THOUSAND OAKS CITY COUNCIL

Supplemental Information Packet

L. Lawrence

Agenda Related Items - Meeting of July 14, 2015
Supplemental Packet Date: July 14, 2015

Supplemental Information:

Any agenda related public documents received and distributed to a majority of the City Council after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed, typically a minimum of two—one available on the Thursday preceding the City Council meeting and the second on Tuesday at the meeting. The Thursday Supplemental Packet is available for public inspection in the City Clerk Department, 2100 E. Thousand Oaks Boulevard, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2) Both the Thursday and Tuesday Supplemental Packets are available for public review at the City Council meeting in the City Council Chambers, 2100 E. Thousand Oaks Boulevard.

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City of Thousand Oaks

Public Works Department

MEMORANDUM

2100 Thousand Oaks Boulevard • Thousand Oaks, CA 91362
Phone 805/449.2400 • Fax 805/449.2475 • www.toaks.org

TO: Scott Mitnick, City Manager

FROM: Jay T. Spurgin, Public Works Director

DATE: July 14, 2015

SUBJECT: **Agenda Item 7.S. – Gold Coast Transit District Sphere of Influence**

Attached is the staff report from LAFCo for the July 15, 2015 Commission Meeting.

The cities of Santa Paula, Simi Valley, Moorpark, and Camarillo have taken positions to support sphere of influence Option 2, Gold Coast's current service area (comment letters attached). The Fillmore City Council is scheduled to act on this matter tonight (draft comment letter attached).

Ginger Gherardi, retired VCTC Executive Director, has also submitted a comment letter to LAFCo (attached).

Jay T. Spurgin
Public Works Director

Attachments
LAFCo July 15, 2015 Staff Report – Gold Coast Transit District
Comment Letters

DPW:\940-40\jds\Council\2015\071415 Gold Coast Sphere of Influence Supp Rpt.doc

2015 JUL 14 PM 4:51
CITY CLERK DEPARTMENT
CITY OF THOUSAND OAKS

TO COUNCIL 7-14-2015
AGENDA ITEM NO. 7.S.
MEETING DATE 7-14-2015

ACCREDITED AGENCY

VENTURA LOCAL AGENCY FORMATION COMMISSION
STAFF REPORT

Meeting Date: July 15, 2015

Agenda Item 9

TO: LAFCo Commissioners

FROM: Andrea Ozdy, Analyst Andrea Ozdy

SUBJECT: Gold Coast Transit District
- Municipal Service Review Report
- Determination of Sphere of Influence (LAFCo 15-09S)

Recommendations:

A. Regarding the Municipal Service Review for the Gold Coast Transit District, it is recommended that the Commission take the following recommended actions:
   1. Accept the Municipal Service Review report prepared for the Gold Coast Transit District (with any modifications made by the Commission at the public hearing), authorize the Executive Officer to make any necessary non-substantive changes to the report, and direct staff to prepare and distribute a final Gold Coast Transit District Municipal Service Review report to all affected local agencies.
   2. Adopt a Resolution (Attachment 2) making findings that acceptance of the Gold Coast Transit District Municipal Service Review report is exempt from the California Environmental Quality Act (CEQA) pursuant to § 15061(b)(3) of the CEQA Guidelines, and approving statements of determinations as required under Government Code § 56430.

B. Regarding the determination of the sphere of influence for the Gold Coast Transit District, it is recommended that the Commission take one of the following recommended actions:
   1. Adopt Resolution LAFCo 15-09S (Attachment 3) making findings that the determination of the Gold Coast Transit District sphere of influence is exempt from CEQA pursuant to § 15061(b)(3) of the CEQA Guidelines, determining the sphere of influence (to encompass all of Ventura County, "Option 1") subject to Government Code § 56426.5(b), and making written statements of its determinations pursuant to Government Code § 56425(e).
   2. Adopt Resolution LAFCo 15-09S (Attachment 4) making findings that the determination of the Gold Coast Transit District sphere of influence is exempt from CEQA pursuant to § 15061(b)(3) of the CEQA Guidelines, determining the sphere of influence (to encompass the Gold Coast Transit District's current service area only, "Option 2") subject to Government Code § 56426.5(b), and making written statements of its determinations pursuant to Government Code § 56425(e).

COMMISSIONERS AND STAFF

COUNTY:	CITY:	DISTRICT:	PUBLIC:
Linda Parks	Carl Morehouse, Vice Chair	Bruce Dandy	Lou Cunningham, Chair
John Zaragoza	Janice Parvin	Elaine Freeman	
Alternate:	*Alternate:*	*Alternate:*	*Alternate:*
Steve Bennett	Carmen Ramirez	Mary Anne Rooney	Vacant
Executive Officer	**Analyst**	**Office Manager/Clerk**	**Legal Counsel**
Kai Luoma, AICP	Andrea Ozdy	Richelle Beltran	Michael Walker

Background:

The Gold Coast Transit District (GCTD) is a dependent special district that was formed on October 13, 2013, when Governor Jerry Brown signed Assembly Bill 664 into law to "develop, provide, operate, and administer public transportation and to protect the public interest, health, and welfare" (Public Utilities Code § 107000 et seq.). The effective date of the formation was July 1, 2014. The District's mission is "to provide safe, responsive, convenient, efficient, and environmentally responsible public transportation that serves the diverse needs of our community". Its service area includes all unincorporated areas of Ventura County, as well as the cities of Ojai, San Buenaventura, Oxnard, and Port Hueneme. Prior to the formation of the District, the District operated as Gold Coast Transit under a Joint Powers Agreement with the County of Ventura and the four cities listed above.

Discussion:

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code § 56000 et seq., known as LAFCo law) mandates that LAFCo determine the sphere of influence for any newly formed district within one year of the effective date of the formation [Government Code § 56426.5(b)]. LAFCo law defines a sphere of influence as the probable physical boundary and service area of a local agency (Government Code § 56076). A sphere of influence was not determined for the GCTD when it was formed by legislation.

In order for LAFCo to determine an agency's sphere of influence, it must conduct a municipal service review (MSR) [Government Code § 56430(e)]. Every five years thereafter, the Commission must, as necessary, review and update the sphere of influence [Government Code § 56425(g)].

MSR Report

In February 2015, LAFCo staff consulted with the GCTD staff to discuss the District's services, plans for future changes in service, and LAFCo's authority over the boundaries of the district's service area and sphere of influence. The draft MSR for the GCTD was prepared with the assistance and collaboration of GCTD staff. The final draft of the MSR has been reviewed by GCTD staff. Pursuant to LAFCo law, the MSR process requires that the Commission prepare written determinations with respect to the factors identified in Government Code § 56430(a).

The draft MSR includes analysis to support the recommended written determinations, as well as draft language for the written determinations. A summary of the recommended written determinations included in the MSR is provided below; however the full discussion is contained in the MSR (Attachment 1). If the Commission makes any changes to the draft MSR or written determinations, it is recommended that the Commission incorporate those changes into its action as well as the resolution accepting the MSR.

Written Determinations:

1. ***Growth and population projections for the affected area.***

   According to the State Department of Finance, as of January 1, 2014, the GCTD's service area was estimated to have a population of 439,912. By 2020, the area currently served by the GCTD is expected to grow by approximately 25,000 people, or about 5.6%. This growth rate over five years equates to an estimated average annual growth rate of about 1%.

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

   According to Ventura LAFCo Commissioner's Handbook Section 3.2.5, Ventura LAFCo has identified the communities of Nyeland Acres (located north of the City of Oxnard) and Saticoy (located east of the City of San Buenaventura) as the two unincorporated communities in Ventura County that qualify to be disadvantaged unincorporated communities. As the GCTD's service area includes all unincorporated areas of Ventura County, and it provides fixed-route service to both the communities of Nyeland Acres and Saticoy, the GCTD's sphere of influence would logically include both of these communities.

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

   The GCTD operates a fleet of 54 fixed-route buses (running 21 service routes) and 24 paratransit buses and vans, and employs 193 staff. The GCTD's new *Administration and Operations Facility* will be sized to accommodate increased frequency of existing service routes and possibly the addition of new routes, as well as an increase in the number of employees. The GCTD principal act provides a mechanism for non-member cities (i.e., Fillmore, Santa Paula, Simi Valley, Moorpark, Thousand Oaks, and Camarillo) to join the District in the future. District staff does not anticipate expansion of the service area to include any of the non-member cities.

4. ***Financial ability of agencies to provide services.***

   The adopted GCTD Operating Budget for FY2015-16 is $22,096,000. Revenue sources include Local Transportation Fund revenues, federal funding, and passenger fares. Most of the GCTD's operating expenses are for operation of fixed-route service. The GCTD provides transit services directly, and paratransit services indirectly by contract with MV Transportation. Based on a review of the adopted FY2015-16 budget, it appears that

the GCTD has the financial ability to provide a full range of transit and paratransit services.

5. ***Status of, and opportunities for, shared facilities.***

   The Ojai Trolley and Ventura County Transportation Commission Transit have historically provided public transit service within both unincorporated and incorporated Ventura County. These services include areas of overlap with the GCTD's current service area. In 2013, the cities of Simi Valley, Moorpark, Thousand Oaks, and Camarillo, and the County of Ventura formed the East County Transit Alliance (ECTA) in order to enhance transit service and improve coordination amongst systems. In 2014, LAFCo authorized CSA 4 to provide transportation services (e.g., the Kanan Shuttle) within the unincorporated area of Oak Park. In 2015, VCTC began operation of the Valley Express, which provides public transit service in and between the Santa Paula, Fillmore, and Piru areas of Ventura County. All of the transit services listed above provide public transit services within either the GCTD's service area or other areas of Ventura County. The GCTD may wish to consider exploring opportunities, where available and if necessary, to combine and/or coordinate service efforts with other agencies for the transit services described above.

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

   The GCTD is accountable through an appointed legislative body, adherence to applicable government code sections, open and accessible Board of Directors meetings, public dissemination of information, encouragement of public participation, and maintenance of a website. The GCTD achieves operational efficiencies by way of contract for paratransit services. Additionally, the planned relocation of the District headquarters to the new *Administration and Operations Facility* will provide opportunities for additional employees and vehicles, resulting in an improved level of service to the District's customers.

7. ***Any other matter related to effective and efficient service delivery, as required by commission policy.***

   No other matters were identified.

Sphere of Influence Boundary

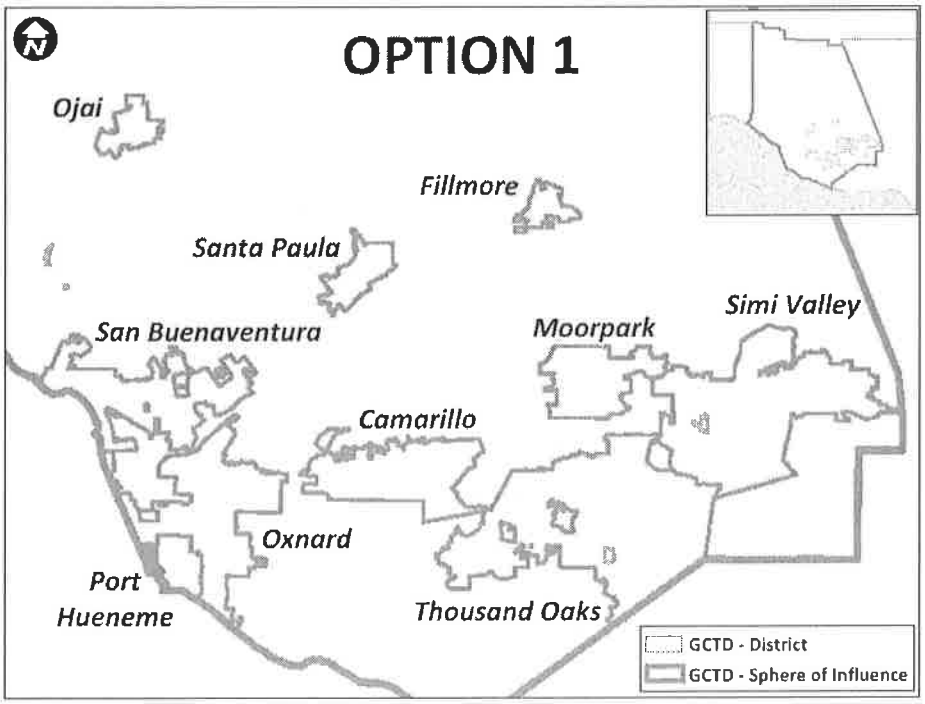
Pursuant to LAFCo law, in determining a sphere of influence of an agency, the Commission shall prepare written determinations with respect to the factors identified in Government Code § 56425(e).

As described above, the GCTD's boundary includes all unincorporated areas of Ventura County, and the cities of Ojai, San Buenaventura, Oxnard, and Port Hueneme. The GCTD was formed through legislation, with provisions in place to accommodate potential expansion of the District into the jurisdictions of any of the currently non-member cities within the County (i.e., Santa Paula, Fillmore, Camarillo, Thousand Oaks, Moorpark, and Simi Valley), upon approval by (1) the City Council of the non-member city that is requesting to become a member of the District, (2) the GCTD Board of Directors, and (3) LAFCo.

Staff has identified two sphere of influence options for the GCTD for the Commission's consideration:

Option 1:

The sphere of influence provided in Option 1 would include all of Ventura County:

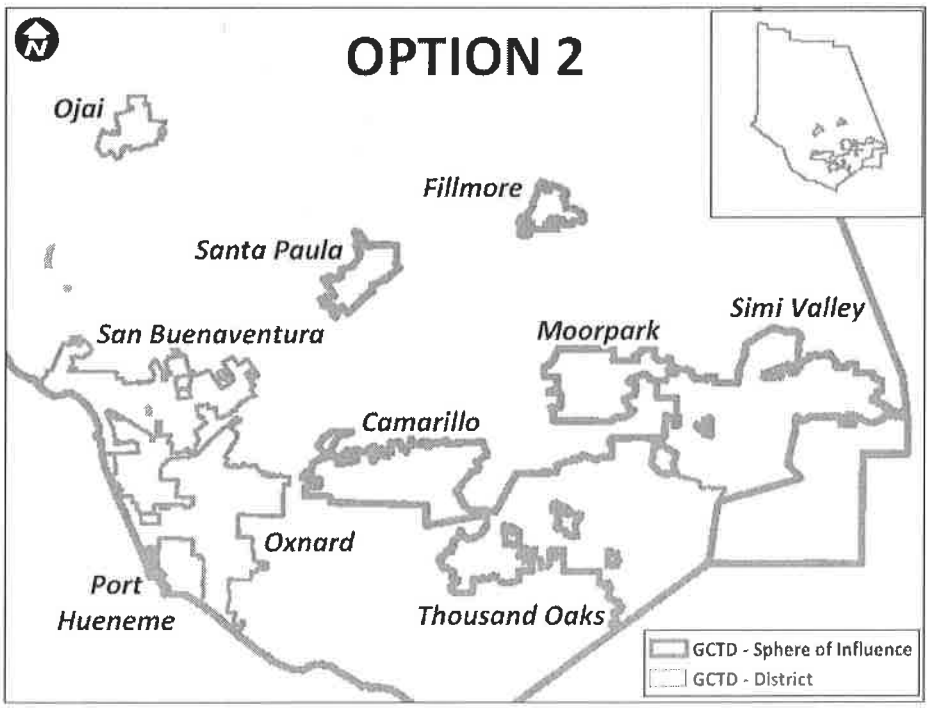


Option 1 is conceptually similar to the LAFCo-established spheres of influence of several other special districts, which encompass all areas of the County despite providing service to only portions of the County. These districts include the Ventura County Fire Protection District (which provides fire protection and paramedic services for unincorporated Ventura County, and all cities except for Fillmore, Santa Paula, San Buenaventura, and Oxnard), the Ventura County Resource Conservation District (which provides soil and water conservation services in

unincorporated County areas only), Ventura County Service Area No. 14 (which provides street lighting and street sweeping services to developed unincorporated areas), and Ventura County Service Area No. 32 (which monitors and regulates individual sewage disposal systems in all areas outside cities and sanitation districts). Establishment of a countywide sphere of influence for the GCTD would enable annexations to cities (and related detachments from the District) to occur without the need to simultaneously amend the District's sphere of influence.

Option 2:

The sphere of influence provided in Option 2 would be coterminous with the District's current service area (i.e., unincorporated Ventura County, and the cities of Ojai, San Buenaventura, Oxnard, and Port Hueneme):



The GCTD does not have plans to expand service into the six cities that are not served by it. Like Option 1, Option 2 would allow the opportunity for additional member cities to be included within the District, upon approval by: (1) the City Council of the city that is requesting to become a member of the District, (2) the GCTD Board of Directors, and (3) LAFCo. Unlike Option 1, Option 2 would also require an amendment to the GCTD's sphere of influence to include the city requesting annexation to the District.

In addition, under Option 2, every proposal to annex territory to the cities of Fillmore, Santa Paula, Simi Valley, Moorpark, Thousand Oaks, or Camarillo would be required to be accompanied by a concurrent request to amend the GCTD sphere to exclude the area to be annexed to the city. This would likely add time and expense to the processing of future annexation proposals (including a LAFCo application deposit of $2,750), and would necessitate more frequent maintenance of the official LAFCo map for the GCTD.

Written Determinations:

It is recommended that the Commission consider the following draft written statements of its determinations with respect to each of the required factors identified in Government Code § 56425(e), and determine a sphere of influence boundary that encompasses either the entire County area (Option 1) (Exhibit A of Attachment 3), or the District's service area only (Option 2) (Exhibit A of Attachment 4). If the Commission makes changes to the recommended sphere of influence options, or written determinations regarding the sphere of influence, that are not addressed through approval of either Option 1 or Option 2, it is recommended that the Commission incorporate those changes into its action as well as the resolution determining the sphere of influence. The following recommended determinations would apply to either Option 1 or Option 2.

1. ***The present and planned land uses in the area, including agricultural and open-space lands.***

   Within its incorporated and unincorporated areas, Ventura County contains residential, commercial, industrial, institutional, parks, open space, and agricultural uses and development. The District's provision of public transit services will not result in any impacts on the present and planned land uses within its service area, new development, changes in land use, or impacts to agricultural and open space lands.

2. ***The present and probable need for public facilities and services in the area.***

   The GCTD currently operates a fleet of 54 fixed-route buses (running 21 service routes) and 24 paratransit buses and vans, and employs 193 staff. Its existing ridership consists of approximately 3.96 million passenger boardings annually, which is anticipated to increase by approximately 3% on average over the next several years. The GCTD's relocation to a new facility in Oxnard will allow for additional vehicles and employees, thereby allowing the District to provide expanded service in the form of increased frequency on existing routes and possibly additional routes within the current service area.

3. ***The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.***

   The GCTD currently operates a fleet of 54 fixed-route buses (running 21 service routes) and 24 paratransit buses and vans, and employs 193 staff. The GCTD currently provides the maximum amount of transit and paratransit service given the constraints of its current facility. Relocation to its new facility in 2017 will enable the District to provide improved and expanded service within its current and anticipated service area.

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.***

   The District's service area includes the communities of Nyeland Acres and Saticoy, both of which have been identified by the Commission as being disadvantaged unincorporated communities. A sphere of influence that includes the District's current service area would include these communities and would not affect the level of service that is currently provided to them. Staff did not identify any other communities of interest.

5. ***For an update of a sphere of influence of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection. . . the present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere of influence.***

   The GCTD provides transit and paratransit services only. It does not provide public facilities or services related to sewers, water, or fire protection. Therefore, Government Code § 56425(e)(5) does not apply to the proposed sphere update.

The recommended written determinations are included in Attachment 3 (if the Commission approves Option 1) and in Attachment 4 (if the Commission approves Option 2).

CEQA:

The acceptance of a MSR and the determination of a sphere of influence for the GCTD must comply with CEQA. The Ventura LAFCo is the lead agency under CEQA for the acceptance of the MSR and the determination of the sphere of influence.

A project is defined in Public Resources Code § 21065, in part, as "an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment". Although the Commission's actions are subject to CEQA, it is recommended that the Commission find that the actions (as recommended) are exempt from

CEQA pursuant to § 15061(b)(3) of the CEQA Guidelines, because "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 Commission's acceptance of the MSR and determination of the sphere of influence would not alter the District's current operations or service area specified in its principal act. It would not have the possibility to affect future growth patterns, land use, or regulations in a way that would impact the environment. Therefore, staff recommends that the Commission determine that the acceptance of the MSR and the determination of the sphere of influence are exempt from CEQA. The recommended resolutions relating to the MSR (Attachment 2) and the determination of the sphere of influence for Option 1 (Attachment 3) and Option 2 (Attachment 4) each contain a finding that the action is exempt from CEQA pursuant to § 15061(b)(3) of the CEQA Guidelines.

Notice of Public Hearing:

This matter has been noticed as a public hearing pursuant to Government Code § 56427. Additionally, all affected local agencies have been notified of the public hearing.

Public Comments:

The Ventura County Transportation Department provided suggested edits to the draft MSR in order to: (1) clarify the service area of the ECTA, and (2) update the population projections for the City of Thousand Oaks to reflect proposed figures to be included in the pending *2018-2040 RTP/SCS*. Staff modified the draft MSR to include ECTA service clarifications, and incorporated population projections from the adopted *2012-2035 RTP/SCS*.

In addition, LAFCo staff has been in communication with the cities that are not members of the GCTD, through inquiries from several cities and contact by LAFCo staff. Inquiries included requests for additional information regarding the process for determining a sphere of influence. City of Thousand Oaks staff expressed concern that a GCTD sphere of influence that includes the City would not be in the City's interest. Public Works Department staff from the City of Thousand Oaks provided information regarding the ECTA Memorandum of Understanding, which established "cooperative and coordinated transit services in eastern Ventura County" within the cities of Simi Valley, Moorpark, Thousand Oaks, and Camarillo. The members of the ECTA are not member cities of the GCTD.

Staff provided copies of the draft MSR to the County and all Ventura County cities, and anticipates that the Commission will receive comments from the City Councils of one or more of the cities that are not members of the District.

Preparation of a Final MSR Report:

If the Commission accepts the MSR, LAFCo staff will prepare a final MSR report that reflects any modifications made by the Commission, as well as any non-substantive changes made by the Executive Officer (e.g., correction of typographical errors).

Attachments:

1. Municipal Service Review Report for the GCTD
2. Resolution for Acceptance of Municipal Service Review Report for the GCTD
3. Resolution LAFCo 15-09S for Determination of GCTD Sphere of Influence (Option 1)
4. Resolution LAFCo 15-09S for Determination of GCTD Sphere of Influence (Option 2)

LAFCo makes every effort to offer legible map files with the online and printed versions of our reports; however, occasionally the need to reduce oversize original maps and/or other technological/software factors can compromise readability. Original maps are available for viewing at the LAFCo office by request.

"Citrus Capital of the World"

City of Santa Paula

970 Ventura Street • Santa Paula, California • Mailing Address: P.O. Box 569 • 93061 • Phone: (805) 525-4478 • Fax: (805) 525-6278

July 10, 2015

Mr. Kai Luoma
Ventura LAFCo
800 S. Victoria Ave
Ventura, CA 93009-1850

RE: Draft Municipal Service Review Gold Coast Transit District

Dear Mr. Luoma:

The City of Santa Paula understands that the Ventura LAFCo will be holding a hearing on the required Municipal Service review for the Gold Coast Transit District (GCTD), after its first year of operation on July 15, 2015.

After careful review of the draft report, the City of Santa Paula would like to formally provide the following comments and suggestions as it relates to our local Valley Express transit services.

First, please note that there is an inaccurate description of the Valley Express service on Page 7 of the draft report that needs to be corrected to better reflect the transit service in our community. The Valley Express does not provide service between Santa Paula and Fillmore/Piru. Instead, the Valley Express is comprised of rural circulators which work within the City of Santa Paula and the City of Fillmore, in conjunction with the General Public/ ADA Dial-a-Ride that operate in those respective cities and the surrounding unincorporated area. The only connection between the services is via the VISTA 126 buses that travel between cities.

Secondly, the draft report correctly states that it is unlikely the four cities in the East County Transit Alliance, specifically, Simi Valley, Moorpark, Thousand Oaks or Camarillo or the cities of Santa Paula and Fillmore will seek to become members of the Gold Coast Transit District at any time in the foreseeable future. However, Written Determination #5 on Page 14 of the report without reasonable explanation, encourages GCTD to explore opportunities, where available and if necessary, to combine and/or coordinate service efforts with the agencies referenced above for those local transit services.

Lastly, the draft report indicates that LAFCo staff does not appear to recognize that the Valley Express transit services are rural transportation services which fall under differing federal funding and state regulations with respect to subsidies and farebox requirements. To join an agency such as GCTD would result in a financial loss to the City of Santa Paula and less transit services for our residents, an altogether undesirable outcome. As you are aware, the City of Ojai is in a similar situation. While they are members of GCTD, the only service provided to them through GCTD is an intercity route connecting the City of Ventura to Ojai, similar to existing service provided by the 126 VISTA Line which connects Ventura, Santa Paula, Fillmore and Piru. In order to meet their local needs, the City of Ojai has to run a completely separate rural transit service, called the Ojai Trolley, a city circulator bus, to comply with rural federal and state rules, apart from the Gold Coast Transit District.

On behalf of the City of Santa Paula, we, respectfully request, that Written Determination #5 of the draft report be removed in its entirety or significantly modified to encourage GCTD to continue to work with other transit service providers to enhance service and improve coordination among transit systems.

Sincerely,

John T. Procter,
Mayor

CITY OF SIMI VALLEY

Home of The Ronald Reagan Presidential Library

July 14, 2015

Kai Luoma, Executive Officer
Ventura LAFCo
800 S. Victoria Avenue
Ventura, CA 93009-1850

Re: LAFCo Public Hearing Item 15-09S – Determination of a Sphere of Influence for the Gold Coast Transit District

Dear Mr. Luoma:

Please accept the City of Simi Valley's comments regarding Public Hearing Item 15-09S. As you know the City of Simi Valley operates a transit system serving Simi Valley, unincorporated portions of the east county, and a portion of the west San Fernando Valley. The City is also a member of the East County Transit Alliance and anticipates opening an intercity ADA Paratransit service serving Simi Valley, Moorpark, Thousand Oaks, and unincorporated areas in east Ventura County in August 2015.

We feel that the Public Utility Code Sections 107000-107025 establishing the Gold Coast Transit District are quite clear regarding the District's jurisdiction and operational area, as well as the process for non-member cities to become part of the District if they so desire in the future. Therefore we are requesting that the District's Sphere of Influence be limited to the areas outlined in the Public Utilities Code until such time a non-member city elects to join the District and is approved by the District as a member.

We also understand that the Commission is required to perform a Municipal Service Review as part of its due diligence in determining the District's Sphere of Influence. We request that the following language be incorporated into the Municipal Service Review Report where appropriate to ensure all transit services in the region are adequately discussed:

- East County Transit Alliance: The cities of Simi Valley and Camarillo each operate their own public transit systems and include the unincorporated county areas as appropriate adjacent to their cities. Additionally the city of Thousand Oaks provides transit services for themselves, the city of Moorpark, and the unincorporated county areas adjacent to Thousand Oaks and Moorpark, and the Oak Park area. These five entities (the cities of Simi Valley, Moorpark, Thousand Oaks, and Camarillo and the County of Ventura) formed the East County Transit Alliance (ECTA) through a Memorandum of Agreement in 2013 in order to enhance intercity transit service and improve coordination amongst systems.

- The Gold Coast Transit District does not anticipate that the cities of Simi Valley, Moorpark, Thousand Oaks, Camarillo, Santa Paula or Fillmore, will seek to become members of the Gold Coast Transit District within the foreseeable future.

Thank you in advance for your consideration of our comments and we look forward to working with you on this issue.

Sincerely,

Robert O. Huber
Mayor

cc: City Council
City Manager
City Attorney
City of Moorpark
City of Thousand Oaks
City of Camarillo
County of Ventura

CITY OF MOORPARK

CITY MANAGER'S OFFICE | 799 Moorpark Avenue, Moorpark, California 93021
Main City Phone Number (805) 517-6200 | Fax (805) 532-2528 | moorpark@moorparkca.gov

July 9, 2015

Ventura LAFCo
Attn: Kai Luoma, Executive Officer
800 S. Victoria Ave.
Ventura, CA 93009-1850

Subject: LAFCo 15-09S Determination of a Sphere of Influence for the Gold Coast Transit District

Dear Mr. Luoma:

The City of Moorpark (City) is aware that on July 15, 2015, the Ventura Local Agency Formation Commission (LAFCo) will consider determining a Sphere of Influence (SOI) for the Gold Coast Transit District (Gold Coast), which currently serves its member agencies of the Cities of Ojai, Oxnard, Port Hueneme, and San Buenaventura (Ventura) as well as the County of Ventura's unincorporated areas surrounding the member cities. Recommendation B.1 of on Agenda Item 9 of the July 15, 2015 LAFCo staff report includes the determination that Gold Coast SOI would "...encompass all of Ventura County, "Option 1"..." The City is concerned that the determination that Gold Coast's SOI should be all of Ventura County is too broad and could give the impression that Gold Coast is expected to provide transit services to all areas in Ventura County, despite the fact that a number of non-member municipalities provide transit services themselves.

As you are aware, the legislation establishing Gold Coast's district provides specific requirements for nonmember agencies to join Gold Coast. Specifically, PUC Section 107006 states that another city "...may join as a member of the district upon approval by its city council of a resolution approving the city's joining as a member and a resolution of the district's board approving the joining of the new member." In addition, PUC Section 107016(a) states that for Gold Coast to serve a nonmember's area, Gold Coast must receive "...the prior approval of the nonmember city having jurisdiction of the territory to be served." The legislation makes it clear that as initially established, Gold Coast's service area was intended to be only its member agencies.

On July 1, 2015, the Moorpark City Council took action to oppose the expansion of the Gold Coast SOI boundaries beyond its current service area. Granting Gold Coast a SOI greater than its current service area would treat them more favorably than cities. As you know, LAFCo does not permit a city to expand its SOI until the City has approved a specific plan for developing that area and simultaneously files for annexation. Based on LAFCo's staff report, the City requests that the LAFCo Commission approve B.2., "Option 2", determining that Gold Coast's SOI, "...encompass the Gold Coast Transit District's current service area only..."

JANICE S. PARVIN, Mayor | ROSEANN MIKOS, Ph.D., Councilmember | KEITH F. MILLHOUSE, Councilmember | DAVID POLLOCK, Councilmember | MARK VAN DAM, Councilmember

The City would like to thank LAFCo for taking the City's concerns into consideration when establishing Gold Coast's SOI. If you have any questions regarding the City's comments or concerns, please feel free to contact me at 805-517-6212 or skueny@moorparkca.gov.

Sincerely,

Steven Kueny

Steven Kueny
City Manager

C: Honorable City Council
LAFCo Commissioners
LAFCo Alternate Commissioners
LAFCo Analyst
City Engineer/Public Works Director
Community Development Director
Public Works Senior Management Analyst

City of Camarillo

601 Carmen Drive • P.O. Box 248 • Camarillo, CA 93011-0248

Office of the City Council
(805) 388-5307
FAX (805) 388-5318

July 15, 2015

Kai Luoma, Executive Director
Ventura LAFCo
800 S. Victoria Avenue
Ventura, CA 93009-1850

Re: Proposed Sphere of Influence for Gold Coast Transit District

Dear Mr. Luoma:

The City of Camarillo strongly objects to Ventura LAFCo's recommended alternative B(1), to determine a Sphere of Influence for Gold Coast Transit District (GCTD) to encompass all of Ventura County, including areas that are not in its current service area. We, however, support recommended alternative B(2), which would better recognize and respect the current service areas for all cities not currently served by GCTD.

On September 11, 2013, the City of Camarillo entered into a Memorandum of Understanding (MOU) with the cities of Moorpark, Simi Valley, Thousand Oaks, and the County of Ventura to form the East County Transit Alliance (ECTA) for the primary purpose of enhancing transit service in the East County. East County cities have long enjoyed transit autonomy. As such, these cities decided to organize themselves under an MOU, rather than as a District, so that while cooperating to improve regional transit service, each city could determine the best use of its Local Transportation Fund (LTF) monies to provide transit services tailored to the needs of its respective population.

The expansion of the Sphere of Influence to include the East County cities and the cities of Santa Paula and Fillmore implies that service in these cities is somehow inefficient and inadequate. This has not been proven in the Municipal Service Reviews (MSRs) for these cities. Adoption of recommended alternative B(1) also signals that LAFCo intends that GCTD expand its service to the cities not served by GCTD. We believe such an intent is untimely, as neither GCTD staff, nor non-District member city leadership anticipate expansion of GCTD services into currently autonomous service areas.

For these reasons, the City of Camarillo strongly requests the Board adopt recommendation B(2), determining the Sphere of Influence to encompass GCTD's current service area only.

Sincerely,

Bill Little
Mayor

DRAFT

July 15, 2015

Honorable Chair & Boardmembers
Ventura LAFCo
800 S. Victoria Avenue
Ventura, CA 93009-1850

RE: PROPOSED GOLD COAST TRANSIT DISTRICT SPHERE OF INFLUENCE

Dear Honorable Chair & Boardmembers:

City of Fillmore objects to establishing the Gold Coast Transit District (GCTD) Sphere of Influence that encompasses all of Ventura County. Instead the City urges the Ventura Local Area Formation Commission (LAFCo) Board of Directors to establish a Sphere of Influence which is consistent with the current GCTD service area for the following reasons:

1. Fillmore, Santa Paula and Ventura County provide transit services, in their areas via the Valley Express.

2. Ventura County Transportation Commission (VCTC) currently provides transit services to the Heritage Valley area.

3. A GCTD Sphere of Influence which includes all of Ventura County would be overlapping and redundant with other agencies currently providing transit services.

This was reviewed and approved by City Council at its July 14, 2015 City Council meeting. Should you have any questions and/or comments, please contact City Manager David Rowlands at either drowlands@ci.fillmore.ca.us or (805) 524-1500.

Thank you for your consideration,

Sincerely,

Douglas Tucker
Mayor

cc: City Council
City Manager

1183 Los Robles Dr
Santa Paula, CA 93060
July 13, 2015

Ventura County LAFCo
Attn: Mr. Kai Luoma, Executive Director
800 South Victoria Ave.
Ventura, CA 93009-1850

Subject: LAFCo Public Hearing Item 15—09S – Determination of a Sphere of Influence for the Gold Coast Transit District

Dear ~~Mr.~~ Kai Luoma:

It is my understanding that the Ventura County Local Agency Formation Commission (LAFCo) will consider determining a Sphere of Influence (SOI) for the Gold Coast Transit District which was created by Public Utilities Code 107000-107025 and which provides the details of the District's organization and purpose. The boundaries of the District are the cities of Oxnard, San Buenaventura, Port Hueneme, Ojai and the unincorporated areas of the County. The cities of Simi Valley, Thousand Oaks, Moorpark, Camarillo, Fillmore and Santa Paula are not part of the District, however, the enabling legislation specifies that they may join the District if they, and Gold Coast, so desire at some point in the future.

I understand the LAFCo is required to perform a Municipal Service Review as part of its due diligence. However, as the former Executive Director of the Ventura County Transportation Commission, now retired, with many years of experience in transportation planning, I believe that the responsibility for determining any change in the boundary of the Gold Coast District rests with the Ventura County Transportation Commission, not LAFCo. I realize that Gold Coast is the first transit district in Ventura County and there may be some confusion as to who has jurisdiction over any changes in boundaries, perhaps on my part, as well.

In particular, I would like to draw your attention to the California Public Utilities Code Sections 130000-130455, which clearly divests planning, policy and boundary decisions related to transportation services with the appropriate County Transportation Commission, in this case, the Ventura County Transportation Commission (130051.1). In particular, Section 130250 states "The Commission shall coordinate the operation of all public transportation services within the county so as to achieve efficient operation thereof and shall resolve all jurisdictional disputes between public transit operators." In addition to the above sections, I refer you to Article 5 – Relationships between operators which again rests jurisdiction with the county transportation commissions.

I see nothing in the enabling legislation that specifically created the Gold Coast Transit District – and there have been other transit districts formed throughout the state – that in any way usurps the responsibilities or authority of transportation planning agencies throughout California, which is specified in both statute and administrative code. I think this matter needs to be clarified or resolved before any action is taken by LAFCo to adjust or recommend the adjustment of any boundary within the Gold Coast Transit District. It is clear to me that the legislation creating the District made it possible for the District to be expanded, upon the request of the cities involved and with the concurrence of the Gold Coast Transit District. Should such a

request happen at some time in the distant future, I believe the cities and municipal transit operators in Ventura County should clearly know which agency, LAFCo or the County Transportation Commission, created specifically to deal with all Ventura County transportation issues, has the statutory authority to make a decision on such a revision?

Before LAFCo takes any action or seeks to change the status quo, specifically designated in the enabling legislation, I sincerely request that you seek guidance from County Counsel and/or the State Attorney General on this issue. It is my belief that while legislation was passed to create a new transit district in Ventura County, there was no intention or authority in the enabling legislation to overturn all state law contained in the State Transportation Development Act pertaining to responsibilities of transportation planning agencies throughout the state of California, including Ventura County, with respect to transit agencies/district boundaries, transportation planning and coordination and, as such, LAFCo has no expertise or jurisdiction on this issue. I am quite certain that both County Counsel and the County Public Works Agency have copies of all the pertinent codes and statutes.

Thank you for your consideration of this matter. Please feel free to contact me if you have any questions.

Sincerely,

Ginger

Ginger Gherardi
VCTC Executive Director, Retired

From: Iqbal Quidwai <i.quidwai@gmail.com>
To: CityClerk <cityclerk@toaks.org>, Joel Price <jprice@toaks.org>
CC: Rob McCoy <rob@robmccoyforcouncil.com>, Albert Adam work <albertsadam@gm...
Date: 7/14/2015 10:40 AM
Subject: Mickey Mouse money consent calendar today 7k special interest Kosmont Co
Attachments: IMG_4236.JPG; Part.002; IMG_4237.JPG; Part.004; IMG_4238.JPG; Part.006

Mickey Mouse money consent calendar today 7k special interest Kosmont Co
Why does the consent calendar have 28 items on it ?? why is the grand jury report answer not a department report ??when are the un-American minutes going to be changed? I showed a copy of the hundred thousand dollar strategic study plan from 2005 ; not one word was said from the Dias about to study ! how about analyzing it's predictions and see where we went right and where we went wrong before spending another hundred thousand dollars !!! how about reviving the budget – task force report that gave 20 findings ; address conditions and I have them right here.
Number 7 aa city manager Dictatorial authority ?? why do we need a summer hiatus ?? this is not Jacqui's .Assembly that you have to be in Sacramento or Julia's Washington DC that you need to be back with your constituents in the summer
You know when the cat is gone the mice will play and do they play my friends! Lol!!
7 W. When I proposed-that the concil meeting should be saved on the Internet There was laughter ; I was called a spendthrift now everybody loves it!! Yet to spend $65,000 on the server !!! Give me a break who's making money here!!!
H. $110,000 for Legal research contract what us five staff members in the legal department for? Are we getting the really straight? How about joining forces with the neighboring cities to get a better rate? Well you won't do it because this taxpayer money is Mickey Mouse money!!

2015 JUL 14 AM 11:13
CITY CLERK DEPARTMENT
CITY OF THOUSAND OAKS

TO COUNCIL 7-14-15
AGENDA ITEM NO. Consent Calendar
MEETING DATE 7-14-15

City of Thousand Oaks
Financial Strategic Plan

Submitted By:

The Davis Company
555 University Avenue, Suite 116
Sacramento, California 95825

February 8, 2005

TO: City Council

FROM: Robert L. Wilson, Mayor

DATE: May 11, 2004

SUBJECT: **Financial Strategic Plan Supplemental Report: Study of City's Economic Health over next Ten Years**

SSUE

hall City select California Lutheran University Business School to prep
ty's economic health over the next ten years, as a Supplemental Repo
rategic Plan?

IANCIAL IMPACT

e estimated cost to prepare this report is $25,000 and will require a
3-2004 General Fund Budget.

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