

Ventura Local Agency Formation Commission

City of Simi Valley

Municipal Service Review

Prepared By:
Ventura Local Agency Formation Commission
800 S. Victoria Avenue, L #1850
Ventura, CA 93009
Accepted by the Commission on February 21, 2018



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Introduction

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

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

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

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

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

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

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

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

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

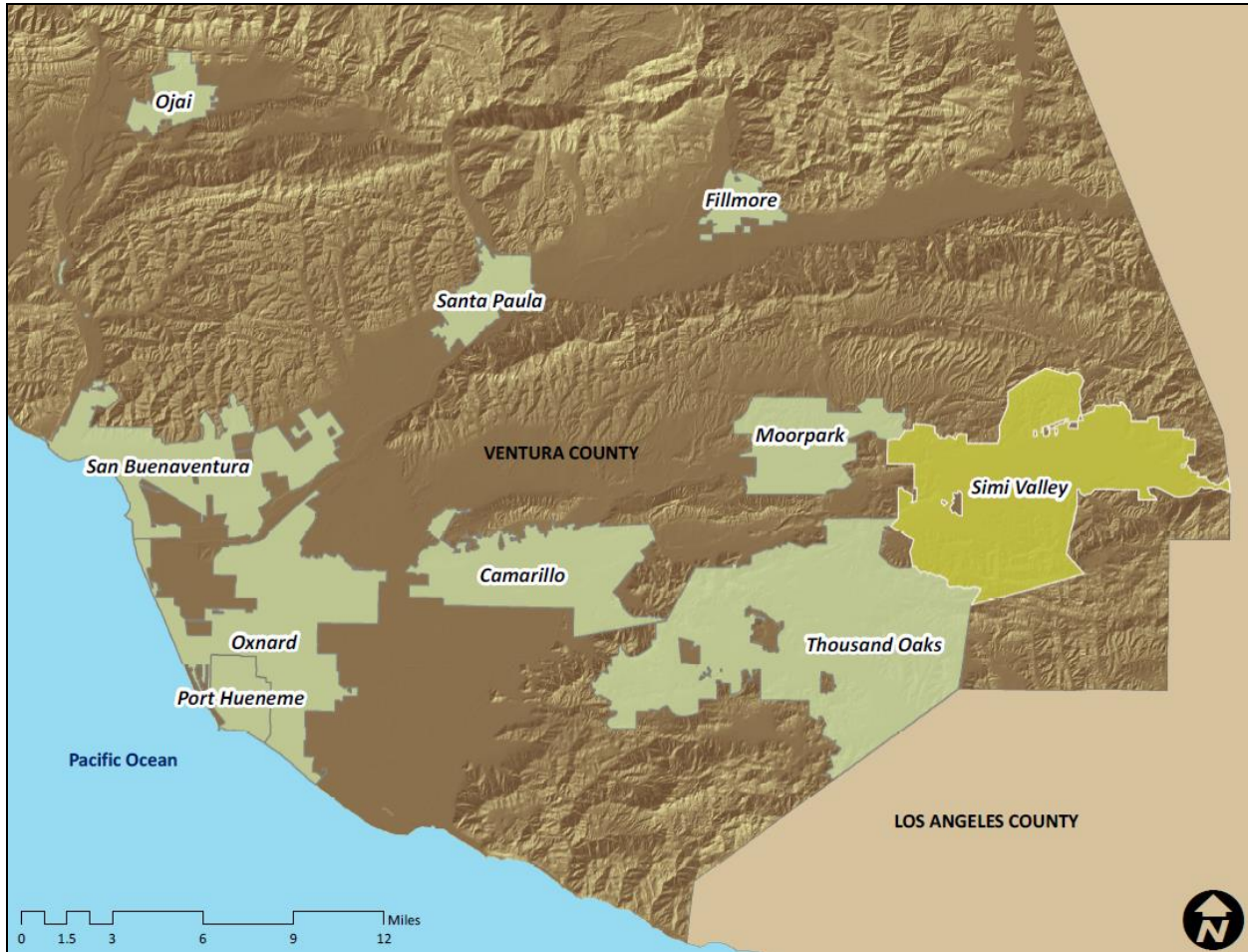
This report is divided into four sections:

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

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

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

Profile



Contact Information

City Hall	2929 Tapo Canyon Road, Simi Valley, CA 93063
Mailing Address	2929 Tapo Canyon Road, Simi Valley, CA 93063
Phone Number	(805) 583-6701
Website	simivalley.org
Employee E-mail Addresses	firstname.lastname@simivalley.org

Governance Information

Incorporation Date	October 10, 1969
Organization	General Law
Form of Government	Council - Manager
City Council	Five members. Mayor elected at-large to a two-year term of office (elections held in even-numbered years). Remaining four members elected at-large to staggered, four-year terms of office (elections held in even-numbered years).
City Council Meetings	Mondays (typically twice each month), beginning at 6:30 p.m. Broadcast live on the City's government cable television channel. Webcast live (and available anytime) on the City's website.

Population and Area Information

	<i>Population</i>	<i>Area (square miles)</i>
City Jurisdiction	127,167 ²	42.3
Sphere of Influence	Not available	48.5

Services Provided by the City

Animal Services ³	Solid Waste Collection and Disposal Services ⁴
Building and Safety Services	Storm Drain Maintenance Services
Community Development/Planning Services	Street and Landscape Maintenance Services
Library Services	Transit Services
Police Services	Wastewater Services

Staffing – Authorized Full Time Equivalent Positions⁵

Departments	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
Administration	24.50	24.11	23.11	23.00
City Attorney	6.00	6.00	6.00	6.00
Administrative Services	32.25	35.00	32.00	38.85
Community Services	40.44	40.83	42.38	39.68
Environmental Services	40.00	40.00	39.00	39.00
Public Works	104.50	105.50	105.50	100.00
Police	196.50	196.50	192.00	180.00
Sanitation and Waterworks	106.00	107.00	107.00	91.00
Transit	40.10	42.80	42.80	42.80
Total	590.29	597.74	589.79	560.33

According to the FY 2017-18 budget, the City continues to stabilize its operating budget and ensure that revenues cover expenditures. Staff reductions, expenditure restraints, refunding of bonds to minimize debt service payment, reviews of utility bills, and approval of new fees are all steps taken toward this goal.

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

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

⁴ Service provided by contract with a private provider.

⁵ Source: FY 2017-18 Adopted Budget, historical City budget documents, and City staff.

According to the FY 2017-18 budget, over 47% of the City’s workforce is at or above the age of 50, and 74% of employees are 40 years of age or above. Therefore, the City anticipates that it will need to prepare for significant future staff turnover, including funding for post-employment benefits, consideration of organization restructuring, an expanded role for Human Resources, and succession planning.

Public Agencies with Overlapping Jurisdiction

Calleguas Municipal Water District	Ventura County Fire Protection District
El Rancho Simi Cemetery District	Ventura County Transportation Commission
Rancho Simi Recreation and Park District	Ventura County Watershed Protection District
Simi Valley Unified School District	Ventura County Waterworks District No. 8
Ventura County Air Pollution Control District	

Summary Financial Information⁶

General Fund Revenues	FY 2015-16	FY 2016-17	FY 2016-17	FY 17-18
	Actual	Adopted	Estimated	Adopted
Property Taxes	27,582,924	28,509,900	29,200,000	30,174,300
Sales Tax In-Lieu	3,155,883	0	0	0
Sales and Use Taxes	14,276,622	17,754,800	17,110,500	17,815,200
Transient Lodging Tax	1,874,956	1,600,000	1,700,000	1,800,000
Franchise Taxes	4,716,367	4,600,000	4,600,000	4,600,000
Business Tax Receipts	1,786,153	1,700,000	1,750,000	1,948,000
Documentary Transfer Tax	712,157	750,000	725,000	725,000
Licenses & Permits	2,561,293	2,350,000	2,015,300	2,975,300
Fines and Forfeitures	597,889	629,000	423,300	610,000
Use of Money & Property	474,656	414,600	419,100	454,400
Revenue from Other Govts	476,302	365,000	338,400	271,000
Grants	186,517	717,000	174,500	227,700
Service Charges	1,570,914	1,666,000	1,350,300	2,168,800
Other Revenues	801,066	769,400	682,900	1,493,900
Subtotal	60,773,699	61,825,700	60,489,300	65,263,600
Transfers in	3,641,155	3,569,750	3,018,800	3,529,800
Total	\$64,414,854	\$65,395,450	\$63,508,100	\$68,793,400
General Fund Expenditures	FY 2015-16	FY 2016-17	FY 2016-17	FY 2017-18
	Actual	Revised	Estimated	Adopted
City Administration	3,647,434	4,170,547	3,778,900	3,926,500
City Attorney	1,020,252	1,093,100	1,030,400	1,301,800
Administrative Services	4,604,382	4,937,550	4,548,300	5,125,100
Community Services	4,135,717	4,941,147	3,975,900	5,065,800
Environmental Services	5,009,955	5,451,400	4,892,400	5,668,400
Public Works	14,195,332	15,158,207	14,426,500	16,049,800
Police	31,422,293	32,856,224	30,742,400	34,176,500
Emergency Services	314,859	343,200	343,800	358,700
Non-Departmental	2,694,993	5,203,433	5,571,300	3,715,200
Subtotal	67,045,217	74,154,808	69,309,900	75,387,800
Projected Savings	23	(2,200,000) ⁷	(2,200,000) ⁸	0
Transfers to Other Funds	5,157,871	3,531,827	3,531,300	3,701,100
Reimbursements & Transfers in	(8,978,590)	(9,040,244)	(9,053,300)	(8,917,100)
Total	\$63,224,522	\$66,446,391	\$61,587,900	\$70,171,800 ⁹

⁶ Source: FY 2017-18 Adopted Budget.

⁷ Salary and benefits savings resulting from staff vacancies.

⁸ Salary and benefits savings resulting from staff vacancies.

⁹ General Fund expenditures in FY 2017-18 are expected to exceed revenues by \$1,378,400. This difference will be covered by applying the annual Community Development Agency loan repayment to the General Fund (moving from receivables on the balance sheet in fund balance to operating revenues). Effective February 1, 2012, the State of California dissolved all redevelopment agencies in California, including the City's Community Development Agency. "Successor agencies" were then established to wind down the affairs of the former redevelopment agencies by disposing of assets and paying enforceable obligations (such as bond and loan repayments) and honoring existing legal contracts. Funding for successor agencies is provided to allow payment of enforceable obligations and to provide for limited staffing to oversee the disposal of assets. Funding for the City's Community Development Successor Agency is primarily used to repay debt service.

Growth and Population Projections

City Annual Growth Projections

According to the U.S. Census, from 2000 to 2010, the City of Simi Valley’s population increased from 111,361 to 124,237. The California Department of Finance estimated the City’s population to be 127,167 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 15,806 people, or 14.2% (0.9% annually, on average). The following table reflects the City’s projected population through 2040 based on the estimated annual rate of growth:

Year	2016	2020	2025	2030	2035	2040
Population Estimate	127,167	131,807	137,846	144,162	150,767	157,675

The Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) growth forecast projects population growth of the City to occur at a slower rate, with an estimated population of 142,400 in 2040.

The City updated its General Plan in 2012. The Land Use Element of the General Plan anticipates a total of approximately 100 acres of low, medium, and moderate density residential development (350 dwelling units) within areas that are outside the City’s current boundaries but within its sphere of influence. According to the U.S. Census, in 2010 there were 42,506 housing units in the City. The Land Use Element of the General Plan provides for the development of a maximum of 53,669 housing units with approximately 163,690 residents. Using an average of 3.02 persons per household, as identified in the U.S. Census, buildout of the 53,669 units identified in the 2012 General Plan would result in a population of 162,080, slightly less than that approximated in the General Plan.

In 2004, City voters approved Measure C, which limited the City to issuance of a maximum of 292 residential building permits annually through 2012. In 2012, City voters approved Measure N, which extended the limitation to 2022. Although it is possible that the limitation may be lifted in 2022, the following represents population projections based on the limitation of a maximum of 292 new residential units per year through 2040, using the U.S. Census average of 3.02 people per household:

Year	2016	2020	2025	2030	2035	2040
Population Estimate	127,167	128,335	129,795	144,395	145,855	147,315

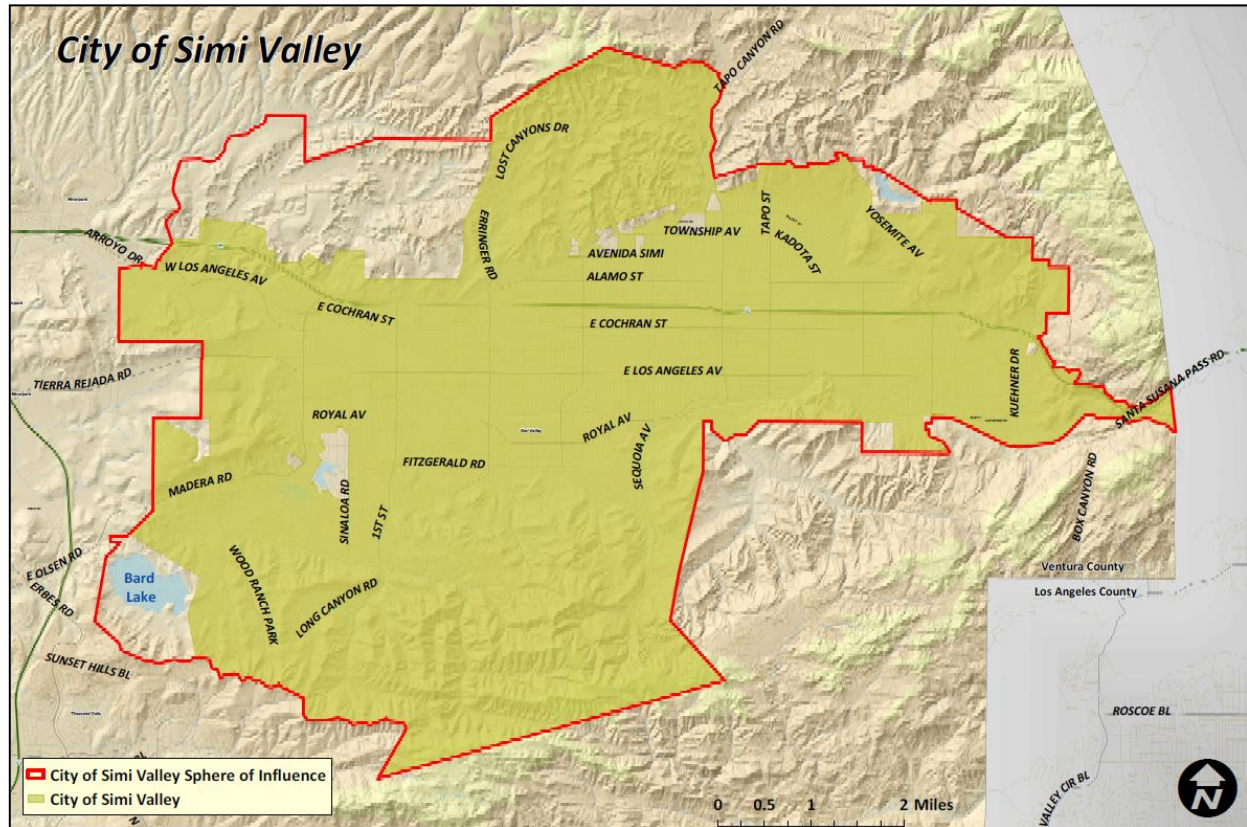
Anticipated Development Projects Within and Adjacent to the City Sphere of Influence

According to City staff, the City is currently processing an application for development of 121 single-family residences, 39 multi-family units, a 115-unit senior assisted living facility, and a church with an associated 150-student private school, on an approximately 160-acre parcel located north of the Simi Valley Town Center, between First Street and Erringer Road, within the City’s sphere of influence. The project is known as North Canyons Ranch and is currently undergoing environmental review.

City Boundary and Sphere of Influence

In general, the City's sphere of influence is aligned with its voter-established City Urban Restriction Boundary (CURB), as depicted in the City's General Plan.

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

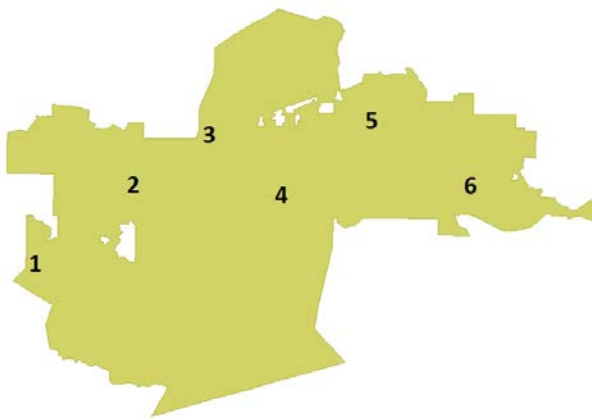


Review of Municipal Services

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

Fire Services

The City does not provide fire and emergency response services. Instead, the Ventura County Fire Protection District (VCFPD) provides these services. Fire stations serving the City and surrounding unincorporated area are shown as follows:



1	Station 44	1050 Country Club Drive
2	Station 45	790 Pacific Avenue
3	Station 47	2901 Erringer Road
4	Station 41	1910 Church Street
5	Station 46	3265 N. Tapo Street
6	Station 43	5874 E. Los Angeles Avenue

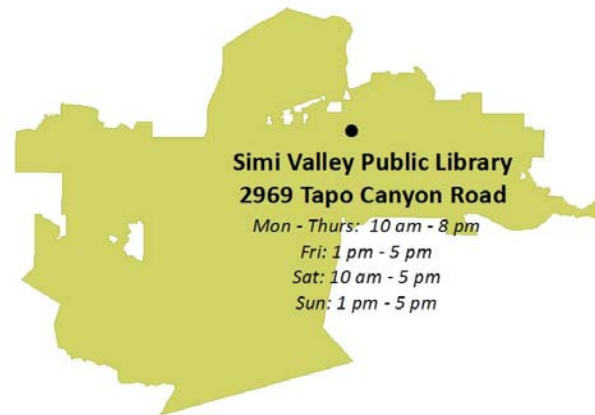
VCFPD response time goals and response statistics are based on population density (i.e., suburban areas and rural areas) throughout its service area which includes the unincorporated County area and the cities of Camarillo, Moorpark, Ojai, Simi Valley, and Thousand Oaks. The City contains both suburban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

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

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

Library Services

The City assumed library operations from the Ventura County Library System in 2011 and established the Simi Valley Public Library, which is currently operated by a private contractor. The library offers reference and information services, as well as programs and events for all age demographics from infants to preschoolers, youth, teens, adults, and seniors, and makes computers and other technology available for its patrons. A variety of materials is available for checkout, including books and other media. The library is a member of the Inland Library Network, which provides patrons access to a shared



catalog of over 2.5 million items for reciprocal borrowing. Library operations are funded by property tax revenues designated to support library-related expenses, as well as by fines and fees. The City's Library Services Fund provides for the maintenance and operations of the library facility, including staffing, utilities, educational programs, and expansion of the library's collections. For FY 2017-18, the City has allocated \$2,443,300 in revenues (of which \$2,332,300 comes from property taxes), and \$2,727,800 in expenditures. Independent of the City, the Simi Valley Friends of the Library is a nonprofit organization that assists with sponsoring library programs.

During FY 2015-16, the California State Library (a California public research institution) estimated that the City had a per capita cost of \$26.86 for library operations. Statewide, the average cost for library operations was \$51.21 and the median cost was \$32.25.

Police Services

The City's Police Department provides a broad range of law enforcement services, including administration, dispatch, patrol, traffic enforcement, investigation, and records services. The City is in the process of constructing a Police Training Facility (i.e., shooting range and classroom) in the unincorporated area near the Simi Valley Landfill and Recycling Center, which will allow officers to train locally. The FY 2017-18 budget includes the purchase of 10 new police vehicles and new portable and vehicle radios. During FY 2016-2017, the Police Department upgraded its software system.

Present Staffing

The Police Department was reorganized in 2016 to provide greater support to the Patrol Bureau and detectives. Based on the FY 2017-18 budget and information provided by City staff, the civilian staff positions are funded in the following categories: Administrative (3), Dispatch (18), Detectives (4), Records (10), Crime analysis (3), Fiscal services (4), Maintenance (3), Auxiliary services (5), Traffic control (5), Emergency services (2), for a total of 57 civilian employees. FY 2017-18 sworn personnel consists of the following: Administrative staff (5), Patrol officers (64), Special Operations officers (14), Detectives (27), Auxiliary services officers (3), and Traffic officers (12), for a total of 125 sworn officers. Altogether, the Police Department has funded 182 paid positions, and uses 10 volunteer reserve police officers.

Ratio of Sworn Officers to Population

According to the City’s General Plan Safety Element, the City’s goal is to “[m]aintain optimum staffing levels for both sworn police officers and civilian support staff in order to provide quality police services to the community.” While no specific staffing level goal is provided, the *City of Simi Valley Police Department Strategic Plan (2014-2018)* states that the Police Department is staffed at a level of 9.6 officers per 10,000 residents (equivalent to one officer per 1,042 residents). According to City staff and as detailed above, the Police Department consists of 125 authorized sworn positions (122 positions of which are currently filled, with three additional officers employed but not yet patrolling in a solo capacity), which is a ratio of 1 sworn officer per 1,017 residents.

Response Times

According to City staff, the City’s average response time goals and average response times are as follows:

	Response Time Goal	Average Response Time	Goal Met During Last Two Years
Non-Emergency	16 minutes	15.7 minutes	92.7%
Emergency	5 minutes	4 minutes	58.8%

Operational Costs

The projected cost for the City’s Police Department for FY 2017-18 is \$34,176,500, a per capita cost of \$269.

Future Staffing Levels

Based on the population projections for the City, if buildout of the General Plan were to occur by 2040, the City’s estimated population would be 157,675. At buildout of the General Plan, 155 sworn officers would be necessary to maintain the current ratio of 1 sworn officer to 1,017 residents.

Recreation and Park Services

The City does not provide recreation and park services. Instead, recreation and park services are provided by the Rancho Simi Recreation and Park District. The District operates and maintains several passive and active use parks within the City and provides a wide range of recreational programs and activities.

Solid Waste Services

According to City staff, the City has franchise agreements with private contractors (Waste Management (G. I. Industries) and Anderson Rubbish Disposal) to provide solid waste disposal and diversion, including trash, recycling, and green waste programs. The City establishes and regulates the rates and services of the haulers. City customers are billed directly by the contractors for solid waste services. The City’s Waste/Franchise Services Section of the Community Services Department administers the City’s solid

waste programs including the Integrated Solid Waste Program, curbside recycling, composting, and landfill diversion.

Streets, Highways, and Drainage Services

The City estimates that it has 790 paved lane miles. According to City staff, the City provides street construction and maintenance, and landscaping. Street sweeping and lighting are provided by means of a contract. City revenue sources for the Streets and Roads Program (a component of the City's Five Year Capital Improvement Program adopted annually by the City Council) include contributions from the General Fund, traffic impact fees, and new dwelling fees. For FY 2017-18, \$5,275,000 was allocated for infrastructure improvements as part of this program. Improvements include street rehabilitation, ongoing pavement reconstruction and resurfacing, various road and bridge widening projects, traffic sign upgrades, and landscape beautification.

Street Maintenance

The Street Maintenance Section of the Public Works Department maintains City streets, roads, shoulders, curbs, and sidewalks by performing routine street and concrete maintenance. Activities include slurry seal, and repairs to asphalt, curbs, gutters, and sidewalks. The primary revenue sources for street repairs are the General Fund and Federal and State highway funds. The FY 2017-18 budget includes \$4.235 million in funding for the annual major streets program and \$670,000 for the minor streets repair program, and additional funding for the widening of the Las Lajas Creek bridge and segments of Los Angeles Avenue. In response to public concern regarding a backlog in addressing the condition of City streets and roads, the investment in major streets rehabilitation projects was increased from \$860,000 during FY 2015-16 to \$4.2 million during FY 2016-17. Funding for minor streets overlay projects was reduced from \$1.5 million during FY 2015-16 to \$670,000 during FY 2016-17. Additional street rehabilitation, bicycle and pedestrian facility improvements, storm drain improvements, and traffic signal updates are scheduled for FY 2018-19, to be funded by the General Fund. The Public Works Department estimates that an additional \$160 million in street and road repair work is necessary, for which funding has not yet been identified.

Street Sweeping

Street sweeping services are provided by a private contractor (Waste Management), which provides street sweeping, and solid waste disposal and diversion services by means of a franchise agreement. City streets are swept once per month.

Street Lighting and Landscaping

Street lighting services within the City are provided by means of a contract. Street lighting throughout the City is owned and operated by Southern California Edison. The City is responsible for electrical charges, which are estimated to be \$1,000,000, or \$1,266 per lane mile. The City recently installed solar panels at several of its facilities and will soon begin to benefit from reduced utility costs. It plans to purchase streetlights from Southern California Edison and will retrofit them with LED technology to reduce energy and maintenance costs.

The Landscape and Tree Maintenance section of the Public Works Department manages and oversees the City's Landscape Maintenance District program, including inspection and management of more than 150 acres of landscaping and approximately 46,000 trees. City staff manages Landscape Maintenance District contracts, tree pruning contracts, and a pesticide/herbicide contract. City staff also provides direct services related to street tree maintenance, landscape upgrades, weed abatement, tree watering, tree removal, and stump grinding. For FY 2017-18, the City allocated \$3,169,400 to landscape and tree maintenance services.

Drainage

The City provides stormwater and flood control services to comply with the Ventura Countywide Municipal Stormwater National Pollutant Discharge Elimination System¹⁰ (NPDES) permit. The FY 2017-18 operating budget allocates \$318,000 to its storm drain system. In addition, the City's FY 2017-18 CIP budget identifies a total of \$800,000 in storm drain improvement through FY 2021-22.

Transit Services

The City of Simi Valley provides transit services by means of fixed-route bus service to the general population and dial-a-ride services to the senior and disabled population. The City receives Local Transportation Funds (LTF) generated through a ¼-cent sales tax, which is used for 80% of the City's transit services. The remaining 20% of the cost of service is collected through farebox recovery (i.e., fares collected by public transit users). Unspent LTF allocation is accrued as capital reserve. Planned improvements to the City's transit system includes the replacement of vehicles, a transit management software system, improvements to the bus wash facility, transit facility security enhancements, a paratransit dispatching system, CNG fueling station upgrades, and repaving at the Transportation Maintenance Facility. The City anticipates transit revenues in FY 2017-18 of \$11,813,227.

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

Wastewater Services

The City provides wastewater collection and treatment services within the City and in areas adjacent to the City, and operates the wastewater treatment plant known as the Water Quality Control Plant. According to the City's *Sewer System Management Plan* (updated April 2014), the system consists of approximately 374 miles of mainline sanitary sewer piping, and includes 7,500 manholes and three lift stations. Sanitation Operations Fund revenues for FY 2017-18 are estimated to be \$18,793,300, which

¹⁰ The City participates in the Ventura Countywide Stormwater Quality Management Program (VCSQMP). As a VCSQMP partner, the City works together with other agencies to control stormwater pollution and to ensure compliance under the Ventura Countywide National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System permit, issued by the Los Angeles Regional Water Quality Control Board and adopted by the State Water Resources Control Board under the federal Clean Water Act. The Ventura County Watershed Protection District is the principal NPDES permittee and the City is a co-permittee. In general, the program is funded through grant funding and a benefit assessment imposed on properties.

reflects an increase from FY 2016-17 due to a projected increase in service charge revenues. Sanitation Operations Fund estimated expenditures for FY 2017-18 are \$15,288,800, resulting in a projected operating surplus of \$3.5 million. Much of this surplus is reserved for necessary infrastructure improvements. An expected increase in sanitation rates will allow for further investment in the City's wastewater infrastructure.

Wastewater Collection System

In 2010, the City prepared a *Sewer System Evaluation and Capacity Assurance Plan* (Sewer Plan) to determine whether the City's sewer system could accommodate the increased level of development anticipated in the most recent General Plan update. The Sewer Plan concluded that the trunk lines within the sewer system are adequate to accommodate the anticipated increased levels of development, with the exception of a single short stretch of pipe where the slope is adequate for the current service need but would not be able to handle future upstream development.

In 2008, the City retained a consultant to perform a *Sewer Collection System Asset Evaluation and Rehabilitation Plan* to evaluate the condition of the City's sewer infrastructure. The review identified specific sewer reaches requiring replacement or rehabilitation. The review documented concern with the approximately one-third of City sewer pipeline that is constructed of asbestos-cement. While asbestos-cement pipe has an expected 50-year lifespan, it is particularly susceptible to deterioration caused by sewer acids, decreasing its actual service life. Much of the asbestos-cement pipe in the City system is nearly 50 years old, and all of it has been subject to ongoing deterioration due to constant exposure to sewer acids.

The City is implementing a sewer rehabilitation program and additional maintenance to prevent sewer failures. According to the City's *Sewer System Management Plan* (updated 2014), the system rehabilitation plan includes rehabilitation of specific pipe segments according to the following schedule and current construction costs: 63 pipe segments within the next 3 to 5 years (\$10,751,000), 144 pipe segments within the next 5 to 10 years (\$10,862,000), 321 pipe segments within the next 10 to 20 years (\$28,814,000), and 295 pipe segments as needed. When considering the 20-year span of the rehabilitation program, the cost is expected to be \$96 million in actual costs. During FY 2017-18, the City plans over \$6.7 million in projects to repair sewer lines (including the rehabilitation of 1,300 feet of 24-inch to 36-inch asbestos-cement sewer trunk line in Easy Street, Fifth Street, and Ventura Avenue) and refurbish the City's wastewater treatment plant.

Wastewater Treatment

The City operates the Water Quality Control Plant, which is located at the western end of the City. The City's Sanitation Division is an enterprise fund operation that relies on user fees to pay for its operations. The design treatment capacity is 12.5 million gallons per day (mgd), with a peak daily flow of 15.5 mgd. The average volume of influent currently being treated is 7.7 mgd. According to the *Sewer System Evaluation and Capacity Assurance Plan*, flows during wet months average 9.6 mgd. During winter months, flows can increase by up to 2 mgd.

The 2012 update of the City's General Plan anticipates increased allowable density within the City, resulting in a residential buildout of 53,669 dwelling units. According to the U.S. Census, in 2010 there were 42,506 housing units in the City. The City's General Plan accommodates an additional 11,163

units. Assuming half of these are single family units and half multi-family units, based on the wastewater generation factors contained in the *Sewer System Evaluation and Capacity Assurance Plan* (275 gallons/day/single-family unit and 206 gallons/day/multi-family unit), these units would be expected to generate approximately 2.7 mgd.

In addition, it appears that the updated General Plan did not take into account wastewater service for those areas outside the City boundaries that are anticipated for development, including several hundred acres of industrial and residential development. In a supplemental wastewater analysis, the City estimated that the wastewater demand for development outside the current City boundaries would be approximately 1.7 mgd.

Total anticipated wastewater demand at buildout of the General Plan is 12.1 mgd, consisting of current development (7.7 mgd), anticipated development within the current City boundaries (2.7 mgd), and anticipated development outside the current City boundaries (1.7 mgd). It appears that the City's wastewater treatment plant can accommodate the volume of wastewater anticipated from buildout of the General Plan.

Water Services

The City does not provide water service. Instead, Ventura County Waterworks District No. 8 (a dependent district governed by the City Council) provides potable water to approximately 68% of the City's customers and Golden State Water Company provides potable water to 32% of the City's customers. Ventura County Waterworks District No. 8 is a retail water provider, and receives imported water from the Calleguas Municipal Water District, which is a member agency of the Metropolitan Water District of Southern California. Ventura County Waterworks District No. 8 has planned for over \$4.4 million in projects to repair and rehabilitate its water treatment, storage, and distribution system, as well as \$5 million in support of its recycled water program.

Written Determinations

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

1. Growth and population projections for the affected area

According to the U.S. Census, from 2000 to 2010, the City of Simi Valley's population increased from 111,361 to 124,237. The California Department of Finance estimated the City's population to be 127,167 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 15,806 people, or 14.2% (0.9% annually, on average). The following table reflects the City's projected population through 2040 based on the estimated annual rate of growth:

Year	2016	2020	2025	2030	2035	2040
Population Estimate	127,167	131,807	137,846	144,162	150,767	157,675

The Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) growth forecast projects population growth of the City to occur at a slower rate, with an estimated population of 142,400 in 2040.

The City updated its General Plan in 2012. The General Plan Land Use Element anticipates a total of approximately 100 acres of low, medium, and moderate density residential development (350 dwelling units) within areas that are outside the City's current boundaries but within its sphere of influence. According to the U.S. Census, in 2010 there were 42,506 housing units in the City. The Land Use Element provides for the development of a maximum of 53,669 housing units with approximately 163,690 residents. Using an average of 3.02 persons per household, as identified in the U.S. Census, buildout of the 53,669 units identified in the 2012 General Plan would result in a population of 162,080, slightly less than that approximated in the General Plan.

In 2004, City voters approved Measure C, which limited the City to issuance of a maximum of 292 residential building permits annually through 2012. In 2012, City voters approved Measure N, which extended the limitation 2022. Although it is possible that the limitation may be lifted in 2022, the following represents population projections based on the limitation of a maximum of 292 new residential units per year through 2040, using the U.S. Census average of 3.02 people per household.

Year	2016	2020	2025	2030	2035	2040
Population Estimate	127,167	128,335	129,795	144,395	145,855	147,315

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

A disadvantaged unincorporated community is defined as a community with an annual median household income that is less than 80% of the statewide annual median household income

(Government Code § 56033.5). No disadvantaged unincorporated communities are located within or contiguous to the City of Simi Valley's sphere of influence.¹¹

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

Library services:

- The City, through a private contractor, provides library services and operates the Simi Valley Public Library.

Police services:

- The City currently provides a ratio of 1 sworn officer per 1,017 residents.
- The City's average police response time for emergency calls has met response time goals 58.8% of the time and for non-emergency calls has met response time goals 92.7% of the time.

Solid waste services:

- The City contracts with a refuse collection company for solid waste collection and disposal services. Customers are billed directly by the service provider for these services.

Streets, highways, and drainage services:

- The City provides street construction, maintenance, and landscaping services directly. It provides street sweeping, lighting, and landscaping by contract.

Transit services:

- The City provides fixed-route bus service to the general population and dial-a-ride services to the senior and disabled population.

Wastewater services:

- The City provides wastewater collection and treatment services within the City and in areas adjacent to the City.
- In general, the City's wastewater collection system is adequate. However, due to the use of a pipe material that is prone to deterioration, the City is implementing a sewer rehabilitation program and is conducting preventive maintenance as necessary to avoid future sewer failures.
- The City's wastewater treatment facility has adequate capacity to accommodate the increased wastewater treatment demands from anticipated growth under the current General Plan.

¹¹ According to Ventura LAFCo Commissioner's Handbook Section 3.2.5, Ventura LAFCo has identified Nyeland Acres (within the City of Oxnard's sphere of influence to the north of the city) and Saticoy (within the City of San Buenaventura's sphere of influence to the east of the city) as disadvantaged unincorporated communities.

4. Financial ability of agencies to provide services

- The City has a balanced budget.
- It appears that the City has the ability to finance the services it currently provides. Staffing levels were reduced for FY 2017-18 in order to stabilize the City's operating budget and ensure that the budget remains balanced.
- At the present time, it appears that the City has the financial ability to provide a full range of municipal services.

5. Status of, and opportunities for, shared facilities

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

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

- The City is locally accountable through an elected legislative body, adherence to applicable government code sections, open and accessible meetings, dissemination of information, and encouragement of public participation through its Neighborhood Council program.
- The City maintains a website that includes information about the City, a comprehensive directory of City services, and current and past budgets. Current and past City Council minutes and agendas are posted and agenda items are linked to staff reports. The City could improve accessibility to its budget data by posting a word-searchable version of the adopted budget and historical budget documents.
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- The City achieves operational efficiencies through its participation as a co-permittee in the Ventura Countywide Stormwater Quality Management Program. Under this program, the City works with other agencies to control stormwater pollution and to ensure compliance under the Ventura Countywide National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System permit.

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

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

Existing Public Transit Services in Ventura County:

- The City of Ojai¹² and the City of Simi Valley each provide transit service, with City employees operating and maintaining the vehicles.
- The City of Camarillo provides transit service by means of a contract with a private operator (i.e., Roadrunner Shuttle).
- The City of Thousand Oaks provides transit service by means of a contract with a private operator (i.e., MV Transportation).
- The City of Moorpark provides transit service by means of a contract with the City of Thousand Oaks, which holds a contract for service with a private operator (i.e., MV Transportation).
- Under a cooperative agreement amongst the County of Ventura, the City of Santa Paula, and the City of Fillmore, the Ventura County Transportation Commission (VCTC)¹³ administers public transit service in and surrounding the Santa Paula, Fillmore, and Piru areas of Ventura County (i.e., the Valley Express). The service is provided by means of a contract with a private operator (i.e., MV Transportation).
- The County of Ventura contracts with the City of Thousand Oaks, which contracts the service to a private operator (i.e., MV Transportation), for the operation of the free Kanan Shuttle service between the unincorporated area of Oak Park and the City of Agoura Hills. The service is provided fare-free as the required 20% farebox recovery¹⁴ required by the Transportation Development Act (TDA) is provided by local contributions from Ventura County Service Area No. 4, the Oak Park Unified School District, and, most recently, the City of Agoura Hills.
- Gold Coast Transit District (GCTD) provides local and regional fixed-route and paratransit service in the cities of Ojai, Oxnard, Port Hueneme, Ventura and the unincorporated areas of Ventura County. Service is provided on 20 fixed routes, with a fleet includes 56 buses and 24 paratransit vehicles. GCTD directly operates its fixed-route service and contracts its paratransit service to a private operator (i.e., MV Transportation).
- The VCTC provides regional service, by means of a contract with a private provider, which consists of the following routes: (1) Highway 101/Conejo Connection (serving the section of Highway 101 between Ventura and the San Fernando Valley), (2) Highway 126 (serving Fillmore, Santa Paula, Saticoy, and Ventura), (3) Coastal Express (serving Ventura County and Santa Barbara County), (4) East County (serving the Simi Valley, Moorpark, and Thousand Oaks area), (5) Oxnard/Camarillo/California State University at Channel Islands Connector (serving the Camarillo and Oxnard area), and (6) East/West Connector (serving Simi Valley, Moorpark, Camarillo, Oxnard and Ventura, as of November 2017).
- The ECTA was formed in 2013 through a Memorandum of Understanding (MOU) amongst the City of Camarillo, City of Moorpark, City of Simi Valley, City of Thousand Oaks, and the County of Ventura for the eastern portion of unincorporated Ventura County. ECTA was formed to better

¹² The City's transit service is limited to the Ojai Trolley which operates within the City, and the unincorporated communities of Meiners Oaks and Mira Monte. The Ojai Trolley service operates within the GCTD service area, but is operated directly by the City.

¹³ VCTC is the regional transportation planning agency of Ventura County, and oversees a large part of the distribution of public funds for transportation and transit within the County.

¹⁴ TDA funding provided by the State to local jurisdictions may not exceed a certain percentage of the cost to provide public transit service (i.e., 80% for urban areas and 90% for rural areas). The remaining percentage of the cost (i.e., 20% for urban areas and 10% for rural areas) must be covered locally through some other means, known as "farebox recovery." Note that funding sources other than rider fares may qualify as "farebox recovery."

coordinate transit services among these agencies. In August 2015, ECTA initiated a service known as “CONNECT City-to-City” which offers Americans with Disabilities Act (ADA) and Senior intercity dial-a-ride service under a single paratransit system.¹⁵ The City of Thousand Oaks administers the service, which is contracted to a private operator (i.e., MV Transportation).

Current Public Transit Inefficiencies and Limitations on Regional Coordination:

- According to the Ventura County Regional Transit Study (VCTC, April 9, 2012)¹⁶, public transit within the County was found to be disjointed. Public transit service providers have varying schedules (i.e., days and hours of operation, frequency of buses (headways)), and fares (including different eligible ages for senior fares (e.g., a lower qualifying age for seniors in the City of Camarillo)), and maintain separate websites and bus books. No single agency or website provides a complete guide for public transit users who wish to plan interagency trips. The study concluded that “This makes connections difficult and service confusing, especially for the infrequent or new rider. While VCTC and the operators have attempted to improve connections through coordinated fare media and scheduling software, progress toward truly integrated service has been minimal.”
- Limited access to non-TDA funding for transit restricts the ability of cities and other public transit operators to increase revenue service hours and still meet TDA farebox recovery requirements. Because of the minimal levels of service currently provided in some areas of the County, regional travel times are often lengthy and opportunities for passengers to connect between buses are few. Shorter headways and total trip times depend on increased transit funding under the current funding distribution structure or a different method of distribution for the County’s transit funding. Inability to access funding for transportation also limits implementation of improvements for fleet expansions, pedestrian infrastructure, and street lighting.
- While some of the individual transit-serving agencies have made efforts to improve coordination among systems (e.g., through the formation of the GCTD (formed in 2013), and the ECTA (created in 2013)), public transit in the County overall is divided into separate, often unrelated, transit systems. The Ventura County Regional Transit Study acknowledged the challenges in establishing a coordinated system, including the fact that Ventura County consists of “widely spaced, diverse communities and centers where geographic areas do not share common economic, social, and transportation service values.”
- While it is the intent of ECTA to move toward further consistency and regionalization of services in the eastern portion of Ventura County, the existing local transit programs of two ECTA member agencies are limited in their ability to fully participate in the regional ECTA programs:
 - The City of Simi Valley operates fixed route transit service using City personnel and City-owned equipment.
 - The City of Camarillo receives contributions from local funding partners (e.g., the Leisure Village retirement community for residents age 55 and older). For the purposes of City of

¹⁵ The City of Camarillo does not participate in the CONNECT service because: (1) the City already provides regional ADA and Senior intercity service throughout the East County ((this enables the City to provide senior service to more riders within the City by allowing a lower qualifying age limit of 55 years (rather than 65 years)), and (2) Camarillo ADA and senior riders have the benefit of using just one dial-a-ride system for both local and regional service.

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

Camarillo public transit, riders aged 55 and older qualify to ride as senior fares, whereas 65 is the qualifying age for seniors on other transit systems.

- Senate Bill 325 (1971) established State transit funding (TDA funding) for the purpose of directly supporting public transportation through the imposition of a ¼-cent local sales tax beginning in 1972. An exception was included for rural counties (i.e., counties with populations of fewer than 500,000, based on the 1970 U.S. Census), in general, to also allow use of the funding for local streets and roads if the transportation planning agency finds that there are no unmet transit needs. Through Senate Bill 716 (2009), the law was modified, and specified that the exception now applied to: (1) rural counties (i.e., counties with populations of fewer than 500,000 (based on the 2010 U.S. Census), and (2) cities within urban counties (i.e., counties with populations of 500,000 or more, based on the 2010 U.S. Census) with populations of 100,000 or fewer. Ventura County has a population of more than 500,000 and therefore qualifies as an urban county; however, several of its cities are eligible to use TDA money for streets and roads projects, provided that they: (1) have a population of 100,000 or fewer, (2) are not within the GCTD service area, and (3) do not have an unmet transit need. Because Ventura County cities with populations of more than 100,000 are restricted to using all their TDA money for public transit purposes regardless of the extent of need for public transit, these cities cannot use TDA funding for streets and roads projects.

Progress Toward Regional Coordination of Public Transit:

- On October 3, 2013, Governor Brown signed into law Assembly Bill 664, which formed the GCTD to include five members: four cities and the County. AB 664 also authorized the remaining cities in Ventura County to request to join the GCTD in the future. Prior to the formation of the GCTD, local TDA funding for operating costs and capital projects was provided to Gold Coast Transit (operating as a Joint Powers Authority (JPA)) by its member agencies, allocated by a formula based on the percentage of revenue miles of transit service provided within each participating jurisdiction. As a district, GCTD has the ability to implement service improvements and meet the public's transit needs from a systemwide perspective, and distributes TDA funds to its members for transit-related purposes such as bus stop construction and transit-related maintenance needs. Following the formation of the District, the GCTD also adopted the following planning documents to further improve the delivery of service to GCTD members: GCTD Service Planning Guidelines (Adopted February 2014), Bus Stop Guidelines (Adopted June 2015), Short Range Transit Plan (Adopted November 2015), and Fleet Management Plan (October 2016). Additionally, in May 2017, GCTD began construction of a new Operations and Maintenance Facility in the City of Oxnard. Once built, the 15-acre facility will allow GCTD to maintain a fleet of up to 125 buses and will include an administration and operations building, an 8-bay maintenance and repair building, a compressed natural gas (CNG) fuel station and bus wash. The facility is scheduled to open in the fall of 2018.
- GCTD's Short Range Transit Plan identified recommended service improvements such as implementing: (1) additional service to Naval Base Ventura County in Port Hueneme, (2) express service between Oxnard and Ventura, and (3) increased service frequencies on its core routes. While funding for these improvements is not in place, service improvements could potentially be funded through the Federal Transit Administration (FTA) (FTA Section 5310/5307 program).
- ECTA is the result of greater awareness for the need to improve coordination amongst transit systems in the eastern portion of the County, and has initiated programs to simplify interjurisdictional trips for riders in the eastern portion of the County (e.g., CONNECT City-to-

City). The cities of Moorpark, Simi Valley, and Thousand Oaks are each in various stages of completing strategic plans for transit, including improved regional coordination with regard to hours of operation, route schedules and connectivity, fares, senior age criteria, and consistency of policies.

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

Opportunities for Further Regional Coordination of Public Transit:

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

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

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

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

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

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

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

WHEREAS, the "City of Simi Valley – Municipal Service Review" including the recommended statements of determination were duly considered at a public hearing on February 21, 2018; and

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

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

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

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

According to the U.S. Census, from 2000 to 2010, the City of Simi Valley’s population increased from 111,361 to 124,237. The California Department of Finance estimated the City’s population to be 127,167 as of January 1, 2016. Thus, from 2000 to 2016, the City grew by an estimated 15,806 people, or 14.2% (0.9% annually, on average). The following table reflects the City’s projected population through 2040 based on the estimated annual rate of growth:

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Year	2016	2020	2025	2030	2035	2040
Population Estimate	127,167	128,335	129,795	144,395	145,855	147,315

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

A disadvantaged unincorporated community is defined as a community with an annual median household income that is less than 80% of the statewide annual median household income (Government Code § 56033.5). No disadvantaged unincorporated communities are located within or contiguous to the City of Simi Valley’s sphere of influence.¹

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

Library services:

- The City, through a private contractor, provides library services and operates the Simi Valley Public Library.

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

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

- The City has a balanced budget.
- It appears that the City has the ability to finance the services it currently provides. Staffing levels were reduced for FY 2017-18 in order to stabilize the City's operating budget and ensure that the budget remains balanced.
- At the present time, it appears that the City has the financial ability to provide a full range of municipal services.

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

- The Ventura County Fire Protection District (VCFPD) provides fire dispatch service for the unincorporated County area as well as all cities within the County.

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

- The City is locally accountable through an elected legislative body, adherence to applicable government code sections, open and accessible meetings, dissemination of information, and encouragement of public participation through its Neighborhood Council program.
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g. *Any other matter related to effective and efficient service delivery, as required by commission policy.* [§ 56430(a)(7)]

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² The City's transit service is limited to the Ojai Trolley which operates within the City, and the unincorporated communities of Meiners Oaks and Mira Monte. The Ojai Trolley service operates within the GCTD service area, but is operated directly by the City.

³ VCTC is the regional transportation planning agency of Ventura County, and oversees a large part of the distribution of public funds for transportation and transit within the County.

⁴ TDA funding provided by the State to local jurisdictions may not exceed a certain percentage of the cost to provide public transit service (i.e., 80% for urban areas and 90% for rural areas). The remaining percentage of the cost (i.e., 20% for urban areas and 10% for rural areas) must be covered locally through some other means, known as "farebox recovery." Note that funding sources other than rider fares may qualify as "farebox recovery."

Highway 126 (serving Fillmore, Santa Paula, Saticoy, and Ventura), (3) Coastal Express (serving Ventura County and Santa Barbara County), (4) East County (serving the Simi Valley, Moorpark, and Thousand Oaks area), (5) Oxnard/Camarillo/California State University at Channel Islands Connector (serving the Camarillo and Oxnard area), and (6) East/West Connector (serving Simi Valley, Moorpark, Camarillo, Oxnard and Ventura, as of November 2017).

- The ECTA was formed in 2013 through a Memorandum of Understanding (MOU) amongst the City of Camarillo, City of Moorpark, City of Simi Valley, City of Thousand Oaks, and the County of Ventura for the eastern portion of unincorporated Ventura County. ECTA was formed to better coordinate transit services among these agencies. In August 2015, ECTA initiated a service known as “CONNECT City-to-City” which offers Americans with Disabilities Act (ADA) and Senior intercity dial-a-ride service under a single paratransit system.⁵ The City of Thousand Oaks administers the service, which is contracted to a private operator (i.e., MV Transportation).

Current Public Transit Inefficiencies and Limitations on Regional Coordination:

- According to the Ventura County Regional Transit Study (VCTC, April 9, 2012)⁶, public transit within the County was found to be disjointed. Public transit service providers have varying schedules (i.e., days and hours of operation, frequency of buses (headways)), and fares (including different eligible ages for senior fares (e.g., a lower qualifying age for seniors in the City of Camarillo)), and maintain separate websites and bus books. No single agency or website provides a complete guide for public transit users who wish to plan interagency trips. The study concluded that “This makes connections difficult and service confusing, especially for the infrequent or new rider. While VCTC and the operators have attempted to improve connections through coordinated fare media and scheduling software, progress toward truly integrated service has been minimal.”
- Limited access to non-TDA funding for transit restricts the ability of cities and other public transit operators to increase revenue service hours and still meet TDA farebox recovery requirements. Because of the minimal levels of service currently provided in some areas of the County, regional travel times are often lengthy and opportunities for passengers to connect between buses are few. Shorter headways and total trip times depend on increased transit funding under the current funding

⁵ The City of Camarillo does not participate in the CONNECT service because: (1) the City already provides regional ADA and Senior intercity service throughout the East County ((this enables the City to provide senior service to more riders within the City by allowing a lower qualifying age limit of 55 years (rather than 65 years)), and (2) Camarillo ADA and senior riders have the benefit of using just one dial-a-ride system for both local and regional service.

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

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

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

Progress Toward Regional Coordination of Public Transit:

- On October 3, 2013, Governor Brown signed into law Assembly Bill 664, which formed the GCTD to include five members: four cities and the County. AB 664 also authorized the remaining cities in Ventura County to request to join the GCTD in the future. Prior to the formation of the GCTD, local TDA funding for operating costs and capital projects was provided to Gold Coast Transit (operating as a Joint Powers Authority (JPA)) by its member agencies, allocated by a formula based on the percentage of revenue miles of transit service provided within each participating jurisdiction. As a district, GCTD has the ability to implement service improvements and meet the public's transit needs from a systemwide perspective, and distributes TDA funds to its members for transit-related purposes such as bus stop construction and transit-related maintenance needs. Following the formation of the District, the GCTD also adopted the following planning documents to further improve the delivery of service to GCTD members: GCTD Service Planning Guidelines (Adopted February 2014), Bus Stop Guidelines (Adopted June 2015), Short Range Transit Plan (Adopted November 2015), and Fleet Management Plan (October 2016). Additionally, in May 2017, GCTD began construction of a new Operations and Maintenance Facility in the City of Oxnard. Once built, the 15-acre facility will allow GCTD to maintain a fleet of up to 125 buses and will include an administration and operations building, an 8-bay maintenance and repair building, a compressed natural gas (CNG) fuel station and bus wash. The facility is scheduled to open in the fall of 2018.
- GCTD's Short Range Transit Plan identified recommended service improvements such as implementing: (1) additional service to Naval Base Ventura County in Port Hueneme, (2) express service between Oxnard and Ventura, and (3) increased service frequencies on its core routes. While funding for these improvements is not in place, service improvements could potentially be funded through the Federal Transit Administration (FTA) (FTA Section 5310/5307 program).
- ECTA is the result of greater awareness for the need to improve coordination amongst transit systems in the eastern portion of the County, and has initiated programs to simplify interjurisdictional trips for riders in the eastern portion of the County (e.g., CONNECT City-to-City). The cities of Moorpark, Simi Valley, and Thousand Oaks are each in various stages of completing strategic plans for transit, including improved regional coordination with regard to hours of operation, route schedules and connectivity, fares, senior age criteria, and consistency of policies.
- Technological advances have provided opportunities for improved regional trip-planning resources for riders. GCTD, VCTC, and Thousand Oaks Transit have schedules available on Google Maps. By the end of FY 2017-18, information about other fixed-route transit services countywide is expected to be available on Google Transit (a web application that assists riders in accessing transit schedule

information and planning public transit trips). GCTD launched Google Maps Online Trip Planner in 2014, and recently launched a mobile ticketing application.

- Transfer agreements and fare media (GO Ventura 31-day pass) including the installation of the GFI Genfare system on all transit vehicles have helped improve coordination between systems. However, fare discrepancies and fare policies still need to be addressed.
- VCTC's Coordinated Public Transit – Human Services Transportation Plan (April 2017) identifies strategies to address gaps or deficiencies in the current public transit system in meeting the needs of senior, disabled, and low-income populations in Ventura County. One of the strategies identified in the plan is the implementation of a countywide “one-call/one-click” transit information center intended to simplify and improve trip-planning and access to information about public transit services. Funding has not yet been identified for this service, but the service could potentially be funded through the FTA.

Opportunities for Further Regional Coordination of Public Transit:

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

This resolution was adopted on February 21, 2018.

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

2-21-2018
Date

Linda Parks
Linda Parks, Chair, Ventura Local Agency Formation Commission

c: City of Simi Valley