 to 2040 planning horizon.

The current City of Carpinteria Housing Element (2023-2031) identifies an estimated growth rate of 0.7-percent within the City. The County of Santa Barbara's Housing Element, which covers the same period, estimates less than one percent growth in the surrounding unincorporated Carpinteria and Summerland areas. The following population projections are based on the California Department of Finance's Table E4 estimate and SBCAG regional forecast.

	2010	2015	2020	2035*	2040*
Carpinteria	13,044	13,557	13,361	13,825	13,893
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined

by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Carpinteria was \$78,349 in 2023, which does qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the City of Carpinteria's Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services nor are the areas contiguous to the Sphere of Influence qualify as a disadvantaged community.

SERVICES

Overview

City of Carpinteria provides maintenance of the City's infrastructure, which includes streets, curbs and gutters, sidewalks, parking, bike & pedestrian, with street sweeping and transit services provided by third party contract within City boundaries. The City's Circulation Element guides the City's transportation system and outline a strategy for addressing the City's infrastructure needs. All other services provided by the City are not the primary focus of this report and will be discussed in greater detail under the appropriate future MSR Study.

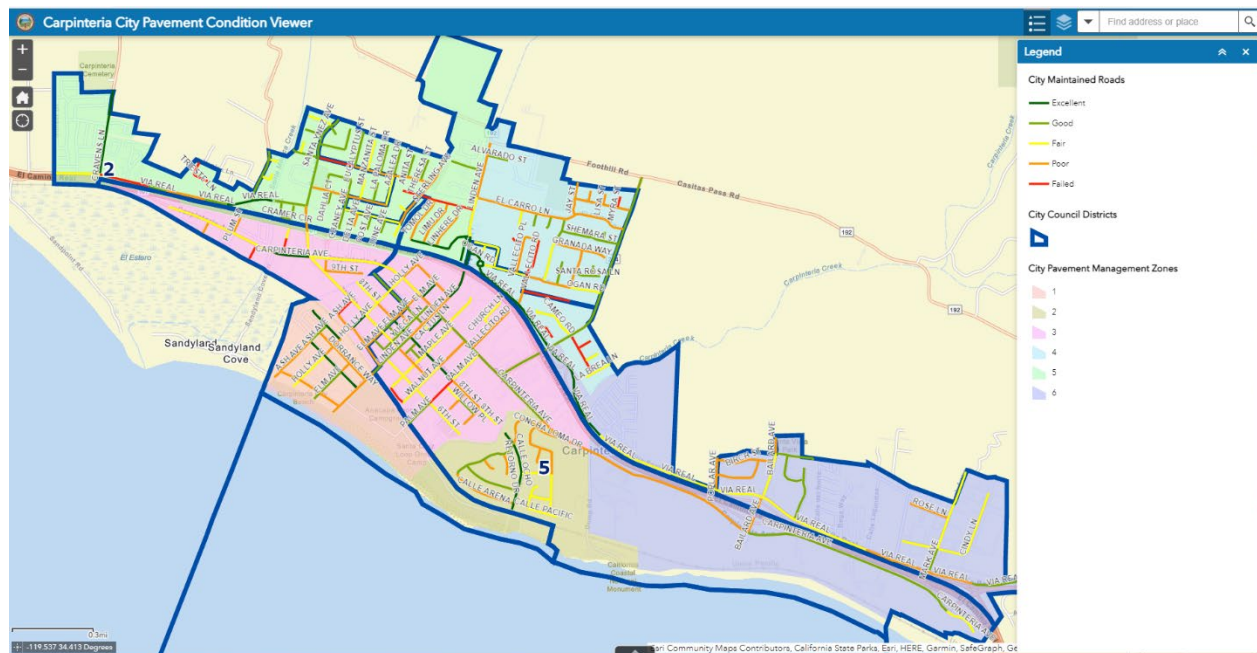
ROAD CONDITION/MAINTENANCE

Maintenance

The Street Maintenance Program provides for the maintenance of all City streets and bridges. There are approximately 30.4 centerline miles of streets which also represents approximately 6 million square feet of pavement. Repairs of pavement potholes and traffic signing and striping are able to be performed by Street Maintenance Division staff on a daily basis. Maintenance contracts augment Street Maintenance Division staff for larger work involving pavement replacement, traffic signals, and street lights. There are seven vehicular bridges which includes the new Via Real Bridge over Carpinteria Creek that was a part of the Via Real extension. There are also seven pedestrian bridges. The Street Maintenance Division staff also perform cleaning of the Downtown “T” area including sidewalk, benches, trash receptacles, bicycle racks, banners, flags, and graffiti removal.

The Bridge Inspection program inspections are conducted on City vehicular and pedestrian bridges in order to assess the overall condition and safety of primary load carrying members and joints, wearing surfaces, and protective coating systems, and deck/slab protection systems; and accessibility. It further identified rehabilitation, replacement, or preventative maintenance strategies including appropriate scopes of work and cost estimates. The California Department of Transportation (Caltrans) conducts inspections every two years for the City on the vehicular bridges in accordance with state law. Caltrans does not conduct inspections on the City pedestrian bridges. A new pedestrian bridge inspection program is in process and will be modeled after the Caltrans standards for vehicular bridge inspections. Consulting structural engineers are procured for the pedestrian bridge inspection program.

The Pavement Management System provides for the systematic approach in prioritizing street pavement treatments such as repairs, maintenance, rehabilitation, and reconstruction. Update to the PMS was completed in August 2022 and is valid for three years. The figure on the next page provides a snapshot of the pavement conditions.



The Sidewalk Assessment Program provides for the systemic approach in prioritizing sidewalk repairs. Similar to the Pavement Management System, the Sidewalk Assessment Program regularly inspects the condition of concrete sidewalks within the City right-of-way. Sidewalk inspection surveys are conducted on an annual basis.

LIGHTING

Maintenance

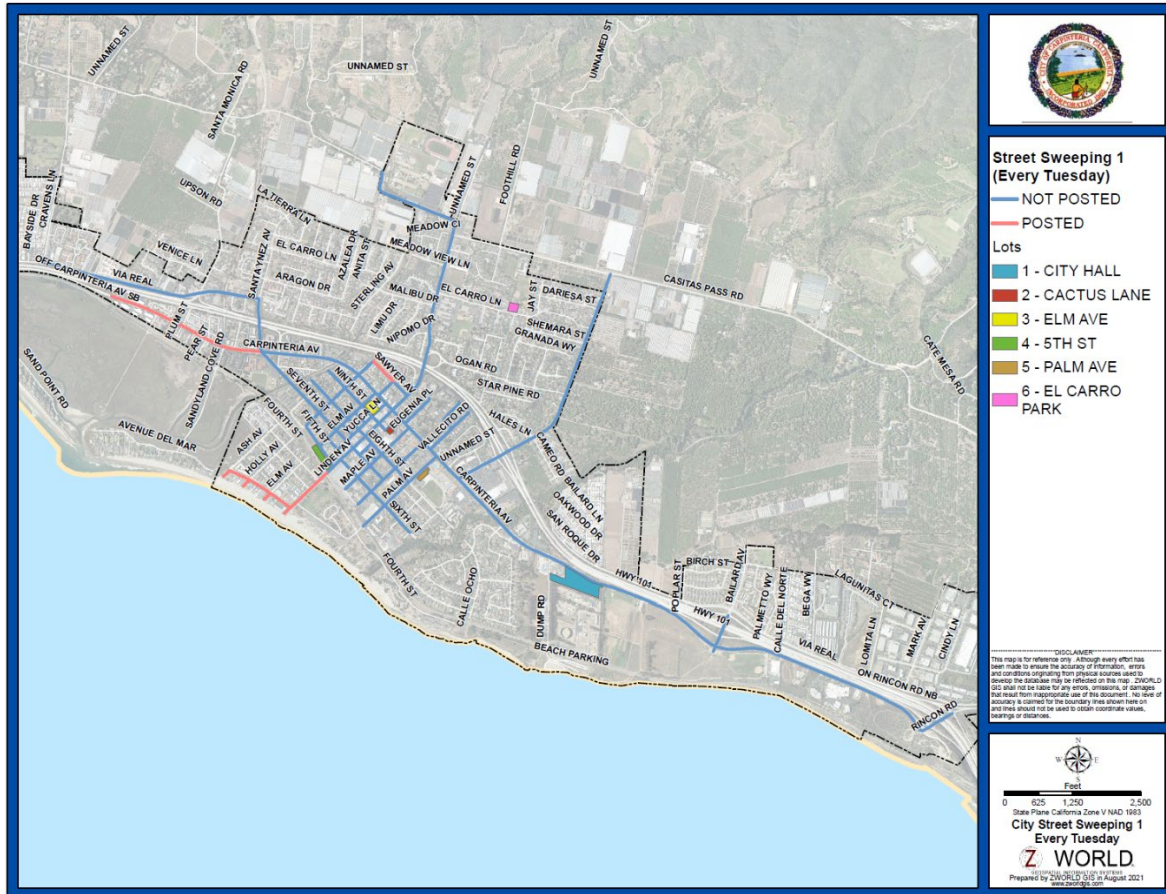
The majority of the public street lights are owned, operated, and maintained by Southern California Edison (SCE). Decorative street lights are owned, operated, and maintained by the City, while SCE provides the power. The decorative street lights are located citywide including on portions of Linden Avenue, Carpinteria Avenue, City Hall, Parking Lot #3, parks, and bike paths. All public street lights and traffic signals comprise Street Lighting District No. 1. Lights are maintained on an as needed basis.

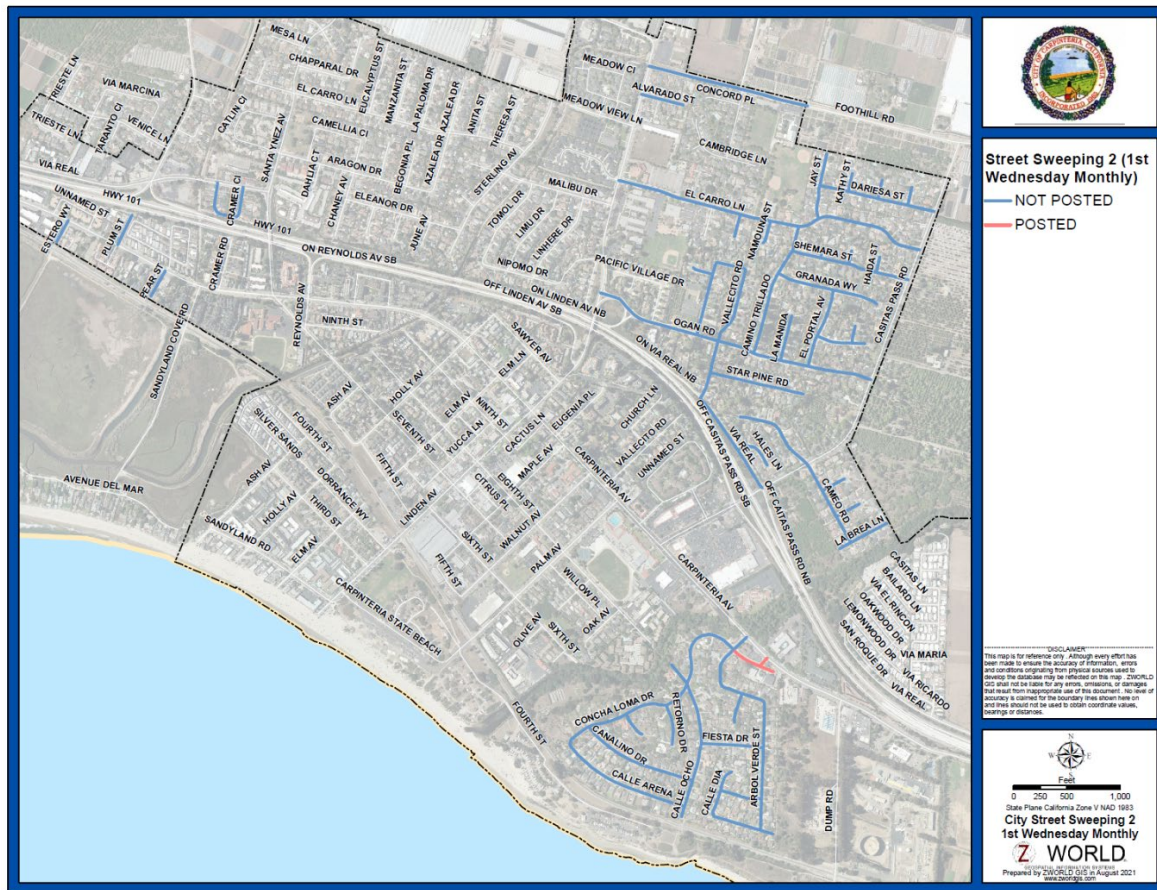
STREET SWEEPING

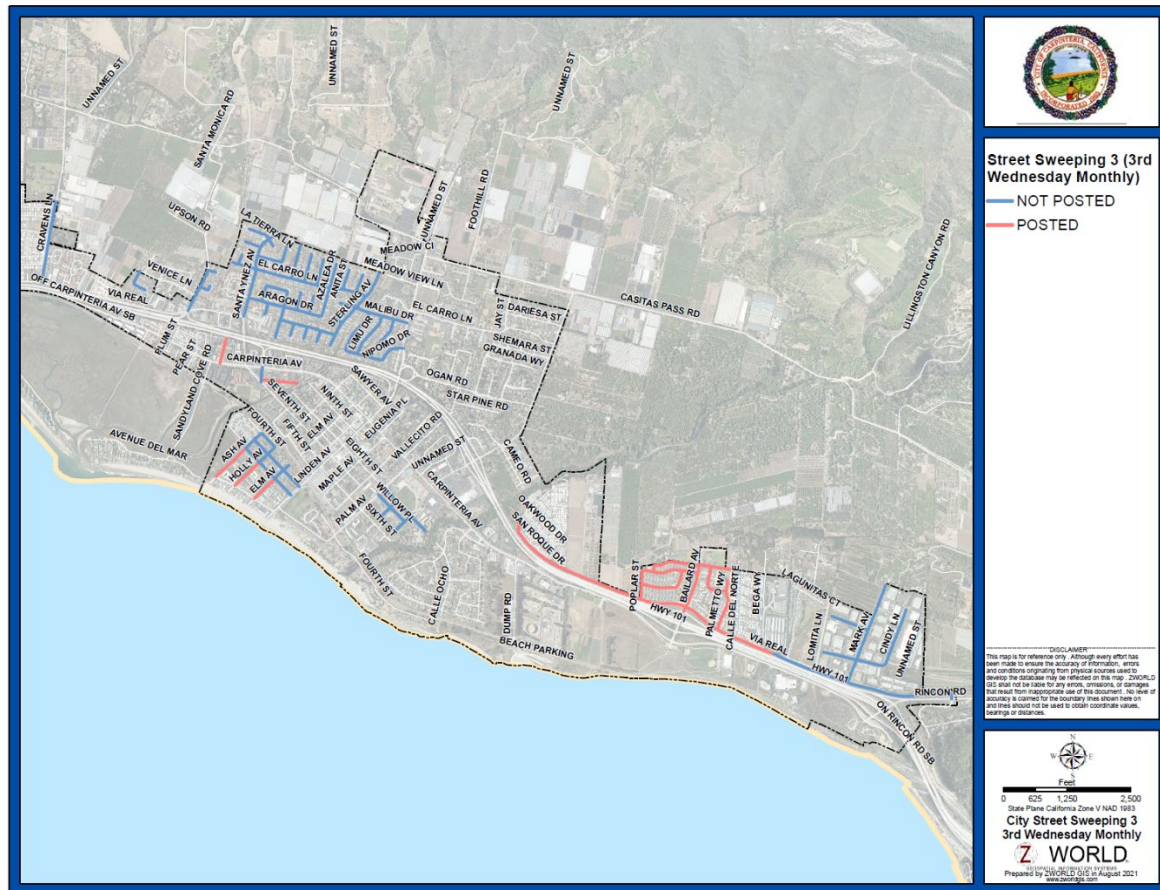
Maintenance

The Solid Waste Program provides for solid waste collection including handling, disposal, and recycling operations; and street sweeping. The City contracts with E.J. Harrison and Sons, Inc. to provide the solid waste collection. The City is underway with requesting proposals from qualified firms to provide citywide street sweeping services including for emergencies and as needed by the City.

Currently, weekly street sweeping takes place on Tuesdays, and monthly routes are performed on Wednesdays. On street sweeping days residents are asked to park off street in order for the sweeping contractors to perform their job.







STREET LANDSCAPING

Maintenance

The Right-of-Way Maintenance Program provides for the maintenance of all City rights-of way. Maintenance of City rights-of-way includes Maintenance of curbs, gutters, sidewalks, street landscaping, benches, trash receptacles, and bicycle racks. Tree trimming, removal of hazardous or dead trees, and planting of new trees. Installation and maintenance of street planters and medians and Graffiti removal. Repairs of sidewalks and street tree trimming are able to be performed by Street Maintenance Division staff on an as needed basis.

TRANSIT

Maintenance

Transit service contracts with Santa Barbara Metropolitan Transit District (SBMTD), Easy Lift Transportation, and Help of Carpinteria. SBMTD Electric Shuttle is an electric shuttle service that will continue to be provided from the previous fiscal year. The service is subsidized by SBMTD. The subsidy allows a reduced fare for residents and visitors to use the electric shuttle. Easy Lift Transportation is a paratransit service that will continue to be provided from the previous fiscal year. It is funded by Measure A. Help of Carpinteria is a door-to-door

transportation service that will be continue to be provided from the previous fiscal year for non-driving residents. It is funded by Measure A.

The Santa Barbara Metropolitan Transit District (MTD) currently operates Line 36, the Seaside Shuttle, throughout Carpinteria, including downtown. The bus operates from 6:30 a.m. to 7:30 p.m. with 30-minute headways at each stop. MTD Line 20 also serves Carpinteria with stops in downtown along Carpinteria Avenue. This line connects to areas throughout the City as well as other areas in south Santa Barbara County, including Montecito.

PARKING

Maintenance

The City of Carpinteria had Walker Consultants perform a public parking system study in the Downtown “T” area, as well as three recent development proposals (Linden Inn, 700 Linden, & Rail Expansion).

Public parking lots include Parking Lot #1 (Ninth Street), Parking Lot #2 (Cactus Lane), and Parking Lot #3 (Fifth Street) which comprise Parking and Business Improvement Area Assessment District No. 4. The City’s Parking and Business Improvement Area Assessment District No. 4 provides parking and business promotion services to the area known as the Downtown “T”. A Council-appointed Downtown-T Business Advisory Board, or DTBAB, oversees the Assessment District. The Assistant to the Public Works Director serves as primary staff support for the DTBAB. All businesses within the boundaries of the Assessment District are subject to an annual General Business Assessment fee. The special Parking Benefit Assessment which is used to reimburse the City’s General Fund for costs associated with the three public parking lots located in the District is currently not active. By Ordinance, parking assessment fees must be used exclusively for the purpose of acquisition, construction, development and maintenance of off-street parking. In 2022 the budget is based on 125 active businesses in the District with an annual \$119.25 general business assessment fees paid by businesses.

The current parking conditions include 90-minute spaces on Linden Inn and Carpinteria Avenue and restrictions in Lot 1. Lot 1 is regulated by two different time limits - one hour and 90-minutes, with the remaining spaces not subjected to a time restriction. Lot 1A, hosts the 14 one-hour time-limited spaces. Lot 2 and Lot 3 remain unrestricted for longer-term parking. Lot 2 is prominent location for employee parking and long-term parkers. Lot 3 will be reconfigured in the future with the addition of the Linden Inn on the project site. A future lot is also anticipated on the vacant parcel south of the train tracks. Both locations are best for long-term parking or employee parking. The Walker report identified a supply of 883± public parking spaces available in Downtown Carpinteria. This includes 627+ on-street spaces and 256± off-street spaces. Linden Avenue, the main commercial street in downtown, hosts approximately 78 ± spaces of the on-street parking.

BIKEWAYS

Maintenance

There are currently Class II bike lanes along the east and west side of Linden Avenue as well as the north and south side of Carpinteria Avenue. The Carpinteria-Rincon Trail will extend from Carpinteria Avenue's eastern end, in the City of Carpinteria, to Rincon Beach County Park, in unincorporated Santa Barbara County. The new, shared-use trail will connect to over two miles of existing trail segments in the Carpinteria Bluffs, Tar Pits Park, and Carpinteria State Beach and the planned the Coastal Vista Trail (a California Coastal Trail segment) that will connect Padaro Lane to the west and Rincon Beach County Park to the east upon completion. Completion of the trail will also fill in a long-standing gap in the statewide California Coastal Trail.

SBCAG REGIONAL TRANSPORTATION PLAN, 2021

The most recent RTP, Sustainable Communities Strategy Connected 2050, acts as a blueprint for a transportation system that addresses transportation projects that would meet access and mobility needs. The 2021 Regional Transportation Plan (2021 RTP) is intended to be a comprehensive Plan guiding transportation policy for the region and would assist in making recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling.

Regional Improvements. According to the Santa Barbara County Association of Government's (SBCAG) 2021 Regional Transportation Plan a steady traffic volume on Highway 101 is projected from the 2021 number of 66,000 average daily trips until 2050. The Level of Service in the Carpinteria area on Highway 101 is expected to increase from a LOS D to LOS C. The U.S. 101 High Occupancy Vehicle (HOV) Lanes Project will add HOV lanes on U.S. 101 between Santa Barbara and Carpinteria. The U.S. 101 HOV Lanes Project includes associated parallel projects to increase multi-modal and coastal access through the U.S. 101 corridor.

Via Real corridor serves as a major connection between Carpinteria and Summerland. The Public Works project list includes two projects along Via Real focused on bicycle and pedestrian improvements. Caltrans recently replaced several bridges along Via Real that were damaged during the January 9, 2018, debris flow event.

Highway 192 Corridor. The City's northern border is Highway 192 Corridor. In 2021, this highway carried Annual Average Daily Trips (AADT) of 3,600 (2021 Caltrans counts; website). Volumes are continuing to remain steady. This segment does not carry heavy commuter traffic but rather local traffic.

Highway 150 Corridor. The City's western border is Highway 150 (Rincon Road). In 2021, this highway carried Annual Average Daily Trips (AADT) of 4,600 (2021 Caltrans counts; website).

Volumes are continuing to remain steady. This segment does not carry heavy commuter traffic but rather interregional and local traffic. SBCAG Board adopts a Program of Projects (POP) identifying all transportation projects to be funded with Measure A revenues during the next five fiscal years, FY 23/24 through FY 27/28. The City of Carpinteria’s local allocation equals \$4.9 million. The following are summaries of expenditures by Buellton for the five-year Program of Project period.

- Available Measure A 5-year Revenue: \$4.9 million
- Adopted Measure A 5-year Allocation: \$4.9 million (includes carry-over funding)
- Top LSTI expenditures: Street Maintenance, Alternative Transportation
- Other Revenues included in POP: \$27.7 million
- Required Alternative Transportation Percentage: 10%

CITY OF CARPINTERIA	FY 21/22 Actual	Measure A Revenues							Regional Measure A	Measure D	Local	State	Federal	Total	Total Programmed
		Carry-over Measure A	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Total							
Maintenance, Improvement or Construction of Roadways & Bridges															
• Administration Program	\$45.0	\$6.0	\$30.0	\$50.0	\$50.0	\$53.0	\$55.0	\$244.0		\$65.0			\$65.0	\$309.0	
• Street Maintenance Program	\$45.0	\$6.0	\$30.0	\$50.0	\$50.0	\$53.0	\$55.0	\$244.0		\$0.0	\$1,475.0		\$1,475.0	\$1,719.0	
• Right-of-Way Maintenance Program	\$45.0	\$5.0	\$30.0	\$50.0	\$50.0	\$53.0	\$55.0	\$243.0		\$1,000.0			\$1,000.0	\$1,243.0	
• Transportation, Parking and Lighting Program	\$40.0	\$5.0	\$30.0	\$50.0	\$50.0	\$53.0	\$55.0	\$243.0		\$1,372.0			\$1,372.0	\$1,615.0	
• Carpinteria Avenue Bridge Replacement Project	\$45.0	\$5.0	\$30.0	\$50.0	\$50.0	\$53.0	\$55.0	\$243.0		\$1,208.0		\$14,000.0	\$15,208.0	\$15,451.0	
• Pavement Rehabilitation Project	\$298.0	\$6.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0	\$6.0		\$5,000.0			\$5,000.0	\$5,006.0	
• Pavement Maintenance Project	\$85.0	\$6.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0	\$6.0		\$2,500.0			\$2,500.0	\$2,506.0	
• Pedestrian Bridge Inspection Program	\$45.0	\$5.0	\$0.0	\$77.0	\$53.0			\$135.0					\$0.0	\$135.0	
• Pavement Management Update	\$0.0		\$30.0		\$35.0		\$40.0	\$105.0					\$0.0	\$105.0	
Safety Improvements															
• Traffic Safety Program	\$45.0	\$5.0	\$30.0	\$25.0	\$25.0	\$33.0	\$40.0	\$158.0					\$0.0	\$158.0	
• Carpinteria Avenue & Palm Avenue Intersection Improvements Project	\$40.0							\$0.0					\$0.0	\$0.0	
• Carpinteria High School Crosswalk Safety Improvements Project	\$45.0							\$0.0					\$0.0	\$0.0	
Urban Forestry Street Tree Program - Street Tree Management Program	\$135.0		\$140.0	\$150.0	\$150.0	\$150.0	\$150.0	\$740.0					\$0.0	\$740.0	
Storm Damage Repair to Transportation Facilities															
• East Via Real Stormwater Project								\$0.0					\$0.0	\$0.0	
Roadway Drainage Facilities - Storm Drain Maintenance Program	\$5.0	\$10.0	\$30.0	\$25.0	\$25.0	\$33.0	\$40.0	\$163.0					\$0.0	\$163.0	
Traffic Management - Traffic Operations Program	\$45.0	\$5.0	\$30.0	\$25.0	\$25.0	\$33.0	\$40.0	\$158.0		\$332.0			\$332.0	\$490.0	
Landscaping Maintenance															
• Landscape Maintenance Program	\$45.0	\$5.0	\$30.0	\$25.0	\$25.0	\$33.0	\$40.0	\$158.0					\$0.0	\$158.0	
• Community Farm Privacy Fence Project								\$0.0					\$0.0	\$0.0	
Highway Improvements															
• Carpinteria Freeway Circulation Improvements								\$0.0	\$674.0				\$674.0	\$674.0	
• Carpinteria Circulation Improvements (Linden Avenue Improvements Project)								\$0.0	\$326.0				\$326.0	\$326.0	
Alternative Transportation (Percentage: 10%)															
Maintenance, Repair, Construction & Improvements of Bike and Ped Facilities															
• Concrete Repair Program/Curb Ramp Program	\$45.0		\$100.0	\$150.0	\$150.0	\$150.0	\$150.0	\$700.0					\$0.0	\$700.0	
• City of Carpinteria Alternative Transportation Plan								\$0.0					\$0.0	\$0.0	
• Bike Path Maintenance Program								\$0.0		\$50.0			\$50.0	\$50.0	
• Franklin Creek Trail Improvement Project			\$0.0					\$0.0	\$275.0				\$275.0	\$275.0	
• Downtown Sidewalk Infill Project				\$106.0				\$106.0					\$0.0	\$106.0	
• Carpinteria Avenue Bridge Replacement Project				\$100.0	\$154.0			\$254.0					\$0.0	\$254.0	
• Pedestrian Bridges Rehabilitation Project				\$26.0				\$26.0					\$0.0	\$26.0	
• Parking Lot No. 4 Project						\$204.0	\$214.0	\$418.0					\$0.0	\$418.0	
• Linden Avenue Beach End Beautification Project				\$0.0				\$0.0					\$0.0	\$0.0	
• Ninth Street Improvement Project - Holly Avenue to West End			\$420.0					\$420.0					\$0.0	\$420.0	
Safe Routes to School Improvements															
• Safe Routes to Schools Education Program	\$6.0		\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$30.0					\$0.0	\$30.0	
Bus and Rail Transit Services and Facilities															
• Easy Lift Transportation	\$12.0		\$12.0	\$12.0	\$12.0	\$12.0	\$12.0	\$60.0					\$0.0	\$60.0	
• Help of Carpinteria, Dial-A-Ride Service	\$7.0		\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$30.0					\$0.0	\$30.0	
• Transit Facility Improvements Project				\$93.8				\$93.8					\$0.0	\$93.8	
ALTERNATIVE TRANSPORTATION TOTAL			\$0.0	\$544.0	\$406.0	\$328.0	\$378.0	\$388.0	\$2,137.8	\$0.0	\$50.0	\$0.0	\$0.0	\$325.0	
TOTAL CITY OF CARPINTERIA EXPENDITURES	\$1,078.0	\$69.0	\$984.0	\$906.0	\$940.0	\$978.0	\$1,013.0	\$4,983.8	\$1,275.0	\$0.0	\$11,827.0	\$1,475.0	\$14,000.0	\$28,277.0	

City of Carpinteria
Incorporation, Revenues, Attributes, Types of Service, and Resources

Attributes	
City Limits (est. square miles)	2.6
Population (2022 estimated)	12,963
Assessed Valuation (FY 22-23: Includes City only)	\$2,855,728,429
Number of centerline miles, street lights, parking lots, bus stops, and bikeway miles	30.4 miles 631 lights 3 lots (883 spaces) 36 stops 4.1 bike lane miles
Regular Financial Audits	Every Year
Average Annual Revenue Per Capita (FY 21-22)	\$1,719
Average Portion of County 1% Property Tax Received	9¢/\$1
Ending General Fund Balance (June 2022)	\$15,378,710
Change in General Fund Balance (from June 2017 to June 2022)	46.6%
Total Fund Balance/Annual Revenue Total (FY 21-22)	69%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing DOF Table E4, Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from City Audit; Other information from City.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	X
Street Beautification	X
Transit	X
Airport	-
Parking	X
Other	X

Total Staffing		
	Personnel	Per 1,000 population
Civil Engineer	0	0
Engineering Tech	0	0
Administrative Personnel	0	0
Other City Staff	40	3.0

The City of Carpinteria provides street maintenance, parking, lighting, and landscaping services in-house and street sweeping and transit services by contract. The City has a total of 40 permanent FTE employees.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
Public Works Director (1)	n/a	n/a
Assistant Public Works Director (1)	n/a	n/a
PW Supervisor (1)	n/a	n/a
Lead Maintenance (1)	n/a	n/a
Maintenance II (2)	n/a	n/a
Maintenance I (1)	n/a	n/a
Administrative Personnel (0)	n/a	n/a
Other City Staff	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained, swept per month, street light service calls resolved, bikeways, transit services and parking lots. As documented in the City’s online pavement conditions viewer at URL [Carpinteria City Pavement Condition Viewer \(arcgis.com\)](http://arcgis.com), most streets were in fair to poor condition. The City’s Draft Parking Study identified adequate parking spaces mix with the need to address employee parking outside of the commercial core or offer alternative modes. Enhanced bikeways were identified; however, the City has adopted policy documents to address the services within the Circulation Element, Street Tree Management Plan, and Special Conditions Streets Management Plans. The City has expressed the pavement management system investment is lagging leading to overall declining pavement condition index. The City expressed revenue is insufficient to address CIP.

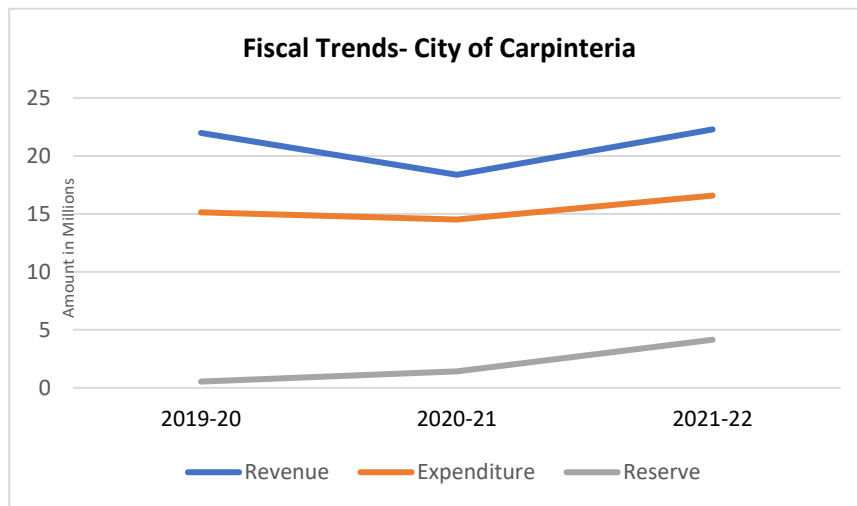
FINANCES

The City prepares an annual budget and financial statement, which includes details for each of its government and capital improvement funds. The City maintains a separate Measure A fund for local transit, street and right-of-way maintenance and improvements and street related services. This means that revenues from county wide sales tax on motor vehicle fuel approved by the voters of the County are intended to pay for the costs of providing such services. These taxes and assessments include a Park Maintenance Tax, a Right-of-Way Assessment District, a Street Lighting District, and a Parking and Business Improvement Area District.

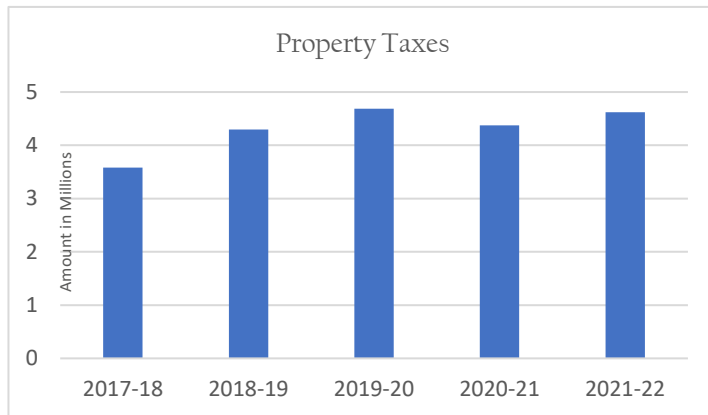
City Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property tax	\$4,939,368	27.0%	\$5,188,273	23.3%
Sales tax	\$5,271,570	28.7%	\$6,215,507	27.9%
TOT tax	\$2,209,191	12.0%	\$3,487,613	15.6%
Franchise fees	\$689,056	3.8%	\$685,283	3.1%
Other revenue	\$538,381	3.0%	\$323,849	1.5%
Fines & Forfeits	\$58,649	0.3%	\$109,601	0.5%
Charges for services	\$1,854,567	10.1%	\$2,117,763	9.5%
Grants & contributions	\$2,688,352	14.6%	\$4,689,020	21.0%
Use of Money	\$82,559	0.5%	-\$533,847	-2.4%
Revenue total	\$18,372,852	100.0%	\$22,283,062	100.0%

Fiscal Indicators

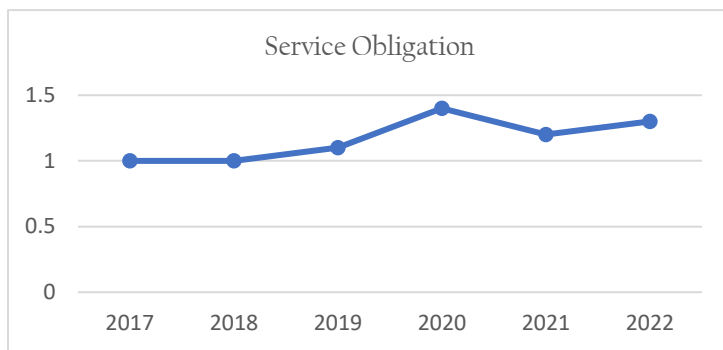
Select fiscal indicators are shown graphically on the next page. Over the past three fiscal years, the City’s expenditures have decreased in comparison to its revenues. The decrease in revenue was primarily due to reduction in other revenue category. The City’s reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.



CITY OF CARPINTERIA



This indicator addresses the extent to which charges for service covered expenses. Property tax and Measure A are the primary funding source for transportation funds. Represented below a ratio of one or higher indicates that the service is self-supporting



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 13,223,323	\$ 12,980,190	1.0
2018	\$ 14,732,424	\$ 14,547,321	1.0
2019	\$ 16,370,826	\$ 14,305,905	1.1
2020	\$ 21,966,865	\$ 15,131,622	1.4
2021	\$ 18,372,852	\$ 14,511,577	1.2
2022	\$ 22,283,062	\$ 16,576,702	1.3

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

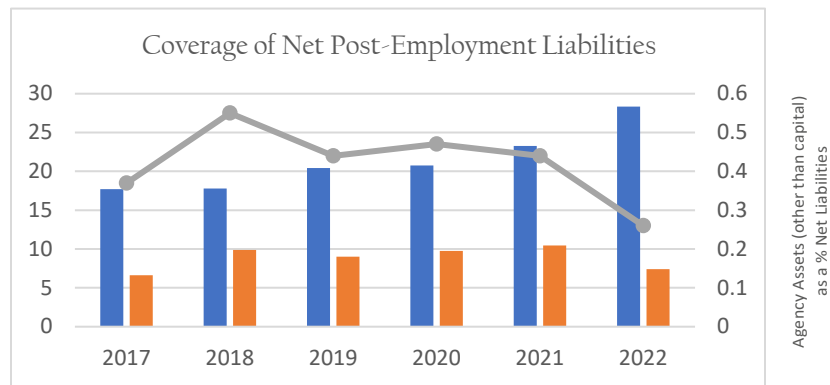
	2019	2020	2021	2022	Trend
<u>Pension</u>					
Funded ratio (plan assets as a % of plan liabilities)	75.3%	75.2%	75.1%	88.3%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 7,510,128	\$ 8,100,834	\$ 8,749,282	\$ 5,615,991	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	0%
Net liability, OPEB (plan liabilities - plan assets)	\$ 1,792,862

2022 year of OPEB reporting

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$17,725,225	\$17,809,816	\$20,423,058	\$20,772,022	\$23,288,645	\$28,348,776
Net Liabilities (pension & OPEB)	\$6,617,331	\$9,872,130	\$9,009,227	\$9,742,317	\$10,450,511	\$7,408,853

Pension Obligations and Payments

The City participates in the CalPERS provided retirement, disability and death benefits. Retirement benefits are defined as 2.7 percent of the employees final 12 months average compensation times the employee's years of service (2.0 percent for safety employees). The public safety plan is closed to new entrants. In 2017 the City adopted a Five-Year Financial Plan that quantified revenue shortfalls. In 2018, the City took several actions to implement the plan including creating a Revenue Policy change, establishing a Pension Trust Fund and requesting voter approval of a revenue increase.

For the measurement period ending June 30, 2020 (the measurement date), the average active employee contribution rate to the PERF-C cost sharing plan ranged from 2 percent to 15.25 percent of annual pay, and the employer contribution rates ranged from 7.19 percent to 11.12 percent. Contributions (employer) to the plans were \$892,662 for the fiscal year ended June 30, 2022.

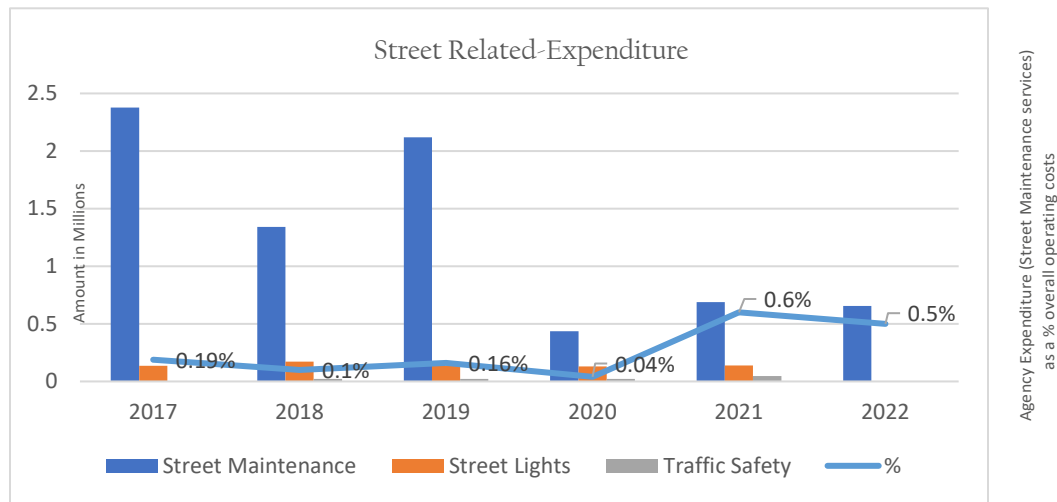
OPEB Obligations and Payments

The City currently finances benefits on a pay-as-you-go basis. The City's OPEB plan provides healthcare benefits to eligible retirees and their dependents. Benefits are provided through third party insurers, and the full cost of the benefits is provided by the Plan. This benefit provides retirees (employed on June 30, 1988) with single-coverage HMO insurance through the City's insurance program at the City expense. At June 30, 2021, the following employees were covered by the benefit terms:

- Retired employees – 11
- Active employees – 38

Enterprise Funding

The District budget includes street maintenance for Fund #53 & #51 Program 431. In FY 2021/2022, the City's actual budget expense was \$655,200 and increased that to \$1,229,000 for FY 2022/2023. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency's expenditure over time.



Asset Maintenance and Repair

The City administers asset management systems for streets (Pavement Management System) and bridges (Vehicular Bridge Inspection Program and Pedestrian Bridge Inspection Program, respectively). The Pavement Management System provides for the systematic approach in prioritizing street pavement treatments such as repairs, maintenance, rehabilitation, and reconstruction. Update to the PMS was completed in August 2022 and is valid for three years. Inspections are conducted on City vehicular and pedestrian bridges in order to assess the overall condition and safety of primary load carrying members and joints, wearing surfaces, and protective coating systems, and deck/slab protection systems; and accessibility. It further identifies rehabilitation, replacement, or preventative maintenance strategies including appropriate scopes of work and cost estimates. The California Department of Transportation (Caltrans) conducts inspections every two years for the City on the vehicular bridges in accordance with state law. Caltrans does not conduct inspections on the City pedestrian bridges. The City’s administers its Pedestrian Bridge Inspection Program and is modeled after the Caltrans standards for vehicular bridge inspections

The City’s fiscal year budgets include the Street Maintenance Program, Right-of-Way Maintenance Program, and Park and Public Facilities Maintenance Program. The City follows a long-standing practice of subsidizing maintenance and services with General funds as respective fund balances are depleted and expenses continue to outpace revenues. The Park Maintenance (\$338,100), Right-of-Way Assessment District (\$67,700), and Recreation Services funds (\$554,450) require increasing support totaling \$1,671,500 in FY 2022-23.

Capital Improvements

The City regularly develops and maintains a Capital Improvement Plan (CIP) under the City’s Capital Improvements Program. (The term, Capital Improvements Program, also refers to a

budgetary category in the City's fiscal year budget and is interchangeably called CIP.) The purpose of the CIP is for the financial planning of capital projects over a multi-year period.

The City's last update to the CIP was in August 2017, and the City prepared the 2022 CIP as the next update. On May 2, 2022, the Planning Commission determined the City's 2022 CIP to be in conformance with the General Plan and Local Coastal Plan in accordance with Government Code Section 65401. On August 8, 2022, the City Council adopted the 2022 CIP.

The 2022 CIP is a five-year period from Fiscal Year 2022/2023 through Fiscal Year 2026/2027. Capital projects are greater than \$10,000 in value and generally financed with specific funds intended only for capital improvements. A summary list of all capital projects is provided in the CIP. A worksheet of each capital project from Fiscal Year 2022/2023 through Fiscal Year 2026/2027 is provided in the CIP showing the general scope of work, objective, estimated costs, and funding sources. The approximate value of the 2022 CIP within the five-year period is \$78.2 million.

Capital projects are substantiated or prioritized in conformance with the General Plan and Local Coastal Plan, master plans, and/or special studies. Capital projects are often long-term, and expenditures occur over multiple years. In many cases, capital projects may have had prior design work completed or may even have had partial construction completed prior to the current fiscal year. In other cases, capital projects may be completed in future years.

Finally, the CIP is used as the basis in establishing the City's development impact fees in accordance with the Mitigation Fee Act (Government Code Section 66000 et seq.). A list of CIP projects for FY 22-23 are listed below.

Projects that are budgeted for Fiscal Year 2022/2023 include:

- ▶ Franklin Creek Trail Improvement Project (\$803,300)
- ▶ Rincon Multi-Use Trail Project (\$4,524,000)
- ▶ City Hall Campus Project (\$1,875,000)
- ▶ Carpinteria Library Improvements (\$1,353,050)
- ▶ Community Farm Project (\$100,000)
- ▶ Lagunitas Park Project (\$15,000)
- ▶ Bluffs III Park Project (\$1,775,000)
- ▶ Ninth Street – Holly Ave to West End (\$1,793,000)
- ▶ 2023 Pavement Rehabilitation Project (\$4,738,500)

- ▶ 2023 Pavement Maintenance Project (\$800,000)

Long-term Liabilities and Debts

The City has no long-term debt outstanding at year end June 30, 2022.

Opportunities for Shared Facilities

Through lease agreements with the County, the City and County cooperate concerning shared use and management of public facilities at City Hall (South Coast Substation of the Sheriff's Office) and the Veterans Memorial Building at 941 Walnut (Public Health Clinic, Library and meeting room/event space). The City and the Santa Barbara Metropolitan Transit District (SBMTD) have an agreement concerning Shuttle Services in the City that includes permitting MTD to establish storage and charging facilities at City Hall and for SBMTD employees to park at the City Hall campus (Seaside Shuttle Services are currently suspended and the City and MTD have initiated discussions about the future of the service). The City also permits County Fire and Public Works to park agency vehicles at City Hall in order to reduce employee commuting.

ORGANIZATION

Governance

Cities are authorized to provide all municipal services. The City operates in accordance with the general laws codified under Government Code Sections 34000. The City Council is a five-member body, and Council members are elected by district (began in 2022). Every four years, the citizens elect Council members with overlapping terms. The Mayor and Vice-Mayor are selected by their fellow Council members and serve a period of two years. There is no limit on the number of times a candidate can run for re-election to the City Council. In 2017, the City Council initiated the process to transition the City from at-large to district elections for City Council seats (Resolution No. 5743). The City selected Map A.2 and will hold the first election by districts at the regular municipal election of November 2022, where three of the five City Council seats will be decided Districts 1, 3, & 5. Districts 2 & 4 will take place in 2024.

The City operates under the Council-Manager form of government, which means that the City Council appoints a City manager who is responsible to oversee the daily operations of the City. The City Council provides policy direction to the City Manager who works with the City's administration team and the citizens to implement the direction of the Council. Additionally, the City Council appoints a City Attorney to represent and advise the City Council on legal matters and a five-member Planning Commission. The City currently maintains 40 full-time positions and 154 part time and part time seasonal positions that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Parking &

Lighting, Stormwater Management, Engineering, Solid Waste, Planning, Land Use, Building & Safety, Parks, Recreation & Facilities, Administration and Finance. The City of Carpinteria receives Fire Protection services through the Carpinteria-Summerland Fire Protection District and Police services through contract with the County of Santa Barbara Sheriff's Department. The Carpinteria Sanitary District provides sewer/wastewater services and the Carpinteria Valley Water District provides water services.

City of Carpinteria City Council holds its regular meetings the 2nd and 4th Monday of each month at 5:30 pm in the Council Chambers, 5775 Carpinteria Avenue, Carpinteria. A current listing of City Councilmembers along with their respective backgrounds follows.

City of Carpinteria Current Governing Council Roster			
Member	Position	Background	Years on Council
Al Clark	Mayor, District 5	Engineer	15
Natalia Alarcon	Vice Mayor	Non-Profit Mgmt.	1
Wade Nomura	Council Member	Landscape/Design Contractor	9
Mónica Solórzano	Council Member District 1	Policy Analyst	10 mo
Roy Lee	Council Member District 3	Small Business Owner	3

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

City of Carpinteria Website Checklist			
website accessed 7/25/23		https://carpinteriaca.gov/	
Required			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? <i>(required for independent Special Districts by 1/1/2020)</i>	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>			
		<i>Yes</i>	<i>No</i>
	Description of services?	X	
	Service area map?	X	
	Board meeting schedule?	X	
	Budgets (past 3 years)?	X	
	Audits (past 3 years)?	X	
	List of elected officials and terms of office?	X	
	List of key agency staff with contact information?	X	
	Meeting agendas/minutes (last six months)?	X	
Notes: Carpinteria is a Council-governed agency it overlays. Refer to https://carpinteriaca.gov/ for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

City of Carpinteria Questionnaire, Revenues, Types of Service, and Resources

City of Carpinteria			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to City of Carpinteria at this time.

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R. City of Goleta

Agency Office: 130 Cremona Drive Suite B,
Goleta, CA 93117
Phone: 805/961-7500
Fax: 805/685-2635
Email: rnisbet@cityofgoleta.org
Website: www.cityofgoleta.org
City Manager: Robert Nisbet
PW Director: Charlie Ebeling

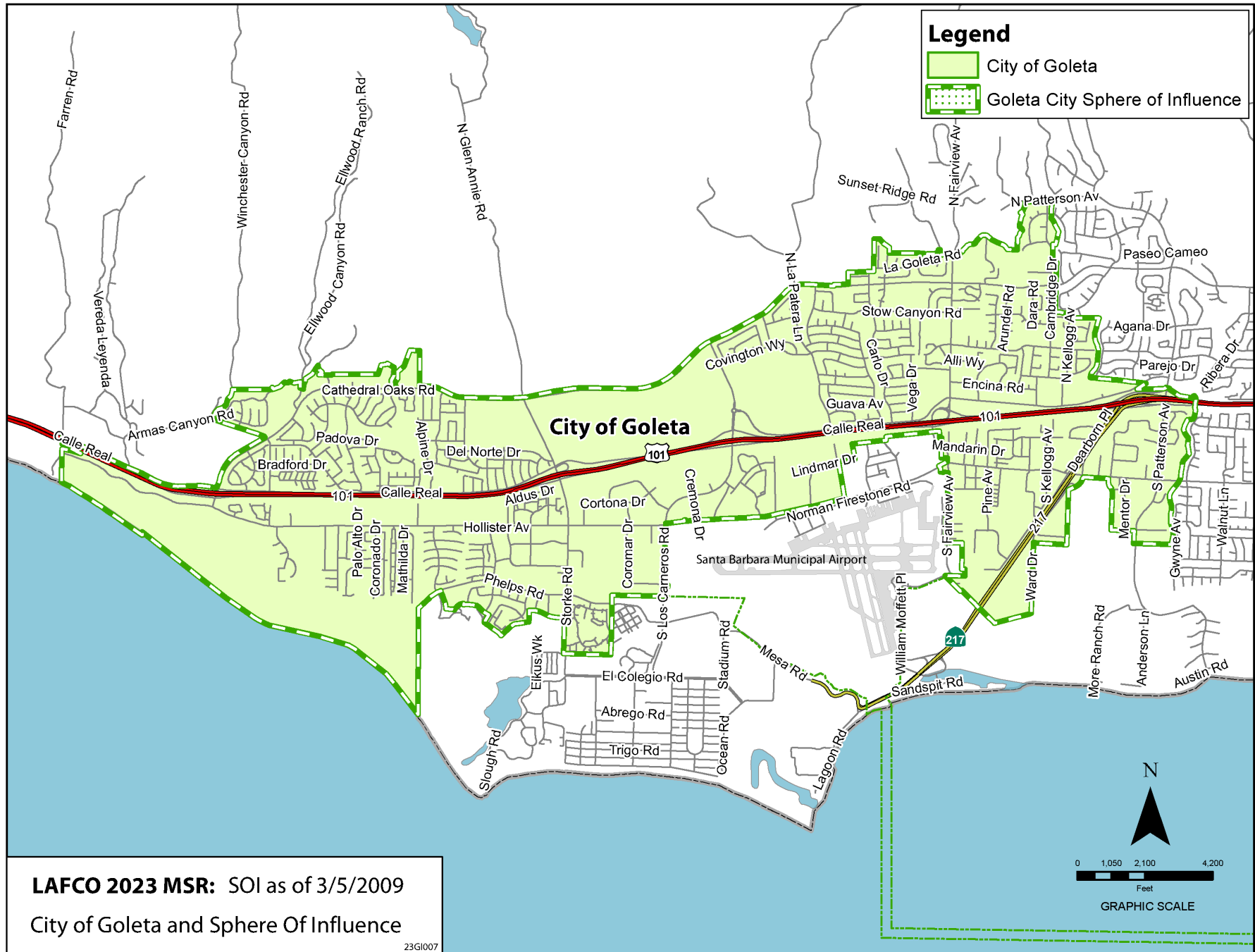
SUMMARY

The City's boundaries cover a total of 7.85 square miles and include an estimated 32,591 residents (source: 2022 Department of Finance). The City receives water and wastewater services from Goleta Water District, Goleta Sanitary District, and Goleta West Sanitary District within City boundaries. The City provides stormwater maintenance and watershed management. The City receives financial support at a rate of approximately \$1,518 per resident and maintains a fund balance to meet future needs. The City has financial procedures in place to ensure the preparation of timely agency audits. The City boundaries and Sphere of Influence are the same and no plans to expand this area are currently being discussed.

BACKGROUND

The City of Goleta was incorporated on February 1, 2002. The City operates pursuant to the general laws codified under Government Code Sections 34000. The City is located in the Goleta Valley part of the south coast of Santa Barbara County. The City is governed by a five-member City Council. The Mayor is directly elected and serves a four-year term. In November, 2022, the City was divided into four districts, and voters in each district now elect a City Councilmember who lives in their own district. District elections have been implemented with a staggered approach. Districts 1 and 2 had elections in 2022. Districts 3 and 4 will have elections in 2024. The City of Goleta has a City Manager form of government and is a general law (contract) City, bound by California state's general laws.

The City of Goleta overlaps the County of Santa Barbara Fire Protection District, Cachuma RCD, Embarcadero Municipal Improvement District, Goleta Sanitary District, Goleta Water District, Goleta West Sanitary District, Santa Barbara Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, County Service Area 3 (Goleta Valley), County Flood Control & Water Agency, and Goleta Cemetery District.



OPERATIONS

The City of Goleta Public Works Department cleans, repairs, maintains, and constructs the city drainage facilities, streets, sidewalks, multiuse paths, parks, and open spaces within the city. In addition to the daily maintenance of the public right of way, the Street Maintenance Crews for the department are always on-call and perform a variety of tasks such as installation and replacement of traffic signs, unclogging storm drains, or setting up traffic control to assist in public safety.

The City employs approximately 128 full time and part time employees, that manage the following professional and technical municipal services: General Government, Economic Development, Public Safety, General Services, Finance, Emergency Services, Business Licensing, Street Maintenance and Transportation Planning, Bikeways, Parks and Open Space Maintenance, Capital Improvement Program, Street and Traffic Lighting, Stormwater Management, Engineering, Solid Waste, Planning, Land Use, Building & Safety, Code Compliance, Sustainability, Housing, Recreation & Parks, Administration, and Library Services.

OPPORTUNITIES & CHALLENGES

The City has shown resourcefulness in providing services through partnering with neighboring jurisdictions and service providers. Leveraging these partnerships allows the City to effectively provide cost-effective services to the community. The City Council is sensitive to the need for proactive cost containment strategies through adopting structurally balanced budgets, containing costs and protecting reserves.

However, like many smaller California municipalities, the City faces challenges in keeping up with the City's aging infrastructure. Funds necessary to maintain and improve infrastructure and service are not adequate to meet these needs. Additionally, a percentage of the City of Goleta's primary revenue streams are diverted to Santa Barbara County due to a revenue sharing agreement, known as the Revenue Neutrality Agreement (RNA), adding to fiscal challenges.

Additional challenges include increased funding needs for pavement maintenance, facility and park maintenance, creek and watershed management, traffic signal maintenance, implementation of master plan documents, new programs and departments, additional personnel, capital improvement projects, retiree health care liabilities, rising pension costs, and public safety contract costs. The City's net operating revenues will continue to be restricted under the RNA entered into with the County as part of the City's incorporation, which requires property tax revenue and sales tax sharing in perpetuity. The City will face an ongoing challenge as the City is required to rely heavily on volatile revenue sources such as transient occupancy tax and sales tax.

One of the challenges the City has identified and that requires additional resources are streets and roads. The most recent independent road engineers report rated 2/3 of Goleta's streets and roads as "fair," "poor," or "failed". The City needs additional funding for these street and pothole repairs, which become more expensive to address the longer repairs are delayed.

As a result of the transportation modeling and community input at numerous public workshop meetings that the City held, the following transportation issues and needs were identified:

1. A need for more north-south crossings of US-101 to relieve congestion on cross-routes with interchanges.
2. A need to reconstruct an obsolete and/or deteriorated freeway interchange.
3. A need for major operational improvements to improve traffic flow and safety for bicyclists and pedestrians on Hollister Avenue in the Old Town area.
4. A need to reduce congestion on Hollister Avenue in Old Town by creating an alternative route to divert trips via Ekwill Street and Fowler Street to South Kellogg Avenue and the SR-217 interchange.
5. Concerns regarding deterioration in Level of Service (LOS) at several key intersections, and the need for reasonable alternatives to reduce intersection congestion.
6. Concerns about improving safety, for vehicles, bicyclists, and pedestrians, at a number of locations within the city.
7. Concern that future transportation improvements remain consistent with the existing and desired character of the community.
8. A need for convenient and accessible transit alternatives for commuters.
9. Concerns regarding substantial growth anticipated at UCSB and the university's participation in mitigating the traffic impacts on Goleta's street network.
10. Concerns regarding adequate maintenance and repair of streets in the future.
11. A key issue or concern is uncertainty regarding adequacy of funding sources to meet some transportation needs.

In 2022, the City completed development of a Systemic Safety Analysis Report and Local Road Safety Plan (SSAR/LRSP) developed with grant funding provided by the Federal Highway Safety Improvement Program (HSIP). The SSAR/LRSP is a data driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. The plan outlines visions and goals that will guide the City's planning efforts and identifies safety partners that the City can work with to implement improvements.

Governance Structure Options

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is unknown whether it is feasible for the local service provider

to assume responsibilities within this area. Therefore, LAFCO does not see the need for structural governance changes for the City.

Regional Collaboration

The Goleta Train Depot project includes constructing a new multi-modal train station at the existing AMTRAK platform on South La Patera Lane in Goleta with the intent to increase rail ridership and reduce greenhouse gas emissions. Through completion of a full-service station, the project will improve connection to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California, Santa Barbara, add new bicycle and pedestrian facilities and allow accommodation for potential additional train storage to support increased passenger rail service. The total Goleta Train Depot project budget is over \$25 million. This includes \$17.76 million in Transit and Intercity Rail Capital Program (TIRCP) funding which will be supplemented by City funds.

The City has a partnership with Santa Barbara County's Project Clean Water to participate in a regional monitoring program. Sampling is conducted during rain events to evaluate pollutant loads in different land use areas (industrial, residential, etc.). The City also conducts dry weather flow sampling to help further evaluate potential non-stormwater sources of dry weather flows and pollution. The monitoring data is used to assess the effectiveness of the City's stormwater program. Additionally, the City will often conduct sampling if it is suspected that an illicit discharge has traveled into the City's storm drain system.

The City has established partnerships with the Goleta Water, Goleta Sanitary and Goleta West Sanitary Districts for illicit discharge detection and water quality and pollution matters.

The City participates in the Integrated Regional Water Management Plan (IRWMP) process. The intent of the Integrated Regional Water Management Program in Santa Barbara County is to promote and practice integrated regional water management strategies to ensure sustainable water uses, reliable water supplies, better water quality, environmental stewardship, efficient urban development, protection of agricultural and watershed awareness.

The City also cooperates in the County-wide Integrated Stormwater Resources Plan (SWRP), which includes eight Cooperating Entities: five cities (Buellton, Carpinteria, Goleta, Guadalupe, and Solvang), two water districts (Carpinteria Valley and Montecito), and UCSB. The SWRP is a regional, watershed-based plan intended to improve the management of stormwater resources throughout Santa Barbara County by identifying water system improvements which increase user self-reliance on local water supplies.

SPHERE OF INFLUENCE & BOUNDARIES

The City of Goleta has no Sphere of Influence (SOI) beyond City boundaries. The City’s SOI is considered coterminous. The City did not request expansion to their Sphere of Influence as part of this Municipal Service Review. No significant projects have been identified that would require City services at this time. Subsequent municipal service review reports will continue to monitor the City’s need to expand their Sphere of Influence. A map of the City’s Sphere of Influence and boundaries can be seen at the beginning of this profile.

The City’s General Plan has identified a Goleta Planning Area that extends from the western Sphere of Influence boundary of the City of Santa Barbara in the east to the westernmost boundary of the service area of the Goleta Water District at the El Capitan area to the west. The purpose was to identify possible areas for future service delivery and boundary expansion by the City and to influence the amount and character of land use change and development in nearby areas of the Goleta Valley that may result in impacts inside the City.

BOUNDARIES

Jurisdictional Boundary

The City’s existing boundary spans approximately 7.85 square miles in size and covers 5,075 acres (parcels and public rights-of-ways) in one contiguous area. One hundred percent of the jurisdictional service boundary is incorporated and under the land use authority of the City. Overall, there are 22,667 registered voters within the jurisdictional boundary.

City of Goleta’s jurisdictional boundary spans 7.85 square miles with 100% being incorporated and under the land use authority of the City.

City of Goleta Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Goleta	4,052	100.0%	10,146	22,667
Totals	4,052	100.0%	10,146	22,667

City of Goleta Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Goleta	4,052	100.0%	10,146	22,667
Totals	4,052	100.0%	10,146	22,667

Total assessed value (land and structure) is set at \$8.3 billion as of April 2023, and translates to a per acre value ratio of \$2.0 million. The gross assessed amount further represents a per capita value

of \$277,387 based on the estimated service population of 32,591. City of Goleta receives approximately \$8.7 million in annual property tax revenue for fiscal year end 2022 generated within its jurisdictional boundary and operates the general fund for services.

The jurisdictional boundary is currently divided into 10,146 legal parcels and spans 4,052 acres with the remaining jurisdictional acreage totaling 1,023 acres which consists of public right-of-way. Most of the City or 98% of the parcel acreage is under private ownership with 91% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 84 vacant parcels that collectively total 100 acres. In May 2022, the California Environmental Protection Agency (CalEPA) identified the eastern portion of Goleta as a disadvantaged community. More specifically, the Old Town Goleta census tract, including properties in both the County and City, was identified as a disadvantaged community due to mainly air quality indicators, unemployment, poverty, impaired waters, and children’s lead risk from housing.

Close to 98% of the jurisdictional boundary is under private ownership, and of this amount approximately 91% has been developed.

**City of Goleta
Incorporation, Revenues, Attributes, Types of Service, and Resources**

City Incorporation and Duties	
Incorporation Date	February 1, 2002
Legal Authority	General Law pursuant to Article XI of the California Constitution, Sections 34000 et seq.
Mayor & Council Members	Directly elected Mayor and four-member City Council elected by district.
Agency Duties	General Government, Economic Development, Public Safety, General Services, Finance, Emergency Services, Business Licensing, Street Maintenance, Transportation Planning, Bikeways, Parks and Open Space Maintenance, Capital Improvement Program, Street Lighting, Stormwater Management, Engineering, Solid Waste, Planning, Land Use, Building & Safety, Code Compliance, Sustainability, Housing, Recreation & Parks, Administration, and Library Services. The City of Goleta receives water through the Goleta Water District and sewer services through Goleta West and Goleta Sanitary Districts.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Goleta to be 32,142. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2050 in 2019. That report used a conservative trend-base allocation methodology estimating the City of Goleta to be 32,200 by 2020. Between 2010 and 2020, the population of Goleta increased by 2,802 people (8.5 percent; or less than 1 percent per year). There are approximately 12,359 households within the City. In contrast, County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for the City are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey, which identified the largest age group represented in Goleta as 18 to 64 group at 64.9 percent. Approximately 14.7 percent of the population was in the 65 or older years age group and 20.5 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 50.3 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Goleta, comprised 33.7 percent of the total population.

Projected Growth and Development

The City of Goleta General Plan serves as the City’s vision for long-term land use, development and growth, and provides the City’s vision within its Planning Area. The City’s General Plan was adopted in 2006 that has seen twenty-five amendments since adoption. The General Plan Housing Element is updated every eight (8) years in accordance with state regulations and spans the 2023-2031 planning period and is under review for amendments. The City added a Land Use Element policy that prohibits the change of land use designation for “Agriculture” lands which are ten acres or more without the approval of voters until 2032. It was passed by voter referendum on November 6, 2012, as Measure G2012: Goleta Heritage Farmlands Initiative.

The current City of Goleta Housing Element (2023-2031) identifies growth to be managed based on the maintenance of service levels and quality of life within the City. The County’s Housing Element, covering the same period, estimates 4 percent growth in the surrounding unincorporated East South Coast areas. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast

Table R-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Goleta	29,888	30,846	32,690	33,912	34,588
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Goleta was \$104,830 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0, the CalEPA tool for designating disadvantaged communities, was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. The City of Goleta's Sphere of Influence does qualify under the definition of disadvantaged community for the present and probable need for public facilities and services because in May of 2022, the Old Town area, as part of the larger Census tract including properties in the City of Goleta and County, was designated as a disadvantaged community by CalEPA.

SERVICES

Overview

City of Goleta provides maintenance of the City’s infrastructure, which includes streets, curbs and gutters, drainage facilities, sidewalks, parking areas, bike & pedestrian multiuse paths, with street sweeping and transit services provided by third party contract within City boundaries. The City’s Circulation Element guides the City’s transportation system and outlines a strategy for addressing the City’s infrastructure needs. All other services provided by the City are not the primary focus of this report and will be discussed in greater detail under the appropriate future MSR Study.

CIRCULATION ELEMENT 2021

Streets, Roads & Highways

The Circulation Element of the City’s General Plan describes how the City would manage transportation issues as the City grows and develops. The Circulation Element was adopted in 2006 with other elements in the General Plan updated more recent, in particular the Land Use, and Safety Element. A coordinated approach would enable the City to plan for transportation commensurate with the planned growth and development. The Element contains goals, policies and implementation standards and programs to guide the future development of the City’s circulation system.

The Goleta Circulation Element uses Level of Service (LOS) as the indicator for roadways’ ability to accommodate traffic. The City also anticipated that future congestion at several key intersections would require infrastructure improvements.

The tables below identify key road capacity level of service for existing roads, and existing roadway LOS. The information conveys that: 1) the City’s roadways generally operate within acceptable LOS, and 2) at planned buildout with improvements streets are projected to have a demand that does not exceeds their capacity. Specifically, the volume on Storke south of US 101 interchange, south of Whittier, and Los Carneros south of Hollister study segments is projected to meet capacity needs once improvements are made.

Table R-3 Projected Traffic Operations

Street/Intersection	Planned LU/ No Improvements			Planned LU/ Planned Improvements		
	Delay (sec/veh)	LOS	Warrant Met	Delay (sec/veh)	LOS	Warrant Met
Hollister Ave./Calle Real	18.7	C	YES	8.7	A	YES
Hollister Ave./Entrance Rd.	0.48	A	YES	0.46	A	YES
Hollister Ave./Canon Green Dr.	72.3	F	NO	0.55	A	YES
Hollister Ave./Pacific Oaks Rd.	0.82	D	NO	0.74	C	YES
Hollister Ave./Market Place Dr.	0.55	A	YES	0.52	A	YES

Hollister Ave./Storke Rd.	0.94	E	NO	0.89	D	NO
Storke Rd./Market Place Dr.	0.67	B	YES	0.70	B	YES
Storke Rd./Phelps Rd.	0.52	A	YES	0.59	A	YES
Cathedral Oaks Rd./Glen Annie Rd.	0.69	B	YES	0.66	B	YES
Glen Annie Rd./Del Norte Dr.	9.9	A	YES	9.7	A	YES
Glen Annie Rd./US-101 NB Ramp	0.77	C	YES	0.72	C	YES
Storke Rd./US-101 SB Ramp	0.63	B	YES	0.53	A	YES
Cathedral Oaks Rd./Alameda Ave.	0.50	A	YES	0.45	A	YES
Cathedral Oaks Rd./Los Carneros Rd.	37.0	E	NO	0.64	B	YES
Los Carneros Rd./Calle Real	34.3	D	NO	0.65	B	YES
Los Carneros Rd./US-101 NB Ramp	0.62	B	YES	0.60	A	YES
Los Carneros Rd./US-101 SB Ramp	0.87	D	NO	0.56	A	YES
Los Carneros Rd./Calle Koral Rd.	0.76	C	YES	0.73	C	YES
Los Carneros Rd./Castilian Dr.	0.74	C	YES	0.73	C	YES
Los Carneros Rd./Hollister Ave.	0.89	D	NO	0.78	C	YES
Los Carneros Way/Hollister Ave.	0.58	A	YES	0.46	A	YES
Hollister Ave./Aero Camino Rd.	0.61	A	YES	0.56	A	YES
Hollister Ave./La Patera Ln.	0.62	B	YES	0.73	C	YES
Cathedral Oaks Rd./Fairview Ave.	0.57	A	YES	0.57	A	YES
Fairview Ave./Stow Canyon Rd.	>50s	F	NO	0.61	B	YES
Fairview Ave./Encina Ln.	0.52	A	YES	0.52	A	YES
Fairview Ave./Calle Real	0.96	E	NO	0.80	C	YES
Fairview Ave./US-101 NB Ramp	0.97	E	NO	0.75	C	YES
Hollister Ave./Fairview Ave.	0.83	D	NO	0.78	C	YES
Hollister Ave./Pine Ave.	0.76	C	YES	0.62	B	YES
Hollister Ave./Rutherford St.	0.71	C	YES	0.62	B	YES
Cathedral Oaks Rd./Cambridge Dr.	0.36	A	YES	0.36	A	YES
Calle Real/Kellogg Ave.	0.42	A	YES	0.43	A	YES
Hollister Ave./Kellogg Ave.	0.95	E	NO	0.74	C	YES
Hollister Ave./SR-217 SB Ramp	0.99	E	NO	19.5	C	YES
Hollister Ave./SR-217 NB Ramp	0.73	C	YES	3.9	A	YES
Patterson Ave./US-101 NB Ramp	0.87	D	NO	0.77	C	YES
Patterson Ave./US-101 SB Ramp	1.09	F	NO	0.75	C	YES
Patterson Ave./Overpass Rd.	0.61	A	YES	0.61	B	YES
Hollister Ave./Patterson Ave.	0.86	D	NO	0.74	C	YES
Fairview Ave./US-101 SB Ramp	0.83	D	NO	0.71	C	YES
Hollister Ave./US-101 NB Ramp	8.5	A	YES	n/a	n/a	n/a
Ellwood Station Rd./Calle Real	13.3	B	YES	0.64	B	YES
Hollister Ave./US-101 SB Ramp	14.6	B	YES	0.43	A	YES
Winchester Canyon Rd./Calle Real	10.7	B	YES	11.3s	B	YES
Fairview Ave./Ekwill St.	n/a	n/a	n/a	22.0	C	YES
Fairview Ave./Fowler St.	n/a	n/a	n/a	4.2	A	YES
Ekwill St./Pine St.	n/a	n/a	n/a	4.2	A	YES
Ekwill St./Kellogg Ave.	n/a	n/a	n/a	13.7	B	YES
Cathedral Oaks Rd./Hollister Ave.	n/a	n/a	n/a	0.44	A	YES
Cathedral Oaks Rd./Calle Real	11.1	B	YES	0.44	A	YES
La Patera Ln./Calle Real	18.4	C	YES	0.79	C	YES
La Patera Ln./Cathedral Oaks Rd.	12.6	B	YES	12.2	B	YES
Hollister Ave./Ellwood Station Rd.	n/a	n/a	n/a	0.71	C	YES

Source: City of Goleta General Plan/Coastal Land Use Plan Transportation Element September 2006

Table R-4: Projected Roadway Level of Service

Roadway Segment	No Improvements	Deficient Yes/No	Planned Improvements	Deficient Yes/No
	Model ADT		Model ADT	
Hollister west of Patterson	23,500	No	21,700	No
Hollister west of Fairview	24,900	No	22,900	No
Hollister east of Los Carneros	19,400	No	18,900	No
Hollister east of Storke	28,200	No	25,300	No
Hollister east of US-101 Interchange	7,100	No	5,400	No
Cathedral Oaks east of Fairview	11,000	No	11,000	No
Cathedral Oaks east of Los Carneros	10,500	No	10,200	No
Cathedral Oaks west of Glen Annie	11,000	No	11,500	No
Cathedral Oaks north of US-101 Interchange	2,500	No	2,300	No
Calle Real east of Los Carneros	11,400	No	11,900	No
Calle Real west of Glen Annie	9,100	No	11,900	No
Glen Annie north of US-101 Interchange	11,400	No	10,900	No
Storke south of US-101 Interchange	50,200	Yes	45,700	No
Storke south of Whittier	18,300	Yes	17,700	No
Los Carneros north of US-101 Interchange	17,200	No	14,900	No
Los Carneros south of US-101 Interchange	27,200	No	24,700	No
Los Carneros south of Hollister	25,400	Yes	23,600	No
Fairview north of Calle Real	18,000	No	18,000	No
Fairview south of US-101 Interchange	31,300	No	30,200	No
Patterson south of US-101 Interchange	25,700	No	26,500	No

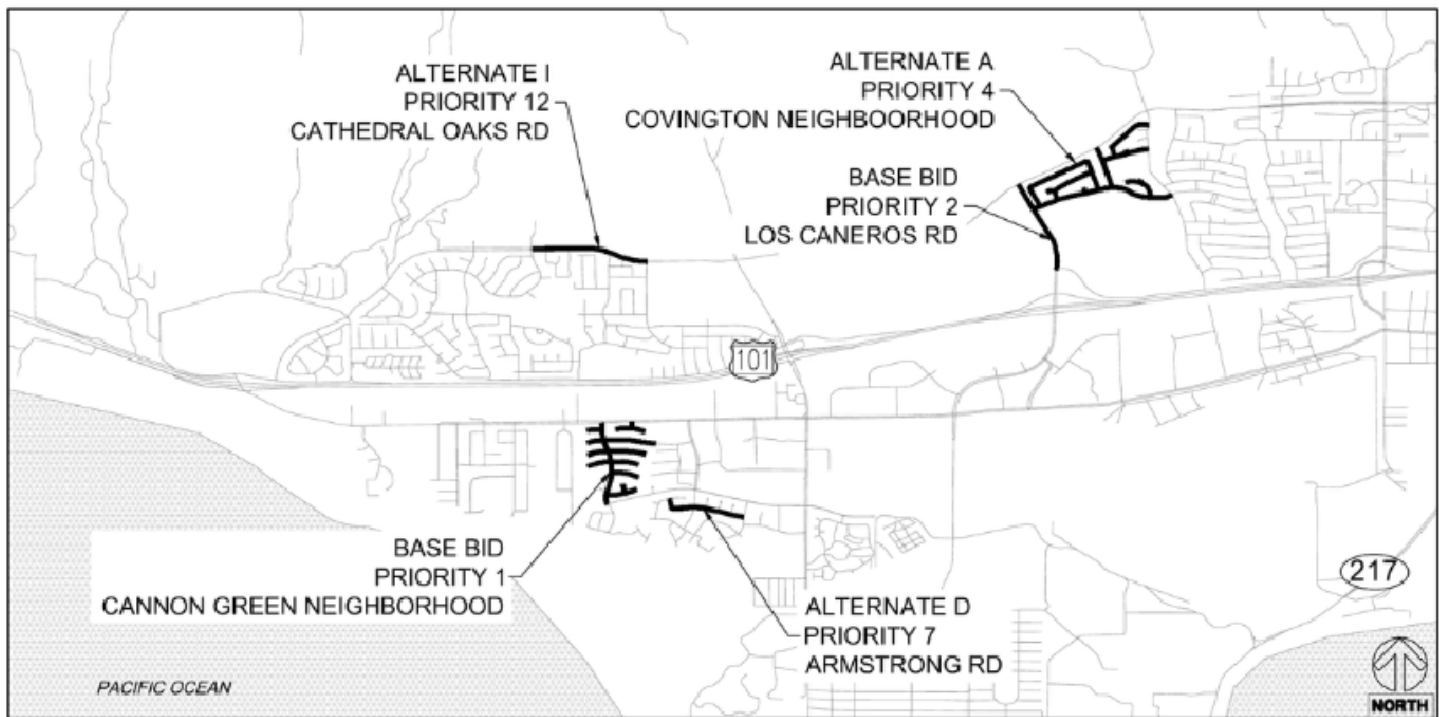
Source: Source: City of Goleta General Plan/Coastal Land Use Plan Transportation Element September 2006

ROAD CONDITION/MAINTENANCE

Maintenance

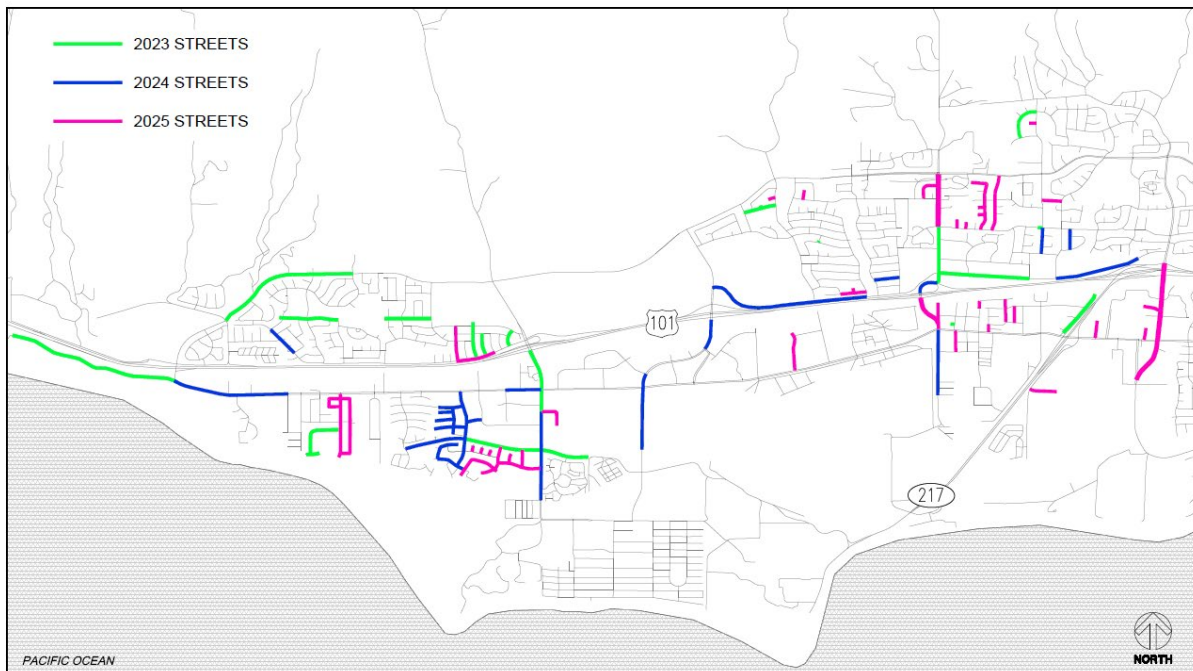
The City has an Annual Pavement Rehabilitation Project to perform pavement maintenance on various roadways citywide. The treatments and improvements of the project vary from light maintenance treatments such as slurry seal and asphalt overlay to full roadway reconstruction depending on the condition of the roadways selected. There are approximately 85~~182~~ centerline miles of streets that the City of Goleta owns and maintains and which also represents approximately 17 million square feet of pavement. Repairs of pavement potholes and traffic signing and striping are able to be performed by Street Maintenance Division staff on a daily basis. Maintenance contracts augment Street Maintenance Division staff for larger work involving pavement replacement, traffic signals, and street lights.

The Pavement Management Program provides for the systematic approach in prioritizing street pavement treatments such as repairs, maintenance, rehabilitation, and reconstruction. The figure on the next page provides a snapshot of the pavement conditions and schedule.



LOCATION PLAN
NOT TO SCALE

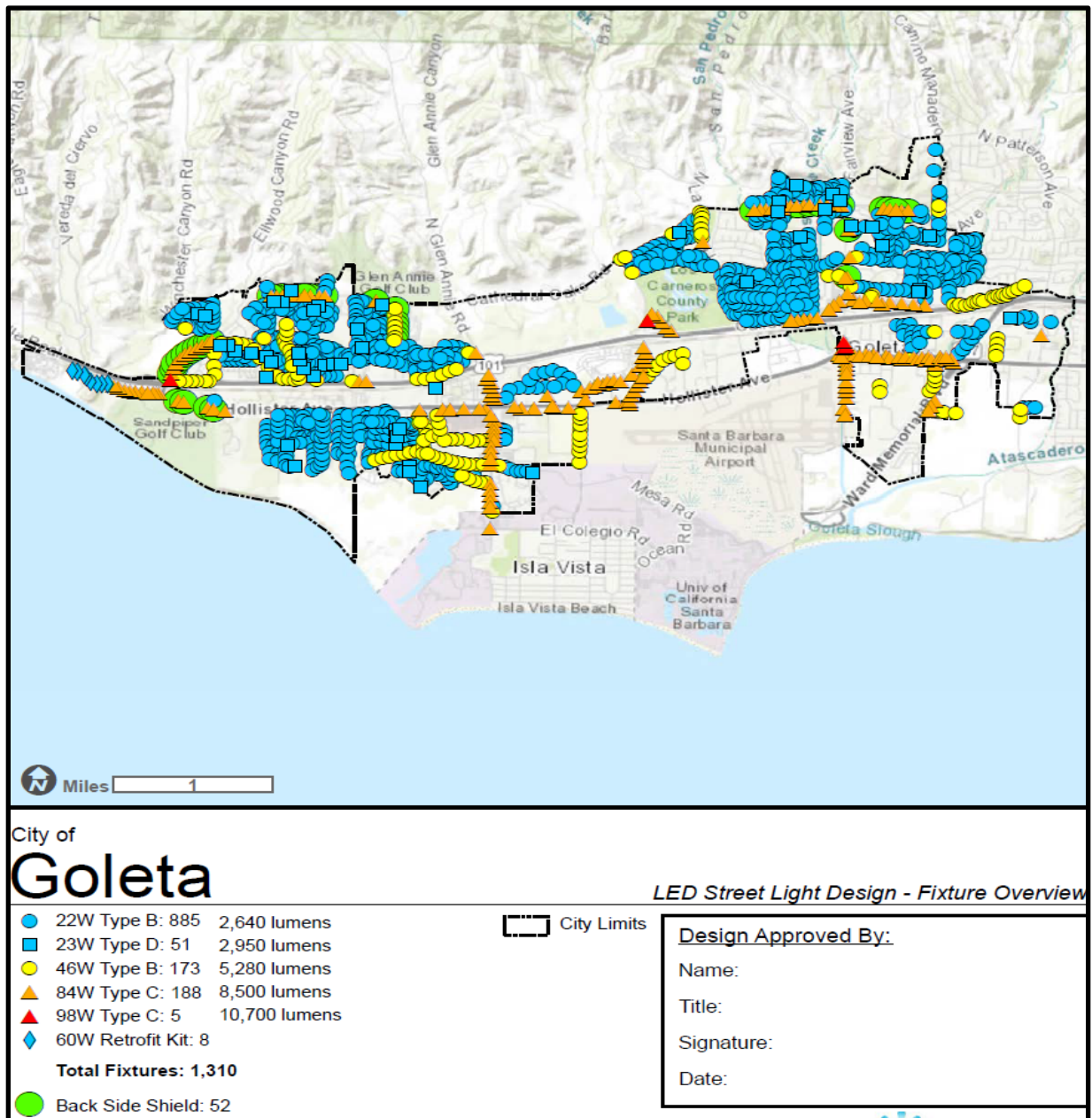
2023-2025 PROPOSED PAVEMENT REHABILITATION PROJECTS



LIGHTING

Maintenance

The City of Goleta completed the Light-Emitting Diode (LED) Street Lighting Project. The project included installing approximately 1,400 energy efficient LED streetlights throughout Goleta (the City will not be replacing streetlight poles only the light fixtures). The City is able to do this after acquiring the streetlights from Southern California Edison (SCE) in 2020. The project is expected to save Goleta over 345,000 kilowatt hours and approximately \$115,000 in energy costs in the first year after the project is implemented. In addition to saving the City money, the new lights will require less maintenance and provide clearer lighting.



STREET LANDSCAPING

Maintenance

The city contracts out to provide tree trimming maintenance services for city right of way trees and facilities. The City also contracts out to provide median landscape care for its city median islands, Class I bike path right of ways and bulb outages.

The Right-of-Way Maintenance Program provides for the maintenance of all City rights-of way. Maintenance of City rights-of-way includes: maintenance of drainage facilities, curbs, gutters, sidewalks, street landscaping, benches, trash receptacles, and bicycle racks. Tree trimming, removal of hazardous or dead trees, and planting of new trees. Installation and maintenance of street planters and medians and Graffiti removal. Repairs of sidewalks and street tree trimming are able to be performed by Street Maintenance Division staff on an as needed basis. In 2020 the City of Goleta completed a project to add sidewalks to the entire Old Town Goleta neighborhood.

TRANSIT

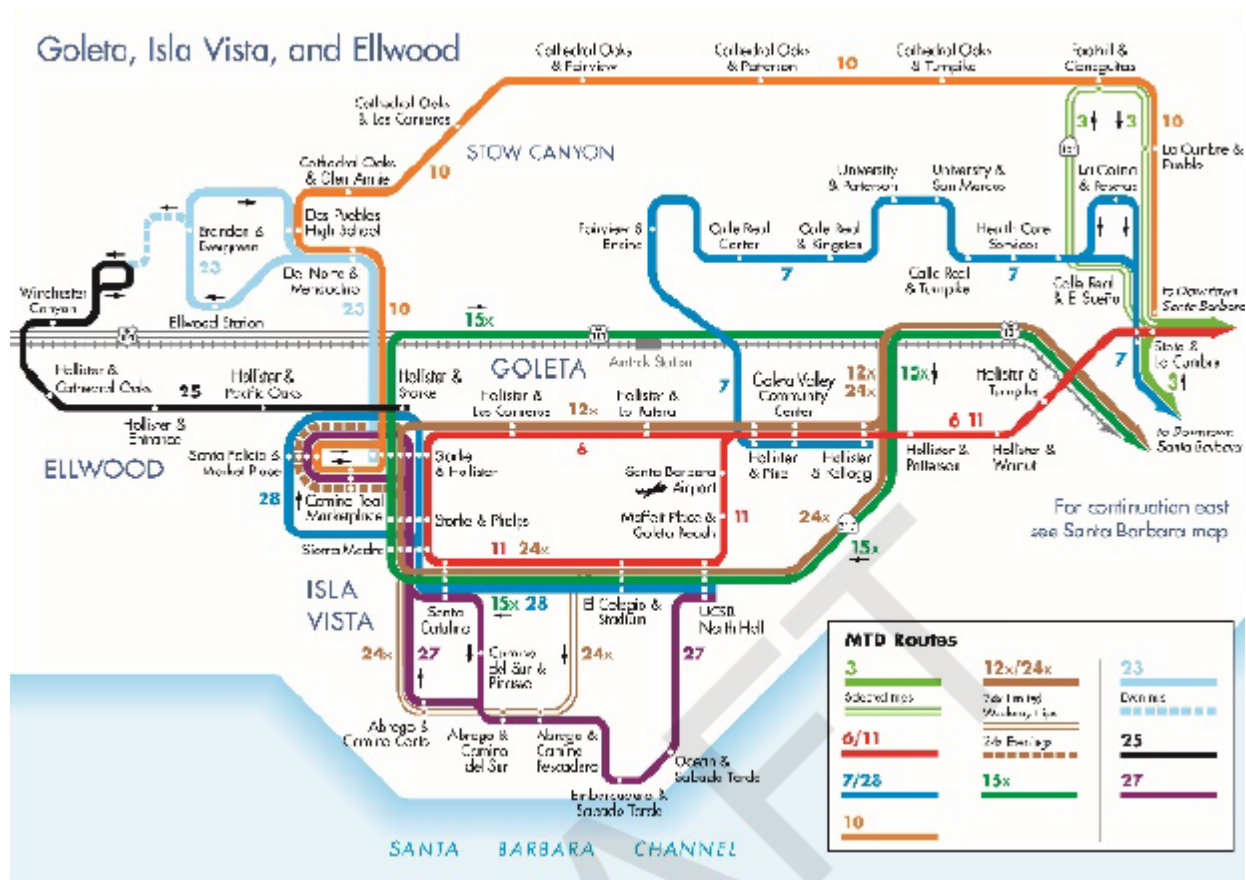
Maintenance

Goleta's General Plan Transportation Element provides the guidelines in creating a community that promotes the safe and effective transportation of goods and provides mobility for all segments of the population. This includes bikeway plans, pedestrian circulation, rail transportation, public transit, etc.

The Goleta Train Depot Project is the development of a new multi-modal train station next to the existing Amtrack platform on South La Patera Lane with the intent to increase rail ridership.

The Santa Barbara Metropolitan Transit District (MTD) currently operates Lines 6, 7, 11, 12x, 15x, 23, 24x, 25, 27, and 28 which provide service within the City of Goleta.

Easy Lift Transportation is a paratransit service that will continue to be provided from the previous fiscal year. It is funded by Measure A. HELP of Carpinteria is a door-to-door transportation service that will be continue to be provided from the previous fiscal year for non-driving residents. It is funded by Measure A.



PARKING

Maintenance

The City of Goleta had Walker Parking Consultants perform a parking system study in the Goleta Old Town area, the City’s historic commercial area segment of the Hollister Avenue corridor.

The corridor is served by public transit (Santa Barbara Metropolitan Transit District) and buses through the area appear to have heavy ridership. Publicly owned parking in the area is largely limited to on-street parallel parking; however, there are two public parking lots in the Old Town area. Numerous private parking lots serve the area, but most are restricted to customers of the associated businesses.

Off-street parking spaces represent 78% of the total inventory. Just four percent of the total parking inventory is located on Hollister Avenue. Overall, Walker field staff identified 1,770 parking spaces within the study area.



BIKEWAYS

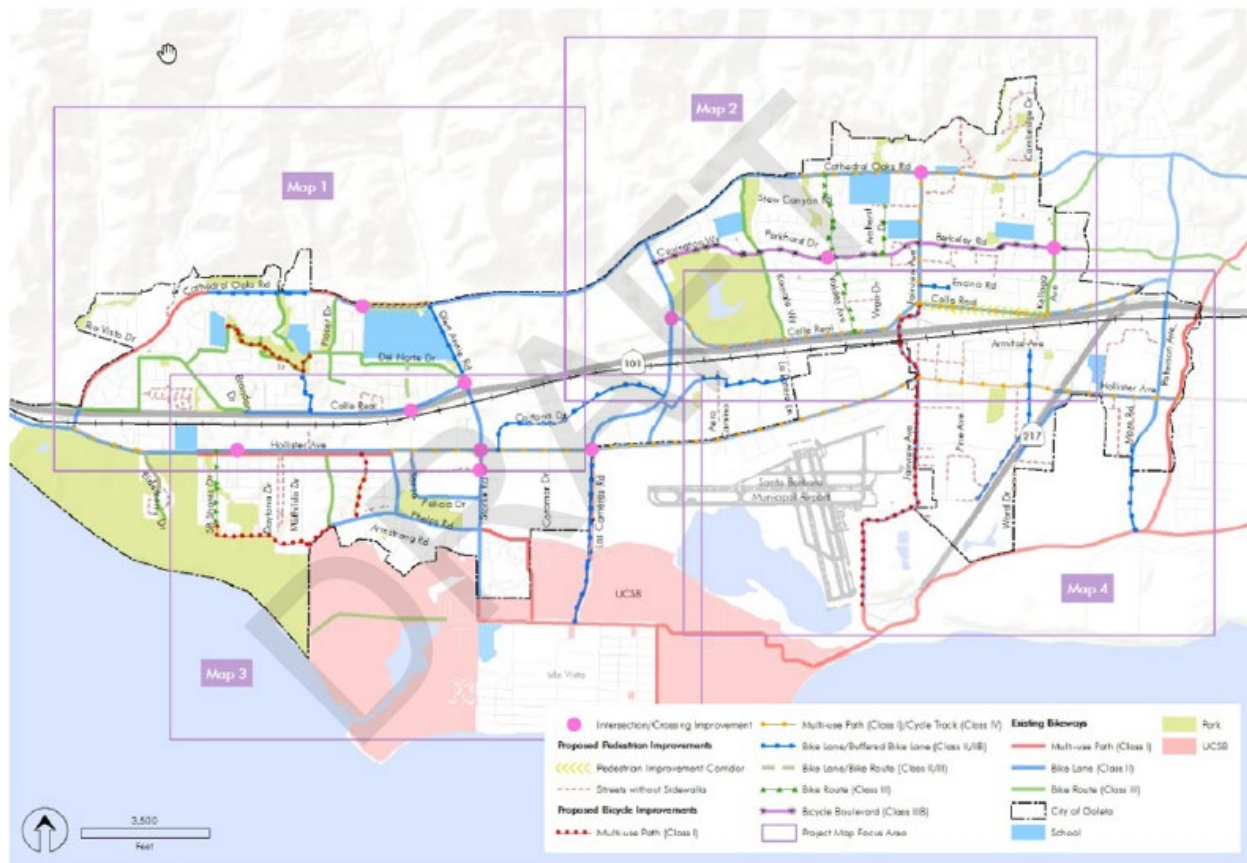
Maintenance

The City of Goleta envisions a future where transportation choices for people of all ages and abilities help sustain and improve Goleta’s health, active, family-friendly, outdoor lifestyle and provide access to jobs, schools, and recreation. This is envisioned through a well-connected, safe, accessible bikeways, and walking routes that provide equitable benefits to all road users.

Goleta’s existing bicycle infrastructure network consists of roughly 33 miles of multi-use paths, bicycle lanes, and shared bicycle routes within the City limits. Over 60 percent of existing infrastructure is bicycle lanes and most of them are on major arterials, including the Hollister Class I Bikeway, San Jose Creek Bikeway, and the Obern Trail Bike Path. In 2018, the City of Goleta finalized their Bicycle and Pedestrian Master Plan (BPMP) which incorporated aspects of regional planning and previous master plans dating back to 2005. The BPMP forms a long-term vision, considers connections within the larger regional context, and sets the foundation for decisions and identifies a blueprint for future active transportation development.

The City has installed new bicycle facilities over the past several years including the Hollister Avenue Class I Multipurpose Path and portions of the overall San Jose Creek Multipurpose Path. In addition, another approximately 1.4 miles of the San Jose Creek Multipurpose Path is in final design with construction anticipated within the next 2 years. As part of the City’s Pavement Maintenance Program, the City identifies roadways where new Class IV and Class II bike lanes

can be accommodated and facility improvements are added as part of the Pavement Maintenance projects.



SBCAG REGIONAL TRANSPORTATION PLAN, 2021

The most recent RTP, Sustainable Communities Strategy Connected 2050, acts as a blueprint for a transportation system that addresses transportation projects that would meet access and mobility needs. The 2021 Regional Transportation Plan (2021 RTP) is intended to be a comprehensive Plan guiding transportation policy for the region and would assist in making recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling.

Regional Improvements. According to the Santa Barbara County Association of Government's (SBCAG) 2021 Regional Transportation Plan traffic volumes in the Goleta region are projected to increase between 19 and 25% above 2015 volumes by 2050 and vehicle miles traveled are expected to increase by approximately 20 percent during the same period. Gaps in the regional roadway network cause overall traffic congestion as drivers divert to other routes to complete their trips.

State Route 217 Corridor. The City's is bisected by SR 217. State Route 217 is east of the airport and U.S. 101 is to the north. In 2021, this highway carried Annual Average Daily Trips (AADT) of

18,700 (2021 Caltrans counts; website). Volumes are continuing to remain steady. This segment carries commuter traffic and provides access to Santa Barbara Airport.

Planned improvements also include working to construct a new train station facility at the Goleta Train Depot and the City's Project Connect project. This Goleta Train Depot will include improved multi-modal access amenities.

Project Connect is the City of Goleta's comprehensive program to enhance pedestrian access and safety, improve road conditions and build critical linkage through Goleta while upgrading stormwater flows through San Jose Creek. Project Connect will be the City's largest capital improvement project to date, requiring numerous right-of-way acquisitions and permits as well as close coordination with Caltrans. Project Connect includes three project areas: Hollister Avenue, Ekwil Street and Fowler Road. Hollister Avenue / Old Town Striping Project: Old Town Striping work will include:

- One vehicle and bike lane in each direction
- Painted median
- Back-in, angled 90-minute parking along the north side of Hollister Avenue
- Parallel 90-minute parking along the south side of the street
- Pavement restoration
- Traffic signal equipment and timing upgrades
- Old Town Striping Background

Hollister Avenue Bridge & Roundabouts Project: Scheduled to begin in Spring 2024, the project will improve traffic circulation in Old Town Goleta by installing two roundabouts at the Hollister Avenue and State Route 217 ramp intersections. Additionally, a new bridge will replace the existing bridge over San Jose Creek to achieve 100-year storm flow capacity and link the recently completed downstream San Jose Creek Capacity Improvement & Fish Passage project.

Ekwil Street & Fowler Road Extension Projects: This project includes a new road, the Ekwil Street extension, across Old Town Goleta from Kellogg Avenue to Fairview Avenue. Construction will also extend existing South Street (and rename it Fowler Road) to Technology Drive.

The new streets will have one travel lane in each direction along with left turn pockets, Class II bike lanes, sidewalks and landscaped parkways will extend along both roadways. In addition, the project will construct roundabouts at the Pine Avenue and Ekwil Street intersection.

A project more than 20 years in the making - when the City first incorporated, it inherited the project from the County during the conceptual phase. Since that time, the project's scope has evolved into a complex project, requiring right-of-way acquisitions and numerous permits.

The existing roadway system within Old Town Goleta has inadequate east-west circulation both north and south of Hollister Avenue and lacks direct access into the southern portions of Old Town Goleta and the Santa Barbara Airport. This project will relieve regional congestion, enhance bicycle and pedestrian circulation, and improve access to the airport.

SBCAG Board adopts a Program of Projects (POP) identifying all transportation projects to be funded with Measure A revenues during the next five fiscal years, FY 23/24 through FY 27/28. The City of Goleta's local allocation equals \$11 million. The following are summaries of expenditures by Goleta for the five-year Program of Project period.

- Available Measure A 5-year Revenue: \$11 million
- Adopted Measure A 5-year Allocation: \$17.7 million (includes carry-over funding)
- Top LSTI expenditures: Street Maintenance, Alternative Transportation
- Other Revenues included in POP: \$159 million
- Required Alternative Transportation Percentage: 10%

CITY OF GOLETA	FY 21/22 Actual	Measure A Revenues							Total	Regional Measure A	Measure D	Local	State	Federal	Total	Total Programmed
		Carry-over Measure A	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Total								
Maintenance, Improvement or Construction of Roadways & Bridges																
• Pavement Rehabilitation	\$19.0	\$1,638.0	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0	\$3,138.0			\$4,040.0			\$4,040.0	\$7,178.0	
• Pavement Maintenance	\$43.0	\$212.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$557.0			\$550.0			\$550.0	\$1,107.0	
• Striping and Signage	\$6.0	\$308.0	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$683.0			\$125.0			\$125.0	\$808.0	
• Ekwil Street & Fowler Road Extensions								\$0.0			\$17,900.0	\$11,300.0		\$29,200.0	\$29,200.0	
• Goleta 101 Overcrossing (9027)								\$0.0			\$41,000.0			\$41,000.0	\$41,000.0	
• Hollister Avenue Bridge Project (9033)	\$9.0	\$114.0						\$114.0			\$3,110.0		\$15,300.0	\$18,410.0	\$18,524.0	
• Hollister Avenue Widening - Storke to 280 feet west of Glen Annie (9044)	\$0.0	\$28.0						\$28.0			\$3,088.0			\$3,088.0	\$3,116.0	
Urban Forestry Street Tree Program - Street Tree Maintenance	\$63.0	\$976.0	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0	\$2,476.0						\$0.0	\$2,476.0	
Storm Damage Repair to Transportation Facilities																
• Cathedral Oaks Crib Wall	\$0.0			\$521.0	\$200.0			\$721.0			\$17,600.0			\$17,600.0	\$18,321.0	
Roadway Drainage																
• Old Town Goleta Drainage Study	\$0.0	\$100.0						\$100.0			\$1,000.0			\$1,000.0	\$1,100.0	
Traffic Signal Coordination - Traffic Signal Maintenance																
• Traffic Signal Maintenance	\$31.0	\$890.0	\$250.0	\$250.0	\$100.0	\$150.0	\$200.0	\$1,840.0						\$0.0	\$1,840.0	
• Traffic Signal Upgrades	\$0.0	\$190.0						\$190.0				\$3,120.0		\$3,120.0	\$3,310.0	
Landscaping Maintenance																
• Median and Parkway Maintenance (5800-51066)	\$88.0	\$139.0	\$120.0	\$120.0	\$120.0	\$100.0	\$100.0	\$689.0						\$0.0	\$689.0	
Matching Funds for State and Regional Programs and Projects																
• Miscellaneous Capital Improvement Projects	\$0.0	\$0.0	\$0.0	\$100.0	\$100.0	\$200.0	\$200.0	\$600.0						\$0.0	\$600.0	
Alternative Transportation (Percentage: 10%)															\$129,309.0	
Maintenance, Repair, Construction & Improvement of Bike & Ped Facilities																
• Concrete Maintenance and Access Ramps (5800-51071)	\$2.0	\$585.0	\$220.0	\$220.0	\$220.0	\$220.0	\$220.0	\$1,685.0			\$3,604.0			\$3,604.0	\$5,289.0	
• Hollister Avenue Complete Streets (9001)	\$0.0	\$49.0						\$49.0			\$600.0		\$236.0	\$836.0	\$885.0	
• San Jose Creek Multipurpose Path (ATP) (9006)	\$1.0	\$518.0	\$500.0	\$250.0				\$1,268.0			\$10,000.0	\$4,270.0	\$15,910.0	\$30,180.0	\$31,448.0	
• Vision Zero Plan (9086)	\$0.0	\$20.0			\$227.0			\$247.0			\$1,205.0			\$1,205.0	\$1,952.0	
• Crosswalk PHB on Calle Real near Encina Lane (9087)	\$89.0	\$168.0						\$168.0			\$180.0			\$180.0	\$348.0	
• RRFB at School Zone Crossing (9088)	\$232.0	\$192.0						\$192.0			\$344.0			\$344.0	\$536.0	
• Goleta Traffic Safety Study (GTSS) (9089)	\$0.0	\$92.0						\$92.0			\$45.0	\$278.0		\$323.0	\$415.0	
• Fairview Corridor Study (9097)	\$0.0	\$180.0					\$300.0	\$480.0			\$500.0			\$500.0	\$1,010.0	
• Hollister Avenue Old Town Inlet Striping Project (9114)	\$72.0	\$193.0	\$312.0					\$565.0			\$2,558.0			\$2,558.0	\$3,063.0	
• Fairview Ave and Stowe Canyon Intersection Improvements					\$332.0	\$720.0		\$1,052.0			\$1,538.0			\$1,538.0	\$2,590.0	
								\$0.0						\$0.0	\$0.0	
Safe Routes to School Improvements																
• Safe Routes to School Improvements - Street Striping	\$0.0	\$75.0	\$25.0	\$25.0	\$25.0	\$25.0		\$175.0						\$0.0	\$175.0	
Reduced transit fares for Seniors and Disabled - Easy Lift	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$25.0		\$125.0						\$0.0	\$125.0	
ALTERNATIVE TRANSPORTATION TOTAL	\$421.0	\$2,097.0	\$1,082.0	\$520.0	\$829.0	\$980.0	\$1,021.0	\$6,539.0		\$0.0	\$20,604.0	\$4,548.0	\$16,146.0	\$41,298.0	\$47,837.0	
TOTAL CITY OF GOLETA EXPENDITURES	\$680.0	\$6,692.0	\$2,202.0	\$2,261.0	\$2,099.0	\$2,190.0	\$2,271.0	\$17,715.0	\$0.0	\$0.0	\$109,017.0	\$18,968.0	\$31,446.0	\$159,431.0	\$177,146.0	

City of Goleta
Incorporation, Revenues, Attributes, Types of Service, and Resources

Attributes	
City Limits (est. square miles)	7.85
Population (2022 estimated)	32,591
Total Assessed Valuation (FY 21-22)	9,040,334,496
Number of centerline miles, street lights, parking lots, bus stops, and bikeway miles	85 miles 1,330 lights 1,770 spaces 13 stops 21.9 bike lane miles
Regular Financial Audits	Every Year
Average Annual Revenue (All Funds) Per Capita (FY 21-22)	\$1,518
Average Annual Revenue (General Fund) Per Capita (FY 20-21)	\$964
Average Portion of County 1% Property Tax Received	5¢/\$1
Ending General Fund Balance (June 2021)	\$32,792,658
Change in General Fund Balance (from June 2016 to June 2021)	84.2%
General Fund Balance/Annual Revenue Total (FY 20-21)	106%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing DOF Table E4, Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from City Audit; Other information from City.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	X
Street Beautification	X
Transit	X
Airport	-
Parking	X
Other	X

Total Staffing		
	Personnel	Per 1,000 population
Full time Maintenance	0	0
Emergency Maintenance	0	0
Administrative Personnel	0	0
Other City Staff	100	4.56

The City of Goleta provides maintenance of the City's infrastructure, which includes streets, curbs and gutters, drainage facilities, sidewalks, parking areas, bike & pedestrian multiuse paths, with street sweeping and transit services provided by third party contract within City boundaries. The City has a total of 100 permanent FTE employees and 28 part time employees.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
Public Works Director (1)	n/a	n/a
Public Works Manager (1)	n/a	n/a
Public Works Supervisor (1)	n/a	n/a
Traffic Engineer (1)	n/a	n/a
Principal Civil Engineer (1)	n/a	n/a
Senior Engineer Tech (1)	n/a	n/a
Assistant Engineer (1)	n/a	n/a
Public Works Inspector (1)	n/a	n/a
Lead Maintenance Worker (1)	n/a	n/a
Maintenance Worker (3)	n/a	n/a
Administrative Personnel (1)	n/a	n/a
Other City Staff	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained, swept per month, street light service calls resolved, and parking spaces.

The existing circulation system in the Goleta area is incomplete and/or underdeveloped along a number of links. Many arterials have limited continuity and capacity and do not provide a viable alternative route for most trips made on U.S. 101. Gaps in the regional roadway network cause overall traffic congestion as drivers divert to other routes to complete their trips. Calle Real, a freeway frontage road, is discontinuous in two locations. Lack of a through-route between Turnpike and Patterson and between Storke and Los Carneros Road causes local trip diversions

onto the freeway, Hollister Avenue, and Cathedral Oaks Road. Moreover, many two-lane facilities are experiencing increasing levels of congestion, including Hollister Avenue. Regardless, gap closure may cause neighborhood incompatibility, which must be considered in the analysis of a given transportation project, for example, when completing the missing segment will transect a neighborhood. Existing gaps in the community's arterial system and gaps in certain residential secondary streets, congested intersections, and a lack of bus stops and bus pockets in some areas also adversely affect the efficiency of service provided by a number of Santa Barbara Metropolitan Transit District (MTD) bus lines.

The occupancy rate for on-street parking is 83% during the peak, slightly below the industry standard effective supply of 85%. However, while some blocks have ample parking available at the curb, more than a few suffer from a parking shortage. The map below demonstrates the availability of on-street parking in the area.



The City has considered plans for the Hollister Avenue Complete Streets Corridor project and also an interim restriping project titled the Hollister Avenue Old Town Interim Striping Project. The Hollister Avenue Old Town Interim Striping Project proposes to restripe Hollister Avenue from a 4-lane roadway to a 2-lane road, increasing parking and adding Class II bike lanes through Old Town where none currently exist.

FINANCES

The City prepares a two-year budget plan and annually updates and adopts the budget. The second year of the two-year budget plan is known as the mid-cycle budget. Included in the budget plan is an updated five-year forecast for the General Fund and five-year Capital Improvement

Program. The City Council receives an update on revenue and expenditure activity of the adopted budget each quarter. Annual financial statements are then prepared after the City's year-end which is June 30 and undergoes an independent audit. Results of the audit, along with the audited financial statements, required supplementary information and statistical data are then presented in a document called the Comprehensive Annual Financial Report and reports on the City's financial position on June 30. These documents, include details and financial data for each of its government activities.

Revenue Neutrality Agreement.

As part of the City's incorporation process in 2002, the City of Goleta and the County of Santa Barbara entered into a Revenue Neutrality Agreement (RNA). This agreement included shared tax revenues over the first ten full fiscal years, known as the mitigation period, and tax revenue sharing in perpetuity. The mitigation period concluded June 30, 2012, and included three primary City revenue sources:

1. 50% of the property tax that would otherwise accrues to the County under the provisions of Government Code 56815
2. City Bradley-Burns retail sales tax – 50% for the first ten years of the RNA and 30% thereafter
3. 40% of the City's Transient Occupancy Tax (TOT) for the first ten years of the RNA.

The tax revenue sharing in perpetuity includes the City continuing to allocate 50% of the City's portion of property tax and 30% of the City's portion of the 1% retail sales tax to the County. Taken as a whole, the City generated approximately \$6.5 million in revenues that were received by the County of Santa Barbara in FY 19/20 in accordance with the RNA. The RNA revenues to the County were projected at \$6.6 million in FY 20/21. The total contribution since City incorporation is estimated at approximately \$129.1 million by June 30, 2021.

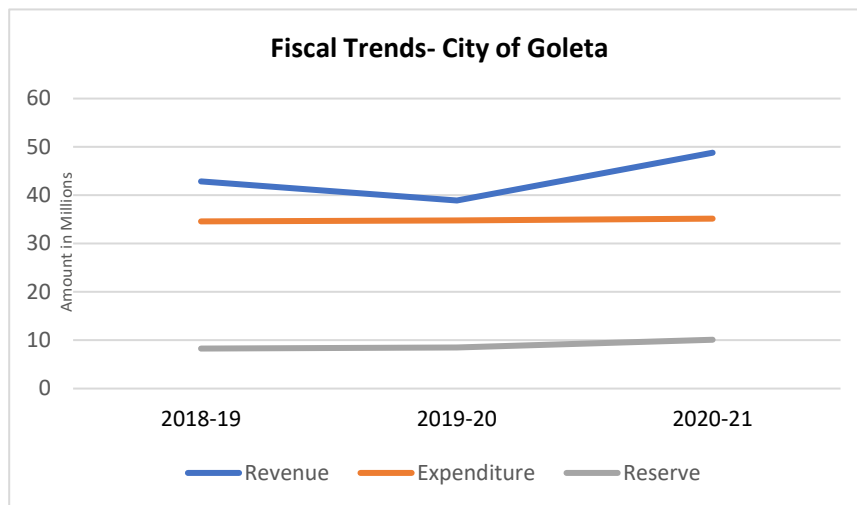
While the City has successfully adopted a balanced budget over the years and maintain prudent reserves with the RNA in place, the City's net operating revenues will continue to be restricted. The City will face an ongoing challenge as the City is required to rely heavily on volatile revenue sources particularly impacted by the pandemic, as costs continue to rise, and new services or programs are considered.

The following table on the next page summarizes the City's revenues for all funds reported using the full accrual method.

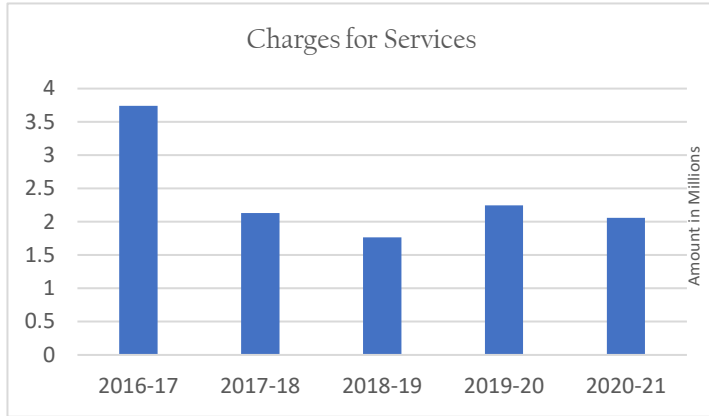
City Revenues				
	2019-2020		2020-2021	
	Amount	% of Total	Amount	% of Total
Property tax	\$7,323,010	18.8%	\$7,578,502	15.5%
Sales & use tax	\$8,359,879	21.5%	\$9,391,156	19.2%
TOT tax	\$9,197,440	23.6%	\$9,239,079	18.9%
Franchise fees	\$1,431,693	3.7%	\$1,478,848	3.0%
Other taxes	\$1,892,658	4.9%	\$3,935,165	8.0%
Fines	\$170,392	0.4%	\$119,026	0.3%
Charges for services	\$2,245,584	5.8%	\$2,056,659	4.2%
Grants & contributions	\$5,942,462	15.3%	\$14,243,256	29.1%
Use of money & property	\$1,531,668	4.0%	\$310,821	0.6%
Other	\$816,402	2.0%	\$445,183	0.9%
Transfer In	\$0	0%	\$0	0%
Revenue total	\$38,911,188	100.0%	\$48,797,695	100.0%

Fiscal Indicators

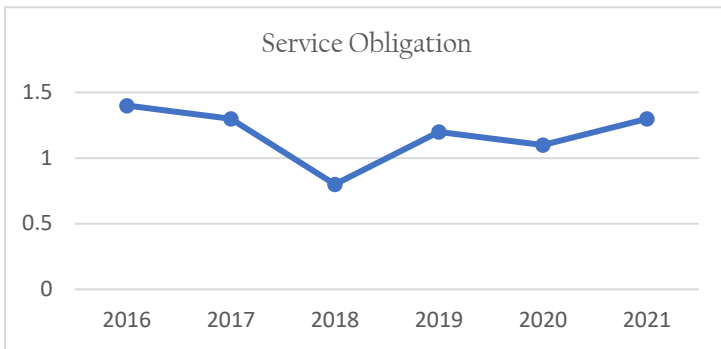
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the City’s expenditures have decreased in comparison to its revenues. The decrease in expenditures was primarily due to large one-time capital improvement program project activity and special projects experienced in FY 2017-18. These projects included the San Jose Creek Emergency Repair Project, the FY 2017/18 Pavement Preparation and Slurry Project, Hollister Class 1 Bike Lane Project and purchasing the former Direct Relief International Building, that would be used for the future Goleta Train Depot. The City’s reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.



CITY OF GOLETA



This indicator addresses the extent to which charges for service covered expenses. Charges for Services is the primary funding source for Sanitary Districts. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2016	\$ 39,779,107	\$ 27,792,323	1.4
2017	\$ 44,173,070	\$ 31,971,735	1.3
2018	\$ 39,534,737	\$ 45,078,617	0.8
2019	\$ 42,863,121	\$ 34,587,722	1.2
2020	\$ 38,911,188	\$ 34,814,773	1.1
2021	\$ 48,797,695	\$ 35,156,118	1.3

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

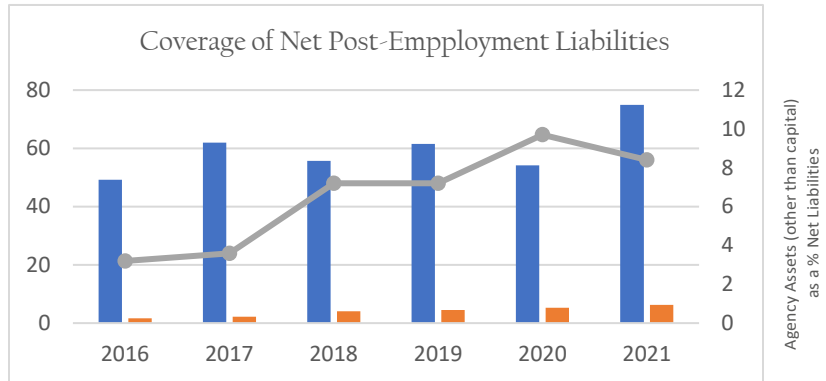
Pension

	2018	2019	2020	2021	Trend
Funded ratio (plan assets as a % of plan liabilities)	73.8%	75.4%	75.3%	75.3%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 2,749,352	\$ 2,659,577	\$ 3,064,002	\$ 3,536,142	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2021 year of OPEB reporting	0%
Net liability, OPEB (plan liabilities - plan assets)		\$ 2,766,199

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2016	2017	2018	2019	2020	2021
Agency Assets (other than capital)	\$49,268,939	\$62,009,688	\$55,646,474	\$61,573,694	\$54,216,063	\$74,963,995
Net Liabilities (pension & OPEB)	\$1,601,976	\$2,233,916	\$4,041,320	\$4,486,912	\$5,305,110	\$6,302,341

Pension Obligations and Payments

The City maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the City. The City takes advantage of the annual lump-sum prepayment option for the unfunded accrued liability (UAL) portion of costs for annual savings of approximately \$6,000. The City has set aside funds in reserves for pension UAL and is in process of transferring funds set aside specific for pension obligations to a Section 115 Trust administered by PARS. The initial amount set aside in reserves for pensions is \$170,000. The City will be developing and adopting a funding strategy for future ongoing contributions related to pensions to the trust. While the Section 115 Trust will be used as a pension rate stabilization tool, the City will continue to evaluate shortening the UAL amortization schedule, making additional one-time payments to assist with savings in the long-term (assuming no investment losses).

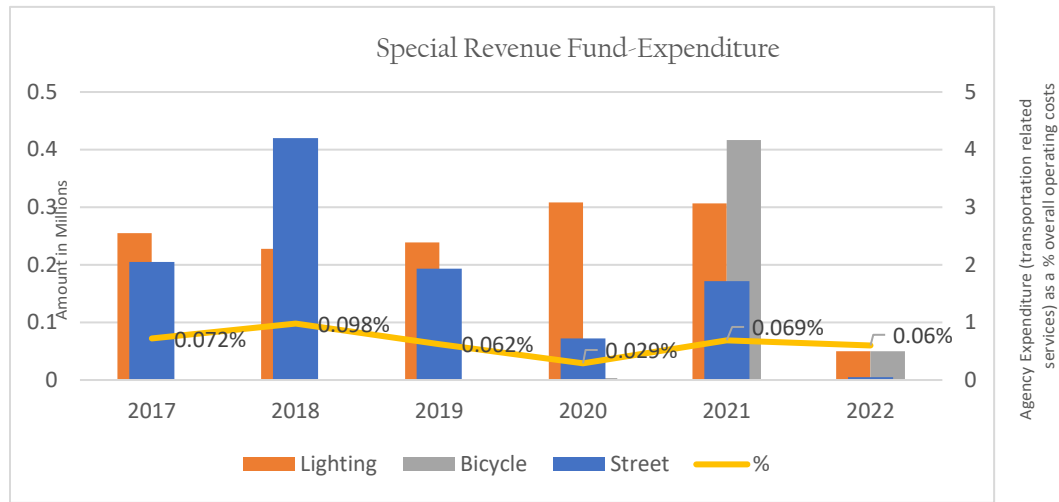
OPEB Obligations and Payments

The City currently finances retiree health care benefits on a pay-as-you-go basis. The City provides post-employment health care benefits through the CalPERS cost-sharing multiple employer health care program and is subject to the Public Employees Medical and Hospital Care Act (PEMHCA) minimum contributions to eligible employees. The City pays the greater of \$142 per month or the current PEMHCA minimum of \$143 for 2021 and is subject to annual inflationary increases.

To be eligible for post-retirement health benefits, employees must complete at least five (5) years of continuous service and be a minimum of 50 years of age. The plan was not administered through a qualified trust in 2020. The City has set aside funds in reserves for OPEB UAL and is in the process of transferring \$333,500 for OPEB UAL. The City will be developing and adopting a funding strategy for contributions made to the trust. Benefit payments of \$30,499, \$30,876 and \$16,745 were made on a pay-as-you-go-basis for the fiscal years ended June 30, 2021, 2020, and 2019 respectively. As of June 30, 2021, the OPEB plan is not administered through a qualified trust. The City has since established a Section 115 trust and will begin to have a funded ratio for the year ended June 30, 2022.

Street Maintenance Funding

The City's budget includes Street Lighting, Bicycle-Pedestrian, and Transportation services for Special Revenue Funds. In FY 2020/2021, the City's actual budget expense was \$1,932,976 and increased that to \$4,523,122 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency's expenditure over time.



Asset Maintenance and Repair

The City prepares an Annual Work Program for its Public Works Department to maintain, repair or replace equipment, facilities, and/or City owned property. The City faces a backlog of deferred maintenance related to critical infrastructure such as pavement and unfunded priorities in its Capital Improvement Program (CIP). This backlog of deferred maintenance includes, but is not limited to, a funding gap of over \$225 million in the current five-year CIP budget and an annual funding gap of \$3.3 million per year for the City’s annual pavement rehabilitation projects.

Capital Improvements

The City has a Capital Improvement Program (CIP) Division, which updates the five-year CIP projects regularly and identifies and prioritizes system improvements and costs. The 2021-2023 Goleta Strategic Plan guides the City using nine overarching Citywide strategies. These overarching strategies serve as an umbrella for the strategic goals and objectives which are: support environmental vitality, support community vitality and enhanced recreational opportunities, ensure financial stability, support economic vitality, strengthen infrastructure, return old town to a vital center of the City, maintain a safe community, enhance the efficiency and transparency of City operations, ensure equity, inclusion, and access in City programs, services and activities. The Annual Work Program for FY 21-22 includes over \$200 million of maintenance and upgrades to the streets, bike paths, bridge, transit, and buildings. Major capital improvement projects identified include Ekwill street and Fowler Road Extensions (approximately \$89,000,000), San Jose Creek Bike Path Project (approximately \$33,000,000), Goleta US 101 Overcrossing (approximately \$60,000,000), and Hollister Avenue Bridge (approximately \$8,700,000). A list of CIP projects for FY 21-23 are listed below.

Projects Budgeted or Estimated 2021 to 2023

- ▶ Ekwill Street & Fowler Road Extensions (Project No. 9002), approximately \$89,000,000
- ▶ San Jose Creek Bike Path – Northern and Southern Segments (Project No. 9006), approx. \$33,000,000
- ▶ San Jose Creek Bike Path – Middle Extent (Project No. 9007), approx. \$2,800,000
- ▶ Fire Station 10 (Project No. 9025), approx. \$23,600,000
- ▶ Goleta US 101 Overcrossing (Project No. 9027), approx. \$60,000,000
- ▶ Hollister Avenue Bridge (Project No. 9033), approx. \$28,700,000
- ▶ Cathedral Oaks Crib Wall Repair (Project No. 9053), approx. \$17,000,000
- ▶ LED Street Lighting (Project No. 9056), approx. \$1,300,000
- ▶ RRFB* at Chapel/PHB* at Kingston (Project No. 9058), approx. \$750,000
- ▶ Storke/Hollister Transit, Bike/Ped, and Median Impr. (Project No. 9062), approx. \$2,000,000
- ▶ Evergreen Park Improvements (Project No. 9063), approx. \$3,200,000
- ▶ Miscellaneous Park Improvements (Project No. 9066), approx. \$750,000
- ▶ Goleta Community Center Improvements (Project No. 9067), approx. \$8,100,000
- ▶ Improvements at Athletic Field at Goleta Community Center (Project No. 9071), approx. \$600,000
- ▶ Stow Grove Multi-Purpose Field (Project No. 9074), approx. \$900,000
- ▶ Goleta Train Depot and S. La Patera Improvements (Project No. 9079), approx. \$19,000,000
- ▶ Traffic Signal Upgrades (Project No. 9083), approx. \$3,500,000
- ▶ Community Garden (Project No. 9084), approx. \$1,300,000
- ▶ Vision Zero Plan (Project No. 9086), approx. \$2,300,000
- ▶ Crosswalk PHB* on Calle Real near Encina Lane (Project No. 9087), approx. \$400,000
- ▶ RRFB* Improvements at School Crosswalks (Project No. 9088), approx. \$770,000
- ▶ Goleta Traffic Safety Study (Project No. 9089), approx. \$350,000
- ▶ San Miguel Park Improvements (Project No. 9093), approx. \$250,000
- ▶ Santa Barbara Shores Park Improvements (Project No. 9094), approx. \$200,000
- ▶ Orange Avenue Parking Lot (Project No. 9096), approx. \$2,500,000
- ▶ Crosswalk at Calle Real/Fairview Center PHB* (Project No. 9099), approx. \$500,000
- ▶ City Hall Purchase and Improvements - Elevator (Project No. 9101), approx. \$12,100,000
- ▶ Citywide School Zones Signage and Striping Evaluation (Project No. 9103), approx. \$220,000

-
- ▶ Old Town South Fairview Avenue Drainage Impr. (Project No. 9107), approx. \$4,750,000
 - ▶ Winchester II Park Improvements (Project No. 9108), approx. \$300,000
 - ▶ Hollister Class I Bike Path Lighting (Project No. 9110), approx. \$750,000
 - ▶ JDW Neighborhood Park Phase 2 – Splash Pad (Project No. 9111), approx. \$850,000
 - ▶ Ellwood Butterfly Habitat Management Plan (Project No. 9112), approx. \$10,600,000
 - ▶ Mathilda Park Improvements (Project No. 9113), approx. \$200,000
 - ▶ Hollister Avenue Old Town Interim Striping (Project No. 9114), approx. \$2,400,000
 - ▶ Public Works Corporation Yard Repairs/Impr. (Project No. 9115), approx. \$1,300,000
 - ▶ Pickleball Courts (Project No. 9116), approx. \$100,000
 - ▶ San Jose Creek Channel Fish-Passage Modification (Project No. 9117), approx. \$4,500,000
 - ▶ Ellwood Coastal Trails and Habitat Restoration (Project No. 9118), approx. \$4,500,000
 - ▶ Ellwood Beach Drive Drainage Repair (Project No. 9119), approx. \$1,350,000
 - ▶ Evergreen Park Drainage Repair (Project No. 9120), approx. \$900,000
 - ▶ Fairview and Stow Canyon Traffic Signal & Intersection Impr. (Project No. 9124), approx. \$1,800,000
 - ▶ Rapid Flashing Beacons (RRFBs) Calle Real at Jenna (Project No. 9125), approx. \$220,000
 - ▶ Lake Los Carneros Pedestrian Bridge Removal (Project No. 9132), approx. \$1,100,000
 - ▶ Hollister Ave Sidewalk Improvement at Ellwood School (Project No. 9133), approx. \$1,050,000
 - ▶ Goleta Traffic Safety Study (GTSS) and Local Road Safety Plan (LRSP) (Project No. 9089) - \$353,700
 - ▶ Concrete Repair Project, approx. \$540,000
 - ▶ Hollister Avenue Complete Streets Corridor
 - ▶ Annual Pavement Rehabilitation Project approx. \$5,000,000 - \$7,000,000

* RRFB = Rectangular Rapid Flashing Beacon, PHB = Pedestrian Hybrid Beacon

The City has several CIPs that are currently under construction or are anticipated to be in the construction phase over the next year. These projects include, but are not limited to, Ekwill Street & Fowler Road Extensions, Hollister Avenue Bridge, San Jose Creek Bike Path – Middle Extent, Community Garden, Crosswalk at Calle Real/Fairview Center PHB, , and Hollister Avenue Old Town Interim Striping.

Long-term Liabilities and Debts

At fiscal year-end of 2020, the long-term liabilities reported by the City included compensated absences, successor agency settlement agreement, other post-employment benefits (OPEB) liability (retiree health care) and net pension liability. At June 30, 2020, the City reported a liability of \$3,064,002 for its proportionate share of the net pension liability and \$2,438,474 for total OPEB liability.

On September 24, 2018, the City agreed to a settlement agreement to transfer \$6,431,587 to the Successor Agency from the Goleta Redevelopment Agency. The City paid \$1,000,000 within 90 days of the settlement date and then pays \$775,941 annually by June 30th of each year for seven years. The 2011 Tax Allocation Bonds were refunded in full in the fiscal year ended June 30, 2020, with the issuance of the 2020 Tax Allocation Refunding Bonds by reducing the interest rate for a net present value of savings of \$8,874,835.

Opportunities for Shared Facilities

The City does not currently share facilities but does manage library services for the cities of Solvang and Buellton on a contract basis. The City does not pool or share revenues for libraries. The City has a Memorandum of Understanding with the American Red Cross for shelter services. There are four Red Cross emergency trailers deployed throughout the City. No other opportunities to do so have been identified by staff in the preparation of this report. Due to relative distance between the City and other communities, opportunities for shared facilities are limited. It is unlikely that a proposal would be feasible in the near future. Although, Fire Station 10 is underway being built as a City facility that County Fire will be able to operate from. The City paid for acquisition and is paying for development and construction along with some of the maintenance of the facility. The County will generally be paying for operations and some maintenance pursuant to the MOU and Easement Operating Agreement approved by both the City and the County. The City's sources of funds from: General Fund, Public Administration Development Fees, Fire Development Fees, Developer Agreements and County Fire Development Impact Fees, and will require additional to be determined funding.

ORGANIZATION

Governance

City of Goleta's governance authority is established under general law for Cities codified under Government Code Sections 34000. Cities are authorized to provide all municipal services. A five-member City Council governs the City of Goleta. The Mayor is directly elected and serves a four-year term. Beginning November, 2022, the City will be divided into four districts, and voters in each district will elect a City Councilmember who lives in their own district for a four-year term. There is no limit on the number of times a candidate can run for re-election to the City Council. The City operates under a City Manager form of government, which means that the City Council appoints a City Manager who is responsible to oversee the daily operations of the City. The City

Council provides policy direction to the City Manager who works with the City’s administration team and the citizens to implement the direction of the Council. Additionally, the City Council appoints a City Attorney to represent and advise the City Council on legal matters. The City employs approximately 114 full time and part time employees, and 24 hourly employees that manage the following professional and technical municipal services: General Government, Economic Development, General Services, Finance, Emergency Services, Business Licensing, Street Maintenance and Transportation Planning, Bikeways, Parks and Open Space Maintenance, Capital Improvement Program, Street Lighting, Stormwater Management, Engineering, Solid Waste, Planning, Land Use, Building & Safety, Code Compliance, Sustainability, Housing, Recreation & Parks, Administration, and Library Services. The City of Goleta contracts for Police services through the County Sheriff’s office. Fire Protection is by County Fire (Stations 10, 11, 12, & 14).

City of Goleta holds meetings every 1st and 3rd Tuesday of each month at 5:30 pm in the Council Chambers, 130 Cremona Drive, Suite B, Goleta. A current listing of City Council along with respective backgrounds follows.

City of Goleta Current Governing Council Roster			
Member	Position	Background	Years on Council
Paula Perotte	Mayor	Non-Profit	12
Kyle Richards	Mayor Pro Tem	Finance	6
Luz Reves-Martin	Council Member District 1	Public Affairs	2 mo
James Kyriaco	Council Member District 2	Government	4
Stuart Kasdin	Council Member	Professor	6

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

City of Goleta Website Checklist			
website accessed 7/25/23		https://Cityofgoleta.org	
Required			
		Yes	No
Government Code \$53087.8	Agency maintains a website with current contact information? (required for independent Special Districts by 1/1/2020)	X	
Government Code \$6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code \$54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code \$53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
The following criteria are recommended for agency websites by a number of governance associations and organizations.			
		Yes	No
Description of services?		X	
Service area map?		X	
Board meeting schedule?		X	
Budgets (past 3 years)?		X	
Audits (past 3 years)?		X	
List of elected officials and terms of office?		X	
List of key agency staff with contact information?		X	
Meeting agendas/minutes (last six months)?		X	
Notes: Goleta is a Council-governed agency it overlays. Refer to https://Cityofgoleta.org for the required checklist items.			

Survey Results

The City of Goleta conducts community surveys for input and feedback on City services. In 2018, the City conducted a survey to get feedback from residents about issues of importance within the City and to better understand how we were performing. In the prior Community Satisfaction Survey 2008, the City revealed the overall satisfaction rate was 65% and in 2018 year, the overall satisfaction rate was 82%.

City Survey Results are below:

Overall, 30% of residents had been in contact with City staff in the year prior to the interview.

Eighty-two percent (82%) of Goleta residents indicated they were either very (31%) or somewhat (51%) satisfied with the City's efforts to provide municipal services. Approximately 11% were very or somewhat dissatisfied, whereas 7% were unsure or unwilling to share their opinion.

When asked to prioritize among nine projects and programs that could receive funding in the future, improving the City's ability to operate in an environmentally sustainable way (78% high or medium priority), funding programs to reduce homelessness (75%), supporting the development of affordable

housing (71%), and making the City more bike and pedestrian-friendly (70%) were assigned the highest priorities.

Residents with recent staff contact provided high ratings for City staff across the three dimensions tested, with more than eight-in-ten residents indicating that Goleta staff are accessible (94%), professional (90%), and helpful (87%).

Overall, 79% of respondents indicated they were satisfied with the City's efforts to communicate with residents through newsletters, the Internet, local media, and other means. The remaining respondents were either dissatisfied with the City's efforts in this respect (12%) or unsure of their opinion (9%).

Respondents cited email and electronic newsletters as the most effective method for the City to communicate with them (90% very or somewhat effective), followed by the City's website (85%), direct mail (79%), text messages (76%), and a smart phone app (75%).

The survey indicated that two-thirds (2/3rds) of the respondents were satisfied with the City's communications.

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

City of Goleta Questionnaire, Revenues, Types of Service, and Resources

City of Goleta			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to City of Goleta at this time.

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S. City of Guadalupe

Agency Office: 918 Obispo Street,
Guadalupe, CA 93434
Phone: 805/356-3891
Fax: 805/343-5512
Email: tb@ci.gaudalupe.ca.us
Website: www.ci.gaudalupe.ca.us
City Administrator: Todd Bodem
Public Works: Dwayne Chisam

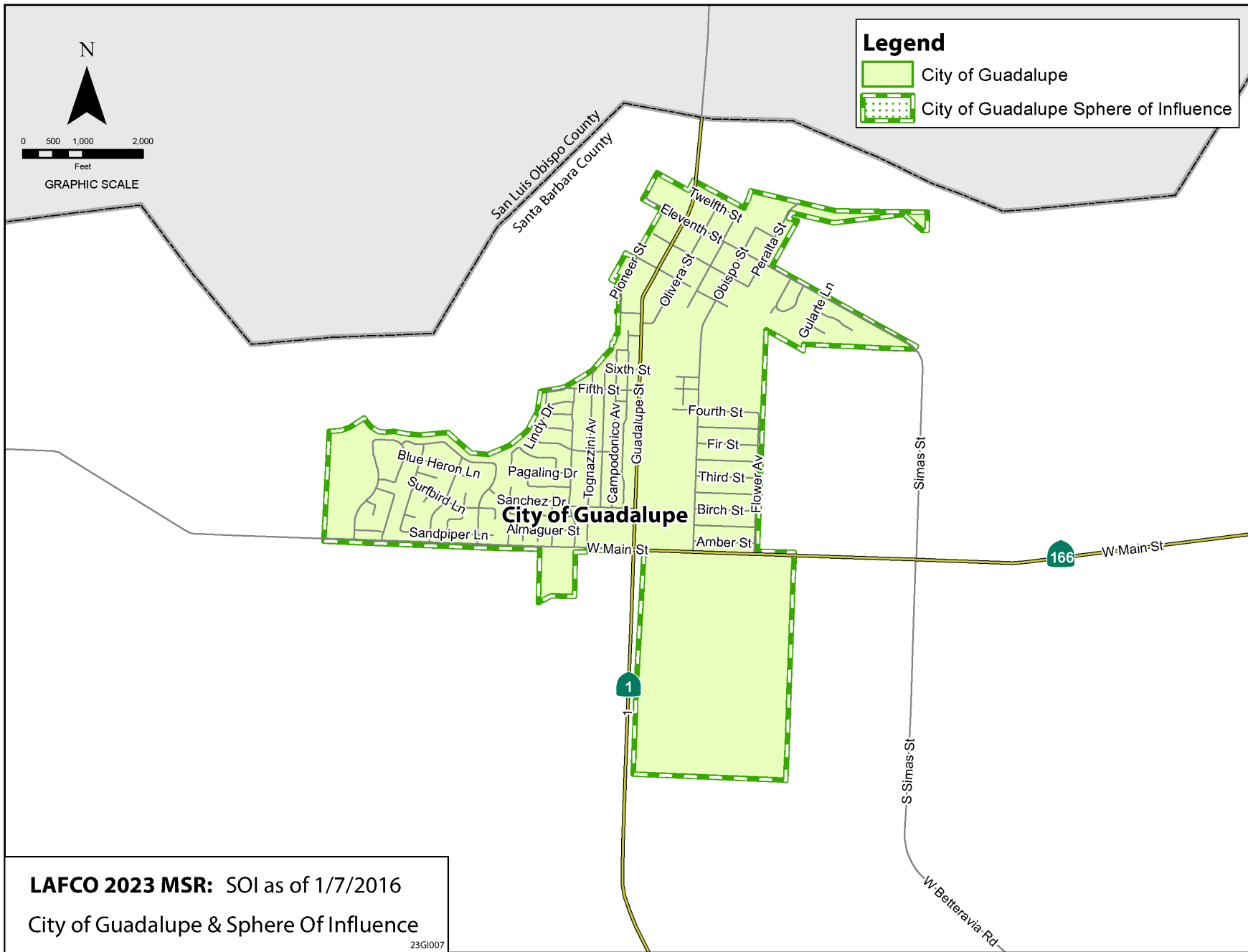
SUMMARY

The City of Guadalupe represents the rural area along northwest of Santa Barbara County. The City's boundaries cover a total of 1.31 square miles and include an estimated 8,544 residents (source: 2022 Department of Finance). The City provides lighting, road maintenance, street sweeping, transit, and parking services within City boundaries. The General Fund balance is \$485,622. The City receives a portion of the County's 1% base property tax of 13¢/\$1. The City receives financial support at a rate of approximately \$1,970 per resident and maintains a fund balance to assist with future needs. The City has financial procedures in place to ensure the preparation of timely agency audits. The most recent audit by the City was on June 30, 2022. The City boundaries and Sphere of Influence are the same and no plans to expand are being discussed.

BACKGROUND

The City of Guadalupe was incorporated in 1946. The City was established under general law for Cities codified under Government Code Section 34000. The City is about ten miles west of Santa Maria and to the west is the Guadalupe Dunes. State Highway US 1 runs right through town and US 101 is ten miles to the west. The City is governed by a five-member City council whose members are elected at large. It has a City manager form of government and is a full-service City, providing all essential City services.

The City of Guadalupe overlaps the Santa Maria Valley WCD, Cachuma RCD, Guadalupe Lighting Districts, Santa Maria Airport District, County Flood Control & Water Agency, and the Guadalupe Cemetery District.



OPERATIONS

The City of Guadalupe's Public Works Department is responsible for the management, operation and maintenance, of the City's infrastructure, which includes streets, curbs and gutters, sidewalks, parks, landscaping, street lighting, civic facilities, sewer system, storm drain system, and water systems. Street sweeping and transit services are provided by third party contract.

The Department's focus is on fixing and maintaining aging infrastructure and public facilities and planning to avoid unnecessary expansion projects. A number of capital improvements are planned for fiscal year 23-24 to the following facilities: streets, sidewalks, bicycle, and transit facilities. The City maintains separate funds for streets, transit, and lighting services.

The City employs approximately 49 full-time employees, two (2) part-time, two (2) interns, and two (2) contract employees that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Water Supply, Sewer/Wastewater, Engineering, Solid Waste, Planning & Land Use, Building & Fire Safety, Code Compliance, Police, Recreation & Parks, Library, Administration and Finance.

OPPORTUNITIES & CHALLENGES

The City of Guadalupe did not express any challenges related to transportation related services.

Governance Structure Options

The opportunities for new governance structures in Guadalupe are small. The City of Guadalupe is largely surrounded by farmland under Williamson Act land protection. For these reasons, it is unlikely that Guadalupe will annex additional land in the near future. The City of Santa Maria is the nearest community at least ten miles to the east. The Santa Maria River, located to the north of Guadalupe, has a floodplain which restricts development outside of the City's northern boundaries.

Regional Collaboration

The City also cooperates with the Santa Barbara County Association of Governments, County of Santa Barbara, and the Cities of Buellton, Goleta, Lompoc, Santa Barbara, Santa Maria, and Solvang for preparing a Regional Broadband Strategic Plan for the Santa Barbara County Region.

The City also participates in the County-wide Integrated Stormwater Resource Plan (SWRP) including eight cooperating entities- cities. Santa Barbara County Water Agency established in partnership with eighteen local water purveyors the Regional Water Efficiency Program (RWEP). The list of the 18 water purveyors include: City of Buellton, Carpinteria Valley Water

District, Casmalia Community Services District, Cuyama Community Services District, Goleta Water District, Golden State Water Company, Orcutt, City of Guadalupe, La Cumbre Mutual Water Company, City of Lompoc, Los Alamos Community Services District, Mission Hills Community Services District, Montecito Water District, City of Santa Barbara, City of Santa Maria, Santa Ynez River Conservation District ID #1, City of Solvang, Vandenberg Space Force Base, Vandenberg Village Community Services District.

The City of Guadalupe coordinates policing services with the Santa Maria Airport for patrol services. The Guadalupe City Council acts as the decision body for the Guadalupe Lighting District. Public transit services and facilities, such as the Guadalupe Flyer bus transit service, makes twelve round trips a day between Santa Maria and Guadalupe. Guadalupe is to connect to the dunes and Santa Maria by regional bicycle infrastructure.

Waste Management's Health Sanitation Service company division provides solid waste management services with weekly garbage collection and disposal. Unrecyclable solid waste from the City of Guadalupe is ultimately disposed at Tajiguas Sanitary Landfill, located in the City of Goleta.

The City of Guadalupe is a cooperating partner in the Regional Water Management Group and assisted in the County's Integrated Regional Water Management Plan. The City collaborates with other parties to manage the Santa Maria Valley Groundwater Basin. It is a participant in the State Water Project water supply received via Central Coast Water Authority and Polonio Pass Water Treatment Plant. The City also cooperates in the County-wide Integrated Stormwater Resources Plan including eight Cooperating Entities: five cities (Buellton, Carpinteria, Goleta, Guadalupe, and Solvang), two water districts (Carpinteria Valley and Montecito), and UCSB. The SWRP is a regional, watershed-based plan intended to improve the management of stormwater resources throughout Santa Barbara County by identifying water system improvements which increase user self-reliance on local water supplies.

SPHERE OF INFLUENCE & BOUNDARIES

The City of Guadalupe has no Sphere of Influence beyond City boundaries. The City's SOI and City boundary are considered coterminous. The City did not request expansion to their Sphere of Influence. No significant projects have been identified that would require City services at this time. Subsequent municipal service review reports will continue to monitor the City's need to expand their Sphere of Influence. A map of the City's Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

Guadalupe’s existing boundary spans approximately 1.31 square miles in size and covers 715 acres (parcels and public rights-of-ways) within a contiguous area with 100% incorporated and under the land use authority of the City. The City does not serve any parcels outside of its jurisdiction. The surrounding jurisdictional land is unincorporated and under the land use authority of the County of Santa Barbara. Overall, there are 3,800 registered voters within the jurisdictional boundary.

City of Guadalupe’s jurisdictional boundary spans 1.31 square miles with 100% being incorporated and under the land use authority of the City. The City does not serve any parcels outside of its jurisdiction.

City of Guadalupe Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Guadalupe	691	100.0%	2,205	3,800
Totals	691	100.0%	2,205	3,800

City of Guadalupe Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Guadalupe	691	100.0%	2,205	3,800
Totals	691	100.0%	2,205	3,800

Total assessed value (land and structure) is set at \$576.8 million as of April 2023, and translates to a per acre value ratio of \$834,820. The former amount further represents a per capita value of \$67,516 based on the estimated service population of 8,544. City of Guadalupe receives \$5.1 million in annual charges for services revenue generated within its jurisdictional boundary and operates as an enterprise for these services.

The jurisdictional boundary is currently divided into 2,205 legal parcels and spans 691 acres, with the remaining jurisdictional acreage consists of public right-of-way. Close to 98% of the parcel acreage is under private ownership with 93% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 49 vacant parcels that collectively total 103 acres. The jurisdictional boundary qualifies as a disadvantaged incorporated community.

Close to 98% of the jurisdictional boundary is under private ownership, and of this amount approximately 93% has been developed.

City of Guadalupe
Incorporation, Revenues, Attributes, Types of Service, and Resources

City Incorporation and Duties	
Incorporation Date	1946
Legal Authority	General Law pursuant to Article XI of the California Constitution, Sections 34000 et seq.
Mayor & Council Members	A five-member City Council elected at-large.
Agency Duties	Road Maintenance and Transportation Planning, Bikeways, Transit, Stormwater Management, Water Supply, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use, Building & Safety, Recreation & Parks, Library, Fire and Police, Code Compliance, Administration and Finance.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Guadalupe to be 7,654. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2050 in 2019. That report used a conservative trend-base allocation methodology estimating the City of Guadalupe to be 7,900 by 2020. Between 2010 and 2022, the population of Guadalupe increased by 1,464 people (17.1 percent; or 1.7 percent per year). There are approximately 1,912 households within the City. In contrast, County’s population increased by 5.7 percent between 2010 and 2022.

Demographics for the City are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey, which identified the largest age group represented in Guadalupe as 18 to 64 group at 55.5 percent. Approximately 8 percent of the population was in the 65 or older years age group and 36.5 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 4.4 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the largest ethnic group in Guadalupe, comprised 91.9 percent of the total population.

Projected Growth and Development

The City of Guadalupe General Plan serves as the City’s vision for long-term land use, development and growth, and provides the City’s vision within its Planning Area. The City’s General Plan was adopted in 2021. The Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period.

The current City of Guadalupe Housing Element (2019-2027) identifies an estimated growth rate of 1.2 percent within the City. The County’s Housing Element, covering the same period, estimates less than one percent growth in the surrounding unincorporated areas. The County’s General Plan covers the surrounding Guadalupe-Casmalia areas. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table S-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Guadalupe	7,080	7,266	8,293	9,309	9,660
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Guadalupe was \$58,449 in 2023, which qualifies the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining

environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the City of Guadalupe's Sphere of Influence does qualify under the definition of disadvantaged community for the present and probable need for public facilities and services within the service areas and contiguous to the Sphere of Influence as a disadvantaged community.

SERVICES

Overview

City of Guadalupe provides maintenance of the City's infrastructure, which includes streets, curbs and gutters, sidewalks, parks, landscaping, street lighting, and civic facilities services within City boundaries. The City Public Works Department is staffed by twelve (12) full-time employees, three (3) operate their water system, four (4) operate wastewater system, and three (3) maintenance workers manage the other services. A Public Works Director and Engineering Tech also operate out of the department. All other services provided by the City are not the primary focus of this report and will be discussed in greater detail under the appropriate future MSR Study.

ROAD CONDITION/MAINTENANCE

Maintenance

The Street Maintenance Program provides for the maintenance of all City streets and bridges. There are approximately 19 centerline miles of streets which also represents approximately 3.6 million square feet of pavement. Repairs of pavement potholes and traffic signing and striping are able to be performed by Street Maintenance Division staff on a daily basis.

The Pavement Management System provides for the systematic approach in prioritizing street pavement treatments such as repairs, maintenance, rehabilitation, and reconstruction. Update to the PMS was completed in November 2019 and is valid for five years. The figure on the next page provides a snapshot of the pavement conditions.



Figure 2.4.2 Project Area

Key

- State Highway
- Connector
- Local Neighborhood Road/Rural Road
- Alley
- Bus Route and Bus Stops
- Primary Focus Area

LIGHTING

Maintenance

The majority of the public street lights are owned, operated, and maintained by Pacific Gas & Electric (PG&E). Decorative street lights are owned, operated, and maintained by the City, while PG&E provides the power. The street lights are located within the Pasadera Landscaping and

Lighting District located along the southern boundary of the City, and the properties immediately west, south, and east and other citywide district such as Point Sal Dunes and Riverview created benefit assessment district as well. All public street lights and traffic signals are maintained on an as needed basis. The City establish two overall benefit zones for Pasadera including Zone A and Zone B with its sub-zones.

Zone A comprises that portion of the parcels within District located on the south side of Main Street and north of Buena Vista Road. The properties in this Zone are primarily identified as non-residential properties, but also incorporates a drainage basin and pump station in the northeast corner of the District for which the landscaping will be maintained by the District.

Zone B comprises that portion of the parcels within District located south of Buena Vista Road. The properties in this Zone are primarily identified as residential properties (single family residential parcels and planned residential developments), but also includes a future public-school site, various park and recreational areas, and various landscape improvements to be maintained by the District.

Point Sal Dunes and Riverview are not included in the Guadalupe Lighting District as they have their own lighting district within the City. The anticipated FY 2023-24 costs are \$17,726.66 for Point Sal Dunes (254 parcels) or \$69.79 per parcel and \$6,020.00 for Riverview (50 parcels) or \$120.40 per parcel.

STREET SWEEPING

Maintenance

The street sweeping is conducted under contract by third party.

STREET LANDSCAPING

Maintenance

Streetscape enhancements are pedestrian improvements beyond the minimum standard that help to create an enhanced pedestrian experience and contribute to the overall livability of the city. Streetscape enhancements generally include pedestrian-scaled lighting, street trees and landscaping, street furniture, colored or decorative paving, and decorative crosswalks. In addition, traffic calming measures are often employed to reduce crossing distances and traffic speeds and increase visibility of pedestrians crossing the street. Guadalupe's existing pedestrian network is comprised of sidewalks and a pedestrian bridge over the railroad at the intersection of Pacheco and Ninth Street. Currently there are no separate pedestrian paths within the city. Most streets within the city have concrete sidewalks along both sides of the street. However, there are several areas where there are gaps in the sidewalk network. Some streets such as Eleventh Street, Flower Avenue, Obispo Street, and Main Street do not necessitate sidewalks along the portions

that border agricultural or industrial parcels. Landscaping, including trees and planters, exist within the city along Guadalupe Street/Highway 1, Main Street, and in some residential neighborhoods. Bulb-outs are present at multiple locations along Guadalupe Street/Highway 1 and a single bench resides at the intersection with Tenth Street. The City's adopted a Bicycle and Pedestrian Master Plan made recommendations for facility improvements and programs to enhance pedestrian environment as follows:

#	Proposed Improvements
Sidewalks and Paths	
P.1	Add sidewalk along the east side of Guadalupe Street/Highway 1 between Olivera Street and Main Street/Highway 166
P.2	Add sidewalk along the northwest side of Olivera Street between Ninth Street and Guadalupe Street/Highway 1
P.3	Add sidewalk along the southeastern side of Eleventh Street between Gularte Lane and Simas Road
P.4	Add sidewalk along the south side of Main Street/Highway 166 between Kermit McKenzie Jr. High and the eastern city limits
P.5	Add sidewalk along Fifth Street just west of Tognazzini Avenue
P.6	Add sidewalk along Seventh Street
P.7	Add sidewalk along Rubio Street
P.8	Add sidewalk along Pacheco Street just south of Ninth Street
P.9	Add sidewalk along the west side Peralta Street between Eleventh and Twelfth Street
P.10	Add a walking path with emergency access in the Ninth Street wetland complex
Crosswalks (at Controlled Intersections Only)	
P.11	Add painted crosswalks at the intersections of Main Street/Highway 166 and Flower Avenue (if a signal control is installed), Obispo Street, Guadalupe Street/Highway 1, Pioneer Street, Julia Drive, Nelson Drive, Point Sal Dunes Way, Pacific Dunes Way, Santa Barbara Street, and Calle Cesar E Chavez
P.12	Add painted crosswalks at the intersections of Second Street and Guadalupe Street/Highway 1 and Tognazzini Avenue
P.13	Add painted crosswalks at the intersections of Third Street and Pioneer Street, Tognazzini Avenue, and Campodonico Avenue
P.14	Add painted crosswalks at the intersections of Fifth Street and Tognazzini Avenue, Campodonico Avenue, and Guadalupe Street/Highway 1
P.15	Add painted crosswalks at the intersection of Sixth Street and Guadalupe Street/Highway 1
P.16	Add painted crosswalks at the intersections of Ninth Street and Olivera Street and Obispo Street
P.17	Add painted crosswalks at the intersections of Tenth Street and Guadalupe Street/Highway 1, Olivera Street, and Obispo Street
P.18	Add painted crosswalks at the intersection of Eleventh Street and Olivera Street
P.19	Add painted crosswalks at the intersection of Hernandez Drive and Pioneer Street

TRANSIT

Maintenance

In 2020, the City of Guadalupe engaged Moore & Associates, Inc. to prepare a Short-Range Transit Plan (SRTP) to guide the development of transit services in the City. Existing transit services in Guadalupe, including the Flyer fixed-route service, the Shuttle demand-response service, and the ADA Paratransit service. All operations are contracted to the Santa Maria Organization of Transportation Helpers (SMOOTH).

The Guadalupe Flyer is fixed-route bus service open to the general public. The Flyer features a single-direction loop within Guadalupe as well as a bi-directional route segment linking Guadalupe with the Santa Maria Transit Center (400 Boone Street, Santa Maria). The local portion of the route serves 12 stops within Guadalupe, including the Amtrak station. Within Santa Maria, the route serves the transit center as well as two additional locations along Highway 166. The route operates on 75-minute headways.

The service operates from 6:15 a.m. to 7:50 p.m. Monday through Saturday, offering 11 round trips that originate and terminate in Santa Maria. Sunday service operates from 8:45 a.m. to 6:35 p.m., offering eight round trips. Sunday service is also operated on Presidents Day, Memorial Day, and Labor Day holidays. The service does not operate on New Year's Day, Easter Sunday, Independence Day, Thanksgiving Day, and Christmas Day.

The base one-way fare is \$1.50. Reduced fares are available for students, seniors age 60 and older, and persons with disabilities. Monthly unlimited use passes and a punch pass are also available.

The Guadalupe Shuttle is a shared-ride, reservation-based service open to the general public. The Shuttle operates solely within Guadalupe and ride requests are honored on an as-received basis. The Shuttle operates from 10:00 a.m. to 4:00 p.m. Monday through Friday. The service does not operate on New Year's Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

The base one-way fare is fifty cents. A reduced fare (25 cents) is available to students, seniors age 60 and older, and persons with disabilities. Up to three children under age six ride free with a fare-paying customer.

A complementary paratransit program serving ADA-certified individuals is provided for those needing to travel within $\frac{3}{4}$ mile of the Guadalupe Flyer route, including destinations in Santa Maria and Orcutt. Service is provided in Guadalupe, Santa Maria, and the unincorporated community of Orcutt. This is a shared-ride, reservation-based service operating seven days/week during the same hours as the Guadalupe Flyer.

Fares for the ADA service are three dollars per trip, or six dollars for a round trip. Trips can be scheduled up to 14 days in advance, and the service allows the scheduling of subscription (repeat) trips. SMOOTH is responsible for verifying eligibility for the ADA service, which it handles through an in-house application process. Any denials may be appealed through an established appeals process.

PARKING

Maintenance

The City adopted a parking ordinance 2023-510 to alleviate traffic congestion during school hours at Mary Buren Elementary and are continuing to work with the school district concerning a traffic plan. Generally parking is allowed as on-street city-wide, there are two Public parking lots. Some street parking spaces are designated as limited parking or employee parking only along Obispo Street in front of City Hall via by permit including 12-spaces during hours of 7:00 am to 5:00 pm, four of these are limited to 20-minutes. The two parking lots have approximately 60 spaces located at City Hall and Amtrak Station.

BIKEWAYS

Maintenance

The current bicycle network within Guadalupe is minimal with several areas requiring improvement. The City adopted a Bicycle and Pedestrian Master Plan in 2014 that outlines the existing network and recommended improvements. Guadalupe's existing bicycle network provides a total of three miles of bikeways, including one mile of Class II bike lanes and two miles of Class III bike routes. The one mile of Class II bike lanes is located along Guadalupe Street/Highway 1, north of Main Street/Highway 166 to the city limits (see Figure 3-5). South of Main Street/Highway 166, this Class II bike lane along Guadalupe Street/Highway 1 turns into a Class III bike route. This bikeway along Guadalupe Street/Highway 1 is part of the California Pacific Coast Bicycle Route, running the entire length of the State of California.

Main Street/Highway 166 is an east-west corridor that is designated as a Class III bike route within the City limits. There are no existing pave markings associated with this route and no signage within the City limits. There are currently no other designated bikeways within the city.

Short term bicycle parking, in the form of bike racks, is available in several locations throughout the city. Currently there are no long-term bicycle parking facilities (i.e., bike lockers) in Guadalupe. The recommended bikeway network is a backbone of primary routes within the city. Proposed locations for bicycle infrastructure improvements are listed below:

#	Proposed Improvements
Bikeway Improvements	
B.1	Re-stripe existing Class II bike lanes and pavement markings along Guadalupe Street/Highway 1
B.2	Add Class II bike lanes and appropriate signage along both sides of Main Street/Highway 166 within the city limits
B.3	Add Class II bike lanes and appropriate signage along the extension of Obispo Street through the DJ Farms Specific Plan area, consistent with the approved specific plan
B.4	Add a Class III bike route and appropriate signage along Obispo Street between Eleventh Street and Main Street/Highway 166
B.5	Add a Class III bike route and appropriate signage along the entire length of Eleventh Street within the city limits
B.6	Add a railroad overcrossing connecting Fourth Street to Guadalupe Street/Highway 1
B.7	Add a railroad overcrossing within the DJ Farms Specific Plan area as identified in the approved DJ Farms Specific Plan
Bicycle Parking	
B.8	Add short-term (Class II) bicycle parking in the downtown, at identified bus stops (see B.13), and at other key locations including the library and Amtrak station
B.9	Add long-term (Class I) bicycle parking at the Amtrak station
Signage	
B.10	Add directional way-finding signage to community and regional attractions
Bicycle Support Facilities	
B.11	Add a do-it-yourself bicycle repair station in the downtown
B.12	Add public restrooms at or near the Amtrak station

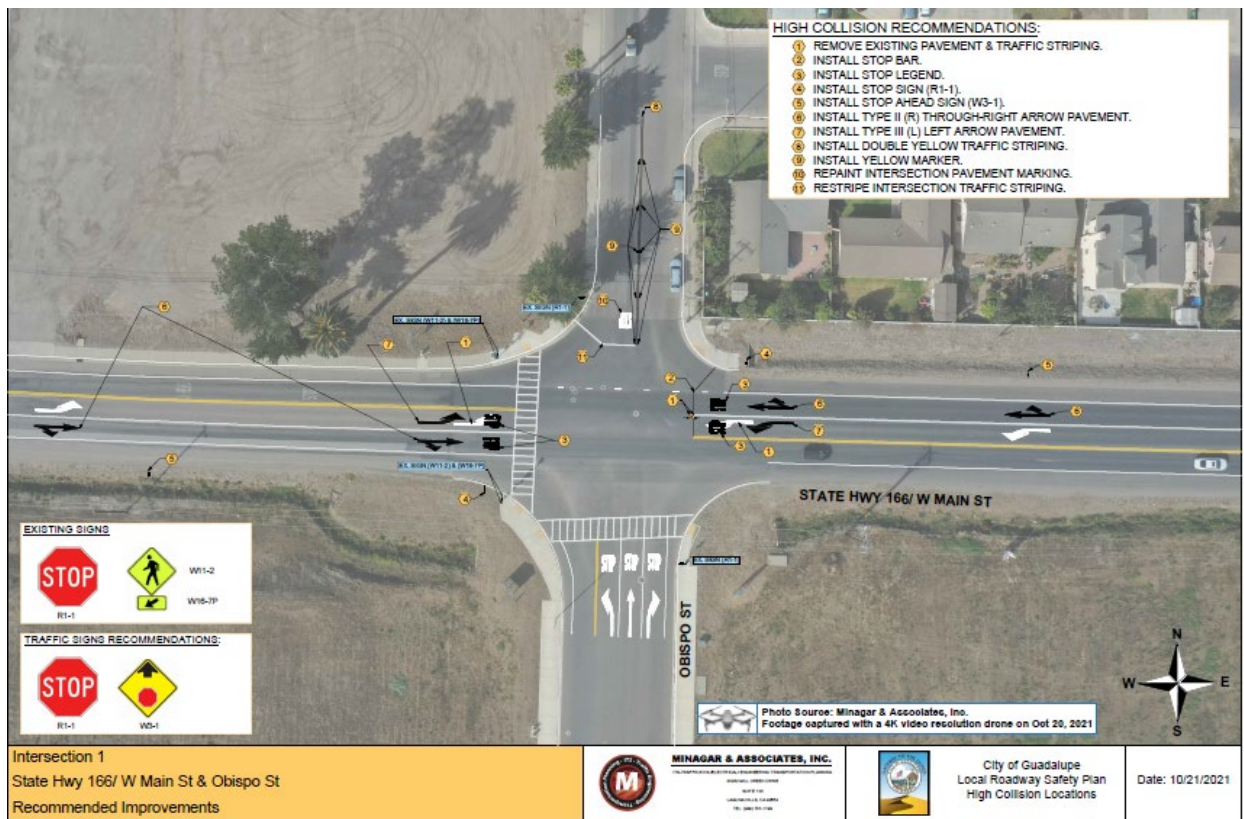
SBCAG REGIONAL TRANSPORTATION PLAN, 2021

The most recent RTP, Sustainable Communities Strategy Connected 2050, acts as a blueprint for a transportation system that addresses transportation projects that would meet access and mobility needs. The 2021 Regional Transportation Plan (2021 RTP) is intended to be a comprehensive Plan guiding transportation policy for the region and would assist in making recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling.

Regional Improvements. According to the Santa Barbara County Association of Government’s (SBCAG) 2021 Regional Transportation Plan a steady traffic volume on State Highway 1 is projected from the 2021 number of 6,800 average daily trips until 2050. The Level of Service in the Guadalupe area on State Highway 1 is expected to remain the same at a LOS C. The City of Guadalupe is forecast to increase in population by 20-percent by 2050. On SR 166 Level of Service is expected to increase from a LOS D to LOS C. With intersection improvements on SR 166 at SR 1, Black Road, and US 101 to improve operations to and from SR 166 are needed.

State Route 166 Corridor. The City is bisected by State Route 166 Corridor. In 2021, this highway carried Annual Average Daily Trips (AADT) of 3,800 (2021 Caltrans counts; website). Volumes remain steady with volume coming from local, agricultural traffic, and semi-regional sources. This segment carries hazardous material and agricultural products traffic as well as interregional and local traffic. Interchange along the SR 166 corridor, has seen a fair number of collisions. The City of Guadalupe has adopted a Local Roadway Safety Plan. Recommended improvements for high

collision intersection of SR 166, Main Street, and Obispo Street were identified. The project's total cost is estimated at \$10,368 which does not include the design and engineering costs.



SBCAG Board adopts a Program of Projects (POP) identifying all transportation projects to be funded with Measure A revenues during the next five fiscal years, FY 23/24 through FY 27/28. The City of Guadalupe's local allocation equals \$3.3 million. The following are summaries of expenditures by Buellton for the five-year Program of Project period.

- Available Measure A 5-year Revenue: \$3.3 million
- Adopted Measure A 5-year Expenditures: \$4.4 million (includes carry-over funding)
- Top LSTI expenditures: Street Maintenance and Alternative Transportation
- Other Revenues included in POP: \$3.1 million
- Required Alternative Transportation Percentage: 5%

CITY OF GUADALUPE	FY 21/22 Actual	Measure A Revenues							Other Revenues					Total Programmed	
		Carry-over Measure A	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Total	Regional Measure A	Measure D	Local	State	Federal		Total
Street Maintenance															
• Road slurry/reconstruction	\$517	\$802.0	\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$1,302.0			\$260.0	\$2,140.0	\$592.0	\$2,992.0	\$4,294.0
• Regular maintenance	\$378	\$0.0	\$485.5	\$498.0	\$532.9	\$570.2	\$610.1	\$2,676.7						\$0.0	\$2,676.7
• Roadway drainage facilities			\$40.0	\$40.0	\$40.0	\$40.0	\$40.0	\$200.0						\$0.0	\$200.0
Alternative Transportation (Percentage to be met by FY 24/25: 5%)															
• Sidewalks		\$127.0	\$8.0	\$35.0	\$35.0	\$8.0	\$28.0	\$241.0						\$0.0	\$241.0
• 11th Street Safe Routes to School								\$0.0			\$17.0	\$44.0		\$61.0	\$61.0
								\$0.0							
ALTERNATIVE TRANSPORTATION TOTAL	\$0.0	\$127.0	\$8.0	\$35.0	\$35.0	\$8.0	\$28.0	\$241.0	\$0.0	\$0.0	\$17.0	\$44.0	\$0.0	\$61.0	\$302.0
TOTAL CITY OF GUADALUPE EXPENDITURES	\$895.0	\$929.0	\$613.5	\$673.0	\$707.9	\$718.2	\$778.1	\$4,419.7	\$0.0	\$0.0	\$294.0	\$2,228.0	\$592.0	\$3,114.0	\$7,533.7

City of Guadalupe Incorporation, Revenues, Attributes, Types of Service, and Resources

Attributes	
City Limits (est. square miles)	1.31
Population (2022 estimated)	8,544
Assessed Valuation (FY 21-22: Includes City only)	\$576,860,795
Number of centerline miles, street lights, parking lots, bus stops, and bikeway miles	19 miles 243 lights 60 spots 13 stops 3 bike lane miles
Regular Financial Audits	Every Year
Average Annual Revenue Per Capita (FY 21-22)	\$1,970
Average Portion of County 1% Property Tax Received	13¢/\$1
Ending General Fund Balance (June 2022)	\$485,622
Change in General Fund Balance (from June 2017 to June 2022)	79%
Total Fund Balance/Annual Revenue Total (FY 21-22)	4.5%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing DOF Table E4, Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from City Audit; Other information from City.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	X
Street Beautification	X
Transit	X
Airport	-
Parking	X
Other	X

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	6	0.07
Emergency Operators	0	0
Street/Transit Personnel	2	0.02
Administrative Personnel	0	0
Other City Staff	35	4.22

Guadalupe has a total of six (6) permanent employees providing water and wastewater services and two (2) shared employees (between streets and transit) providing stormwater maintenance all managed under the Public Works Director.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
Operator Supervisor (1)	16	16
Operator I (1)	5	1
Wastewater Supervisor (1)	5	3
Operator II (1)	5	1
Public Works Director (1)	26	3
Other City Staff	N/A	N/A

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained, swept per month, street light service calls resolved, bikeways and transit services.

Pavement System

The Pavement Management System showed that the City's overall average PCI is 79.

Functional Classification	Centerline Miles	Lane Miles	Pavement Area (sq. ft.)	Percent of System	Average PCI
Arterial	1.83	3.66	357,448	9.66%	71
Collector	2.73	5.46	589,434	15.92%	68
Residential	13.50	26.92	2,631,478	71.31%	82
Other	1.18	2.36	115,270	3.11%	79
Totals	19.24	38.40	3,693,630	100.00%	79

To maintain the current PCI of 79, it is projected that an average funding level of \$775K/YR is necessary. At this funding level the backlog of deferred maintenance grows from \$5.3 million to \$5.4 million, an increase of 2%. Maintaining the current funding level of approximately \$350K/Yr annually is projected to result in a PCI loss of 5 points in 5 years to a PCI of 74.

Bikeways

The current bicycle network within Guadalupe is minimal with several areas requiring improvement. As described by the community survey, 59 percent of respondents are concerned about conflicts with motorists and 58 percent of respondents indicated that designated and continuous bicycle lanes would encourage them to bike within the city. The existing Class II bike lane along Guadalupe Street/Highway 1 is faded and should be re-striped and maintained to provide greater visual awareness to motorists along the highway. In addition, bikeways should be added along major travel corridors within the city and should maintain consistency with the state and regional bikeway network in order to provide better connectivity to surrounding areas. During the planning process, community members and other stakeholders also expressed a need for a railroad overcrossing at Fourth Street to improve connectivity and emergency access between the east and west portions of the city.

Transit Services

Overall, ridership on all three services had generally been trending down between FY 2018/19 and the first half of FY 2019/20. Ridership on both the Flyer and Shuttle peaked in October 2018 and dipped to pre-COVID1 lows in July 2019 (Shuttle) and December 2019 (Flyer). ADA Paratransit ridership peaked in August 2018 and saw its pre-COVID low point in February 2020.

Operating costs and fare revenues for FY 2019/20 are divided between fixed-route and demand-response modes based on percentage of vehicle service hours. As a result, 90 percent of costs are included under fixed-route and 10 percent under demand-response. Performance data from FY 2017/18 and FY 2018/19 is taken from the City's most recent Triennial Performance Audit.

In FY 2018/19, the fixed-route services saw an increase in operating cost and an 11.4 percent decrease in ridership. In FY 2019/20, ridership declined 26.8 percent, which was accompanied by a corresponding decrease in fare revenue.

ADA Paratransit, which had experienced a 41 percent ridership increase in FY 2018/19, saw a 33.9 percent decrease in FY 2019/20. As a result, ridership had a net decrease of just 6.8 percent between FY 2017/18 and FY 2019/20. The decrease in vehicle service hours in FY 2019/20 was consistent with the decrease in ridership. As a result, passengers per vehicle service hour remained fairly consistent with FY 2018/19.

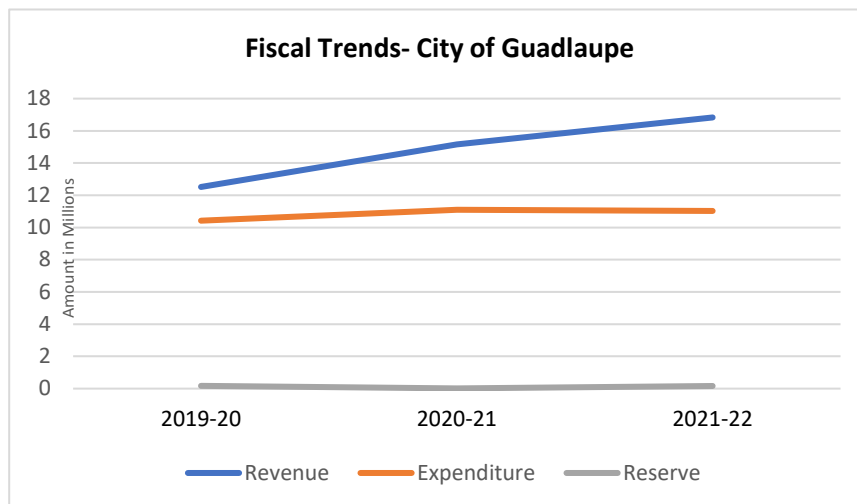
FINANCES

The City prepares an annual budget and financial statement, which includes details for each of its government and enterprise funds. The City maintains a separate enterprise fund for water and wastewater services and transit, meaning that charges for services are intended to pay for the costs of providing such services. The City received \$99,777 from CARES Act in FY 2021 and received American Rescue Plan funds in fiscal year 2022.

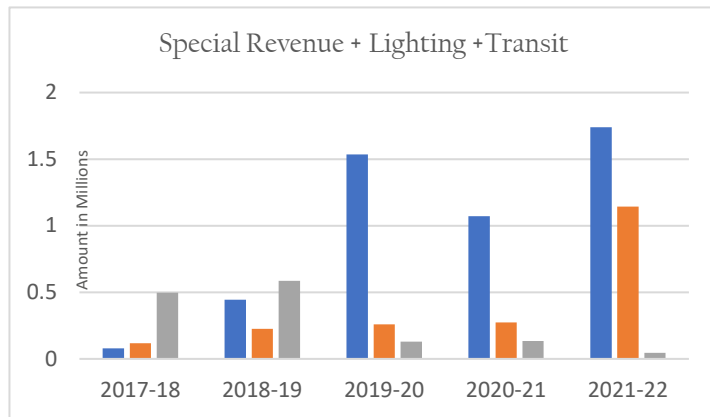
City Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property tax	\$1,740,033	11.4%	\$1,954,091	11.6%
Sales & use tax	\$811,141	5.4%	\$1,330,009	7.9%
Utility User tax	\$480,619	3.2%	\$503,050	3.0%
Other taxes	\$544,711	3.6%	\$547,954	3.3%
Charges for services	\$6,038,041	39.9%	\$6,754,490	40.1%
Grants & contributions	\$5,183,017	34.2%	\$5,254,463	31.2%
Interest	\$170,365	1.1%	\$18,824	0.1%
Miscellaneous	\$183,118	1.2%	\$468,010	2.8%
Revenue total	\$15,151,045	100.0%	\$16,830,891	100.0%

Fiscal Indicators

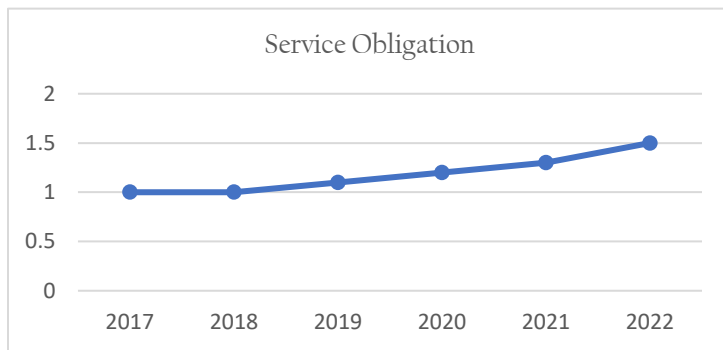
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the City’s expenditures have remained stable in comparison to slight increase in revenues. The increase in revenues were primarily due to increase in grant funding/contributions and sales tax. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.



CITY OF GUADALUPE



This indicator addresses the extent to which special revenue funds covered expenses. Special Revenue Funds includes traffic mitigation, gas tax, Measure A Fund, and Local Transportation Fund as the primary funding source for transportation services. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures

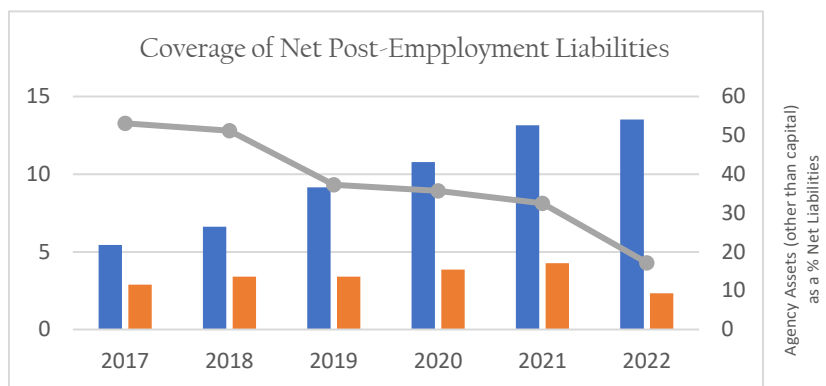
Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 8,661,435	\$ 8,275,638	1.0
2018	\$ 10,249,961	\$ 9,431,893	1.0
2019	\$ 11,675,687	\$ 10,142,881	1.1
2020	\$ 12,517,343	\$ 10,423,984	1.2
2021	\$ 15,151,045	\$ 11,101,191	1.3
2022	\$ 16,830,891	\$ 11,021,825	1.5

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

	2019	2020	2021	2022	Trend
Pension					
Funded ratio (plan assets as a % of plan liabilities)	75%	75%	75%	88%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 3,050,995	\$ 3,387,991	\$ 3,782,088	\$ 1,935,887	
Other Post-Employment Benefits (OPEB)					
Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting			0%	
Net liability, OPEB (plan liabilities - plan assets)				\$ 403,579	

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$5,441,320	\$6,622,538	\$9,152,070	\$10,778,989	\$13,149,970	\$13,527,600
Net Liabilities (pension & OPEB)	\$2,891,293	\$3,395,162	\$3,413,998	\$3,858,739	\$4,276,907	\$2,339,466

Pension Obligations and Payments

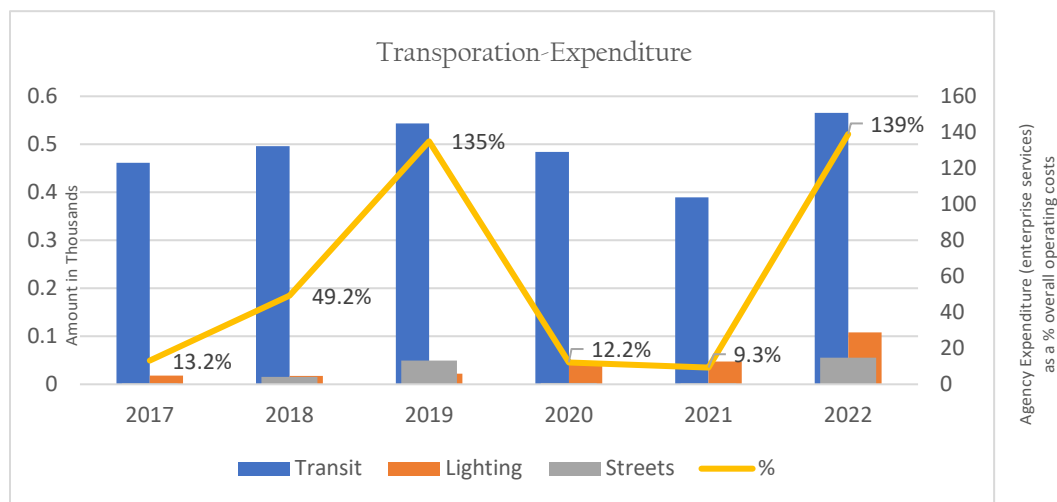
The City offers all qualified permanent and probationary employees who are eligible to participate in the Defined Benefit Pension Plan (Plan) administered by the California Public Employees' Retirement System (CalPERS). The City sponsors four rate plans: two miscellaneous and two safety plans. As of June 30, 2022, the City reported a net pension liability for its proportionate share of the net pension liability of \$1,935,887.

OPEB Obligations and Payments

The City benefit payments are recognized when currently due and payable in accordance with the benefit terms on a pay-as-you-go basis and sets its maximum monthly and contribution rates for health insurance to the PEMHCA statutory minimum. The City entered the PERS medical insurance program in 1990 under the Public Employees Medical and Hospital Care Act (PEMHCA). The City provides post-employment health care insurance to all employees who retire from the City on or after attaining age 50 with at least 5 years of PERS credited service. Employees covered under PERS on or after January 1, 2013, the eligibility requirements are attaining age 52 and 5 years of PERS credited service. Benefits are paid for the lifetime of the retiree, spouse or surviving spouse, and dependents up to the age of 65. The City's OPEB Plan does not issue a publicly available financial report.

Enterprise & Non-Enterprise Funding

The City budget includes street, lighting, and transit services for business type activities. In FY 2020/2021, the City's actual budget expense was \$1.04 million and increased that to \$1.5 million for FY 2021/2022 and \$4.8 million for FY 2022-2023. The following chart shows a six-year trend. The graph below shows the current financial trend in thousands. This indicator provides a measurement of the agency's expenditure over time.



Asset Maintenance and Repair

The City prepares an Annual Work Program for maintenance, repair or replace equipment, facilities, or City owned property. The City's maintenance from 2022 to 2024 list includes American Legion repairs (\$70,000), Auditorium Stage and Chambers Repairs (\$20,000), City Hall (\$130,000), Senior Center (\$10,000). Much of these repairs would be funded by American Rescue Plan Act (ARPA) allocation. The police and fire departments have included some maintenance budget for vehicles and equipment replacement of this time frame.

Capital Improvements

The City has a capital improvement plan (CIP), adopted each year CIP projects improvements and costs. The 2023-2024 Guadalupe Annual Work Program includes over \$31 million of maintenance and upgrades to the streets, bike paths, parks and buildings, and water and wastewater. Major improvements identified include street rehabilitation (\$1,700,000), EV Charging Stations (\$1,616,247), two new Electric Buses (\$2,152,072), and rehab of W. Main St west of Pioneer and 12th Street (\$887,000). A list of CIP projects for FY 23-24 are listed below.

Projects Budgeted or Estimated 2023 to 2024

- ▶ Sidewalk repairs - \$100,000
- ▶ PSHH Pedestrian Improvements (Gularte St, reimburse Developer) - \$179,537
- ▶ Street Rehabilitation FY 22/23 - \$1,700,000
- ▶ Storm drain Trash Amendments improvements - \$90,000
- ▶ Street Rehab FY 23/24 (W. Main west of Pioneer, 12thSt - \$887,000
- ▶ 2 Electric Service Trucks - \$90,000
- ▶ EV Charging Stations - \$1,616,247
- ▶ Amtrak Train Station Rehab design - \$494,553
- ▶ 2 bus shelters-Transit Infrastructure - \$13,000
- ▶ Electric van - \$291,476
- ▶ 2 new electric buses - \$2,152,072
- ▶ 308 Obispo St Site Improvements - \$1,061,528

Long-term Liabilities and Debts

The City leases vehicles and equipment under capital leases with terms that expire in December 2021. Compensated absences in the governmental funds are generally liquidated by the General Fund on a pay as you go basis. On December 21, 2000, the City issued certificates of participation

through the Guadalupe Financing Authority which were purchased by the US Department of Agriculture (USDA) Rural Utilities Service (RUS), amounting to \$1,429,800, in an agreement which included a grant of \$875,200 for water and sewer line replacement. The certificates of participation bear interest at 4.5% per annum, with principal and interest payments due semiannually through August 1, 2040. At June 30, 2022, the principal balance outstanding was \$960,240.

On July 27, 2005, the City issued certificates of participation which were purchased by the US Department of Agriculture (USDA) Rural Utilities Service (RUS), amounting to \$1,203,900 and in an agreement, the City has pledged tax increment revenues for the payment of debt service. The certificates of participation bear interest at 4.125% per annum, with principal and interest payments due semiannually through July 28, 2035. At June 30, 2021, the principal balance outstanding was \$780,109.

Opportunities for Shared Facilities

The City does not currently share facilities with other agencies. Limited dispatch and airport patrol is shared with the City of Santa Maria. It has been identified by staff or in the preparation of this report that Guadalupe does not have any opportunities to do so. Due to relative distance between the City and other communities, opportunities for shared facilities are limited. It is unlikely that a proposal would be feasible in the near future.

ORGANIZATION

Governance

City of Guadalupe's governance authority is established under general law for Cities codified under Government Code Sections 34000. Cities are authorized to provide all municipal services. A five-member City Council, elected at-large, governs the City of Guadalupe. Every two years, the citizens elect a Mayor for a period of two years. There is no limit on the number of times a candidate can run for re-election to the City Council. The City operates under the Council-Manager form of government, which means that the City Council appoints a City manager who is responsible to oversee the daily operations of the City. The City Council provides policy direction to the City Manager who works with the City's administration team and the citizens to implement the direction of the Council. Additionally, the City Council appoints a City Attorney to represent and advise the City Council on legal matters, a five-member Planning Commission and Recreation Commission. The City employs approximately 41 full-time employees, two (2) part-time, two (2) interns, and two (2) contract employees that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Transit, Stormwater Management, Water Supply, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use, Building & Safety, Recreation & Parks, Library, Fire and Police, Administration and Finance.

City of Guadalupe holds meetings every 2nd and 4th Tuesday of each month at 6:00 pm in the Council Chambers, 918 Obispo Street, Guadalupe. A current listing of City Council along with respective backgrounds follows.

City of Guadalupe Current Governing Council Roster			
Member	Position	Background	Years on Council
Ariston Julian	Mayor	Facility Director	10
Eugene Costa Jr.	Mayor Pro Tem	School Custodian	5
Megan Lizalde	Council Member	Library Technician	1
Christina Hernandez	Council Member	Non-Profit	2
Gilbert Robles	Council Member	Self Employed	3

Website Transparency

The table, below and on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

City of Guadalupe Website Checklist website accessed 7/25/23 https://ci.guadalupe.ca.us			
Required			
		Yes	No
Government Code §53087.8	Agency maintains a website with current contact information? (required for independent Special Districts by 1/1/2020)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?		X
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?		X

<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>		
	<i>Yes</i>	<i>No</i>
Description of services?	X	
Service area map?	X	
Board meeting schedule?	X	
Budgets (past 3 years)?	X	
Audits (past 3 years)?	X	
List of elected officials and terms of office?		X
List of key agency staff with contact information?	X	
Meeting agendas/minutes (last six months)?	X	
<i>Notes: Guadalupe is a Council-governed agency it overlays. Refer to https://ci.guadalupe.ca.us for the required checklist items.</i>		

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

City of Guadalupe Questionnaire, Revenues, Types of Service, and Resources

City of Guadalupe			
Questions	Responses by Response		
	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to City of Guadalupe at this time.

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T. City of Lompoc

Agency Office: 100 Civic Center Plaza,
Lompoc, CA 93436
Phone: 805/736-1261
Fax: 805/736-5347
Email: d_albro@ci.lompoc.ca.us
Website: www.Cityoflompoc.com
City Manager: Dean Albro
PW Director: Michael Luther

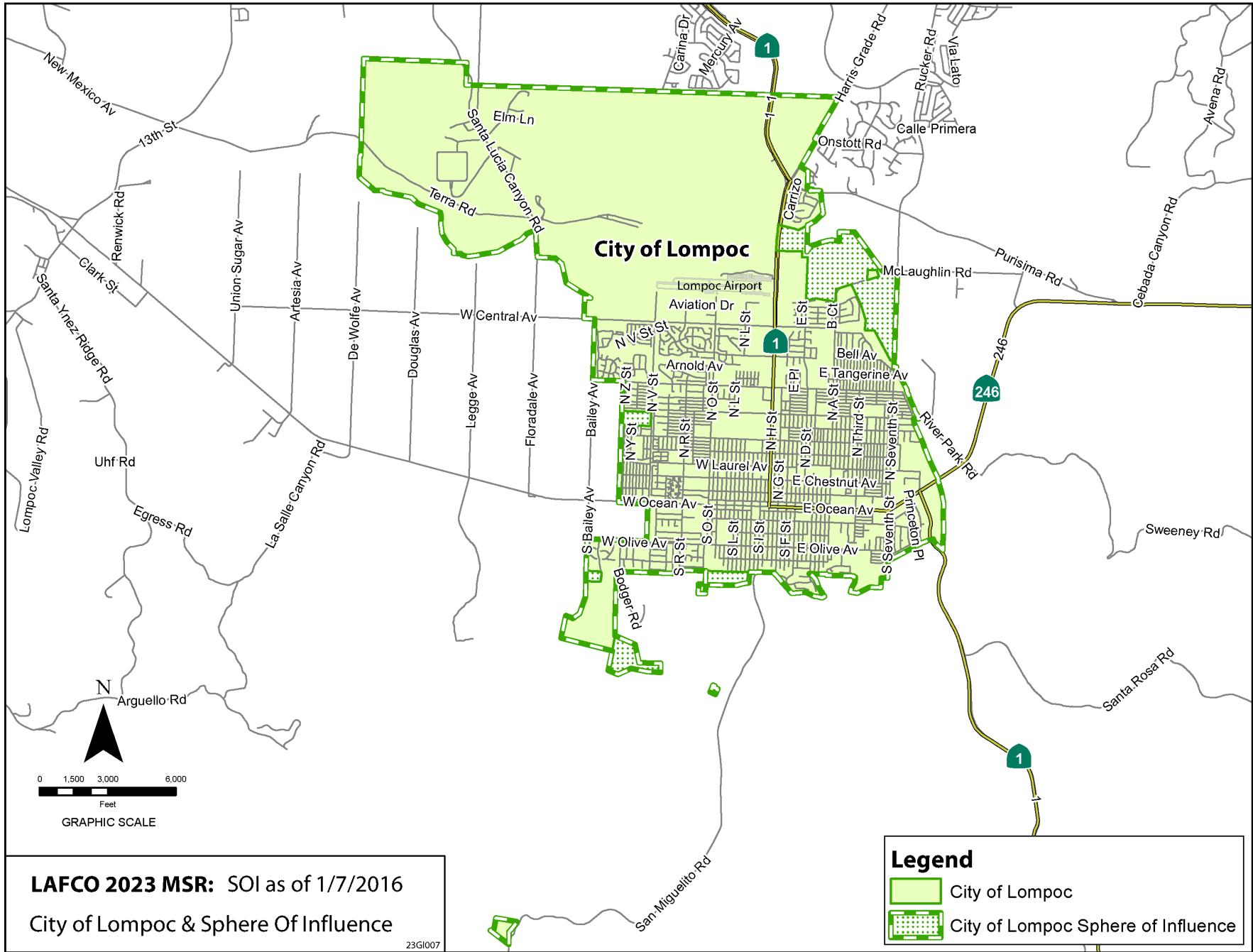
SUMMARY

The City of Lompoc is adjacent to the Santa Ynez River in the Lompoc Valley in northern Santa Barbara County. The City's boundaries cover a total of 11.59 square miles and include an estimated 43,845 residents (source: 2022 Department of Finance). The City expends approximately \$24,371,354 per year for water and sewer services. Total fund balance has increased from 2016 to 2022. The General Fund balance is now over \$18.7 million. The City receives a portion of the County's 1% base property tax of 17¢/\$1. The City receives financial support at a rate of approximately \$2,971 per resident. The City has financial procedures in place to ensure the preparation of timely agency audits. The most recent audit by the City was for the year ending June 30, 2022. The City's Sphere of Influence is 376 acres beyond City boundaries, which includes a few small areas west along V Street and West Airport Avenue, towards the south, two southeastern parcels, and primarily to the east of the City. Plans to expand the sphere are being discussed.

BACKGROUND

The City of Lompoc was incorporated on August 13, 1888. The City operates pursuant to the general laws codified under Government Code Sections 34000. The City is located in northern Santa Barbara County adjacent to the Santa Ynez River in Lompoc Valley. Located at the intersection of State Highway 1 and 246, it is adjacent to and includes a portion of Vandenberg Space Force Base. The City is governed by a five-member City council whose Mayor is elected at-large and Council Members are elected by Districts. It has a City manager form of government and is a full-service City, providing most essential City services.

The City of Lompoc overlaps the Community Service Districts of Mission Hills. Other Districts include Cachuma RCD, Lompoc Valley Medical Hospital, Santa Ynez River WCD, Santa Barbara Fire Protection District, County Flood Control & Water Agency, and Lompoc Cemetery District.



LAFCO 2023 MSR: SOI as of 1/7/2016
 City of Lompoc & Sphere Of Influence
 23GI007

OPERATIONS

The Public Utilities and Public Works departments are tasked with providing and maintaining the infrastructure of the City. Lompoc's public utilities is Santa Barbara County's only customer-owned, not-for-profit water, power, wastewater, and solid waste utility provider.

The City provides street maintenance, urban forestry, transit, airport, electric, street sweeping, and engineering services. The Public Works Department also manages the Lompoc Municipal Airport, City of Lompoc Transit (COLT), Urban Forestry services, Engineering services, Facilities services, Fleet Services, an Internal Services Fund,. Public Works also manages State and Federal grant funds related to streets, roads, the airport, and COLT as well as the City's component of the Countywide Measure A and TDA funds.

The City employs approximately 343 full-time, 119 part-time employees and one (1) contract employee that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Water Supply, Sewer/Wastewater, Engineering, Solid Waste, Planning & Land Use, Building & Safety, Code Compliance, Police & Fire, Recreation & Parks, Library, Administration and Finance.

OPPORTUNITIES & CHALLENGES

The City experienced employment challenges as people reevaluate their options after the pandemic. The reduction in pension benefits from the passing of the 2013 PEPRA legislation has made it harder to retain new employees. The City's budget matches the resources while providing the highest level of services possible but limited by funding constraints. Retirement contributions and retiree healthcare cost increases continue to place the highest level of challenge and pressure on the budget.

The City Council adopted a set of goals and priorities during their Budget Goal Setting Workshop on March 16, 2023, as follows:

- Effective Public Safety
- Economic Vitality
- Enhanced Quality of Life
- Long-term Fiscal Health

Governance Structure Options

The opportunities for new governance structures in Lompoc are small. The City of Lompoc is largely surrounded by farmland under Williamson Act land protection. For these reasons, it is unlikely that Lompoc will annex additional land in the near future. The Community Services Districts of Vandenberg Village and Mission Hills are the nearest communities along the northern and northeast border of the City. The Santa Ynez River, located to the north and eastern edge of Lompoc, has a floodplain which restricts development outside of the City's eastern boundary.

Regional Collaboration

Santa Barbara County's newly formed Regional Climate Collaborative is a growing multi-sector network of organizations working together to advance climate mitigation and resiliency efforts in Santa Barbara County. The Collaborative advances regional scale climate solutions through coordination and partnership. works with external stakeholders to develop climate-related policies and programming that enhance the environment and overall quality of life. The City of Lompoc has begun to coordinate projects and programs related to water use efficiency with the Collaborative, as well as other regional stakeholders and local water purveyors. Some local water purveyors are also required to implement certain Best Management Practices (BMPs) identified by the U.S. Bureau of Reclamation (USBR). The list of the 18 local water purveyors which the City of Lompoc coordinates BMPs with include: City of Buellton, Carpinteria Valley Water District, Casmalia Community Services District, Cuyama Community Services District, Goleta Water District, Golden State Water Company, Orcutt, City of Guadalupe, La Cumbre Mutual Water Company, City of Lompoc, Los Alamos Community Services District, Mission Hills Community Services District, Montecito Water District, City of Santa Barbara, City of Santa Maria, Santa Ynez River Conservation District ID #1, City of Solvang, Vandenberg Space Force Base, Vandenberg Village Community Services District.

The City participates in the Integrated Regional Water Management Plan (IRWMP) process. The intent of the IRWMP in Santa Barbara County is to promote and practice integrated regional water management strategies to ensure sustainable water uses, reliable water supplies, better water quality, environmental stewardship, efficient urban development, protection of agricultural and watershed awareness.

The City of Lompoc coordinates fire and policing services with the Vandenberg Air Force Base for services. Sewage effluent from the City, Vandenberg Village and Vandenberg Air Force Base is treated and disposed of at the Lompoc Regional Wastewater Reclamation Plant operated by the City of Lompoc.

Public transit services and facilities such as the COLT bus system, which serves Lompoc, Mission Hills, and Vandenberg Village provides five bus routes available from 6:00 am to 7:00 pm on weekdays, and 9:00 am to 5:00 pm on Saturday. Curb-to-curb service is also available for persons

with disabilities. Lompoc is also served by three regional commuter transit providers. The Santa Maria Regional Transit (SMRT) Route 30 offers service from the City of Lompoc to Vandenberg Space Force Base and the City of Santa Maria to the north. Clean Air Express offers service to the south, connecting Lompoc to the Cities of Goleta and Santa Barbara. Wine Country Express is a transit service operated by COLT through a partnership with the Cities of Lompoc, Buellton, and Solvang, as well as Santa Barbara County. The airport has four COLT local fixed routes with regular stops across the street from the airport at Mission Plaza.

The City of Lompoc provides all weekly garbage and recycling collection services in the City and owns and operates the City of Lompoc Sanitary Landfill, which also receives waste from adjacent unincorporated County areas including Mission Hills, Mesa Oaks and Vandenberg Village.

The City entered into a memorandum of agreement (MOA) with Santa Ynez River Water Conservation District, Vandenberg Village Community Services District, and Mission Hills Community Services District, for implementing SGMA in the Western Management Area of the Santa Ynez River Basin and the development of the GSP for the Basin.

SPHERE OF INFLUENCE & BOUNDARIES

The City of Lompoc has a Sphere of Influence that is 376 acres beyond City boundaries. The City's SOI extends to the west along V Street and West Airport Avenue, towards the south, two southeastern parcels, and primarily parcels to the east of the City. A map of the City's Sphere of Influence and boundaries can be seen at the beginning of this profile. Lompoc's SOI exceeds the current City limits in the following locations:

- Open space areas east of City Limits, including River Bend Park
- A portion of the landfill property
- One very low-density residential area south of West Willow Avenue
- The Wineman property west of V Street
- The Drive-in Property east of H Street

Sphere of Influence Study Areas

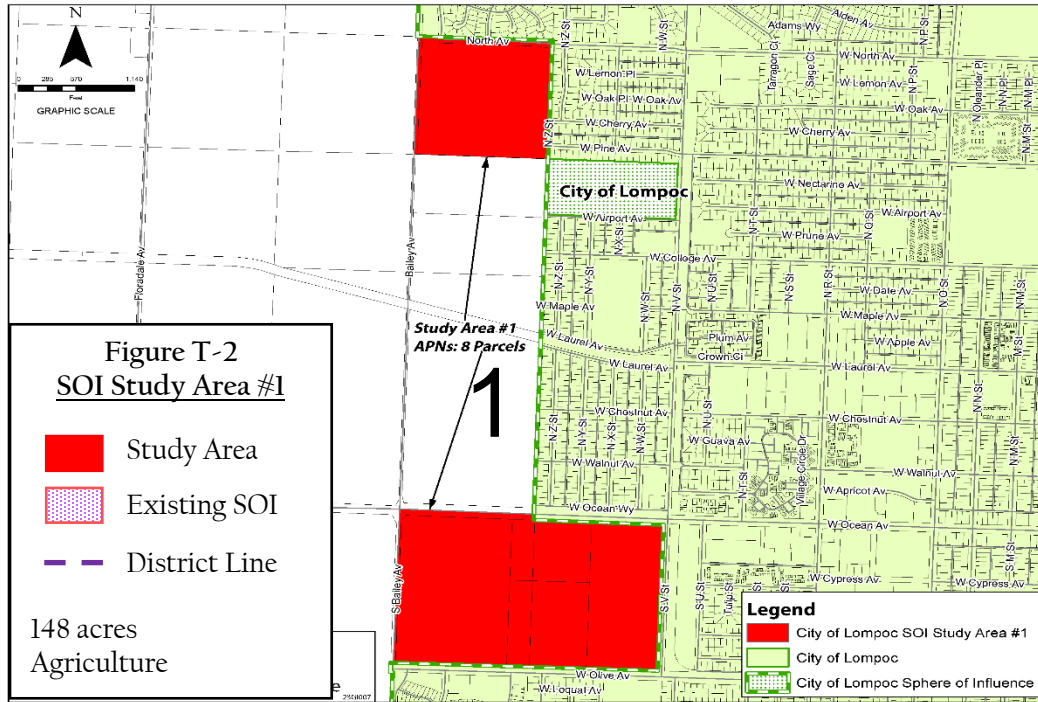
For study purposes, LAFCO staff has prepared the following table and map that included one area to be considered as the Study Areas for the Sphere of Influence. The Study Area is used to help analyze and identify which properties should be added or excluded from the Sphere of Influence. A summary of the Study Areas is listed in the table below:

Table T-1: Lompoc Study Areas

Study Area	Description	Acres	Existing Zoning	Prime AG Land	Constraints
1	Bailey Ave.	148	Agricultural Commercial AG-II-40	Yes	
	Totals	148			

The Study Area is described in more detail below and include: a map that focuses on each particular area and the recommendation made by LAFCO Staff. The discussion addresses the size and location of the area, current zoning and other relevant information. The staff recommendation for each area is based upon the information in the Municipal Service Review and information provided by the City.

SOI Study Area #1 – Bailey Avenue (Located in SB County; Outside of SOI). The Bailey Avenue corridor consist of agricultural fields in the foreground and existing urban residential development in the middle ground. The Study Area includes the Bailey/Bodger properties located at Assessor Parcel No. 093-070-084, 065 (the Bailey Property) is a 40.6-acre property, owned by LB & L-DS Ventures Lompoc II LLC. The area is currently used for agriculture. Assessor Parcel No. 093-111-007, -008, -009, -010, -011, & -012 (collectively, the Bodger Property) s a 107.7-acre property, owned by John Bodger & Sons Co., a corporation. The south-central portion of the property is currently developed with the Bodger seed complex, which consists of agricultural support buildings including maintenance facilities, storage sheds, greenhouses and farmhouse/residence. The County designation is Agriculture. The City requested expansion to their Sphere of Influence to include the Bailey Avenue properties under this service review. The Bailey Avenue properties were considered by the Commission in March and April of 2023 as a separate action and application.



LAFCO Staff Recommendation. The SOI should exclude Study Area One. Staff recommendation is to maintain the existing Sphere of Influence surrounding the City. The Bailey Avenue properties were evaluated for Sphere of Influence expansion earlier in 2023. The conclusion at that time and still remains today is that the City should concentrate on infill development opportunities, consider broader policy changes to address agricultural lands that surround the existing City limits and protection of Williamson Act lands. The City should also take action regarding a planned proposal which considers land use development that has address policy consistency, that has been evaluated for CEQA impacts with proper mitigation, all services are adequate to serve the proposed development, and then return to LAFCO for appropriate action.

BOUNDARIES

Jurisdictional Boundary

Lompoc’s existing boundary spans approximately 11.59 square miles in size and covers 6,625 acres (parcels and public rights-of-ways) within mostly a contiguous area with a few municipal facilities being non-contiguous. Nearly all of the jurisdictional service boundary, approximately 98.2%, is incorporated and under the land use authority of the City. The remaining portion of served land approximately 1.8% of the total is unincorporated and under the land use authority of the County of Santa Barbara. The City serves six areas outside of its jurisdictional service area under out-of-agency-service agreements. Overall, there are 23,232 registered voters within the jurisdictional boundary.

Lompoc’s jurisdictional boundary spans 11.59 square miles with 98.2% being incorporated and under the land use authority of the City. The City does serve parcels outside of its jurisdiction.

City of Lompoc Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Lompoc	6,627	98.2%	11,000	23,232
OASA - Beattie	TBD	TBD	1	TBD
OASA - GTE	TBD	TBD	1	TBD
OASA - Campbell	120.85	1.7%	1	0
OASA - Bodger	TBD	TBD	1	TBD
OASA - Perry	0.27	0.1%	1	TBD
16 connections - 12 active, 4 inactive Frick Springs	TBD	TBD	52	TBD
Totals	6,748	100.0%	11,057	23,232

City of Lompoc Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Lompoc	6,627	98.2%	11,000	23,232
Co of Santa Barbara	TBD	1.8%	57	TBD
Totals	6,748	100.0%	11,057	23,232

Total assessed value (land and structure) is set at \$3.5 billion as of April 2023, and translates to a per acre value ratio of \$527,064. The former amount further represents a per capita value of \$79,664 based on the estimated service population of 43,845. City of Lompoc receives \$75 million in annual charges for services revenue generated within its jurisdictional boundary and operates as an enterprise for these services.

The jurisdictional boundary is currently divided into 11,000 legal parcels and spans 6,627 acres, with the remaining jurisdictional acreage consists of public right-of-ways. Close to 98% of the parcel acreage is under private ownership with 88% already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 109 vacant parcels that collectively total 319 acres. The jurisdictional boundary qualifies as a disadvantaged incorporated community.

Close to 98% of the jurisdictional boundary is under private ownership, and of this amount approximately 88% has been developed.

City of Lompoc
Incorporation, Revenues, Attributes, Types of Service, and Resources

City Incorporation and Duties	
Incorporation Date	1888
Legal Authority	General Law pursuant to Article XI of the California Constitution, Sections 34000 et seq.
Mayor & Council Members	A five-member City Council Mayor is elected at-large Council Members by Districts.
Agency Duties	Road Maintenance and Transportation Planning, Stormwater Management, Water Supply, Sewer/Wastewater, Engineering, Solid Waste, Broadband, Planning, Land Use, Building & Safety, Library, Recreation & Parks, Fire and Police, Administration and Finance.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Lompoc to be 42,753. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2050 in 2019. That report used a conservative trend-base allocation methodology estimating the City of Lompoc to be 45,500 by 2020. Between 2010 and 2020, the population of Lompoc increased by 1,694 people (3.8 percent; or less than 1 percent per year). There are approximately 13,216 households within the City. In contrast, the County's population increased by 5.7 percent between 2010 and 2020.

Demographics for the City are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey, which identified the largest age group represented in Lompoc as 18 to 64 group at 61.4 percent. Approximately 11.2 percent of the population was in the 65 or older years age group and 27.4 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 29.1 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the largest ethnic group in Lompoc, comprised 60.4 percent of the total population.

Projected Growth and Development

The City of Lompoc General Plan serves as the City's vision for long-term land use, development and growth, and provides the City's vision within its Planning Area. The City's General Plan was adopted in 2013, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period.

The current City of Lompoc Housing Element (2023-2031) identifies an estimated growth rate of 0.45 percent within the City. The County’s Housing Element, covering the same period, estimates less than one percent growth in the surrounding unincorporated Vandenberg/Mission Hills areas. The County’s General Plan covers the Lompoc Valley and surrounding hillside areas. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table T-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Lompoc	42,434	44,327	43,786	46,975	47,723
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Lompoc was \$60,234 in 2023, which qualifies the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities’ assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In

combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the City of Lompoc's Sphere of Influence does qualify under the definition of disadvantaged community for the present and probable need for public facilities and services within the service areas.

SERVICES

Overview

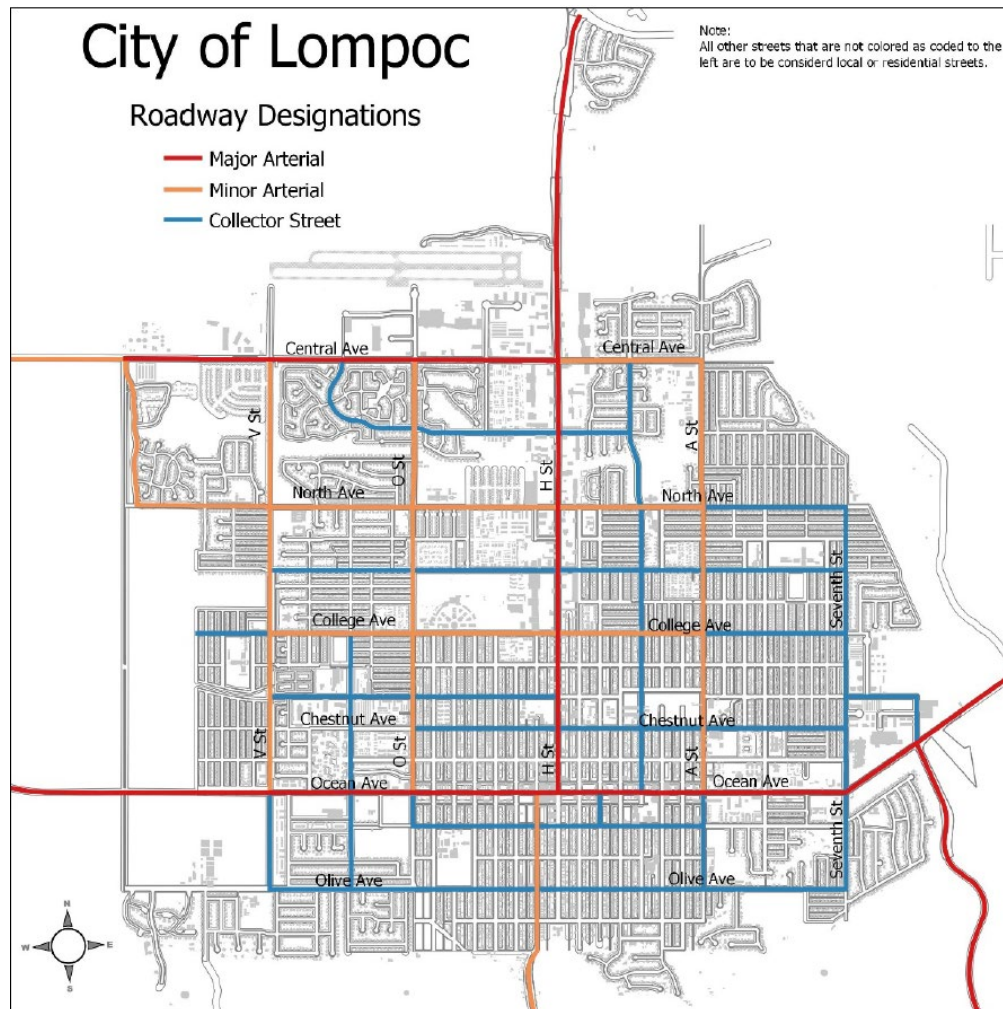
The City of Lompoc general street maintenance including the operation, maintenance, and rehabilitation of street and alley pavement, traffic control devices, curbs, gutters, sidewalks, storm drainage facilities, and roadway rights-of-way. Provide a monthly street sweeping program. Commercial/residential electric services: design, construct, operate, maintain, and repair overhead/underground electrical service distribution system interconnection infrastructure and revenue metering equipment for customers. Provide transit Fixed Route and ADA services six (6) days a week and maintain transit shelters. The City's Urban Forest team provides street tree Maintenance, Right-of-Way landscape maintenance, and electrical line clearing. The City also provides customer service needs of airport users, including operating and maintaining a safe and functional airfield, rental hangars for tenants, Jet A and 100LL fuel to customers, aviation related special events and others. The City Public Works, Utility, Electric Solid Waste, & Airport, are staffed with a full-time Street Maintenance: 12 FTEs; Urban Forestry: 11.25 FTEs Transit: 3.35 FTEs; Airport: 1.09 FTEs; Engineering: 7.46 FTEs. These positions include Public Works Director, Assistant Public Works Director, Street Maintenance Supervisor, Equipment Operator/Heavy (2), Lead Street Maintenance Worker (2), Lead Sign and Paint Worker (1), Maintenance Worker/Trainee/Senior(3), Engineering Tech II, Urban Forestry Supervisor, Lead Tree Trimmer (2), Tree Trimmer/Senior (5), Utility Director, Electric Utility Manager, Assistant Electric Utility Manager, Electrical Supervisor, Electrical Estimator, Electrical Utility Technician (2), Transit/Airport Administrator, Transit/Airport Analyst 1/2 position, Maintenance Worker/Senior, and Office Staff Assistants.

All other services provided by the City are not the primary focus of this report and will be discussed in greater detail under the appropriate future MSR Study.

ROAD CONDITION/MAINTENANCE

The City's roadway network consists of 100 miles of roads and about 30 miles of alleys. Of those 100 miles of roads, there are approximately 11 miles of arterials, 22 miles of collectors, and 78 miles of residential or local roads. This provides a greater number of possible routes and greater convenience; it does not lend itself to safer routes for pedestrians due to the higher traffic and greater speeds on those routes where through traffic is possible. Current policy dictates this type of design, as it allows for slower and reduced traffic in new residential neighborhoods and therefore fewer collisions with residents using active transportation modes of travel.

The Pavement Management System provides for the systematic approach in prioritizing street pavement treatments such as repairs, maintenance, rehabilitation, and reconstruction. Update to the PMS was completed in August 2022 and is valid for three years. The figure below provides a snapshot of the pavement conditions.



LIGHTING

Maintenance

The City of Lompoc Electric Division is a community-owned electric utility that provides electric power. Lompoc Electric uses Pacific Gas & Electric (PG&E) transmission lines. The City offers Electrical Incentive Rates and Rebates for business that create jobs and significant new electrical load. Commercial and industrial rates are generally lower than those of PG&E and Southern California Edison (SCE).

The utility is a member of the Northern California Power Agency (NCPA), which operates and maintains a fleet of power plants that are among the cleanest in the nation. Lompoc owns a share of NCPA-maintained power plants and also purchases electricity from various sources, such as renewable energy projects, conventional power plants, or other utilities, to ensure an adequate and diverse mix of power generation to meet the electricity demand of the city.

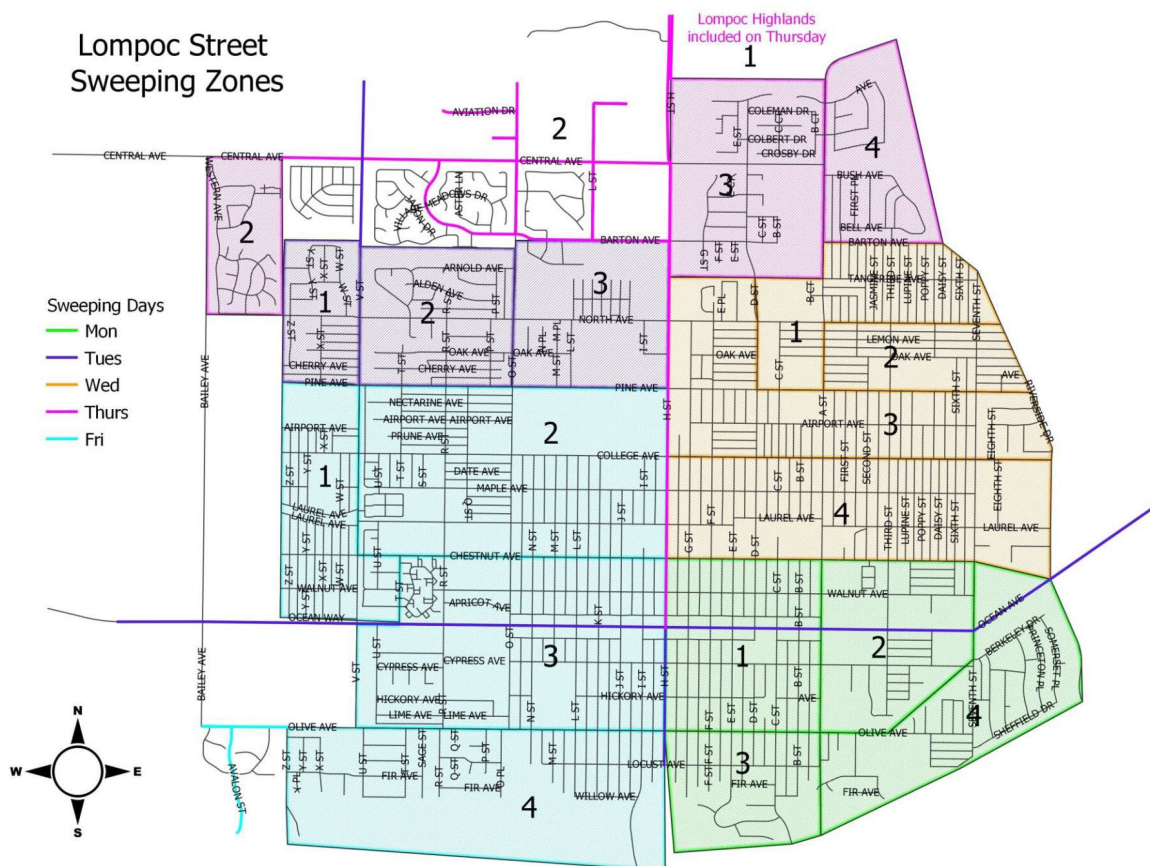
The utility utilizes a transmission network comprising high-voltage power lines and substations to facilitate the long-distance transfer of electricity from power plants to distribution centers, ensuring efficient and reliable power delivery. The City is served by an electrical distribution system operating at 4-kV, 12-kV, and 115-kV electric infrastructure: design, construct, operate, maintain, and repair all City-owned Bulk Electric Transmission and Distribution System Energy Control and Delivery Equipment, along with all jointly-owned power poles within the City.

The utility manages the distribution system, which consists of 15,637 meters, 1,293 transformers, 124.4 miles of medium-voltage and low-voltage power lines (59.5 miles of overhead lines and 64.9 miles of underground lines), one receiving substation and 2,500 City-owned and 339 privately owned streetlights.

STREET SWEEPING

Maintenance

The Solid Waste Program provides for solid waste collection including handling, disposal, and recycling operations; and street sweeping. The Solid Waste Division provides monthly street sweeping in order to remove leaves, dirt and other debris from City streets. Each collection area is divided into weekly sections. For example, if a street sweeping day is Tuesday and an address fall within the “2” section, then that area will be swept on the second Tuesday of the month. In addition to monthly street sweeping the City targets specific areas in order to enhance the cleanliness of the community.



TRANSIT

Maintenance

Within the greater Lompoc area, City of Lompoc Transit (COLT) directly provides public transit service to the City of Lompoc, Vandenberg Village, Mesa Oaks, and Mission Hills. The City also contracts with RATP Dev USA, Inc., previously Road Runner Management Services to operate both fixed-route and ADA complementary paratransit services. COLT, provides a regional express route called the Wine Country Express. The Wine Country Express provides a link to Buellton and Solvang to the east. The Santa Barbara County Association of Governments (SBCAG) operates the Clean Air Express service, which provides a connection between Lompoc and Santa Barbara to the southeast. A connection to Santa Maria to the north is provided by Santa Maria’s SMRT Route 30. That route offers stops at both Vandenberg Village and Vandenberg SFB. COLT operates a fleet of 10 buses for fixed-routes and 3 vans for ADA paratransit service. All vehicles are equipped with wheelchair lifts and all buses have bicycle racks that hold up to 2 bicycles. Bus stops on the local routes are strategically located so they can be reached within a 5-minute walk from anywhere in the City. The major transit hub is located on the north side of Cypress Avenue and spans from I Street to J Street.

The City has adopted a Short-Range Transit Plan (SRTP) as a planning document that guides the transit system. The COLT fleet consists of cutaway buses that seat 16 to 23 passengers and vans that seat 4 to 6 passengers. The City prepared a Zero Emissions Bus rollout plan for conversion of fleet. There are four fixed-route lines providing service Monday through Friday from 7:00am to 7:00pm, and Saturday from approximately 9:00am to 5:00pm. Three of the four routes operate within city limits on half-hour headways with the fourth linking the city with the unincorporated areas to the north (Vandenberg Village, Mission Hills) on a 60-minute basis.

Route 1 (Red)



Route 2 (Black)



The four-line fixed-route system is designed around a main transfer point, which facilitates connections between routes. The major transfer point is in the Mission Plaza shopping center located at H Street and Central Avenue. The other three routes also have a main transfer point on Cypress Avenue between I Street and J Street, which also serves connections to the Breeze and Clean Air Express regional services.

Route 3 (Green)

Route 4 (Blue)



PARKING

Maintenance

The City has not adopted a Parking Management Plan; however, three (3) parking lots are generally available for drivers at no cost. The Downtown area also offers free parking. Approximately 300 spaces are available within these lots with additional on-street parking available.

BIKEWAYS

Maintenance

There are 5.58 miles of paved off-street paths (Class 1 Bikeways), 20.42 miles of on-street bike lanes (Class 2 Bikeways), and 2.1 miles of shared use bike routes (Class 3 Bikeways). Excluding the state highways along Ocean Avenue and H Street, our class 2 bikeways are generally located along our arterials and collectors. California State Routes 1 and 246, which comprise most of Ocean Avenue and H Street, serve as major arterial roadways through the City, providing access to much of the City’s commercial area, restaurants, and tourist lodging. Most of the lengths of those State routes within the City are not served by bike lanes, bike paths, or adequate shoulder

space for riding adjacent to vehicle traffic. Those conditions force bicyclists to either ride in vehicle traffic, use other routes away from the commercial areas, or walk along the sidewalk. Additionally, the State Route 246 bridge over the Santa Ynez River on the eastern edge of the City similarly lacks adequate lanes or shoulder space for bicycles or pedestrians to safely cross the bridge. Caltrans is currently designing the replacement State Route 246 bridge over the Santa Ynez River, including a Class 1 Bikeway lane, which is funded through the SHOPP program and Measure A, and is scheduled for construction between 2029 and 2032. Caltrans and the City are also working to provide Class 1 and Class 4 bikeways along most of the length of State Routes 1 and 246 through the City. Caltrans is currently preparing the design of the first segment of such bikeways.



AIRPORT Maintenance

The General Aviation airport is one that serves a community that does not receive scheduled commercial air service. The airport is non-towered uncontrolled airport in that there is not an airport traffic control tower (ATCT) on the field. A UNICOM is available at the airport. This

service provides local traffic pattern advisories but is not used for air traffic control purposes. The current airport is approximately 208 acres.

Runway/Taxiway

The airport has one runway, designated 7-25 and encompasses 208 acres. The runway is of asphalt construction and is 4,600 feet long and 100 feet wide. The runway was extended to its present length in 2002. The runway is served by two parallel taxiways; a 50-foot-wide parallel taxiway on the north side of the runway and a 35-foot-wide taxiway on the south side of the runway. Both taxiways are lit with medium intensity taxiway edge lights.

Terminal/Administration

The terminal/administration building was constructed in 1960. The building is approximately 1,200 square feet and accommodates an airport administration office, a pilot's lounge/flight planning room, a lobby, a spare office, and restrooms. Presently, the restrooms are not ADA compliant.

Aircraft Parking

There are aprons for aircraft parking north and south of the runway. On the south side of the runway there are 12 tie-downs distributed on two ramps (4 on the south ramp and 8 on the hotel ramp) and 15 hangars. On the north side of the runway there are approximately 41 tie-downs and 63 hangars. The north apron pavement and the runway pavement were recent rehabilitated and are in good condition. There is a pedestrian gate at the hotel ramp providing direct access to the hotel parking lot.

Aircraft Hangers

There are approximately 78 hangars at Lompoc Airport including portables, T-hangars, box hangars, and conventional hangars.

Automobile Parking

Lompoc Airport provides approximately 73 total automobile parking spaces. It was noted in the Airport Master Plan (2011) that the 24 parking spaces in the bus parking area adjacent to the terminal parking area are also available.

SBCAG REGIONAL TRANSPORTATION PLAN, 2021

The most recent RTP, Sustainable Communities Strategy Connected 2050, acts as a blueprint for a transportation system that addresses transportation projects that would meet access

and mobility needs. The 2021 Regional Transportation Plan (2021 RTP) is intended to be a comprehensive Plan guiding transportation policy for the region and would assist in making recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling.

Regional Improvements. According to the Santa Barbara County Association of Government's (SBCAG) 2021 Regional Transportation Plan a significant increase in traffic volume on Highway 1 and Hwy 246 is projected from the 2021 number of 12,000 & 11,400 average daily trips until 2050 respectively. Lompoc access to US 101 is via State Routes 1 and 246. The Level of Service in the Lompoc area on Highway 1 is expected to remain a LOS A. On Hwy 246 Level of Service is expected to also remain the same a LOS C. The City of Lompoc is forecast to increase by 21 percent. Highway 246 between Lompoc and Buellton was widened to address passing lanes and turning lanes between Purisima and Domingos Roads. The City of Lompoc's circulation improvement under Measure A are estimated at \$15 million.

Highway 246 Corridor. The City other main access is Highway 246 Highway Corridor. In 2021, this highway carried Annual Average Daily Trips (AADT) of 11,400 (2021 Caltrans counts; website). Volumes are continuing to increase with freeway volume coming from local and regional sources. This segment carries heavy commuter traffic as well as interregional and local traffic from Vanderberg Village, Mission Hills, and Vandenberg Space Force Base. State Route 246 also sees long-distance commuter traffic. SR 246 serves as an alternative (to US 101 and SR 1) route between the Lompoc region and the South Coast.

Planned improvements also include:

- Supplement local funding to better preserve local transportation assets, to include: street maintenance, engineering, overlays and rehabilitation, and urban forestry.
- Enhance the alternative transportation environment by performing maintenance, repair, improvement, and engineering of bike and ped facilities.
- Support local transit services.
- Transit operating assistance for COLT.
- Purchase and construction of a new maintenance and operations center for City of Lompoc Transit
- Transit operating assistance for Wine Country Express

SBCAG Board adopts a Program of Projects (POP) identifying all transportation projects to be funded with Measure A revenues during the next five fiscal years, FY 23/24 through FY 27/28. The City of Lompoc's local allocation equals \$15 million. The following are summaries of expenditures by Lompoc for the five-year Program of Project period.

- Available Measure A 5-year Revenue: \$15 million

- Adopted Measure A 5-year Expenditures: \$16.3 million (includes carry-over funding)
- Top LSTI expenditures: Overlays & Rehabilitation and Street Maintenance
- Other Revenues included in POP: \$0 million
- Required Alternative Transportation Percentage: 15%

CITY OF LOMPOC	FY 21/22 Actual	Measure A Revenues						Total	Other Revenues					Total Programmed		
		Carry-over Measure A	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28		Regional Measure A	Measure D	Local	State	Federal		Total	
MEASURE A CARRYOVER																
Maintenance, Improvement or Construction of Roadway and Bridges																
•Street Maintenance - city wide, as needed, year round	\$425.5		\$713.7	\$791.9	\$813.7	\$846.7	\$803.4	\$3,969.4							\$0.0	\$3,969.4
•Engineering - city wide, as needed, year round	\$183.2		\$269.6	\$299.2	\$307.4	\$319.9	\$303.5	\$1,499.5							\$0.0	\$1,499.5
•Overlays & Rehabilitation - location, scope, schedule TBD	\$0.0		\$0.0	\$2,500.0	\$0.0	\$2,500.0	\$0.0	\$5,000.0							\$0.0	\$5,000.0
•Bridge Evaluations, Engineering, Maintenance and Repairs	\$0.0		\$50.0	\$50.0	\$100.0	\$0.0	\$0.0	\$200.0								
Urban Forestry																
•Urban Forestry - city wide, as needed, year round	\$446.3		\$602.7	\$668.7	\$687.1	\$715.0	\$678.4	\$3,351.9							\$0.0	\$3,351.9
Storm Damage Repair to Transportation Facilities																
River Bank Stabilization to protect Riverside Drive & Bike Path	\$22.2							\$0.0							\$0.0	\$0.0
Alternative Transportation (Percentage to be met by FY 24/25: 15%)																
• Maintenance, Repair, Improvement & Engineering of Bike and Ped facilities	\$209.2		\$325.3	\$325.3	\$489.9	\$489.9	\$489.9	\$2,120.2							\$0.0	\$2,120.2
• COLT Operations	\$0.0		\$25.0	\$25.0	\$25.0	\$25.0	\$25.0	\$125.0							\$0.0	\$125.0
ALTERNATIVE TRANSPORTATION TOTAL	\$209.2	\$0.0	\$350.3	\$350.3	\$514.9	\$514.9	\$514.9	\$2,245.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,245.2
TOTAL CITY OF LOMPOC EXPENDITURES	\$1,286.4	\$0.0	\$1,986	\$4,660	\$2,423	\$4,896	\$2,300	\$16,266.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16,266.0

City of Lompoc Incorporation, Revenues, Attributes, Types of Service, and Resources

Attributes	
City Limits (est. square miles)	11.59
Population (2022 estimated)	43,845
Assessed Valuation (FY 22-23: Includes City only)	\$3,492,854,989
Number of centerline miles, street lights, parking lots, bus stops, and bikeway miles terminals	130 miles 3,200 lights 300 spaces 90 stops 25 bike lane miles 1 terminal
Regular Financial Audits	Every Year
Average Annual Revenue Per Capita (FY 21-22)	\$2,971
Average Portion of County 1% Property Tax Received	17¢/\$1
Ending General Fund Balance (June 2022)	\$51,011,921
Change in General Fund Balance (from June 2017 to June 2022)	48.7%
Total Fund Balance/Annual Revenue Total (FY 21-22)	39.1%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing DOF Table E4, Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from City Audit; Other information from City.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	X
Street Beautification	X
Transit	X
Airport	X
Parking	X
Other	X

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators/Worker	31	0.70
Emergency Operators	n/a	n/a
Administrative Personnel	5	0.11
Other City Staff	307	7.00

Lompoc has a total of 343 permanent employees, of which 12 provide street maintenance, 11.25 provide urban forestry, 23.8 electric utility, 1 airport, and 3.35 transit services.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ District
Public Works Director (1)	n/a	n/a
Utility Director (1)	n/a	n/a
Electrical Utility Manager (1)	n/a	n/a
Ass. Electrical Utility Manager (1)	n/a	n/a
Electrical Supervisor (1)	n/a	n/a
Electrical Utility Tech (2)	n/a	n/a
Line Worker (2)	n/a	n/a
Street Superintendent/Supervisor (1)	n/a	n/a
Operator Supervisor (2)	n/a	n/a
Maintenance Worker (10)	n/a	n/a
Urban Forestry Supervisor (1)	n/a	n/a
Lead Tree Trimmer (2)	n/a	n/a
Aviation Transportation Admin (1)	n/a	n/a
Administrative Personnel (2)	n/a	n/a
Other City Staff	N/A	N/A

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained, roadways swept, street light service calls resolved, bikeways transit and airport services. Over the past 20 years, Lompoc has made a lot of progress on its active transportation infrastructure. Multiple sidewalk infill, new bike lane striping, and Class I pathway construction projects have brought the City much closer to a more multimodal transportation system. Past projects and efforts to make walking and biking safer and more convenient. All of the past projects were primarily funded with grant funds.

On May 19, 2020 the City Council directed staff to initiate an update of the City's General Plan, Circulation Element in order to consider including additional projects deemed beneficial to the City which are not currently included within the City's General Plan. Projects may include, but are not necessarily limited to the following:

- Pedestrian/Bicycle bridge crossing Santa Ynez River near State Route 246 including a connection to the City's Class I Bikeway (pedestrian/bicycle path) network.
- Class I Bikeway (pedestrian/bicycle path) to the beach including a connection to the City's Class I Bikeway network.
- Ocean Avenue Class I Bikeway (pedestrian/bicycle path) and/or Class II Bike Lanes
- H Street Class I Bikeway (pedestrian/bicycle path) and/or Class II Bike Lanes
- Pedestrian/Bicycle path from Allan Hancock College to Vandenberg Village
- Pine Avenue Class II Bike Lanes

In the La Cañada Elementary School Area it is proposed to infill missing sidewalk around the Continental Manufactured Home Community at the southwest corner of Oak Avenue and M St, and along the east side of V Street. There are also three crossing improvements proposed.

The La Honda Elementary School Area several sidewalk infill components, 7 bike route projects, a potential bike path lighting project are needed. The bike path, and bike lane projects will connect missing links in the City's bicycle infrastructure so that the interconnectivity of the Bicycle network will be greatly enhanced.

The Arthur Hapgood Elementary School Area contains the largest list of component projects, primarily because that area contains the most missing sidewalks of any of the school service areas. Proposed within that area are 3 crossing improvements, 28 sidewalk infill segments, 1 Class I Bicycle Path extension, 4 Class II bike lane striping projects, 1 Class III bikeway, and 2 Bicycle amenity type projects. One amenity proposed provides additional bike storage at COLT's Transit Transfer Center, and the other provides a refurbishment/upgrade of the bike fix station at City Hall.

Leonora Fillmore Elementary School Area and Miguelito Elementary School area there is one Class I bike path, 4 Class II bike lanes, and 1 Class III bikeway proposed. A Class II Bike Lane and sidewalk infill to be completed. None of the projects proposed within the Miguelito School are currently within City's jurisdiction except the Class II bike lanes for Olive Ave between V Street and Bailey Avenue.

The Electric Division is a current recipient of the prestigious American Public Power Agency (APPA) RP3 Designation, APPA Safety Award of Excellence. as well as the APPA Smart Energy Provider. The City offers some of the lowest electric rates within the County.

The Airport Master Plan outlines needed accommodation that forecasted 114 based aircraft and 62,600 operations. The present length of Runway 7-25 is 4,600 feet which is estimated to satisfy the requirements for 100 percent of all small airplanes with 10 or more passenger seats. The runway does not accommodate most large aircraft weighing less than 60,000 pounds. As evidenced by recent and current operations, only small to medium sized business jets operate out of Lompoc. These aircraft include Cessna Citations and Hawkers.

The current runway length accommodates 75 percent off these large airplanes at approximately 45 percent useful load. Extending the runway 660 feet, to an overall length of 5,260 feet, will accommodate 75 percent of large airplanes at a reasonable 60 percent useful load. However, it is recognized that physical constraints, Santa Ynez River floodplain to the west and Highway 1/North 'H' Street on the east, effectively limit potential runway extensions to approximately 260 feet. Runway 7-25 does not have shoulders. It is suggested that 10-foot shoulders be provided along the runway on both sides to provide for increased safety and drainage.

The centerline-to-centerline separation from the runway to the south parallel taxiway is 240 feet, which meets FAA design standards. The FAA runway to parallel taxiway standard precludes any part of an airplane (tail, wingtip, nose, etc.) on a parallel taxiway centerline from being within the runway safety area or penetrating the OFZ.

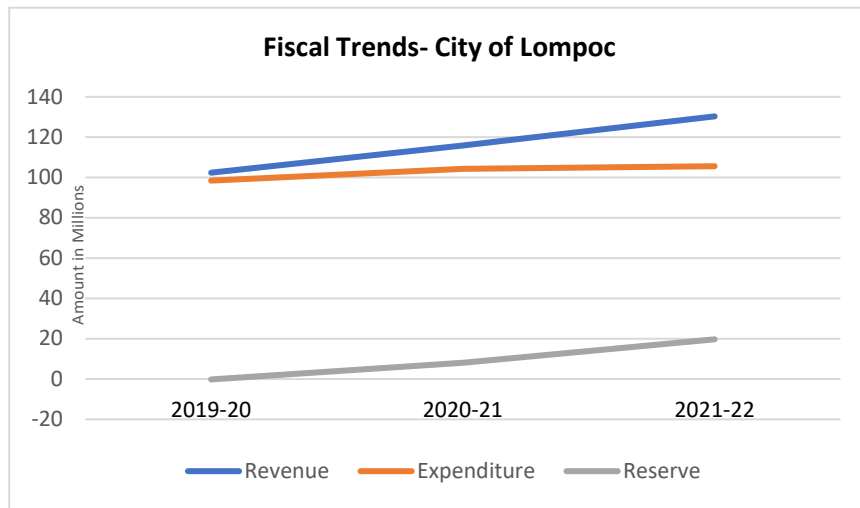
FINANCES

The City prepares a biannual budget and annual financial statement, which includes details for each of its government and enterprise funds. The City maintains a separate enterprise fund for water, wastewater, electric, solid waste, transit, airport and broadband services, meaning that charges for services are intended to pay for the costs of providing such services.

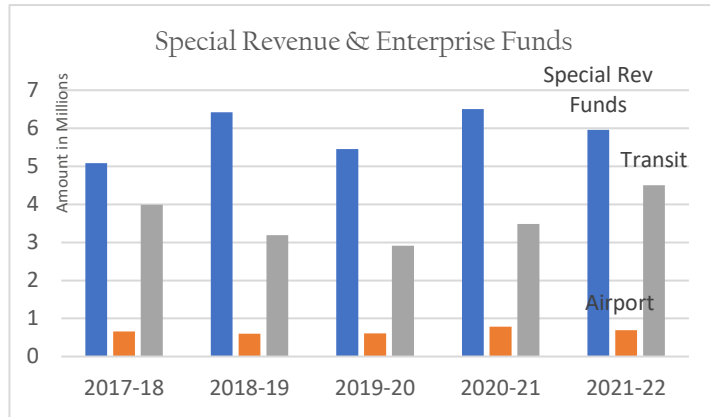
City Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property tax	\$5,393,831	4.6%	\$5,672,360	4.4%
Sales tax	\$15,034,182	12.9%	\$16,969,995	13.0%
Other taxes	\$9,578,372	8.3%	\$10,825,853	8.3%
Grants & contributions (not restricted)	\$646,527	0.6%	\$654,248	0.5%
Charges for services	\$69,022,411	59.6%	\$74,672,855	57.3%
Grants & contributions	\$14,905,701	12.9%	\$20,205,176	15.5%
Interest	\$375,816	0.3%	-\$645,782	-0.5%
Other revenue	\$925,020	0.8%	\$1,949,127	1.5%
Revenue total	\$115,881,860	100.0%	\$130,303,832	100.0%

Fiscal Indicators

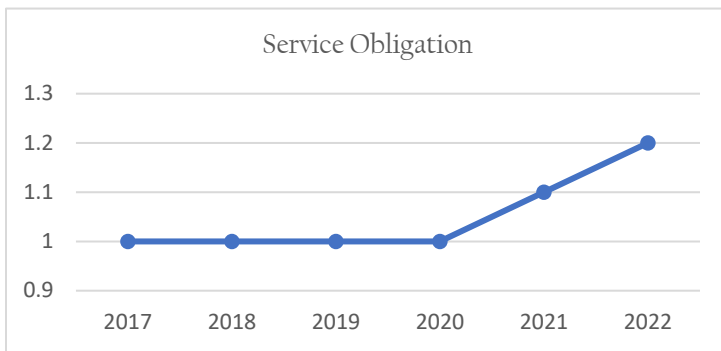
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the City’s expenditures have remained relatively flat in comparison to its revenues. The increase in revenue was primarily due to increased grants & contributions (39% increase) and sales & other taxes (13% increase). The City’s reserve balances are sufficient to absorb revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time. The City received \$0.9 million in grant revenues from the California Arrearage Payment Program in 2022.



CITY OF LOMPOC



This indicator addresses the extent to which special revenue funds covered expenses. Special Revenue Funds includes federal road, right-of-way maintenance, gas tax, Measure A Fund, Local STP, Beautification, and Local Transportation Fund as the primary funding source for transportation services. Human Service, Housing In-Lieu, Jailer-Dispatch, Community Dev, and Cable Access are also included in Special Revenue, not related to transportation services that have been removed from the total. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 101,345,340	\$ 94,145,090	1.0
2018	\$ 103,130,209	\$ 97,613,048	1.0
2019	\$ 106,901,540	\$ 100,063,027	1.0
2020	\$ 102,372,625	\$ 98,435,626	1.0
2021	\$ 115,881,860	\$ 104,273,174	1.1
2022	\$ 130,303,832	\$ 105,575,973	1.2

Post-Employment Liabilities

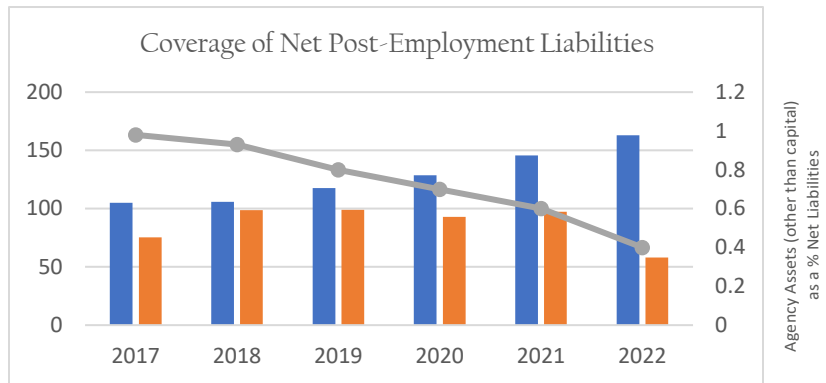
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

Pension	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	71.9%	71.3%	70.4%	82.6%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 85,250,404	\$ 90,600,620	\$ 96,939,409	\$ 62,025,390	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting	122.8%
Net liability, OPEB (plan liabilities - plan assets)		\$ - 4, 1 0 3, 8 6 3

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$104,936,232	\$105,716,729	\$117,687,417	\$128,730,798	\$145,540,490	\$163,058,246
Net Liabilities (pension & OPEB)	\$75,329,931	\$98,739,319	\$99,039,317	\$92,974,795	\$97,339,377	\$57,921,527

Pension Obligations and Payments

The City contributes to CalPERS for a defined benefit pension plan for all qualified permanent and probationary employees. The City participates in one agent-multiple employer plan for its miscellaneous employees (Miscellaneous Plan) and one cost-sharing employer plan with five tier groups for its safety employees (Safety Plan). Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits.

While the City's Miscellaneous Plan is not closed to new entrants, the component option of 2.7% @ 55 is closed to new entrants. Classic Members, as defined by CalPERS, entering the City's Miscellaneous Plan would enter the 2% @ 60 option while New Members, as defined by CalPERS, entering the City's Miscellaneous Plan would enter the 2% @ 62 option.

The City participates in one safety cost-sharing multiple-employer plan with five tiers. The Safety Plan consists of Police and Fire Tier 1, Police Tier 2, Fire Tier 2, Police PEPRA and Fire PEPRA. The Police Tier 1 effective prior to November 19, 2011, and the Fire Tier 1 effective prior to September 24, 2011, are closed to new entrants.

OPEB Obligations and Payments

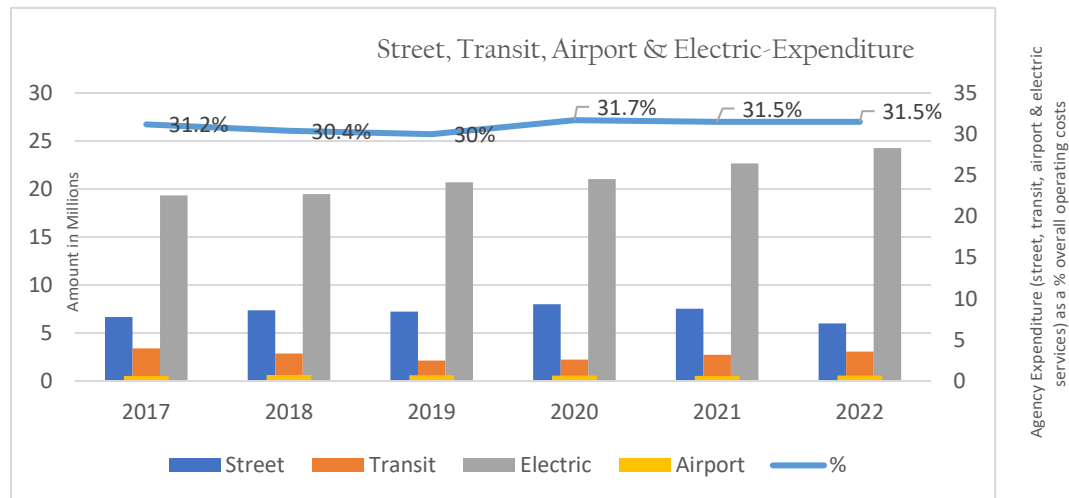
The City's primary Other Post-Employment Benefits (OPEB) cost obligation is for retiree health benefits, under its election to participate in the California State Associations of Counties – Excess Insurance Authority's (CSAC-EIA) health care plans, which is an agent multiple-employer defined benefits OPEB plan. Effective December 31, 2018, the City changed medical providers, leaving the CalPERS Health Benefit Program under the Public Employees' Medical and Hospital Care Act (PEMHCA), and joined the CSAC-EIA health care plan.

The City entered into an agreement with California Employers' Retiree Benefit Trust (CERBT) to pre-fund the City's OPEB liability. The City entered the PERS medical insurance program in 1990 under the Public Employees Medical and Hospital Care Act (PEMHCA). The City provides post-employment health care insurance to all employees who retire from the City on or after attaining age 50 with at least 15 years of OPEB credited service and a minimum of 10 consecutive years of full-time City service. Of the 165 retirees who had met eligibility requirements, 126 elected to receive benefits under the plan. Retirees need to elect to receive benefits under the plan upon retirement and if they do not, they are ineligible to elect in at any time in the future. On June 30, 2021, there are 344 active employees covered by the benefit terms for the plan.

The City pays a percentage of the cost incurred by pre-Medicare retirees toward health, dental and vision insurance, beginning with 50% with 15 years of service and increasing 2.5% with each year, to a maximum of 75% with 25 years of service. The City also reimburses a fixed amount up to \$100 per month for a Medicare supplement for the 65 retirees eligible for Medicare,

Enterprise Funding

The City's budget includes street, utility, transit, and airport services. In FY 2020/2021, the City's actual budget expense were \$32.9 million and increased that to \$33.3 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency's expenditure over time.



Asset Maintenance and Repair

The various City's Division strives to maintain and preserve facility assets and equipment for the purpose of helping the City function at its best. The facilities include:

- The Corporate Yard
- City Hall
- Police Department
- Police Department Pistol Range
- Fire Station 1
- Fire Station 2
- Lompoc Library
- Lompoc Museum
- Lompoc Landfill
- Solid Waste V Street Yard
- Art Gallery
- Dick DeWees Center
- Anderson Rec Center
- Civic Auditorium
- Aquatic Center
- Water Treatment Plant
- Wastewater Treatment Plant

OBJECTIVES FOR FYS 2021-23

- City Hall: Remove fluorescent fixtures and install LED lighting fixtures in lobby ceiling.
- Water Distribution Main replacement – Plan and design future phases of the distribution main as part of a comprehensive asset management program.
- Installed new lime slaking system. Continue to optimize plant operations.
- Continue to upgrade and improve the meter reporting capabilities, accuracy, and efficiency of the radio and mechanical water meters to ensure proper billing and to assist with customer understanding of meter reads.
- Support conservation activities consistent with regulatory and council policies.
- Support Santa Barbara County Regional Climate Collaborative to facilitate and implement equitable climate policies, programs, and projects within Santa Barbara County.
- Establish new financial reporting funds to better reflect sources and uses of designated activities. Such activities include existing water retrofit resources and programs, vehicle replacement program, renovation and re-placement (R&R) of infrastructure, and other programs not directly related to the operations of the water system.
- Complete replacement of Vandenberg Village Community Services District's transmission line segment.
- Coordinate with Vandenberg Space Force Base to enact a medium term (10–30-year term) successor agreement for wastewater treatment services.
- Ensure regulatory compliance for a new National Pollutant Discharge Elimination System (NPDES) permit which was issued on May 1, 2022. New compliance limits were set for Boron, Sulfate and Chromium VI. A Time Schedule Order (TSO) was put in place to assist with the new requirements and to assist with implementing process changes or system enhancements to meet the new NPDES requirements.
- Institute a new Computerized Maintenance Management System (CMMS) for the Operations, Maintenance, Collections and Laboratory departments.
- Implemented remote plant operations via SCADA thru a dedicated remote laptop carried by the designated on call operator as a replacement for the graveyard shift.
- Optimize oxidation ditch process maintaining the proper dissolved oxygen set point is essential as both too low and too high oxygen levels hinder process functions and efficiency.
- Plan and design the decommissioning of abandoned facilities from the 1974 plant.
- Improve Headworks to optimize screening debris and grit removal from raw wastewater.

-
- Rehabilitate emergency holding basin for proper drainage and lining.
 - Establish new financial reporting funds to better reflect sources and uses of designated activities. Such activities may include existing recycled water programs, vehicle replacement program, renovation and replacement (R&R) of infrastructure, and other programs not directly related to the operations of the wastewater system.
 - Fulfillment of Needs: continue prioritizing and implementing work to improve safety and reduce losses; continue safety assessments of City transportation and drainage infrastructure, and implement improvements when warranted; and continue coordinating with other agencies to implement warranted safety improvements to non-City-owned infrastructure serving Lompoc.
 - Public Safety and Function: enhance public safety and usability through effective and efficient maintenance of all City roadways, sidewalks, signs, traffic markings, traffic signals, alleyways, storm drains, and related areas and improvements within City street and alley rights-of-way.

Capital Improvements

The City has a 15-year Capital Improvement Plan (CIP), which is updated regularly and identifies and prioritizes system improvements and costs. The 2021-2023 CIP is divided into five categories: Public Safety, Municipal Improvements and Support, Transportation, Enterprise Utilities, and Citywide Internal Service Funds. Summary includes over \$42 million in upgrades.

Projects Budgeted or Estimated 2021 to 2023

- ▶ Re-skin City-owned Hangars \$513,000
- ▶ Construct perimeter road \$350,000
- ▶ Terminal Upgrades \$2,352,000
- ▶ Airport Beacon Tower and Beacon \$103,000
- ▶ Bus Washer \$250,000
- ▶ Bus Replacements \$602,000
- ▶ Class 2 Bikeway Infill \$400,000
- ▶ Sidewalk & Ramp Infill \$1.100,000
- ▶ Sidewalk & Pedestrian Ramp \$750,000
- ▶ Annual Street Pavement Projects \$12,000,000
- ▶ Airport Avenue (D St. to D/E Alley) \$450,000
- ▶ O Street (Laurel Ave. to Oak Ave.) \$55,000
- ▶ Pavement Dirt Alleys & Streets \$140,000
- ▶ Install Traffic Signal (V St./Ocean) \$350,000

- ▶ Install Traffic Signal (V St./Laurel) \$425,000
- ▶ 4kV to 12kV Conversion \$400,000
- ▶ Central Ave Underground Rebuild \$700,000
- ▶ Glen Ellen Underground Rebuild \$488,000
- ▶ New Res/Bus Developments \$620,000
- ▶ Damaged Transformers & Switches \$82,000
- ▶ One Sweeper \$300,000

Long-term Liabilities and Debts

The City's 2004 direct borrowing tax allocation bonds in the amount of \$9,955,000 were issued to finance the construction and maintenance of the Aquatic Center, park improvements and other capital improvements. The portion of the bonds related to the former Redevelopment Agency have been transferred to the Successor Agency Trust Fund as of February 1, 2012. The bonds bear interest rates from 2.75% to 4.85%. Principal and interest payments are due each March 2 and September 2 through September 2, 2034. The bonds contain a provision in the event of default, the outstanding principal balance and accrued interest are due and payable immediately. On June 30, 2022, the principal balance outstanding on the City's portion of the bonds was \$1,590,000.

The City finances vehicles and equipment under direct borrowing capital loans that expire through 2035 and are reported as financed purchases of the underlying assets. The City has pledged the underlying assets as collateral on the loans, for a total value of \$4,072,418. The loans contain the provision that in the event of default, the lender may retake possession of the underlying asset or require payment for the entire balance of the remaining lease term. On June 30, 2022, future minimum payments on direct borrowing capital leases are 2023-\$796,318, 2024-\$798,684, 2025-\$754,535, 2026-\$756,021, 2027 \$757,543 and thereafter-\$1,714,343.

On April 6, 2018, the City issued \$9,875,000 in direct borrowing Water Refunding Revenue Bonds, 2018 Series A. The proceeds of the bond issue were used to fully extinguish the Water Enterprise's portions of the 1998, 2005, and 2007 revenue bond issues. The refunding resulted in a difference of \$153,693 between the reacquisition price and the net carrying amount of the old debt. The bonds bear interest from 3.00% to 5.00% and are due in semi-annual installments on March 1 and September 1 through March 1, 2037. On June 30, 2022, the principal amount outstanding on the bond was \$7,270,000.

On April 6, 2018, the City issued \$15,190,000 in direct borrowing Wastewater Refunding Revenue Bonds, 2018 Series A. The proceeds of the bond issue were used to fully extinguish the Wastewater Enterprise's portion of the 1998, 2005, and 2007 revenue bond issues. The refunding resulted in a difference of \$168,029 between the reacquisition price and the net carrying amount

of the old debt. The bonds bear interest from 2.00% to 5.00% and are due in semi-annual installments on March 1 and September 1 through March 1, 2037. On June 30, 2022, the principal amount outstanding on the bond was \$12,565,000.

On May 3, 2007, the City entered into a direct placement financing contract for the Wastewater Treatment Plant upgrade project from the State Water Resources Control Board (SWRCB). Proceeds borrowed during the construction phase that were converted to the loan payable were \$76,337,875. Under the terms of the agreement, the loan was considered to be interest free during the construction phase with a required matching portion of \$15,267,940 which was equal to 16.67% of the total estimated cost of the project. The total repayment obligation, including imputed interest, to the SWRCB loan was \$91,605,815. Repayment on the loan began during the year ending June 30, 2011, and is due in equal annual payments of \$4,580,291 through 2030. The imputed interest rate on the loan is approximately 1.77%. On June 30, 2022, the principal balance outstanding was \$33,862,155.

On March 1, 2017, the City entered into a direct placement financing contract with the State of California, Department of Resources Recycling and Recovery (CalRecycle). On July 23, 2018, the City secured \$1,000,000 in financing for the Solid Waste Disposal and Codisposal Site Cleanup Program for the City of Lompoc Landfill Gas Collection and Control System (LGCCS) project from CalRecycle. The total repayment obligation, including interest, to the CalRecycle loan is \$1,033,723. Repayment on the loan began during the year ending June 30, 2020, and is due in equal annual payments of \$103,372 through fiscal year 2029. The interest rate on the loan is 0.599% per annum. On June 30, 2022, the principal balance outstanding was \$706,349.

State and federal laws and regulations require the City to place a final cover on its sanitary landfill site when it stops accepting waste and to perform certain maintenance and monitoring functions at the site for thirty (30) years after closure. Closure and post-closure costs will be paid only near or after the date that the landfill stops accepting waste. The City reports a portion of these closure and post-closure care costs as an operating expense in each period based on landfill capacity used as of each balance sheet date. The landfill closure and post-closure care liability is \$7,477,048 on June 30, 2022, and represents the cumulative amount based on the use of 59.2% of the estimated capacity of the landfill used to date. The City expects to close the landfill in the year 2047.

Opportunities for Shared Facilities

The City currently share facilities or services with other agencies, such as the wastewater treatment facility. The Mission Hills CSD is currently in discussion with the City of Lompoc regarding upgrades or collaboration to construct a new treatment plant. The City currently has an agreement in place with MHCS D to supply emergency water to each agency in the event of a water supply emergency. In the future, the City, MHCS D, and VVCS D will be exploring the possibility of integrated facilities operations within the Lompoc groundwater basins through

interconnections among each of the three water distribution systems. This would provide flexibility in delivering water among agencies during water supply interruptions and/or during other water emergency situations. As of 2020, there are no transfer or exchange agreements in place. No other opportunities have been identified by staff or in the preparation of this report.

RATE STRUCTURE

Utility rates for the City were last updated and adopted by the City Council under Resolution 6573(23). Airport rates are listed below. For current fuel rates go to www.airnav.com, or www.globalair.com.

CHARGES

The following charges are effective with the bills issued on and after those dates:

	Per Meter Per Month Effective <u>07/01/21</u>	Per Meter Per Month Effective <u>05/01/23</u>
Energy Charge: All kWh, per kWh	\$0.20091	\$0.26118
Minimum Charge:		
Single Phase Service:		
0 – 14 Days of Service:	\$4.27	\$5.56
15 or more Days of Service:	\$8.54	\$11.11
Three Phase Service	\$10.88	\$14.15

Hangar and Tiedown Rates

- Tiedowns: \$80/month for single engine and \$91/month for multi-engine
- Hangars: \$335/month for 885 square feet to \$498/month for 1300 square feet
- Private hangars available for rent:
 - 995 square feet \$400 /month
 - 2000 square feet \$750/month

Fuel Rates

- Jet A: \$6.45/gallon
- 100LL: \$6.41/gallon

ORGANIZATION

Governance

City of Lompoc’s governance authority is established under general law for Cities codified under Government Code Sections 34000. Cities are authorized to provide all municipal services. A five-member City Council governs the City of Lompoc with the Mayor elected at-large and Council Members by Districts. The citizens elect a Mayor every four years. There is no limit on the number of times a candidate can run for re-election to the City Council. The City operates under the Council-Manager form of government, which means that the City Council appoints a City manager who is responsible to oversee the daily operations of the City. The City Council provides policy direction to the City Manager who works with the City’s administration team and the citizens to implement the direction of the Council. Additionally, the City Council appoints a City Attorney to represent and advise the City Council on legal matters, a five-member Planning Commission, Airport Commission, Parks and Recreation Commission, and various other commissions and committees. The City employs approximately 343 full-time, 119 part-time employees and one (1) contract employees that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Stormwater Management, Water Supply, Sewer/Wastewater, Engineering, Solid Waste, Broadband, Planning, Land Use, Building & Safety, Library, Recreation & Parks, Fire and Police, Administration and Finance.

City of Lompoc holds meetings every 1st and 3rd Tuesday of each month at 6:30 pm in the Council Chambers, 100 Civic Center Plaza, Lompoc. A current listing of City Council along with respective backgrounds follows.

City of Lompoc Current Governing Council Roster			
Member	Position	Background	Years on Council
Jenelle Osborne	Mayor	Small Business	7
Gilda Cordova	Council Member District 1	Business Owner	4
Victor Vega	Council Member District 2	Real Estate/Sm Bus	9
Dirk Starbuck	Council Member District 3	Automotive, Retired	13
Jeremy Ball	Mayor Pro Tem District 4	Business Owner	3

Website Transparency

The table, on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in

advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

City of Lompoc Website Checklist website accessed 7/25/23 https://Cityoflompoc.com			
Required			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (required for independent Special Districts by 1/1/2020)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
The following criteria are recommended for agency websites by a number of governance associations and organizations.			
		<i>Yes</i>	<i>No</i>
Description of services?		X	
Service area map?		X	
Board meeting schedule?		X	
Budgets (past 3 years)?		X	
Audits (past 3 years)?		X	
List of elected officials and terms of office?		X	
List of key agency staff with contact information?		X	
Meeting agendas/minutes (last six months)?		X	
Notes: Lompoc is a Council-governed agency it overlays. Refer to https://Cityoflompoc.com for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

City of Lompoc Questionnaire, Revenues, Types of Service, and Resources

City of Lompoc			
Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	1	1	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	1	1	-
3. Do you feel an adequate level of funding is provided given the level of service?	1	1	-
4. Personnel arrived in a timely manner and were professional?	2	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	2	-	-

A total of 2 response was provided by staff and 0 responses by the community that answered the survey questions. The staff rated 50% satisfactory/unsatisfactory with the level of service. Additional comments were provided noting additional funding can further enhance the City's infrastructure and services.

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U. City of Santa Barbara

Agency Office: P.O. Box 1990, Santa Barbara, CA 93102
Phone: 805/963-0611
Fax: 805/564-5475
Email: rbjork@santabarbaraca.gov
Website: www.santabarbaraca.gov
City Administrator: Rebecca Bjork
PW Director: Cliff Maurer

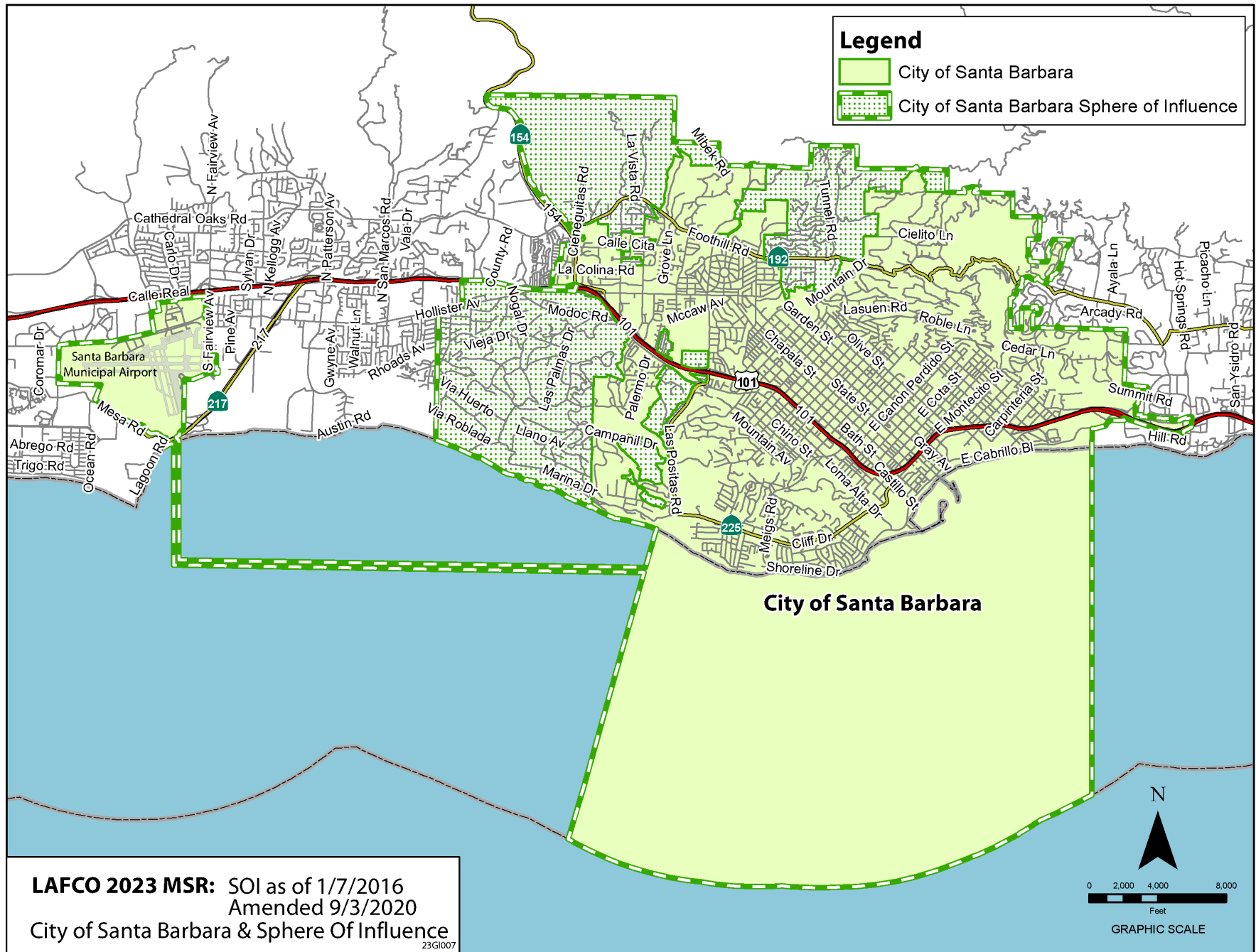
SUMMARY

The City of Santa Barbara is located in southern Santa Barbara County, situated between the Pacific Ocean and coastal mountains. The City's boundaries cover a total of 19.49 square miles of land and 22.5 square miles of water and include an estimated 86,591 residents (source: 2022 Department of Finance). The City expends approximately \$47,833,720 per year for transportation services. The City receives a portion of the County's 1% base property tax of 12¢/\$1. The City receives financial support at a rate of approximately \$5,148 per resident and maintains a fund balance to assist with future needs. The City has financial procedures in place to ensure the preparation of timely agency audits. The most recent audit by the City was for June 30, 2022. The City's Sphere of Influence (SOI) is larger than its boundaries including areas to the north (Mission Canyon & San Marcos Foothills) and west (Las Positas), and several islands surrounded by the City that have not been annexed. No plans to expand the SOI are being discussed.

BACKGROUND

The City of Santa Barbara was incorporated on August 26, 1850. The City was established under charter law for Cities codified under Government Code Sections 34450 within California Constitution Article XI, Section 5(a). The City is located in southern Santa Barbara County and is the County Seat. The City extends from Montecito on the east to Highway 154 and Hope Ranch on the west. The City is governed by a seven-member City Council with mayor elected at-large and six Council Members elected by Districts. It has a City manager form of government and is a full-service City, providing most essential City services.

The City of Santa Barbara overlaps the Goleta Sanitary District, Goleta Water District, Santa Barbara Mosquito and Vector Control District, Santa Barbara Metropolitan Transit District, Cachuma RCD, County Flood Control & Water Agency and the Goleta Cemetery District. A portion overlaps the County of Santa Barbara Fire Protection District and Mission Canyon Lighting District.



OPERATIONS

The City of Santa Barbara Public Works Department delivers a wide range of utility and infrastructure services in an efficient and cost-effective manner. Responsibilities include the planning, design, construction, and management of the Capital Improvement Program projects, transportation system, city streets, public drainage, streetlights, traffic signals, City buildings, and other City infrastructure facilities. The City 's Airport Department operates and manages the City owned airport as an enterprise fund. Revenue is from rental of property and fees from various aviation related activities. The Santa Barbara Airport encompasses 952 acres.

The Business & Property Management Division manages the Airport's commercial and industrial properties and aviation uses and activities. Its goal is to ensure the Airport's economic self-sufficiency through full use and occupancy of the Airport's facilities. It monitors Airport property leases for compliance, supervises the Department accounting and financial management functions, and administers the management contract for the public parking facilities at the Airline Terminal.

The City employs approximately 1,074 full-time employees that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Storm Drainage Management, Water Supply, Sewer/Wastewater, Engineering, Solid Waste, Planning & Land Use, Building & Safety, Code Compliance, Police & Fire, Recreation & Parks, Waterfront/Harbor, Airport, Library, Administration and Finance.

OPPORTUNITIES & CHALLENGES

The City's decision to rethink transportation priorities and solutions, means some policies of the past will need adjustment. For example, current traffic standards sometimes prohibit commercial growth that is permitted by the land development provisions of the General Plan. Such standards can be changed to allow greater flexibility for commercial areas to better support the economic vitality of the City. Another constraint is that the facilitation of delivery and receipt of goods may be at odds with the facilitation of access improvements for customers. For example, the addition of a delivery turnout may necessitate the narrowing of sidewalks or the loss of a traffic lane. Creative solutions will need to be found in order to accommodate all uses of the roadway.

Space to store vehicles is costly, sometimes visually adverse, and limited. By increasing the use of alternative modes of transportation and reducing reliance on the automobile for commuting to work, business areas will be able to improve access and availability of parking for customers, thereby enhancing economic vitality. Further development of the transportation system should increase access and the mobility of people throughout the community and strengthen this

relationship. As Santa Barbara nears buildout, with much of the City's land use pattern fully established, alternative strategies and creative solutions must be explored in order to expand the availability of alternative transportation facilities and services. These strategies and solutions may include expansion of the existing transit systems and creation of new alternatives.

Many older buildings, constructed with little or no parking, cannot expand or intensify their use because it is often difficult or impossible to comply with new parking regulations. In many areas of the City, there is little or no land available for consolidation of parking facilities. In many areas of the City, there are numerous opportunities to promote shared parking for uses that operate at different time periods, such as a dinner restaurant and offices. Other examples include the use of school, church, and peripheral parking lots for special events, in combinations.

Governance Structure Options

The opportunities for new governance structures in Santa Barbara are small. The City of Santa Barbara is largely surrounded by suburban residential, National Forest, and the Santa Barbara Channel. The City of Goleta and community of Montecito are the nearest along the eastern and western border of the City. The Pacific Ocean is located to the south.

Regional Collaboration

The City of Santa Barbara Regional Water Efficiency Program (RWEF - SB County conservation collaboration program), Cachuma Operations & Maintenance Board (COMB), Central Coast Water Authority (CCWA), Cachuma Conservation Resource Board (CCRB), Sanitation Agencies Managers Association (SAMA), and Integrated Regional Water Management (IRWM) are all collaborations the City participates in. The intent of the Integrated Regional Water Management Program in Santa Barbara County is to promote and practice integrated regional water management strategies to ensure sustainable water uses, reliable water supplies, better water quality, environmental stewardship, efficient urban development, protection of agricultural and watershed awareness.

Santa Barbara County Water Agency established in partnership with 18 local water purveyors the Regional Water Efficiency Program (RWEF). Through the RWEF collaborative water conservation partnership among purveyors, co-funds projects and programs, acts as a clearinghouse for information on water use efficiency, manages specific projects and programs, and monitors local, state and national legislation related to efficient water use. Some local water purveyors, are required to implement certain Best Management Practices (BMPs) identified by the U.S. Bureau of Reclamation (USBR). The list of the 18 water purveyors include: City of Buellton, Carpinteria Valley Water District, Casmalia Community Services District, Cuyama Community Services District, Goleta Water District, Golden State Water Company, Orcutt, City of Guadalupe, La Cumbre Mutual Water Company, City of Lompoc, Los Alamos Community Services District, Mission Hills Community Services District, Montecito Water District, City of

Santa Barbara, City of Santa Maria, Santa Ynez River Conservation District ID #1, City of Solvang, Vandenberg Space Force Base, Vandenberg Village Community Services District.

The City collaborates regionally and participates in a variety of agreements with neighboring agencies: Joint Powers Agreement (for water treatment to MWD and CVWD), Juncal Agreement, Agreement with La Cumbre for Recycled Water Delivery, Agreement with La Cumbre for treating and conveying SWP water supplies, Pass Through Agreement, Water supply agreement with the County for Cachuma allocation, Water Supply agreement for SWP allocation, Water Supply Agreement with Montecito for City to supply District desal water, Exchange Agreement which gives them credit in Cachuma for delivering some of SWP water to ID#1.

The City and Santa Barbara City College (SBCC) share specific recreation and parking resources subject to the terms of a Joint Use Agreement and subsequent Five-Year Supplemental Parking Agreements. In addition to other terms, the agreements establish joint use of specific SBCC and Parks and Recreation facilities including Pershing Park fields and tennis court, Pershing Park Parking lot, Los Banos del Mar municipal pool, beach and coastal parks, La Playa Stadium, SBCC Gymnasium, and fees and seasonal use of the Waterfront Department's Leadbetter and Harbor West parking lots (Leadbetter lots) and SBCC's La Playa West and East parking lots (La Playa lots).

Public transit services and facilities are provided by the Santa Barbara Metropolitan Transit District (MTD) throughout the City and to neighboring jurisdictions.

The City of Santa Barbara provides all weekly garbage and recycling collection services through MarBorg Industries. The Material Recovery Facility receives recycling materials collected. Waste is taken to the South Coast Recycling and Transfer Station. Unrecyclable solid waste from the City is ultimately disposed at Tajiguas Sanitary Landfill located in the County of Santa Barbara.

SPHERE OF INFLUENCE & BOUNDARIES

The City of Santa Barbara has a Sphere of Influence that totals 5,430 acres beyond City boundaries. The SOI boundary includes areas to the north (Mission Canyon & San Marcos Foothills) and west (Los Positas & Hope Ranch), and several islands surrounded by City. The City has generally considered annexations on a case-by-case basis at the request of the property owner. The resultant City boundary line is somewhat irregular with enclosed peninsulas and islands of County land completely surrounded by City territory. In 2000, the City passed an ordinance setting priorities for future annexations. The goal of that ordinance is to simplify the City boundaries and provision of services by encouraging annexation of unincorporated islands and peninsulas of land contiguous to the City. A map of the City's Sphere of Influence and boundaries can be seen at the beginning of this profile.

BOUNDARIES

Jurisdictional Boundary

City of Santa Barbara’s existing boundary spans approximately 19.49 square miles of land and 22.5 square miles of water in size and covers 10,965 acres (parcels and excluding public rights-of-ways) between one non-contiguous area with the airport connected by a narrow strip. Nearly all of the jurisdictional service boundary (defined as all areas the City provides service to), is approximately 90.7%, incorporated and under the land use authority of the City. The remaining portion of served land approximately 9.3% of the total is unincorporated and under the land use authority of the County of Santa Barbara. The City serves sixteen areas outside of its jurisdictional service area under out-of-agency-service agreements. Overall, there are 62,830 registered voters within the jurisdictional boundary.

Santa Barbara’s jurisdictional boundary spans 19.49 square miles of land with 90.7% being served as incorporated and under the land use authority of the City. The remainder of the service boundary lies within the County of Santa Barbara.

City of Santa Barbara Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Santa Barbara	10,965	90.7%	25,584	62,830
OASA- 013-210-049	1	TBD	1	TBD
OASA - 013-070-022	0.78	TBD	1	0
OASA - 051-253-018, 051-261-002, 051-262-009, 051-263-007	0.72	TBD	4	TBD
OASA - 013-170-014	1.01	TBD	1	TBD
OASA - 013-170-021	1	TBD	1	TBD
OASA - 013-170-023	1	TBD	1	TBD
OASA - 051-262-013	0.16	TBD	1	TBD
OASA - 013-164-012	1	TBD	1	TBD
OASA - 055-221-005	0.23	TBD	1	TBD
OASA - 013-123-008 015	0.76	TBD	2	TBD
OASA - MacIntyre	TBD	TBD	TBD	TBD
OASA - Sunset Rd area	TBD	TBD	TBD	TBD
OASA - Rockhar	TBD	TBD	TBD	TBD
Served by City within CSA 12: All APN's	1,050	9.2%	1,134	612
Served by City within Montecito Water: 013-170-026, 027, 028, 029, 030, & (formerly 013-210-027, 013-070-022 & 032 and 013-050-003	12.56	0.1%	9	TBD
Served by City within Montecito Sanitary: 013-170-006, 007, 008, 009, 010, 011, 013, 017, 048, 049, & 052, 013-165-009, 010, & 011	14	0.1%	14	TBD
Totals	12,041	100.0%	26,755	63,442

City of Santa Barbara Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Santa Barbara	10,957	90.7%	25,584	62,830
Co of Santa Barbara	1,084	9.3%	1,171	612
Totals	12,041	100.0%	26,755	63,442

Total assessed value (land and structure) is set at \$27.0 billion as of April 2023, and translates to a per acre value ratio of \$2.4 million. The former amount further represents a per capita value of \$312,786 based on the estimated service population of 86,591.

The jurisdictional boundary is currently divided into 25,584 legal parcels and spans 10,957 acres with the remaining jurisdictional acreage consists of public right-of-ways. Close to 76% of the parcel acreage is under private ownership with nearly or 94% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 521 vacant parcels that collectively total 591 acres. The jurisdictional boundary does not qualify as a disadvantaged unincorporated community.

Close to 76% of the jurisdictional boundary is under private ownership, and of this amount approximately 94% has been developed.

City of Santa Barbara Incorporation, Revenues, Attributes, Types of Service, and Resources

City Incorporation and Duties	
Incorporation Date	1850
Legal Authority	Charter Law, California Constitution Article XI, Section 5(a) Sections 34450
Mayor & Council Members	A seven-member City Council with mayor elected at-large and six Council Members elected by Districts.
Agency Duties	Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Storm Drainage Management, Flood Control, Water Supply, Conservation & Groundwater Management, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use & Economic Development, Building & Safety, Harbor, Airport, Library, Recreation & Parks, Police and Fire, Administration and Finance.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Santa Barbara to be 90,911. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2050 in 2019. That report used a conservative trend-base allocation methodology estimating the City of Santa Barbara to be 95,100 by 2020. Between 2010 and 2020, the population of Santa Barbara City increased by 5,101 people (5.4 percent or less than 1 percent per year). There are approximately 37,806 households within the City. In contrast, County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for the City are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey, which identified the largest age group in Santa Barbara as 18 to 64 group at 63.6 percent. Approximately 19.6 percent of the population was in the 65 or older years age group and 16.8 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 55.8 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Santa Barbara, comprised 36.7 percent of the total population.

Projected Growth and Development

The City of Santa Barbara’s General Plan serves as the City’s vision for long-term land use, development and growth, and provides the City’s vision within its Planning Area. The City’s General Plan was adopted in 2011, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. The City plans to start an update to the General Plan within the next year.

The current City of Santa Barbara Housing Element (2023-2031) identifies an estimated growth rate of 0.3 percent within the City. The County’s Housing Element, covering the same period, estimates less than 4 percent growth in the surrounding unincorporated areas. The County’s General Plan covers the South Coast and surrounding hillside areas. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table U-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Santa Barbara	88,410	92,305	93,511	94,876	96,000
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Santa Barbara City was \$90,711 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In most cases, the City of Santa Barbara's Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services nor are the areas contiguous to the Sphere of Influence qualify as a disadvantaged community. In the CalEnviroScreen 4.0 tool and EJScreen, City of Santa Barbara has a small portion within the East Beach area Census Tract 6083000804 that was in the 73rd percentile largely due to environmental effects of groundwater threats, impaired waters, cleanup sites, and solid waste having scores in the 80 plus range. However, this would not qualify the City as a disadvantaged community under LAFCO's definition.

SERVICES

Overview

The City Public Works Department is responsible for maintaining the City's Public Right of Ways, infrastructure facilities, and managing the water and wastewater infrastructure and system. The Streets Operations & Infrastructure Management Division (Streets Division) cleans and maintains the City's existing transportation and storm drain system infrastructure within the public right of way. The street system is supported by 52 employees and the airport is supported by 52 employees.

All other services provided by the City are not the primary focus of this report and will be discussed in greater detail under the appropriate future MSR Study.

CIRCULATION ELEMENT 2011

Streets, Roads & Highways

The Circulation Element of the City's General Plan describes how the City would manage transportation issues as the City grows and develops. The Circulation Element was updated in 2011, which included a re-adoption of the 1997 Circulation Element and new Circulation Element polices. The City uses a classification system that is based on safety and mobility rather than on street size and volume of automobile traffic. The purpose of this classification and service system is to ensure a consideration of all forms of travel when designing or improving transportation infrastructure.

Since adoption of the Circulation Element, Senate Bill 743 went into effect on July 1, 2020, that revised the approach for analyzing transportation impacts of projects under CEQA. Under the new criteria, travel delay or traffic congestion effects measured by intersection Level of Service (LOS) standards are not considered a significant impact on the environment under CEQA. Instead, vehicle miles traveled (VMT) is identified as the most appropriate measure of the transportation impacts of a project. VMT refers to the amount and distance of automobile travel attributable to a project.

Santa Barbara's 2011 General Plan Update (Plan) addresses the same infill objective in a different way. Land use development and non-residential square footage was focused Downtown and restricted in the outlying areas: Upper State Street, the Mesa, and Coast Village Road. The traffic congestion standards were changed to ensure that the vast majority of projects would be permitted in Downtown. The Plan also focuses residential development in the Downtown where it will generate the least amount of traffic and VMT. Because the City has already developed its own strategy to achieve the legislative intent of SB 743, City Council retained LOS as city policy.

For purposes of evaluating traffic effects of proposed development projects, the City identifies a signalized intersection as congested when the intersection typically operates at or above the high end of the LOS C range (greater than 0.77 V/C ratio) during peak travel times (morning and evening commute hours).

Since adoption of the Circulation Element, Senate Bill 743 went into effect on July 1, 2020, that revised the approach for analyzing transportation impacts of projects under CEQA. Under the new criteria, travel delay or traffic congestion effects measured by intersection Level of Service (LOS) standards are not considered a significant impact on the environment under CEQA. Instead, vehicle miles traveled (VMT) is identified as the most appropriate measure of the transportation impacts of a project. VMT refers to the amount and distance of automobile travel attributable to a project.

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The City prepares a Traffic Model Update to predict future traffic patterns. The traffic model was last validated in 2015 for the General Plan Update process and is currently being updated to be consistent with SBCAG's regional traffic model. The Traffic Model Update will be utilized to predict future traffic patterns and which intersections exceed LOS policy, which will be used to evaluate traffic effects under the City's Traffic Management Strategy. The updated model will also estimate VMT, and the consultant will provide a VMT screening checklist and thresholds. The update is targeted to be completed by year end 2023.

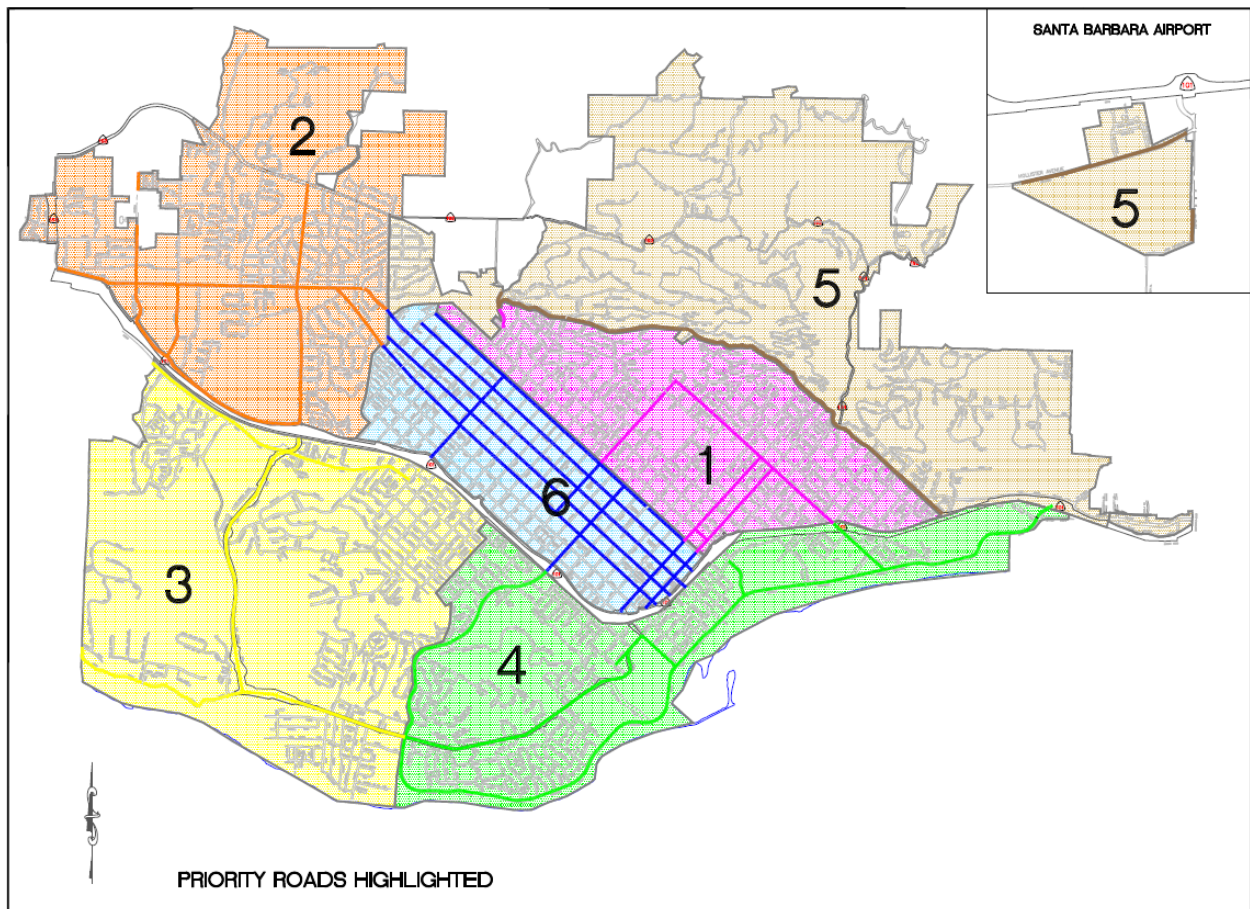
ROAD CONDITION/MAINTENANCE

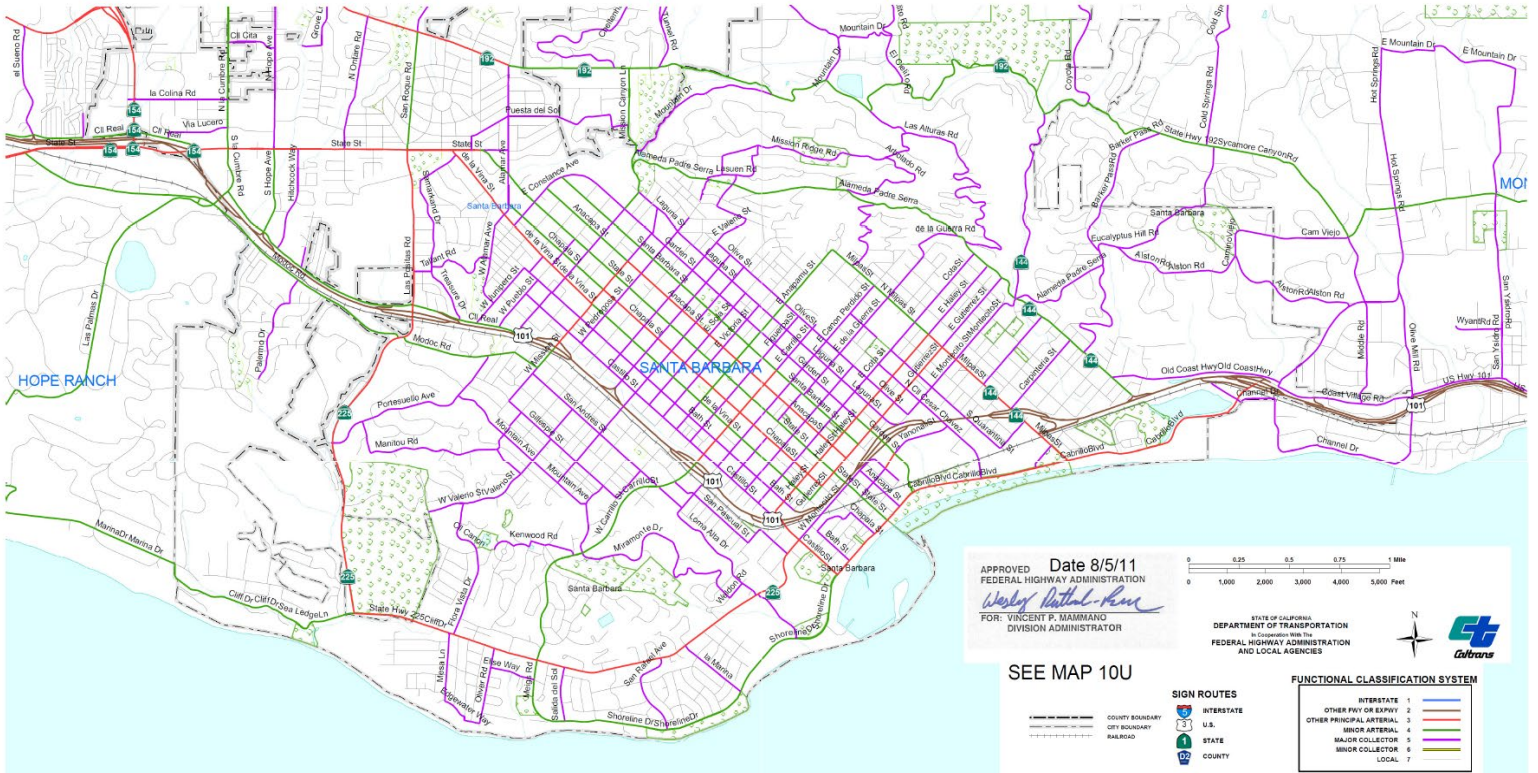
Maintenance

The City of Santa Barbara Pavement Maintenance Program includes annual contracts for asphalt repair/overlay/reconstruction and slurry seal. The City is divided into six Pavement Maintenance Zones, 1 through 6. The City generally schedules pavement maintenance projects in each

successive maintenance zone on a five- to eight-year cycle and selects streets based on pavement condition, traffic volumes, and available funds.

The Pavement Management System provides for the systematic approach in prioritizing street pavement treatments such as repairs, maintenance, rehabilitation, and reconstruction. Each street takes approximately one to two weeks to perform asphalt repair, overlay, or reconstruction. The slurry sealing and initial traffic stripe painting of each street will then be independently scheduled and completed within a week. Two additional coats of paint striping will follow.





LIGHTING Maintenance

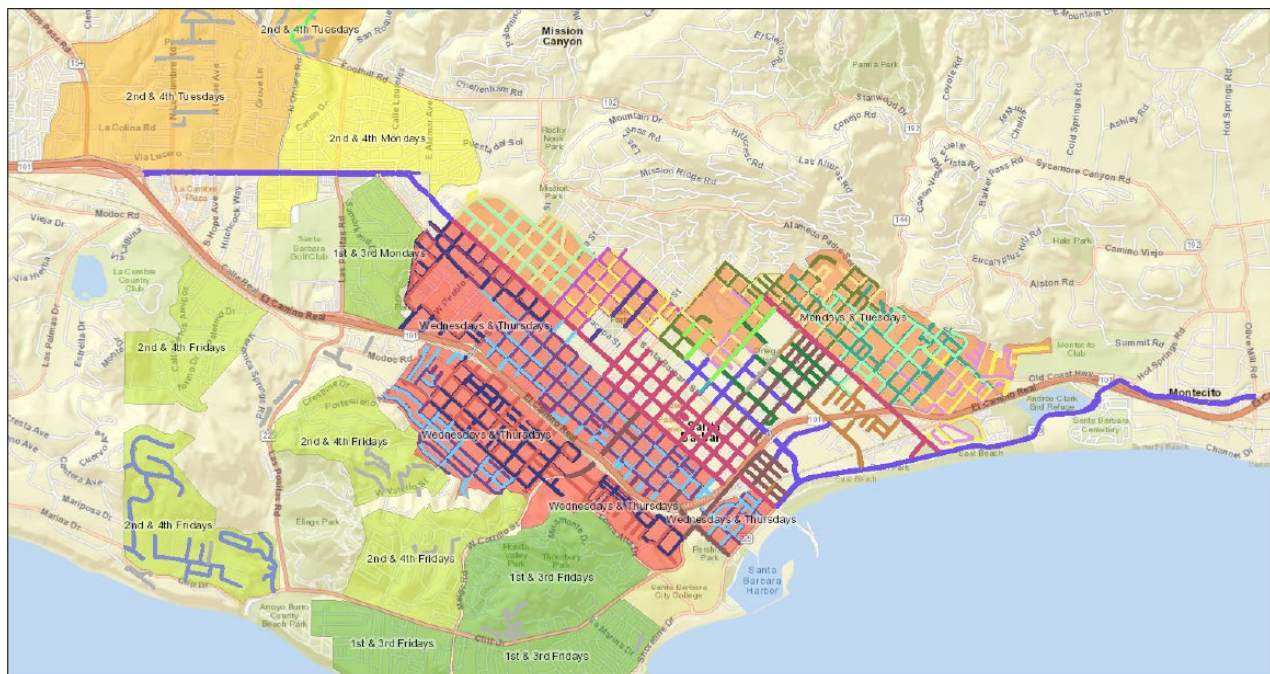
The majority of the public street lights are owned, operated, and maintained by the City which currently include 2,585 streetlights. Southern California Edison (SCE) maintains 994 streetlights. The City is served by an electrical distribution system operating at two voltage levels, 4 Kilovolts (Kv) and 16 Kv. The 4 Kv system serves the Downtown. The 16 Kv system primarily serves the remainder of the City. However, as new uses are added Downtown the higher voltage system is used in order to avoid overloading the existing system. Electricity is moved from sources to substations over the City's transmission system. At present the transmission system operates at 60 Kilovolts and is approximately 30% underground. Future facilities will all be underground. As commercial, industrial or residential neighborhoods have funds available or agree to an assessment against their property taxes, transmission lines in other areas of the City will also be placed underground.

STREET SWEEPING Maintenance

Regular street sweeping occurs on about 80% of Santa Barbara's 254 miles of paved streets within the Santa Barbara city limits. Sweeping frequency is tied to accumulation of debris, density of population, and usage, and is scheduled from as often as four times per week to twice a month.

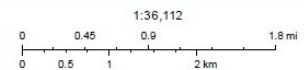
The street sweepers annually remove approximately 1,850 tons of debris, trash, and other harmful constituents that would have otherwise ended up in the storm drains, creeks, and eventually in the ocean.

Residential neighborhoods are swept during the daytime, and the commercial and arterial routes and downtown business areas are swept at night. To assist in efficient sweeping all vehicles and obstructions such as trash cans and leaf piles from the street in front of houses during the scheduled sweeping should be removed. If certain streets or blocks are not in a regular sweeping program, it most likely is because the street is too narrow or too steep for the street sweeper trucks. If debris is a problem in these areas residents can contact the City of Santa Barbara Streets office or the Street Sweeping Hotline to request a special clen up.



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Street Sweeping Routes	Mon 1am - 4am	Tues 10am - Noon	Wed 9am - Noon	Street Sweeping Areas	Mondays & Tuesdays
Not Swept	Mon 1pm - 3pm	Tues 1am - 4am	Thurs 1am - 4am	1st & 3rd Fridays	Wednesdays & Thursdays
2nd & 4th Fri	Mon 8am - 10am	Tues 1pm - 3pm	Thurs 9am - Noon	1st & 3rd Mondays	
2nd & 4th Tues	Mon 9am - Noon	Tues 8am - 10am	Thurs 1pm - 4pm	2nd & 4th Fridays	
M W F 1am - 4am	Mon/Tues 1pm - 3pm	Wed 1am - 4am	Fri 1am - 4am	2nd & 4th Mondays	
Mon 10am - Noon	Mon/Tues 8am - 10am	Wed 1pm - 4pm		2nd & 4th Tuesdays	



City IT: GIS
 Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

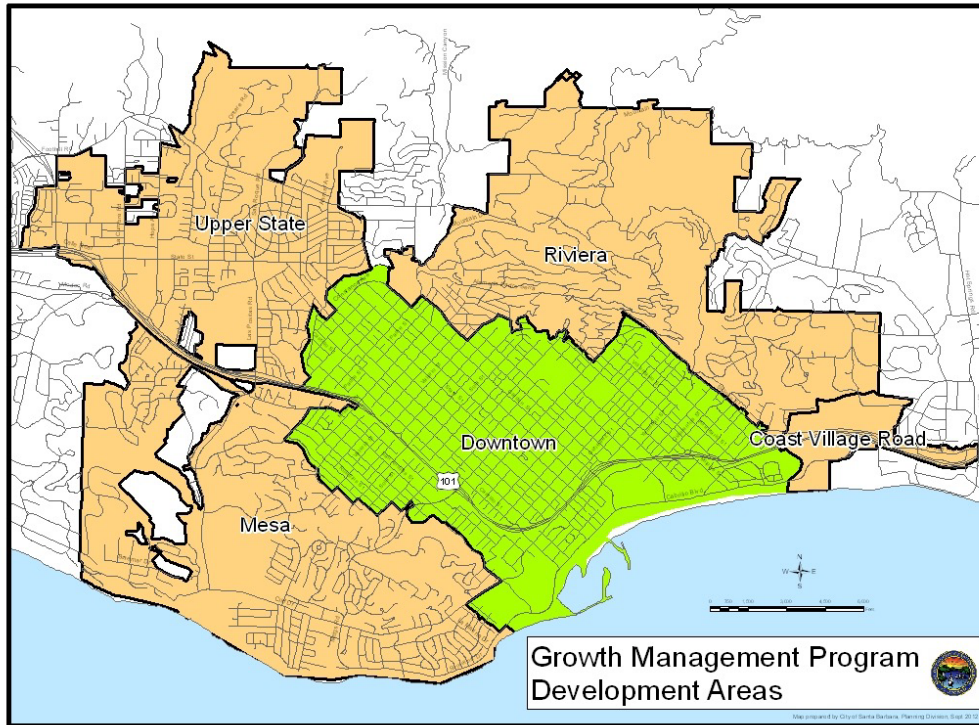
STREET LANDSCAPING

Maintenance

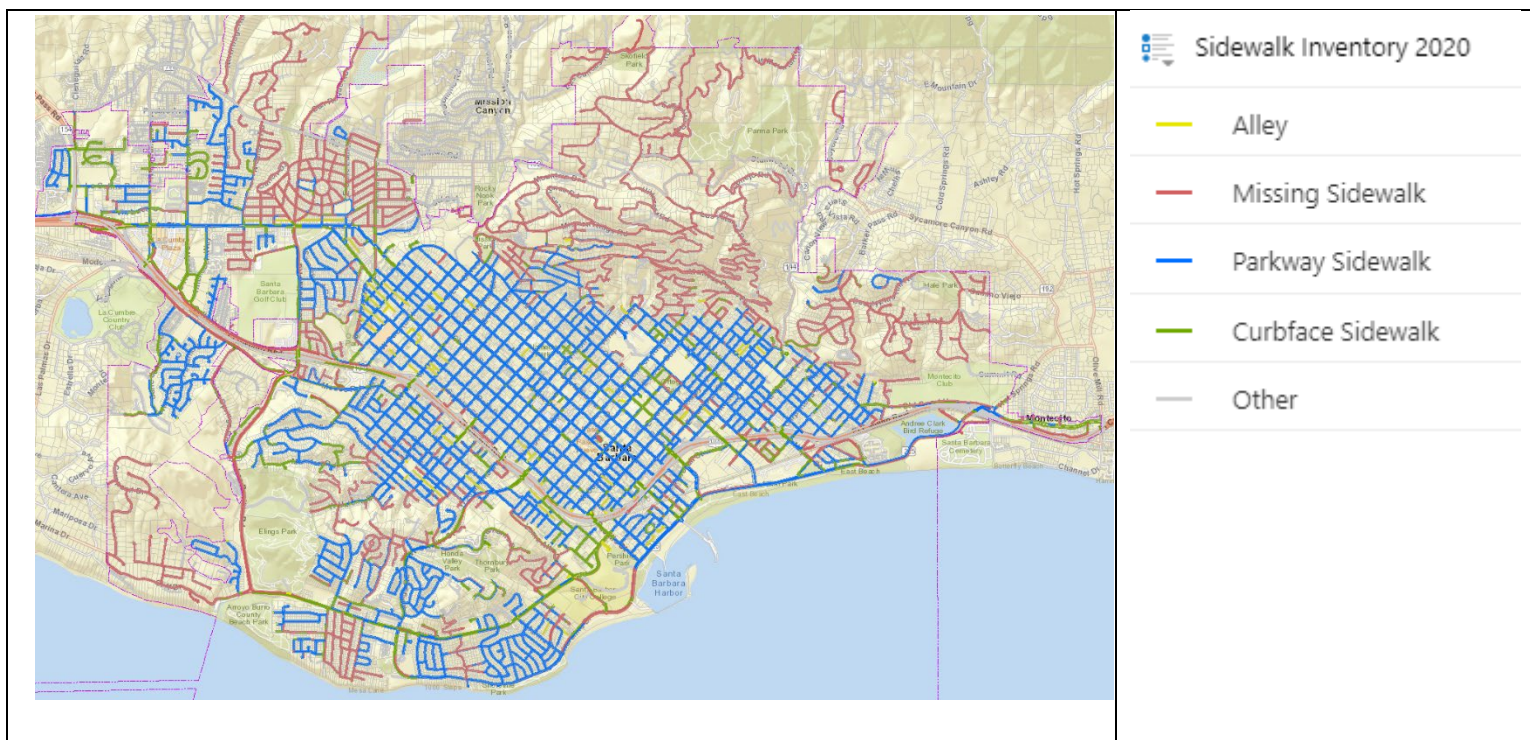
The City adopted a Pedestrian Master Plan (Plan) in 2006. The Plan includes phased recommendations to entice people to walk more for short trips, enhance the environment for people with disabilities and children walking to school, and lead to an overall increase in the number of pedestrian trips. It focuses on enhancing pedestrian safety in crosswalks and along

streets. The Plan also represents a blueprint for improving residents' quality of life by creating a more sustainable environment and reducing traffic, noise, and energy consumption.

Within the 254 miles of roadway in the City, there are 300 miles of sidewalks, 1,200 crosswalks and 123 signalized intersections (July 2023). The Downtown Growth Management area has a high-quality pedestrian environment. The Mesa, Upper State, and Coast Village Growth Management areas have sporadic sidewalks and Riveria has little to no sidewalks due to topography constraints.



Below is an image of the City's Sidewalk Inventory Map, with the blue and green colors representing sidewalk. The City's Pedestrian Master Plan (2006) prioritizes sidewalk by a series of demand- and need-based factors, including proximity to schools, parks, public activity areas; land use and population density; commute modes; safety; sidewalk gap closure; and public input. Currently there is only funding for sidewalk repair. All new sidewalk has to be grant funded or constructed as part of public improvements associated with a private development. The majority of the capital projects from the City's 2006 Pedestrian Master Plan have been largely completed or funded with construction anticipated over the next several years.



The Pedestrian Master Plan includes development guidelines of sidewalk width required that is based on width of right of way. Please note that Chapter 22.44 of the Municipal Code, which sets standards for street dedication and improvement for multi-family residential development, is inconsistent with the Pedestrian Master Plans development guidelines. The City is currently in the process of updating the Municipal Code to mandate compliance with the Pedestrian Master Plan. Once updated, the Municipal Code will be consistent with the Pedestrian Master Plan, and residential development would be required to adhere to the requirements of Chapter 22.44 to promote the goals of the Pedestrian Master Plan

Given the anticipated housing growth, it is anticipated that there will be a continued demand to enhance the existing sidewalk network by providing wider sidewalks and pedestrian amenities. This may impact on-street parking to enhance the City’s walking environment.

TRANSIT

Maintenance

Santa Barbara Metropolitan Transportation District (MTD) provides fixed route bus service in southern Santa Barbara County, including the City of Santa Barbara and the adjacent communities of Goleta, Carpinteria, Isla Vista, Montecito, and Summerland. MTD’s transit center at the intersection of Chapala and Carrillo Streets in downtown is a key hub in this transit system, and is the focus of transfers from regional to local service.

. For more information, please see Chapter O for Santa Barbara Metropolitan Transit District services, operations, and maintenance of transit system.



PARKING

Maintenance

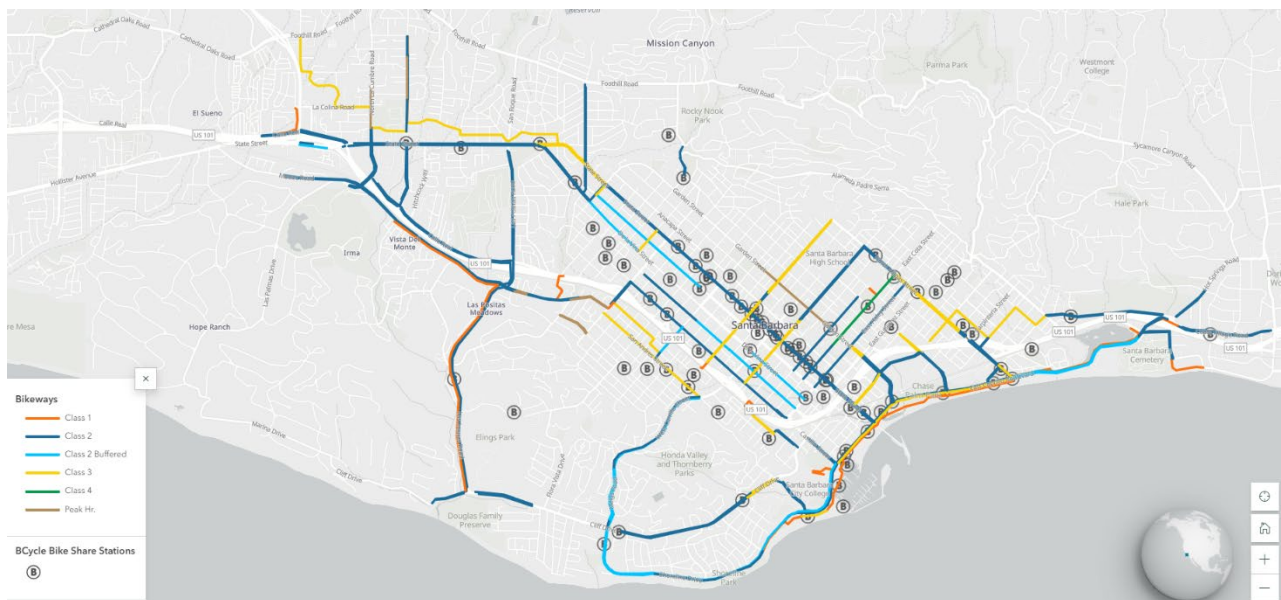
The Downtown area public parking lots supply 3,600 spaces in ten surface lots and five multi-level garages. While some Downtown public lots, particularly surface lots, are at or near capacity during periods of peak demand, excess capacity exists in most parking garages. Street parking areas are at or near capacity for much of the day and night. Few, if any, resources exist to construct more parking structures. Limited area is available for new surface lots. The City serves over 3 million vehicles annually.



BIKEWAYS Maintenance

The City's comprehensive bicycle network connects nearly every part of the City, with approximately 91.1 miles of bicycle facilities consisting of 7.7 miles of Class I bikeways (separated off-street bike/multiuse paths), 64.95 miles of Class II bikeways (painted on-street bike lanes),

14.69 miles of Class III bikeways (on-street shared facilities), 0.7-mile of Class IV bikeways (protected on-street bike lanes), and 3.07 miles of peak hour lanes (Bike Facilities Data July 2023). Key City bike facilities include on-street bicycle lanes on State Street, which is identified as the spine of the City's bicycle network in the Bicycle Master Plan with supporting bicycle facilities on the parallel and perpendicular streets to State Street. The City's off-street multiuse paths include the four-mile Beachway that goes along the entire Waterfront and the 2.6 mile Las Positas/Modoc Path that connects the Hidden Valley, Westside, Bel Air, Campanil and Mesa neighborhoods and is also part of the region's COAST route that connects to UCSB/Goleta and to Ventura.. An updated link to the City's Story Map can be found here: <https://storymaps.arcgis.com/stories/83628673abb04ec791fd026c69e23608>



The majority of the capital projects from the City's 2016 Bicycle Master Plan have been largely completed or funded with construction anticipated over the next several years. Given the anticipated housing growth areas identified, it is anticipated that there will be a continued demand for bicycle infrastructure for all age and abilities. Enhanced facilities may require on-street parking removal to enhance the City's biking environment.

Bicycle share has been a long-time community need documented in the City's General Plan and Bicycle Master Plan. Bicycle share is a public, point-to-point transportation option that can reduce traffic congestion and parking demand and provide affordable access to key destinations when trips are too far to walk but too close to drive. In February 2020, City's Bicycle Share Pilot Program (Program) was permitted with BCycle as the City's permit operator. The first BCycle docks and electric bikes (e-bikes) began operation on January 28, 2021. BCycle's operation includes an all-electric fleet and the 3.0 bike dock, a low-profile docking system similar in size to

a conventional bike rack. BCycle e-bikes are programmed to a maximum pedal-assist speed of 17 miles per hour (mph) and are designed for the rigors of public bike share use.

The initial launch of the program comprised of around 75 e-bikes and has developed significantly in subsequent years. As of the end of June 2023, there are 260 BCycle e-bikes and 520 docks in service at 87 different stations throughout the City. Approximately 1,089,826 million miles have been ridden by BCycle riders on this bike share system since January 28, 2021. The Program’s pilot period ends in January of 2027 with the hope of becoming permanent given its success as a viable low-cost public transportation option.

AIRPORT

Maintenance

The City of Santa Barbara has owned and managed the Santa Barbara Municipal Airport since 1941. It is the largest commercial service airport on the California coast between San Jose and Los Angeles. The Airport includes three runways. Runway 7/25 is the east-west runway. It is 6,052 feet long and is the only runway at the Airport set up for instrument landing. It is also the runway for commercial jets and other large aircraft. Runways 15/33L and 15/33R are parallel north-south runways that are 4,183 feet and 3,952 feet long respectively.

There are over 20 non-stop commercial flights daily connecting to over 100 domestic and international destinations. The Airport generated approx. 1.2 million passengers. The City’s Airport Master Plan provides guidance for the airport’s overall development for the next 20-years.

Fiscal Year	Historical	Base Year	Forecast		
	2011	2021	2031	2041	21-'41 CAGR
Enplanements	370,233	342,669	732,500	878,700	4.8%
Operations	106,696	103,419	113,967	116,887	0.6%
Air carrier	4,040	10,328	16,100	17,900	2.8%
Air taxi	22,730	12,311	14,100	13,700	0.5%
Itinerant general aviation	42,810	42,258	44,260	45,020	0.3%
Local general aviation	35,751	36,695	37,680	38,440	0.2%
Subtotal general aviation	78,561	78,953	81,940	83,460	0.3%
Military	1,365	1,827	1,827	1,827	0.0%
Based Aircraft	202	141	167	185	1.4%
Single-engine piston	145	104	115	115	0.5%
Jet	29	25	33	44	2.9%
Multi-engine piston	22	8	13	17	3.9%
Helicopter	6	2	4	7	6.5%
Other	0	2	2	2	0.0%

Sources: Mead & Hunt, 2022 FAA TAF, U.S. DOT T-100, Santa Barbara Airport

In 2023, SBA is served by four scheduled passenger-published air carriers: Alaska Airlines, American Airlines, Southwest Airlines, and United Airlines. Air carriers, such as SkyWest

Airlines, Horizon Air, Mesa Airlines, and Envoy Airlines, operate some flights on behalf of the mainline carriers.

Non-stop service at SBA includes flights to: Dallas (DFW), Denver (DEN), Las Vegas (LAS), Los Angeles (LAX), Oakland (OAK), Phoenix Sky Harbor (PHX), Portland (PDX), Sacramento (SMF), San Francisco (SFO), and Seattle (SEA) service.

Air cargo service includes Empire Airlines and West Air Inc., operating on behalf of FedEx, and Ameriflight, operating on behalf of United Parcel Service (UPS). Some air cargo is also transported on Alaska, Horizon, and American passenger flights. No military aircraft are based at SBA, though military aircraft have operated at SBA, primarily for training purposes.

Aircraft Hangers

The Santa Barbara Airport owns and operates 24 T-hangars for general aviation aircraft users at the Santa Barbara Airport.

Automobile Parking

SBA provides Short Term, Long Term, and Economy Parking Lots for passengers at the following locations and rates:

Short Term Parking Lot-500 Fowler Rd.

- 0-15 minutes: Free
- 16-60 minutes: \$2
- Each Additional hour: \$2
- Maximum charge per 24-hour period: \$27

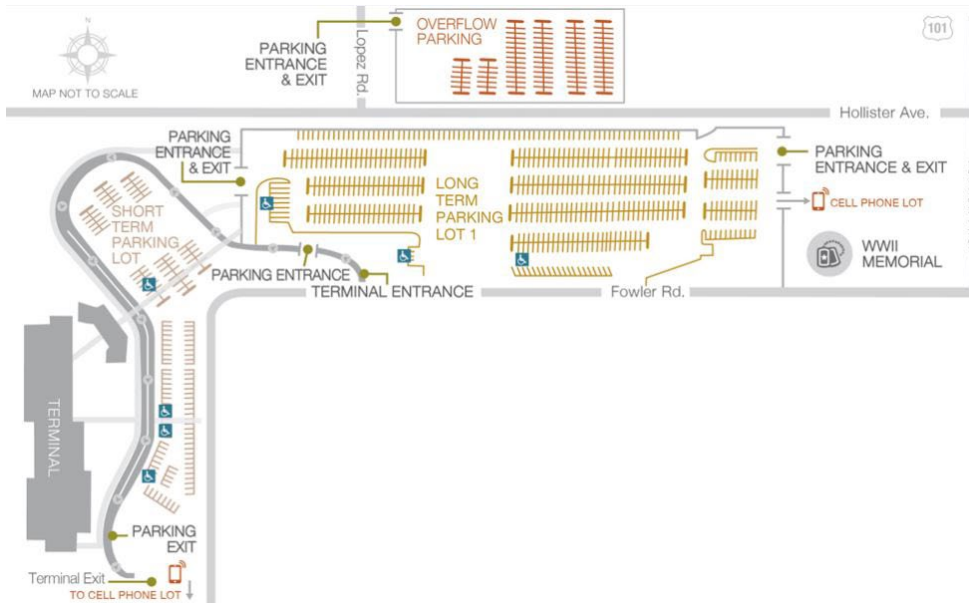
Long Term Parking Lot-500 Fowler Rd.

- 0-60 minutes: \$2
- Each additional hour: \$2
- Maximum charge per 24-hour period: \$18

Economy Parking Lot-140 Frederick Lopez Road (off Hollister Ave)

- 0-60 minutes: \$2
- Each additional hour or fraction thereof: \$2

- Maximum charge per 24-hour period: \$15



*Santa Barbara Airport Parking Map

The Santa Barbara Airport imposes a landing fee for aircraft not based at the Santa Barbara Airport that surpass 10,000 MGLW. The Santa Barbara Airport utilizes an automated photographic system that captures tail numbers and bills accordingly.

SBCAG REGIONAL TRANSPORTATION PLAN, 2021

The most recent RTP, Sustainable Communities Strategy Connected 2050, acts as a blueprint for a transportation system that addresses transportation projects that would meet access and mobility needs. The 2021 Regional Transportation Plan (2021 RTP) is intended to be a comprehensive Plan guiding transportation policy for the region and would assist in making recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling.

Regional Improvements. According to the Santa Barbara County Association of Government’s (SBCAG) 2021 Regional Transportation Plan a significant increase in traffic volume on Highway 101, SR 144, SR 192, SR 225, and SR 154 is projected from the 2021 number of 135,000, 3,500, 10,200, & 18,500 average daily trips until 2050 respectively. The Level of Service in the Santa Barbara area on Highway 101 is expected to decrease from a LOS C to LOS D. On Hwy 154 Level of Service is expected to remain at LOS C. The City of Santa Barbara is forecast to increase by 47 percent on US 101 at Ventura County line. High volumes of commuters, interregional through traffic, truck traffic, and weekend recreational travel on US 101, all contributing to existing traffic congestion

and low levels of service from Turnpike Avenue south through Santa Barbara.

State Route 154 Corridor. The City is connected by SR 154 between South Coast and Santa Ynez Valley. In 2021, this highway carried Annual Average Daily Trips (AADT) of 18,500 (2021 Caltrans counts; website). Traffic on SR 154 is forecasted to increase by 29 percent. Volumes are continuing to increase with volume coming from local and regional sources. The Chumash Casino Resort, located between the City of Solvang and the unincorporated community of Santa Ynez, is a significant visitor destination.

The following are summaries of expenditures by Santa Barbara for the five-year Program of Project period:

- Utilize projected Measure A funds to implement various local transportation improvement projects.
- Location: US 101 between Mission St/Las Positas St. Access Improvements
- Maintain the local transportation network and construct locally-funded projects.
- Replace the Union Pacific Railroad bridge over Cabrillo Boulevard with a bridge meeting contemporary standards and construct capacity improvements on Cabrillo Boulevard at Los Patos. Capacity and operational improvements at the intersection of Cabrillo Boulevard and Los Patos Road. Construct roundabout to accommodate anticipated demand and alleviate existing congestion.
- Capacity and operational improvements at the intersection of Olive Mill, Coast Village Road, and US 101 northbound ramps. Build a roundabout to accommodate anticipated demand and alleviate existing congestion. Improvements at the intersection of Milpas and Hutash St, US 101 SB off ramp.
- Capacity and safety improvements at various intersections throughout the City of Santa Barbara. Also includes intersection improvements at Railroad Crossings.
- Construct class II bike lanes and pedestrian pathways.
- Create a separate/protected multiuse path along Cliff Drive. Project to include corridor intersection improvements including pedestrian activated flashers and new traffic signals and/or signal modifications along some intersections. Intersection/corridor improvements to nearby schools to connect to the path.
- Create a separate/protected bikeway connecting the Beachway through Ledbetter Beach to Shoreline Park.
- Construction Create a separate/protected bikeway over US 101 from Modoc to State Street.
- Implement the 2016 City of Santa Barbara Bicycle Master Plan.
- City wide development of a cash-out parking ordinance for employers with more than 20 employees. All funding is prior year.
- Downtown parking pricing program to charge for public on-street parking

- Construct multiuse path or separated bike path along Modoc Road between Las Positas Road and Mission Street and along Portesuello Road between Modoc Road and Gillespie Street. Intersection improvements along included to improve school crossings.
- Pedestrian and bike improvements along Chapala between Gutierrez and Sola Streets
- Implement a road diet on De La Vina Street from Constance Avenue to Padre Street. Crossing enhancements included.
- Pedestrian safety crossing enhancements, sidewalk repair, sidewalk widening where feasible, access ramps.
- Implement bike and pedestrian safety improvements as outlined in the Westside and Lower Westside Transportation Management Plan. Infrastructure projects include sidewalk infill, enhanced crossings, pedestrian scale lighting, bike lanes, and separated bikeways/multiuse paths.
- Pedestrian safety crossing enhancements, sidewalk repair, sidewalk widening where feasible, access ramps
- Improve crosswalks at various locations in the City. Improvements may include pedestrian activated flashers and pedestrian safety lighting.
- Pedestrian safety crossing enhancements, sidewalk repair, sidewalk widening where feasible, access ramps
- Includes a pedestrian connection along the west side of Los Olivos Street and Mission Canyon Road.
- Add safety features to the Montecito Street railroad crossing, as well as complete nearly sidewalk infill along the north side of the train station.
- This project would be a new vehicle bridge crossing Highway 101 at Ortega Street or Cota Street. The vehicle crossing would accommodate traffic, pedestrian, and bicycle traffic to and from the Lower Westside to Downtown, relieving congestion at the Carrillo and Castillo Interchanges.
- Sign replacement, pavement marking, school signage, and other traffic calming improvements in school zones.
- This project will identify and implement enhancements to cycling and pedestrian infrastructure adjacent to the Castillo Street undercrossing. The improvements of the preliminary design may include buffered bike lanes, parkways and landscaping to provide sidewalk separation, the addition of lighting, and sidewalk infill and repair.
- The project consists of addressing a pattern of nighttime injury collisions along Mission Street and State Street through the installation of roadway lighting. The proposed project would introduce a lighting corridor along Mission Street (Gillespie to Anacapa) and on State Street (Arrellaga to Constance). Redesign State Street from Gutierrez to Sola Streets using Council approved community vision as a guide. Project elements could include storm water management and upgrading, sustainability elements, landscaping and street furniture changes, new lighting upgrades, new enhanced pavement theme, art elements, play environments,

ornamental iron details, traffic circulation improvements, bike path creation, fire access management system, and a pedestrian scale enhanced environment.

- The project is to construct a sidewalk and landscape the area adjacent to Washington School, and a short section of missing sidewalk on Shoreline Drive just west of Santa Cruz Blvd. The project will also include a crosswalk with enhanced safety features as the Shoreline Drive/Salida Del Sol intersection.

SBCAG Board adopts a Program of Projects (POP) identifying all transportation projects to be funded with Measure A revenues during the next five fiscal years, FY 23/24 through FY 27/28. The City of Santa Barbara’s local allocation equals \$24 million. The following are summaries of expenditures by Buellton for the five-year Program of Project period.

- Available Measure A 5-year Revenue: \$24.3 million
- Adopted Measure A 5-year Allocation: \$28.3 million (includes carry-over funding)
- Top LSTI expenditures: Street Maintenance and Alternative Transportation
- Other Revenues included in POP: \$5.4 million
- Required Alternative Transportation Percentage: 10%

Appendix A-3 CITY OF SANTA BARBARA	Measure A Revenues								Regional Measure A					Total Programmed
	FY 21/22 Actual	Carry-over Measure A	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Total	Measure D	Local	State	Federal	Total	
Maintenance, Improvement or Construction of Roadways & Bridges														
• Pavement Maintenance (Capital)	\$180.4	\$1,367.4	\$1,456.8	\$1,357.3	\$1,346.7	\$1,387.0	\$1,492.1	\$8,407.3		\$0.0	\$1,901.8	\$0.0	\$1,901.8	\$10,309.1
• Roadway Maintenance (Operations)	\$954.3	\$0.0	\$1,167.0	\$1,190.0	\$1,213.8	\$1,238.1	\$1,262.8	\$6,071.7		\$2,218.7	\$0.0	\$0.0	\$2,218.7	\$8,290.4
• Engineering Services (Capital)	\$175.4	\$81.9	\$592.8	\$605.0	\$617.1	\$629.4	\$642.0	\$3,168.3		\$0.0	\$0.0	\$0.0	\$0.0	\$3,168.3
• Engineering Services (Operations)	\$404.8	\$0.0	\$498.0	\$508.0	\$518.2	\$528.5	\$539.1	\$2,591.8		\$0.0	\$0.0	\$0.0	\$0.0	\$2,591.8
• Bridge Preventative Maintenance (Capital)	\$31.6	\$139.9	\$50.0	\$51.0	\$52.0	\$53.1	\$54.1	\$400.1		\$0.0	\$0.0	\$0.0	\$0.0	\$400.1
• Post Bridge Construction Monitoring/Reporting (Capital)	\$71.4	\$61.5	\$50.0	\$51.0	\$52.0	\$53.1	\$54.1	\$321.7		\$0.0	\$0.0	\$0.0	\$0.0	\$321.7
• Graffiti Abatement								\$0.0		\$294.2	\$0.0	\$0.0	\$294.2	\$294.2
Safety Improvements														
• Traffic Safety/Capacity Improvements (Capital)	\$54.0	\$25.0	\$50.0	\$51.0	\$52.0	\$53.1	\$54.1	\$285.2					\$0.0	\$285.2
Storm Damage Repair - Storm Drain Repair and Maintenance (Operations)	\$169.0		\$248.0	\$253.0	\$258.0	\$263.2	\$268.4	\$1,290.6		\$279.0			\$279.0	\$1,569.6
Roadway Drainage Facilities - Lower Mission Creek Flood Control project (Capital)	\$41.0	\$76.0	\$25.0	\$25.5	\$26.0	\$26.5	\$27.1	\$206.1					\$0.0	\$206.1
Alternative Transportation (Percentage: 10%)														
Maintenance, Repair, Construction & Improvement of Bike and Ped Facilities														
• Sidewalk Maintenance (Capital)	\$45.2	\$82.6	\$100.0	\$102.0	\$104.0	\$106.1	\$108.2	\$603.0		\$0.0	\$0.0	\$0.0	\$0.0	\$603.0
• Sidewalk Maintenance (Operations)	\$340.1	\$0.0	\$538.8	\$549.6	\$560.5	\$571.8	\$583.2	\$2,803.8		\$636.0	\$0.0	\$0.0	\$636.0	\$3,439.8
• Sidewalk Access Ramps (Capital)	\$80.0	\$65.4	\$100.0	\$102.0	\$104.0	\$106.1	\$108.2	\$655.8		\$0.0	\$0.0	\$0.0	\$0.0	\$655.8
• Bicycle Improvements (Capital)								\$0.0		\$0.0	\$80.0	\$0.0	\$80.0	\$80.0
Bus and Rail Transit Services and Facilities														
• Easy Lift	\$255.0	\$7.0	\$298.2	\$304.1	\$310.2	\$316.4	\$322.7	\$1,558.6					\$0.0	\$1,558.6
ALTERNATIVE TRANSPORTATION TOTAL	\$720.4	\$155.0	\$1,036.9	\$1,057.7	\$1,078.8	\$1,100.4	\$1,122.4	\$5,551.3		\$0.0	\$636.0	\$80.0	\$0.0	\$716.0
TOTAL CITY OF SANTA BARBARA EXPENDITURES	\$2,802.3	\$1,906.8	\$5,174.5	\$5,149.5	\$5,214.6	\$5,332.4	\$5,516.3	\$28,294.1	\$0.0	\$0.0	\$3,427.8	\$1,981.8	\$0.0	\$5,409.6

**City of Santa Barbara
Incorporation, Revenues, Attributes, Types of Service, and Resources**

Attributes	
City Limits (est. square miles)	19.49
Population (2022 estimated)	86,591
Assessed Valuation (FY 22-23: Includes City only)	\$27,084,538,558
Number of centerline miles, street lights, parking lots, bus stops, and bikeway miles terminals	273 miles 3,772 lights 3,00+ spots 71 stops 84.6 bike lane miles 1
Regular Financial Audits	Every Year
Average Annual Revenue Per Capita (FY 21-22)	\$5,148
Average Portion of County 1% Property Tax Received	12¢/\$1
Ending General Fund Balance (June 2022)	\$51,568,135
Change in General Fund Balance (from June 2017 to June 2022)	29.1%
Total Fund Balance/Annual Revenue Total (FY 21-22)	11.5%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing DOF Table E4, Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller’s Office; Fund Balance Information from City Audit; Other information from City.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	X
Street Beautification	X
Transit	X
Airport	X
Parking	X
Other	X

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	n/a	n/a
Emergency Operators	n/a	n/a
Administrative Personnel	5	0.5
Other City Staff	1,040	11.1

City of Santa Barbara has a total of 1,074 permanent employees.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ City
Traffic Engineering (4)	n/a	n/a
Traffic Signals (4)	n/a	n/a
Traffic Markings & Signage (4)	n/a	n/a
Sidewalk Maintenance (6)	n/a	n/a
Roadway Maintenance (15)	n/a	n/a
Transportation Admin (1)	n/a	n/a
Street Sweeping (3)	n/a	n/a
Parking Enforcement (10)	n/a	n/a
Downtown Parking (23)	n/a	n/a
Waterfront Parking (4)	n/a	n/a
Medians & Parkways (2)	n/a	n/a
Aircraft Operations (5)	n/a	n/a
Airport Security (15)	n/a	n/a
Airport Administration (4)	n/a	n/a
Administrative Personnel (1)	n/a	n/a
Other City Staff	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained, swept per month, street light service, bike paths and parking lots, and airport services. The City does not track the road, intersection, or bikeway conditions, but maintains them on as needed basis. The overall pavement conditions are rated as 63 on the PCI index.

At the end of January of 2023, around 35,000 BCycle riders have ridden over 829,000 miles on BCycle electric bikes (e-bikes). With 226 BCycle e-bikes and 452 docks in service at 78 different stations throughout the City, the fleet is nearing the Program's goal of installing 500 docks and

250 e-bikes.

Based on the 2022 FAA TAF, general aviation operations at SBA between FY2011 and FY2021 averaged 0.95 percent of California's general aviation operations and 0.65 percent of the APW region's operations. SBA's market share in both geographic ranges has remained relatively consistent through this period and, thus, the market share being used in the forecast is held constant through the forecast period.

Commercial passenger operations are expected to increase an average of 1.9 percent annually. Most of the growth is due to the increase in air carrier operations as airlines up-gauge from smaller aircraft and retire older 50-seat aircraft. Cargo operations and volume are expected to remain steady into the future as ground transportation is preferred by cargo operators due to efficiency and SBA's proximity to the Los Angeles and San Francisco metro areas. Itinerant general aviation operations are projected to increase an average of 0.3 percent annually through the forecast period. Local general aviation operations are projected to increase at an average rate of 0.2 percent annually through the forecast period. The current critical aircraft at SBA is the Boeing 737-800, which is ARC D-III. The future critical aircraft is expected to remain in the same ARC.

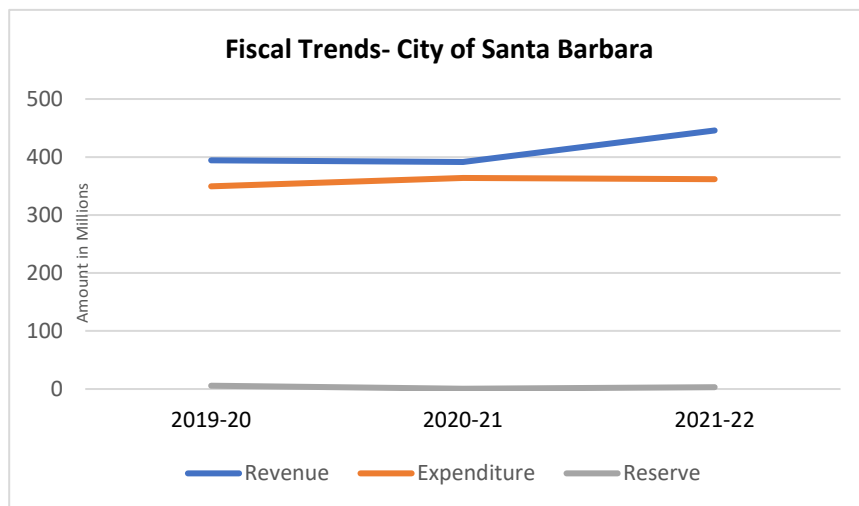
FINANCES

The City prepares an annual budget and financial statement, which includes details for each of its government and enterprise funds. The City maintains a separate enterprise fund for airport services, meaning that charges for services are intended to pay for the costs of providing such services. In FY2021, the Airport received \$8,569,915 in COVID-related improvement program funds. The City also received \$1,254,593 in Coronavirus relief funds and \$10,918,762 in Coronavirus State and Local Fiscal Recovery Funds (ARPA) that were used to partially offset the lost revenue that the City did not receive directly from the economic impacts related to COVID. The City received the second tranche of ARPA funds of \$10,918,762 in FY2022 that were used to partially offset lost revenue as well as implement priority projects to help the community and maintain city infrastructure due to heavy use during COVID.

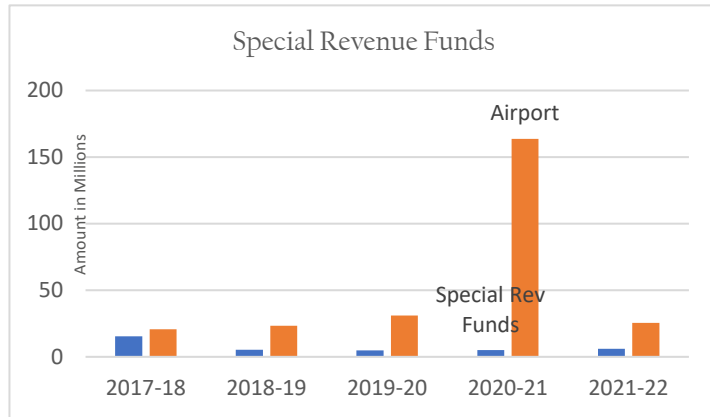
City Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property tax	\$39,861,718	10.2%	\$42,225,898	9.4%
TOT tax	\$18,807,331	4.8%	\$31,955,795	7.2%
Sales & use tax	\$49,770,272	12.7%	\$59,328,160	13.3%
Business Licenses	\$2,542,827	0.6%	\$2,667,092	0.6%
Utility User	\$14,673,886	3.7%	\$15,609,758	3.5%
Cannabis	\$1,920,398	0.5%	\$1,672,274	0.4%
Property Transfer Tax	\$1,144,357	0.3%	\$1,352,652	0.3%
Other taxes	\$336	0.01%	\$5,501	0.001%
Franchise fees	\$3,851,973	1.0%	\$4,176,091	0.9%
Motor Vehicle fees	\$68,584	0.02%	\$107,502	0.03%
Charges for services	\$188,931,000	48.3%	\$229,369,000	51.5%
Grants & contributions	\$66,681,000	17.0%	\$63,252,000	14.2%
Other Revenue	\$278,656	0.07%	\$934,251	0.2%
Interest	\$2,897,581	0.7%	-\$5,518,313	-1.2%
Revenue total	\$391,429,919	100.0%	\$445,785,662	100.0%

Fiscal Indicators

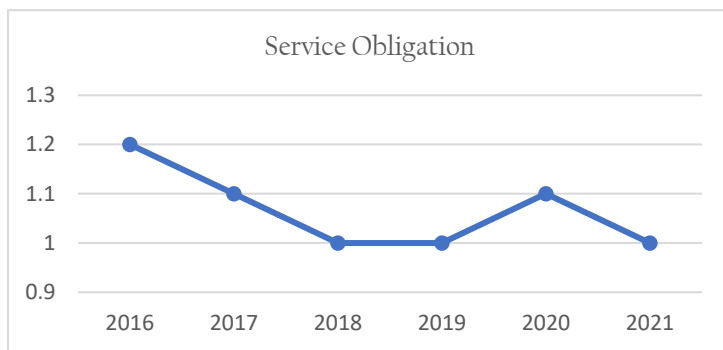
Select fiscal indicators are shown graphically on the next page. Over the past three fiscal years, the City’s expenditures have increased steadily, while revenues have outpaced these increases. The increase in expenditures was primarily due to increased spending in personnel expenses including medical insurance and pension costs, as well as inflationary increases from supplies, services, and capital projects. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.



CITY OF SANTA BARBARA



This indicator addresses the extent to which special revenue funds covered expenses. Special Revenue Funds includes traffic safety, transportation development, streets, Measure A Fund, street sweeping as the primary funding source for transportation services. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 321,437,787	\$ 279,530,288	1.1
2018	\$ 345,324,864	\$ 325,689,029	1.0
2019	\$ 361,962,044	\$ 342,271,422	1.0
2020	\$ 394,293,626	\$ 349,463,775	1.1
2021	\$ 391,429,919	\$ 363,903,714	1.0
2022	\$ 445,785,662	\$ 361,574,248	1.0

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

Pension

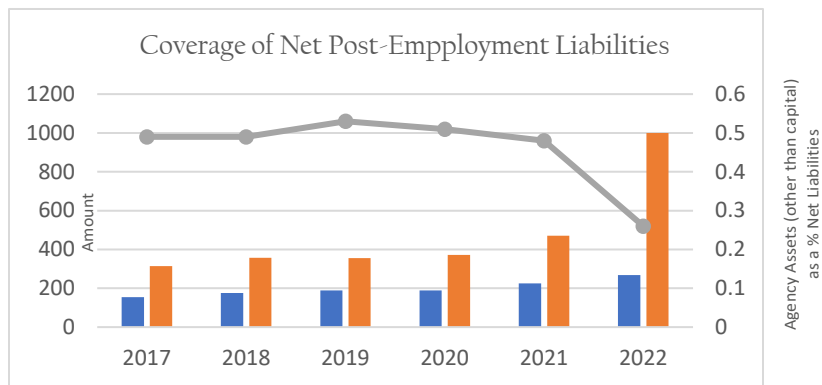
	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	71.5%	71.5%	66.9%	77.9%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 328,048,428	\$ 344,469,054	\$ 415,775,168	\$ 954,523,000	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	0%
Net liability, OPEB (plan liabilities - plan assets)	\$ 44,514,642

2022 year of OPEB reporting

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



Agency Assets (other than capital)	\$154,673,000	\$175,943,000	\$188,170,000	\$188,940,000	\$225,933,000	\$267,948,000
Net Liabilities (pension & OPEB)	\$313,522,415	\$357,078,334	\$354,632,428	\$371,037,054	\$469,952,239	\$999,037,642

Pension Obligations and Payments

The City contributes to CalPERS for a defined benefit pension plan for all qualified permanent and probationary employees. The City participates in one agent-multiple employer plan for its miscellaneous employees (Miscellaneous Plan), Safety (Police and Fire) cost-sharing employer plans (Safety Plan). Members with five years of total service are eligible to retire at age 50 to 62 with statutorily reduced benefits.

The City maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the City. As of June 30, 2021, the City reported a net pension liability \$2,948,261 for its Miscellaneous, \$4,747,018 Safety Police, and \$23,255,131 Safety Fire Plans.

The City participates in pension trust fund for Safety Plan employees hired between 1937 and 1965 who are disabled due to job-related injuries. Pursuant to PEPRA, the Miscellaneous and Safety “Classic” plans are closed to new entrants as of 2013. At the liability measurement date of June 30, 2021, the following employees were covered by the benefit terms:

	<u>Miscellaneous</u>	<u>Safety</u>
- Retired employees –	1,143	270
- Active employees –	734	129

OPEB Obligations and Payments

The City benefit payments are recognized when currently due and payable in accordance with the benefit terms on a pay-as-you-go basis and sets monthly amount by the applicable Memorandum of Agreement of the retired employee.

The payment is based upon the employees’ years of service up to a maximum of 35 years, multiplied by the annual amount for the respective employee unit. The City will continue to make its contribution until the retiree reaches age 65 or dies, whichever occurs first. However, provided that if the retiree dies before reaching the age of 65 and there is a surviving spouse or registered domestic partner, the City’s contribution shall cease when the retiree would have reached age 65. Thereafter, the spouse may remain on the insurance plan, at his/her own cost, subject to the conditions set forth by the insurance company.

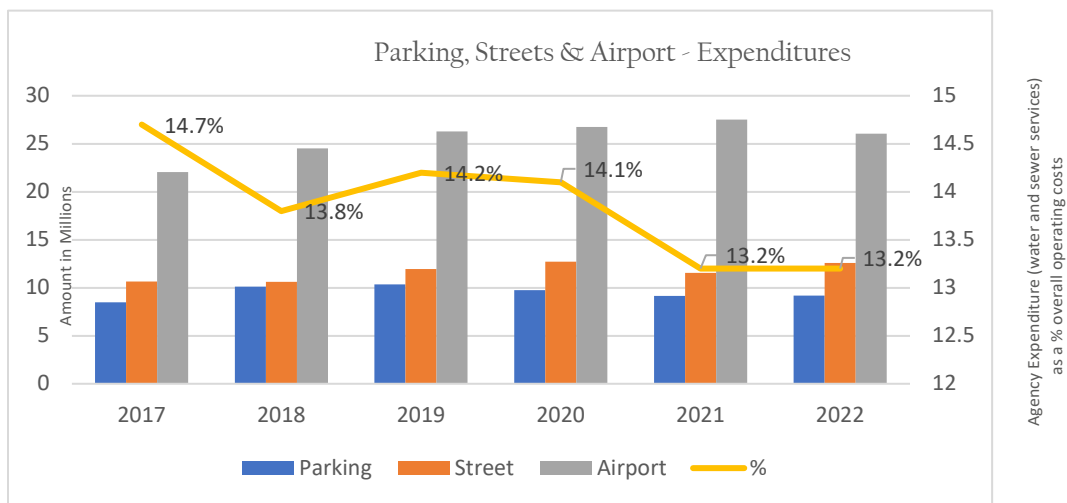
For the Police bargaining unit only: The City will continue the normal retiree medical allowance past the age of 65 for the six (6) specified employees named in the Police Memorandum of Understanding who retire after December 23, 2006 and thereafter certify, on an annual basis, that they are not eligible to apply for Medicare Part A (hospitalization) coverage on the basis of their City service. Other covered employment, through a spouse’s covered employment, or through any other means. The OPEB plan does not have a stand-alone financial report.

In addition to the direct City paid contributions, retirees covered under the City’s plans receive pre-65 benefits that are subsidized, as the cost of their coverage is based on blended (active and retiree) premium rates instead of normally higher retiree only rates. This implicit subsidy is also considered in the valuation for retirees electing City healthcare plan coverage. However, it does not apply to retirees electing coverage in non-City plans. As of the June 30, 2022, measurement date, the following current and former employees were covered by the benefit terms under the plan:

- Retired employees – 389
- Active employees – 936

Enterprise Funding

The City budget includes special revenue and expenditure funds for governmental activities and enterprise airport funds. In FY 2020/2021, the City’s actual budget expense was \$48,208,090 and decreased that to \$47,833,720 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The City budget includes Measure C funding, a voter approved 1% sales tax measure in 2017. These funds are used to fund a new police station and address deferred maintenance needs on City facilities, such as recreation and library, repair deteriorated streets and sidewalks, fund street lighting improvements, storm drains and other street related infrastructure. Water and Wastewater operations and maintenance do not use Measure C funding. Some Measure C programs include: Business Corridor Improvements (\$500,000, in 2022 and 2023) total needed is \$2,500,000, Gutierrez Storm Drainage (\$150,000, 2022), Laguna Pump Station Repair (\$300,000, 2022 and 2023), Citywide Drainage Assessment (\$100,000, over next 5 years) totaling \$500,000. The City has capital improvement needs that are addressed in their 6-year Capital Improvement Program involving annual or ongoing maintenance projects. Annual update of the CIP is a vital component to its successful implementation.

Capital Improvements

The City's 6-year Capital Improvement Plan (CIP) is updated regularly. The CIP identifies and prioritizes system improvements and costs. The 2023 CIP Summary includes over \$45.1 million of maintenance and upgrades to City programs. Approximately, \$1.1 million worth of projects are General Fund identified funding and all other are funded by Measure C. The City's infrastructure needs and projects are classified by the following categories: Airport, Public Safety, Parks and Recreation, Creeks, General Administration, Roadway Infrastructure, Bike & Pedestrian, Parking, Water & Wastewater, Waterfront, Technology, and Vehicles and Equipment. To accomplish the list of projects in the CIP, a number of funding sources and their restrictions are identified which include, but not limited to, General Fund, Enterprise Fund, Airport Fund, Downtown Parking Fund, Creeks Fund, Gold Fund, Wastewater Fund, Water Fund, Waterfront Fund, Internal Service Funds, Facilities Fund, Fleet Fund, Information Technology Fund, Department Funding Sources, Creeks and Water Quality (Measure B, 2000 voter approved measure), Grants, Street Capital Fund (Utility users Tax), Measure A is a 2008 half cent sales tax, Measure C is a one cent general purpose sales tax, and Harbor Preservation Fund.

Long-term Liabilities and Debts

The City has a total of \$41.1 million in outstanding revenue bonds including the following: \$27.8 million of 2019 Airport refunding bonds, \$6.8 million of 2016 Sewer refunding bonds, \$6.4 million of 2014 Waterfront refunding bonds. The Water Fund has \$10.8 million in outstanding COP bonds which refunded the 2002 COP bonds in 2013 issued at \$22.7 million. These proceeds were used to finance capital improvements to the water distribution system.

The outstanding \$130.6 million in loans payable in the Business-Type Activities includes \$86.4 million related to the Water Fund. Two of the Water Fund loans are low-interest loans from the

State Department of Water Resources (SDWR) used to fund the Cater Water Treatment Plant Project, the Ortega Ground Water Treatment Plant Project, and the Cater Water Treatment

Plant-Phase III Project. Approximately 40% of the SDWR loans will be reimbursed by the Montecito Water District and the Carpinteria Water District for the Cater Water Treatment Plant Project pursuant to a long-standing joint powers agreement. The third loan is a low interest loan from the State Water Resources Control Board used to fund the Desalination Plant Reactivation Project. The Desalination Project loan was issued for \$80 million, with an outstanding balance of \$62.1 million on June 30, 2021. The Desalination Project was completed in Fiscal Year 2018.

The Waterfront Fund has \$9.0 million in outstanding loans from the State Department of Parks & Recreation, Division of Boating and Waterways, is used to finance major renovations to the marina.

The Airport Fund carries outstanding loans from the State Department of Transportation totaling \$0.6 million, used to finance capital improvements at the airport. Lastly, the Wastewater Fund accounts for \$34.6 million in loans from the California State Water Resources Control Board for sewer infrastructure improvements.

Opportunities for Shared Facilities

The City currently shares the Carter and Ortega Groundwater Treatment Plant Facilities with the Carpinteria Valley (20%) and Montecito (19.7%) Water Districts for water treatment. The City is also a member of the Joint Powers Agency for Cachuma Operation and Maintenance Board (COMB) which operates, repairs, and maintains all Cachuma project facilities, except Bradbury Dam. Members include Bureau of Reclamation, City of Santa Barbara, Carpinteria Valley Water, Goleta Water, and Montecito Water Districts. The Agreement was established in 1996 and amended in 2003. In 2018, the JPA Separation Agreement was signed acknowledging the removal of the Santa Ynez River Water Conservation Improvement District No. 1 from COMB membership. COMB is responsible for diversion of water to the South Coast through the Tecolote Tunnel, and operation and maintenance of the South Coast Conduit pipeline, flow control valves, meters, and instrumentation at control stations, and turnouts along the South Coast Conduit and at four regulating reservoirs.

The Cachuma Conservation Release Board (CCRB) is a joint powers agency formed in 1973 by the City of Santa Barbara, Goleta Water, Carpinteria Valley Water, and the Montecito Water Districts. In 2011, Carpinteria withdrew its membership. In 1993, CCRB began a Fish Management Plan Program in the Lower Santa Ynez River with many federal, state, and local partners. CCRB was the primary implementing agency of the fisheries program until 2011. At that

time, implementation of the Fish Management Plan was transferred to the (COMB). Since that time, CCRB has focused on issues related to the Cachuma Project water rights.

The City joined in the formation of the Central Coast Water Authority (CCWA) in 1991. The purpose of the Central Coast Water Authority is to provide for the financing, construction, operation, and maintenance of certain local (non-state owned) facilities required to deliver water from the SWP to certain water purveyors and users in Santa Barbara County. The City's voting share of the project, based upon approximate allocation of State Water entitlement, is 11.47%. CCWA is composed of eight members, of which all are public agencies.

Rate Structure

Downtown Parking Lots

City staff maintains ten parking lots and five structures with a total of over 3,000 parking stalls, serving over five million vehicles annually. Revenue from parking fees also supports the Downtown Plaza area encompassing the State Street Central Business District and the downtown paseo system. The Downtown Parking Program operates in partnership with the downtown community to increase the economic viability within the Downtown Plaza while sustaining and enhancing its historical and livable qualities.

Rates

Rates are in effect 24 hours a day, 7 days a week.

Hourly:

- First 75 Minutes FREE
- Each hour or part of an hour after the initial 75 minutes: \$3.00
- Each car is allowed one 75-minute free period per 24 hours
- \$33.00/maximum per 24-hour period.

Accessible:

- First 2 ½ Hours FREE
- Each hour or part of an hour after the initial 2 ½ hours: \$3.00
- Each car is allowed one free period per 24 hours
- Daily Maximum is \$12.00
- Valid placard or plate required

ORGANIZATION

Governance

City of Santa Barbara's governance authority is established under charter law for Cities codified under Government Code Sections 34450 within California Constitution Article XI, Section 5(a). Cities are authorized to provide municipal affairs outlined in their charter. A seven-member City Council with mayor elected at-large and six Council Members elected by Districts governs the City of Santa Barbara. Every four years, the citizens elect a Mayor for a period of four years. There are term limits of eight consecutive years a candidate can run for re-election to the City Council. The City operates under the Council-Manager form of government, which means that the City Council appoints a City manager who is responsible to oversee the daily operations of the City. The City Council provides policy direction to the City Manager who works with the City's administration team and the citizens to implement the direction of the Council. Additionally, the City Council appoints a City Attorney to represent and advise the City Council on legal matters, a seven-member Planning Commission, Fire & Police Commission, Harbor Commission, Housing Authority, Parks and Recreation Commission, and a number of committees. The City employs approximately 1,037 full-time employees that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Storm Drainage Management, Flood Control, Water Supply, Conservation & Groundwater Management, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use & Economic Development, Building & Safety, Harbor, Airport, Library, Recreation & Parks, Police and Fire, Administration and Finance.

City of Santa Barbara holds meetings every Tuesday of each week at 2:00 pm in the Council Chambers, 735 Anacapa Street, Santa Barbara. A current listing of City Council along with respective backgrounds follows.

City of Santa Barbara Current Governing Council Roster			
Member	Position	Background	Years on Council
Randy Rowse	Mayor	Ret, Restaurant Owner	2
Alejandra Gutierrez	Mayor Pro Tem District 1	Career Center Tech	4
Mike Jordan	Council Member District 2	Finance	4
Oscar Gutierrez	Council Member District 3	Journalism	4
Kristen Sneddon	Council Member District 4	Educator	5
Eric Freidman	Council Member District 5	Grocery Crew Member	5
Meagan Harmon	Council Member District 6	Real Estate Attorney	4

Website Transparency

The table below is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

City of Santa Barbara Website Checklist			
website accessed 7/25/23 https://santabarbaraca.gov/			
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (<i>required for independent Special Districts by 1/1/2020</i>)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	
<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>			
		<i>Yes</i>	<i>No</i>
Description of services?		X	
Service area map?		X	
Board meeting schedule?			X
Budgets (past 3 years)?		X	
Audits (past 3 years)?		X	
List of elected officials and terms of office?		X	
List of key agency staff with contact information?		X	
Meeting agendas/minutes (last six months)?		X	
Notes: Santa Barbara is a Council-governed agency it overlays. Refer to https://santabarbaraca.gov for the required checklist items.			

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

City of Santa Barbara Questionnaire, Revenues, Types of Service, and Resources

City of Santa Barbara			
Responses by Respondence			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	-	-
4. Personnel arrived in a timely manner and were professional?	-	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	-	-	-

No responses were provided by the public related to City of Santa Barbara at this time.

V. City of Santa Maria

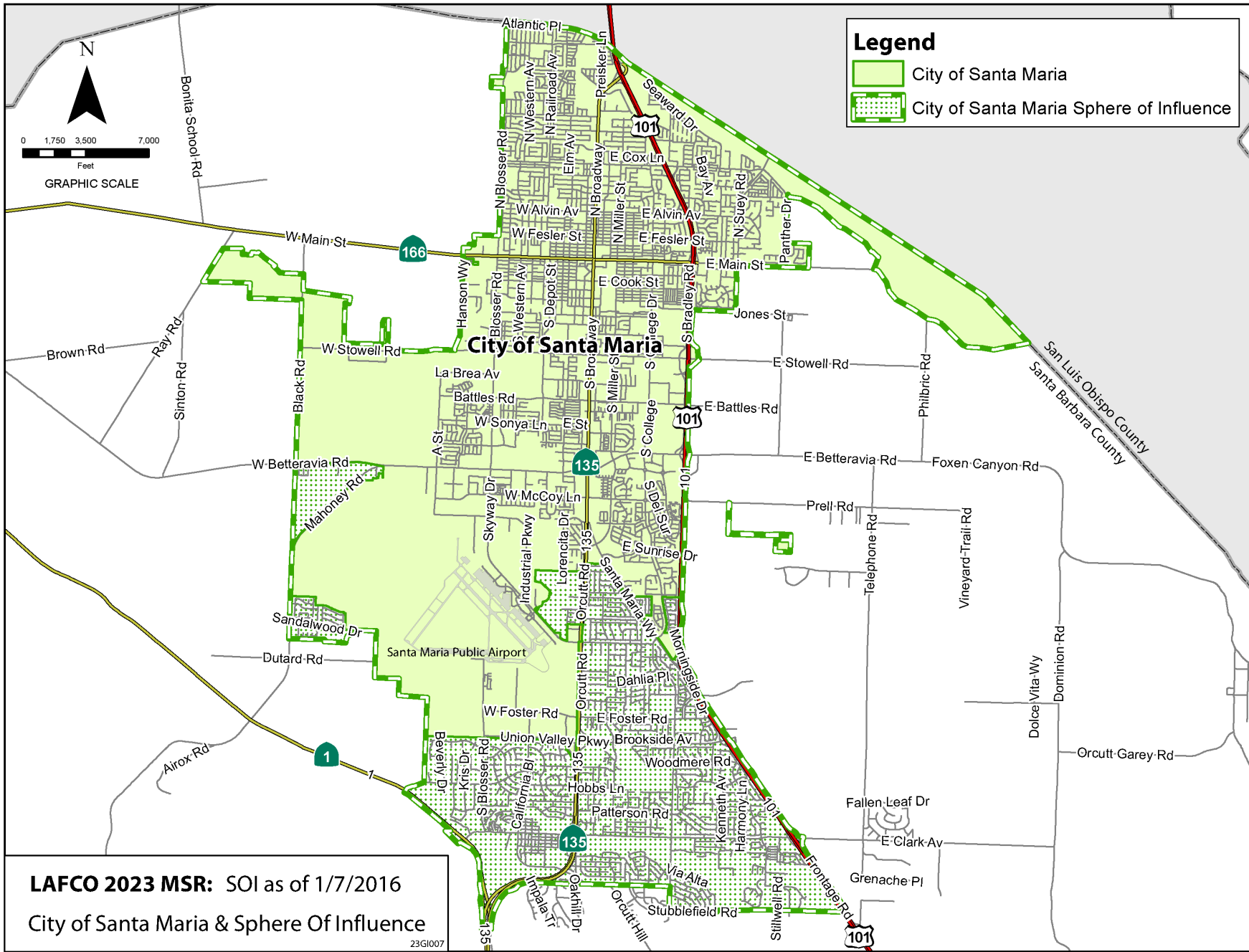
Agency Office: 110 East Cook Street,
Santa Maria, CA 93454
Phone: 805/925-0951 Ext 2200
Fax: 805/349-0657
Website: www.Cityofsantamaria.org
Email: aposada@cityofsantamaria.org
Interim City Manager: Alex Posada
PW Director: Brett Fulgoni

SUMMARY

The City of Santa Maria is located in the Santa Maria Valley in northern Santa Barbara County, situated just south of Santa Maria River and San Luis Obispo County. The City's boundaries cover a total of 22.78 square miles and include an estimated 109,910 residents (source: 2022 Department of Finance). The City expends approximately \$69.9 million per year (in 2021) for streets and transportation services. The General Fund balance is now over \$52,378,500, with an unrestricted fund balance of approximately \$21,444,040, which can be used to offset short term funding lows. Total fund balance has increased steadily from 2017 to 2021. The City receives a portion of the County's 1% base property tax of 12¢/\$1. The City receives financial support from various sources at a rate of approximately \$2,105 per resident and maintains a fund balance to assist with future needs. The City has financial procedures in place to ensure the preparation of timely agency audits. The most recent audit by the City was for June 30, 2021. The City's Sphere of Influence is larger than its boundaries including areas to the south (Orcutt) and a few parcels along the southwest. Plans to expand the Sphere are being discussed as part of the City's comprehensive General Plan update, including plans to accommodate future growth for target year 2045. Study areas are being evaluated.

BACKGROUND

The City of Santa Maria was incorporated on September 12, 1905. The City was established under general law, but later adopted charter laws for Cities codified under Government Code Sections 34450 within California Constitution Article XI, Section 5(a). The majority of the City is situated west of State Highway 101. The City is governed by a five-member City Council with a Mayor elected at-large and four Council Members elected by Districts. It has a City manager form of government and is a full-service City, providing most essential City services.



The City of Santa Maria overlaps the Cachuma RCD, Laguna County Sanitation District, Santa Maria Public Airport District, Santa Maria Valley Water Conservation District, County Flood Control & Water Agency, and the Santa Maria Cemetery District. A portion overlaps the North County Lighting District.

OPERATIONS

The City's Department of Public Works/Engineering is responsible for ensuring that City-owned transportation infrastructure and facilities, transit services and capital improvement programs are designed, engineered, constructed, maintained and/or modified. The Streets division is responsible for preventive and regular maintenance of streets and appurtenant facilities. Santa Maria Regional Transit (SMRT) system provides a regional public transportation service.

The City has authorized (budgeted) to employ 578 full-time and 78 part-time positions that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Water Supply, Sewer/Wastewater, Engineering, Solid Waste, Planning & Land Use, Building & Safety, Code Compliance, Police & Fire, Recreation & Parks, Transit, Library, Administration and Finance.

OPPORTUNITIES & CHALLENGES

The City has shown resourcefulness in providing services. The City has worked closely with their neighboring, including the City of Guadalupe, Nipomo Community Services District, and private water providers to maintain operations. The City is still working on the update to their General Plan, but is nearing completion on the update to the Housing Element, which provides a plan to accommodate 5,418 housing units between years 2023 and 2031. The General Plan update and supporting studies will allow the City to identify any challenges and possible opportunities to ensure the delivery of City services are in an efficient and effective manner and adequate land is available for future housing needs. Like many California municipalities, the City can struggle with shortages in revenue to meet general fund related needs. The lack of geographic proximity and socioeconomic similarities with neighboring communities make it difficult to share and/or combine resources in delivering some services within their respective jurisdictions. Santa Maria is currently experiencing no capacity limitations with the City's streets, street lighting, parking, transit systems.

The City of Santa Maria has embarked on a major street and road improvement project beginning September 18 and continuing through the end of January 2024. The project will include the removal and replacement of old and failed asphalt paving, removal of existing traffic striping,

grinding of edges of existing pavement, the placement of a hot mix asphalt overlay and then re-striping where the improvement work has been done. The City contracted with V. Lopez Jr & Sons, Inc. to perform this \$4 million project funded by Measure A, Gas Tax, and SB-1 Gas Tax dollars. The streets that are part of the project include:

- Suey Road from Main Street to Donovan Road
- Main Street from Palisade Drive to North Suey Road
- Betteravia Road from 'A' Street to City Limit near Highway 101
- Intersection of Cook Street and McClelland Street
- Jones Street from College Drive to Concepcion Avenue
- Bradley Road from E. Main Street to Columbia Drive
- Depot Street from Fesler Street to Main Street
- Railroad Avenue from Donovan Road to Fesler Street
- Blosser Road From Donovan Road to Betteravia Road
- Carlotti Drive from Noble Way to Donovan Road

The first phase of work began on September 18th on Suey Road from Main Street to Donovan Road and on East Main Street from Palisade Drive to North Suey Road.

Governance Structure Options

The opportunities for new governance structures in Santa Maria are small. The City of Santa Maria is largely surrounded by farmland under Williamson Act land protection towards the north. The southern border is covered by the Orcutt Community Plan and County Service Area No. 5. This area is within the Santa Maria's Sphere of Influence. However, for these reasons, it is unlikely that Santa Maria will annex additional land along the northern boundary in the near future. The Orcutt Community Plan along the southern border of the City limits the City's growth potential. Santa Maria is undergoing a General Plan update that will consider governance options and/or potential growth expansion areas.

The City has been in discussions with the Saint Marie Mobile Home Park and Ray Water Company for consolidating water services for both private and Mutual Water providers. Both areas are within the City 's Sphere of Influence and Saint Marie MHP was granted an out-of-area service agreement in 2019 by the Commission. Ray Water Company is under evaluation as a Study Area within this report that discusses the needs further. If the City were to take over water services, an out-of-agency service agreement and/or future annexation could occur under separate applications.

Regional Collaboration

Santa Barbara County Water Agency established in partnership with 18 local water purveyors the Regional Water Efficiency Program (RWEF). Through the RWEF collaborative water conservation partnership among purveyors, co-funds projects and programs, acts as a clearinghouse for information on water use efficiency, manages specific projects and programs, and monitors local, state and national legislation related to efficient water use. Some local water purveyors, are required to implement certain Best Management Practices (BMPs) identified by the U.S. Bureau of Reclamation (USBR). The list of the 18 water purveyors include: City of Buellton, Carpinteria Valley Water District, Casmalia Community Services District, Cuyama Community Services District, Goleta Water District, Golden State Water Company, Orcutt, City of Guadalupe, La Cumbre Mutual Water Company, City of Lompoc, Los Alamos Community Services District, Mission Hills Community Services District, Montecito Water District, City of Santa Barbara, City of Santa Maria, Santa Ynez River Conservation District ID #1, City of Solvang, Vandenberg Space Force Base, Vandenberg Village Community Services District.

The City participates in the Integrated Regional Water Management Plan (IRWMP) process. The intent of the Integrated Regional Water Management Program in Santa Barbara County is to promote and practice integrated regional water management strategies to ensure sustainable water uses, reliable water supplies, better water quality, environmental stewardship, efficient urban development, protection of agricultural and watershed awareness.

The City of Santa Maria coordinates services with mutual aid agreements among Guadalupe Fire, Santa Barbara County, and San Luis Obispo County.

The City's Utilities Department provides weekly garbage collection and disposal. Unrecyclable solid waste from the City of Santa Maria is ultimately disposed at Santa Maria Regional Landfill, located at 2065 East Main Street, Santa Maria. The site is located along the Santa Maria River levee, northeast of the City, and serves the City of Santa Maria and surrounding communities. However, the construction and operation of a new proposed Integrated Waste Management Facility (IWMF) would replace the existing landfill and provide needed capacity to the area to meet the disposal needs of the City of Santa Maria and surrounding communities for approximately 90 years.

The City participates in the following groups; the Central Coast Water Authority, Santa Barbara County Solid Waste Local Task Force, California Law Enforcement Telecommunication System, California Risk Management Authority, Central Coast Cities Self-Insurance Fund for Workers' Compensation Insurance, and fire protection and hazardous materials authorities.

SPHERE OF INFLUENCE & BOUNDARIES

The City of Santa Maria has a Sphere of Influence that totals 5,084 acres beyond City boundaries. The SOI boundary includes areas to the south (Orcutt) and southwest adjacent to the City limits. The City is currently undergoing a General Plan Update that will consider a number of options and potential new sphere of influence boundaries to consider. The City did not request expansion to their Sphere of Influence. No significant projects outside of existing SOI have been identified that would require City services at this time. Subsequent municipal service review reports will continue to monitor the City's need to expand their Sphere of Influence. A map of the City's Sphere of Influence and boundaries can be seen at the beginning of this profile.

A Private and Mutual Water Company have expressed interest in out-of-agency service agreements for water services with the City. These include the Saint Marie Mobile Home Park (MHP) and Ray Water Company. The Saint Marie MHP is located outside the City limits but within the City's Sphere of Influence and was authorized for an out-of-agency-service agreement in July 2019 by LAFCO that authorized water service from the City. Saint Marie MHP does not need amendments for services because it is already receiving water service. Ray Water Company is located outside of the City limits and also within the City's Sphere of Influence. Ray Water Company is included in this review as Study Area No.1. The existing service agreements along the northeast area is included as Study Area No.2.

In addition, the City's 2020 Urban Water Management Plan identifies potential service expansion areas outside of the City limits as illustrated in the City UWMP document Figure 3-1 on page 3-2. These areas generally include small portions at northern and western ends along with a larger portion of the southeastern territory under agricultural land uses. These expansion areas are not being considered under this service review.

Sphere of Influence Study Areas

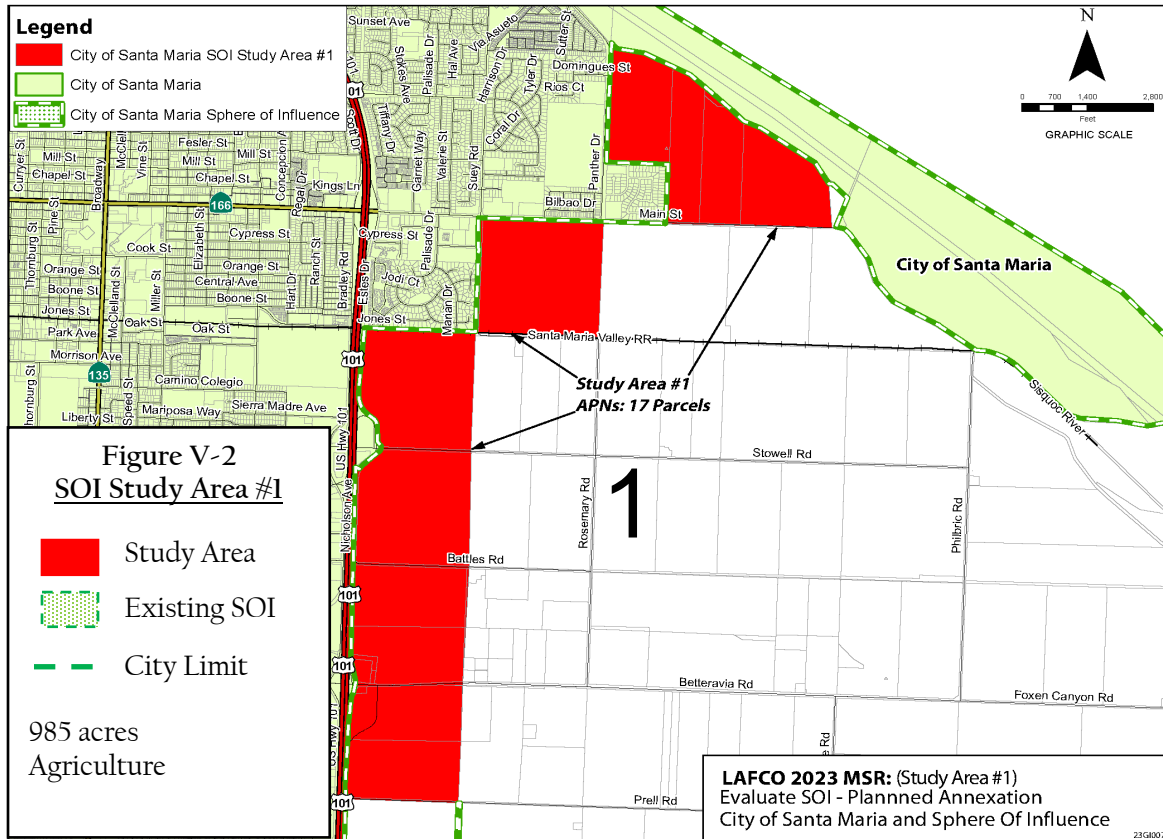
For study purposes, LAFCO staff has prepared the following table and map that included one area to be considered as the Study Areas for the Sphere of Influence. The Study Areas are used to help analyze and identify which properties should be added or excluded from the Sphere of Influence. A summary of the Study Areas is listed in the table below:

Table V-1: City of Santa Maria Study Areas

Study Area	Description	Acres	Existing Zoning	Prime AG Land	Constraints
1	SOI Expansion Area	985	AG-II-40 & AG-II-100	Yes	Unknown
	Totals	985			

The Study Areas are described in more detail below and include: a map that focuses on the particular area and the recommendation made by LAFCO Staff. The discussion addresses the size and location of the area, current zoning and other relevant information. The staff recommendation for each area is based upon the information in the Municipal Service Review and information provided by the City.

SOI Study Area #1 – APN 128-064-010, 128-092-002, 003, 128-093-001, 021, to 128-071-006 plus 128-094-012, 014, 016, & 042, and 128-064-007 SOI Expansion Area (Located in SB County; Outside SOI). This area includes seventeen parcels' totals 985-acres located east of City limits one parcel wide from Prell Road northerly to West Betteravia Road to Main Street and between Panther Drive and Santa Maria River. The area includes existing agricultural lands. The intent is to allow for a mix of commercial, housing, and institutional uses on annexed land, providing employment, entertainment, retail, and recreational opportunity for existing and new residents alike. New residential neighborhoods outside City limits will be “complete neighborhoods,” where residents can conveniently access new neighborhood commercial areas, parks, and public facilities like schools, government facilities, and recreation centers. Employment growth in annexation areas will be focused along US-101 to capitalize on regional transportation connections and create a range of jobs in the industrial, office, and retail sectors. New employment uses adjacent to Marian Regional Medical Center and Hancock College will create opportunities for expansion of these campuses or co-location of complementary land uses, like medical offices, housing, and retail. The City is currently considering preferred alternative sites following the General Plan Update process. The City intends to adopt a Specific Plan or Master Plan to adopt a set of land use specifications and improvement programs tailored to the unique characteristics of each area.



LAFCO Staff Recommendation. The SOI should exclude Study Area One. Staff recommendation is to maintain the existing Sphere of Influence in this area and note the City’s efforts to continue evaluating land use changes through a Specific Plan or Master Plan process. This effort will also include drafting of a policy document and completion of the accompanying EIR, as well as, specific annexation studies for the identified expansion areas. A high-level analysis will be conducted to identify potential water, sewer, stormwater, and utility system improvements needed for future uses in potential annexation areas. A fiscal impact analysis will be completed of projected City revenues and expenses associated properties identified for annexation to illustrate the extent of fiscal impacts for the City.

BOUNDARIES

Jurisdictional Boundary

Santa Maria’s existing boundary spans approximately 22.78 square miles in size and covers 12,922 acres (parcels and excluding public rights-of-ways) within a contiguous area. Nearly all of the jurisdictional service boundary, approximately 99.5%, is incorporated and under the land use authority of the City. The remaining portion of jurisdictional lands, approximately 0.02%, of the total, is

Santa Maria’s jurisdictional boundary spans 22.78 square miles with 99.5% being incorporated and under the land use authority of the City. The remainder of the service boundary lies within the County of Santa Barbara.

unincorporated and under the land use authority of the County of Santa Barbara. The City serves thirteen areas outside of its jurisdictional service area under out-of-agency-service agreements. Overall, there are 46,979 registered voters within the jurisdictional boundary.

City of Santa Maria Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Santa Maria	12,922	99.5%	24,625	46,979
OASA – 128-093-023	0.7	0.005%	1	0
OASA – 128-096-018	35.8	0.3%	1	0
OASA – 128-093-013	7.6	0.05%	1	0
OASA – Terra Cotta I III-630-010	0.6	0.005%	1	TBD
OASA – III-110-016	0.8	0.005%	1	0
OASA – Terra Cotta II III-630-004	1.5	0.01%	1	TBD
OASA – Orcutt Apts III-110-042	5.8	0.04%	1	TBD
OASA – St Marie MHP 117-200-028	5.13	0.04%	1	TBD
Prior Agreement 128-094-025	38.58	0.005%	1	0
Prior Agreement 128-094-027	38.57	0.005%	1	0
Prior Agreement 128-094-067	162.51	0.005%	1	0
Prior Agreement 128-094-069	106.99	0.005%	1	0
Prior Agreement 128-064-007	154.56	0.005%	1	0
Totals	13,482	100.0%	24,638	46,979

City of Santa Maria Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Santa Maria	12,922	99.5%	24,625	46,979
Co of Santa Barbara	559.81	0.5%	13	0
Totals	13,482	100.0%	24,638	46,979

Total assessed value (land and structure) is set at \$10.6 billion as of April 2023, and translates to a per acre value ratio of \$823,106. The former amount further represents a per capita value of \$96,771 based on the estimated service population of 109,910. City of Santa Maria receives \$5,233,491 in annual property tax revenue generated within its jurisdictional boundary and operates as an enterprise for other services.

The jurisdictional boundary is currently divided into 24,625 legal parcels and spans 12,922 acres, with the remaining jurisdictional acreage consists of public right-of-ways. Close to 89% of the parcel acreage is under private ownership with approximately 90% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 262 vacant parcels that collectively total 193 acres. The jurisdictional boundary qualifies as a disadvantaged incorporated community.

Close to 89% of the jurisdictional boundary is under private ownership, and of this amount approximately 90% has been developed.

**City of Santa Maria
Incorporation, Revenues, Attributes, Types of Service, and Resources**

City Incorporation and Duties	
Incorporation Date	1905
Legal Authority	Charter Law, California Constitution Article XI, Section 5(a) Sections 34450
Mayor & Council Members	A five-member City Council Mayor is elected at-large Council Members by Districts.
Agency Duties	Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Flood Control, Water Supply, Conservation & Groundwater Management, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use & Economic Development, Building & Safety, Library, Recreation & Parks, Police and Fire, Administration and Finance.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Santa Maria to be 107,407. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2050 in 2019. That report used a conservative trend-base allocation methodology estimating the City of Santa Maria to be 111,900 by 2020. Between 2010 and 2020, the population of Santa Maria increased by 7,854 people (7.3 percent; or less than 1 percent per year). There are approximately 28,013 households within the City. In contrast, County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for the City are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey, which identified the largest age group represented in Santa

Maria as 18 to 64 group at 58.6 percent. Approximately 10.3 percent of the population was in the 65 or older years age group and 31.1 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 15.4 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the largest ethnic group in Santa Maria, comprised 76.7 percent of the total population.

Projected Growth and Development

The City of Santa Maria General Plan serves as the City’s vision for long-term land use, development and growth, and provides the City’s vision within its Planning Area. The City’s General Plan was last updated in 2011, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. The City is currently underway with a General Plan update with the intent to be completed over the next year.

The current City of Santa Maria Housing Element (2023-2031) identifies from 2000 to 2010, a population growth rate of 2.9%. The City growth was slowing to an average annual growth rate of 0.74% between 2010 and 2020. Based on the 2050 Regional Growth Forecast (SBCAG 2018), there is a projected decrease in City growth rates over time, with a projected annual growth rate of 0.9% from 2025 to 2040. Santa Maria constitutes 23% of the total county population. A growth rate within the County’s Housing Element, covering the same period, estimates less than 1.5 percent growth in the surrounding unincorporated areas. The County’s General Plan covers Orcutt and surrounding areas. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

	2010	2015	2020	2035*	2040*
Santa Maria	99,553	103,090	107,407	135,071	141,529
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is

\$87,360. The MHI for Santa Maria was \$69,714 in 2023, which does not qualify the community as a disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In some cases, except the EJScreen and EnviroAtlas, the City of Santa Maria's Sphere of Influence does qualify under the definition of disadvantaged community for the present and probable need for public facilities and services within the service areas with some areas contiguous to the Sphere of Influence surrounding the central and western side of the City also qualify as a disadvantaged community.

SERVICES

Overview

The City Public Works Department provides street, parking, traffic signal, and lighting maintenance, to the City. The Santa Maria Regional Transit (SMRT) operates transit services to the City and the surrounding areas.

All other services provided by the City are not the primary focus of this report and will be discussed in greater detail under the appropriate future MSR Study.

CIRCULATION ELEMENT 2011

Streets, Roads & Highways

The Circulation Element of the City's General Plan describes how the City would manage transportation issues as the City grows and develops. The Circulation Element was adopted in 2011 with other elements in the General Plan updated more recent, in particular the Land Use, and Safety Element was last adopted in 1995. A coordinated approach would enable the City to plan for transportation commensurate with the planned growth and development. The Element contains goals, policies and implementation standards and programs to guide the future development of the City's circulation system.

The major existing north-south streets serving Santa Maria are Broadway, Blosser/Skyway, and Miller. Broadway (State Route 135) is a four and six lane facility, which is the primary north-south route through the Santa Maria/Orcutt urban area. Broadway carries a significant volume of traffic (26,000 to 39,500 average daily trips). Regional access to the City of Santa Maria is provided by the U.S. 101 Freeway. The major east-west streets serving Santa Maria are Donovan Road, Alvin Avenue, Main Street, Stowell Road, Battles Road, McCoy Lane, and Betteravia Road.

Analyses of the existing roadways indicate that modifications and improvements are required to adequately accommodate projected transportation demand associated with build out of the Land Use Element of the General Plan. Based on these findings, present and anticipated problems that this Circulation Element addresses are:

- Improvement of north/south street continuity to provide additional roadway alternatives to reduce traffic "bottlenecks" and provide adequate, uniform capacities on each street.
- Provision of alternative east/west roadway routes, and the improvement of the U.S. 101 ramp intersections with Main Street, Broadway, McCoy Lane, and Union Valley Parkway.
- Extension of arterial and collector street system to serve anticipated development areas.
- Internal traffic circulation within and through new and existing subdivisions to provide for circulation continuity and prevent isolation of individual developments.

ROAD CONDITION/MAINTENANCE

The Street Maintenance Division provides managerial oversight for the City's travel-way maintenance program. The goal is to provide a safe and well-maintained street system for the purpose of pedestrian and vehicle traffic within the City limits. The program consists of several subprograms that address particular maintenance needs in each area to ensure for a safe and well-maintained travel-way system.

The Flexible Pavement (asphalt) Maintenance Program addresses three basic elements of roadway maintenance. The general pavement element addresses small areas (100 to 1,000 square feet) of roadway in need of sub-grade, base or surface maintenance. The pothole element, which is typically driven by rainfall, addresses smaller areas (one to 20 square feet) and is maintained by asphalt patching. The overlay and chip seal element provides the preventative maintenance necessary to maximize roadway life, and is performed by outside contract services. Every year, the City and a hired contractor perform street maintenance called chip seal on dozens of City streets. Chip seal is a thin layer of road resurfacing that protects and extends pavement life.

TRAFFIC SIGNAL

The Traffic Signal Maintenance Program provides maintenance services to the City's traffic signal system. The program includes: preventive maintenance; component failure service; and system upgrades. A preventive maintenance schedule provides that each of the City's 45 traffic signals is checked monthly for proper operation. Every other month, each traffic signal receives detailed inspection and preventive maintenance. Semi-annually, each traffic signal cabinet's conflict monitor is evaluated. Component failures rarely occur, therefore, are addressed on an as-needed basis. System upgrades include: light-emitting diode retrofits; preemption installations; and signal coordination to recommended corridors within the City. The City pays for electrical power costs of 37 Caltrans traffic signals.

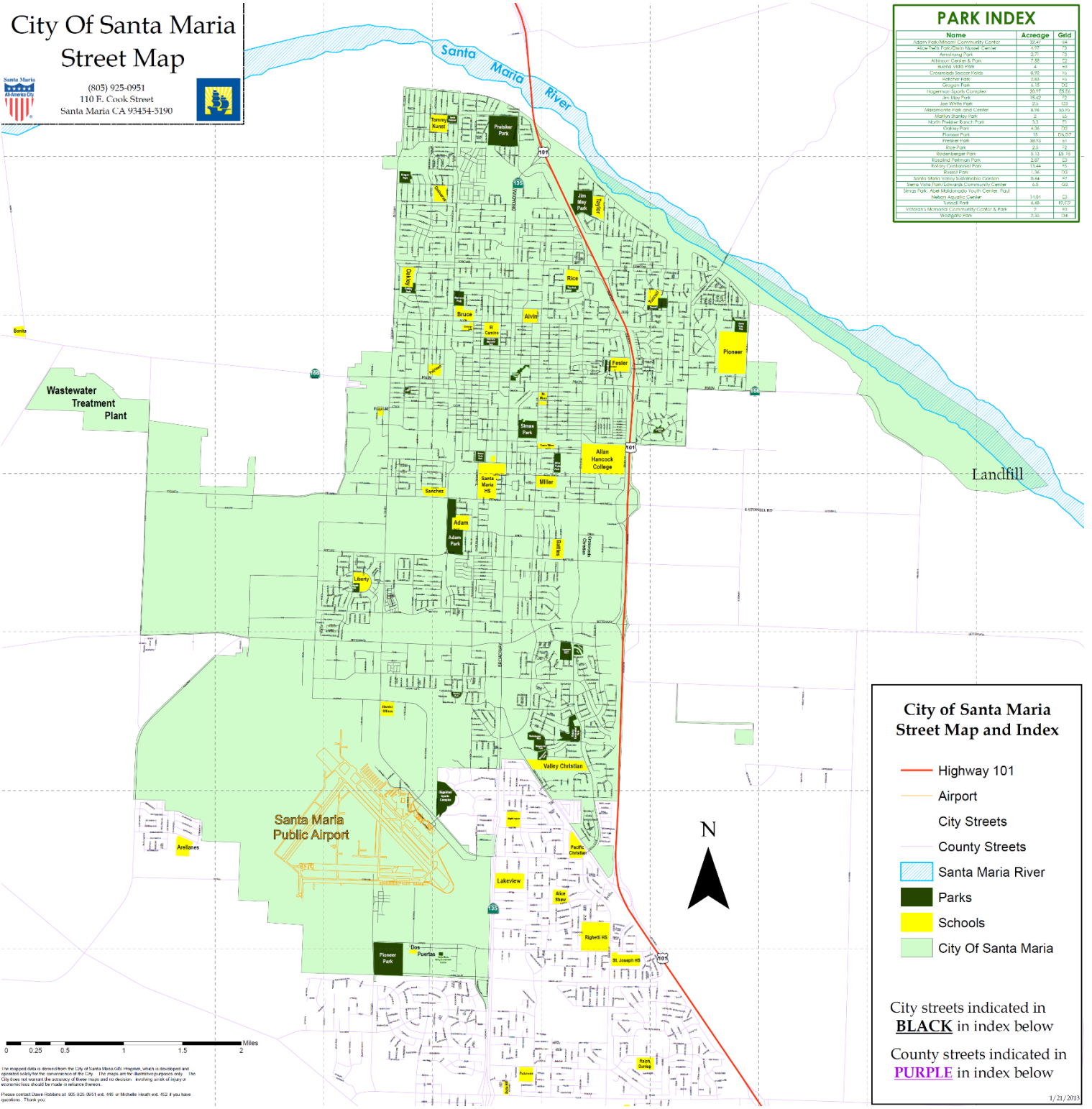
LIGHTING

The Street Light Maintenance Program supports street light services in the areas of: general maintenance; system upgrades; inspections; design; and damage caused by vehicular accidents. The need for general maintenance is predominantly generated by public calls and the public's use of the street light hotline, which is checked each morning during the work week. Additionally, staff performs street light checks twice a month, in high traffic commercial areas. System upgrades are developed, designed, and scheduled and include: street light pole replacement; fixture upgrades; and service modifications. The inspection element involves the inspections of newly installed street lights and services points, typically driven by new development. The design element addresses street light system design for new lighting systems in areas of new development

and areas where existing lighting will be improved. Staff addresses accidents involving street lights 24 hours-a-day, seven days-a-week.

City Of Santa Maria Street Map

(805) 925-0951
110 F. Cook Street
Santa Maria CA 93454-5190



PARK INDEX		
Name	Acreage	Grid
Adrian K. Martinez Community Center	12.24	44
Alfonso Villa Park	2.97	73
Armenian Park	2.57	13
Atkinson Center & Park	7.53	22
Buena Vista Park	4	13
Castroville Soccer Field	4.97	24
Castroville Park	2.83	13
Kingston Park	2.13	25
Hagerman Social Complex	29.77	65.65
San Jose Park	15.28	74
San Jose Park	2.5	13
Stamatis Park and Center	8.78	83.83
Stanton Stadium Park	2	25
North Pacific Street Park	18	81
Oakley Park	4.56	73
Reverend Park	38.53	63.53
Rice Park	2.5	13
Rosenberger Park	2.13	25
Rosalind Hoffman Park	2.87	22
Rodriguez Park	11.44	25
Russell Park	1.34	73
Santa Maria Valley Landscape Garden	3.44	81
Santa Maria Park (General Community Center)	8.3	63
Simon Park (General Community Center)	4.68	83.57
Union Aquatics Center	11.91	23
Union Park	7	23
Valencia Community Center & Park	7.33	13
Washington Park	2.33	13

City of Santa Maria Street Map and Index

- Highway 101
- Airport
- City Streets
- County Streets
- Santa Maria River
- Parks
- Schools
- City Of Santa Maria

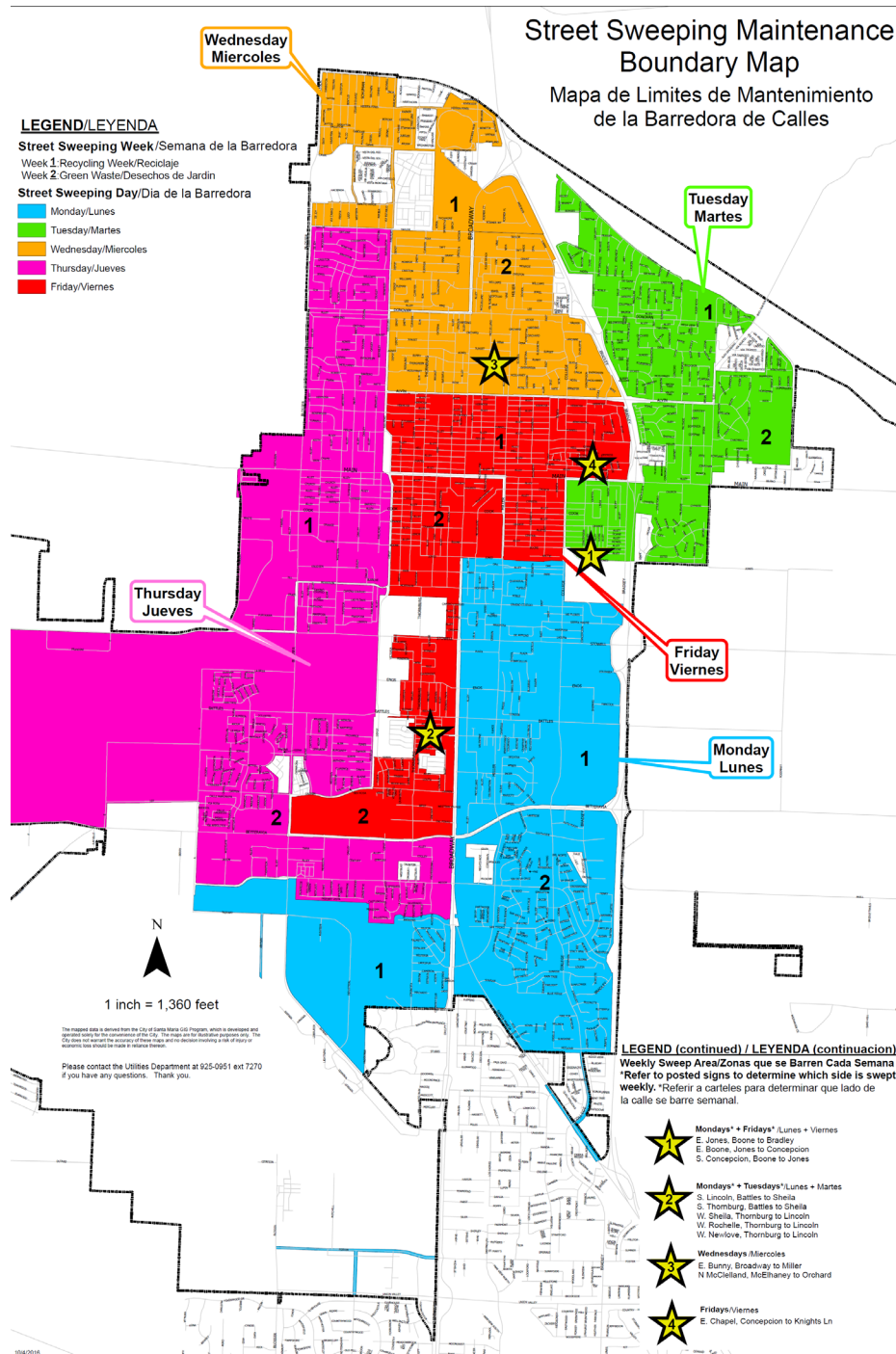
City streets indicated in **BLACK** in index below
County streets indicated in **PURPLE** in index below



The mapped data is derived from the City of Santa Maria GIS program, which is developed and operated solely for the convenience of the city. The maps are for illustrative purposes only. The City does not warrant the accuracy of these maps and no decision involving a risk of injury or economic loss should be made in reliance thereon. Please contact Diane Robbins at 805-925-0951 ext. 416 or Michelle Heath at 805-925-0951 if you have questions. Thank you.

STREET SWEEPING

Street sweeping costs are included along with garbage collection rates. The schedule for street sweeping coincides with the day allocated for garbage collection and is performed every other week on the weekday following your regular refuse collection day. There is no scheduled street sweeping on Saturday or Sunday.

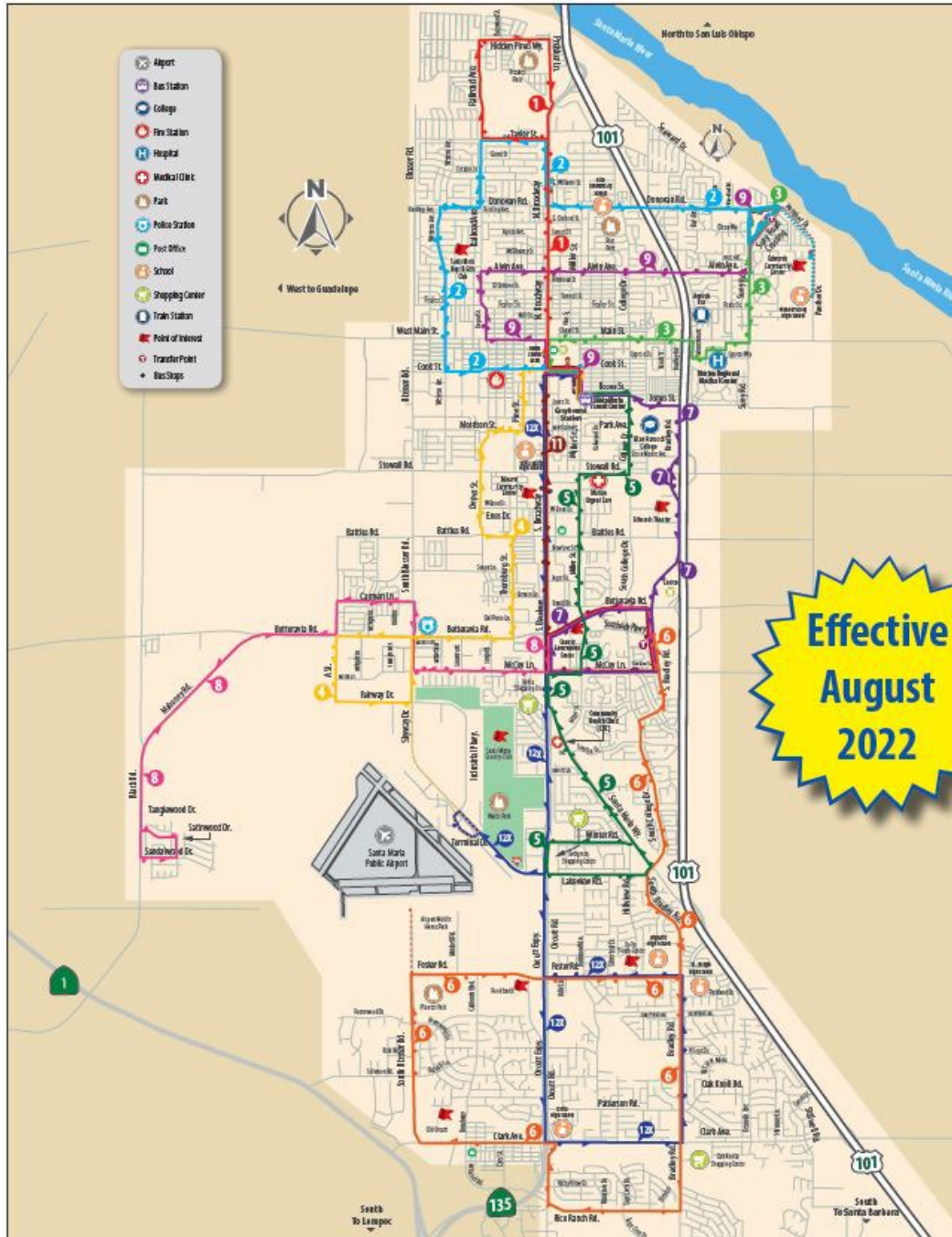


TRANSIT

Santa Maria operates fixed route and ADA paratransit bus service known as Santa Maria Regional Transit (SMRT). Service area includes the City of Santa Maria, the unincorporated communities of Orcutt, Tanglewood and now regional service to New Cuyama, Lompoc, Vandenberg, Los Alamos, Buellton, Solvang, Santa Ynez and the Chumash reservation. No service is offered on the following Holidays: New Year's Day, Easter Day, Independence Day, Thanksgiving Day, Christmas Day. SMRT ADA Service offers curb-to-curb transportation for individuals who, because of their disability, are unable to use the fixed route bus.

The Breeze is a weekly commuter bus service linking Santa Maria, Vandenberg AFB and Lompoc with 15 trips each weekday. San Luis Obispo Regional Transit Authority (RTA Route 10 serves five locations in Santa Maria, and connects with the Breeze and SMAT at Town Center Mall. The Clean Air Express commuter buses provide service between Santa Barbara, Goleta and Santa Maria. Hours of operation are Monday through Friday, 250 days a year.

The Santa Maria Organization of Transportation Helpers (SMOOTH) operates transportation services within the Santa Maria Valley. SMOOTH currently operations Senior Dial-a-Ride in Santa Maria / Orcutt, the Guadalupe Flyer (service between Santa Maria and Guadalupe), the Los Alamos Shuttle (service between Los Alamos and Orcutt / Santa Maria), and a medical van from the Santa Maria area to Santa Barbara. The Coast Flyer, operated by Silverado Stages Inc., is a shuttle service between San Luis Obispo and Los Angeles (LAX airport, San Pedro and Long Beach ship terminals), with a stop in Santa Maria.



SMRT Route Map
[City of Santa Maria Transit Routes \(arcgis.com\)](http://arcgis.com)

PARKING

On-street parking is generally permitted on all streets in downtown Santa Maria, with the exception of the vicinity of the Town Center Mall. There are also two municipal off-street parking lots downtown. One is at the Town Center East, the other at Town Center West. A three-story parking structure has been constructed at Town Center East Commercial Center. Parking is

permitted on most streets as regulated. There are no meters in any of the commercial areas. Free off-street parking is generally provided by all businesses in their own private lots.

Park-and-Ride

Three Caltrans park-and-ride lots with a total of 77 spaces have been constructed near the interchange of Route 135 and Clark Avenue and Route 101 (east side) and Clark Avenue. These lots are used almost exclusively by Vandenberg Air Force Base (VAFB) workers. Park-and-ride lots in Arroyo Grande (75 spaces) and Pismo Beach (20 spaces) are available for use by San Luis Obispo County residents who work in Santa Maria. Presently, these lots are fully utilized.

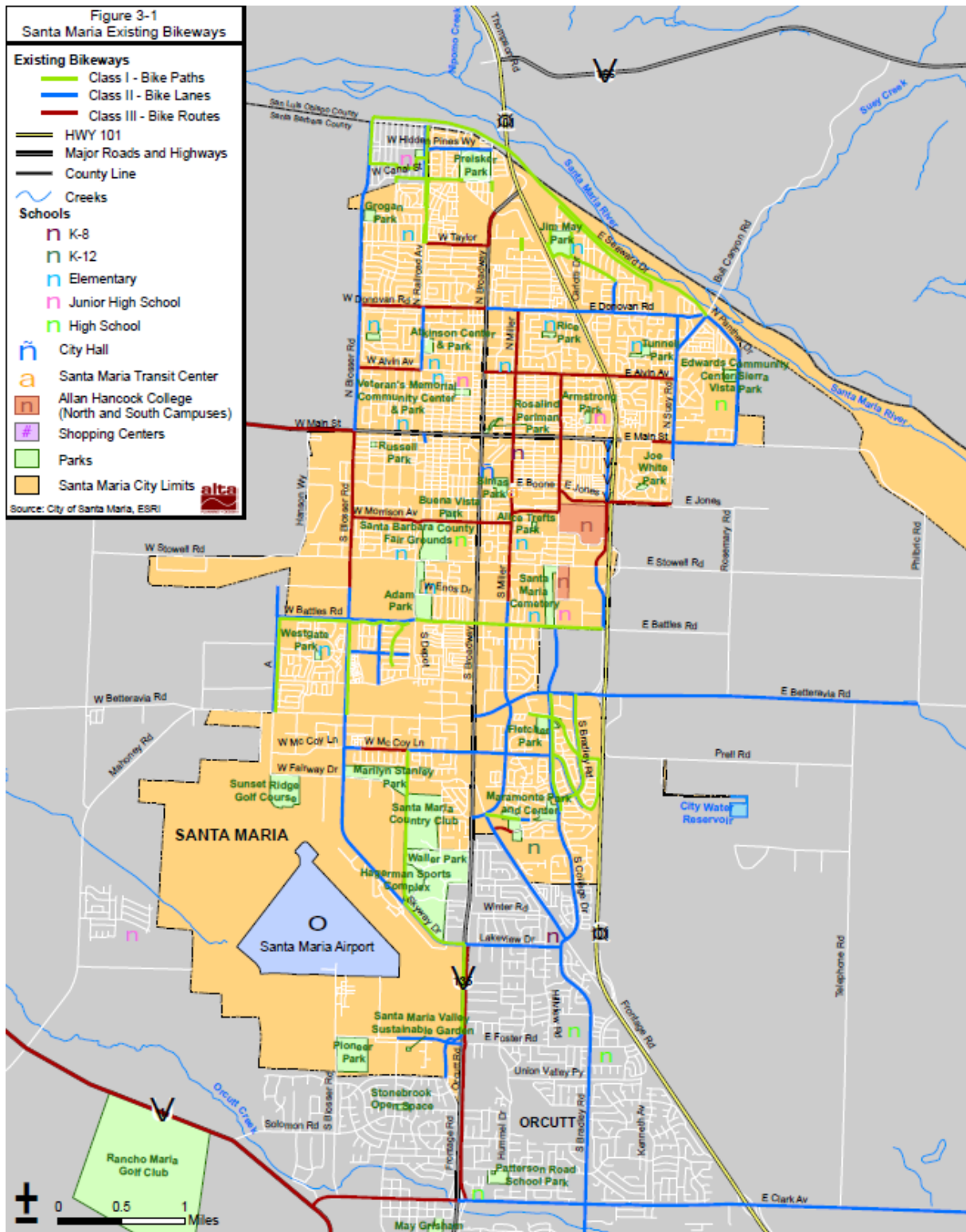
BIKEWAYS

The Santa Maria 2009 Bikeway Master Plan provides a blueprint for bicycle transportation and recreation in the City. Santa Maria's existing bikeway network is comprised of several Class II and III on-street facilities throughout the City providing service for north to south and east to west bicycle journeys. Class I bike paths in the city include Multi-Purpose trail as part of the Santa Maria River Levee/Guadalupe Dunes Bikeway, Bradley Channel Trail includes construction of the River Oaks Park and an extension from Carlotti Drive connection with Taylor School, with a bicycle/footbridge over the Bradley Channel. Hagerman Complex to McCoy Lane which runs along the western boundary of Waller County Park and the Santa Maria Country Club providing an extension of fully segregated service to the already popular Orcutt Expressway trail and Skyway Drive path. Battles Road Multi-Purpose Trail from Adams Park at Depot St. through to Bradley St., facilitates a functional and direct east to west link which is fully separated from the roadway, linking users with shopping at the Battles and S. Broadway complexes.

The City notes that bicycles are permitted on all roads in the State of California and in Santa Maria (with the exception of access-controlled freeways). As such, Santa Maria's entire street network is effectively the city's bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. Class II and III bike lanes that provide regional bikeway connectivity are present on Blosser Road, Skyway Avenue, Thornburg Street, Miller Street, College Drive and Suey Road running north to south; and Taylor Street, Donovan Road, Alvin Avenue, Jones Street, Battles Road (Class I), Betteravia Road, Lakeview Road and Foster Road.

There are limited bicycle parking facilities throughout Santa Maria, with some exceptions at the public library, civic buildings, schools, parks and some commercial centers. Many of these racks, especially at shopping centers, are the undesirable "wheel bender" style that can potentially damage a bicycle. Additional key potential bike parking locations in the city include the Santa Maria Public Airport, Marian Medical Center, and bus transit stops for Amtrak bus, Clean Air Express, SLO Route 10, and Greyhound bus. Currently, the maintenance of Santa Maria's bikeway

facilities consists of restriping, re-stenciling and sweeping, on a regular basis. Other maintenance activities are conducted on an as-needed basis by the City.



SBCAG REGIONAL TRANSPORTATION PLAN, 2021

The most recent RTP, Sustainable Communities Strategy Connected 2050, acts as a blueprint for a transportation system that addresses transportation projects that would meet access and mobility needs. The 2021 Regional Transportation Plan (2021 RTP) is intended to be a comprehensive Plan guiding transportation policy for the region and would assist in making recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling.

Regional Improvements. According to the Santa Barbara County Association of Government's (SBCAG) 2021 Regional Transportation Plan a significant increase in traffic volume on Highway 101 is projected from the 2021 number of 74,000 average daily trips until 2050. The Level of Service in the Santa Maria area on Highway 101 is expected to remain at LOS B-C. Volumes are continuing to increase with freeway volume coming from local and regional sources. This segment carries heavy commuter traffic as well as interregional and local traffic. Under the 2040 No Build conditions, more sections of U.S. 101 would continue the trend toward moderate congestion. Traffic on southbound 101 between Donovan Road and Betteravia Road would be the most congested. Congestion is also forecast in San Luis Obispo County north of the Santa Maria River Bridge where the freeway capacity reduces from six lanes to four lanes. The one-way commute distance for workers who live in Santa Maria, for example, and work on the South Coast is, according to Google Maps, approximately 65 miles, a distance that takes approximately one hour and 15 minutes to drive. Total in-commuters have nearly doubled, except on the Santa Maria to San Luis Obispo corridor, where they have also doubled, out-commuters have remained roughly constant.

State Route 135 Corridor. The City is bisected by Highway 135 Highway Corridor. In 2021, this highway carried Annual Average Daily Trips (AADT) of 30,500 (2021 Caltrans counts; website). Similarly, moderate congestion is also experienced intermittently on SR 135 between Union Valley Parkway and Donovan Road because many motorists use this section to bypass U.S. 101. The Level of Service in the Santa Maria area on Highway 135 is expected to remain at LOS B-C.

State Route 166 Corridor. The City is bordered on the north by Highway 166 Highway Corridor. Other heavily-traveled commercial truck corridors include State Routes 135 and 166 in Santa Maria (related to agricultural production). In 2021, this highway carried Annual Average Daily Trips (AADT) of 23,600 (2021 Caltrans counts; website). State Route 166 to U.S. 101 was certified to transport rocket propellants and radioactive materials. State Route 166 is designated as the transport route for explosives and for transport of fuming nitric acid, anhydrous hydrazine, and liquid nitrogen tetroxide in cargo tanks. State Route 166 is also used in the transport of natural gas liquids, anhydrous ammonia, and liquefied petroleum products.

Planned improvements also include the Highway 166 project proposes to improve safety and operations on Highway 166 by adding passing lanes, turnouts, wider shoulders and enhanced enforcement. Major transportation issues in this region include:

- The inadequacy of some U.S. 101 interchanges—Betteravia, McCoy, and SR 135—to handle anticipated traffic;
- Truck transport of hazardous materials and agricultural products through central urban areas;
- Inadequate freeway access in developing areas;
- Slow agricultural traffic on SR 166 near Guadalupe;
- Intersection improvements on SR 166 at SR 1, Black Road, and U.S. 101 to improve operations to and from SR 166; and
- The need for continued highway maintenance on SR 1 through the City of Guadalupe.

SBCAG Board adopts a Program of Projects (POP) identifying all transportation projects to be funded with Measure A revenues during the next five fiscal years, FY 23/24 through FY 27/28. The City of Santa Maria’s local allocation equals \$37 million. The following are summaries of expenditures by Buellton for the five-year Program of Project period.

- Available Measure A 5-year Revenue: \$37 million
- Adopted Measure A 5-year Expenditures: \$37 million (includes carry-over funding)
- Top LSTI expenditures: Street Maintenance and Alternative Transportation
- Other Revenues included in POP: \$0
- Required Alternative Transportation Percentage: 15%

CITY OF SANTA MARIA	FY 21/22 Actual	Measure A Revenues						Total	Other Revenues					Total Programmed	
		Carryover	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28		Regional Measure A	Measure D	Local	State	Federal		Total
MEASURE A CARRYOVER															
Maintenance, Improvement or Construction of Roadway and Bridges			\$6,704.8	\$7,456.1	\$8,046.0	\$7,777.8	\$7,350.4								
• Roadway Maintenance and Improvements	\$2,709.0		\$3,800.1	\$3,995.0	\$4,223.4	\$4,486.8	\$4,786.9							\$0.0	\$21,292.2
• Landscaping Maintenance			\$55.0	\$60.5	\$66.6	\$73.2	\$80.5								
Traffic Safety															
• Signage replacements and improvements	\$243.5		\$279.9	\$300.4	\$322.5	\$346.4	\$372.3							\$0.0	\$1,621.5
• Pavement delineation	\$428.3		\$498.5	\$536.0	\$576.5	\$620.4	\$645.5							\$0.0	\$2,876.8
• Street lighting maintenance & improvements	\$265.3		\$304.9	\$327.7	\$352.5	\$379.3	\$411.6							\$0.0	\$1,776.1
• Street lighting upgrades - Underlit neighborhoods	\$127.3		\$312.7	\$344.0	\$378.4	\$416.2	\$457.9							\$0.0	\$1,909.2
• Traffic signal maintenance and improvements	\$281.7		\$285.0	\$306.2	\$329.2	\$354.1	\$381.2							\$0.0	\$1,655.7
Highway Improvements															
Alternative Transportation (Percentage to be met by FY 24/25: 15%)															
Maintenance, Repair, Construction & Improvement of Bike/Ped Facilities, Safe Routes to School, and ADA facilities	\$513.1		\$978.5	\$1,087.8	\$1,002.2	\$1,048.3	\$1,089.4	\$5,206.2						\$0.0	\$5,206.2
City-wide Sidewalk Index	\$0		\$120.0	\$40.0	\$40.0	\$40.0	\$40.0	\$280.0							
Programs, Education, & Incentives to Reduce Single Occupant Auto Trips or Transportation Demand	\$10		\$11.0	\$12.1	\$13.2	\$14.5	\$16.0	\$66.8						\$0.0	\$66.8
ALTERNATIVE TRANSPORTATION TOTAL	\$523.1	\$0.0	\$1,109.5	\$1,139.9	\$1,055.4	\$1,102.8	\$1,145.3	\$5,553.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5,553.0
TOTAL CITY OF SANTA MARIA EXPENDITURES	\$4,558.3	\$0.0	\$6,645.7	\$7,009.8	\$7,304.4	\$7,779.3	\$8,281.2	\$37,020.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$37,020.3

City of Santa Maria
Incorporation, Revenues, Attributes, Types of Service, and Resources

Attributes	
City Limits (est. square miles)	22.78
Population (2022 estimated)	109,910
Assessed Valuation (FY 21-22: Includes City only)	\$10,636,181,741
Number of centerline miles, street lights, parking lots, bus stops, and bikeway miles	238 miles UNK lights 60 spaces 13 stops UNK bike lane miles
Regular Financial Audits	Every Year
Average Annual Revenue Per Capita (FY 20-21)	\$2,154
Average Portion of County 1% Property Tax Received	12¢/\$1
Ending General Fund Balance (June 2021)	\$52,183,211
Change in General Fund Balance (from June 2016 to June 2021)	47%
Total Fund Balance/Annual Revenue Total (FY 20-21)	56%

Source: District area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing DOF Table E4, Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from City Audit; Other information from City.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	X
Street Beautification	X
Transit	X
Airport	-
Parking	X
Other	X

Total Staffing		
	Personnel	Per 1,000 population
Full time Street Maintenance	21	0.19
Emergency Street Maintenance	21	0.19
Administrative Personnel	2	0.02
Other City Staff	602	5.48

City of Santa Maria has a total of 625 permanent full-time positions (2023-2024). Public Works Department has five Divisions with 72 full-time positions.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ City
Public Works Director (1)	n/a	n/a
Street & Facilities Supervisor (1)	n/a	n/a
Lead Water Resources Operator (2)	n/a	n/a
Street Maintenance Supervisor (1)	n/a	n/a
Sr. Crew Leader (2)	n/a	n/a
Maintenance Workers (4)	n/a	n/a
Traffic Operations Coordinator (1)	n/a	n/a
Traffic Signal Tech (1)	n/a	n/a
Electrician (1)	n/a	n/a
Administrative Personnel (2)	n/a	n/a
Other City Staff	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained, swept per month, street light service calls resolved, and parking lots. Once the City completes the street resurfacing project much of the roads that were impacted by the severe winter storms earlier in 2023 will be in good condition.

FINANCES

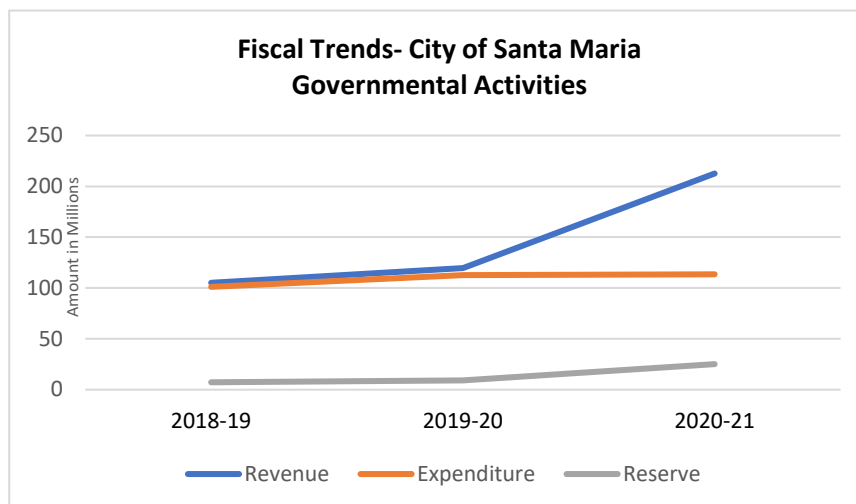
The City prepares an annual budget and financial statement, which includes details for each of its government and enterprise funds. The City maintains separate enterprise funds for water, wastewater, solid waste, and transit services, meaning that charges for services are intended to pay for the costs of providing such services.

City Revenues				
	2019-2020		2020-2021	
	Amount	% of Total	Amount	% of Total
Property tax	\$21,217,885	9.9%	\$22,293,587	9.6%
Sales Tax Revenues	\$53,519,347	24.9%	\$60,953,136	26.3%
Franchise fees	\$4,660,913	2.2%	\$4,683,115	2.0%
TOT tax	\$2,949,707	1.4%	\$3,213,990	1.4%
Other Taxes	\$939,090	0.4%	\$1,009,535	0.4%
Charges for services	\$96,787,693	45.1%	\$103,360,753	44.7%
Grants & contributions	\$15,585,898	7.3%	\$32,586,665	14.1%
Other Revenue	\$2,238,018	1.0%	\$1,590,426	0.7%
Use of Money	\$16,853,458	7.8%	\$1,683,151	0.7%
Revenue total	\$214,752,009	100.0%	\$231,374,358	100.0%

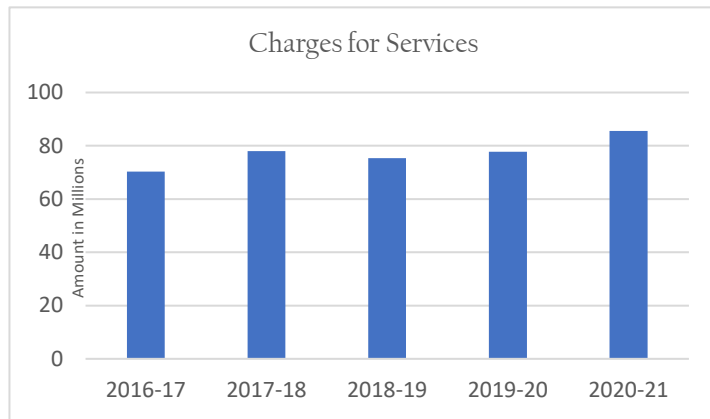
Note: The above numbers are Citywide, which include Government & Business-Type Funds

Fiscal Indicators

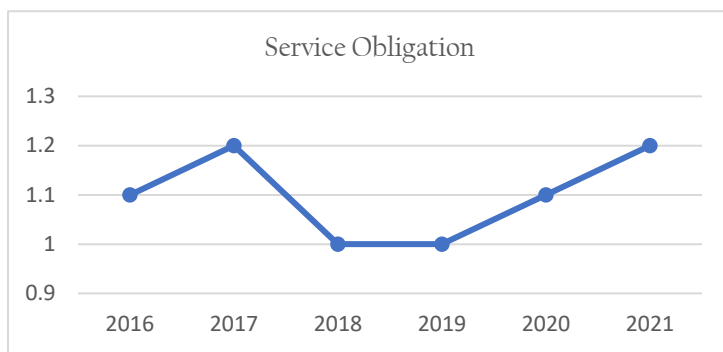
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the City’s revenues and expenditures from governmental activities have grown at about the same rate. However, it is important to note that revenues from governmental activities include special purpose revenues, Gas Tax, and grants for example, that are restricted in how those revenues can be spent. In addition, the City has reduced operational budgets, primarily by funding fewer positions, as a way to address the City’s escalating pension costs, specifically required annual unfunded pension liability payments that have gone from \$5.8 million in 2017-18 to \$8.6 in 2019-2020. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.



CITY OF SANTA MARIA



This indicator addresses the extent to which charges for service covered expenses. Charges for Services is the primary funding source for enterprise fund (note includes Water Resources, Solid Waste and Transit). Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2016	\$ 89,978,384	\$ 78,765,487	1.1
2017	\$ 95,093,954	\$ 82,031,714	1.2
2018	\$ 95,833,235	\$ 93,984,405	1.0
2019	\$ 105,139,912	\$ 101,144,248	1.0
2020	\$ 119,690,413	\$ 112,630,553	1.1
2021	\$ 137,455,601	\$ 113,461,192	1.2

Post-Employment Liabilities

The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

Pension

Funded ratio (plan assets as a % of plan liabilities)
 Net liability, pension (plan liabilities - plan assets)

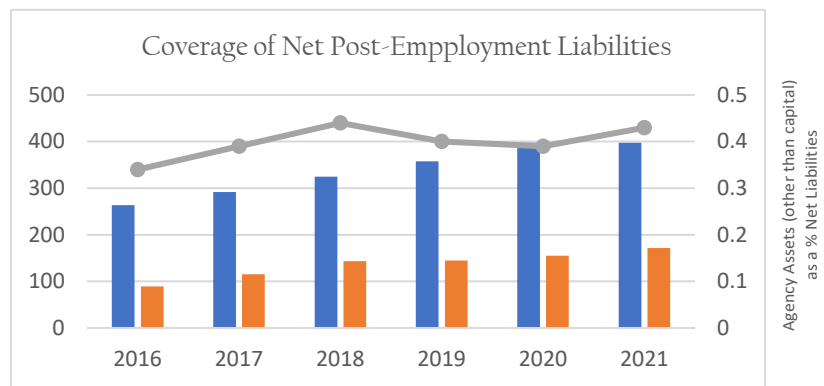
	2018	2019	2020	2021	Trend
Funded ratio (plan assets as a % of plan liabilities)	71%	73%	72%	72%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 125,674,822	\$ 126,451,039	\$ 135,780,061	\$ 146,424,511	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)
 Net liability, OPEB (plan liabilities - plan assets)

2021 year of OPEB reporting	0%
	\$ 25,161,613

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2016	2017	2018	2019	2020	2021
Agency Assets (other than capital)	\$263,402,857	\$292,083,039	\$324,540,068	\$357,526,572	\$397,540,699	\$458,445,496
Net Liabilities (pension & OPEB)	\$89,496,153	\$115,118,327	\$143,457,620	\$144,552,691	\$154,888,863	\$171,586,124

Pension Obligations and Payments

The City contributes to CalPERS for a defined benefit pension plan for all qualified permanent and probationary employees. The City participates in one agent-multiple employer plan for its miscellaneous employees (Miscellaneous Plan), Safety (Police and Fire) and cost-sharing employer plans (Safety Plan). Members with five years of total service are eligible to retire at age 50 to 62 with statutorily reduced benefits. Pursuant to PEPR, the Miscellaneous and Safety “Classic” plans are closed to new entrants as of January 1, 2013.

The City maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the City. As of June 30, 2021, the City reported a net pension liability for its proportionate share of the net pension liability of the Misc. Plan of \$ 81,438,028 and Safety Plan of \$64,986.483.

At the liability measurement date of June 30, 2020, the following employees were covered by the pension benefit terms:

	<u>Miscellaneous</u>	<u>Safety</u>
- Retired employees –	427	178
- Active employees –	374	171

OPEB Obligations and Payments

The City benefit payments are recognized when currently due and payable in accordance with the benefit terms on a pay-as-you-go basis.

The City provides post-retirement health benefits, in accordance with State statutes, to all employees retiring from the City and enrolled in an insurance program under the California Public Employees’ Medical and Hospital Care Act (PEMHCA). The CalPERS PEMHCA Plan is a defined contribution, cost sharing multiple-employer defined benefit healthcare plan providing benefits to active and retired employees.

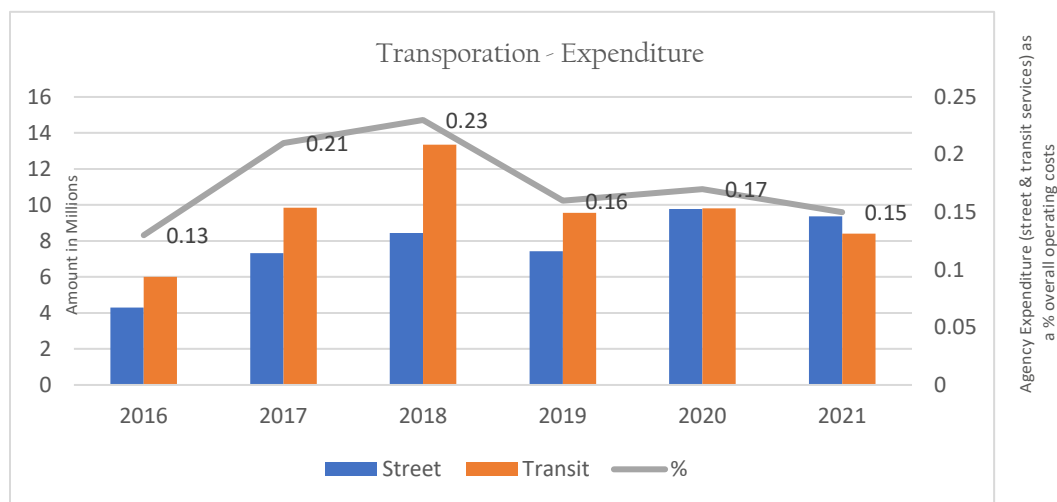
PEMHCA determines the amount contributed by the City toward retiree health insurance. The City was required to contribute \$133 per month during calendar year 2020 and \$143 per month during calendar year 2021 towards the cost of the retiree health insurance, which is the same amount contributed toward active employee health insurance. The contribution amount is calculated by using the annual consumer price index increase. During fiscal year 2020-21, expenditures of \$255,743 were recognized for post-retirement health insurance contributions on a pay-as-you-go basis.

In addition to the direct City paid PEMHCA contributions, retirees covered under the City’s plans receive pre-65 benefits that are subsidized as the cost of their coverage is based on blended (active and retiree) premium rates instead of normally higher retiree only rates. This implicit subsidy is also considered in the valuation for retirees electing City healthcare plan coverage. However, it does not apply to retirees electing coverage in non-City plans. As of the June 30, 2019 measurement date, the following current and former employees were covered by the benefit terms under the plan:

- Retired employees – 144
- Active employees – 600

Enterprise & Non-Enterprise Funding

The City budget includes street and transit services. In FY 2019/2020, the City’s transportation services budget was \$28,201,550 and increased that to \$33,482,938 for FY 2020/2021. The following chart shows a six-year expenditure trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency’s expenditure over time.



Asset Maintenance and Repair

The City budget, includes Mobile Equipment and Replacement budget for 2020-22, calls for 71 pieces of equipment to be replaced and 12 new pieces of equipment to be purchased reflecting \$9.1 million in appropriations.

The funds also experienced a significant increase in need towards ongoing required repair and maintenance efforts. No one effort is more significant in cost over all others. Instead, there is a collective total in repair, maintenance, and cost totaling \$2 million. Some of these costs include hydrant materials and supplies, hauling and disposal, dry-year water purchase, various valves, emergency water, Wastewater Treatment Plant electrical, and cogeneration repair and

maintenance, as well as additional costs to help achieve organizational objectives associated with City infrastructure, maintenance, and safety.

Capital Improvements

The City has a Capital Improvement Plan (CIP), which is updated regularly and identifies and prioritizes system improvements and costs. The 2020 Capital Projects Budget for 2020-22 consists of 112 capital projects representing approximately \$81 million in appropriations. A total of 155 projects were requested by operating departments, totaling \$97.6 million; however, 43 projects (representing approximately \$16.6 million) were not funded. The 2020-22 Budget reflects \$48.2 million in projects in the first year and \$32.8 million in the second year. For comparison purposes, the 2018-20 Budget consisted of 108 capital projects totaling \$81.1 million in appropriations. There are 23 General Fund projects that were not funded due to funding limitations in Fund 801, the General Capital Fund. A partial list of CIP projects for FY 20-24 are listed below, see the full list attached to the City approved Budget.

Budgeted or Estimated 2020 to 2024

PUBLIC UTILITIES CAPITAL PROJECTS

- ▶ Reservoir Site Improvements \$1,000,000
- ▶ Water Meter Replacement \$1,200,000
- ▶ Water Meters - New Development \$300,000
- ▶ Water Main Upgrade \$950,000
- ▶ Well Rehabilitation \$975,000
- ▶ Well Generators and Enclosures \$600,000
- ▶ Well Site Repairs \$20,000
- ▶ Water Line Conversion \$150,000
- ▶ Potable Water Line \$140,000
- ▶ Reconnect Potable Water System \$100,000
- ▶ Blending Facility Improvements \$130,000
- ▶ Hydrant Replacement \$2,440,000
- ▶ Valve and Hydrant Replacement and Relocation \$990,000
- ▶ Stand-By Well Motor \$40,000
- ▶ Solar Bee Repair And Replacement \$130,000

Long-term Liabilities and Debts

The City had \$260.9 million in bonds and other long-term liabilities outstanding at fiscal year-end in 2021.

On June 19, 2012, the City issued \$50,119,493 of Water and Wastewater 2012 A/B Revenue Refunding Bonds (Bonds) with an interest rate ranging from three to five percent. The purpose of the Bonds was to refund prior Certificates of Participation Bonds (COP's) with interest rates ranging from five to 7.4 percent, with a par value of \$38,320,394, and maturing annually on August 1 between 2013 and 2022. As of June 30, 2021, \$195,567 of defeased COPs are still outstanding.

Subsequent to the 2021 financial statements, on November 17, 2021, the City of Santa Maria issued \$35,685,000 Water and Wastewater Revenue Refunding Bonds, Series 2021A (the "Bonds"). The Bonds were issued to refund for savings the remaining outstanding principal amount of the City's Water and Wastewater Revenue Refunding Bonds, Series 2012A. The refunding resulted in a net present value savings of \$11.54 million¹. The Bonds have a True Interest Cost (TIC) of 1.46% and will be paid semiannually on February 1 and August 1 of each year and mature on February 1, 2036. The TIC captures the present value cost of the financing, factoring the future debt payments and the underwriter's discount. The Bonds generate an average annual savings of \$845,073 and are issued and secured by a pledge of System Revenues

State and Federal laws and regulations require the City to place a final cover on its landfill site when it stops accepting waste, and to perform certain maintenance and monitoring functions at the site for a minimum of 30 years after closure. The City reported \$25.6 million in landfill closure and post-closure care liability on June 30, 2021, and is based on the percent of capacity used (89.8%). It is estimated that the total cost of all closure and post-closure costs to be \$30.8 million. The City will recognize the remaining estimated costs of \$5.2 million in closure and post-closure care as the remaining capacity is filled, which is expected to be by 2024.

On March 22, 2013, the City entered into three lease agreements with Suntrust Equipment Finance Corporation for the acquisition of vehicles and equipment for the Fleet Services Fund in the amount of \$4,905,000. The three leases have terms of seven, ten and twelve years with interest ranging from 2.14 and 2.68 percent. Payments are due semi-annually under the terms of the lease agreement. The final payment on the seven-year term lease occurred in fiscal year 2019-20.

On January 11, 2017, the City entered into a lease agreement with Community Bank of Santa Maria for the acquisition of a Computer Aided Dispatch and Records Management System (CAD/RMS) in the amount of \$2,280,000. The lease has a term of ten years with interest rate of 3.1 percent.

The Water and Wastewater Fund has long-term commitments to purchase water from the State Water Project. The Fund has contracted for 16,200 acre-feet of water per year plus a “drought buffer” of 1,620 acre-feet per year at costs estimated between \$12 and \$20 million per year through 2035.

Opportunities for Shared Facilities

The City does not currently share facilities with other agencies. Limited dispatch and airport patrol is shared with the City of Guadalupe. It has been identified by staff or in the preparation of this report that Santa Maria does not have any opportunities to do so. Due to relative distance between the City and other communities, opportunities for shared facilities are limited. It is unlikely that a proposal would be feasible in the near future.

Rate Structure

Transit rates for the City were last updated and adopted by the City Council in October 2019, which established rate adjustments each year with the last adjustment scheduled for January 2023. The rates are based of Services Study and undergo periodic review and adjustment, per City policy.

ORGANIZATION

Governance

City of Santa Maria’s governance authority is established under charter law for Cities codified under Government Code Sections 34450 within California Constitution Article XI, Section 5(a)). Cities are authorized to provide municipal affairs outlined in their charter. A five-member City Council with the Mayor elected at-large, Council Members by Districts, governs the City of Santa Maria. Every four years, the citizens elect a Mayor for a period of four years. There is no limit on the number of times a candidate can run for re-election to the City Council. The City operates under the Council-Manager form of government, which means that the City Council appoints a City manager who is responsible to oversee the daily operations of the City. The City Council provides policy direction to the City Manager who works with the City’s administration team and the citizens to implement the direction of the Council. Additionally, the City Council appoints a City Attorney to represent and advise the City Council on legal matters, a five-member Planning Commission, Recreation and Parks Commission, and a number of advisory committees. The City currently employs approximately 578 full-time and 78 part-time positions that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Flood Control, Water Supply, Conservation & Groundwater Management, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use & Economic Development, Building & Safety, Library, Recreation & Parks, Police and Fire, Administration and Finance.

City of Santa Maria holds meetings every 1st and 3rd Tuesday of each month at 5:30 pm in the Council Chambers, 110 E. Cook Street, Santa Maria. A current listing of City Council along with respective backgrounds follows.

City of Santa Maria Current Governing Council Roster			
Member	Position	Background	Years on Council
Alice Patino	Mayor	Educator	23
Carlos Escobedo	Council Member District 1	Farmer	2
Mike Cordero	Mayor Pro Tem District 2	Law Enforcement	15
Gloria Soto	Council Member District 3	Healthcare	4
Maribel Aguilera-Hernandez	Council Member District 4	Attorney	2 mo

Website Transparency

The table, below and on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

City of Santa Maria Website Checklist website accessed 7/25/23 https://Cityofsantamaria.org			
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? (<i>required for independent Special Districts by 1/1/2020</i>)	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?	X	

<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>		
	<i>Yes</i>	<i>No</i>
Description of services?	X	
Service area map?	X	
Board meeting schedule?	X	
Budgets (past 3 years)?	X	
Audits (past 3 years)?	X	
List of elected officials and terms of office?	X	
List of key agency staff with contact information?	X	
Meeting agendas/minutes (last six months)?	X	
<i>Notes: Santa Maria is a Council-governed agency it overlays. Refer to https://cityofsantamaria.org for the required checklist items.</i>		

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

City of Santa Maria Questionnaire, Revenues, Types of Service, and Resources

City of Santa Maria Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	4	-	-
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	4	-	-
3. Do you feel an adequate level of funding is provided given the level of service?	1	2	1
4. Personnel arrived in a timely manner and were professional?	4	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	4	-	-

A total of 4 response was provided by staff and 0 responses by the community that answered the survey questions. The staff rated 100% satisfactory with the level of service and responses varies on adequate funding. No additional comments were provided.

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W. City of Solvang

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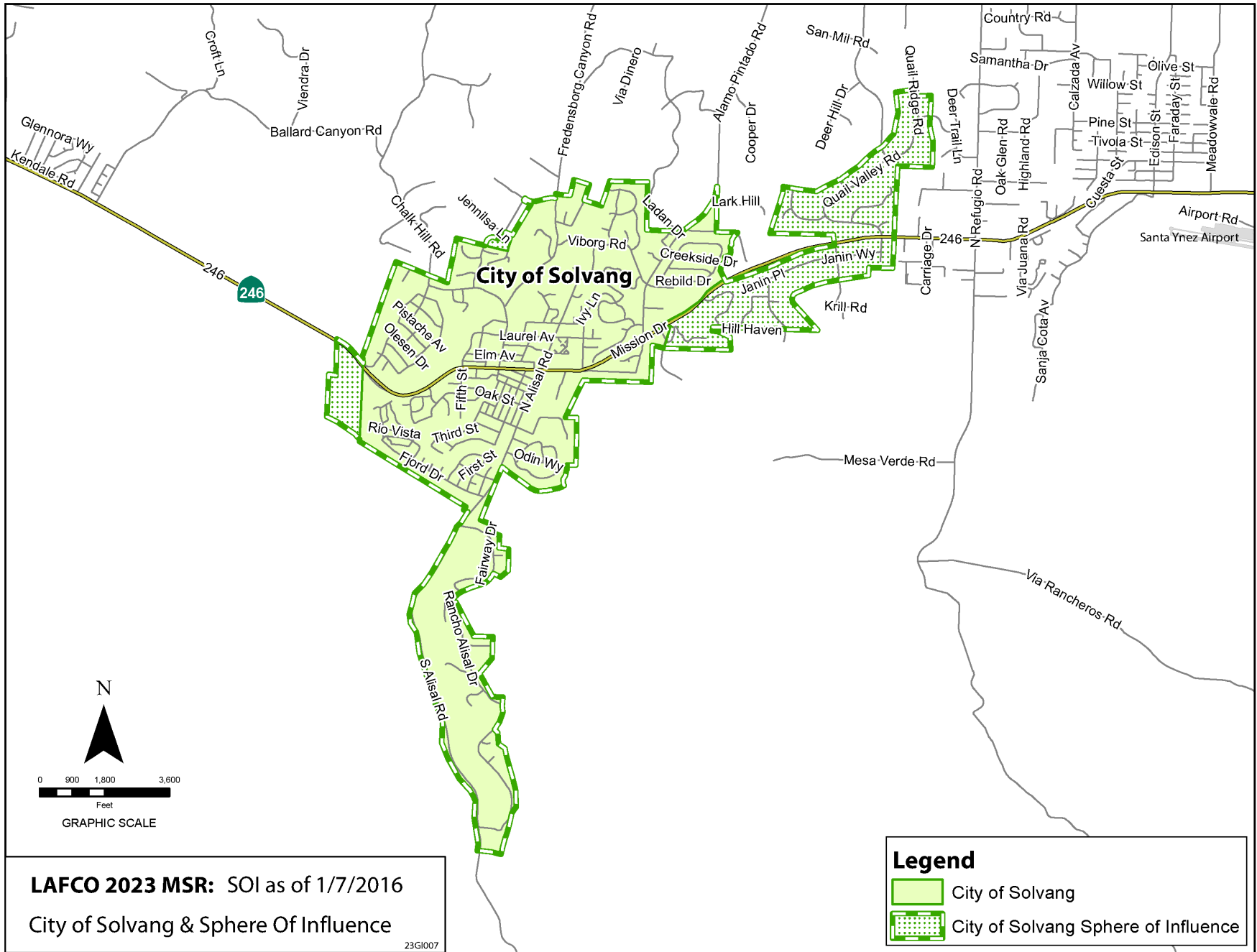
SUMMARY

The City of Solvang represents the rural Santa Ynez valley. The City's boundaries cover a total of 2.45 square miles and include an estimated 5,709 residents (source: 2022 Department of Finance). The City provides street lighting, road maintenance, street sweeping, street beautification, public transportation, and public parking through in-house operations and contract work. The City receives financial support at a rate of approximately \$3,894 per resident and maintains a fund balance to meet future needs. The City has financial procedures in place to ensure the preparation of timely agency audits. The City's currently adopted Sphere of Influence includes two areas: one located south of Highway 246 immediately west of the current City limits and the other east of the City limits and south of Highway 246, no expansion of the Sphere of Influence is being discussed.

BACKGROUND

The City of Solvang was incorporated in 1985. The City was established under charter law for Cities codified under Government Code Sections 34450 within California Constitution Article XI, Section 5(a). The City is adjacent to the Santa Ynez River in central Santa Barbara County. It is located on State Highway 246 approximately three and a half miles east of State Highway 101 and five miles west of State Highway 154. The City is governed by a five-member City council whose members are elected at large. In 2019, the City voted in favor of election system by districts. The City's declared its intention to transition from at-large elections to district-based elections pursuant to California Elections Code Section 10010 starting in 2022 election. It has a City manager form of government and is mostly a full-service City, providing most essential City services, contracting with the County for police and fire services.

The City of Solvang overlaps the County of Santa Barbara Fire Protection District, Santa Ynez River WCD, Cachuma RCD, County Flood Control & Water Agency, and the Oak Hill Cemetery District.



OPERATIONS

The City of Solvang provides in-house operation and maintenance of the City's roads, street beautification, and public parking lots. The City utilizes contractors for the operation and maintenance of the City's street lighting, street sweeping, and public transit services.

The City employs approximately 39 full-time employees that manage the following professional and technical municipal services: Road Maintenance and Transportation Planning, Bikeways, Pedestrian & Transit, Stormwater Management, Flood Control, Water Supply, Conservation & Groundwater Management, Sewer/Wastewater, Engineering, Solid Waste, Planning, Land Use & Economic Development, Building & Safety, Recreation & Parks, Administration and Finance.

OPPORTUNITIES & CHALLENGES

The City of Solvang did not express any challenges related to transportation related services.

Governance Structure Options

The City has not identified any government structure options. LAFCO does not see the need for structural governance changes, the enabling legislation indicates a multipurpose governmental agency, especially in urban areas, may be the best mechanism to account for community needs, financial resources and service priorities. It may be that a legal or functional consolidation with other Santa Ynez Valley based local agencies may result in greater overall economy or efficiency in providing services to the community.

LAFCO staff sees value in local agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for other local service provider to assume responsibilities within this area. Therefore, LAFCO staff recommends that the City continue to discuss possible partnerships with other neighboring agencies. If an agreement is made, in which all affected parties agree in the transfer of responsibilities, a change of organization may be considered at that point.

Regional Collaboration

Sewage effluent from the City and the Santa Ynez Community Services District is treated and disposed of by the City's Wastewater Treatment Plant.

Santa Barbara County Water Agency established in partnership with 18 local water purveyors the Regional Water Efficiency Program (RWEP). Through the RWEP collaborative water conservation partnership among purveyors, co-funds projects and programs, acts as a clearinghouse for information on water use efficiency, manages specific projects and programs,

and monitors local, state and national legislation related to efficient water use. Some local water purveyors, are required to implement certain Best Management Practices (BMPs) identified by the U.S. Bureau of Reclamation (USBR). The list of the 18 water purveyors include: City of Buellton, Carpinteria Valley Water District, Casmalia Community Services District, Cuyama Community Services District, Goleta Water District, Golden State Water Company, Orcutt, City of Guadalupe, La Cumbre Mutual Water Company, City of Lompoc, Los Alamos Community Services District, Mission Hills Community Services District, Montecito Water District, City of Santa Barbara, City of Santa Maria, Santa Ynez River Conservation District ID #1, City of Solvang, Vandenberg Space Force Base, Vandenberg Village Community Services District.

The City participates in the Integrated Regional Water Management Plan (IRWMP) process. The intent of the Integrated Regional Water Management Program in Santa Barbara County is to promote and practice integrated regional water management strategies to ensure sustainable water uses, reliable water supplies, better water quality, environmental stewardship, efficient urban development, protection of agricultural and watershed awareness.

The City also cooperates in the County-wide Integrated Stormwater Resources Plan including eight Cooperating Entities: five cities (Buellton, Carpinteria, Goleta, Guadalupe, and Solvang), two water districts (Carpinteria Valley and Montecito), and UCSB. The SWRP is a regional, watershed-based plan intended to improve the management of stormwater resources throughout Santa Barbara County by identifying water system improvements which increase user self-reliance on local water supplies.

The Solvang Substation also respond to requests from other agencies outside the City limits, when necessary, by the Sheriff's Department. Other agencies who may request assistance include the California Highway Patrol, the State Department of Fish and Wildlife, and the County Parks Department. The unincorporated areas of the Santa Ynez Valley include Los Olivos, Lake Cachuma, Santa Ynez and Los Alamos.

The City of Goleta took over direct management of the Goleta Valley Library Branch on July 1, 2018. With the success of that, the City is now also managing the libraries in the Santa Ynez Valley as of July 1, 2019. The Solvang Library is located at 1745 Mission Drive in Solvang. The Library also serves the Santa Ynez and Los Olivos community. You may request specific material or have Las Aletas volunteers choose material based on your interests. During COVID 19, library card holders of the Goleta Valley, Solvang, and Buellton libraries could pick up their hold requests and return borrowed items to the book drops at their local library.

Citizens of Solvang can also utilize Santa Ynez Valley Transit (SYVT) curb-to-curb service for seniors over sixty (60+) and ADA-certified patrons (regardless of age) within 3/4 of a mile of the SYVT fixed route. Other fixed route trips can get you to places on the Express Route or Los Olivos Loop. Dial-A-Ride service is available Monday through Saturday 6:30 a.m. to 7:00 p.m. and Sunday

from 8:30 a.m. to 12:30 p.m. and 1:00 p.m. to 4:00 p.m. Call (805) 688-5452. Another regional transit service includes the Breeze Bus which is a commuter service between Santa Maria, Vandenberg AFB, Lompoc, Los Alamos, Buellton, and Solvang that operates Monday through Friday.

The City collaborates with the County's Resource Recovery and Waste Management Division for providing regional solid waste management services. Health Sanitation Services provides weekly garbage collection and disposal. Waste is initially taken to the Santa Ynez Valley Recycling and Transfer Station. Unrecyclable solid waste from the City of Solvang is ultimately disposed at Tajiguas Sanitary Landfill, located in the County near Goleta.

SPHERE OF INFLUENCE & BOUNDARIES

The City of Solvang has two areas west and east outside of its City limits included in their Sphere of Influence that go beyond City boundaries. Although the City did not request expansion to their Sphere of Influence, the City is evaluating the Alisal Guest Ranch Project. The Alisal Guest Ranch properties will be considered as a separate action and during any future application and will not be evaluated under this service review. Subsequent municipal service review reports will continue to monitor the City's need to expand their Sphere of Influence. A map of the City's Sphere of Influence and boundaries can be seen at the beginning of this profile.

The Western Sphere of Influence Area consists of portions of four parcels and includes about 44 acres. The Eastern Sphere of Influence Area consists of 362 acres developed with single family residences on parcels ranging in size from one (1) to five (5) acres encompassing the Janin Acres area. The Janin Acres area is being evaluated for Sphere of Influence expansion into the Santa Ynez Community Services District. The SYCSD Chapter Profile for Water and Wastewater report outlines the recommendation.

In 2018, the City conducted an Annexation and Sphere of Influence Study on Existing Conditions and Constraints Report to explore the feasibility of annexation(s) to expand Solvang's commercial development options as a means of leveraging the demand for tourist-serving businesses. The consideration of annexation areas began in 2015 as a response to property owner interest and Council concerns about the use and development of properties bordering the City. The 2018 Annexation Study identified that three (3) general areas with 15 properties located west and northeast of the City consist of about 383 acres. The Western Study Area consists of 11 parcels totaling about 295 acres. The Northeast Study Area consists of four parcels totaling about 88 acres.

Solvang adopted an Urban Growth Boundary (UGB) in June, 2020. The UGB is the same as the Solvang City boundary. The Solvang UGB encompasses 1,564 acres. In 2008, LAFCO approved

an out-of-agency service agreement that authorizes the City to provide sewer service to the Skytt property located at 1130 Mission Drive (APN 137-250-024) within the Western SOI Area.

BOUNDARIES

Jurisdictional Boundary

Solvang’s existing boundary spans approximately 2.42 square miles in size and covers 1,564 acres (parcels and public rights-of-ways) within a contiguous area. Nearly all of the jurisdictional service boundary, approximately 99.1%, is incorporated and under the land use authority of the City. The remaining portion of served land approximately 0.02% of the total is unincorporated and under the land use authority of the County of Santa Barbara. The City serves two areas outside of its jurisdictional service area under out-of-agency-service agreements. Overall, there are 4,359 registered voters within the jurisdictional boundary.

Solvang’s jurisdictional boundary spans 2.42 square miles with 99.1% being incorporated and under the land use authority of the City. The City serves some parcels within the jurisdictional boundary of the County of Santa Barbara.

City of Solvang Boundary Breakdown By Service Area				
Service Area	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Solvang	1,254	98.6%	2,365	4,359
OASA – Seltzer	5	0.4%	1	0
OASA – Skytt	8	0.6%	1	0
OASA – Wilkins	5.3	0.4%	1	0
Totals	1,272	100.0%	2,368	4,359

City of Solvang Boundary Breakdown By Land Use Authority				
Land Use Authority	Total Assessor Parcel Acres	% of Total Assessor Parcel Acres	Total Assessor Parcels	Number of Registered Voters
City of Solvang	1,254	98.6%	2,365	4,359
Co of Santa Barbara	18	1.4%	3	0
Totals	1,272	100.0%	2,368	4,359

Total assessed value (land and structure) is set at \$1.5 billion as of April 2023, and translates to a per acre value ratio of \$1.2 million. The former amount further represents a per capita value of \$264,265 based on the estimated service population of 5,709. City of Solvang receives \$1,480,839 in annual property tax revenue generated within its jurisdictional boundary and operates as an enterprise for other services.

The jurisdictional boundary is currently divided into 2,365 legal parcels and spans 1,254 acres and the remaining jurisdictional acreage consists of public right-of-way. Close to 88% of the parcel acreage is under private ownership with 87% having already been developed and/or improved to date, albeit not necessarily at the highest density as allowed under zoning. The remainder of private acreage is entirely undeveloped and consists of 63 vacant parcels that collectively total 75 acres. The jurisdictional boundary does not qualify as a disadvantaged incorporated community.

Close to 98% of the jurisdictional boundary is under private ownership, and of this amount approximately 87% has been developed.

City of Solvang Incorporation, Revenues, Attributes, Types of Service, and Resources

City Incorporation and Duties	
Incorporation Date	1985
Legal Authority	Charter Law, California Constitution Article XI, Section 5(a) Sections 34450
Mayor & Council Members	A five-member City Council, Mayor is elected at-large Council Members by Districts.
Agency Duties	Stormwater Management, Flood Control, Water Supply, Conservation & Groundwater Management, Sewer/Wastewater, Engineering, Planning, Land Use & Economic Development, Building & Safety, Recreation & Parks, Administration and Finance. The City of Solvang contracts for Police services through the County and receives Fire Protection through the Santa Barbara County Fire Protection District.

POPULATION AND GROWTH

Population

The U.S. Census Bureau estimated the 2020 population of Solvang to be 5,644. Santa Barbara County Association of Governments prepared a Regional Growth Forecast for 2050 in 2019. That report used a conservative trend-base allocation methodology estimating the City of Solvang to be 5,800 by 2020. Between 2010 and 2020, the population of Solvang increased by 414 people (7.3 percent; or less than 1 percent per year). There are approximately 2,392 households within the City. In contrast, County’s population increased by 5.7 percent between 2010 and 2020.

Demographics for the City are based on an age characteristics report prepared by SBCAG in 2017 and American Community Survey, which identified the largest age group represented in Solvang as 18 to 64 group at 51 percent. Approximately 29.9 percent of the population was in the 65 or older years age group and 19.2 percent in the under the age of 18 group.

According to the 2020 U.S. Census, approximately 73.6 percent of the total population identified themselves as non-Hispanic white. The Hispanic population, which is the second largest ethnic group in Solvang, comprised 17.6 percent of the total population.

Projected Growth and Development

The City of Solvang General Plan serves as the City’s vision for long-term land use, development and growth, and provides the City’s vision within its Planning Area. The City’s General Plan was adopted in 2008, although the Housing Element is updated every 8 years in accordance with state regulations and spans the 2023-2031 planning period. The City is currently underway with a General Plan update with the intent to complete it over the next 2-years.

The current City of Solvang Housing Element (2023-2031) identifies an estimated growth rate of 3 percent within the City. The County’s Housing Element, covering the same period, estimates 1.2 percent growth in the surrounding unincorporated Santa Ynez areas. The County’s General Plan covers the Santa Ynez Valley and surrounding areas. The following population projections within the City are based on the Department of Finance Table E4 estimate and SBCAG regional forecast.

Table W-1. Population Growth and Projections (2010–2040)					
	2010	2015	2020	2035*	2040*
Solvang	5,245	5,449	5,838	6,200	6,300
County	423,895	441,963	451,840	507,564	520,011

* Assumes trend-based land use capacity within the City. SBCAG regional forecast model.

** DOF Table E4 projections.

Disadvantaged Unincorporated Communities

Senate Bill (SB) 244 of 2011 requires LAFCO to identify and consider disadvantaged unincorporated communities (DUCs) when preparing MSRs and Sphere updates for Cities and Special Districts that provide sewer, water, or structural fire protection services. A DUC is defined by the Water Code as one in which the median annual household income (MHI) is 80 percent of the statewide average. Incorporated communities also are defined as disadvantaged when the MHI falls below 80 percent. In 2023, the statewide MHI was \$109,200, 80 percent of that is \$87,360. The MHI for Solvang was \$94,451 in 2023, which does not qualify the community as a

disadvantaged community. In addition, review of the State DAC Mapping Tool and CalEnviroScreen 4.0 was used to verify disadvantaged status with other applications of the definition. CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. The County prepared an update to its Integrated Regional Water Management Plan in 2019. This was in part for the purposes of grants for the Central Coast Funding Area for which a disadvantaged communities' assessment was conducted based on requirements for water and wastewater needs or deficiency within a service area. The Environmental Protection Agency (EPA) has developed an Environmental Justice Screening and Mapping Tool Version 2.0 (EJScreen) that provides nationally consistent data combining environmental and demographic data related to the protection of public health and the environment. This Mapping Tool was evaluated for indicators to assist in identifying a disadvantaged community. Lastly, EPA has also developed an EnviroAtlas Interactive Map Tool in collaboration with EJScreen that overlays geospatial data and other resources related to ecosystem services, their chemical and non-chemical stressors, and human health to better understand human health and well-being, since these are closely tied to the environment, which provides benefits such as clean water, clean air, and protection from natural hazards. In combination a stronger representation of underserved communities can be identified that may be a leading indicator to health and well-being or precursor to DUC. In all cases, the City of Solvang's Sphere of Influence does not qualify under the definition of disadvantaged community for the present and probable need for public facilities and services nor are the areas contiguous to the Sphere of Influence qualify as a disadvantaged community.

SERVICES

Overview

The Maintenance Division of the Public Works Department is responsible for the operation and maintenance of many of the public improvements and facilities Solvang residents and visitors see and use on a day-to-day basis. These include the public streets, sidewalks, street trees, and public parking lots. All other services provided by the City are not the primary focus of this report and will be discussed in greater detail under the appropriate future MSR Study.

CIRCULATION ELEMENT 2008

Streets, Roads & Highways

The Circulation Element of the City's General Plan describes how the City would manage transportation issues as the City grows and develops. The Circulation Element was adopted in 2008 with other elements in the General Plan updated more recent, in particular the Land Use, and Safety Element. A coordinated approach would enable the City to plan for transportation commensurate with the planned growth and development. The Element contains goals, policies

and implementation standards and programs to guide the future development of the City's circulation system.

The Solvang Circulation Element uses Level of Service (LOS) as the indicator for roadways' ability to accommodate traffic. In 2007, all of the signalized intersections within the City operated at LOS B or better with the exception of Mission Drive which operates at LOS E. The delayed movements at all City intersections operated at LOS C or better.

The tables below identify key road capacity level of service for existing roads, and existing roadway LOS. The information conveys that: 1) the City's roadways operate within acceptable LOS, and 2) in year 2025 streets are projected to have a demand that does not exceeds their capacity. The volume on SR 246 (Mission Drive) is projected to remain less than capacity needs.

Table W-3 Existing Traffic Operation

Street/Intersection	ADT	LOS	Warrant Met
Mission Drive Western City limits to Fifth St	20,630	E	NO
Fifth Street to Alisal Road	17,640	D	
Pine St to Alamo Pintado Rd	22,190	E	
Alamo Pintado Rd to Eastern City Limit	19,220	E	
Atterdag Road	3,090	A	
Alisal Road Alisal At City Limit	1,460	A	YES
Copenhagen Drive to Mission Dr	8,080	B	
Mission Drive to Laurel Avenue	2,980	A	
Alamo Pintado Rd	12,620	A	YES
Oak Street	3,110	B	YES
Laurel Avenue	1,020	A	YES

Source: City of Solvang Circulation Element June 2008

Table W-4: 2021 Roadway Level of Service

Roadway Segment	Traffic Control	V/C Ratio	LOS
Fifth Street/Mission Drive	Signal	0.77	C
Atterdag/Laurel Avenue	All-way Stop	7.9	A
Atterdag Road/Mission Drive	Signal	0.70	B
Alisal Road/Laurel Avenue	All-way Stop	7.6	A
Alisal Road/Mission Drive	Signal	0.69	B
Alisal Road/Oak Street	All-way Stop	9.9	A
Alisal Road/Elverhoy Court	Two-way Stop	9.7	A
Pine Street/Mission Drive	Two-way Stop	13.4	B
Alamo Pintado Road/Viborg Road	All-way Stop	11.5	B
Alamo Pintado Road/Mission Drive	Signal	0.80	C

Source: City of Solvang Circulation Element June 2008

DRAFT 2045 GENERAL PLAN

Mobility (MOB): Roadway, Pedestrian and Bicycle, Parking & Transit

In April 2023 the City of Solvang released a Public Review Draft of the 2045 General Plan which is a long-range plan that will guide the decision-making and establish rules and standards for new development and city improvements. It reflects the community's vision for the future and is intended to provide direction through the year 2045.

The mobility element is designed to address all aspects of safely moving people and goods. This Element serves to meet the requirements of the Circulation Element as required for a General Plan. Mobility combines with land use patterns, infrastructure, and access to active transportation options, to influence the character of neighborhoods the location of specific land uses, and the overall form of the city. Mobility for the City of Solvang will be centered on the creation of transportation methods that focus on strategies for reducing vehicle miles traveled (VMT), enhancing a multimodal transportation system, creating complete streets, and enhancing infrastructure for bicyclists and pedestrians as well as for transit riders.

MOB GOALS

- Goal MOB-1: To provide a street network to move people and goods safely and efficiently.
- Goal MOB-2: To promote safe alternatives to motorized transportation that meet the needs of all city residents.
- Goal MOB-3: To provide an adequate supply of public parking to meet the needs of residents and visitors to the city.
- Goal MOB-4: To provide a safe network of streets that reduce automobile dependence without sacrificing mobility are safe for all users.
- Goal MOB-5: To reduce traffic congestion and vehicle trips through more efficient infrastructure and support for trip reduction programs.
- Goal MOB-6: To participate in a public transportation system that is safe, convenient, efficient and meets the identified need of the Solvang community.

ROAD CONDITION/MAINTENANCE

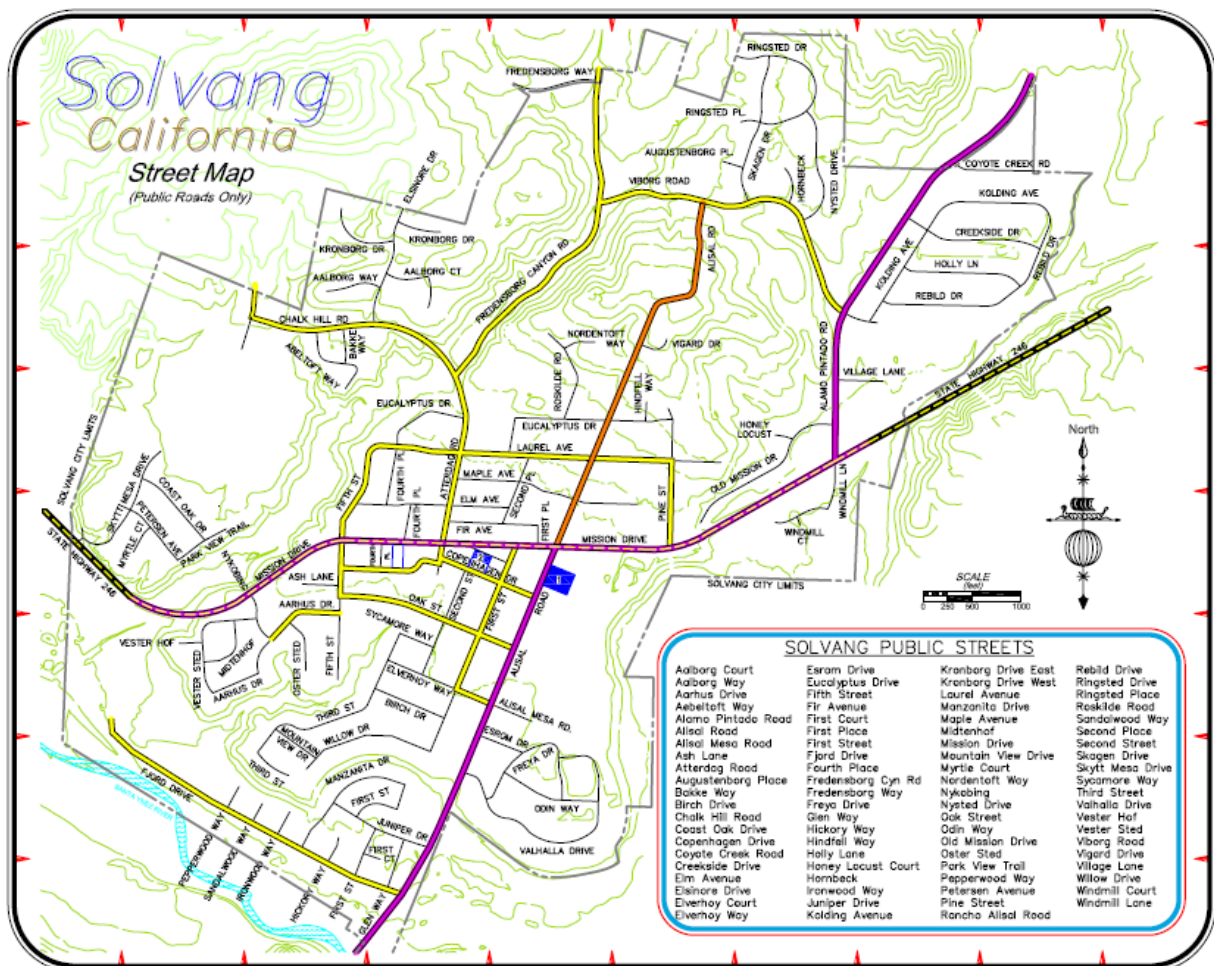
Maintenance

In 2021, the City had pavement Engineering, Inc. (PEI) prepare a Pavement management System Update. PEI inspected all road segments in the City of Solvang. The average overall PCI for the City is 62. 81.2% of the City's pavement is in Good to Fair condition. A review of the City's street system, by functional classification, shows that the Residential streets have the highest average PCI of 64, the collector streets have an average PCI of 62, and the arterials have the lowest average PCI of 57. The City maintains a current funding level average of approximately \$1.1 million

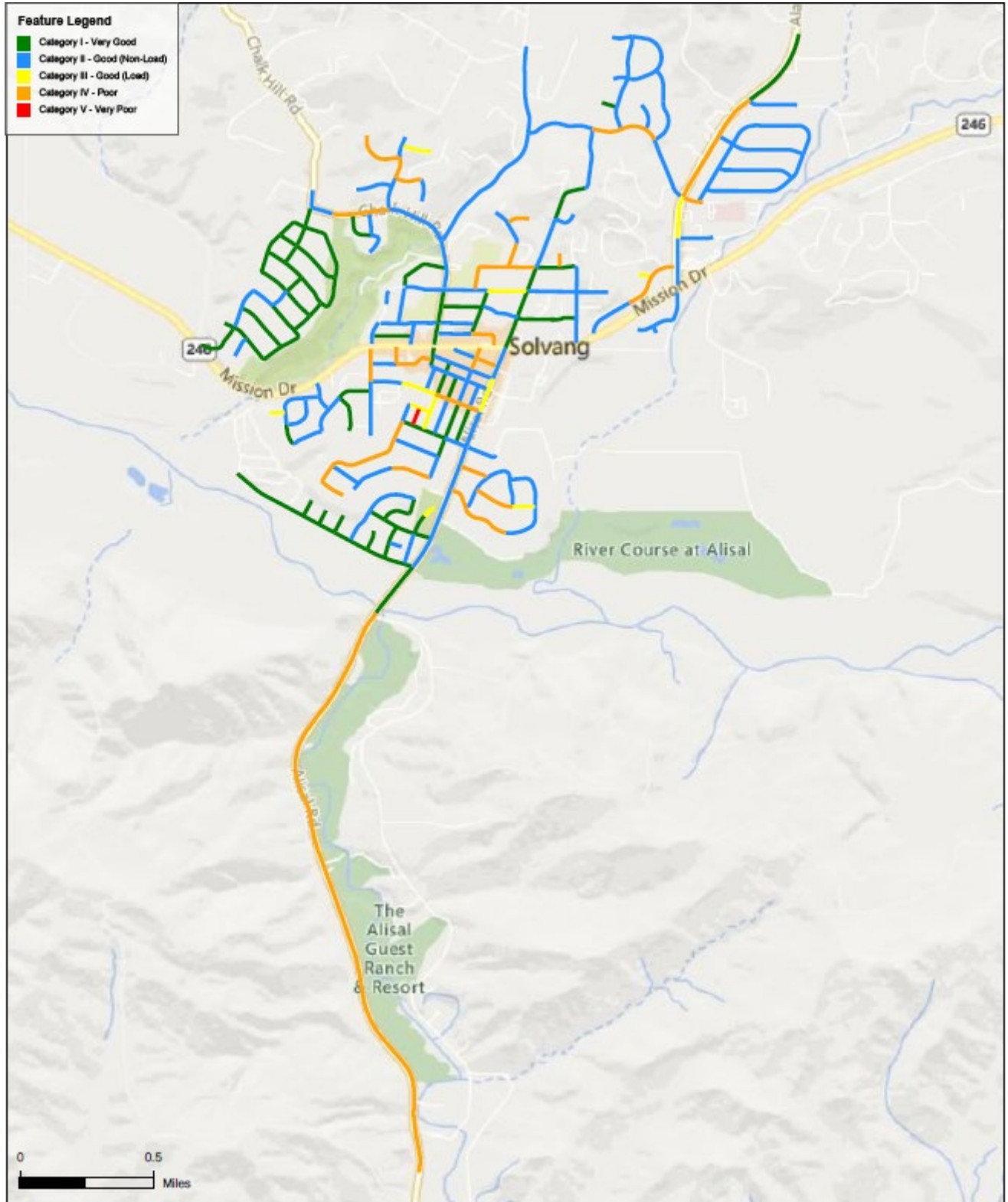
annually. The 2020 Pavement Management System Update performed by PEI recommends in order to maintain the system at its current overall PCI of 62, the City will need to spend an average of \$1.4M annually over the next five years.

The Street Maintenance Program provides for the maintenance of all City streets and bridges. There are approximately 24.1 centerline miles of streets which also represents approximately 4.5 million square feet of pavement. Repairs of pavement potholes and traffic signing and striping are able to be performed by Street Maintenance Division staff on a daily basis. Maintenance contracts augment Street Maintenance Division staff for larger work involving pavement replacement, traffic signals, and street lights. There is one vehicular bridge which includes the Alisal Road over Santa Ynez River.

The Pavement Management System provides for the systematic approach in prioritizing street pavement treatments such as repairs, maintenance, rehabilitation, and reconstruction. Update to the PMS was completed in August 2022 and is valid for three years. The figure on the next page provides a snapshot of the pavement conditions.



Current PCI Condition



LIGHTING

Maintenance

The majority of the public street lights are owned, operated, and maintained by Pacific Gas & Electric (PG&E).

The City of Solvang also manages the Solvang Mesa Landscape and Lighting Maintenance District No. 2004-1 through an agreement with the developer. The development consists of a 168-parcel neighborhood and the proper functioning of street lighting is imperative for the welfare and safety of the property owners throughout the District. The annual operation, maintenance and servicing of the District's street lighting system benefits the properties within the District by providing increased illumination for ingress and egress, safe traveling at night, improved security, and protection of property. One hundred percent of the benefits resulting from the street lighting improvements are a direct and special benefit to the properties within the District. Therefore, there are no general benefits and 100% of the annual cost to operate and maintain the street lighting improvements is assessed to the properties within the boundaries of the District.

Due to the absence of a Homeowners Association for the development, the City of Solvang collects the assessment funds and pays the contractors that conduct the maintenance.

STREET SWEEPING

Maintenance

The City contracts street sweeping for all city public streets to be swept (outside the Village Area) north of Mission Drive to be swept on the 1st and 3rd Wednesday of every month, and south of Mission Drive on the 2nd and 4th Wednesdays of every month, between the hours of 7am and 2pm. The City Village Area Streets are swept every Wednesday morning between the hours of 1am and 7am.

STREET LANDSCAPING

Maintenance

There is a general lack of pedestrian incentives and linkages throughout the City as a whole. Sidewalks have been provided throughout most of the Village area to accommodate the high volume of tourist-related pedestrian traffic in the Village. However, in many of the residential neighborhoods of the City, streets were constructed without sidewalks, mainly to preserve the rural character of the City. There is also the lack of a pedestrian connection from the industrial area to the west of the Village and east of town.

Within the Solvang Mesa Landscape and Lighting Maintenance District No. 2004-1 the annual operation, maintenance and servicing of the District's trees, landscaping, hardscaping, open space

and appurtenant facilities are maintained via contractors. One hundred percent of the benefits resulting from the landscaping maintenance are a direct and special benefit to the properties within the District. Therefore, there are no general benefits and 100% of the annual cost to maintain landscaping is assessed to the properties within the boundaries of the District.

TRANSIT

Maintenance

Transit service in Solvang is provided by the Santa Ynez Valley Transit (SYVT), which is administered by the City of Solvang through a Memorandum of Understanding with the City of Buellton and the County of Santa Barbara. The local transit service provider, SYVT, runs a six-bus fleet and offers service along two routes with a total of 11 bus stops. SYVT buses are equipped with bicycle racks, allowing for multimodal travel among bicyclists. Regional transit operators including the Wine Country Express, the Breeze, and the Clean Air Express also serve the Valley. All of these services offer bike racks or bike storage in the bays beneath the vehicles. In 2012, the City of Solvang hired Moore & Associates to prepare an update to the 2008 SRTP. Drawing upon Santa Ynez Valley Transit’s 2008 Short Range Transit Plan. The mobility options operating within/through the Santa Ynez Valley include public transit services (fixed-route and demand-response), inter-community services (fixed-route transit and vanpools), specialized transportation services (public and private non-profit), and private transportation services (taxi, intercity bus, and rail feeder).

Local Transit		Inter-Community Service		Private Transportation Service		
Fixed-Route	Demand-Response	Fixed-Route	Vanpool	Airport Connectors	Bus Lines	Taxis
City of Lompoc Transit (COLT)	SYVT	The Breeze	Santa Maria to Goleta	Central Coast Shuttle	Greyhound	A Taxi (Solvang)
				SuperRide Airport Shuttle		Solvang Taxi and Wine Tours
Clean Air Express		Central Coast Shuttle (VAFB)		Amtrak Thruway (Solvang)	Santa Ynez Valley Cab	
Wine Country Express (COLT)		Coast Flyer (Buellton to LAX)			Wine Country Cab	

Santa Ynez Valley Transit serves the Valley via three roadways: State Highways 101, 154 and 246, which includes the communities of Los Olivos to the northeast, Ballard in the center, Santa Ynez to the east, Solvang to the south, and Buellton to the west. The two fixed-route alignments operate between 7:00 a.m. and 7:00 p.m. (Monday-Saturday). General public Dial-A-Ride service is operated on Sunday from 8:30 a.m. to 12:30 p.m. and 1:00 p.m. to 4:00 p.m.

In 1974, Santa Ynez Valley Transit began operating a curb-to-curb, reservation-based service open to seniors (age 60 and over) within the Santa Ynez Valley. In 2004, SYVT adjusted its demand-

response operating hours to reflect those of the fixed-route service (7:00 a.m. to 7:00 p.m.) in response to Americans with Disabilities Act (ADA) legislation. Since the 2008 SRTP, Storer Transit has become the operations provider.

PARKING

Maintenance

The City owns and maintains four public parking lots with a total of 444 parking spaces. Four of the lots are located south of Mission Drive. The fifth lot is located north of Mission Drive, near the northeast corner of Mission Drive and Alisal Road. A portion of this lot is designated for Recreational Vehicle (RV) parking. There are numerous other private lots owned and operated by the commercial establishments in the Village, as well as additional off-street parking spaces at lodging facilities around the City. Most of the private off-street parking lots are restricted to employees and customers of the specific businesses/buildings for which the parking was provided and are generally signed as such. On-street parking is allowed on most streets in the Village area. There are no parking meters in the Village area and parking in the public lots is free.

BIKEWAYS

Maintenance

There is little existing bicycle infrastructure in the Santa Ynez Valley. The Dan Henry bike route connects Solvang to Los Olivos via Alamo Pintado Road and Grand Avenue. The only dedicated Class I Bikeway in the area runs from the eastern border of Solvang to just short of the region's only public high school. With no connecting bikeways, transitioning on and off the bike path can be difficult. In late 2018, the City of Solvang installed a Class II Bikeway on Chalk Hill Road. The bike lanes are the first new bicycle infrastructure built in Solvang in many years and serve as a connector from residential areas to Solvang Elementary School. There is no bicycle infrastructure connecting the two cities of the Valley- Buellton and Solvang. To get from one jurisdiction to the other, cyclists have no option but to take a lengthy detour along Ballard Canyon Road or ride along the shoulders of the 55 miles per hour traffic of Highway 246.



SBCAG REGIONAL TRANSPORTATION PLAN, 2021

The most recent RTP, Sustainable Communities Strategy Connected 2050, acts as a blueprint for a transportation system that addresses transportation projects that would meet access and mobility needs. The 2021 Regional Transportation Plan (2021 RTP) is intended to be a comprehensive Plan guiding transportation policy for the region and would assist in making recommendations concerning improvements to the existing transportation network of highways, transit, air and water, rail and bicycling.

Regional Improvements. According to the Santa Barbara County Association of Government's (SBCAG) 2021 Regional Transportation Plan a significant increase in traffic volume on State Hwy 246 is projected from the 2021 number of 24,300 trips until 2050. The Level of Service in the Solvang area on SR 246 is expected to remain consistent from a LOS B to LOS B. The Santa Ynez Valley is forecast to grow from 22,674 in 2010 to 28,787 in 2040, an increase of 27% over the 30-year period. Major transportation issues in this region include:

- The reliance on SR 246 as “Main Street” in Solvang and Buellton;
- The need for operational improvements at the Highway 246/Alamo Pintado intersection;
- Heavy volumes of recreational traffic on weekends; and
- Travel speed along SR 246, which is significantly affected by local circulation, through interregional traffic, and signalization in the City of Solvang, as well as the lack of an alternate east/west route.

State Route 246 Corridor. The City is bisected by Highway 246 Highway Corridor. In 2021, this highway carried Annual Average Daily Trips (AADT) of 24,300 (2021 Caltrans counts; website). Volumes are continuing to increase with freeway volume coming from local and regional sources. This segment carries heavy commuter traffic as well as interregional and local traffic. State Route 246 is the principal arterial in the region and the major access route into and out of the City of Solvang and the nearby communities. The concentration of traffic, often tourist traffic, on SR 246 through Solvang has led to worsening congestion at signalized intersections, particularly at 5th Street, Alisal Road, Atterdag Road, and Alamo Pintado Road, the key north/south streets in the City. Traffic on Alisal Road at Copenhagen Drive is often congested due to heavy pedestrian crossings on Alisal Road and tour buses seeking parking. Local traffic traveling to or from the southern portions of the city is diverted onto Alisal Road, the only through roadway to the south, which adds to its congestion during peak traffic hours. The recent pedestrian signals create a more predictable crossing environment and give warning to pedestrians attempting to cross, locally Solvang has also seen this add to congestion in the area along SR 246.

State Route 154 Corridor. The route does not directly serve Solvang but meets State Highway 246 approximately 5 miles east of the City. In 2021, this highway carried Annual Average Daily Trips (AADT) of 11,000 (2021 Caltrans counts; website).

SBCAG Board adopts a Program of Projects (POP) identifying all transportation projects to be funded with Measure A revenues during the next five fiscal years, FY 23/24 through FY 27/28. The City of Solvang’s local allocation equals \$2.4 million. The following are summaries of expenditures by Buellton for the five-year Program of Project period.

- Available Measure A 5-year Revenue: \$2.4 million
- Adopted Measure A 5-year Expenditures: \$2.4 million
- Top LSTI expenditures: Street Maintenance and Alternative Transportation
- Other Revenues included in POP: \$2.8 million
- Required Alternative Transportation Percentage: 15%

Appendix A-5 CITY OF SOLVANG	FY 21/22 Actual	Measure A Revenues							Other Revenues					Total Programmed	
		Carryover	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Total	Regional Measure A	Measure D	Local	State	Federal		Total
MEASURE A CARRY OVER			\$966.0	\$931.0	\$962.0	\$998.0	\$1,044.0								
Maintenance, Improvement or Construction of Roadways and Bridges															
• Slurry Seal	\$200.0			\$200.0		\$200.0		\$400.0			\$925.0	\$550.0		\$1,475.0	\$1,875.0
• Pavement Overlay, Repairs & Crack Seal		\$200.0		\$200.0		\$200.0		\$600.0			\$825.0			\$825.0	\$1,425.0
• Miscellaneous Projects and Road Repairs	\$75.0		\$125.0	\$75.0		\$75.0		\$425.0						\$0.0	\$425.0
Alternative Transportation (Percentage to be met by FY 24/25: 15%)															
Maintenance, Repair, Construction & Improvement of Bike/Ped Facilities															
• Sidewalk Infill and Repair	\$100.0		\$100.0	\$100.0	\$100.0	\$100.0	\$100.0	\$600.0			\$500.0			\$500.0	\$1,000.0
• Access Ramps	\$65.0		\$65.0	\$65.0	\$65.0	\$65.0	\$65.0	\$325.0						\$0.0	\$325.0
• Bike Lanes	\$28.0		\$28.0	\$28.0	\$28.0	\$28.0	\$28.0	\$140.0						\$0.0	\$140.0
Reduced Transit Fares															
• Santa Ynez Valley Transit, Fare Subsidy	\$2.0		\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$15.0						\$0.0	\$15.0
ALTERNATIVE TRANSPORTATION TOTAL	\$195.0	\$0.0	\$196.0	\$196.0	\$196.0	\$196.0	\$196.0	\$980.0			\$500.0	\$0.0	\$0.0	\$500.0	\$1,480.0
TOTAL CITY OF SOLVANG EXPENDITURES	\$470.0	\$0.0	\$521.0	\$471.0	\$471.0	\$471.0	\$471.0	\$2,405.0	\$0.0	\$0.0	\$1,425.0	\$1,375.0	\$0.0	\$2,800.0	\$5,205.0

City of Solvang
Incorporation, Revenues, Attributes, Types of Service, and Resources

Attributes	
City Limits (est. square miles)	2.42
Population (2022 estimated)	5,709
Assessed Valuation (FY 22-23: Includes City only)	\$1,542,781,005
Number of centerline miles, street lights, parking lots, bus stops, and bikeway miles	24.1 miles 12 lights 444 spaces 20 stops 4.8 bike lane miles
Regular Financial Audits	Every Year
Average Annual Revenue Per Capita (FY 21-22)	\$3,894
Average Portion of County 1% Property Tax Received	6¢/\$1
Ending General Fund Balance (June 2022)	\$14,551,249
Change in General Fund Balance (from June 2017 to June 2022)	30.9%
Total Fund Balance/Annual Revenue Total (FY 21-22)	70.4%

Source: City area estimated utilizing County of Santa Barbara GIS Data; Population estimated utilizing DOF Table E4, Assessed Valuation and Portion of County Property Tax Received are from County of Santa Barbara Auditor-Controller's Office; Fund Balance Information from City Audit; Other information from City.

Types of Services	
Lighting	X
Road Maintenance	X
Street Sweeping	X
Street Beautification	X
Transit	X
Airport	-
Parking	X
Other	X

Total Staffing		
	Personnel	Per 1,000 population
Full time Operators	11	1.8
Emergency Operators	11	1.8
Administrative Personnel	1	0.1
Other City Staff	23	3.9

Solvang has a total of 11 permanent employees providing water (5) and wastewater (6) services and contract with MNS Engineering for stormwater maintenance managed under the Public Works Director.

Staffing Experience/Tenure (average)		
	Years in Industry	Year w/ City
Utilities Manager (1)	25	1
Water Supervisor (1)	21	21
Water Operator Lead (1)	10	10
Water Operator I (2)	2	2
Wastewater Supervisor (1)	19	19
Wastewater Operator IV (2)	20	20+
Wastewater Operator III (1)	15	15+
Wastewater Operator II (1)	1	1
Wastewater Operator I (1)	1	1
Administrative Personnel (1)	n/a	n/a
Other City Staff	n/a	n/a

Service Adequacy

This section reviews indicators of service adequacy, including frequency policy, funding, and percentage of streets maintained, swept per month, street light service calls resolved, and parking lots.

Bicycle safety and perceived safety is an issue in the Valley, particularly among children and inexperienced riders. SBCAG along with the communities in Santa Ynez Valley are working on a Bicycle Master Plan. The plan aims to establish the Santa Ynez Valley as a place where riders of all ages and abilities are safe and feel comfortable when riding. To do so, this plan identifies a list of potential projects that will address perceived and existing safety concerns. A key component of this plan includes connecting residences with schools to increase ridership among children. Furthermore, establishing and maintaining a safe bicycle network will remove barriers to cycling and allow more residents and tourists to enjoy riding bicycles in the Valley.

SYVT brings a number of very positive strengths, including a reasonable fare, daily service, and a broad service area. The listed weaknesses can be addressed by engaging in continued community outreach and building a more positive image through outstanding customer service. While adding new service areas or times may not be feasible, remaining attentive to the needs of customers and community ensures a level of confidence that SYVT is listening.

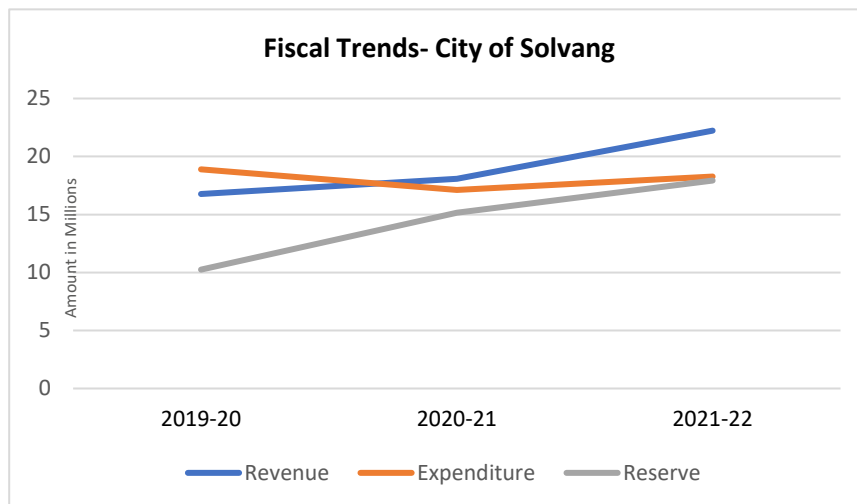
FINANCES

The City prepares an annual budget and financial statement, which includes details for each of its government and enterprise funds. The City maintains a separate enterprise fund for wastewater and water services, meaning that charges for services are intended to pay for the costs of providing such services.

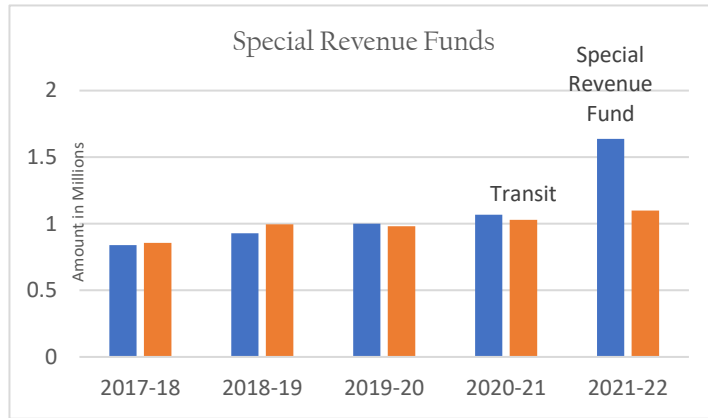
City Revenues				
	2020-2021		2021-2022	
	Amount	% of Total	Amount	% of Total
Property tax	\$1,542,764	8.5%	\$1,623,747	7.3%
Sales & use tax	\$1,606,443	8.9%	\$2,118,762	9.5%
TOT tax	\$4,078,826	22.6%	\$6,031,568	27.1%
Other taxes	\$287,548	1.6%	\$288,349	1.2%
Charges for services	\$7,672,224	42.4%	\$8,228,355	37.0%
Grants & contributions	\$2,819,065	15.6%	\$4,019,761	18.0%
Interest	\$21,726	0.1%	-\$114,971	-0.5%
Miscellaneous	\$45,425	0.3%	\$104,103	0.4%
Revenue total	\$18,074,021	100.0%	\$22,229,674	100.0%

Fiscal Indicators

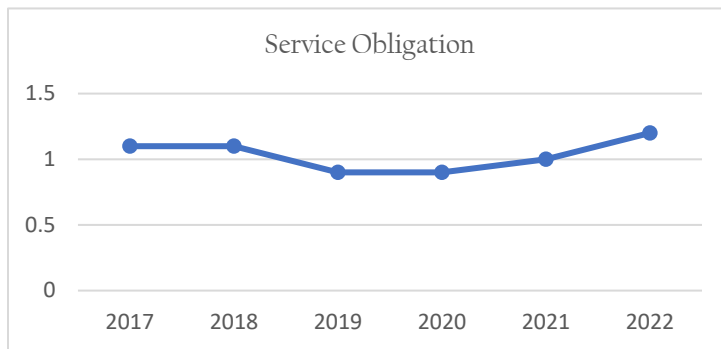
Select fiscal indicators are shown graphically below. Over the past three fiscal years, the City’s expenditures have increased in comparison to its revenues. The increase in expenditures was primarily due to undetermined reasons. The City’s reserve balances have sufficient funds to absorb relatively small revenue imbalances. The line graph below shows the current financial trend in millions. These indicators provide a measurement of the agency’s financial condition over time.



CITY OF SOLVANG



This indicator addresses the extent to which governmental and business type funds covered expenses. Charges for Services is the primary funding source for transit. Special Revenue Funds includes traffic safety fund, gas tax, Measure A Fund, and Local Transportation Fund, Skytt Mesa landscape & Lighting fund as the primary funding source for services. Represented below a ratio of one or higher indicates that the service is self-supporting.



A Service Obligation ratio of one or more indicates if revenues were sufficient to pay for operations. It is calculated by operating revenues divided by operating expenditures

Fiscal Year	Operating Revenues	Operating Expenditures	Ratio
2017	\$ 17,818,624	\$ 15,469,776	1.1
2018	\$ 17,315,205	\$ 15,223,676	1.1
2019	\$ 16,767,732	\$ 17,626,275	0.9
2020	\$ 18,562,782	\$ 18,893,036	0.9
2021	\$ 18,074,021	\$ 17,116,531	1.0
2022	\$ 22,229,674	\$ 18,272,611	1.2

Post-Employment Liabilities

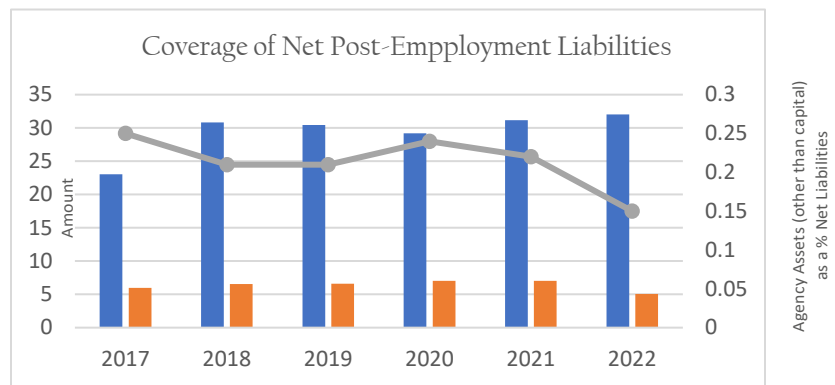
The two charts below identify the funding status and asset coverage of the pension and OPEB plans.

Pension	2019	2020	2021	2022	Trend
Funded ratio (plan assets as a % of plan liabilities)	74%	73%	75%	88%	➔
Net liability, pension (plan liabilities - plan assets)	\$ 3,937,533	\$ 4,310,393	\$ 4,695,870	\$ 2,596,064	

Other Post-Employment Benefits (OPEB)

Funded ratio (plan assets as a % of plan liabilities)	2022 year of OPEB reporting	42%
Net liability, OPEB (plan liabilities - plan assets)		\$ 2,441,071

The net liability amounts are essentially unfunded liabilities of the agency. The figure below shows if the agency has enough assets (other than capital) to cover the liabilities. A declining trend indicates liabilities continuing to exceed agency assets.



	2017	2018	2019	2020	2021	2022
Agency Assets (other than capital)	\$23,033,674	\$30,808,050	\$30,438,561	\$29,192,643	\$31,164,418	\$32,005,818
Net Liabilities (pension & OPEB)	\$5,978,173	\$6,572,772	\$6,598,751	\$7,040,873	\$7,037,067	\$5,037,135

Pension Obligations and Payments

The City maintains sufficient liquidity to ensure its ability to meet short-term obligations, while also providing for long-term needs of the City. As of June 30, 2022, the City reported a net pension liability for its proportionate share of the net pension liability of \$2,596,064.

The CalPERS provides retirement, disability and death benefits. Retirement benefits are defined as 2.5 percent of the employees final 12 months average compensation times the employee's years of service (3.0 percent for safety employees). Employees with five (5) years of continuous service are eligible to retire at age 55 (age 50 for safety employees). Employees are eligible for service-related disability benefits regardless of the length of service. Five years of service is required for non-service-related disability eligibility. Disability benefits are determined in the same manner as retirement benefits but are payable immediately without an actuarial reduction. Pre-retirement death benefits equal an employee's final full-year salary. Both plans provide for a two (2) percent Cost of Living Adjustment (COLA). The public safety plan is closed to new entrants. The City reported no payable outstanding amount for contributions to the pension plan required for the year ended June 30, 2021.

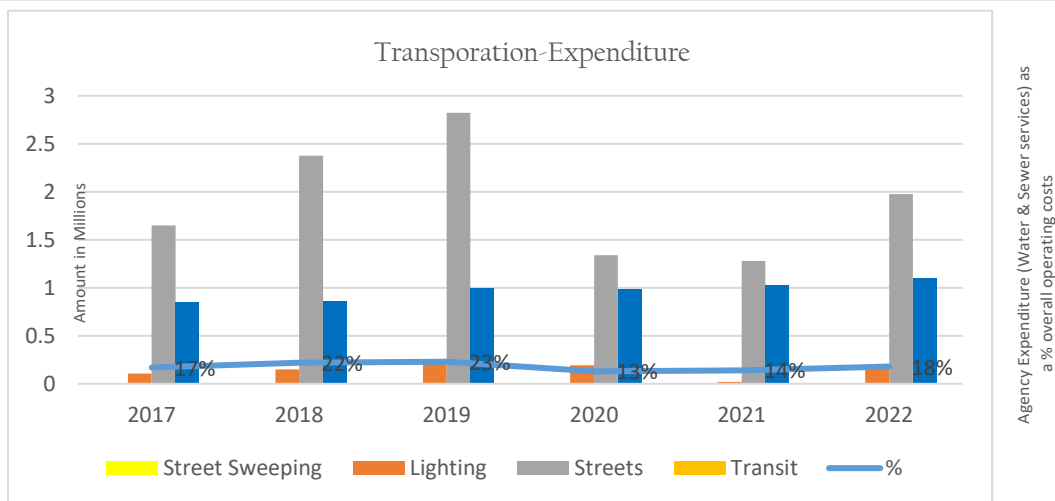
OPEB Obligations and Payments

The City's OPEB plan provides healthcare benefits to eligible retirees and their dependents. Benefits are provided through third party insurers and the full cost of the benefits is provided by the Plan. At the OPEB liability measurement date of June 30, 2022, the following employees were covered by the benefit terms:

- Retired employees – 25
- Active employees – 22

Enterprise Funding

The District budget includes transit, Skytt Mesa Lighting, and Public Works services for Enterprise and general Funds. The City's actual budget expense for FY 2020/2021 was \$2,328,620 and increased that to \$3,250,442 for FY 2021/2022. The following chart shows a six-year trend. The graph below shows the current financial trend in millions. This indicator provides a measurement of the agency's expenditure over time.



Asset Maintenance and Repair

The City has extensive capital improvement needs that are addressed in their Capital Improvement Program involving annual or ongoing maintenance projects. Annual update of the CIP is a vital component to its successful implementation and is required of the Program funding by the Traffic Mitigation Fund, Gas Tax Fund for street or road construction and maintenance, Measure A Funds – a transportation sales tax approved in 2008, and SB 1 road repair funding. The City has also established a maintenance and repair budget for various facilities which include actual expenses for FY 2019/2020 of \$101,679 and increased that to \$120,450 in FY 2020/2021.

Capital Improvements

The City has a capital improvement plan (CIP), which is updated regularly and identifies and prioritizes system improvements and costs. The 10-year CIP Summary includes over \$3.8 million of maintenance, upgrades, and studies for FY 21-22, and \$4.7 million in FY 22-23 which includes nine (9) high priority capital projects. A notable large project includes waterline replacement program (\$520,000), sewer line replacement program (\$650,000), and River well project (\$100,000). Other major improvements identified include WWTP Phase 2 & 3 (\$720,000), and WWTP tractor (\$80,000). Santa Ynez Valley Transit Lots 4 & 5 EV Charging project (\$280,000). Mission Drive East End Bikeway/Shoulder Widening Project (\$50,000). Alisal Bridge Pier Repair Project (\$80,000). Slurry Seal (\$500,000). Priority Studies include ADA Paratransit Plan (\$10,000) and Title VI Plan (\$15,000).

Long-term Liabilities and Debts

The City has a take or pay water purchase agreement with the Santa Ynez River Water Conservation District, Improvement District No. 1 (ID No.1), for State Water, where the City must make annual payments for the State Water whether or not water is delivered. ID No 1. has

pledged its water sale revenue from Solvang for repayment of its long-term debt. Solvang has an ongoing commitment to buy water from ID No 1, but the bonded debt is that of ID No. 1 and not the City of Solvang. The agreement requires annual payments until 2035.

Under insurance arrangements, the City is self-insured for the first \$50,000 for each workers' compensation claim, \$20,000 for each general liability claim, and \$5,000 per property damage claim. The statement of net position also shows no liability for 2022 for estimated claim obligations and has no current obligation for 2022.

Opportunities for Shared Facilities

The City shares with the Santa Ynez Community Services District treatment and dispose of sewage effluent and the police station with County Sheriff. Otherwise, the City does not currently share facilities or services with other agencies, nor have any opportunities to do so, have been identified by staff or in the preparation of this report. Although over the years it was recommended the City consideration of shared wastewater facilities and service with nearby communities including Ballard and Los Olivos. It is unlikely that such a proposal would be feasible in the near future.

ORGANIZATION

Governance

City of Solvang's governance authority is established under charter law for Cities codified under Government Code Sections 34450 within California Constitution Article XI, Section 5(a)). Cities are authorized to provide municipal affairs outlined in their charter. A five-member City Council, four elected by-districts, governs the City of Solvang. Every two years, the citizens elect a Mayor at-large for a period of two years. There is no limit on the number of times a candidate can run for re-election to the City Council. In 2019, the City voted in favor of election system by districts. The City's declared its intention to transition from at-large elections to district-based elections pursuant to California Elections Code Section 10010 starting in 2022 election. Districts 3 & 4 held elections in 2022 and District 1 & 2 will be in 2024. The City operates under the Council-Manager form of government, which means that the City Council appoints a City Manager who is responsible to oversee the daily operations of the City. The City Council provides policy direction to the City Manager who works with the City's administration team and the citizens to implement the direction of the Council. Additionally, the City Council appoints a contracted City Attorney to represent and advise the City Council on legal matters, and a five-member Planning Commission. The City employs approximately 39 full-time employees and one (1) part time employee that manage the following professional and technical municipal services: Stormwater Management, Water Supply, Conservation & Groundwater Management, Wastewater, Engineering, Planning, Land Use & Economic Development, Building & Safety, Recreation & Parks, Administration and Finance. The City of Solvang contracts for Police services through the County Sheriff's office. Fire Protection is by County Fire (Station 30).

City of Solvang holds meetings every 2nd and 4th Monday of each month at 6:30 pm in the Council Chambers, 1644 Oak Street, Solvang. A current listing of City Council along with respective backgrounds follows.

City of Solvang Current Governing Council Roster			
Member	Position	Background	Years on Council
Mark Infanti	Mayor	Retired Consultant	2
Claudia Orona	Council Member	Local Business Operator	9
David Brown	Council Member District 3	Mortgage Lender	2 mo
Elizabeth Orona	Mayor Pro Tem District 4	Technology Sales	2 mo
Robert Clark	Council Member	Stock Trader	6

Website Transparency

The table, below and on the next page, is not an exhaustive inventory of website criteria required under current law. Rather, it identifies key components, required by the Government Code and/or recommended by the California Special Districts Association and other organizations, for websites to enhance transparency and accountability.

Government Code Sections 54954.2 and 54957.5 require agencies to post all agendas 72 hours in advance on their websites. Government Code Section 6253 requires that agencies post content most requested by constituents and most often requested via Public Record Act requests. Because of the difficulty for LAFCO staff to verify this information, these criteria are not included in the website checklist. However, agencies should address these criteria to comply with current website requirements.

City of Solvang Website Checklist website accessed 7/25/23 https://Cityofsolvang.com			
<i>Required</i>			
		<i>Yes</i>	<i>No</i>
Government Code §53087.8	Agency maintains a website with current contact information? <i>(required for independent Special Districts by 1/1/2020)</i>	X	
Government Code §6270.5	Agency has created an Enterprise System Catalog and posted it to website?	X	
Government Code §54954.2	Agency has current agenda posted to website homepage and is accessible through a prominent, direct link?	X	
Government Code §53908	Agency's website provides information on compensation of elected officials, officers and employees or has link to State Controller's Government Compensation website?		X

<i>The following criteria are recommended for agency websites by a number of governance associations and organizations.</i>		
	<i>Yes</i>	<i>No</i>
Description of services?	X	
Service area map?	X	
Board meeting schedule?	X	
Budgets (past 3 years)?	X	
Audits (past 3 years)?	X	
List of elected officials and terms of office?	X	
List of key agency staff with contact information?	X	
Meeting agendas/minutes (last six months)?	X	
Notes: Solvang is a Council-governed agency it overlays. Refer to https://Cityofsolvang.com for the required checklist items.		

Survey Results

The table below includes a list of questions asked of area residents to assess if satisfactory transportation, parking, street sweeping & beautification, lighting, transit and airport services met their needs and/or identify any unmet needs. The questions identify key components recommended by LAFCO staff.

City of Solvang Questionnaire, Revenues, Types of Service, and Resources

City of Solvang Responses by Response			
Questions	Satisfactory	Unsatisfactory	Undecided
1. Overall, are you satisfied with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport services?	-	-	1
2. Overall, are adequate staffing and equipment provided with the level of transportation, parking, street sweeping & beautification, lighting, transit and airport service?	-	1	-
3. Do you feel an adequate level of funding is provided given the level of service?	-	1	-
4. Personnel arrived in a timely manner and were professional?	1	-	-
5. Personnel was knowledgeable, answer questions, and were informative?	1	-	-

A total of 1 response was provided by the agency staff that answered the survey questions. The staff rated the agency with 2 satisfactory, 2 unsatisfactory and 1 undecided. Additional comments were provided.

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APPENDIX

A. Acknowledgements

The information contained in this Municipal Service Review and Sphere of Influence Update has been obtained from many sources. Officials from Cities, Special Districts, the County, and the State provided assistance and support in preparing this Review and Update. The Directors, General Managers, and staff of these agencies completed surveys, met to discuss services and boundaries, answered our questions over the phone and through email, and provided audits, budgets, strategic plans, and other documents. LAFCO received most of the information in this report through the verbal and written information provided by these officials.

LAFCO was also able to obtain valuable information on State and agency websites and through the public media. LAFCO's earlier 2004-2012 Municipal Service Reviews were reviewed to provide background information. Population estimates for the agencies were calculated from 2020 U. S. Census data, and/or SBCAG Regional Forecast Model, or 2022 Department of Finance Table E4 estimate. Mapping and statistical data were provided by County Surveyor's Office. A special thank you to all for helping to bring this report together.

B. Transportation Related Service Providers

In Santa Barbara County, transportation services are provided by a network of Federal, State, and local agencies. Following is a summary of the major components of this network:

CITIES

All Cities (Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang) provide road maintenance, street lighting, street sweeping, bike and pedestrian paths, landscape maintenance and some also include transit and airport services to their residents. All City agencies participate in SBCAG. The boundaries of these Cities can be seen in Map ES-1 (page 2). Review of other services provided by Santa Barbara County's Cities will be completed in coming years. The Spheres of Influence of Cities were updated in 2016 and will be re-considered following subsequent municipal service reviews.

SPECIAL DISTRICTS

Fifteen Special Districts provide various services related to transportation topic which include street sweeping, street lighting, road repair, transit, and airport services within the County: one sanitary district, five community services districts, three lighting districts, four county service area, and one airport and transit districts. These districts are the subject of this report. Their boundaries are shown on Map ES-1 (page 2).

STATE & FEDERAL HIGHWAYS

The Metropolitan Planning Organization. Under federal law, the organization designated by the governor as responsible for transportation planning and programming activities required under federal law in an urbanized area. It serves as the forum for cooperative decision making by a regional board made up of local elected officials. As the region's designated MPO, SBCAG is responsible for development of the federal long-range transportation plan and multi-year funding programs, and the selection and approval of transportation projects using federal funds. The boundaries of the State and Federal Highway system are included in Map ES-2 (page 29).

California Department of Transportation (Caltrans) is the owner and operator of the State Highway System (SHS), which consist[s] of the 15,000 miles (50,500 lane miles) of Interstate Freeways and State Routes and carries over half of the travel in the state. Caltrans is responsible for planning, designing, building, operating and maintaining the SHS. Santa Barbara County has 300 highway centerline miles and lies within Caltrans District 5.

Several of Santa Barbara County's roadways are part of the California Interregional Road System (IRRS). The IRRS was identified by statute in 1989 and includes State routes or portions of State routes that serve interregional people and goods movement. In Santa Barbara County, US 101 and SRs 1, 154, and 246 are part of the IRRS. US 101 is termed both a High Emphasis Route and a Focus Route. Caltrans defines high emphasis routes as "the most critical Interregional Road System (IRRS) routes. More importantly, these routes are critical to interregional travel and the State as a whole. Focus routes are the "corridors that should be the highest priority for completion to minimum facility standards in order to serve higher volume interregional trip movements.

SBCAG and Caltrans work together to identify deficiencies of the system, establish priorities, and work to secure funding to meet the greatest needs. Caltrans identifies needs and deficiencies in several ways, such as system plans (route or transportation concept reports, corridor system management plans, the Interregional Transportation Strategic Plan, etc.) and the 10-Year State Highway Operations and Protection Program (SHOPP) Plan.

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects both on and off the SHS. Caltrans receives funds for administration and continued maintenance, rehabilitation, and operation of the SHS first. Then Caltrans and Regional Transportation Planning Agencies (RTPAs), such as SBCAG, establish priorities and nominate projects in coordination with one another in order to prepare transportation improvement plans (TIPs) to use the remaining funds for expansion of the system. RTPAs prepare Regional Transportation Improvement Plans (RTIPs), which receive 75 percent of the STIP, and Caltrans prepares an Interregional Transportation Improvement Plan (ITIP), which receives 25 percent of the STIP. The California Transportation Commission (CTC) adopts the ITIP. The CTC relies heavily on projects listed in the RTP for programming.

The total amount of revenue anticipated from federal, state, regional, and local sources over the life of Connected 2050 is approximately \$11.3 billion. Measure A, the local transportation sales tax measure, accounts for 14.3 percent of anticipated revenues. The total cost of the projects in Connected 2050 is approximately \$8.3 billion.

C. Description and Sources of Data

In most sections of this report, the source of data is explicit. Below are explanations of some of the sources.

CIRCULATION ELEMENTS

The Circulation element is mandated by State law for inclusion in County and City General Plans. It identifies the general location and extent of existing and proposed major roads, transit routes, terminals, and public utilities and facilities and seeks to make policies governing circulation consistent with the Land Use Element. The Element also identifies key roadway links throughout unincorporated areas of the County and is intended to guide decisions regarding new development along with other elements of the Comprehensive Plan.

The objective of the Circulation Element is to provide clear traffic capacity guidelines intended to maintain acceptable levels of service on the County's roadways and intersections, while allowing reasonable growth within the communities of the unincorporated area. The Circulation Element must be consistent with the other mandatory elements of the General Plan, particularly with respect to the Land Use Element.

AIRPORT LAND USE PLANS

California law requires the preparation of Airport Land Use Compatibility Plans (ALUCPs) for all public-use airports within the state. Most counties within California have established an Airport Land Use Commission (ALUC) to prepare computability plans for the airports within their county and to review land use plans, development proposals, and certain airport development plans for consistency with the compatibility of the ALUCP. The ALUC function in the County of Santa Barbara rests with the Santa Barbara County Association of Governments (SBCAG).

As the Airport Land Use Commission (ALUC) for Santa Barbara County, SBCAG is responsible for protecting public health, safety and welfare by ensuring that vacant lands in the vicinity of airports are planned and zoned for uses compatible with airport operations.

PAVEMENT MANAGEMENT SYSTEMS

Pavement Management Systems guide the process of planning the maintenance and repair of a network of roadways or other paved facilities in order to optimize pavement conditions over the entire network. A Pavement Management System has several distinctive uses such as:

- As a budgeting tool so that budgets reflect historical costs for the area based on recently bid projects.
- As an inventory tool, it provides a quick and easy reference for pavement areas and use.
- As a pavement condition record, it provides age, load-related, non-load related and climate-related pavement condition and deterioration information. The Pavement Management System uses pavement deterioration curves, based on nationwide research, which allow the program to predict a pavement's future condition.

D. Relationship to Prior and Future Municipal Service Reviews

This report updates previous transportation, parking, street sweeping & beautification, lighting, transit and airport service reviews. The reviews were included in the following documents:

- Mission Hills CSD MSR (February 2005).
- North County Lighting MSR (February 2005).
- City of Carpinteria MSR (November 2005).
- City of Goleta MSR (September 2005).
- Eastern South Coast Area MSR (November 2005):
Carpinteria Sanitary, Carpinteria Valley Water District, City of Carpinteria and City of Santa Barbara, County Service Area 12, Montecito Sanitary, Montecito Water, Summerland Sanitary, Mission Canyon Lighting, County Service Area 11.
- Goleta West Sanitary District MSR (September 2005).
- City of Santa Barbara MSR (November 2005).
- Santa Barbara Goleta Valley Area MSR (September 2005):
EMID, Goleta Water, Goleta Sanitary, Goleta West Sanitary, City of Goleta, City of Santa Barbara, and County Service Area 31.
- Lompoc Area MSR (February 2005):
Santa Barbara County Fire Protection District and County Service Area 32, and City of Lompoc.
- Santa Barbara Metropolitan Transit District MSR (September 2005).
- County Service Area No. 3 MSR (September 2005)
- Santa Maria Airport District MSR (February 2006).
- City of Santa Maria MSR (February 2006).
- City of Buellton MSR (April 2006).
- City of Solvang MSR (April 2006).
- Cuyama CSD MSR (April 2006).
- Santa Ynez Valley MSR (April 2006):
Santa Ynez CSD, SYRWCD, SYRWCD ID #1, City of Buellton and City of Solvang.

-
- **Santa Rita Hills MSR** (February 2011).
 - **Santa Ynez CSD MSR** (April 2006 & April 2012).
 - **Santa Rita Hills MSR Special Study** (February 2015).
 - **Public Safety MSR** (December 2021):
Isla Vista CSD, City of Buellton, City of Carpinteria, City of Goleta, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria, and City of Solvang.
 - **Water & Wastewater MSR** (May 2023):
Goleta West Sanitary, Cuyama CSD, Mission Hills CSD, Santa Ynez CSD, City of Buellton, City of Carpinteria, City of Goleta, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria, and City of Solvang

While the current report addresses the transportation, parking, street sweeping & beautification, lighting, transit and airport services provided by the Isla Vista Community Services District, County Service Area 3, County Service Area 11 and all eight Santa Barbara County Cities, it does not update the Spheres of Influence of these agencies. Sphere updates will be provided as a part of future reviews of all of the services provided by these multi-service agencies.

As subsequent service reviews are prepared and adopted for parks and recreation and open space, library and facility rental services, then followed by all other services: healthcare, vector control, municipal improvement and embarcadero, cemetery and other services. Spheres of Influence will be updated for single purpose agencies that are reviewed in those MSR's. For each multi-service agency and Cities, the Sphere of Influence will be updated at the completion of all service reviews.

NOTICE OF EXEMPTION

Filing of Notice of Exemption in Compliance with Section 21108 of the Public Resources Code

TO: County Clerk
County of Santa Barbara
105 East Anapamu Street
Santa Barbara CA 93101

FROM: Local Agency Formation Commission 105
East Anapamu Street, Room 407 Santa
Barbara CA 93101
805/568-3391

PROJECT TITLE: SPHERE OF INFLUENCE UPDATE AND MUNICIPAL SERVICE REVIEW FOR TRANSPORTATION, PARKING, STREET SWEEPING & BEAUTIFICATION, LIGHTING, TRANSIT AND AIRPORT SERVICES IN SANTA BARBARA COUNTY

PROJECT LOCATION AND DESCRIPTION:

Project Location:

The jurisdictional boundaries of one Sanitary District, five Community Services Districts (CSD), three Lighting Districts, four County Service Areas, one Airport District, one Transit District along with all eight Cities are included, all located in Santa Barbara County.

Description of Nature, Purpose, and Beneficiaries of Project:

LAFCO has prepared a Sphere of Influence (SOI) Update and Municipal Service Review for the 23 agencies identified above. The SOI is a 20-year growth boundary that includes areas that may be served by a City or District in the future. This SOI update and Service Review recommends maintaining the same boundaries for the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts. The Cortese-Knox-Hertzberg Act calls for the Service Review to be completed either prior to or concurrent with, the Sphere of Influence update. The Service Review evaluates the public services provided by the 23 agencies and provides the information base for updating the SOIs.

Name of Person or Agency Carrying Out the Project:

Santa Barbara Local Agency Formation Commission

Reasons for Exemption. The proposed Sphere of Influence Update and Municipal Services Review does not involve, authorize or permit the siting or construction of any facilities. The MSR is categorically exempt from the preparation of environmental documentation under a classification related to information gathering (Class 6 - Regulation Section 15306). CEQA Regulation Section 15061(b)(3) states "The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." Sections 15303 and 15319 of the State CEQA Guidelines are applicable.



Mike Prater, Executive Officer

November 2, 2023

Date

A Sphere of Influence is a plan for probable, physical boundary and service areas of a local agency or jurisdiction. As such, it does not give property inside the Sphere boundary any more development rights than what already exist. The Sphere of Influence Boundary is a long-range planning tool that assists LAFCO in making decisions about a jurisdiction's future boundary. The Sphere indicates areas that might be served by an agency. It is unknown if an area will ever be annexed to the agency. Also, it is often uncertain what type of precise land use is going to be proposed for a specific area. In the case of Santa Ynez Community Service District Sphere of Influence Update, development areas are recommended in the Sphere of Influence Update document.

The study of impacts associated with the Sphere of Influence is often speculative since it is unclear what type of project might be proposed or if an area will even be annexed in the future. The City and County studies impacts comprehensively when a project-specific environmental review is completed.

Santa Ynez Community Services District – Study Area 3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas. *no development is being contemplated and the land use regulations for the area would not be expected to change upon future annexation.*

The Santa Barbara Local Agency Formation Commission will approve the above-referenced project on January 11, 2024 and has determined it to be exempt from further environmental review under the requirements of California Environmental Quality Act (CEQA) of 1970, as defined in the State and local Guidelines for the implementation of CEQA.

Exempt Status:

Ministerial
Statutory

Categorical Exemption:

Information gather pursuant to CEQA Guidelines Section 15306. Class 6; Sections 15303 Class 3, and 15319 Class 19

Emergency Project

No Possibility of Significant Effect [Sec. 15061 (b,3)]

By:



Executive Officer

Date: 1/11/24

RESOLUTION OF THE SANTA BARBARA LOCAL AGENCY FORMATION
COMMISSION MAKING DETERMINATIONS AND APPROVING THE 2023
COUNTYWIDE MUNICIPAL SERVICE REVIEW AND SPHERES OF INFLUENCE
FOR TRANSPORTATION, PARKING, STREET SWEEPING & BEAUTIFICATION,
LIGHTING, TRANSIT, AND AIRPORT SERVICES AGENCIES

WHEREAS, pursuant to Government Code Section 56425, 56427, and 56430, and the Commission's duly adopted Policies for Spheres of Influence determinations, the Commission has initiated and conducted the 2023 Countywide Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services and Sphere of Influence Review for 23 agencies: Goleta West Sanitary District, Isla Vista Community Services District, Mission Hills Community Services District, Santa Rita Hills Community Services District, Santa Ynez Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 3 (Goleta Valley), County Service Area 11 (Summerland & Carpinteria Area), County Service Area 41 (Rancho Santa Rita), Santa Maria Public Airport District, Santa Barbara Metropolitan Transit District, City of Buellton, City of Carpinteria, City of Goleta, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria, and City of Solvang ("service providers").

WHEREAS, the Commission is required to review and update, as necessary, adopted spheres of influence not less than every five years, and

WHEREAS, the Commission is directed to conduct a review of municipal services not later than the time it considers an action to establish or update a sphere of influence, and

WHEREAS, the Executive Officer has given the notices required by law and forwarded copies of his report to officers, persons and service providers as prescribed by law; and

WHEREAS, the public hearing for this matter was continued on December 14, 2023 to be and conducted at 1:00 p.m. on January 11, 2024; and

WHEREAS, at said hearings, this Commission heard and received all oral and written protests, objections, and evidence which were made, presented or filed, and all persons present were given the opportunity to hear and be heard in respect to any matter relating to said Sphere of Influence Update and Municipal Service Review for the Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services Agencies; and

NOW, THEREFORE, BE IT RESOLVED DETERMINED AND ORDERED by the Commission as follows:

- (1) Finds this action is exempt from provisions of the California Environmental Quality Act, Public Resources Code section 21000 et seq. (CEQA) as *“information collection” under Section 15306 of the State CEQA Guidelines and based on the determination that this action does not have the potential for causing a significant effect on the environment (Section 15061(b)(3)).* Sections 15303 and 15319 of the State CEQA Guidelines;
- (2) Has considered all factors required to be considered by Government Code Section 56425(e) and 56430 and hereby adopts such determinations as set forth in the Public Review Draft of the Sphere of Influence Update and Municipal Service Review with said determinations being incorporated by reference herein as though set forth in full;
- (3) Adopts the Service Review Determinations, as shown on Exhibit L;
- (4) Adopts the Sphere of Influence Determinations, as shown on Exhibit M;
- (5) Adopts the 2023 Municipal Service Reviews for all 23 Special Districts and Cities providing Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services in Santa Barbara County;
- (6) Adopts the updates to the Spheres of Influence (Exhibit A thru L), for the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Santa Ynez Community Services District, Santa Rita Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts;
- (7) Reaffirms the current Spheres of Influence of the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts, as shown on Exhibits A, B, C, E, F, G, H, I, J, K and;
- (8) Amends the Sphere of Influence of the Santa Ynez Community Services District to include Study Area #3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas not currently within the boundary of the agency, as shown on Exhibit D.

This resolution is hereby adopted this 11th day of January, 2024 in Santa Barbara, California.

AYES: Commissioner Freeman, Geyer, Osborne, Patino, Stark, and Hartmann

NOES: None

ABSTAIN: None

Santa Barbara County Local Agency
Formation Commission

By: _____
Jay Freeman, Chair

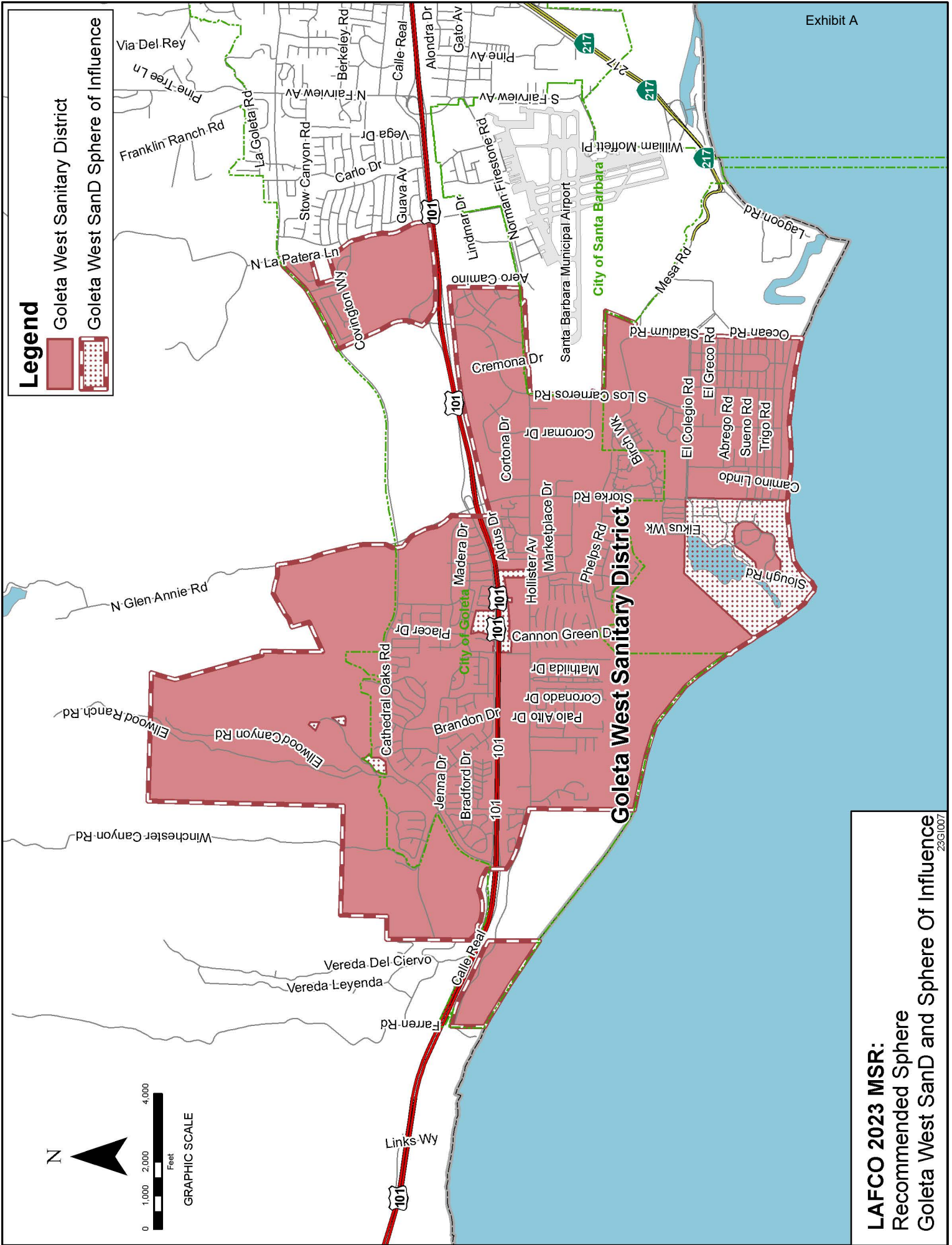
Date: _____

ATTEST:

Natasha Carbajal, Clerk/Analyst
Santa Barbara County
Local Agency Formation Commission

Legend

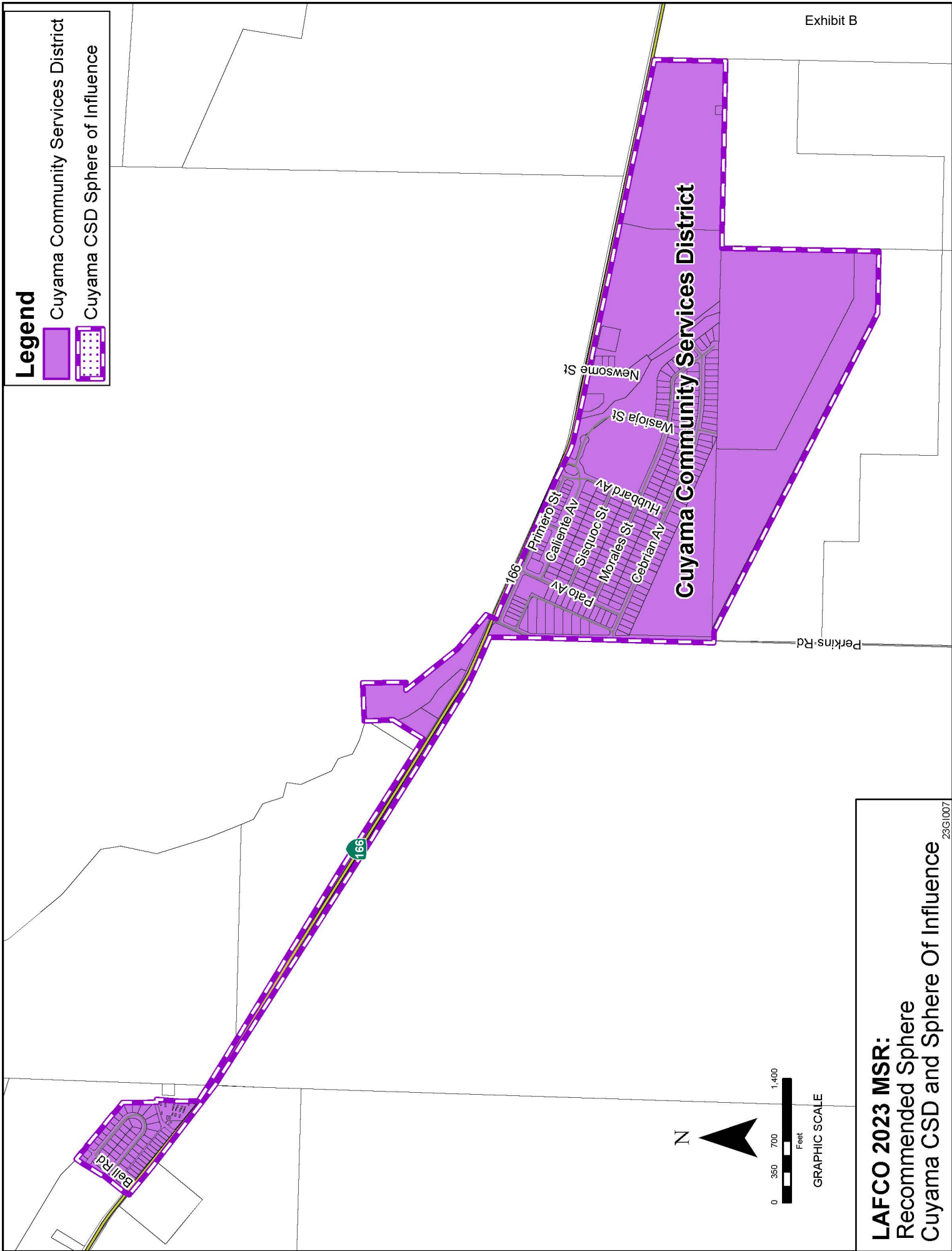
-  Goleta West Sanitary District
-  Goleta West SanD Sphere of Influence



LAFCO 2023 MSR:
 Recommended Sphere
 Goleta West SanD and Sphere Of Influence
23G1007

Legend

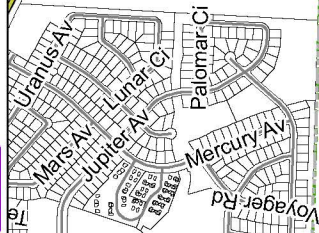
-  Cuyama Community Services District
-  Cuyama CSD Sphere of Influence



LAFCO 2023 MSR:
 Recommended Sphere
 Cuyama CSD and Sphere Of Influence

Legend

-  Mission Hills Community Services District
-  Mission Hills CSD Sphere of Influence



Vandenberg Air Force Base

City of Lompoc

George Miller Dr

McLaughlin Rd

McLaughlin Rd

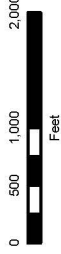
Rucker Rd

Purisima Rd

Exhibit C

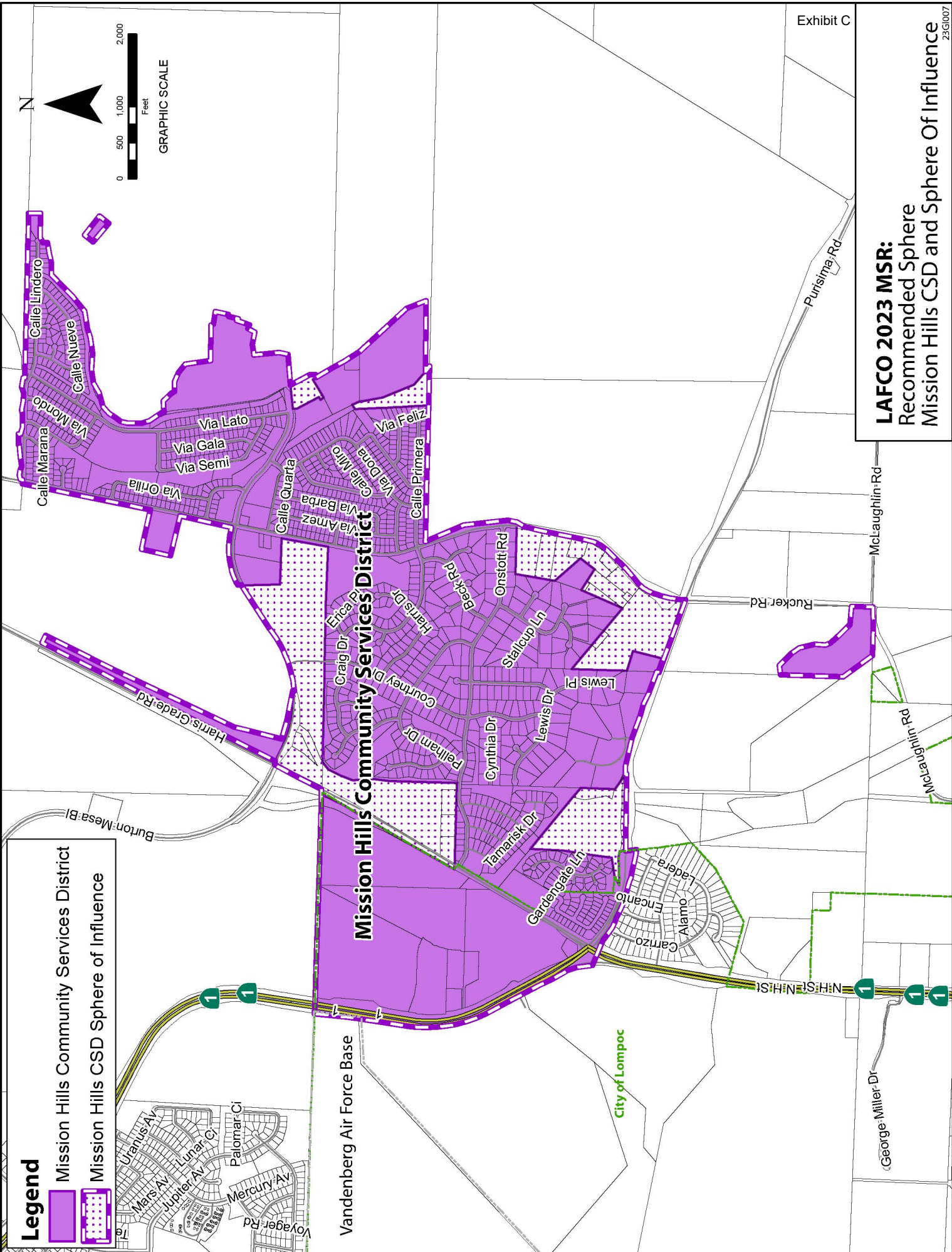
LAFCO 2023 MSR:
Recommended Sphere
Mission Hills CSD and Sphere Of Influence

23G1007



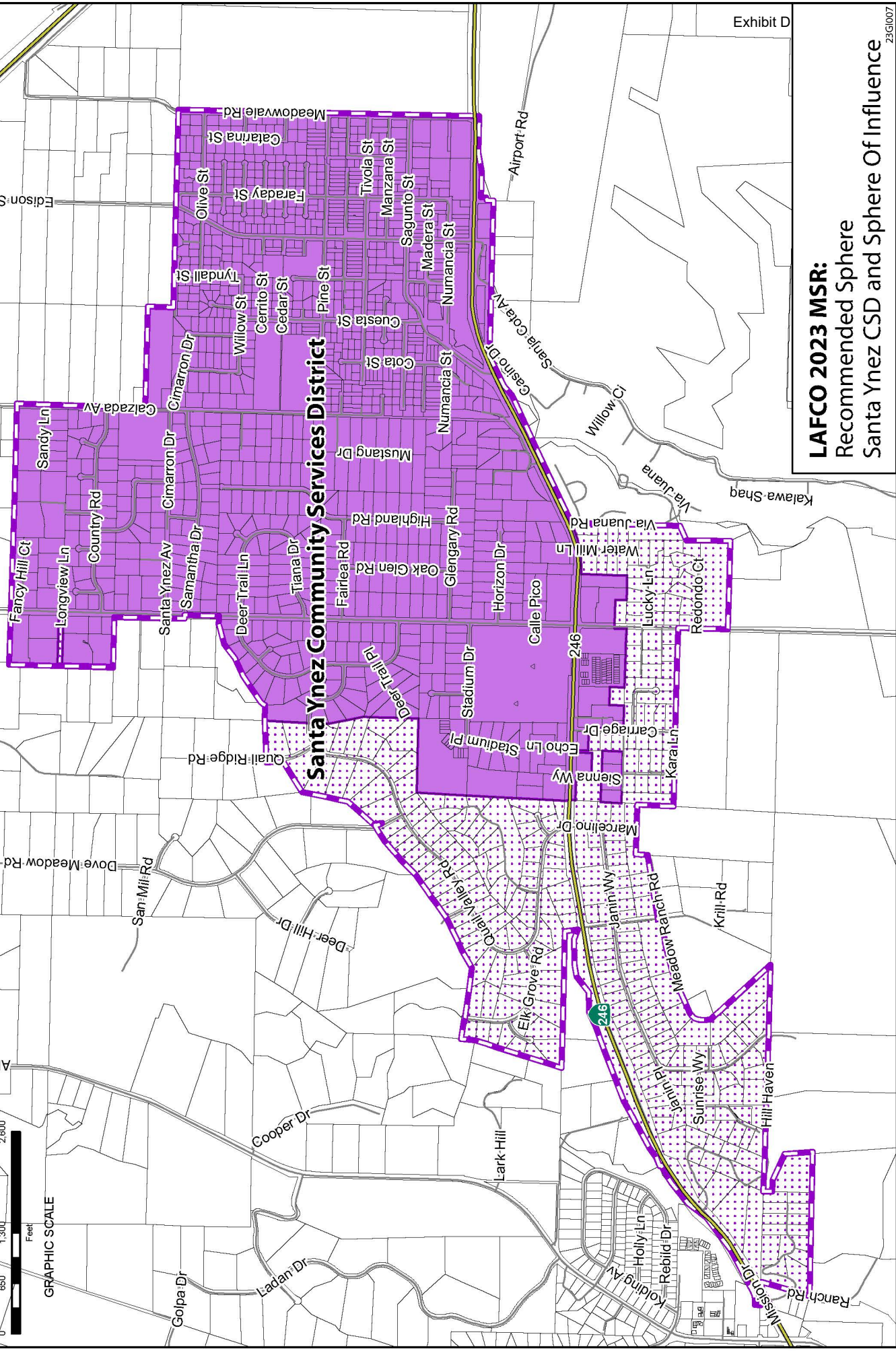
GRAPHIC SCALE

Mission Hills Community Services District

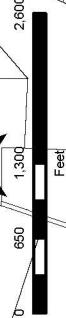


Legend

-  Santa Ynez Community Services District
-  Santa Ynez CSD Sphere of Influence





GRAPHIC SCALE



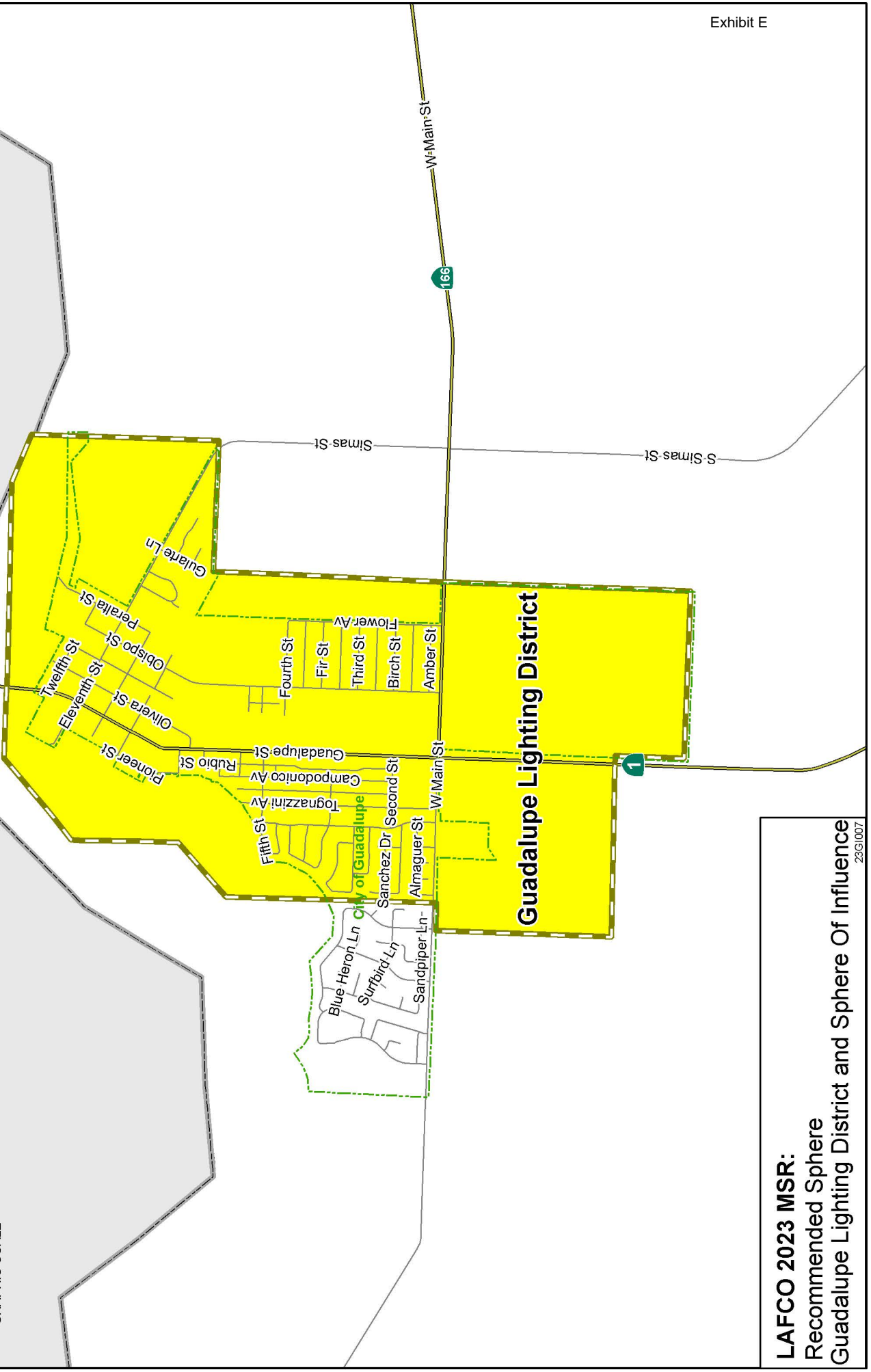
LAFCO 2023 MSR:
 Recommended Sphere
 Santa Ynez CSD and Sphere Of Influence

Legend

-  Guadalupe Lighting District
-  Guadalupe Lighting District Sphere of Influence



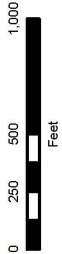
GRAPHIC SCALE



Guadalupe Lighting District

LAFCO 2023 MSR:
 Recommended Sphere
 Guadalupe Lighting District and Sphere Of Influence

23G1007



GRAPHIC SCALE

Legend



Mission Canyon Lighting District



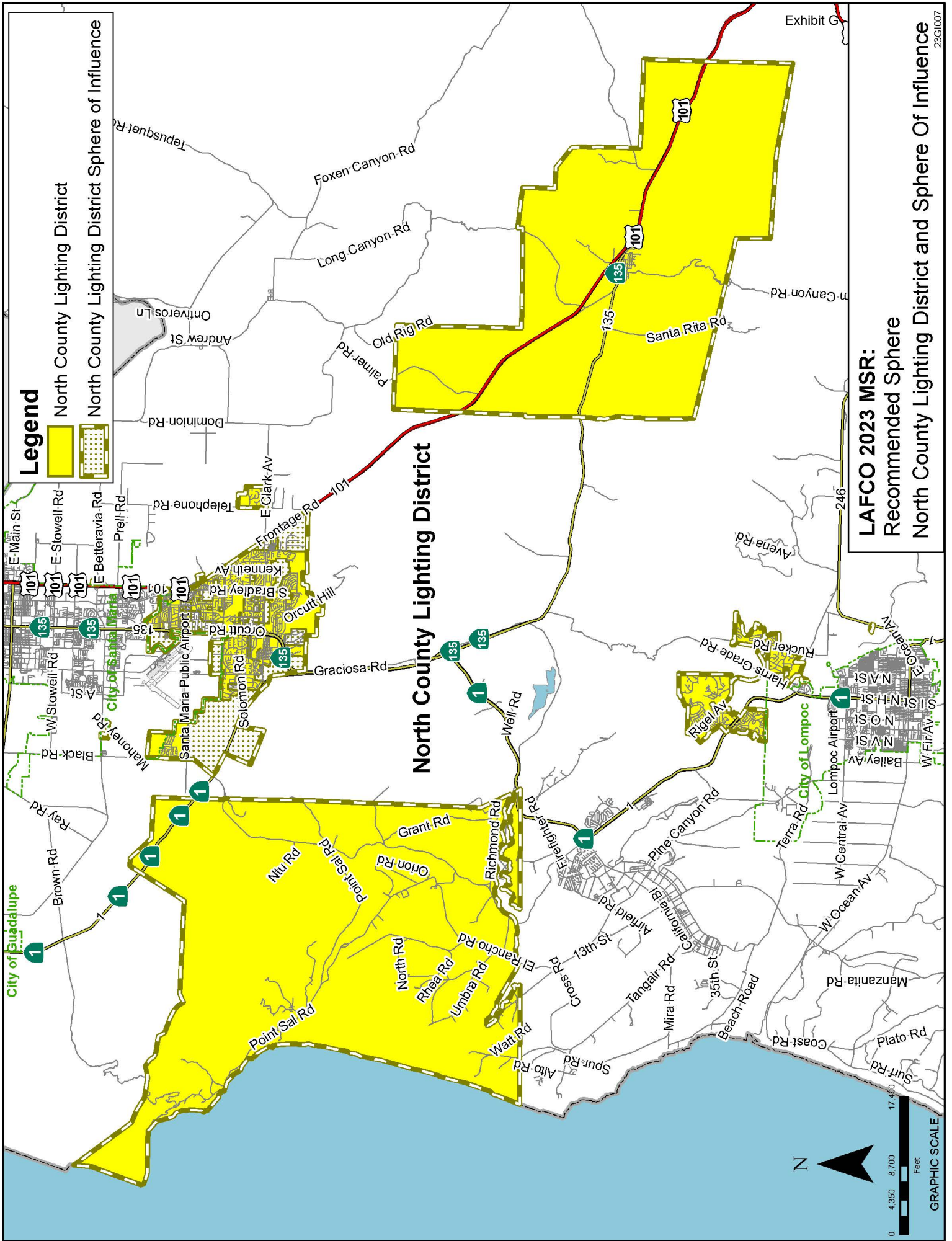
Mission Canyon Lighting District Sphere of Influence

Mission Canyon Lighting District

City of Santa Barbara

LAFCO 2023 MSR:
Recommended Sphere
Mission Canyon Lighting District and Sphere Of Influence

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Legend

North County Lighting District

North County Lighting District Sphere of Influence

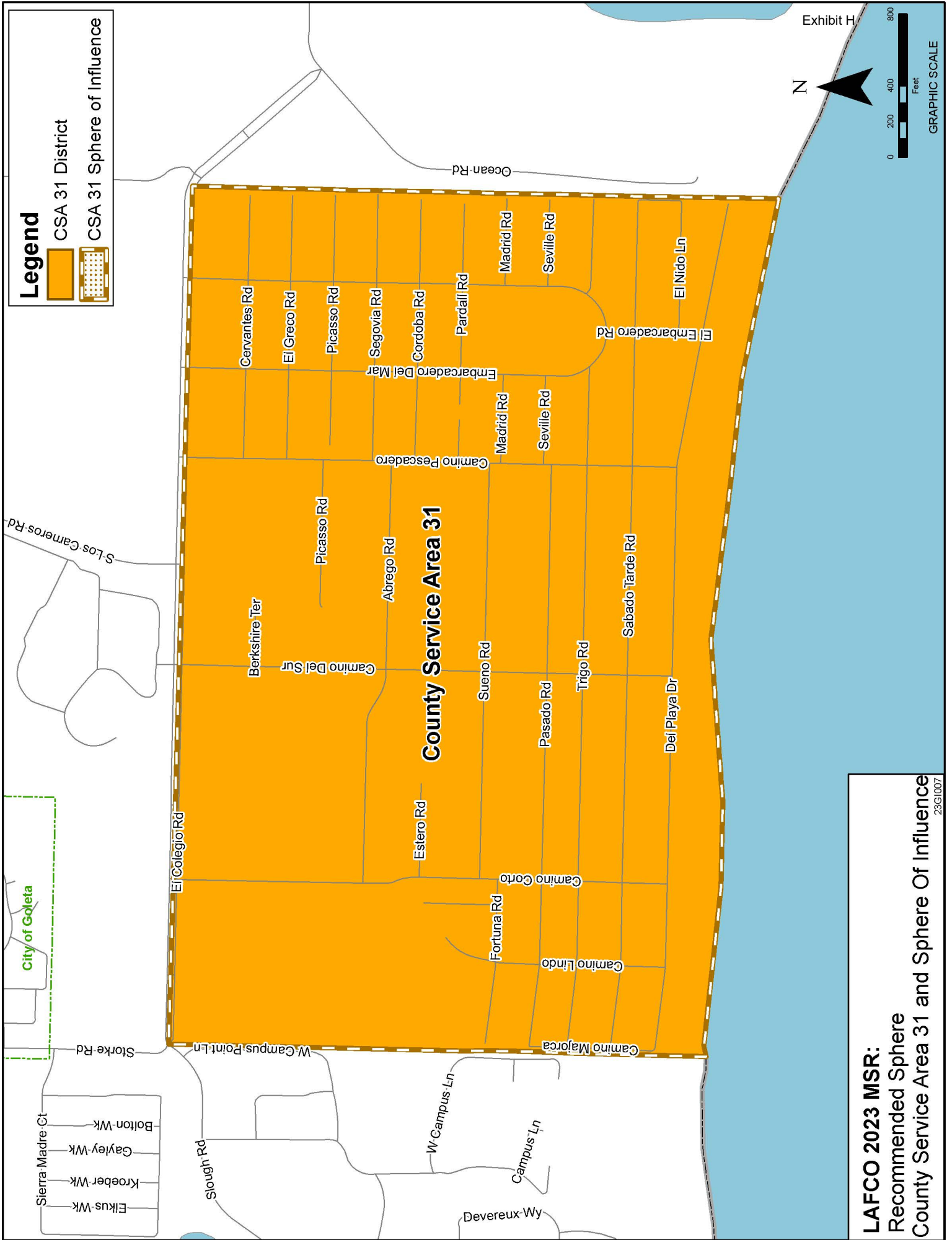
LAFCO 2023 MSR:
Recommended Sphere
North County Lighting District and Sphere Of Influence

Legend

CSA 31 District



CSA 31 Sphere of Influence



LAFCO 2023 MSR:
Recommended Sphere
County Service Area 31 and Sphere Of Influence
23G1007

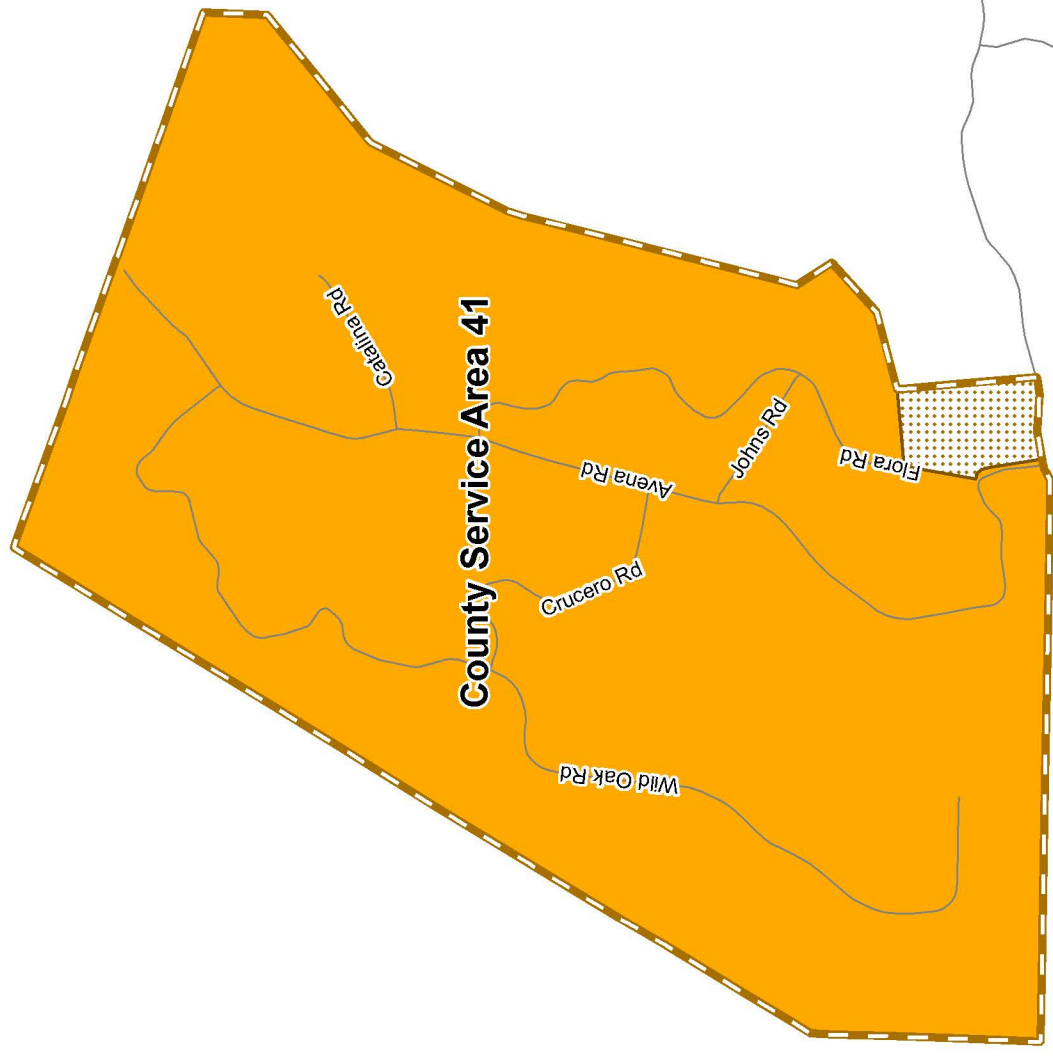


GRAPHIC SCALE

Legend

CSA 41 District

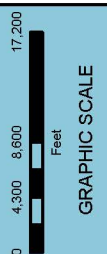
CSA 41 Sphere of Influence



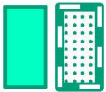
County Service Area 41

Exhibit I
Cebada Canyon Rd
Forbidden Fruit Ln
Tularosa Rd

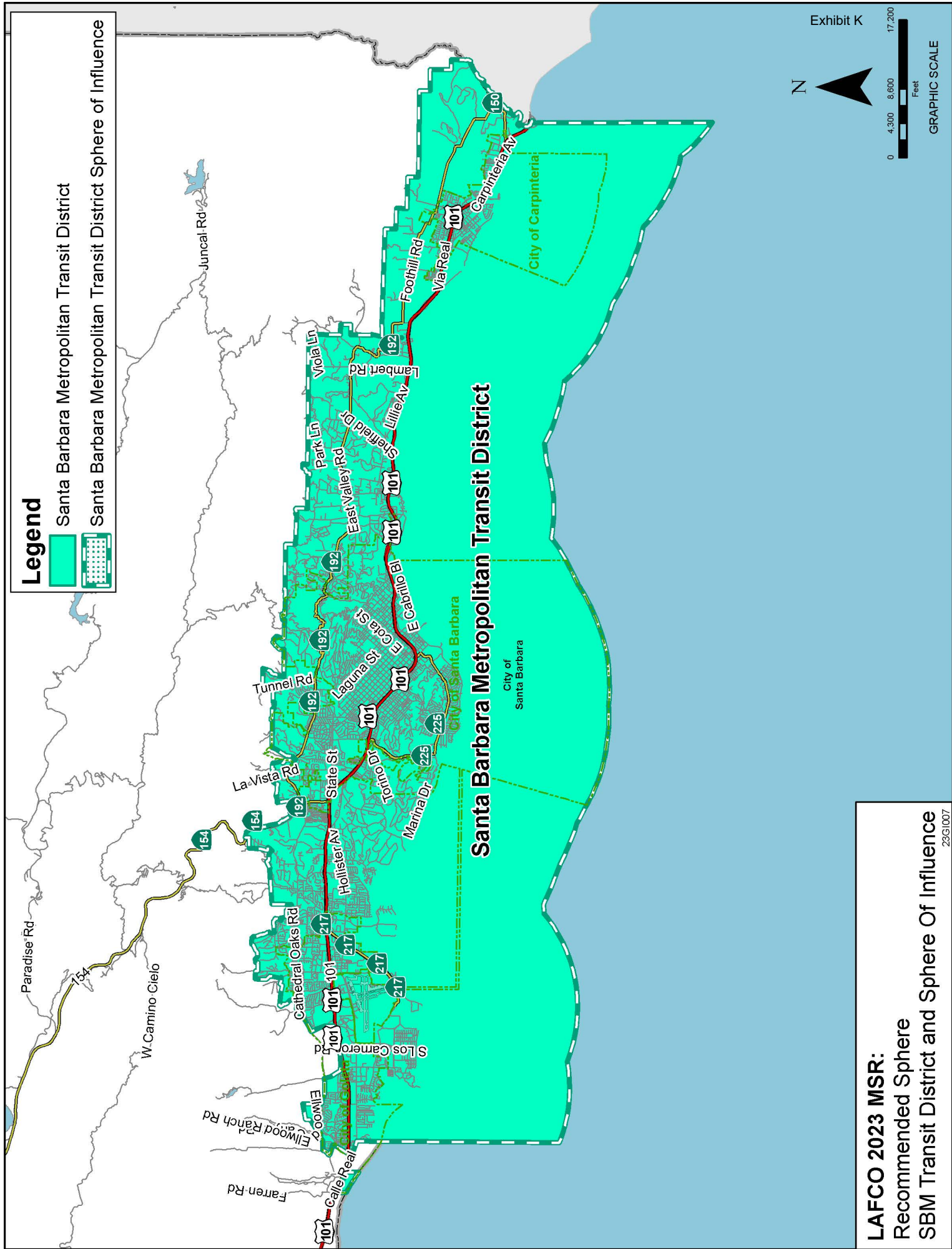
LAFCO 2023 MSR:
Recommended Sphere
County Service Area 41 and Sphere Of Influence
23G1007



Legend



- Santa Barbara Metropolitan Transit District
- Santa Barbara Metropolitan Transit District Sphere of Influence



LAFCO 2023 MSR:
 Recommended Sphere
 SBM Transit District and Sphere Of Influence

29G1007

CHAPTER ONE: MUNICIPAL SERVICE REVIEW DETERMINATIONS

A. Scope

This Chapter contains the recommended Municipal Services determinations for transportation, parking, street sweeping & beautification, lighting, transit and airport services provided by 23 Special Districts and Cities in Santa Barbara County. These agencies are one Sanitary District (Goleta West Sanitary District), five Community Services Districts (CSD) (Cuyama, Isla Vista, Mission Hills, Santa Rita Hills, and Santa Ynez), three Lighting Districts, (Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District), four County Service Areas (County Service Area 3, County Service Area 11, County Service Area 31, County Service Area 41), one Airport District (Santa Maria Public Airport District), one Transit District (Santa Barbara Metropolitan Transit District), along with all eight Cities (Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang). A complete review of all services provided by the multi-service Districts and Cities will be done in the future additional MSR's.

B. Summary of Recommendations

Based on the recommended determinations in this chapter, the Executive Officer recommends that the Commission adopt the Municipal Service Review for all 23 agencies providing transportation, parking, street sweeping & beautification, lighting, transit and airport services in Santa Barbara County.

Potentially Significant MSR Determinations

The MSR determinations checked below are potentially significant, as indicated by “yes” or “X” answers to the key policy questions listed and corresponding discussion on the following pages. If most or all of the determinations are not significant, as indicated by “no” or “blank” answers, the Commission may find that a comprehensive MSR update may not be warranted.

- | | | | |
|-------------------------------------|---|-------------------------------------|-------------------|
| <input type="checkbox"/> | Growth and Population | <input type="checkbox"/> | Shared Services |
| <input checked="" type="checkbox"/> | Disadvantaged Unincorporated Communities | <input checked="" type="checkbox"/> | Accountability |
| <input type="checkbox"/> | Capacity, Adequacy & Infrastructure to Provide Services | <input type="checkbox"/> | Other |
| <input checked="" type="checkbox"/> | Financial Ability | <input type="checkbox"/> | None at this time |

C. Overview

The Cortese-Knox-Hertzberg Act requires LAFCO to conduct a service review of the municipal services provided in the County or other appropriate areas prior to updating the Sphere of Influence of a local agency. This chapter contains a recommended written statement of LAFCO's determinations with respect to seven areas as required by Government Code section 56430(a). Each recommended determination applies to all 23 agencies as a regional group along with agency specific determinations for each of the following seven areas:

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 and Adequacy of Public Services, and Infrastructure Needs or Deficiencies;
4. Financial Ability of Agency to Provide Services;
5. Status of, and Opportunities for, Shared Facilities;
6. Accountability for Community Service Needs, including Government Structure and Operational Efficiencies, and
7. Any Other Matter Related to Effective or Efficient Service Delivery, as Required by Commission Policy.

Individual profiles of each of the 23 agencies are provided in Chapter Three.

Additional road maintenance services are also provided by the County Public Works Department, Caltrans, or street lighting services by Pacific Gas and Electric or Southern California Gas Company within the county. LAFCO has no authority over the County, State and Federal entities or the private Company entities. A brief review of these services are included in the Appendix.

D. Determinations

I. GROWTH AND POPULATION PROJECTIONS FOR THE AFFECTED AREA

REGIONAL

The preparation of this study was produced using the 2020 Census, Department of Finance, SBCAG Regional Forecast as the most recent available data. The 23 local agencies currently serve an estimated Countywide resident population of 445,164. This population estimate represents close to a four percent overall increase or 0.37% annually over the last 10 years.

Santa Barbara County is predominately city-centered with slightly more than 68.5% of the current resident population residing in one of the eight incorporated Cities. Nearly 57 percent of all City residents reside in North County.

County of Santa Barbara Housing Element (2023-2031) identifies an estimated growth rate of 4.0 percent along South Coast and 9.5 percent countywide.

The Regional Transportation Plan & Sustainable Communities Strategy plans how the Santa Barbara County region should meet its transportation needs for the 30-year period from 2020 to 2050, considering existing and projected future land use patterns as well as forecast population and job growth. The Connected 2050 contains an additional 10 years within its planning horizon compared to Fast Forward 2040, the period of 2040 through 2050.

In order to reduce vehicle miles traveled and vehicle emissions region-wide, the preferred scenario models more population growth on the South Coast than would occur under the business-as-usual scenario. (The business-as-usual scenario, by contrast, continues the trend of the past decade of population growth predominantly in the North County.) County of Santa Barbara Housing Element (2015-2023) identified a growth rate of less than 1 percent along South Coast and 9.3 percent countywide. A slight shift is estimated in the updated 2023-2031 projections, as stated above.

The only viable approach to accommodating growth and simultaneously meeting Senate Bill 375 emission targets is one that relies on a land use solution that addresses jobs/housing balance using an infill approach oriented around transit services.

Regionally, the trend of travel demand is evident with large numbers of commuters traveling daily from housing in Ventura, Santa Maria, Lompoc, and the Santa Ynez Valley to jobs on the South Coast, and between San Luis Obispo County and the Santa Maria Valley. The average commute distance in the tri-county region (Santa Barbara, Ventura, and San Luis Obispo Counties) is 16 miles.

The North County-South County jobs imbalance is projected to improve, but will not be eliminated. According to SBCAG's 2012 Regional Growth Forecast (2012 RGF), the percentage of jobs on the South Coast will decrease from 61% in 2010 to 52% in 2040. However, while jobs on the South Coast will increase by 10% from 2010 to 2040, jobs in North County will increase by 59% over the same time period. The intra-County imbalance leads to increased transportation demands on U.S. 101 and State Route 154, with the consequence of increased congestion and vehicle miles traveled per capita.

The RTP-SCS and Connected 2050 evaluates State and Federal Highways, and local streets, bicycle and pedestrian networks, transit connectivity, and aviation needs and demand.

The unincorporated population of the County, the population not living within a City, has remained constant for the past 10 years, with census population figures of 135,145 in 2012 and 139,956 estimated by Department of Finance in 2022. Growth within the Cities over the past 10 years has not changed the unincorporated portion of the population by much from 31 percent.

Visitors are an integral component in supporting Santa Barbara County's economy as evident by sales, transient-occupancy tax revenues, and create additional and fluid demands on most of the 23 local agencies.

AGENCY SPECIFIC

The population of Carpinteria area includes the City of Carpinteria, County Service Area 11, and Metropolitan Transit District. These population figures are estimated at 12,963, 1,584, and 207,874 people, respectively. Between 2010 and 2022, the population of Carpinteria decreased by 81 people.

The population of Goleta area includes City of Goleta, Goleta West Sanitary District, Isla Vista CSD, County Service Area 3 and 31, and Metropolitan Transit District. These population figures are estimated at 32,591, 39,500, 15,000, 31,700, and 207,874 people, respectively. Between 2010 and 2020, the population of Goleta increased by 2,802 people.

City of Guadalupe and Guadalupe Lighting has experienced a sizeable percentage increase in estimated resident growth at 17.1 percent; or 1.7 percent per year. Between 2010 and 2022, the population of Guadalupe increased by 1,464 people. The population figures are estimated at 7,654.

City of Buellton has experienced the second largest percentage increase in estimated resident growth among the City jurisdictions over the last 10 years rising by 8.5% from 4,828 to 5,055.

City of Solvang has experienced a sizeable percentage increase in estimated resident growth at 7.3 percent; or less than 1 percent per year. Between 2010 and 2020, the population of Solvang increased by 414 people. Solvang's population is estimated to be 5,709.

The City of Santa Maria, has a recent history of projected growth at 7.3 percent; or less than 1 percent per year. Between 2010 and 2020, the population of Santa Maria increase by 7.3% from 99,553 to 107,407. The City is continuing to undergoing an update to its General Plan and reexamining its growth plans. The Santa Maria Public Airport District overlies the Cities of Santa Maria and Guadalupe with an estimated population of 156,584.

City of Lompoc has experienced a modest percentage increase in estimated resident growth at 3.8 percent; or less than 1 percent per year. Between 2010 and 2020, the population of Lompoc increased by 1,694 people. Lompoc's population is estimated to be 43,845.

City of Santa Barbara population is estimated to be 86,591 people. Between 2010 and 2020, the population of Santa Barbara City increased by 5,101 people (5.4 percent or less than 1 percent per year). The Mission Canyon Lighting District is located within the City's Sphere. This population is estimated at 2,353 people. The Metropolitan Transit District also serves the City.

North County Lighting District serves the Casmalia and surrounding lands, Los Alamos and

surrounding lands, Orcutt, Vanderberg Village, Mesa Oaks, and unincorporated Santa Maria with an estimated population of 44,589. Mission Hills Community Services District population is approximately 3,571 people. The projected population of Mission Hills CSD service area at buildout is approximately 4,900 persons. Between 2010 and 2020, the population of Mission Hills decreased by 5 people.

Cuyama Community Services District has a population of approximately 550 people. Between 2010 and 2020, the population of Cuyama unincorporated area did not change.

It is reasonable to assume growth rates for each of the 23 local jurisdictions over the next five years will parallel their respective growth rates between 2015 and 2022.

2. THE LOCATION AND CHARACTERISTICS OF ANY DISADVANTAGED UNINCORPORATED COMMUNITIES (DUC) WITHIN OR CONTIGUOUS TO THE SPHERE OF INFLUENCE.

REGIONAL

In 2023, the California statewide median household income (MHI) was \$109,200, and 80% of that was \$87,360. LAFCO staff utilized the State DAC Mapping Tool and CalEnviroScreen 4.0 to verify disadvantaged status with other applications of the definition⁶ to locate potential DUCs in the County. The County also prepared an update to its Integrated Regional Water Management Plan in 2019. Based on the criteria set forth by SB 244, staff's analysis indicates that the communities of Casmalia, Cuyama, New Cuyama, Sisquoc, Guadalupe, Garey, Devon, Tanglewood, Lompoc, portions of Goleta, Santa Maria, Santa Barbara, and Isla Vista were identified as qualifying disadvantaged communities.

No Countywide agency boundaries were studied during this review; however, some regional Districts have service areas and Sphere of Influence that cover a large portion of the County, that include some other the disadvantaged unincorporated communities identified above.

AGENCY SPECIFIC

No identified disadvantaged unincorporated communities have been identified within or contiguous to the Spheres of Influence of Mission Canyon Lighting District, County Service Area 3, 11, or 41, City of Solvang, City of Buellton, City of Carpinteria, Santa Rita Hills Community Services District, and Santa Ynez Community Services District providing transportation related services in Santa Barbara County.

The median household income (MHI) for Goleta Valley was \$104,830 in 2023, which does not qualify the communities as a disadvantaged community. However, the Goleta West Sanitary District's, City of Goleta, Isla Vista Community Services District's, and County Service Area 31 each Spheres of Influence does qualify under the definition of disadvantaged community for the present and probable need for public facilities and services because in May of 2022, the Old Town

area, as part of the larger Census tract including properties in the City of Goleta and County, was designated as a disadvantaged community by CalEPA. The MHI for Isla Vista was \$22,386 in 2023, which qualifies the community as a disadvantaged community.

The MHI for Guadalupe was \$58,449 in 2023, which qualifies the community as a disadvantaged community. The City of Guadalupe is an incorporated City, therefore by definition would not qualify as a disadvantaged unincorporated community. The Guadalupe Lighting District, Santa Maria Public Airport District's Spheres of Influence overlap with portions of the City limits.

The MHI for Lompoc was \$60,234 in 2023, which qualifies the community as a disadvantaged community. The City of Lompoc is an incorporated City, therefore by definition would not qualify as a disadvantaged unincorporated community. The City of Lompoc's Sphere of Influence is greater than its City limits.

The MHI for Santa Maria was \$69,714 in 2023, The MHI for Santa Maria Valley average was \$78,366 in 2023, which qualifies the community as a disadvantaged community. The MHI for North County Lighting varies between each distinct community of Orcutt, Los Almos, Vandenberg Village, Casmalia, and Mission Hills with an average of \$81,405 in 2023, which does not qualify the community as a disadvantaged community. However, in some cases portions of the City of Santa Maria, Casmalia, and Mission Hills CSD are within the boundaries of North County Lighting District. The City of Santa Maria is an incorporated City, therefore by definition would not qualify as a disadvantaged unincorporated community. The City of Santa Maria's Sphere of Influence is greater than its City limits. Some areas west of the airport and southern City of Santa Maria contiguous to the Sphere of Influence such as Tanglewood qualify as a disadvantaged unincorporated community.

The MHI for Santa Ynez was \$113,333 in 2023, which does not qualify the communities as a disadvantaged community. However, in May of 2022, the Chumash Reservation, was designated as a disadvantaged community by CalEPA.

The MHI for Santa Barbara City was \$90,711 in 2023, which does not qualify the community as a disadvantaged community. However, in some cases City of Santa Barbara has a small portion within the East Beach area. The City of Santa Barbara is an incorporated City, therefore by definition would not qualify as a disadvantaged unincorporated community. The City of Santa Barbara's Sphere of Influence is greater than its City limits.

The MHI for Santa Rita Hills is unknown at this time. The population consists of 9 people in an area that is becoming a prestigious wine growing region and would likely not qualify the community as a disadvantaged community.

The MHI for Cuyama was \$53,947 in 2023, which does qualify the community as a disadvantaged community. The District's Spheres of Influence is coterminous and Cuyama is an unincorporated community.

⁶ Government Code section 56033.5.

3. PRESENT AND PLANNED CAPACITY OF PUBLIC FACILITIES AND ADEQUACY OF PUBLIC SERVICES, AND INFRASTRUCTURE NEEDS OR DEFICIENCIES

REGIONAL

Ninety-nine percent of the residents of Santa Barbara County are currently within the boundaries of a City or Special District providing transportation, parking, street sweeping & beautification, lighting, transit and airport services. Airport and Transit services agencies act as regional service providers and adopt Master Plans to evaluate service capacities and future needs.

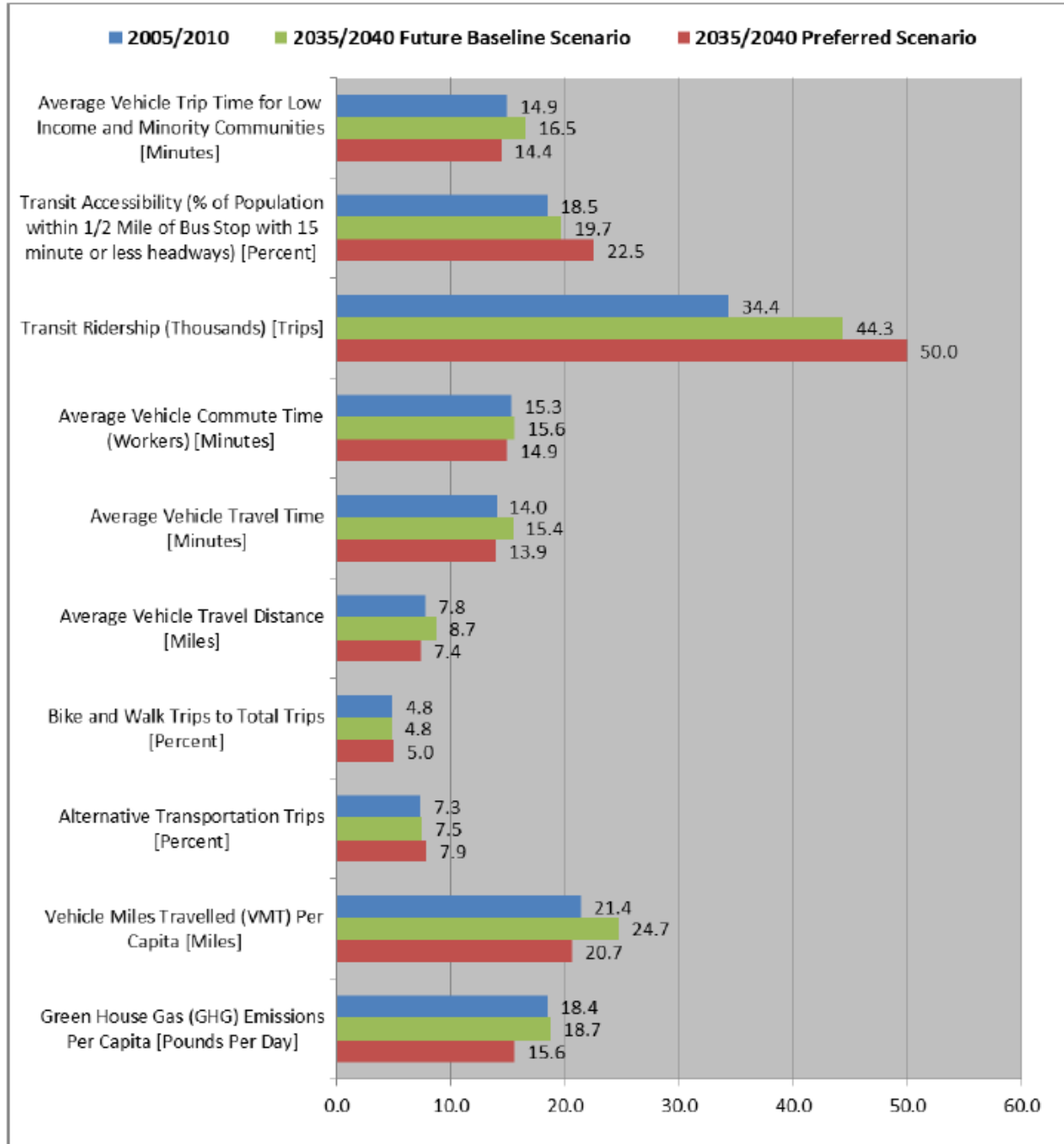
South Coast congestion is an existing issue, however, and would worsen in the future even under the business-as-usual scenario almost to the same extent as under the preferred scenario identified in the RTP-SCS. To some degree, increased congestion is inevitable since vehicle trips would increase by approximately 24% during the plan period due to population growth, while road capacity increases only slightly (2.7% more lane miles). The Regional Transportation Plan & Sustainable Communities Strategy preferred scenario reduces overall daily total traffic volumes and peak period volumes by about 9% in 2040.

Each agency providing transportation, parking, street sweeping & beautification, lighting, transit and airport services in the County provides public facilities and equipment as allowed by their financial means (see Determination 4, below). The 23 agencies reviewed in this report maintain a total of 883 centerline road miles, 15,788 street lights, 16 street sweeping zones, 28 public parking lots and street parking that provides for over 4,620 parking spaces, 1,073 bus stops, 161 bike lane miles, bus fleet of 142, and 3 airport terminals to support 540 aircraft. The roadway pavement index averages 61 while the level of service averages LOS C. Measure A funding eligibility is \$50 million dollars for FY 23-24 with over \$253 million allocated over the next 5-years. An outline of the agency's attributes, types of services, and resources that describe the adequacy of public infrastructure needs and deficiencies for each agency is found in Chapter Three.

The 23 agencies collectively employ 548 personnel that work directly with related services. Other staffing personnel make up the balance in other services provided by the agencies.

SBCAG applied the performance measures in Connected 2050 scenario development and analysis and in the selection of the preferred land use and transportation scenario. The results are listed below:

Figure 1: Performance Measures – Preferred Scenario vs. Future Baseline Scenario



AGENCY SPECIFIC

The Cities of Buellton, Carpinteria, and Solvang are deemed as adequate. As documented in Buellton City’s Land Use and Circulation Baseline Conditions Report in 2021 all roadways, bike paths, parking and transit services are determined to be adequate. In Carpinteria City’s online pavement conditions viewer at URL [Carpinteria City Pavement Condition Viewer \(arcgis.com\)](http://arcgis.com), most streets were in fair to poor condition. The City of Carpinteria express insufficient revenue to maintain pavement condition index and fund CIP’s. The City’s Draft Parking Study identified

adequate parking spaces mix with the need to address employee parking outside of the commercial core or offer alternative modes. Enhanced bikeways were identified; however, the City has adopted policy documents to address the services within the Circulation Element, Street Tree Management Plan, and Special Conditions Streets Management Plans. The City of Solvang, SBCAG along with the communities in Santa Ynez Valley are working on a Bicycle Master Plan. The plan aims to establish the Santa Ynez Valley as a place where riders of all ages and abilities are safe and feel comfortable when riding. SYVT brings a number of very positive strengths, including a reasonable fare, daily service, and a broad service area. The listed weaknesses can be addressed by engaging in continued community outreach and building a more positive image through outstanding customer service.

The City of Goleta's circulation system is incomplete and/or underdeveloped along a number of links. Many arterials have limited continuity and capacity and do not provide a viable alternative route for most trips made on U.S. 101. Gaps in the regional roadway network cause overall traffic congestion as drivers divert to other routes to complete their trips. Existing gaps in the community's arterial system and gaps in certain residential secondary streets, congested intersections, and a lack of bus stops and bus pockets in some areas also adversely affect the efficiency of service provided by a number of Santa Barbara Metropolitan Transit District (MTD) bus lines.

The City of Guadalupe's Pavement Management System showed that the City's overall average PCI is 79. The current bicycle network within Guadalupe is minimal with several areas requiring improvement. Overall, ridership on all three services had generally been trending down between FY 2018/19 and the first half of FY 2019/20. The fixed-route services saw an increase in operating cost and an 11.4 percent decrease in ridership.

The City of Lompoc has made a lot of progress on its active transportation infrastructure. Multiple sidewalk infill, new bike lane striping, and Class I pathway construction projects have brought the City much closer to a more multimodal transportation system. The City Council directed staff to initiate an update of the City's General Plan, Circulation Element in order to consider including additional projects deemed beneficial to the City. The Airport Master Plan outlines needed accommodation that forecasted 114 based aircraft and 62,600 operations. The runway does not accommodate most large aircraft weighing less than 60,000 pounds. As evidenced by recent and current operations, only small to medium sized business jets operate out of Lompoc.

The City of Santa Barbara does not track the road, intersection, or bikeway conditions, but maintains them on as needed basis. The overall pavement conditions are rated as 63 on the PCI index. At the end of January of 2023, around 35,000 BCycle riders have ridden over 829,000 miles on BCycle electric bikes (e-bikes). With 226 BCycle e-bikes and 452 docks in service at 78 different stations throughout the City, the fleet is nearing the Program's goal of installing 500 docks and 250 e-bikes. Based on the 2022 FAA TAF, general aviation operations at SBA between FY2011 and FY2021 averaged 0.95 percent of California's general aviation operations and 0.65

percent of the APW region's operations. Local general aviation operations are projected to increase at an average rate of 0.2 percent annually.

The City of Santa Maria is currently underway with a street resurfacing project for much of the roads that were impacted by the severe winter storms earlier in 2023. When completed will be in good condition.

4. FINANCIAL ABILITY OF AGENCY TO PROVIDE SERVICES

REGIONAL

The demands on a Road Maintenance, Parking, Street Sweeping, Lighting, Beautification, Airport, and Transit Services from agencies vary due to the size and geography of the agency's boundaries, the area's employment base, the presence of jobs/housing balance, the existence and length of local highways, and other factors. These factors help dictate the amount of money required to provide an adequate level of service.

Nearly all funding for Road Maintenance, Parking, Street Sweeping, Lighting, Beautification, Bicycle and Pedestrian, Airport, and Transit Services provided by the local agencies are generated from general sales, property, gas tax revenues, Measure A collected by the respective governing bodies. Measure A is a transportation 1/2 cent sales tax measure that was approved by 79% of Santa Barbara County voters in November 2008. Measure A will provide more than \$1 billion of local sales tax revenues for transportation projects in Santa Barbara County over 30 years. Measure A will provide \$140 million in matching funds to widen the U.S. 101 freeway from 4 to 6 lanes south of Santa Barbara. The Measure A Investment Plan will provide \$455 million each for the North County and South Coast for high priority transportation projects and programs to address the current and future needs of local communities.

Auto-oriented funding, consists of 79 percent allocated to maintenance and operations. Making streets safer for users is a top priority of federal, state, regional, and local governments. Federal and state programs provide funding for transportation projects intended to improve safety across the nation. Bicycle and pedestrian infrastructure maintenance typically lacks a dedicated funding source, though the region's agencies utilize Measure A Local Streets and Transportation Improvements program funding to maintain bicycle and pedestrian infrastructure.

Pension and other post-employment benefit costs have increased over the last five years. Many of the agencies currently finance benefits on a pay-as-you-go basis. Goleta West Sanitary District, City of Carpinteria, City of Goleta, City of Lompoc, and City of Santa Barbara are the exceptions who have established a Benefit Trust and/or OPEB Trust for the purpose of reimburse or to pay pension benefits.

The following agencies do not offer Pension and other post-employment benefit (OPEB) to employees; Cuyama Community Services District, Mission Hills Community Services District, Isla Vista Community Services District, Santa Ynez Community Services District, and Santa Rita

Hills Community Services District.

While an agencies budget may expand due to increased service demands, the size of a budget is closely related to the availability of funds. The financial ability to provide road maintenance, parking, street sweeping, lighting, beautification, bicycle and pedestrian, airport, and transit service from some agencies have slowed in recent years. As outlined in Chapter Three, agencies providing these services within Santa Barbara County experience a wide range of revenue. Local Special Districts agencies receive between \$652 and \$4.42 per resident (the median being \$198). While the City agencies receive between \$5,148 and \$1,497 per resident (the median being \$2,796). The amount of revenue received by a Special District agency are often determined by factors over which agency residents have no control: assessed valuation, the date of a formation and past taxation levels, land development and property sales within the agency's boundaries, with a few exceptions for some district that set specific rates for services. For a City, the competition is for scarce resources among local government programs that divide up Measure A funds. Local residents do have the ability to propose and approve tax measures to increase local services. Although passage of tax measures is increasingly more difficult.

State law⁷ requires that an agency file an audit with the State Controller and County Auditor within 12 months of the end of the fiscal year or years under examination. All of the agencies providing transportation, parking, street sweeping & beautification, lighting, transit and airport services, except for four, have provided LAFCO with the most recent audit as required by State law. Cities of Goleta and Santa Maria did not have a completed audit at the time of publication, and the agency of Cuyama CSD were not able to provide audits since 2019. The agency of Santa Rita Hills CSD has not completed an audit are currently inactive.

AGENCY SPECIFIC

When a district annexes an area, the Property Tax Transfer Agreement with the County typically matches the annexing district's 1% County property tax within the annexation area. On the other hand, when an area is detached from a district, through a City annexation, the district no longer receives any taxes from this property. The Master Tax Transfer Agreement from 1981 provides for no transfer where territory is annexed to a County Service Area, Sanitation or Sanitary District, Mosquito Abatement District, or the Santa Barbara Metropolitan Transit District.

⁷Government Code section 26909(a)(2).

5. STATUS OF, AND OPPORTUNITIES FOR, SHARED FACILITIES

REGIONAL

Santa Barbara Metropolitan Transit District (MTD) operates within the south County and covers

the incorporated and unincorporated communities for all transit related services. The City of Santa Maria also operates regional transit services for the north County communities, known as Santa Maria Regional Transit (SMRT) and Santa Maria Organization of Transportation Helpers (SMOOTH). Transit service in Solvang is provided by the Santa Ynez Valley Transit (SYVT), which is administered by the City of Solvang through a Memorandum of Understanding with the City of Buellton and the County of Santa Barbara.

Airport services also operate as regional providers for communities within Santa Barbara County and San Luis Obispo County, although the facilities are not shared with other agencies.

In most cases among the local agencies, due to relative distance between the jurisdictions and other communities, along with the type of services related to transportation needs such as road maintenance, street sweeping, lighting, bike and pedestrian networks, and landscape maintenance the opportunities for shared facilities are limited. Many do not currently share facilities with other agencies or the agencies do not have any opportunities to do so. It is unlikely that a proposal would be forthcoming in the near future. Some jurisdictions have shared service arrangements, which are outlined below and described in greater detail for each agency in Chapter Three.

AGENCY SPECIFIC

The Goleta West Sanitary District provides funding assistance for the Isla Vista Recreation and Parks District related to adopt-a-block and mutt-mitt programs. The Isla Vista CSD also provides street clean-up and beautification services in the area. Isla Vista CSD does have some arrangements to supplement services with the County related to transportation services.

6. ACCOUNTABILITY FOR COMMUNITY SERVICE NEEDS, INCLUDING GOVERNMENT STRUCTURE AND OPERATIONAL EFFICIENCIES

REGIONAL

Santa Barbara County is served by a web of agencies providing transportation, parking, street sweeping & beautification, lighting, transit and airport services. This Municipal Service Review primarily looks at the 23 Agencies – one Sanitary District, five Community Services Districts (CSD), three Lighting Districts, four County Service Areas, one Airport District, one Transit District, and eight Cities that provide services.

LAFCO staff sees value in local city agencies collaborating and exploring opportunities to improve delivery of municipal services. It is still unknown whether it is feasible for the County or another local service provider to assume responsibilities within a given area. Therefore, LAFCO staff recommends that the Cities and Special District continue to discuss partnerships with the County and other neighboring agencies. If an agreement is made, in which all affected parties agree in the service responsibilities, a change of organization or formation of a new agency may be

considered at that point.

AGENCY SPECIFIC

All 23 local agencies are managed by committed and responsive public servants dedicated to providing timely public services irrespective of personal welfare within their respective jurisdictions.

All agencies appear to guide activities based on established qualitative goals outlined under their respective strategic or general plans. It would be appropriate for the local agencies to also establish quantitative standards in informing their decision-making as it relates to these services. These supplements would help improve the public's understanding of how each local agency defines and measures success.

Each of the agencies fully cooperated with the MSR process and responded to all requests for information with the exception of Cuyama CSD. Notably, the City of Santa Maria and to a similar extent Goleta were unable to provide the most recent annual audit, as it had not been completed yet. Similarly, the SRHCSD and Cuyama CSD were unable to provide budget, audits, or specific data needs for their service area. The data presented reflects the most accurate information available.

One Sanitary Districts (Goleta West) and Santa Ynez CSD will be transitioning to District elections for the November 2024 election, three Community Services Districts (Cuyama, IVCS, Mission Hills), and one of the eight Cities are governed by directors/council members who are elected at-large by voters.

In seven of the eight Cities the Mayor is elected at-large while the Council Members are elected by Districts (Guadalupe is the only exception). Many of the District are either transitioning or already elect members by-district elections by 2024. The additional list includes: Santa Maria Airport District.

Santa Barbara Metropolitan Transit District is composed of seven members who are elected to four-year terms. Two are appointed by the County Board of Supervisors, two are appointed by the Santa Barbara City Council, one is appointed by the Goleta City Council, and one is appointed by the Carpinteria City Council. The seventh member, also known as the at-large director, is appointed by the other six members of the board.

Santa Rita Hills Community Services District is composed of (five) authorized under AB 2455 to have three members who are elected at-large to four-year terms. The Board of Supervisors last appointed board members in 2021. AB 2455 sunsets on January 1, 2035.

The County Service Areas (3, 11, 31, & 41) along with the Mission Canyon Lighting and North County Lighting Districts are dependent Special District governed directly by the Santa Barbara County Board of Supervisors. The five County supervisors are elected from geographic districts

for four-year terms.

Isla Vista Community Service District has a seven-member Board of Directors with four members elected at-large to staggered four-year terms, and one member elected at-large to serve a two-year term. UCSB and County both appoint the remaining two members. The Board of Supervisors appointment is for a two-year term and the Chancellor of University of California, Santa Barbara for a term of four years.

The Guadalupe Lighting District is dependently provided by the City of Guadalupe City Council. The City's five-member council are elected at large.

Of the 23 Special Districts and Cities providing transportation, parking, street sweeping & beautification, lighting, transit and airport services, all of them with the exception of the dependent districts and Santa Rita Hills CSD, maintain websites listing information about the Board of Directors/Council Members and postings of upcoming meeting agendas. The websites also provide access to minutes and packets to staff reports. These same websites also contain a wide range of useful organizational information, including agency budgets, audits, and plans. The specific websites for each agency, or related organization, are listed in Chapter Three.

CSA 3, 11, 31, 41, Mission County Lighting, and North County Lighting are managed by the County and operates under the Public Works's Department which maintains a separate website and provides some useful links to important public information. Some of Guadalupe Lighting information can be found on the City of Guadalupe's website.

Consistent with the public notice requirements of California's Brown Act, public agendas must be posted by all public agencies at a public location a minimum of 72 hours prior to the meeting. State law also requires that agendas be posted on the agency website, if one exists. All agencies must also allow the opportunity for members of the public to directly address the legislative body on any item of interest to the public at every regular meeting. As of January 2020, Senate Bill 929 requires all independent special districts to maintain a website, unless the district passes a resolution claiming hardship for particular reasons each year. All Special Districts in this Study currently maintain a website with the exception of Santa Rita Hills CSD which is inactive.

7. ANY OTHER MATTER RELATED TO EFFECTIVE OR EFFICIENT SERVICE DELIVERY, AS REQUIRED BY COMMISSION POLICY

REGIONAL

The Local Agency Formation Commission of Santa Barbara County has adopted Sphere of Influence Policies and Criteria within its Policies and Procedures relating to Spheres of Influence and Changes of Organization and Reorganization. These policies and criteria were adopted, in conformance to State law, to meet local needs.

These policies stipulate that the designation of Spheres of Influence shall seek to preserve community identity and boundaries and will urge the political and functional consolidation of local government agencies that cross-cut those affected communities. Adopted General Plans of the Cities and the County will be supported when defining Sphere boundaries. Duplication of authority to perform similar service functions in the same territory will be avoided. An economically sound base for financing services without including territories which will not benefit from the services will be promoted. Agricultural resources and support facilities should be given special consideration in sphere of influence designations. Sphere of influence lines may be larger or smaller than existing local agency boundaries and may lead to recommendations for changes of organization. The proposed amendments to the Spheres of Influence of the Santa Barbara County Fire Protection District and County Service Area 32 (unincorporated police services) are consistent with these policies. They are specifically designed to address service needs and the capabilities of jurisdictions related to the total system.

The proposed affirmations and amendments to the Spheres of Influence of these agencies are consistent with local policies and criteria.

This additional factor reviews the emergency evacuation efforts of agencies in Santa Barbara County. The determination reviews how this service is provided and addresses questions relating to the overall level of preparedness of evacuation routes to emergency events. This factor is not a mandated discussion topic pursuant to Cortese-Knox-Hertzberg Act and Santa Barbara LAFCO guiding policies. However, it was requested by Santa Barbara LAFCO to be included in this MSR.

In the aftermath of the Thomas Fire there was an amendment to some Community Wildfire Protection Plans (CWPP). The amendment identified, based on observed fire behavior during the recent fire, there was a greater need for increased operational space necessary for life safety and structure defense. A new interactive risk map and new evacuation notices are now divided into three categories that will no longer use the term “voluntary.” The three specific evacuation categories are: pre-evacuation advisory, a recommended evacuation warning and a mandatory evacuation order. Several long-term plans are in place for future disasters, including debris removal, recovery plans, contingency plans, and hazard mitigation plans.

Evacuation Route Protocols

Evacuation planning during a disastrous events are coordinated through the County Public Works Department, County OES, law enforcement and fire agencies, and California Highway Patrol. An evacuation area is determined based on storm, fire, or other intensity, stream gauge information, field observations, weather forecasts, and stream channel clearance. The threat of flooding, fire, or other typically worsens over a period of time, allowing emergency response agencies to track data and prepare for an evacuation. Following the issuance of an order or warning to evacuate, evacuation routes are determined based upon the conditions of the individual event. The County employs a reverse 9-1-1 system to notify the public of the need to evacuate a specific area.

Santa Barbara County's Safety Element Team has retained a consultant to assist with the preparation of an Evacuation Route Plan and traffic modeling to help the County identify issues and how evacuation can be improved to increase safety in the Unincorporated County. The project's Evacuation Advisory Group, consisting of a variety of agency representatives with experience and expertise in various facets of evacuation, is advising the project throughout the process. The project will assist the County in meeting various legislative requirements (AB 747 and AB 1409). Funding for this project is provided by a grant from the California Department of Forestry and Fire Protection as part of the California Climate Investments Program, through the California Fire Safe Council. Development of the project is underway and is anticipated to wrap up in December of 2024.

AGENCY SPECIFIC

None at this time.

CHAPTER TWO: SPHERE OF INFLUENCE DETERMINATIONS AND RECOMMENDATIONS

A. Scope

This chapter provides recommended Sphere of Influence determinations for one Sanitary District, four CSD Districts, three Lighting Districts, two CSAs, one Airport District, and one Transit District. The other eleven agencies provide multiple types of services still being evaluated. This chapter does not include recommended determinations for the Isla Vista Community Services District, County Service Areas 3 & 11, or the eight Cities (Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang). The current report addresses the transportation, parking, street sweeping & beautification, lighting, transit and airport services provided by these eight Cities and one multi-service district and two County service areas. It discusses, but does not update, the Spheres of Influence of these agencies. Sphere updates will be provided together with future reviews of all of the services provided by the Cities and multi-service districts.

B. Summary of Recommendations

Based on the recommended determinations in this chapter, the Executive Officer recommends that the Commission:

1. Adopting the 2023 Municipal Service Review for all 23 Special Districts and Cities providing Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit and Airport Services in Santa Barbara County;
2. Affirming the currently adopted Spheres of Influence of the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts, as shown on the map on pages 55, 56, 57, 60, 61, 62, 63, 64, 65, & 66, and;
3. Amending the Sphere of Influence of the Santa Ynez Community Services District to include Study Area #3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas, not currently within the boundary of the agency, as shown on the map on page 59.

C. Overview

The Cortese-Knox-Hertzberg Act states that in determining the Sphere of Influence of each local agency, LAFCO shall consider and prepare a written statement of its determinations with respect to five areas⁸:

⁸These determinations are contained in Government Code section 56425(e).

1. The Present and Planned Land Uses in the Area, including Agricultural and Open-Space Lands;
2. The Present and Probable Need for Public Facilities and Services in the Area;
3. The Present Capacity of Public Facilities and Adequacy of Public Services that the Agency Provides or is Authorized to Provide,
4. The Existence of Any Social or Economic Communities of Interest in the Area if the Commission determines that they are Relevant to the Agency; and
5. The present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing Sphere of Influence.

This chapter contains recommended Sphere of Influence determinations for the Goleta West Sanitary District, four CSD Districts (Cuyama, Mission Hills, Santa Rita Hills, & Santa Ynez), three Lighting Districts (Guadalupe, Mission Canyon, & North County Lighting), two CSAs (CSA 31 & CSA 41), one Airport District (Santa Maria), and one Transit District (MTD). The other eleven agencies provide multiple types of services still being evaluated. Each of the five recommended determinations applies to all 23 agencies as a group.

The Executive Officer has found the Spheres of Influence of all other agencies (Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts) are recommended to maintain their existing Sphere of Influence boundary as appropriate to meet the needs of district residents. This chapter, therefore, includes the Executive Officer's recommendation to affirm the currently adopted Spheres of Influence, without change.

The Executive Officer also outlines the need for, and proposes amendments to, the Spheres of Influence of the Isla Vista Community Services District. These amendments would expand the Spheres of Influence of IVCSD to include the three composting sites, which currently receive services or which may need these services in the future, as discussed in each agencies chapter profile. The District agrees with this recommendation and would need to activate the solid waste power first before providing composting services. These Sphere expansions would be a step toward ensuring that composting service needs of Isla Vista residents and property owners are met. If these amendments are adopted by LAFCO, a proposal by the District for an out-of-agency service agreement for all or a portion of the expanded Sphere is anticipated.

D. Determinations

I. THE PRESENT AND PLANNED LAND USES IN THE AREA, INCLUDING AGRICULTURAL AND OPEN-SPACE LANDS

The present and planned land uses of the County are guided by the General Plans, Circulation, Safety Elements of the County and the eight Cities within the County. Santa Barbara County Association of Governments also manage State and Federal funding, Measure A revenue, and grant revenue. As a moderately sized County in the State of California, Santa Barbara County covers more than 2,737 square miles and is comprised of diverse natural habitats and residential communities. The eight incorporated Cities comprise slightly more than 68.5% of the County population and about 2% of the total land area. The Housing Elements for each of the jurisdictions are in compliance with State Housing and Community Development certification. The 6th Housing Element review cycle is coming to a close in 2023. Two of the Cities will be considering General Plan Updates over the next year which includes, Santa Maria and Santa Barbara. The City of Goleta's General Plan was adopted in 2006 with at least 21 amendments since adoption.

Many of the Cities are located within or surrounded by some of the richest agricultural regions in the world. These are located in the Santa Maria Valley, Santa Ynez Valley, Lompoc Valley, and Carpinteria Valley. These Cities include Guadalupe, Santa Maria, Buellton, Solvang, Lompoc, and Carpinteria. Three Cities are located in the South Coast Region: Goleta, Santa Barbara, and Carpinteria. In addition to the strong agricultural economies of the Santa Maria, Santa Ynez and Lompoc Valleys, the South Coast Region is a center of tourism along the Central Coast.

The County as a whole is likely to see a steady rate of growth over the next 20 years. The Cities of Buellton, Carpinteria, Goleta, and Guadalupe, along with three Community Service Districts (Cuyama, Isla Vista, Santa Rita Hills) have a Sphere of Influence that match their district boundaries having no Sphere of Influence beyond service boundaries. The Guadalupe Lighting District, Mission Canyon Lighting District, four County Service Areas (3,11, 31, & 41) along with the Santa Maria Airport District and Santa Barbara Metropolitan Transit District. All have a Sphere of Influence that match their district boundaries. These communities have limited areas for future development and will be dependent on in-fill projects.

Due to the large size of some agencies and varied topography of the area, there is a wide range of land uses present within the agencies' boundary and SOI. Land uses are largely Rural Residential, Low Density Residential, and Natural Resources with Agricultural lands. There are no agricultural or open-space lands within the SOI expansion areas.

For the eight Cities; growth rates are estimated to be as follows:

- The City of Buellton anticipates growing at a 6.9 percent within the City over the next 8 years. Close to 97% of the parcel acreage is under private ownership with 80% already developed. The undeveloped area consists of 13 vacant parcels that collectively total 37.45 acres.
- The City of Carpinteria's projected growth rate is about 0.7%. Close to 74% of the parcel acreage is under private ownership with 81% having already been developed. The undeveloped area consists of 50 vacant parcels that collectively total 27 acres with some areas not developable.
- The City of Goleta's projected growth managed based on the maintenance of service levels and quality of life within the City. Most of the City or 98% of the parcel acreage is under private ownership with 91% having already been developed. The undeveloped area consists of 84 vacant parcels that collectively total 100 acres.
- The City of Guadalupe's projected growth rate is about 1.2%. Close to 98% of the parcel acreage is under private ownership with 93% having already been developed. The undeveloped area consists of 49 vacant parcels that collectively total 103 acres.
- The City of Lompoc's projected growth rate is about 0.45%. Close to 98% of the parcel acreage is under private ownership with 88% already been developed. The undeveloped area consists of 109 vacant parcels that collectively total 319 acres.
- The City of Santa Barbara's projected growth rate is about 0.3%. Close to 76% of the parcel acreage is under private ownership with nearly all or 94% having already been developed. The undeveloped area consists of 521 vacant parcels that collectively total 591 acres.
- The City of Santa Maria's projected growth rate is anticipated to decrease over time, with a projected annual growth rate of 0.9% from 2025 to 2040. Close to 89% of the parcel acreage is under private ownership with approximately 90% having already been developed. The undeveloped area consists of 262 vacant parcels that collectively total 193 acres.
- The City of Solvang's projected growth rate is about 3%. Close to 88% of the parcel acreage is under private ownership with 87% having already been developed. The undeveloped area consists of 63 vacant parcels that collectively total 75 acres.
- The County's growth rate, covering the same period, estimates 9.5 percent growth in the surrounding unincorporated areas.

For the four Community Services District (Cuyama, Isla Vista, Mission Hills, & Santa Rita Hills) growth rate will follow the respective unincorporated County at less than one percent.

- Santa Ynez Valley Planning Area growth rate is projected at 1.2 percent. Approximately 91% of the parcel acreage is under private ownership with 93% having already been developed. The undeveloped area consists of 20 vacant parcels that collectively total 7.5 acres within the Santa Ynez CSD boundary.
 - The current Cities of Guadalupe and Santa Maria estimated growth rate of less than one (1) percent within the respective Cities for territory overlapping the Santa Maria Airport District. Approximately 98% of the parcel acreage is under private ownership with 42% having already been developed. The undeveloped area consists of 1,027 vacant parcels that collectively total 1,488 acres within the Airport District boundary.
-

- The Santa Barbara Metropolitan Transit District's estimated growth rate is less than 4 percent within the South Coast region. Close to 39.2% of the parcel acreage is under private ownership with 77.8% having already been developed. The undeveloped area consists of 1,626 vacant parcels that collectively total 2,808 acres.

Some land use zoning within the proposed Study Areas of the Santa Ynez Community Services District, and Santa Rita Hills Community Services District Spheres of Influence are Agriculture. However, no study areas are recommended for expansion are within prime agriculture land with the exception of Santa Ynez Community Services District Study Area #3 (Janin Acres & Western Santa Ynez Special Problem Area). This Study Area #3 consist of existing single-family residential within I-E-1 zoning.

The planned use for these areas might include open space. The proposed SOI areas compare favorably with the existing pattern of development and would promote the efficient provision of public services, and in the case of SYCSD Study Area #3 address Special Problem Area, encourage the preservation of open space and agricultural land and would further discourage urban sprawl in the particular area. The County's General Plan policies enable the County to effectively manage the growth and development within these areas.

In general, Santa Barbara County's transportation, parking, street sweeping & beautification, lighting, transit and airport agencies have adequate Spheres of Influence and boundaries. Ninety-nine percent of residents living within Santa Barbara County are within the boundaries of a local agency providing transportation related services.

The Executive Officer recommends amendments to the Spheres of Influence of the Santa Ynez CSD that provide sanitary and street lighting services. This recommendation would allow the SYCSD to expand into adjacent properties that are not now within the boundaries of the agency.

The Executive Officer also recommends the Santa Rita Hills Community Services District align with the 1990 MOA Road that was granted permission to be built along the easement. Connecting the end of Sweeney Road to the District boundary would resolve access to the Lakeview Estates. AB 2455 sunsets on January 1, 2035. If the District cannot resolve the issue with roadway access by the time AB 2455 expires, then under Senate Bill 448 (Wieckowski) LAFCO will notify the State Controller's Office to have SRHCSD join the list of inactive districts.

A map of the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts boundaries and the proposed Sphere of Influence amendments are at the end of the chapter on pages 55, 56, 57, 60, 61, 62, 63, 64, 65 & 66.

This designation is consistent with local LAFCO policy which states that “The Commission will consider area-wide needs for governmental services and evaluate individual districts serving the area as they relate to the total system of the existing local government in the community and alternative arrangements⁹.”

⁹ *Policies and Procedures Relating to Spheres of Influence and Changes of Organization and Reorganization*, Section 7 Policy II.

2. THE PRESENT AND PROBABLE NEED FOR PUBLIC FACILITIES AND SERVICES IN THE AREA

All local transportation, parking, street sweeping & beautification, lighting, transit and airport service agencies plan to meet current and future needs through annual budgets and maintenance schedules. Some agencies have adopted detailed strategic plans that pinpoint future actions required to meet community needs. The need for adequate future funding, staffing, equipment and facilities is great where significant residential or commercial growth is anticipated. Much of the urban growth anticipated in Santa Barbara County in the coming decades will occur within City boundaries. It is estimated the growth rate of 4.0 percent will occur along South Coast and 9.5 percent countywide.

There is a clear and present need for coordination of transportation services within the existing service areas, along with balancing the VMT and using a viable approach to accommodating growth and simultaneously emission targets relying on a land use solution that addresses jobs/housing balance using an infill approach oriented around transit services.

As outlined in Chapters One and Three, the local agencies anticipating the most population growth are City of Santa Maria and the unincorporated portions of Santa Barbara County in the Orcutt area. If the County’s Housing Element is certified by the State significant growth potential would exist around the City of Goleta. These Chapters outline the MSR Determination for the present and probable need for services in each area. Even without growth, present needs are significant throughout the County. The probable need for public services will be greater when development occurs. It’s likely that urban levels of development will be proposed in the Sphere of Influence. The future preparation of Specific/Development Plans as areas are proposed for development and by conformance to LAFCO policies requiring a comprehensive Plan for Providing Services at the time of each future annexation proposal will address the needs.

With limited growth potential for some of the service areas, existing transportation related services in the area appear adequate.

The Executive Officer recommends that LAFCO affirm the current Spheres of Influence for Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting

District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts.

The Sphere of Influence expansions proposed for the Santa Ynez Community Services District, and Santa Rita Hills Community Services District will not add significant service demands on existing District service capabilities, provided SRHCSD becomes an active district and start collecting property taxes allocated to the District through special tax assessment authorized under formation.

3. THE PRESENT CAPACITY OF PUBLIC FACILITIES AND ADEQUACY OF PUBLIC SERVICES THAT THE AGENCY PROVIDES OR IS AUTHORIZED TO PROVIDE

The present and probable need for public facilities and services varies for each local public agency providing transportation, parking, street sweeping & beautification, lighting, transit and airport service. As outlined in Chapters One and Three, the level of service provided by each agency varies according to the service area's needs and available revenues. The existence of special revenue measures, sales tax increases, and portion of property taxes allows each agency to meet the overall regional needs.

Most agencies are currently able to provide adequate transportation, parking, street sweeping & beautification, lighting, transit and airport services to their respected area. The Pavement Condition Index (PCI) is listed on page 29 shows the highest rating is 79.

Measure A, a 30-year (2010-2040), ½ cent local sales tax for transportation. Measure A will provide approximately \$1 billion through its life with \$140 million used to leverage other funding for the US 101 HOV and parallel projects, and approximately \$455 million for both named and ongoing projects for each northern and southern Santa Barbara County.

As outlined in Chapter Three, each of the agencies are documented for revenues, equipment, infrastructure, and facilities conditions run from poor to excellent. These agencies maintain fund balances that are available to meet unexpected demands, with the Cities of Carpinteria, Goleta, Guadalupe and Lompoc on the leaner range to maintain roadways. The Districts have the financial and organizational resources needed to provide services to those areas. Since no changes to the Sphere of Influence are proposed for the other agencies, the current need for services will not change significantly.

The Executive Officer proposes an expansion of the Spheres of Influence for the Santa Ynez Community Services District and Santa Rita Hills Community Services District. The SYCSD has the financial and organizational resources needed to provide services to these areas. SRHCSD needs to become a functional Board again generate special assessments. Since no changes to the Sphere of Influence are proposed for the other 10 Special District, the current need for services will not change significantly.

4. THE EXISTENCE OF ANY SOCIAL OR ECONOMIC COMMUNITIES OF INTEREST IN THE AREA IF THE COMMISSION DETERMINES THAT THEY ARE RELEVANT TO THE AGENCY

For purposes of this review, a relevant “community of interest” is any group or entity in an unincorporated or incorporated area that shares common social or economic interests with an area served by an agency and that could be potentially annexed to that agency or added to that agency's Sphere of Influence.

The Sphere areas would rely on the nearest agency for customers and employees if commercial development occurs. Where residential development is proposed, the agency provides places for shopping and services for the people living in those areas. Areas to recreate, schools, places of worship and cultural events would also be available to the areas in the Sphere of Influence that include development. The agency may also gain sales and property tax advantages when these areas are annexed. The area residents also have an economic interest in the services provided as some agencies are funded through a portion of the one-percent property tax.

The Sphere areas would rely on the nearest agency for customers and employees if commercial development occurs. Where residential development is proposed, the agency provides places for shopping and services for the people living in those areas. Areas to recreate, schools, places of worship and cultural events would also be available to the areas in the Sphere of Influence that include development. The agency may also gain sales and property tax advantages when these areas are annexed. The area residents also have an economic interest in the services provided as the agencies are funded through a portion of the one-percent property tax.

5. THE PRESENT AND PROBABLE NEED FOR THOSE PUBLIC FACILITIES AND SERVICES OF ANY DISADVANTAGED UNINCORPORATED COMMUNITIES WITHIN THE EXISTING SPHERE OF INFLUENCE

Based on the criteria set forth by SB 244, staff's analysis indicates that the communities of Casmalia, Cuyama, New Cuyama, Sisquoc, Guadalupe, Garey, Devon, Tanglewood, Lompoc, portions of Goleta, Santa Maria, Santa Barbara, MTD, SM Airport, and Isla Vista were identified as qualifying as disadvantaged communities. As outlined in Chapters One and Three, the local agencies that qualify for disadvantaged are discussed in greater detail.

There are no DUCs within or contiguous to the agencies where SOI expansion is recommended.

RESOLUTION OF THE SANTA BARBARA LOCAL AGENCY FORMATION
COMMISSION MAKING DETERMINATIONS AND APPROVING THE 2023
COUNTYWIDE MUNICIPAL SERVICE REVIEW AND SPHERES OF INFLUENCE
FOR TRANSPORTATION, PARKING, STREET SWEEPING & BEAUTIFICATION,
LIGHTING, TRANSIT, AND AIRPORT SERVICES AGENCIES

WHEREAS, pursuant to Government Code Section 56425, 56427, and 56430, and the Commission's duly adopted Policies for Spheres of Influence determinations, the Commission has initiated and conducted the 2023 Countywide Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services and Sphere of Influence Review for 23 agencies: Goleta West Sanitary District, Isla Vista Community Services District, Mission Hills Community Services District, Santa Rita Hills Community Services District, Santa Ynez Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 3 (Goleta Valley), County Service Area 11 (Summerland & Carpinteria Area), County Service Area 41 (Rancho Santa Rita), Santa Maria Public Airport District, Santa Barbara Metropolitan Transit District, City of Buellton, City of Carpinteria, City of Goleta, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria, and City of Solvang ("service providers").

WHEREAS, the Commission is required to review and update, as necessary, adopted spheres of influence not less than every five years, and

WHEREAS, the Commission is directed to conduct a review of municipal services not later than the time it considers an action to establish or update a sphere of influence, and

WHEREAS, the Executive Officer has given the notices required by law and forwarded copies of his report to officers, persons and service providers as prescribed by law; and

WHEREAS, the public hearing for this matter was continued on December 14, 2023 to be and conducted at 1:00 p.m. on January 11, 2024; and

WHEREAS, at said hearings, this Commission heard and received all oral and written protests, objections, and evidence which were made, presented or filed, and all persons present were given the opportunity to hear and be heard in respect to any matter relating to said Sphere of Influence Update and Municipal Service Review for the Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services Agencies; and

NOW, THEREFORE, BE IT RESOLVED DETERMINED AND ORDERED by
the Commission as follows:

- (1) Finds this action is exempt from provisions of the California Environmental Quality Act, Public Resources Code section 21000 et seq. (CEQA) as *“information collection” under Section 15306 of the State CEQA Guidelines and based on the determination that this action does not have the potential for causing a significant effect on the environment (Section 15061(b)(3))*. Sections 15303 and 15319 of the State CEQA Guidelines;
- (2) Has considered all factors required to be considered by Government Code Section 56425(e) and 56430 and hereby adopts such determinations as set forth in the Public Review Draft of the Sphere of Influence Update and Municipal Service Review with said determinations being incorporated by reference herein as though set forth in full;
- (3) Adopts the Service Review Determinations, as shown on Exhibit L;
- (4) Adopts the Sphere of Influence Determinations, as shown on Exhibit M;
- (5) Adopts the 2023 Municipal Service Reviews for all 23 Special Districts and Cities providing Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services in Santa Barbara County;
- (6) Adopts the updates to the Spheres of Influence (Exhibit A thru L), for the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Santa Ynez Community Services District, Santa Rita Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts;
- (7) Reaffirms the current Spheres of Influence of the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts, as shown on Exhibits A, B, C, E, F, G, H, I, J, K and;
- (8) Amends the Sphere of Influence of the Santa Ynez Community Services District to include Study Area #3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas not currently within the boundary of the agency, as shown on Exhibit D.

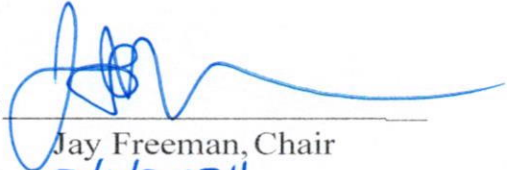
This resolution is hereby adopted this 11th day of January, 2024 in Santa Barbara, California.

AYES: Commissioner Freeman, Geyer, Osborne, Patino, Stark, and Hartmann

NOES: None

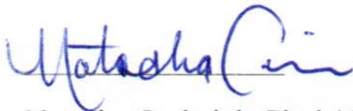
ABSTAIN: None

Santa Barbara County Local Agency
Formation Commission

By: 
Jay Freeman, Chair

Date: 2/1/2024

ATTEST:



Natasha Carbajal, Clerk/Analyst
Santa Barbara County
Local Agency Formation Commission