

LAFCO

Santa Barbara Local Agency Formation Commission

105 East Anapamu Street ♦ Santa Barbara CA 93101

805/568-3391 ♦ FAX 805/568-2249

www.sblafco.org ♦ lafco@sblafco.org

January 11, 2024 (Agenda)

Local Agency Formation Commission
105 East Anapamu Street
Santa Barbara CA 93101

**Consider Adoption of Countywide Service and Sphere Review for
Transportation, Parking, Street Sweeping & Beautification, Lighting,
Transit and Airport Services in Santa Barbara County**

Dear Members of the Commission

RECOMMENDATION

It is recommended that the Commission take the following action:

- a. Find, that the action is exempt from provisions of the California Environmental Quality Act (CEQA) as “information collection” under Section 15306 of the State CEQA Guidelines and based on the determination that this action does not have the potential for causing a significant effect on the environment (Section 15061(b)(3)). Find that Sections 15303 and 15319 of the State CEQA Guidelines are applicable;
- b. Determine, pursuant to Government Code Section 56425, that LAFCO is required to develop and determine a sphere of influence for the 23 affected agencies, and review and update, as necessary;
- c. Determine, pursuant to Government Code Section 56430, that LAFCO is required to conduct a service review before, or in conjunction with an action to establish or update a sphere of influence; and
- d. Adopt a Resolution (LAFCO No. 2024-XX) approving the 2023 Countywide Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services and Sphere Review with the following terms and conditions:
 1. Affirming the currently adopted Spheres of Influence of the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public

Airport District, and Santa Barbara Metropolitan Transit Districts as shown on Exhibits A, B, C, F, G, H, I, J, K, L, and;

- Amending the Spheres of Influence of the Santa Ynez Community Services District to include Study Area #3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas, and Study Area #1 for the Santa Rita Hills Community Services District to include the MOA Road easement area not currently within the boundaries of the agencies, as shown on Exhibit E, & D.

DISCUSSION

State law requires LAFCO to periodically review and update the services and spheres of all cities and special districts. In accordance with the Commission’s adopted Multi-Year Work Program, LAFCO staff has prepared a countywide service and sphere review (refer to Attachment A) for the 23 local agencies that provide, Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services as shown below:

Table A: List of Subject Agencies

AGENCIES	ROAD MAINT.	PARKING	STREET SWEEPING	BEAUT-IFCATION	STREET LIGHTING	AIRPORT	TRANSIT
<i>Special Districts</i>							
Goleta West Sanitary District			✓				
Cuyama Community Services District					✓		
Isla Vista Community Services District		✓		✓	✓		
Mission Hills Community Services District			✓				
Santa Rita Hills Community Services District	✓						
Santa Ynez Community Services District					✓		
Guadalupe Lighting District					✓		
Mission Canyon Lighting District					✓		
North County Lighting District					✓		

AGENCIES	ROAD MAINT.	PARKING	STREET SWEEPING	BEAUT-IFCATION	STREET LIGHTING	AIRPORT	TRANSIT
<i>Special Districts Cont.</i>							
County Service Area 3 (Goleta Valley)					✓		
County Service Area 11 (Summerland & Carpinteria)	✓			✓	✓		
County Service Area 31 (Isla Vista)	✓		✓	✓	✓		
County Service Area 41 (Rancho Santa Rita)	✓						
Santa Maria Public Airport District						✓	
Santa Barbara Metropolitan Transit District							✓
<i>Cities</i>							
City of Buellton	✓	✓	✓	✓	✓		
City of Carpinteria	✓	✓	✓	✓	✓		
City of Goleta	✓	✓	✓	✓	✓		
City of Guadalupe	✓	✓	✓	✓	✓		
City of Lompoc	✓	✓	✓	✓	✓	✓	✓
City of Santa Barbara	✓	✓	✓	✓	✓	✓	
City of Santa Maria	✓	✓	✓	✓	✓		✓
City of Solvang	✓	✓	✓	✓	✓		✓

Key findings and recommendations are presented in the Executive Summary of the attached countywide report. The countywide report also includes Agency Profile Chapters which contain individual evaluations for each of the 23 local agencies - highlighting specific characteristics, ongoing operations, current fiscal health, existing governance structure, ability to provide services, and its importance within its jurisdictional area. The profiles assist with statutory determinations required for all service and sphere of influence reviews pursuant to the Cortese-Knox-Hertzberg Act. This staff report summarizes the service and sphere review’s findings.

Purpose & Key Findings

The goal of this analysis is to accomplish the Commission’s direction to complete a service and sphere review for the Agencies under the Multi-Year Work Program and fulfill the service and

sphere determinations under the Cortese-Knox-Hertzberg Act. The following are the main conclusions of the report:

Spheres of Influence and Agency Boundaries

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

Road Maintenance Cooperation

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

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

- Enhance access, circulation, and mobility throughout the Santa Barbara region and between neighboring regions.
- Reduce congestion, especially on highways and arterials and in neighborhoods surrounding schools in cooperation with schools and school districts.
- Reduce travel times to be consistent with the adopted Congestion Management Plan for all transportation modes, with equal or better travel times for transit and rail in key corridors.

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

Street Lighting, Bikeway & Parking Cooperation

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

Street Sweeping & Beautification Service Cooperation

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

Transit & Airport Service Cooperation

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

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

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

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

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

Finances

The national pandemic had reduced revenues for virtually all local government agencies. Particularly hard hit were local agencies relying on transient occupancy or sales tax. The rate of residential and commercial development has slowed in areas depriving local government of physical improvements and tax revenues. In the last decade, the State mandated the dissolution of local redevelopment agencies. This dissolution removed an important source of discretionary funds for the County and many local Cities. The pandemic had also reduced use of the airport, and set travel restriction that reduced revenue available to the agencies for all uses. Many of the agencies have recovered from the pandemic effects.

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

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

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

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

While LAFCO has little control over most of the factors listed above, LAFCO can assure the mitigation of negative fiscal or service impacts resulting from annexations or detachments. Mitigation is supported by a local LAFCO policy that discourages proposals that would have adverse financial impacts because "the extension of services would be financially infeasible." The transportation related services are generally not the most financially impacting as result of potential annexations and/or district detachments. The larger Transit and Airport Districts cover a larger territory that spans a number of jurisdictional boundaries and can maintain adequate funding. Each of the Cities participates in regional Association of Governments and are allocated their fair share of State and Federal dollars to make local countywide improvements.

In addition to needing adequate revenues, a local agency relies on its fund balance to provide a cushion for unforeseen expenditures or revenue shortfalls. A fund balance helps to ensure the resources are available to meet the costs of operations. The agencies reviewed in this report have fund balances ranging from 2% of annual budget to 611% of annual budget.

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

Public Accountability and Transparency

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

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

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

Emergency Evacuation Route Planning

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

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

Environmental Review

LAFCO staff has conducted an environmental review for the draft service and sphere review in accordance with the California Environmental Quality Act (CEQA). Staff has determined that the service and sphere review is exempt because the actions qualify as "information collection" under Section 15306 and any potentially significant environmental impacts pursuant to section 15061(b)(3), 15301, 15319, and 15320 of the State Guidelines would cover some changes to existing SOIs. The Clerk will file the Commission's Notice of Exemption following approval of the proposal and environmental determination. (Attachment B).

Agency Review and Public Notice

A hearing notice for this draft service and sphere review was published in the November 7th issue of the Santa Maria Times and the November 9th issue of the Santa Barbara Independent (Attachment C). An administrative draft of the report was also shared with the Agencies. This allowed all 23 local agencies an opportunity to review and provide feedback before the report was finalized. Edits received were implemented in the report to ensure accuracy in staff's evaluation. Staff would like to thank each city manager, water and sanitary, community service and special district districts general manager and their staff for their time and effort in helping fulfill this state mandate. Based on the analysis shown in the countywide report (refer to Attachment A), coupled with the fact that all 23 local agencies had an opportunity to review the report's findings, staff is recommending that the Commission adopt the attached resolution (refer to Attachment D) approving the countywide service and sphere review.

Comment Letters/Changes. The public and agencies did not provide any additional comments regarding the SOI Update and Municipal Service Review, however staff has made a few which are attached. The comments and more detailed responses are found in Attachment D of this staff report. Staff has analyzed all comments since the public release and has prepared the change table shown in Attachment D addressing the issues raised. The comments or changes help correct or make the report more accurate. The recommendation is to accept the changes as outlined in Attachment D. LAFCO Staff has recommended revising a few typos and clarifications.

Conclusion. LAFCO has completed all the steps necessary to update the affected agencies Sphere of Influence consistent with the Cortese-Knox-Hertzberg Act.

Attachments

Attachment A – Countywide Service and Sphere Review for Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services (online at www.sblafco.org) Previously Distributed

Attachment B – Notice of Exemption Section 15306. Class 6; Sections 15303 Class 3, 15319 Class 19, and 15061(b)(3)

Attachment C – Public Hearing Notice

Attachment D – Comment Letters & Change Table

Attachment E – Draft Resolution

Please contact the LAFCO office if you have any questions.

Sincerely,



Mike Prater, Executive Officer

ATTACHMENT A

**Draft Countywide Service and Sphere Review for
Transportation, Parking, Street Sweeping &
Beautification, Lighting, Transit and Airport
Service (online at www.sblafco.org)**

NOTICE OF EXEMPTION

Filing of Notice of Exemption in Compliance with Section 21108 of the Public Resources Code

TO: County Clerk
County of Santa Barbara
105 East Anapamu Street
Santa Barbara CA 93101

FROM: Local Agency Formation Commission 105
East Anapamu Street, Room 407 Santa
Barbara CA 93101
805/568-3391

PROJECT TITLE: SPHERE OF INFLUENCE UPDATE AND MUNICIPAL SERVICE REVIEW FOR TRANSPORTATION, PARKING, STREET SWEEPING & BEAUTIFICATION, LIGHTING, TRANSIT AND AIRPORT SERVICES IN SANTA BARBARA COUNTY

PROJECT LOCATION AND DESCRIPTION:

Project Location:

The jurisdictional boundaries of one Sanitary District, five Community Services Districts (CSD), three Lighting Districts, four County Service Areas, one Airport District, one Transit District along with all eight Cities are included, all located in Santa Barbara County.

Description of Nature, Purpose, and Beneficiaries of Project:

LAFCO has prepared a Sphere of Influence (SOI) Update and Municipal Service Review for the 23 agencies identified above. The SOI is a 20-year growth boundary that includes areas that may be served by a City or District in the future. This SOI update and Service Review recommends maintaining the same boundaries for the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts. The Cortese-Knox-Hertzberg Act calls for the Service Review to be completed either prior to or concurrent with, the Sphere of Influence update. The Service Review evaluates the public services provided by the 23 agencies and provides the information base for updating the SOIs.

Name of Person or Agency Carrying Out the Project:

Santa Barbara Local Agency Formation Commission

Reasons for Exemption. The proposed Sphere of Influence Update and Municipal Services Review does not involve, authorize or permit the siting or construction of any facilities. The MSR is categorically exempt from the preparation of environmental documentation under a classification related to information gathering (Class 6 - Regulation Section 15306). CEQA Regulation Section 15061(b)(3) states "The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." Sections 15303 and 15319 of the State CEQA Guidelines are applicable.



Mike Prater, Executive Officer

November 2, 2023

Date

A Sphere of Influence is a plan for probable, physical boundary and service areas of a local agency or jurisdiction. As such, it does not give property inside the Sphere boundary any more development rights than what already exist. The Sphere of Influence Boundary is a long-range planning tool that assists LAFCO in making decisions about a jurisdiction's future boundary. The Sphere indicates areas that might be served by an agency. It is unknown if an area will ever be annexed to the agency. Also, it is often uncertain what type of precise land use is going to be proposed for a specific area. In the case of Santa Ynez Community Service District, and Santa Rita Hills Community Service District Spheres of Influence Update, development areas are recommended in the Sphere of Influence Update document.

The study of impacts associated with the Sphere of Influence is often speculative since it is unclear what type of project might be proposed or if an area will even be annexed in the future. The City and County studies impacts comprehensively when a project-specific environmental review is completed.

Santa Ynez Community Services District – Study Area 3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas. *no development is being contemplated and the land use regulations for the area would not be expected to change upon future annexation.*

Santa Rita Hills Community Services District – Study Area 1 MOA Road easement. Since 1990 the MOA Road that was granted permission to be built along the easement. Connecting the end of Sweeney Road to the District boundary. The County permit expired, and the case was closed in 2013 for an access road. A new permit would need to be issued before construction of the access road is granted. *no development is being contemplated and the land use regulations for the area would not be expected to change upon future out-of-agency service agreement.*

The Santa Barbara Local Agency Formation Commission will approve the above-referenced project on December 14, 2023 and has determined it to be exempt from further environmental review under the requirements of California Environmental Quality Act (CEQA) of 1970, as defined in the State and local Guidelines for the implementation of CEQA.

Exempt Status:

Ministerial

Statutory

Categorical Exemption:

Information gather pursuant to CEQA Guidelines Section 15306. Class 6; Sections 15303 Class 3, and 15319 Class 19

Emergency Project

No Possibility of Significant Effect [Sec. 15061 (b,3)]

By: _____

Executive Officer

Date: 12/14/23

SANTA BARBARA LOCAL AGENCY FORMATION COMMISSION

NOTICE OF 30-DAY PUBLIC REVIEW AND INTENT TO ADOPT A SPHERE OF INFLUENCE AND MUNICIPAL SERVICE REVIEW FOR LOCAL AGENCIES PROVIDING TRANSPORTATION, PARKING, STREET SWEEPING & BEAUTIFICATION, LIGHTING, TRANSIT AND AIRPORT SERVICES

Project Summary. A Sphere of Influence (SOI) is defined by Government Code 56425 as "...a plan for the probable physical boundary and service area of a local agency or municipality..." The Sphere of Influence Update and Municipal Service Review for the transportation, parking, street sweeping & beautification, lighting, transit and airport Agencies identify the areas where future annexations might be considered and evaluated. The Agencies included in this Sphere of Influence and Municipal Services Review Update are; the Goleta West Sanitary, Cuyama, Isla Vista, Mission Hills, Santa Rita Hills, Santa Ynez Community Services Districts, Guadalupe Lighting, Mission Canyon Lighting, North County Lighting Districts, County Service Areas No. 3, No. 11, No. 31, No. 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit District. In addition, the Cities of Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang are included. The Municipal Service Reviews evaluate the jurisdiction's capabilities to serve existing and future residents and is the basis for Sphere of Influence decisions. The SOI for the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit District will not change from the existing SOI. The Sphere of Influence for the Santa Ynez Community Services District and Santa Rita Hills Community Services District are recommended to expand areas.

Public Review Period. Runs through November 2, 2023 to December 4, 2023. Comments are due by 5:00 pm on Monday December 4th. Sent to: Santa Barbara LAFCO, 105 East Anapamu Street, Santa Barbara CA 93101 or by email at lafco@sblafco.org, Attention Mike Prater. Any additional comments can be made at the hearing.

Public Hearing. A public hearing will be scheduled for Thursday, December 14, 2023 at 1:00 p.m. at the Board of Supervisors' Hearing Room at 511 East Lakeside Parkway, Suite 141, Santa Maria, CA. 93455.

Environmental Determination. It has been determined that this project is exempt from CEQA because it either will not have any potentially significant environmental impacts pursuant to section 15061(b)(3), 15303, and 15319 of the State Guidelines with some changes to existing SOIs are proposed.

Disclosure of Campaign Contributions – LAFCO Commissioners are disqualified and are not able to participate in proceedings involving an "entitlement for use" if, within the 12 months preceding the LAFCO decision, the Commissioner received more than \$250 in campaign contributions from the applicant, an agent of the applicant or a financially interested person who actively supports or opposes the LAFCO decision on this matter.

Persons participating in this proceeding who have made such contributions are required to disclose that fact for the official record of the proceedings. Disclosures must include the amount of the contribution and the recipient Commissioner and may be made either in writing to the Executive Officer of the Commission prior to the hearing or by an oral declaration at the time of the hearing. The foregoing requirements are set forth in the Political Reform Act of 1974, specifically in Government Code section 84308.

Additional Information. – The following documents are available for review: Sphere of Influence Update and Municipal Service Review for Water, Wastewater, Recycled Water, and Stormwater Services. These documents can be downloaded from our website at www.sblafco.org at no cost, or may be viewed at the LAFCO office. Additional information regarding items to be considered at the meeting may be obtained by contacting the LAFCO office at 105 East Anapamu Street, Santa Barbara CA 93101 or by calling 805-568-3391. The agenda and staff report for the hearing will be available at the LAFCO website at www.sblafco.org. 5 days before the hearing.

Contact. Mike Prater, Executive Officer, (805) 568-3391 or lafco@sblafco.org.

Dated this 7th day of November 2023.

Mike Prater, Executive Officer
Santa Barbara LAFCO

ATTACHMENT D

Public Comments

4/12/2016 10:00 AM

ATTACHMENT D
PROPOSED CHANGES TO DOCUMENTS
 SPHERE OF INFLUENCE UPDATE
 MUNICIPAL SERVICE REVIEW

	Commenter	Change or addition (Underlined) or comment Page/Line/	Comment
1.	Staff	Fiscal Trends "CHAPTER THREE: E. Santa Rita Hills CSD" Page 163, Updated Chart to reflect all Zeros	Change Made.
2.	Staff	Revised "CHAPTER THREE: K. County Service Area 11" Page 249, Delete Unknown Manager	Change Made.
3.	Staff	Revised "CHAPTER THREE: N. Santa Maria Airport District" Page 316, Fixed Typo in Funding Chart Title "Airport"	Change Made.
4.	Staff	Revised "CHAPTER THREE: O. Santa Barbara Transit District" Page 339, Fixed Typo in Fiscal Trends Title "SBMTD"	Change Made.

From: Martha New <marty.new@icloud.com>
Sent: Thursday, November 2, 2023 2:28 PM
To: natasha@sblafco.org; Mike Prater
Cc: Arria Brasseur
Subject: Sta.Rita Hills - Easement road - Clarification on District Funds

Dear Commissioners,

Thank you for your consideration of the easement road to our District and all your support through this process. As you know I was duly appointed by the Board of Supervisors as was Claire New-Duval. Our 3rd member James Jackson also duly appointed moved from the area and resigned. I want to clarify for our District members that our board did not increase taxes on any of our constituents. What we did do, was pay outstanding bills of the District which had accumulated from past District activities over the past seven years while we had the quorum to do so. We brought our District current to where we can discuss the easement road with clarity. All bills were brought forward in the scheduled meetings and confirmed in our Agenda notes. Moreover, no person on the board, or the general manger was paid for their work for the District. We did pay Ross Trindle, our attorney who initially ran the meetings and attended meetings and phone calls with LAFCO and the General Council - all these expenses are documented and public in the Agenda notes.

I want to correct any misconceptions on what was paid and where it came from - bills were paid that had accumulated over seven years; We paid those bill from the existing funds. So we now have outstanding funds in our account, and are no longer in debt. This allows us to move forward with the most pressing needs of the District - the building of the easement road which benefits everyone in the District. This has always been the goal of the board. We were as a Board members conscientious and careful about all expenditures coming from the Districts coffer. This is why we can discuss the easement work being completed today with the Commissioners.

Thank you Commissioners and LAFCO for hearing our concerns and moving this agenda forward. It is so much appreciated for the safety and best interest of our District.

Sincerely,

Marty New

RESOLUTION OF THE SANTA BARBARA LOCAL AGENCY FORMATION
COMMISSION MAKING DETERMINATIONS AND APPROVING THE 2023
COUNTYWIDE MUNICIPAL SERVICE REVIEW AND SPHERES OF INFLUENCE
FOR TRANSPORTATION, PARKING, STREET SWEEPING & BEAUTIFICATION,
LIGHTING, TRANSIT, AND AIRPORT SERVICES AGENCIES

WHEREAS, pursuant to Government Code Section 56425, 56427, and 56430, and the Commission's duly adopted Policies for Spheres of Influence determinations, the Commission has initiated and conducted the 2023 Countywide Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services and Sphere of Influence Review for 23 agencies: Goleta West Sanitary District, Isla Vista Community Services District, Mission Hills Community Services District, Santa Rita Hills Community Services District, Santa Ynez Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 3 (Goleta Valley), County Service Area 11 (Summerland & Carpinteria Area), County Service Area 41 (Rancho Santa Rita), Santa Maria Public Airport District, Santa Barbara Metropolitan Transit District, City of Buellton, City of Carpinteria, City of Goleta, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria, and City of Solvang ("service providers").

WHEREAS, the Commission is required to review and update, as necessary, adopted spheres of influence not less than every five years, and

WHEREAS, the Commission is directed to conduct a review of municipal services not later than the time it considers an action to establish or update a sphere of influence, and

WHEREAS, the Executive Officer has given the notices required by law and forwarded copies of his report to officers, persons and service providers as prescribed by law; and

WHEREAS, the public hearing for this matter was continued on December 14, 2023 to be and conducted at 1:00 p.m. on January 11, 2024; and

WHEREAS, at said hearings, this Commission heard and received all oral and written protests, objections, and evidence which were made, presented or filed, and all persons present were given the opportunity to hear and be heard in respect to any matter relating to said Sphere of Influence Update and Municipal Service Review for the Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services Agencies; and

NOW, THEREFORE, BE IT RESOLVED DETERMINED AND ORDERED by the Commission as follows:

- (1) Finds this action is exempt from provisions of the California Environmental Quality Act, Public Resources Code section 21000 et seq. (CEQA) as *“information collection” under Section 15306 of the State CEQA Guidelines and based on the determination that this action does not have the potential for causing a significant effect on the environment (Section 15061(b)(3)).* Sections 15303 and 15319 of the State CEQA Guidelines;
- (2) Has considered all factors required to be considered by Government Code Section 56425(e) and 56430 and hereby adopts such determinations as set forth in the Public Review Draft of the Sphere of Influence Update and Municipal Service Review with said determinations being incorporated by reference herein as though set forth in full;
- (3) Adopts the Service Review Determinations, as shown on Exhibit M;
- (4) Adopts the Sphere of Influence Determinations, as shown on Exhibit N;
- (5) Adopts the 2023 Municipal Service Reviews for all 23 Special Districts and Cities providing Transportation, Parking, Street Sweeping & Beautification, Lighting, Transit, and Airport Services in Santa Barbara County;
- (6) Adopts the updates to the Spheres of Influence (Exhibit A thru L), for the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Santa Ynez Community Services District, Santa Rita Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts;
- (7) Reaffirms the current Spheres of Influence of the Goleta West Sanitary District, Cuyama Community Services District, Mission Hills Community Services District, Guadalupe Lighting District, Mission Canyon Lighting District, North County Lighting District, County Service Area 31, County Service Area 41, Santa Maria Public Airport District, and Santa Barbara Metropolitan Transit Districts, as shown on Exhibits A, B, C, F, G, H, I, J, K, L and;
- (8) Amends the Spheres of Influence of the Santa Ynez Community Services District to include Study Area #3 from Water, Wastewater MSR for Janin Acres and Western Santa Ynez areas, and Study Area #1 for the Santa Rita Hills Community Services District to include the MOA Road easement area not currently within the boundaries of the agencies, as shown on Exhibit D & E.

This resolution is hereby adopted this 11th day of January, 2024 in Santa Barbara, California.

AYES:

NOES:

ABSTAIN:

ATTACHMENT E

Santa Barbara County Local Agency
Formation Commission

By: _____
Jay Freeman, Chair

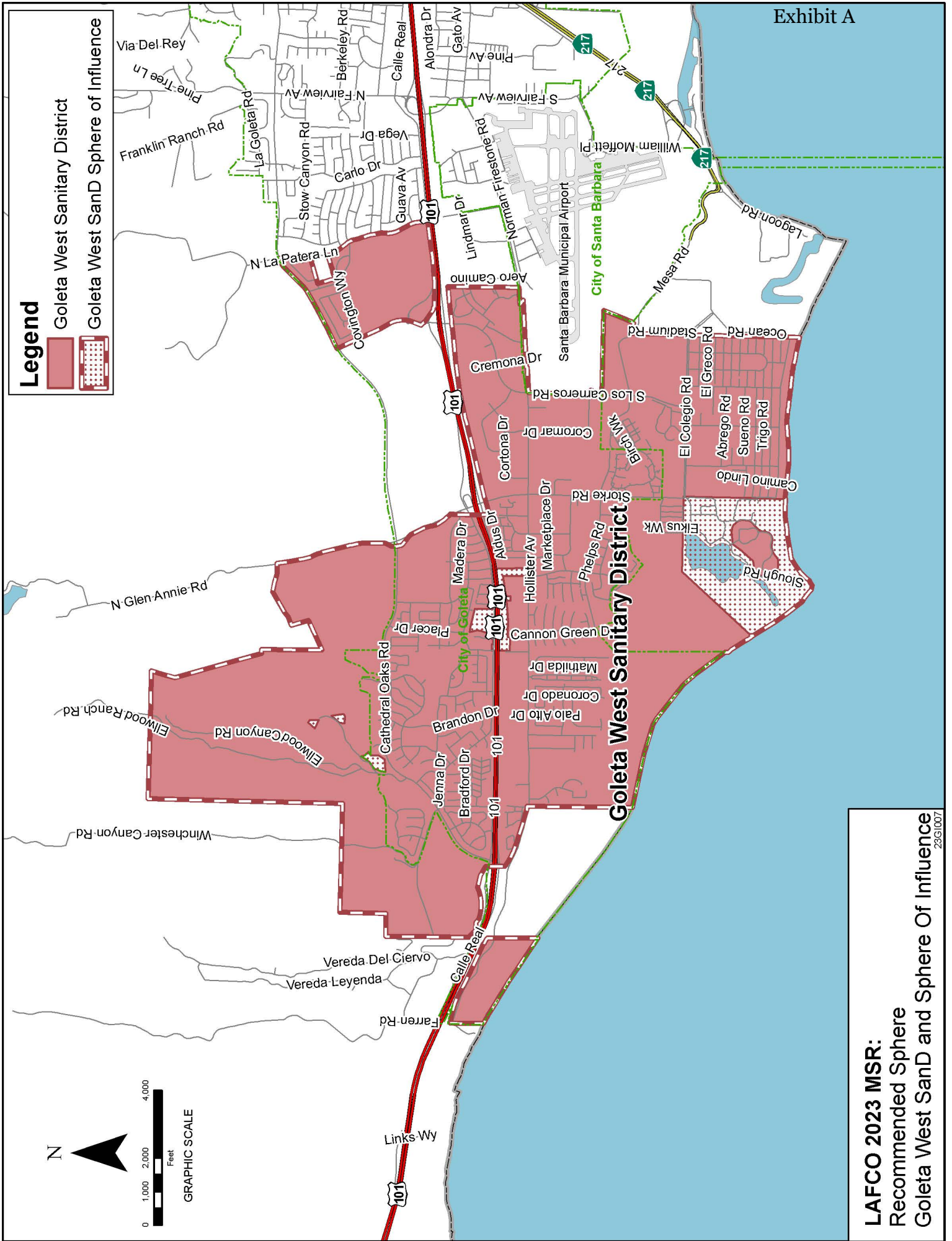
Date: _____

ATTEST:

Natasha Carbajal, Clerk/Analyst
Santa Barbara County
Local Agency Formation Commission

Legend

-  Goleta West Sanitary District
-  Goleta West SanD Sphere of Influence

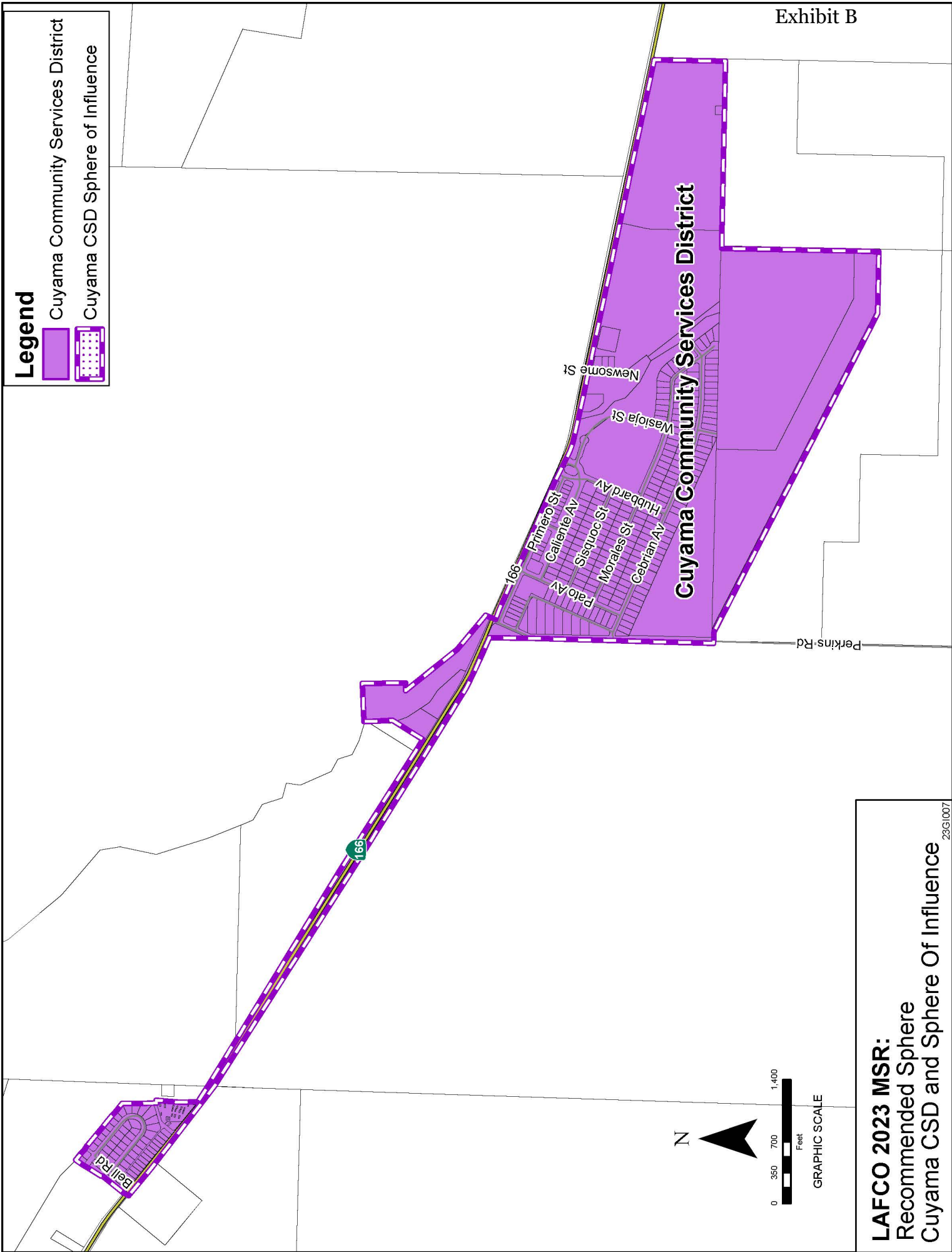


LAFCO 2023 MSR:
 Recommended Sphere
 Goleta West SanD and Sphere Of Influence

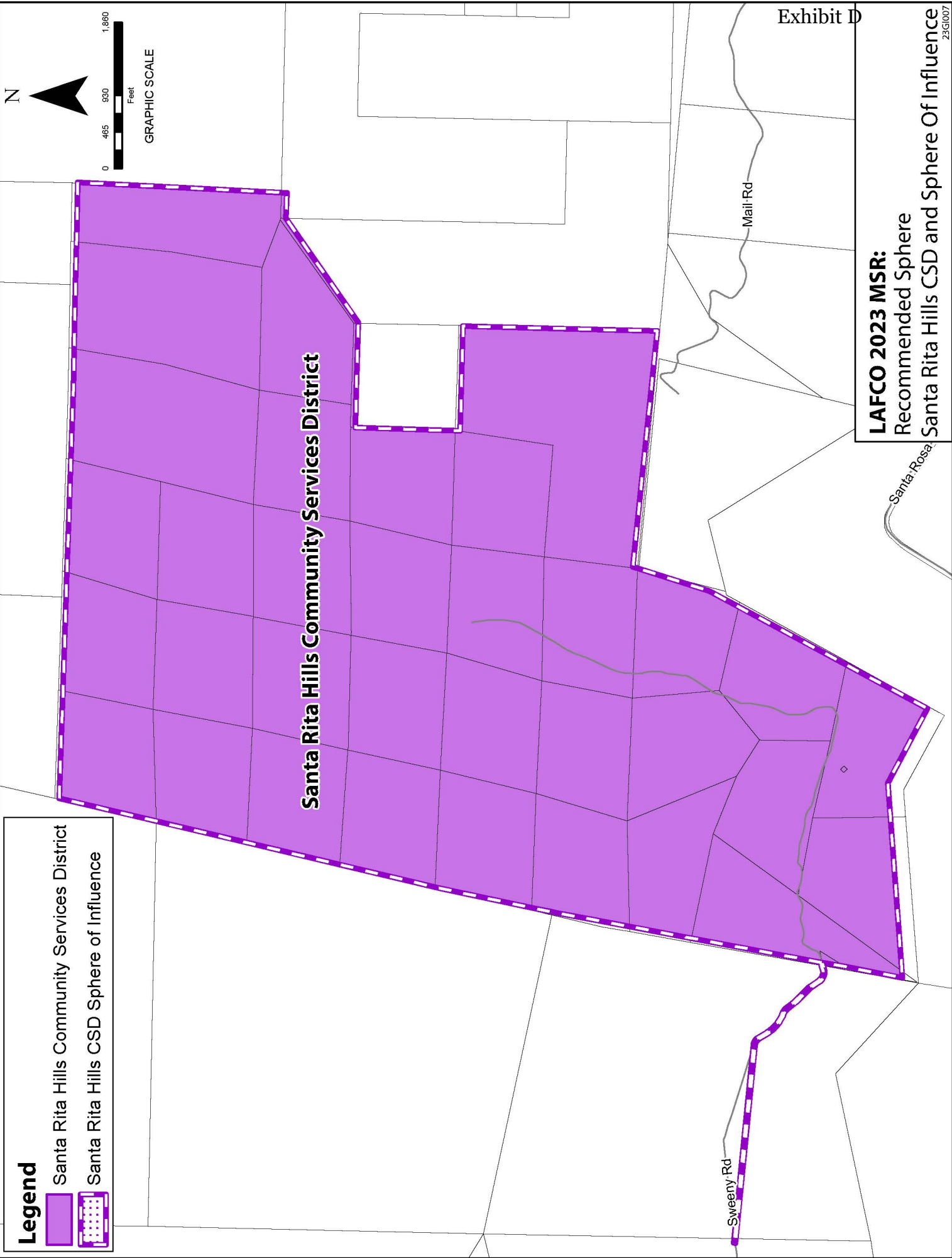
23G1007

Legend

-  Cuyama Community Services District
-  Cuyama CSD Sphere of Influence



LAFCO 2023 MSR:
Recommended Sphere
Cuyama CSD and Sphere Of Influence



Legend

-  Santa Rita Hills Community Services District
-  Santa Rita Hills CSD Sphere of Influence

Exhibit D

LAFCO 2023 MSR:

Recommended Sphere

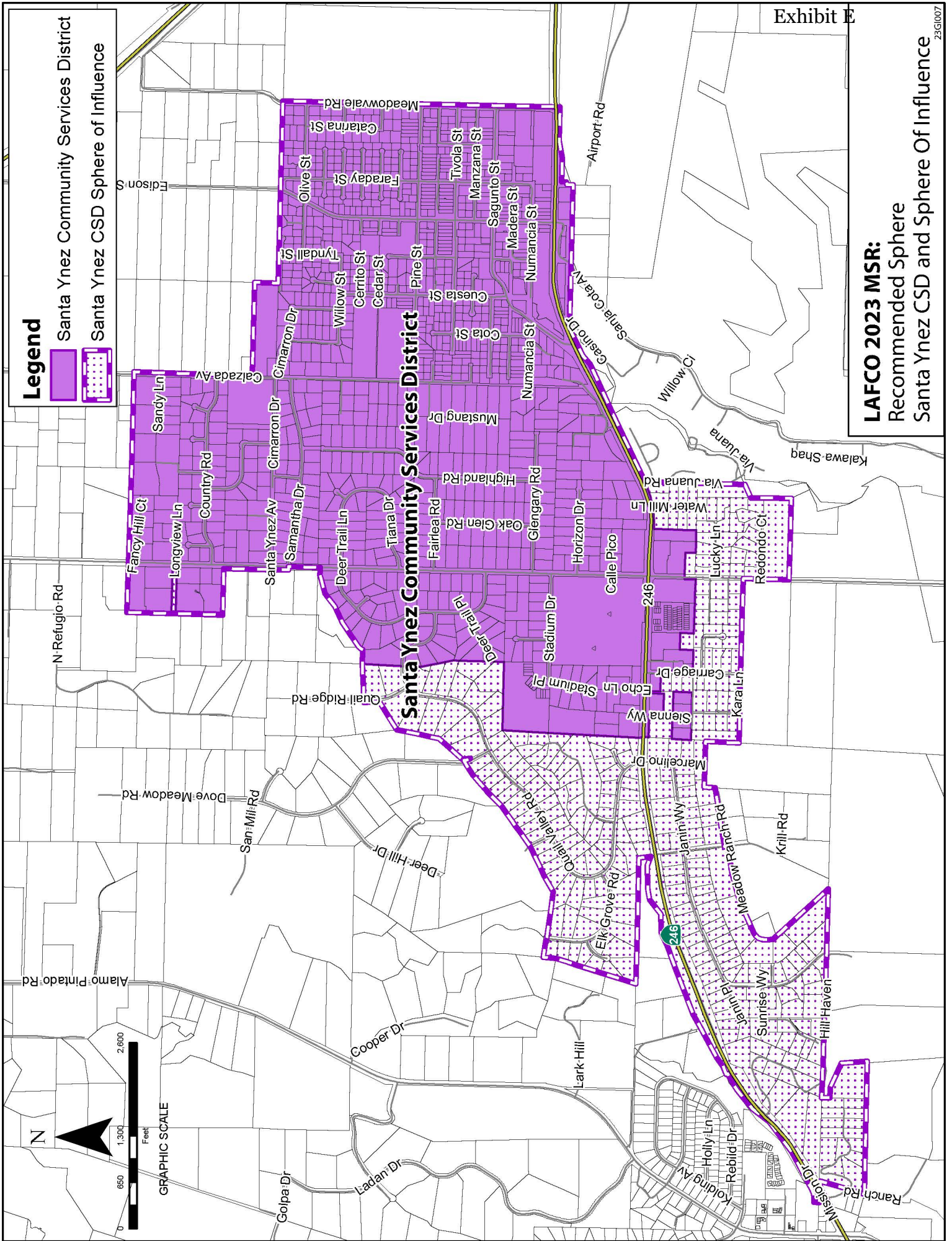
Santa Rita Hills CSD and Sphere Of Influence

23GI007

Legend

-  Santa Ynez Community Services District
-  Santa Ynez CSD Sphere of Influence

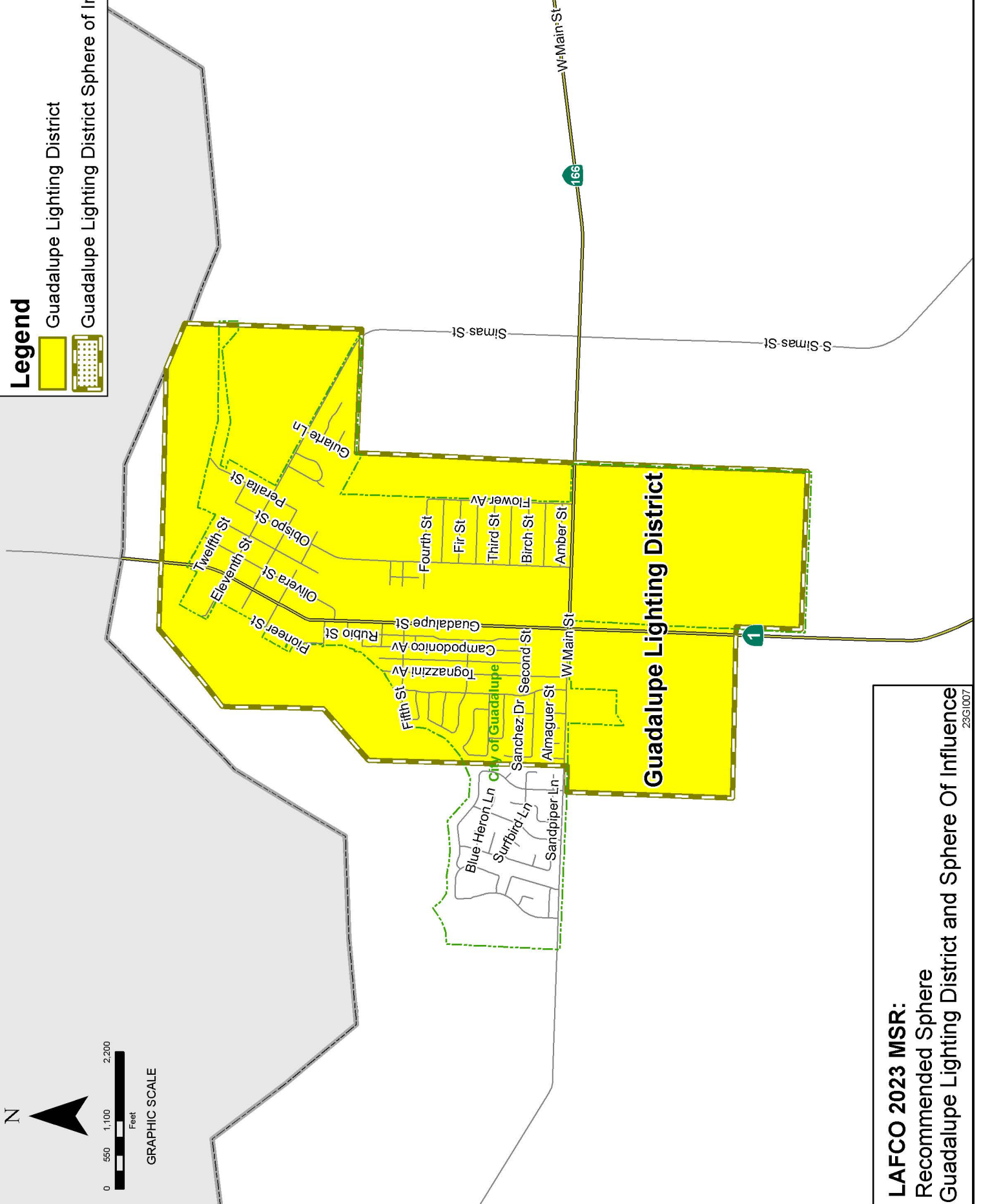
Santa Ynez Community Services District



LAFCO 2023 MSR:
 Recommended Sphere
 Santa Ynez CSD and Sphere Of Influence

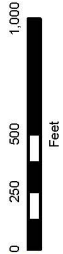
Legend

-  Guadalupe Lighting District
-  Guadalupe Lighting District Sphere of Influence



LAFCO 2023 MSR:
 Recommended Sphere
 Guadalupe Lighting District and Sphere Of Influence

23G1007



GRAPHIC SCALE

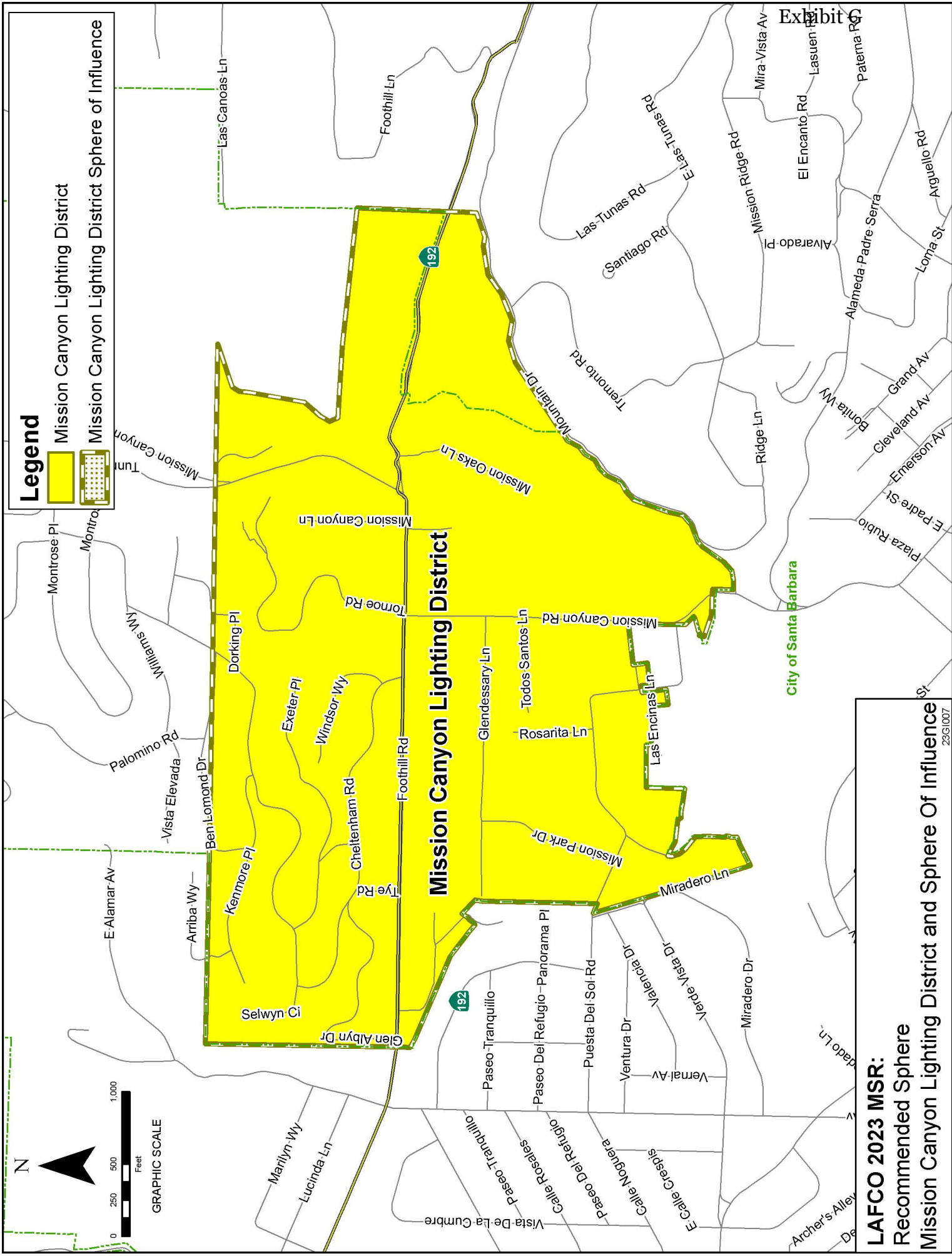
Legend



Mission Canyon Lighting District



Mission Canyon Lighting District Sphere of Influence



LAFCO 2023 MSR:
Recommended Sphere
Mission Canyon Lighting District and Sphere Of Influence

2961007

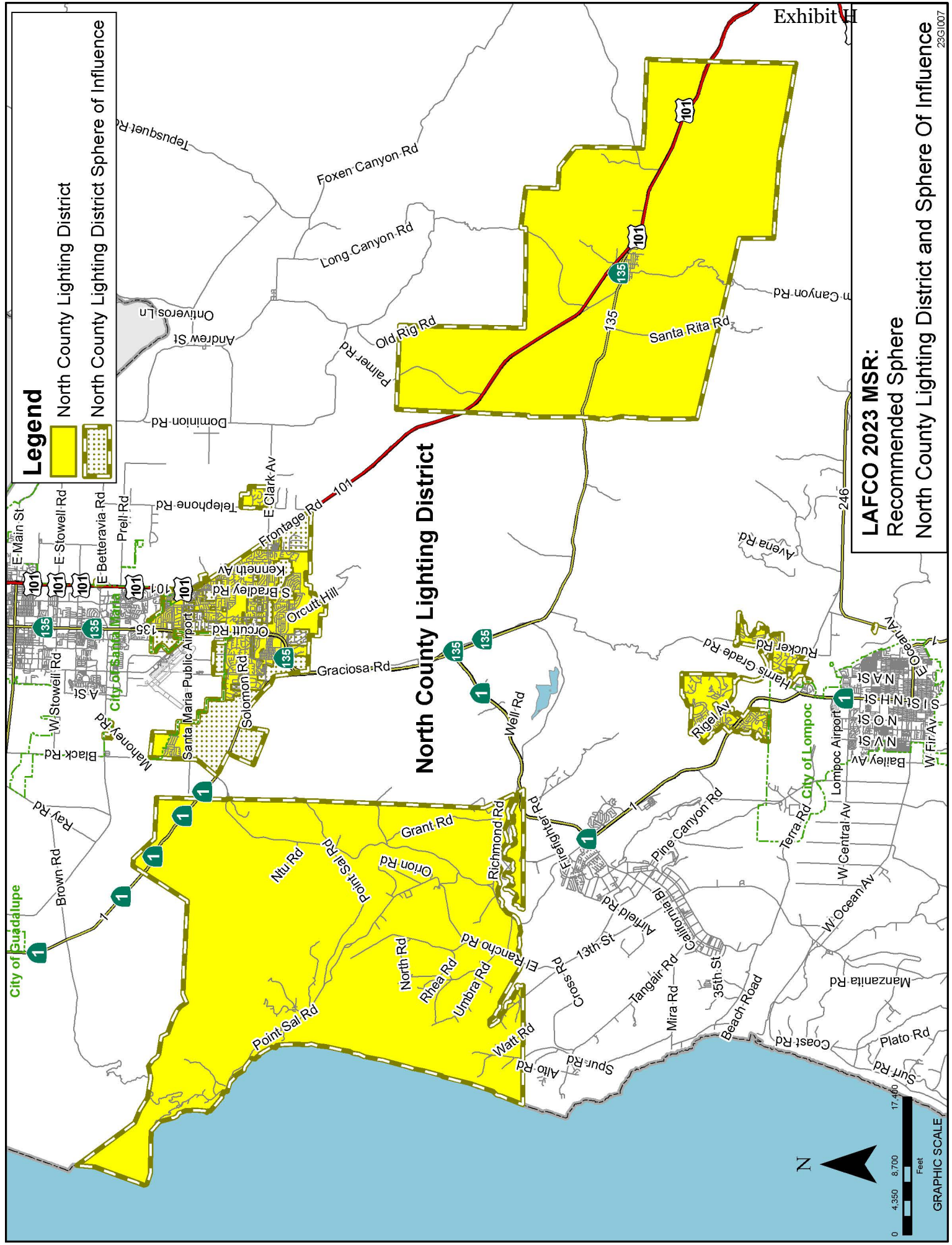
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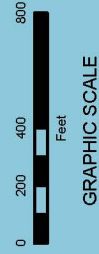
North County Lighting District

North County Lighting District Sphere of Influence

North County Lighting District

LAFCO 2023 MSR:
Recommended Sphere
North County Lighting District and Sphere Of Influence



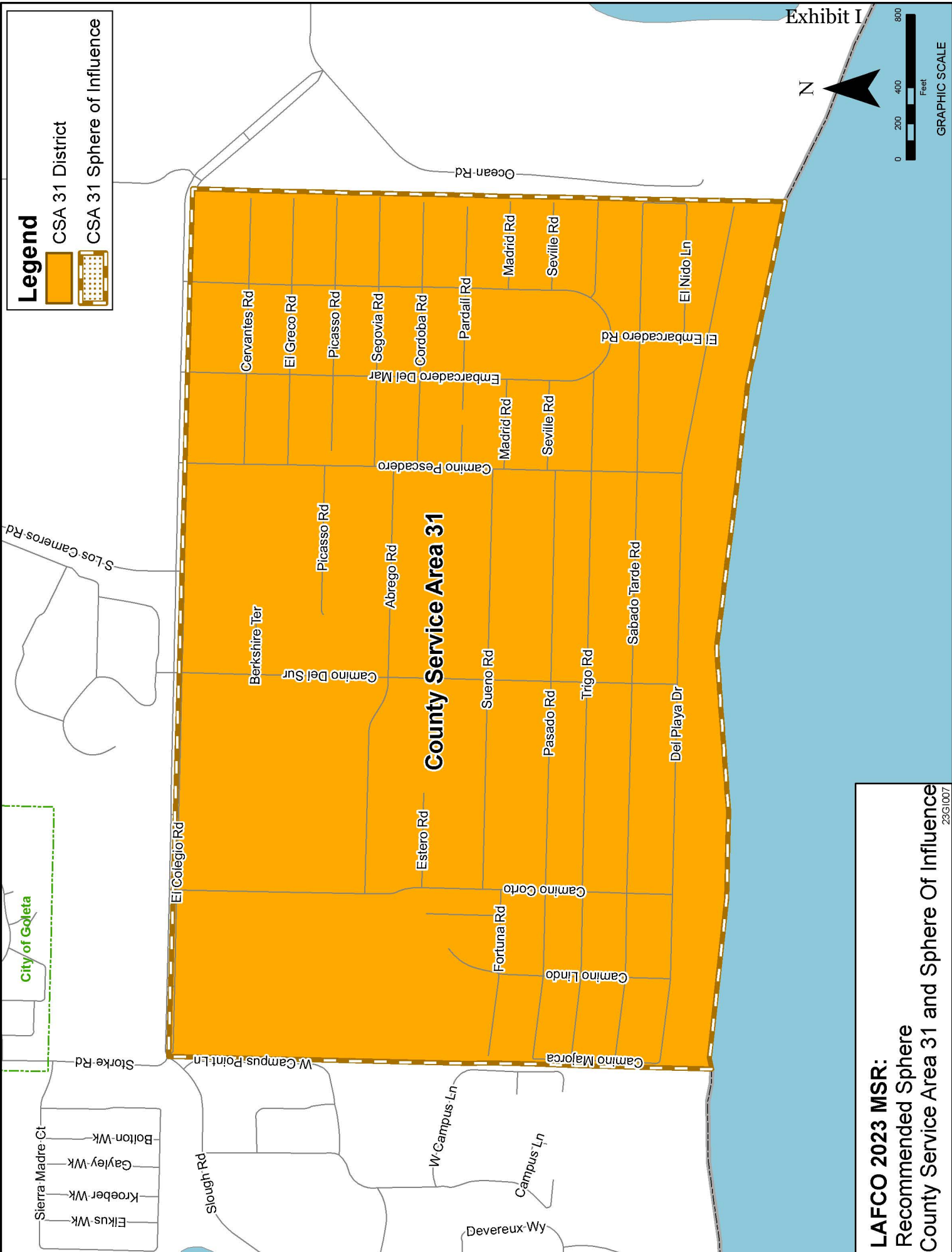


Feet
GRAPHIC SCALE

Legend

CSA 31 District

CSA 31 Sphere of Influence



County Service Area 31

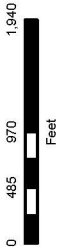
LAFCO 2023 MSR:
Recommended Sphere
County Service Area 31 and Sphere Of Influence
23GI007

City of Goleta

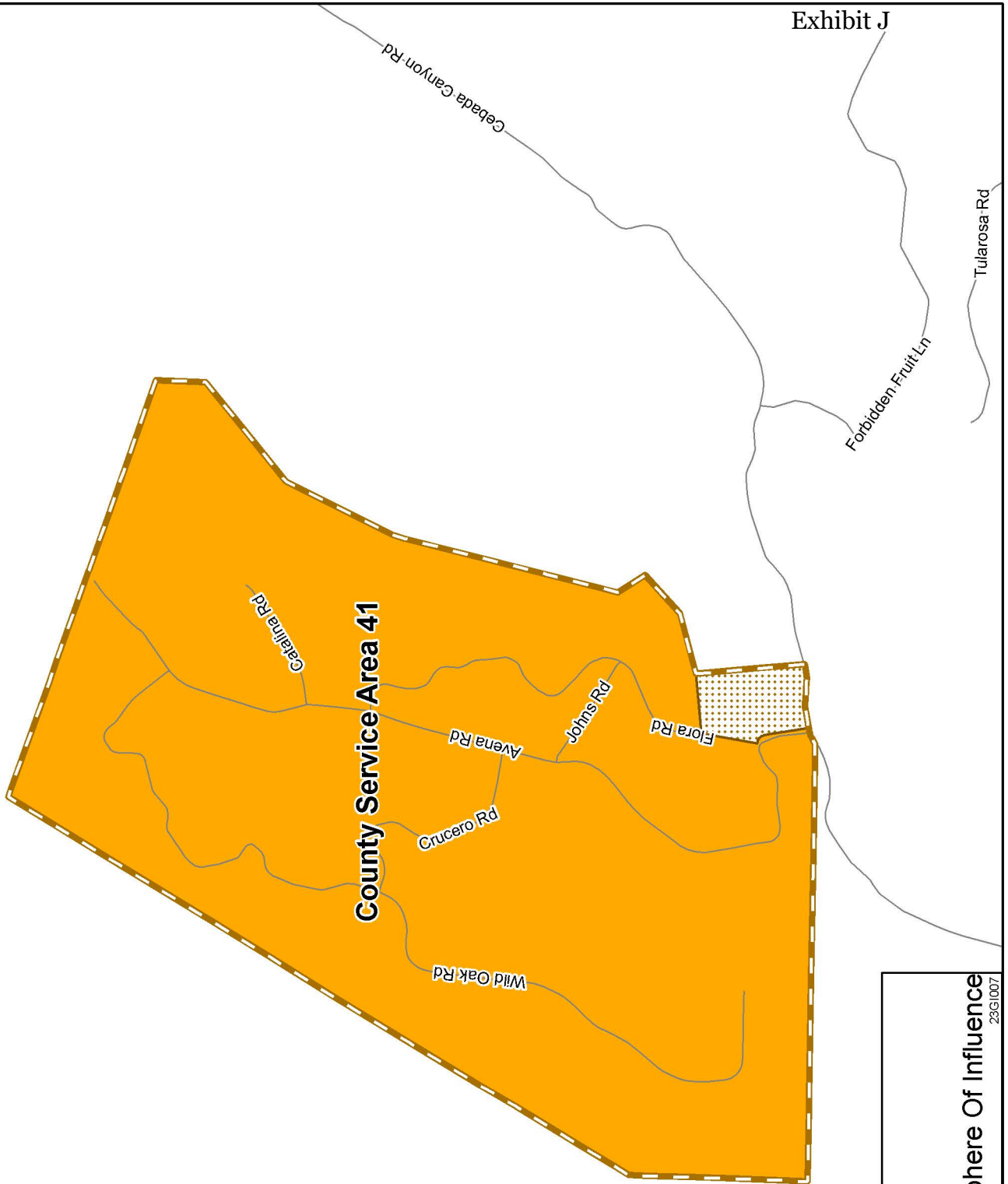
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CSA 41 District

CSA 41 Sphere of Influence

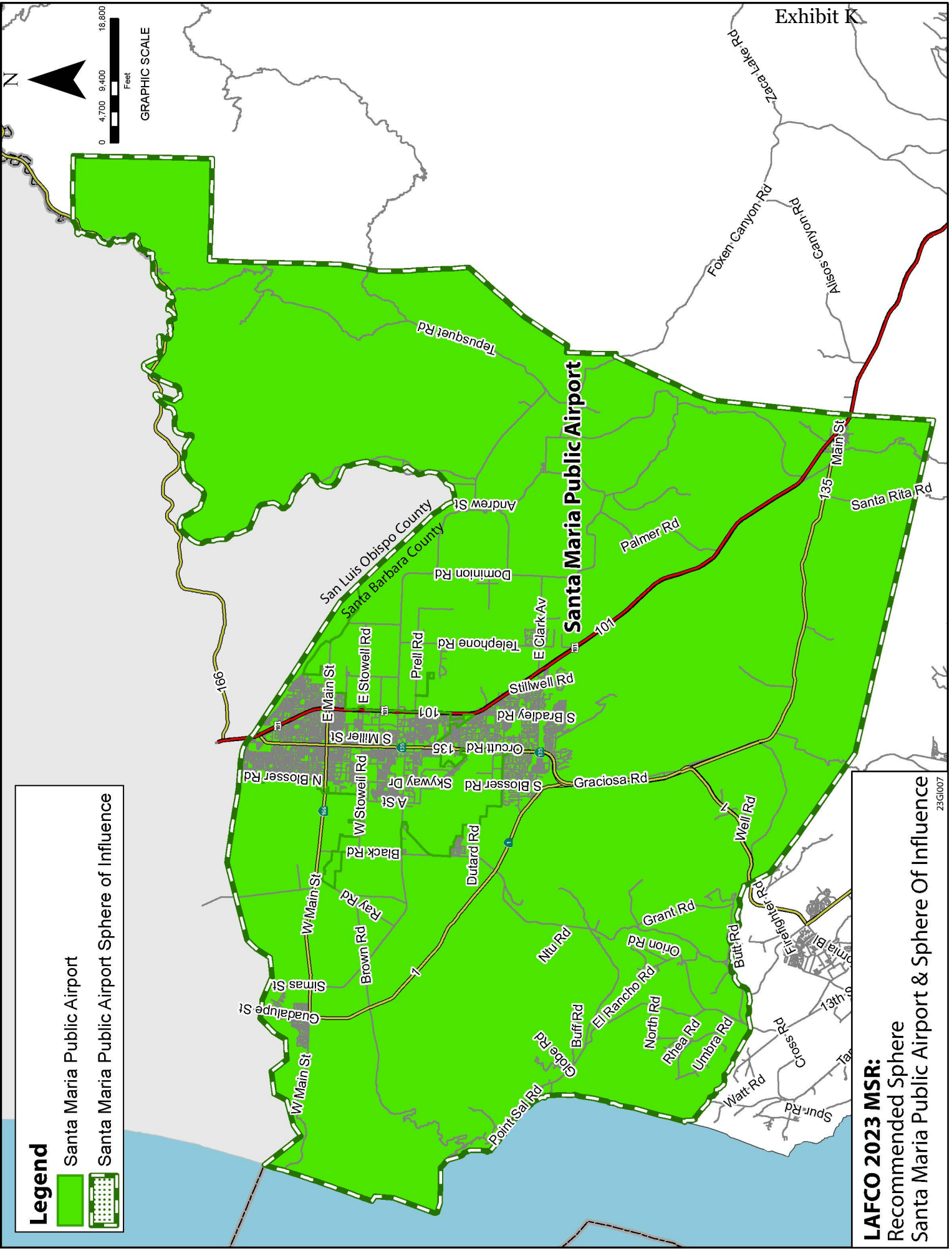


GRAPHIC SCALE



LAFCO 2023 MSR:
 Recommended Sphere
 County Service Area 41 and Sphere Of Influence

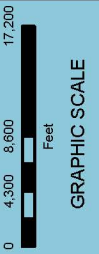
23G1007



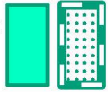
Legend

- Santa Maria Public Airport
- Santa Maria Public Airport Sphere of Influence

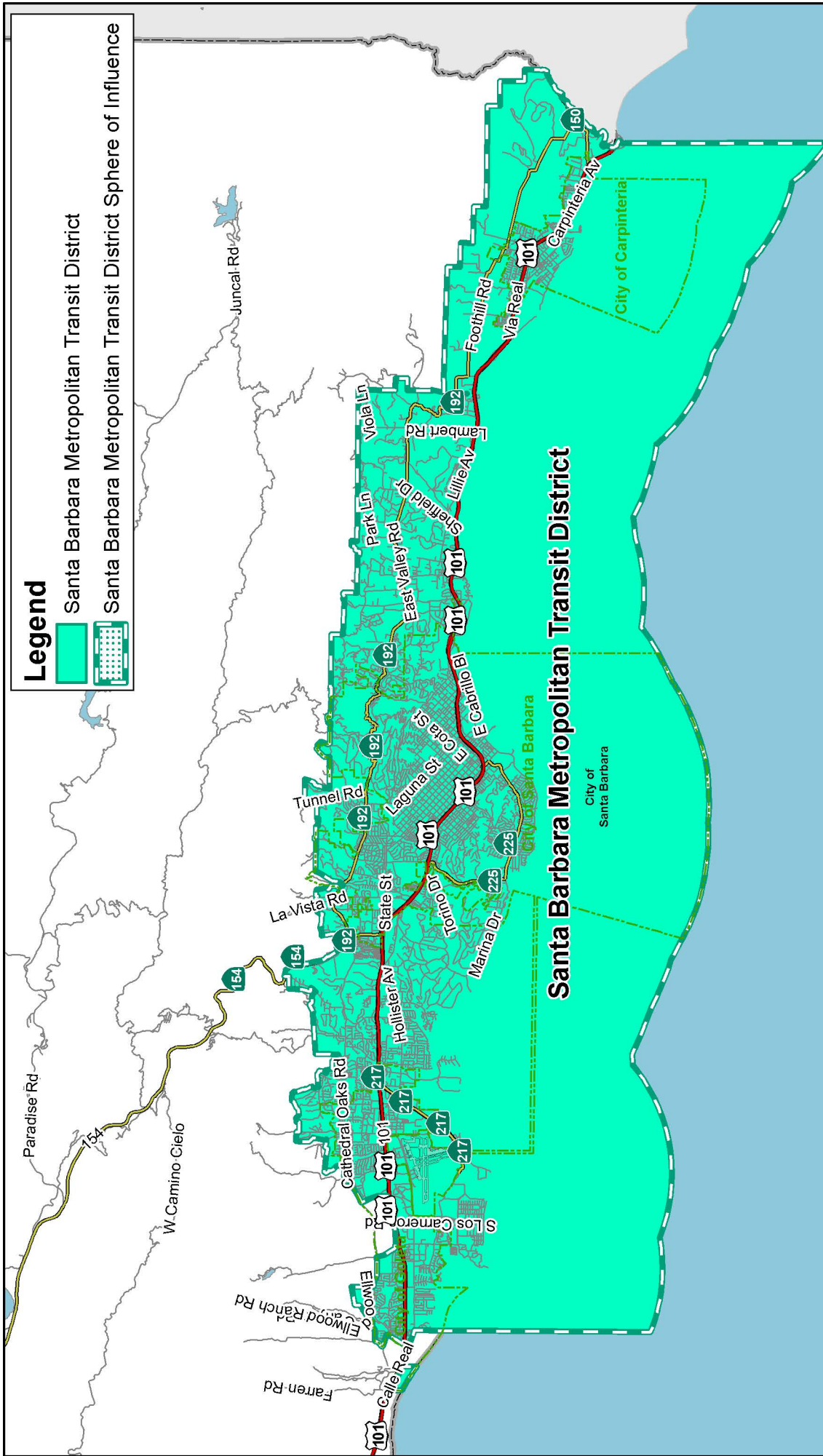
LAFCO 2023 MSR:
 Recommended Sphere
 Santa Maria Public Airport & Sphere Of Influence



Legend



- Santa Barbara Metropolitan Transit District
- Santa Barbara Metropolitan Transit District Sphere of Influence



LAFCO 2023 MSR:
 Recommended Sphere
 SBM Transit District and Sphere Of Influence

29G1007

CHAPTER ONE: MUNICIPAL SERVICE REVIEW DETERMINATIONS

A. Scope

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

B. Summary of Recommendations

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

Potentially Significant MSR Determinations

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

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

C. Overview

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

1. Growth and Population Projections for the Affected Area;
2. The Location and Characteristics of any Disadvantaged Unincorporated Communities within or Contiguous to the Sphere of Influence;
3. Present and Planned Capacity of Public Facilities and Adequacy of Public Services, and Infrastructure Needs or Deficiencies;
4. Financial Ability of Agency to Provide Services;
5. Status of, and Opportunities for, Shared Facilities;
6. Accountability for Community Service Needs, including Government Structure and Operational Efficiencies, and
7. Any Other Matter Related to Effective or Efficient Service Delivery, as Required by Commission Policy.

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

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

D. Determinations

I. GROWTH AND POPULATION PROJECTIONS FOR THE AFFECTED AREA

REGIONAL

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

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

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

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

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

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

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

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

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

The unincorporated population of the County, the population not living within a City, has remained constant for the past 10 years, with census population figures of 135,145 in 2012 and 139,956 estimated by Department of Finance in 2022. Growth within the Cities over the past 10 years has not changed the unincorporated portion of the population by much from 31 percent.

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

AGENCY SPECIFIC

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

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

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

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

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

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

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

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

North County Lighting District serves the Casmalia and surrounding lands, Los Alamos and

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

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

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

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

REGIONAL

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

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

AGENCY SPECIFIC

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

The median household income (MHI) for Goleta Valley was \$104,830 in 2023, which does not qualify the communities as a disadvantaged community. However, the Goleta West Sanitary District's, City of Goleta, Isla Vista Community Services District's, and County Service Area 31 each Spheres of Influence does qualify under the definition of disadvantaged community for the present and probable need for public facilities and services because in May of 2022, the Old Town

area, as part of the larger Census tract including properties in the City of Goleta and County, was designated as a disadvantaged community by CalEPA. The MHI for Isla Vista was \$22,386 in 2023, which qualifies the community as a disadvantaged community.

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

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

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

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

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

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

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

⁶ Government Code section 56033.5.

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

REGIONAL

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

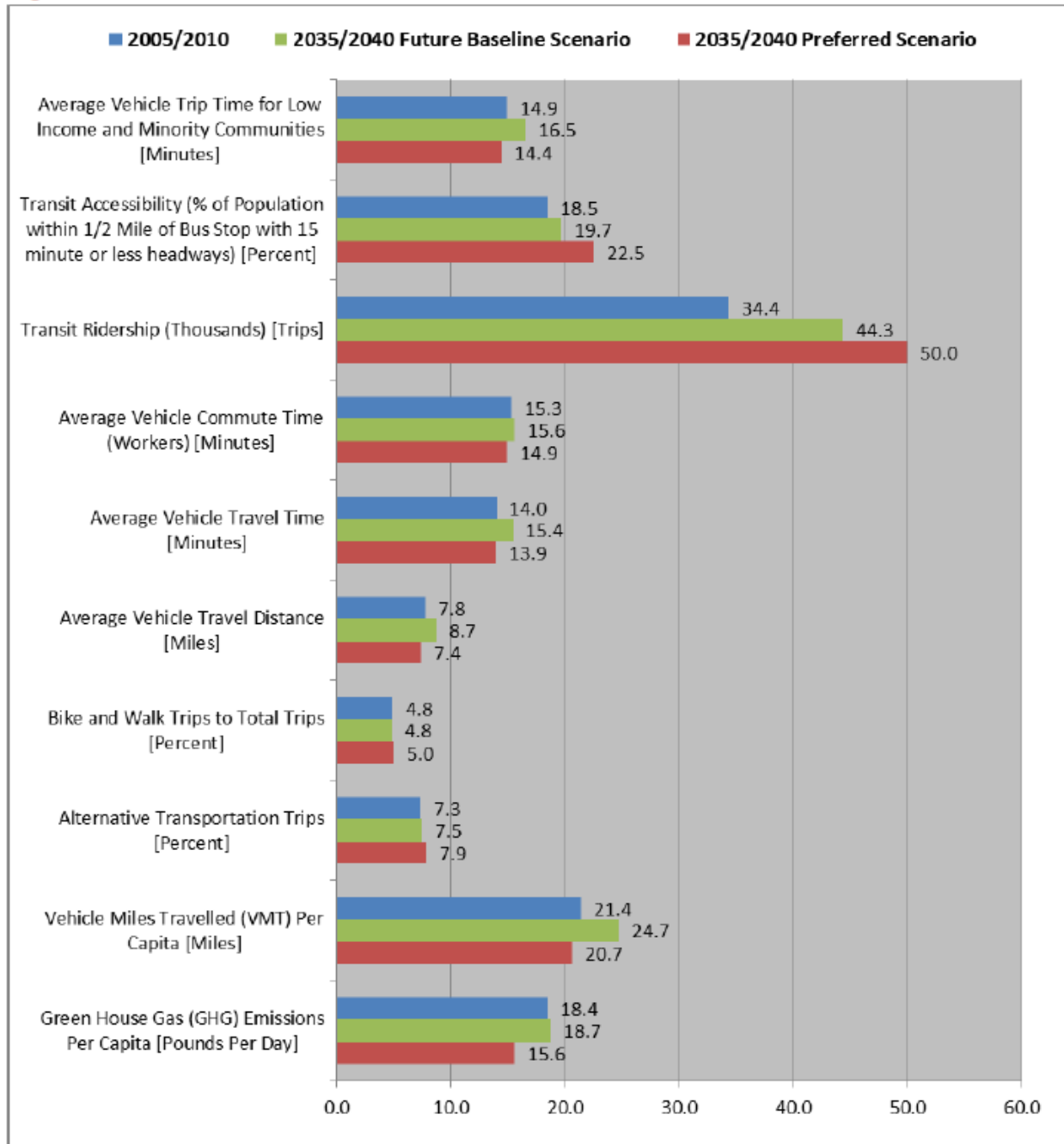
South Coast congestion is an existing issue, however, and would worsen in the future even under the business-as-usual scenario almost to the same extent as under the preferred scenario identified in the RTP-SCS. To some degree, increased congestion is inevitable since vehicle trips would increase by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

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

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

SBCAG applied the performance measures in Connected 2050 scenario development and analysis and in the selection of the preferred land use and transportation scenario. The results are listed below:

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



AGENCY SPECIFIC

The Cities of Buellton, Carpinteria, and Solvang are deemed as adequate. As documented in Buellton City’s Land Use and Circulation Baseline Conditions Report in 2021 all roadways, bike paths, parking and transit services are determined to be adequate. In Carpinteria City’s online pavement conditions viewer at URL [Carpinteria City Pavement Condition Viewer \(arcgis.com\)](http://arcgis.com), most streets were in fair to poor condition. The City of Carpinteria express insufficient revenue to maintain pavement condition index and fund CIP’s. The City’s Draft Parking Study identified

adequate parking spaces mix with the need to address employee parking outside of the commercial core or offer alternative modes. Enhanced bikeways were identified; however, the City has adopted policy documents to address the services within the Circulation Element, Street Tree Management Plan, and Special Conditions Streets Management Plans. The City of Solvang, SBCAG along with the communities in Santa Ynez Valley are working on a Bicycle Master Plan. The plan aims to establish the Santa Ynez Valley as a place where riders of all ages and abilities are safe and feel comfortable when riding. SYVT brings a number of very positive strengths, including a reasonable fare, daily service, and a broad service area. The listed weaknesses can be addressed by engaging in continued community outreach and building a more positive image through outstanding customer service.

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

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

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

The City of Santa Barbara does not track the road, intersection, or bikeway conditions, but maintains them on as needed basis. The overall pavement conditions are rated as 63 on the PCI index. At the end of January of 2023, around 35,000 BCycle riders have ridden over 829,000 miles on BCycle electric bikes (e-bikes). With 226 BCycle e-bikes and 452 docks in service at 78 different stations throughout the City, the fleet is nearing the Program's goal of installing 500 docks and 250 e-bikes. Based on the 2022 FAA TAF, general aviation operations at SBA between FY2011 and FY2021 averaged 0.95 percent of California's general aviation operations and 0.65

percent of the APW region's operations. Local general aviation operations are projected to increase at an average rate of 0.2 percent annually.

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

4. FINANCIAL ABILITY OF AGENCY TO PROVIDE SERVICES

REGIONAL

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

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

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

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

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

 Hills Community Services District.

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

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

AGENCY SPECIFIC

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

⁷Government Code section 26909(a)(2).

5. STATUS OF, AND OPPORTUNITIES FOR, SHARED FACILITIES

REGIONAL

Santa Barbara Metropolitan Transit District (MTD) operates within the south County and covers

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

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

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

AGENCY SPECIFIC

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

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

REGIONAL

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

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

considered at that point.

AGENCY SPECIFIC

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

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

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

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

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

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

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

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

for four-year terms.

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

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

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

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

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

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

REGIONAL

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

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

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

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

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

Evacuation Route Protocols

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

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

AGENCY SPECIFIC

None at this time.

CHAPTER TWO: SPHERE OF INFLUENCE DETERMINATIONS AND RECOMMENDATIONS

A. Scope

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

B. Summary of Recommendations

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

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

C. Overview

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

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

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

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

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

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

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

D. Determinations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Santa Barbara Metropolitan Transit Districts.

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

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

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

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

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

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

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

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

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

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

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

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

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

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