

**City of Carpinteria
City Council Agenda
January 28, 2013
Council Chamber, 5775 Carpinteria Avenue,
Carpinteria, CA 93013**

INFORMATION ABOUT CITY COUNCIL MEETINGS:

- The regular (special) meeting will be broadcast live over Government Access Television Channel 21. The City Council meetings will be rebroadcast on Wednesdays at 8:00 p.m. and Saturdays at 5:00 p.m.
- Written correspondence or information concerning agenda items may be sent to the City Clerk e-mail: Fidelag@ci.carpinteria.ca.us or mail: Attn: City Council and City Clerk at 5775 Carpinteria Avenue, Carpinteria, California 93013. In order to be distributed with the City Council Agenda packet, communications must be received one day prior to the distribution of the agenda packet. In order to be disseminated to the City Council for consideration during the Council meeting, written information must be submitted to the City Clerk no later than Monday at 2:00 pm prior to the City Council meeting. Material received after this time may not be reviewed by the City Council prior to the meeting.
- Materials related to an Agenda item submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office at 5775 Carpinteria Avenue, Carpinteria, during normal business hours. Such documents are also available on the City of Carpinteria website at www.carpinteria.ca.us subject to staff's ability to post the documents before the meeting.
- Any written or printed material and/or exhibits presented at a City Council meeting or work session become the property of the City.
- Any information presented to the City Council by the public on any agenda item and during Public Comment using electronic media to be displayed on the overhead projector must be arranged with staff for review of materials in advance of the meeting and no later than close of business Wednesday prior to the Council meeting.
- As a courtesy to others and to avoid interference with the public address system, please refrain from using cell phones in the Council Chambers and please turn off all audible pagers and rings.
- If you wish to speak on a matter scheduled for consideration in a closed session, you will have an opportunity to address the City Council before the Council retires to its closed session deliberations.

CALL TO ORDER

ROLL CALL

CLOSED SESSION

1. Conference with Legal Counsel - Anticipated Litigation - Initiation of litigation pursuant to Government Code section 54956.9(c): 1 potential case.

PUBLIC COMMENT ON CLOSED SESSION MATTER**TEMPORARY ADJOURNMENT TO CLOSED SESSION****CALL BACK TO ORDER****CLOSED SESSION REPORT****ROLL CALL****PLEDGE OF ALLEGIANCE****INTRODUCTIONS, PROCLAMATIONS AND PRESENTATIONS****PUBLIC INFORMATION REPORTS AND ANNOUNCEMENTS****CITY MANAGER'S REPORT**

The City Manager will report to the City Council regarding various City and/or community events and/or matters of interest. There will be no City Council discussion except to ask questions or refer matters to staff; and no action will be taken unless listed on a subsequent agenda.

PRESENTATIONS BY CITIZENS/PUBLIC COMMENT

This is a time for public comments on matters not otherwise on the agenda but within the subject matter jurisdiction of the City Council. The Public Comment period is limited to 15 minutes and divided among those persons desiring to speak. No person shall speak longer than five minutes, however, the Mayor may establish shorter periods based on the time available and/or the number of persons waiting to speak. Persons wishing to speak on a specific item will be recognized at the time the agenda item is considered.

Please be aware that items on the consent calendar are considered to be routine and are normally enacted by one unanimous vote of the Council. If you wish to speak on a consent calendar item, or on a matter scheduled for consideration in a closed session at the end of the agenda, please do so during the Presentations by Citizens/Public Comment portion of the meeting.

The City and the City Council are not responsible for the content of statements made during the public comment period, or the factual accuracy of any such statements.

AGENDA MODIFICATIONS: The City Council may modify the regular agenda by tabling items, adding urgency items to the agenda, or changing the order in which items are considered. Changes to the Consent Calendar are considered at the time the Consent Calendar is considered.

CONSENT CALENDAR (to be approved by roll call vote on one motion with all resolutions and ordinances as read by title only). Individual items may be removed

and considered separately at the request of a Councilmember. Any item, which is removed from the Consent Calendar, will be added to the end of the agenda under Other Business.

2. Minutes of the regular meeting held January 14, 2013.

Agenda Item No. 2 - Draft Minutes for January 14, 2013 

3. Expenditures for the period ending January 23, 2013.

Agenda Item No. 3 - Warrant Register 

4. Review the Quarterly Investment Results and Certifications Concerning Compliance with Investment Policy and Cash Flow Needs for the Next Six Months.

Agenda Item No. 4 - Staff Report 

5. Adopt Resolution No. 5429, as read by title only, Authorizing Submittal of an Application to the Department of Water Resources for Stormwater Flood Management Grant Funding.

Agenda Item No. 5 - Staff Report 

ADMINISTRATIVE MATTERS(S): NONE

PUBLIC HEARING(S): NONE

OTHER BUSINESS:

6. Linden Avenue and Casitas Pass Interchanges Project - Design Review Team Recommendations and Updated Traffic Analysis

Recommendation: Staff recommends that Council:

- a. Receive a report on the aesthetic design recommendations from the Design Review Team.
- b. Direct Staff to continue to work on the project construction plans incorporating the Design Review Team recommendations.
- c. Receive the updated traffic and circulation report for the project.
- d. Direct staff to continue to work on the construction plans for the Linden Avenue and Casitas Pass Road Interchanges Project based on a four-lane Casitas Pass Road overcrossing with a landscaped center lane (raided median).

Agenda Item No. 6 - Staff Report Part 1 

Agenda Item No. 6 - Staff Report Part 2

7. Review of Fiscal Year 2012-13 Mid-Year Financial Results and Adjustment of Appropriations.

a. The two following changes to the budget are recommended.

(1) Increase the appropriation for Legal Services by \$100,000. The new total appropriation will then be \$430,000.

(2) Increase the estimate of Transient Occupancy Tax (TOT) by \$156K. The new estimate of TOT revenue will then be \$1.6M.

b. Receive the report and direct staff as appropriate.

Agenda Item No. 7 - Staff Report **COMMITTEE REPORTS, INQUIRIES AND OTHER MATTERS**

Informational reports from Councilmember representatives on the committees, commissions and organizations listed below. This is also an opportunity for Councilmembers to request information from staff or seek support from fellow Councilmembers for future agenda items.

1. Representatives to Regional Agencies and Committees

- a. Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) (Shaw/Alt. Carty)
- b. California Joint Powers Insurance Authority (CJPIA) (Clark/Alt. Shaw)
- c. Channel Counties Division, League of California Cities (Nomura/Alt. Shaw)
- d. Santa Barbara Association of Governments (SBCAG) (Clark/Alt. Nomura)
- e. Santa Barbara County Air Pollution Control District (APCD) (Clark/Alt. Nomura)
- f. Santa Barbara Joint Housing Task Group (Carty & Shaw)
- g. Central Coast Collaborative on Homelessness (C3H) (Carty)
- h. South Coast Task Force on Youth Gangs Leadership and Executive Council (Carty & Clark)

2. Joint and Special Committees

- a. City Council/Chamber of Commerce Board of Directors Committee (Carty & Nomura)
- b. City Council/Public Safety Committee (Clark & Shaw)
- c. City Council/School Board Committee (Stein & Carty)
- d. City Council/Utilities Committee (Stein & Nomura)
- e. City Council/First District Supervisor Committee (Stein & Carty)

3. Ad Hoc Committees

- a. Budget Committee (Stein & Clark)
- b. Public Facility Site Acquisition/Development Committee (Carty & Nomura)
- c. Transportation Committee (Stein & Shaw)

4. City Representatives on other Committees

- a. Community Media Access Center (Gary Dobbins)
- b. Santa Barbara Coastal Vector Control District (Ronald Hurd)
- c. Santa Barbara Metropolitan Transit District (Chuck McQuary).

ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact the City Clerk's Office at 684-5405, extension 403 or the California Relay Service at (866) 735-2929. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

This agenda was posted on Monday, November 30, -1 in the City Clerk's Office, on the City Hall Public Notices Board, and on the Internet.

**City of Carpinteria
City Council Minutes
Regular Meeting
Council Chambers
Monday, January 14, 2013**

CALL TO ORDER

The meeting was called to order by Mayor Stein at 4:37 p.m.

ROLL CALL

Councilmember Al Carty, Councilmember Fred Shaw, Vice Mayor Gregg Carty, and Mayor J. Bradley Stein were present.

CLOSED SESSION

Mayor Stein announced that the City Council would temporarily adjourn to a Closed Session for the purpose of the following item:

1. Public Employees Performance Evaluation Government Code Section 54957

Title: City Manager, Dave Durflinger

PUBLIC COMMENT ON CLOSED SESSION MATTERS

No public comment was heard.

TEMPORARY ADJOURNMENT TO CLOSED SESSION

The City Council recessed to Closed Session at 4:38 p.m.

CALL BACK TO ORDER

The meeting was called to order by Mayor Stein at 5:30 p.m.

Peter Brown, City Attorney, reported that there was no reportable action from the Closed Session Item.

ROLL CALL

Councilmembers present:
Councilmember Al Clark
Councilmember Wade Nomura
Councilmember Fred Shaw

Vice Mayor Gregg Carty
Mayor J. Bradley Stein

Staff members present:

Dave Durlinger, City Manager
Peter Brown, City Attorney
Fidela Garcia, City Clerk
Matt Roberts, Community Services Director
Charlie W. Ebeling, Public Works Director/City Engineer/Traffic Engineer
John Thornberry, Finance Director

PLEDGE OF ALLEGIANCE

All present were led in the salute to the flag by Mayor Stein.

INTRODUCTIONS, PROCLAMATIONS AND PRESENTATIONS

3. Presentation by THRIVE Carpinteria.

Michelle Robertson, Executive Director of Carpinteria Children's Project at Main, and Sally Kingston, Director of College Bound Programs for the Carpinteria Unified School District, accompanied by Superintendent Paul Cordero, provided a PowerPoint presentation of THRIVE Carpinteria's past year's activities. Ms. Robertson invited everyone to attend their strategic planning session on January 30, 2013, from 8:30 a.m. to 4:30 p.m. at the Lions Club.

2. Presentation to Carpinteria Warriors Girls Varsity Tennis Team.

Mayor Stein presented a Certificate of Commendation to Coach Patrick Cooney and members of the Carpinteria Warriors Girls Varsity Tennis Team in recognition of their first CIF Championship.

PUBLIC INFORMATION REPORTS AND ANNOUNCEMENTS: NONE

CITY MANAGER'S REPORT

- Special City Council Meeting for the Strategic Planning Workshop and Work Plan Review on January 26, 2013, from 8:00 a.m. to 1:00 p.m. in the Council Chambers.
- January 28, 2013 Council Meeting will include mid-year budget review and an update on the Linden/Casitas Interchanges Project and Design Review Team's recommendations.
- Kittie Bailard Well Cap Replacement Project at the Bluffs is completed. Site and trail remediation work will follow.

Charlie Ebeling, Public Works Director/City Engineer/Traffic Engineer, provided a Power Point presentation with updates on Capital Improvement Projects.

PRESENTATIONS BY CITIZENS/PUBLIC COMMENT

Jason Campbell, President of the Carpinteria Skate Foundation, accompanied by Marty Osborne and Ty Smith, spoke regarding their efforts to bring a public skate park to Carpinteria. He acknowledged the City Council and City staff for the acquisition of the Fifth Street property, which they have envisioned as an ideal location for the skate park. He expressed the Foundation's desire to work with the Public Facility Site Acquisition and Development Committee and noted that a concept for the skate park could be located at www.carpskatepark.org.

Kathy Henry, resident, representing Carpinteria Beautiful, presented a check in the amount of \$2,000 to assist the City in planting new trees. She challenged the City Council to match this amount when discussing the budget. Mayor Stein thanked Carpinteria Beautiful for their donation.

Pat Kistler, Carpinteria Valley Chamber of Commerce, acknowledged the City for assisting with interviews for the finalists for Junior Carpinterian of the Year, business candidates, and educators who will be named on January 26, 2013 awards banquet. She invited everyone to the Annual Community Awards Banquet on January 26 at 5:30 p.m., which will feature the Cate Jazz Ensemble.

AGENDA MODIFICATIONS: NONE

CONSENT CALENDAR

Councilmember Clark noted a correction to the minutes of December 10, 2012, in that Betty Zittel name was misspelled.

Motion by Councilmember Clark, seconded by Councilmember Shaw, to adopt the Consent Calendar with the correction to the December 10, 2012 minutes and with resolution as read by title only.

Upon voice vote, motion carried.

4. Minutes of the regular meeting held December 10, 2012.
5. Expenditures for the period ending January 9, 2013.
6. Adopt Resolution No. 5428, as read by title only, Establishing Parking Restrictions for Charging of Electric Vehicles.

ADMINISTRATIVE MATTER(S): NONE

PUBLIC HEARING(S): NONE

OTHER BUSINESS:

7. First Annual Integrated Pest Management Program Report

Recommendation: Accept the report to be made available for public review and kept on file with the City Clerk.

Matt Roberts, Director Parks and Recreation, presented the staff report.

Trish Stone-Damon acknowledged Mr. Roberts for his commitment to this program and for his creative ideas. She expressed her pleasure for serving on the committee.

Motion by Councilmember Shaw, seconded by Councilmember Nomura, to accept the First Annual Integrated Pest Management Program Report.

Upon voice vote, motion carried.

8. Parking Facilities Development Impact Fee (DIF) Extension of Reduced Fee

Recommendation: Adopt Resolution No. 5427, as read by title only, thereby extending the reduced Parking Facilities Development Impact Fee.

Charles Ebeling, Public Works Director/City Engineer/Traffic Engineer, presented the staff report.

No public comment.

Motion by Councilmember Nomura, seconded by Councilmember Shaw, to adopt Resolution No. 5427, as read by title only, thereby extending the reduced Parking Facilities Development Impact Fee.

Upon voice vote, motion carried.

9. Approval of Independent Auditor Report Fiscal Year 2011-12.

Recommendation: Receive and file the Independent Auditors Report for fiscal year 2011-12.

John Thornberry, Finance Director, presented the staff report and reviewed the Consolidated Annual Financial Report for the year ended June 30, 2012.

No public comment.

Independent Auditors Report for fiscal year 2011-12 was received and filed.

10. Selection of Representatives on Regional Agencies, Committees and Ad Hoc Committees

Recommendation: Appoint Councilmembers to Regional Agencies, Committees and Ad Hoc Committees, as determined appropriate.

Dave Durlinger, City Manager, presented the staff report.

No public comment.

Motion by Councilmember Clark, seconded by Councilmember Shaw, to appoint Councilmembers as discussed to the regional agencies and committees as listed in 1a through 1h of the staff report.

Upon voice vote, motion carried.

1. Representatives to Regional Agencies and Committees
 - a. Beach Erosion Authority for Clean Ocean and Nourishment (BEACON) (Shaw/Alt. Carty)
 - b. California Joint Powers Insurance Authority (CJPIA) (Clark/Alt. Shaw)
 - c. Channel Counties Division, League of California Cities (Nomura/Alt. Shaw)
 - d. Santa Barbara County Association of Governments (SBCAG) (Clark/Alt. Nomura)
 - e. Santa Barbara County Air Pollution Control District (APCD) (Clark/Alt. Nomura)
 - f. South Coast Affordable Housing Task Force (Carty & Shaw)
 - g. Central Coast Collaboration on Homelessness(C3H) (Carty)
 - h. South Coast Task Force on Youth Gangs (Clark & Carty)

Motion by Councilmember Clark, seconded by Councilmember Shaw, to appoint Councilmembers as discussed as representatives to the joint and special committees as listed in 2a through 2e of the staff report.

Upon voice vote, motion carried.

2. Joint and Special Committees
 - a. City Council/Chamber of Commerce Committee (Carty, Nomura)
 - b. City Council/Public Safety Committee (NEW) (Clark, Shaw)
 - c. City Council/School Board Committee (Stein, Carty)
 - d. City Council/Utilities Committee (NEW) (Stein, Nomura)

- e. City Council/First District Supervisor Committee (NEW) (Stein, Carty)

Motion by Councilmember Clark, seconded by Councilmember Shaw, to appoint Councilmembers as discussed as representatives to the ad hoc committees as listed in 3a through 3c of the staff report.

Upon voice vote, motion carried.

3. Ad Hoc Committees
- a. Budget/Finance Committee (Stein, Clark)
 - b. Public Facility Site Acquisition and Development Committee (Carty, Nomura)
 - c. Transportation Committee (Shaw)

Motion by Councilmember Clark, seconded by Councilmember Nomura, to appoint the persons as discussed as City Representatives to committees as listed in 4a through 4c of the staff report.

Upon voice vote, motion carried.

4. Other Appointments to Regional Agencies and Committees
- a. Santa Barbara Metropolitan Transit District (MTD) Appointee: Chuck McQuary
 - b. Mosquito and Vector Management Control District of Santa Barbara Appointee: Ronald Hurd
 - c. TV Santa Barbara Community Media Center Appointee: Gary Dobbins

COMMITTEE REPORTS, INQUIRIES AND OTHER MATTERS PRESENTED BY COUNCILMEMBERS

Vice Mayor Carty noted that a meeting of the South Coast Task Force on Youth Gangs would be held on January 16, 2013, at Catalino School from 3:00 p.m. to 5:00 p.m.

ADJOURNMENT

The meeting was adjourned at 7:06 p.m. by Mayor Stein.

J. Bradley Stein, Mayor

ATTEST:

Fidela Garcia, CMC
City Clerk

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

City Council Meeting: 1/28/13
 Agenda Section: Consent
 Agenda Item No. 3

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96154	01/10/13 10:13:45	1/10/13	79578	CALLENDER, JOHN	CALLENDER, J...	REPLACE STALE CHECK #78952	100010...	
96152	01/10/13 10:12:05	1/10/13	REPLACE...		CALLENDER, J...	REPLACE STALE CHECK #78952	100010...	-180.00
TOTAL								-180.00
96155	01/10/13 10:13:46	1/10/13	79579	REGINATO, JIM	REGINATO, JIM	REPLACE STALE CHECK #78975	100010...	
96153	01/10/13 10:12:51	1/10/13	REPLACE...		REGINATO, JIM	RELACE STALE CHECK #78975	100010...	-100.00
TOTAL								-100.00
96164	01/10/13 13:35:21	1/10/13	79580	AMERICAN SWIMMIN...	AMERICAN SW...	2013 MEMBERSHIP	100010...	
96163	01/10/13 13:34:20	1/10/13	2013 MEM...		AMERICAN SW...	2013 MEMBERSHIP	486830...	-70.00
TOTAL								-70.00
96165	01/10/13 13:35:22	1/10/13	79581	SO CA SWIMMING	SO CA SWIMMI...	2013 REGISTRATION FEE	100010...	
96161	01/10/13 13:30:57	11/30/12	2013 REG...		SO CA SWIMMI...	2013 REGISTRATION FEE - ARM...	486830...	-11.00
TOTAL								-11.00
96166	01/10/13 13:35:22	1/10/13	79582	USA SWIMMING	USA SWIMMING	2013 REGISTRATION	100010...	
96162	01/10/13 13:32:15	1/10/13	2013 REG...		USA SWIMMING	2013 REGISTRATION	486830...	-300.00
TOTAL								-300.00
96232	01/16/13 14:06:43	1/16/13	79583	76 FLEET SERVICES	76 FLEET SER...	ACCT #70201-00-105172-1	100010...	
96172	01/15/13 12:03:39	12/31/12	31628949		76 FLEET SER...	VEHICLE FUEL	101330...	-46.65
					76 FLEET SER...	VEHICLE FUEL	253130...	-119.05
					76 FLEET SER...	VEHICLE FUEL	333230...	-259.34
TOTAL								-425.04
96233	01/16/13 14:06:44	1/16/13	79584	AERIOCONNECT	AERIOCONNECT	ACCOUNT 655993	100010...	
96219	01/16/13 10:19:31	1/2/13	655993		AERIOCONNECT	DSL MONTHLY SERVICE CHAR...	101822...	-66.06
TOTAL								-66.06
96234	01/16/13 14:06:44	1/16/13	79585	AT & T MOBILITY	AT & T MOBILI...	ACCOUNT #828848611	100010...	

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01/23/13

CITY OF CARPINTERIA
Warrant Register
January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96190	01/16/13 09:23:30	1/5/13	DEC 2012 ...		AT & T MOBILI...	POOL SUPT	486630...	-95.03
					AT & T MOBILI...	ASP/AC	486830...	-11.21
					AT & T MOBILI...	PARK MTC	286230...	-11.69
					AT & T MOBILI...	JR GUARDS	286230...	-11.21
TOTAL								-129.14
96235	01/16/13 14:06:45	1/16/13	79586	BERNARDO CRUZ	BERNARDO C...	PROJECT 1635 REFUND	100010...	
96226	01/16/13 10:33:42	1/9/13	PROJ 163...		BERNARDO C...	PROJ 1635 REFUND	100025...	-135.99
TOTAL								-135.99
96236	01/16/13 14:06:46	1/16/13	79587	CENTRAL COAST IM...	CENTRAL COA...		100010...	
96215	01/16/13 09:57:02	11/29/12	AR22955		CENTRAL COA...	COPIES	101822...	-119.33
96211	01/16/13 09:52:17	1/3/13	AR23212		CENTRAL COA...	COPIES	101822...	-298.42
TOTAL								-417.75
96237	01/16/13 14:06:47	1/16/13	79588	CHANNEL ISLANDS ...	CHANNEL ISLA...	10001	100010...	
96187	01/15/13 12:31:10	12/31/12	DEC 2012 ...		CHANNEL ISLA...	BIO SWELL	236122...	-21.33
					CHANNEL ISLA...	CITY HALL	101322...	-28.40
					CHANNEL ISLA...	POOL	486630...	-23.22
					CHANNEL ISLA...	ROW	292322...	-38.78
					CHANNEL ISLA...	PARKS	236122...	-7.75
					CHANNEL ISLA...	PARKS	107041...	-22.30
					CHANNEL ISLA...	ROW	292322...	-26.18
					CHANNEL ISLA...	POOL	486633...	-2.90
					CHANNEL ISLA...	ROW	292322...	-10.77
					CHANNEL ISLA...	ROW	292322...	-11.63
					CHANNEL ISLA...	POOL	486630...	-46.46
					CHANNEL ISLA...	POOL	486630...	-13.56
					CHANNEL ISLA...	VETS HALL	486530...	-42.01
					CHANNEL ISLA...	VETS HALL	486522...	-87.24
					CHANNEL ISLA...	VETS HALL	486530...	-2.22
					CHANNEL ISLA...	POOL	486630...	-50.66
					CHANNEL ISLA...	POOL	486630...	-12.51
					CHANNEL ISLA...	TOOLS	236122...	-3.87
					CHANNEL ISLA...	CITY HALL	236122...	-2.90
					CHANNEL ISLA...	ROW	333230...	-15.95
					CHANNEL ISLA...	VETS HALL	486530...	-16.27
					CHANNEL ISLA...	VETS HALL	486530...	-27.15
TOTAL								-514.06

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96238	01/16/13 14:06:48	1/16/13	79589	COAST OFFICE TEC...	COAST OFFIC...		100010...	
96217	01/16/13 10:16:09	12/1/12	4837		COAST OFFIC...	COMPUTER MAINTENANCE	101822...	-1,543.00
96216	01/16/13 09:57:44	1/1/13	4842		COAST OFFIC...	COMPUTER MAINTENANCE	101822...	-852.50
96218	01/16/13 10:18:52	1/6/13	2013100		COAST OFFIC...	COMPUTER PRODUCT	217041...	-93.85
TOTAL								-2,489.35
96239	01/16/13 14:06:49	1/16/13	79590	COASTAL VIEW NEWS	COASTAL VIE...		100010...	
96191	01/16/13 09:23:56	12/10/12	39959		COASTAL VIE...	LEGAL NOTICES	101130...	-119.00
96192	01/16/13 09:24:25	12/10/12	39960		COASTAL VIE...	LEGAL NOTICES	101130...	-56.00
96178	01/15/13 12:08:26	1/3/13	40105		COASTAL VIE...	FIRST FRIDAY/SNOW DAY AD	104430...	-750.00
TOTAL								-925.00
96240	01/16/13 14:06:50	1/16/13	79591	COX COMMUNICATI...	COX COMMUN...	ACCT #001 3011 022093901	100010...	
96220	01/16/13 10:20:40	1/2/13	JAN 2013 ...		COX COMMUN...	INTERNET SERVICES - JANUAR...	101822...	-132.00
TOTAL								-132.00
96241	01/16/13 14:06:50	1/16/13	79592	EASY LIFT TRANSPO...	EASY LIFT TRA...	INVOICE 5864	100010...	
96188	01/15/13 12:31:37	1/1/13	5864		EASY LIFT TRA...	CLAIM PER CONTRACT FOR JA...	273422...	-1,000.00
TOTAL								-1,000.00
96242	01/16/13 14:06:51	1/16/13	79593	FENCE FACTORY	FENCE FACTO...	INVOICE 295416	100010...	
96214	01/16/13 09:56:36	12/21/12	295416		FENCE FACTO...	PARK LAND ACQUISITION	310024...	-2,674.00
TOTAL								-2,674.00
96243	01/16/13 14:06:52	1/16/13	79594	FLAG FACTORY, THE	FLAG FACTOR...	INVOICE 18742	100010...	
95953	01/08/13 13:15:46	12/21/12	18742		FLAG FACTOR...	FLAGS	333230...	-598.01
TOTAL								-598.01
96244	01/16/13 14:06:53	1/16/13	79595	HUGO'S AUTO DETAIL	HUGO'S AUTO ...	VEHICLE MAINTENANCE - DECE...	100010...	
96212	01/16/13 09:53:17	12/31/12	DEC 2012 ...		HUGO'S AUTO ...	VEHICLE MAINTENANCE - DECE...	101330...	-45.00
TOTAL								-45.00
96245	01/16/13 14:06:53	1/16/13	79596	JOHNSTONE SUPPLY	JOHNSTONE S...	INVOICE #324166	100010...	

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96182	01/15/13 12:13:36	11/15/12	324166		JOHNSTONE S...	POOL SUPPLIES	486630...	-399.97
TOTAL								-399.97
96246	01/16/13 14:06:54	1/16/13	79597	MAINTENANCE SUP...	MAINTENANCE...	2013 MSA MEMBERSHIP - MEDEL	100010...	
96228	01/16/13 10:36:34	1/8/13	2013 MEM...		MAINTENANCE...	2013 MSA MEMBERSHIP APPLIC...	253130...	-40.00
TOTAL								-40.00
96247	01/16/13 14:06:54	1/16/13	79598	MCCORMIX CORP	MCCORMIX C...	INVOICE 868004	100010...	
96185	01/15/13 12:16:00	12/31/12	868004		MCCORMIX C...	PUBLIC WORKS FUEL	333230...	-102.98
TOTAL								-102.98
96248	01/16/13 14:06:55	1/16/13	79599	MNS ENGINEERS INC	MNS ENGINEE...	INVOICE 62695	100010...	
96213	01/16/13 09:55:24	11/9/12	62695		MNS ENGINEE...	UPRR ACQUISITION	310024...	-644.40
TOTAL								-644.40
96249	01/16/13 14:06:57	1/16/13	79600	MONTECITO BANK &...	MONTECITO B...		100010...	
96168	01/16/13 09:30:25	12/24/12	4270		MONTECITO B...	MARSH PARK BROCHURES	286230...	-502.76
					MONTECITO B...	POOL	486630...	-77.31
					MONTECITO B...	BEACH	286230...	-232.54
					MONTECITO B...	ANNUAL CHARGES	106930...	-16.66
					MONTECITO B...	POOL SUPPLIES	486630...	-117.47
					MONTECITO B...	SIGNAGE FOR VEHICLES	101330...	-102.40
96170	01/15/13 11:59:31	12/24/12	4563		MONTECITO B...	AWARE & PREPARE GRANT	200026...	-237.37
					MONTECITO B...	COUNCIL MEETING CAKE	105131...	-56.99
					MONTECITO B...	CARPINTERIA FIRST ADVERTISI...	104430...	-2,549.70
					MONTECITO B...	CM MEETING	101230...	-52.01
					MONTECITO B...	XMAS PARTY SUPPLIES	101631...	-83.22
					MONTECITO B...	XMAS PARTY SUPPLIES	101631...	-533.36
					MONTECITO B...	NEW COUNCILMEMBERS ACAD...	105130...	-550.00
					MONTECITO B...	NEW COUNCILMEMBERS ACAD...	105130...	-550.00
96223	01/16/13 10:27:02	12/24/12	4379		MONTECITO B...	CITY HALL REPLACEMENT WAT...	101322...	-348.00
96224	01/16/13 10:31:56	12/24/12	1577		MONTECITO B...	ICMA - DURFLINGER	101230...	-149.00
					MONTECITO B...	REORGANIZATION MEETING RE...	105131...	-9.27
					MONTECITO B...	COUNCIL FRAMES	105130...	-21.53
					MONTECITO B...	TRAVEL EXPENSE	105130...	-20.00
					MONTECITO B...	TRAVEL EXPENSE	105130...	-247.60
					MONTECITO B...	TRAVEL EXPENSE	105130...	-229.36
					MONTECITO B...	INTEREST	101130...	-6.58

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96229	01/16/13 11:15:59	12/24/12	3769		MONTECITO B...	CARP AVE BRIDGE PANEL LUN...	310023...	-50.73
					MONTECITO B...	TRAINING - JEAKLE	104530...	-40.00
					MONTECITO B...	SOFTWARE	486630...	-88.86
					MONTECITO B...	SOFTWARE	286430...	-88.86
					MONTECITO B...	BACKUP GENERATOR	253130...	-2,889.95
					MONTECITO B...	HOLIDAY PARTY SUPPLIES	101631...	-81.65
TOTAL								-9,933.18
96250	01/16/13 14:06:58	1/16/13	79601	MUNICIPAL CODE C...	MUNICIPAL CO...	INVOICE #00224597	100010...	
96194	01/16/13 09:25:43	12/11/12	00224597		MUNICIPAL CO...	SUPPLEMENT PAGES	101122...	-510.98
TOTAL								-510.98
96251	01/16/13 14:06:59	1/16/13	79602	PLANT, OWEN	PLANT, OWEN	JANUARY 2013 FIRST SATURDA...	100010...	
96198	01/16/13 09:35:43	1/10/13	JAN 2013 ...		PLANT, OWEN	FIRST SATURDAY PERFORMAN...	104430...	-350.00
TOTAL								-350.00
96252	01/16/13 14:06:59	1/16/13	79603	PRECISION CONCRE...	PRECISION CO...	INVOICE #CRP 123112-04	100010...	
96189	01/15/13 12:32:24	12/31/12	CRP 1231...		PRECISION CO...	SIDEWALK INSPECTION SURVEY	333222...	-5,538.00
TOTAL								-5,538.00
96253	01/16/13 14:07:00	1/16/13	79604	QUALITY DISCOUNT ...	QUALITY DISC...	INVOICE 40500018	100010...	
96199	01/16/13 09:36:18	1/9/13	40500018		QUALITY DISC...	POOL RESALE ITEMS	486635...	-48.96
TOTAL								-48.96
96254	01/16/13 14:07:02	1/16/13	79605	REAL GREEN GARD...	REAL GREEN ...		100010...	
96201	01/16/13 09:40:56	7/1/12	FEB 2012 ...		REAL GREEN ...	821 BAILARD	236130...	-540.00
					REAL GREEN ...	822 CARP CREEK	236122...	-540.00
					REAL GREEN ...	PROJ 4865	100025...	-75.00
					REAL GREEN ...	824 MARSH	286122...	-450.00
					REAL GREEN ...	825MONTE VISTA	236122...	-1,035.00
					REAL GREEN ...	826 SEASIDE	486522...	-180.00
					REAL GREEN ...	827 COASTAL VISTA	286122...	-360.00
					REAL GREEN ...	828 TAR PITS	286122...	-450.00
					REAL GREEN ...	PROJ 4865	100025...	-120.60
					REAL GREEN ...	829 VETS HALL	486530...	-59.40
					REAL GREEN ...	830 VIOLA	236130...	-720.00
96202	01/16/13 09:42:02	7/1/12	MAY 2012...		REAL GREEN ...	862 BAILARD	236130...	-540.00

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
					REAL GREEN ...	863 CARP CREEK	236122...	-540.00
					REAL GREEN ...	PROJ 4865	100025...	-75.00
					REAL GREEN ...	865 MARSH	286122...	-450.00
					REAL GREEN ...	866 MONTE VISTA	236122...	-1,035.00
					REAL GREEN ...	867 SEASIDE	486522...	-180.00
					REAL GREEN ...	868 COASTAL VISTA	286122...	-360.00
					REAL GREEN ...	869 TAR PITS	286122...	-450.00
					REAL GREEN ...	PROJ 4865	100025...	-120.60
					REAL GREEN ...	870 VETS HALL	486530...	-59.40
					REAL GREEN ...	871 VIOLA	236130...	-720.00
96204	01/16/13 09:44:49	8/14/12	000931		REAL GREEN ...	LAND TRUST PARK GRANT	200026...	-2,502.43
					REAL GREEN ...	MONTE VISTA PARK	310024...	-3,713.55
96206	01/16/13 09:46:41	9/20/12	000933		REAL GREEN ...	MONTE VISTA PARK	236122...	-479.92
96210	01/16/13 09:51:40	10/12/12	000918		REAL GREEN ...	TOMOL PARK	236122...	-780.41
96208	01/16/13 09:48:50	10/19/12	000930		REAL GREEN ...	EL CARRO PARK	236122...	-7,399.71
96207	01/16/13 09:47:29	10/22/12	000932		REAL GREEN ...	MONTE VISTA PARK	236122...	-1,514.08
96209	01/16/13 09:49:52	10/27/12	919		REAL GREEN ...	CARP AVE @ BAILARD	236130...	-1,478.50
96205	01/16/13 09:45:48	11/15/12	000934		REAL GREEN ...	CARPINTERIA AVE TRAIL	236122...	-216.00
96200	01/16/13 09:39:31	11/30/12	NOV 2012...		REAL GREEN ...	935 BAILARD	236130...	-540.00
					REAL GREEN ...	936 CARP CREEK	236122...	-540.00
					REAL GREEN ...	PROJ 4865	100025...	-75.00
					REAL GREEN ...	938 MARSH	286122...	-450.00
					REAL GREEN ...	939 MONTE VISTA	236122...	-1,035.00
					REAL GREEN ...	940 SEASIDE	486522...	-180.00
					REAL GREEN ...	941 COASTAL VISTA	286122...	-360.00
					REAL GREEN ...	942 TAR PITS	286122...	-450.00
					REAL GREEN ...	PROJ 4865	100025...	-120.60
					REAL GREEN ...	943 VETS HALL	486530...	-59.40
					REAL GREEN ...	944 VIOLA	236130...	-720.00
TOTAL								-31,674.60
96255	01/16/13 14:07:03	1/16/13	79606	ROCKWELL PRINTING	ROCKWELL P...	INVOICE #22423	100010...	
96195	01/16/13 09:26:20	12/14/12	22423		ROCKWELL P...	BUSINESS CARDS - NOMURA, S...	105130...	-86.20
TOTAL								-86.20
96256	01/16/13 14:07:04	1/16/13	79607	SANTA BARBARA C...	SANTA BARBA...	PROP 84 Q 1-3, 2012	100010...	
96221	01/16/13 10:22:19	11/19/12	PROP 84 ...		SANTA BARBA...	PROP 84 Q 1-3, 2012	277962...	-475.00
TOTAL								-475.00
96257	01/16/13 14:07:05	1/16/13	79608	SANTA BARBARA C...	SANTA BARBA...	13-157	100010...	
96007	01/08/13 17:15:45	12/21/12	13-157		SANTA BARBA...	JANUARY 2013 CONTRACT SER...	102121...	-281,307.50

12:23 PM

01/23/13

CITY OF CARPINTERIA

Warrant Register

January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
TOTAL								-281,307.50
96258	01/16/13 14:07:05	1/16/13	79609	SANTA BARBARA PE...	SANTA BARBA...	WO #37490	100010...	
96171	01/15/13 12:02:18	12/12/12	37490		SANTA BARBA...	RODENT CONTROL	486530...	-45.00
TOTAL								-45.00
96259	01/16/13 14:07:06	1/16/13	79610	SOLID WASTE SOLU...	SOLID WASTE ...	INVOICE NO 90	100010...	
96225	01/16/13 10:32:26	1/2/13	90		SOLID WASTE ...	AB 939 COORDINATION	393722...	-344.00
TOTAL								-344.00
96260	01/16/13 14:07:07	1/16/13	79611	STAPLES ADVANTAGE	STAPLES ADV...		100010...	
96230	01/16/13 11:31:51	12/20/12	3188445993		STAPLES ADV...	P & R SUPPLIES	106930...	-23.64
					STAPLES ADV...	OFFICE SUPPLIES	101330...	-219.08
96231	01/16/13 11:32:43	12/20/12	3188445992		STAPLES ADV...	OFFICE SUPPLIES	101330...	-47.51
TOTAL								-290.23
96261	01/16/13 14:07:08	1/16/13	79612	TACOS DON ROGE	TACOS DON R...	POOL PARTY 2012	100010...	
96196	01/16/13 09:27:54	12/14/12	POOL PA...		TACOS DON R...	POOL PARTY 2012	486830...	-141.48
TOTAL								-141.48
96262	01/16/13 14:07:08	1/16/13	79613	TRI-CO BLUE PRINT ...	TRI-CO BLUE ...	INVOICE #0268532-IN	100010...	
96169	01/15/13 11:53:44	12/11/12	0268532-IN		TRI-CO BLUE ...	SCANS	104230...	-380.09
TOTAL								-380.09
96263	01/16/13 14:07:09	1/16/13	79614	TRIBUNE MEDIA SE...	TRIBUNE MEDI...	INVOICE 0582587	100010...	
96197	01/16/13 09:28:38	12/31/12	0582587		TRIBUNE MEDI...	PROJ 4863 - LISTINGS DISTRIBU...	100025...	-54.64
TOTAL								-54.64
96264	01/16/13 14:07:10	1/16/13	79615	WESTERN EXTERMI...	WESTERN EXT...	SB CO CLINIC MONTHLY SERVI...	100010...	
96010	01/09/13 09:17:38	12/31/12	DEC 2012 ...		WESTERN EXT...	PROJ 4865 SB CO CLINIC MONT...	100025...	-43.00
TOTAL								-43.00

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96265	01/16/13 14:07:10	1/16/13	79616	WISSING, ALICE	WISSING, ALICE	PC 12-03-12	100010...	
96227	01/16/13 10:35:37	1/9/13	PC 12-03-12		WISSING, ALICE	PC MISC MINUTES	104122...	-41.25
					WISSING, ALICE	PROJ 138 - VERIZON WIRELESS	100025...	-55.00
					WISSING, ALICE	PROJ 1648 - PITTERLE	100025...	-41.25
TOTAL								-137.50
96266	01/17/13 08:30:12	1/16/13	79617	ALL AROUND LANDS...	ALL AROUND ...	VOID:	100010...	
TOTAL								0.00
96267	01/16/13 14:10:37	1/16/13	79618	BONDELL AWARDS ...	BONDELL AW...	INVOICE #773524	100010...	
96193	01/16/13 09:25:05	1/11/13	773524		BONDELL AW...	NAMEPLATES - CLARK	105131...	-13.18
TOTAL								-13.18
96268	01/16/13 14:10:38	1/16/13	79619	EMEDCO	EMEDCO	INVOICE 9319978540	100010...	
95996	01/08/13 17:03:19	12/27/12	9319978540		EMEDCO	STREETS	253130...	-40.98
TOTAL								-40.98
96269	01/16/13 14:10:38	1/16/13	79620	HOME DEPOT CREDI...	HOME DEPOT ...	ACCT #1587	100010...	
96179	01/15/13 12:10:11	1/4/13	1587		HOME DEPOT ...	HOLIDAY LIGHTING SUPPLIES	292322...	-243.66
					HOME DEPOT ...	HOLIDAY LIGHTING SUPPLIES	292322...	-48.55
TOTAL								-292.21
96270	01/16/13 14:10:39	1/16/13	79621	SO CA EDISON	SO CA EDISON	2-01-201-6465	100010...	
96173	01/15/13 12:04:22	1/8/13	2-01-201-6...		SO CA EDISON	STREET LIGHTING	292322...	-7,334.98
TOTAL								-7,334.98
96271	01/16/13 14:10:40	1/16/13	79622	SO CA GAS COMPANY	SO CA GAS CO...		100010...	
96023	01/09/13 09:39:54	1/4/13	016-913-9...		SO CA GAS CO...	CIVIC CENTER	101331...	-718.99
96174	01/15/13 12:05:37	1/7/13	014-914-3...		SO CA GAS CO...	SEASIDE BUILDNG	486530...	-110.43
96175	01/15/13 12:06:18	1/7/13	006-514-2...		SO CA GAS CO...	POOL	486631...	-3,539.57
96176	01/15/13 12:07:11	1/7/13	140-914-3...		SO CA GAS CO...	PROJ 4865 - VETS HALL	100025...	-195.00
					SO CA GAS CO...	VETS HALL	486530...	-96.05
TOTAL								-4,660.04

12:23 PM

01/23/13

CITY OF CARPINTERIA

Warrant Register

January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96272	01/16/13 14:10:41	1/16/13	79623	TRI-CO BLUE PRINT ...	TRI-CO BLUE ...		100010...	
95957	01/08/13 13:21:36	12/26/12	0269198-IN		TRI-CO BLUE ...	LINDEN CASITAS INTERCHANGE	310023...	-77.77
95956	01/08/13 13:20:38	12/27/12	0269229-IN		TRI-CO BLUE ...	COPY PLANS	104130...	-5.39
TOTAL								-83.16
96275	01/17/13 12:27:55	1/17/13	79624	SCCCA	SCCCA	2013 PROGRAM REGISTRATION...	100010...	
96274	01/17/13 12:27:17	1/17/13	2013 REG...		SCCCA	2013 PROGRAM REGISTRATION...	101622...	-40.00
TOTAL								-40.00
96334	01/23/13 11:41:03	1/23/13	79625	ACCESS CONTROL ...	ACCESS CONT...	INVOICE #0016455	100010...	
96319	01/23/13 10:38:00	1/14/13	0016455		ACCESS CONT...	VETS HALL SECURITY	484835...	-132.30
TOTAL								-132.30
96335	01/23/13 11:41:04	1/23/13	79626	AKASHA CORP	AKASHA CORP	DOWNTOWN STREET DESIGN G...	100010...	
96314	01/23/13 10:34:41	12/21/12	STREET ...		AKASHA CORP	DOWNTOWN & BEACH STREET ...	253622...	-630.00
TOTAL								-630.00
96336	01/23/13 11:41:04	1/23/13	79627	ALAMO SELF STORA...	ALAMO SELF ...	FEBRUARY 2013 STORAGE FEES	100010...	
96303	01/23/13 10:22:33	1/14/13	FEB 2013 ...		ALAMO SELF ...	FEBRUARY 2013 STORAGE FEES	101322...	-295.00
TOTAL								-295.00
96337	01/23/13 11:41:05	1/23/13	79628	ALL AROUND LANDS...	ALL AROUND ...	CUSTOMER #354	100010...	
96222	01/16/13 10:22:53	12/26/12	S1631080...		ALL AROUND ...	ROW SUPPLIES	333230...	-57.76
TOTAL								-57.76
96338	01/23/13 11:41:06	1/23/13	79629	ANIMAL MEDICAL C...	ANIMAL MEDIC...	INVOICE 119564	100010...	
96317	01/23/13 10:36:42	1/15/13	119564		ANIMAL MEDIC...	VET SERVICES	104721...	-1,550.00
TOTAL								-1,550.00
96339	01/23/13 11:41:07	1/23/13	79630	BACCHILEGA, FRANK	BACCHILEGA, ...	PROJ 992 LANDSCAPE BOND R...	100010...	
96329	01/23/13 11:16:53	1/22/13	PROJ 992...		BACCHILEGA, ...	PROJ 992 LANDSCAPE BOND R...	310026...	-555.72

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
TOTAL								-555.72
96340	01/23/13 11:41:08	1/23/13	79631	BROWNSTEIN HYAT...	BROWNSTEIN ...		100010...	
96304	01/23/13 10:23:40	1/16/13	523711		BROWNSTEIN ...	CITY ATTORNEY OVER 50 HOURS	101722...	-14,932.50
96305	01/23/13 10:24:31	1/16/13	523592		BROWNSTEIN ...	CITY ATTORNEY RETAINER	101722...	-10,000.00
96306	01/23/13 10:25:32	1/16/13	523591		BROWNSTEIN ...	MHR SB	101722...	-57.00
96307	01/23/13 10:26:23	1/16/13	523590		BROWNSTEIN ...	CITY V DANIEL JIMENEZ	101722...	-1,107.00
96308	01/23/13 10:27:13	1/16/13	523589		BROWNSTEIN ...	JAMIESON V CITY OF CARPINTE...	101722...	-57.00
TOTAL								-26,153.50
96341	01/23/13 11:41:09	1/23/13	79632	CARPINTERIA VALL...	CARPINTERIA ...	DECEMBER 2012 BILLING	100010...	
96280	01/23/13 09:42:25	12/28/12	DEC 2012 ...		CARPINTERIA ...	UTILITIES - CIVIC CENTER	101331...	-446.34
					CARPINTERIA ...	UTILITIES - PARKING/STREETS	333231...	-1,270.54
					CARPINTERIA ...	UTILITIES - PARKS	236131...	-1,984.34
					CARPINTERIA ...	UTILITIES - POOL	486631...	-584.16
					CARPINTERIA ...	UTILITIES - VETS HALL	486530...	-126.44
					CARPINTERIA ...	PROJ 4865 - VETS HALL	100025...	-256.72
TOTAL								-4,668.54
96342	01/23/13 11:41:10	1/23/13	79633	CARPINTERIA, CITY ...	CARPINTERIA, ...	PETTY CASH	100010...	
96312	01/23/13 10:30:41	1/23/13	PETTY CA...		CARPINTERIA, ...	PETTY CASH	101330...	-84.72
					CARPINTERIA, ...	PETTY CASH	101631...	-42.14
					CARPINTERIA, ...	PETTY CASH	103030...	-26.00
					CARPINTERIA, ...	PETTY CASH	104130...	-3.00
					CARPINTERIA, ...	PETTY CASH	104430...	-18.52
					CARPINTERIA, ...	PETTY CASH	253130...	-3.57
					CARPINTERIA, ...	PETTY CASH	486830...	-4.29
TOTAL								-182.24
96343	01/23/13 11:41:11	1/23/13	79634	CENTRAL COAST IM...	CENTRAL COA...	INVOICE #AR23013	100010...	
96301	01/23/13 10:19:35	12/7/12	AR23013		CENTRAL COA...	SALES TAX	101822...	-20.61
TOTAL								-20.61
96344	01/23/13 11:41:11	1/23/13	79635	COASTAL VIEW NEWS	COASTAL VIE...	INVOICE 40143	100010...	
96322	01/23/13 10:39:47	1/3/13	40143		COASTAL VIE...	PET AD	104730...	-40.00
TOTAL								-40.00

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96345	01/23/13 11:41:12	1/23/13	79636	COUNTY OF SANTA ...	COUNTY OF S...	FY 12-13 GREEN BUSINESS LUN...	100010...	
96313	01/23/13 10:32:15	1/23/13	GREEN B...		COUNTY OF S...	FY 12-13 GREEN BUSINESS LUN...	103030...	-25.00
TOTAL								-25.00
96346	01/23/13 11:41:13	1/23/13	79637	DOMINGUEZ, YESENIA	DOMINGUEZ, Y...	VETS HALL DEPOSIT REFUND	100010...	
96302	01/23/13 10:21:46	1/16/13	DESPOSI...		DOMINGUEZ, Y...	VETS HALL DEPOSIT REFUND	484835...	-286.45
TOTAL								-286.45
96347	01/23/13 11:41:13	1/23/13	79638	DUDEK	DUDEK		100010...	
96320	01/23/13 10:38:46	1/10/13	20124717		DUDEK	CARP/CALTRANS COORDINATI...	310023...	-779.99
96321	01/23/13 10:39:17	1/10/13	20124594		DUDEK	LOCAL COASTAL PLAN AMEND...	310023...	-1,845.00
TOTAL								-2,624.99
96348	01/23/13 11:41:14	1/23/13	79639	EDD-SDI	EDD-SDI	ACCT #776-5147-9	100010...	
96295	01/23/13 10:16:28	1/23/13	PAYROLL...		EDD-SDI	PAYROLL 01-24-13	100022...	-852.31
TOTAL								-852.31
96349	01/23/13 11:41:15	1/23/13	79640	EDD-SIT	EDD-SIT	ACCT #932-0283-6	100010...	
96296	01/23/13 10:16:56	1/23/13	PAYROLL...		EDD-SIT	PAYROLL 01-24-13	100022...	-3,347.41
TOTAL								-3,347.41
96350	01/23/13 11:41:16	1/23/13	79641	EMEDCO	EMEDCO	INVOICE 9319986141	100010...	
95997	01/08/13 17:03:49	12/28/12	9319986141		EMEDCO	STREETS	253130...	-103.48
TOTAL								-103.48
96351	01/23/13 11:41:16	1/23/13	79642	GARCIA, KIMBERLY ...	GARCIA, KIMB...	LANDSCAPE BOND REFUND	100010...	
96333	01/23/13 11:23:58	1/22/13	LANDSCA...		GARCIA, KIMB...	LANDSCAPE BOND REFUND	310026...	-542.02
TOTAL								-542.02
96352	01/23/13 11:41:17	1/23/13	79643	GARIBAY, KIKI	GARIBAY, KIKI	PROJ 545 LANDSCAPE BOND R...	100010...	
96328	01/23/13 11:15:09	1/22/13	PROJ 545...		GARIBAY, KIKI	PROJ 545 LANDSCAPE BOND R...	310026...	-661.30

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
TOTAL								-661.30
96353	01/23/13 11:41:18	1/23/13	79644	GOLDBERG, GARY	GOLDBERG, G...	LANDSCAPE BOND REFUND	100010...	
96331	01/23/13 11:20:35	1/22/13	LANDSCA...		GOLDBERG, G...	LANDSCAPE BOND REFUND	310026...	-552.26
TOTAL								-552.26
96354	01/23/13 11:41:18	1/23/13	79645	HKH PARTNERS	HKH PARTNERS	REFUND LANDSCAPE BOND	100010...	
96326	01/23/13 11:05:33	1/22/13	LANDSCA...		HKH PARTNERS	REFUND LANDSCAPE BOND	310026...	-5,768.23
TOTAL								-5,768.23
96355	01/23/13 11:41:19	1/23/13	79646	IMPULSE INTERNET ...	IMPULSE INTE...	INVOICE 721491	100010...	
96309	01/23/13 10:27:49	1/14/13	721491		IMPULSE INTE...	WEBHOSTING	101822...	-89.95
TOTAL								-89.95
96356	01/23/13 11:41:20	1/23/13	79647	JACK'S BISTRO	JACK'S BISTRO	2013 PLANNING WORKSHOP	100010...	
96324	01/23/13 10:52:04	1/28/13	2013 PLA...		JACK'S BISTRO	REFRESHMENTS - PLANNING W...	105131...	-115.24
TOTAL								-115.24
96357	01/23/13 11:41:20	1/23/13	79648	JONES, BERNARD	JONES, BERN...	PROJ 829 LANDSCAPE BOND R...	100010...	
96330	01/23/13 11:18:11	1/22/13	PROJ 829...		JONES, BERN...	PROJ 829 LANDSCAPE BOND R...	310026...	-629.24
TOTAL								-629.24
96358	01/23/13 11:41:21	1/23/13	79649	KEYT TV	KEYT TV	INVOICE 128700	100010...	
96285	01/23/13 09:50:58	12/30/12	128700		KEYT TV	SHOP CARPINTERIA COMMERCIAL	104430...	-331.50
TOTAL								-331.50
96359	01/23/13 11:41:22	1/23/13	79650	KING VENTURES	KING VENTUR...	LANDSCAPE BOND REFUND	100010...	
96332	01/23/13 11:22:24	1/22/13	LANDSCA...		KING VENTUR...	LANDSCAPE BOND REFUND	310026...	-903.40
TOTAL								-903.40
96360	01/23/13 11:41:22	1/23/13	79651	MCDONALD, JIM	MCDONALD, JIM	4664 4TH ST LANDSCAPE BOND...	100010...	

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96327	01/23/13 11:13:11	1/22/13	4664 4TH ...		MCDONALD, JIM	4664 4TH ST LANDSCAPE BOND...	310026...	-528.68
TOTAL								-528.68
96361	01/23/13 11:41:23	1/23/13	79652	MCGIBBON, DOUG	MCGIBBON, D...	REFUND LANDSCAPE BOND - P...	100010...	
96325	01/23/13 11:02:48	1/22/13	PROJ 427...		MCGIBBON, D...	REFUND LANDSCAPE BOND - P...	310026...	-1,671.97
TOTAL								-1,671.97
96362	01/23/13 11:41:24	1/23/13	79653	METLIFE	METLIFE	FEBRUARY 2013 DENTAL	100010...	
96279	01/23/13 09:21:20	1/15/13	FEB 2013 ...		METLIFE	DENTAL PREMIUM FEB 2013	105119...	-668.55
					METLIFE	DENTAL PREMIUM FEB 2013	101119...	-161.86
					METLIFE	DENTAL PREMIUM FEB 2013	101219...	-279.06
					METLIFE	DENTAL PREMIUM FEB 2013	101319...	-174.36
					METLIFE	DENTAL PREMIUM FEB 2013	101419...	-348.72
					METLIFE	DENTAL PREMIUM FEB 2013	101619...	-109.51
					METLIFE	DENTAL PREMIUM FEB 2013	103019...	-333.32
					METLIFE	DENTAL PREMIUM FEB 2013	253119...	-455.33
					METLIFE	DENTAL PREMIUM FEB 2013	104119...	-507.68
					METLIFE	DENTAL PREMIUM FEB 2013	104219...	-174.36
					METLIFE	DENTAL PREMIUM FEB 2013	106919...	-226.71
					METLIFE	DENTAL PREMIUM FEB 2013	102219...	-214.21
					METLIFE	DENTAL PREMIUM FEB 2013	333219...	-280.97
					METLIFE	DENTAL PREMIUM FEB 2013	104419...	-174.36
					METLIFE	DENTAL PREMIUM FEB 2013	236119...	-174.36
					METLIFE	DENTAL PREMIUM FEB 2013	486819...	-52.35
TOTAL								-4,335.71
96363	01/23/13 11:41:26	1/23/13	79654	NEWTON, CHRIS	NEWTON, CHRIS	PROJ 1639 REFUND	100010...	
96323	01/23/13 10:41:21	10/1/12	PROJ 163...		NEWTON, CHRIS	PROJ 1639 REFUND	100025...	-268.14
TOTAL								-268.14
96364	01/23/13 11:41:26	1/23/13	79655	PENFIELD & SMITH	PENFIELD & S...		100010...	
95881	12/27/12 10:34:21	12/13/12	114245		PENFIELD & S...	MEASURE A GRANT 2	207927...	-1,211.63
95882	12/27/12 10:35:07	12/13/12	114244		PENFIELD & S...	MEASURE A GRANT 2	200026...	-1,211.62
					PENFIELD & S...	MEASURE A GRANT 3	207927...	-1,150.00
					PENFIELD & S...	MEASURE A GRANT 3	200026...	-1,150.00
TOTAL								-4,723.25
96365	01/23/13 11:41:27	1/23/13	79656	PLAZA PLAYHOUSE ...	PLAZA PLAYH...	INVOICE #4916-53 SHARK COLLI...	100010...	

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96290	01/23/13 09:57:47	1/14/13	4916-53		PLAZA PLAYH...	SHARK COLLIGUIUM	286230...	-200.00
TOTAL								-200.00
96366	01/23/13 11:41:28	1/23/13	79657	PRAXAIR	PRAXAIR	INVOICE #44953848	100010...	
96186	01/15/13 12:18:48	12/28/12	44953848		PRAXAIR	FINANCE CHARGE	253130...	-4.38
TOTAL								-4.38
96367	01/23/13 11:41:29	1/23/13	79658	ROCKWELL PRINTING	ROCKWELL P...	INVOICE #22473	100010...	
96318	01/23/13 10:37:23	1/20/13	22473		ROCKWELL P...	DOG LICENSE FORMS	102230...	-310.61
TOTAL								-310.61
96368	01/23/13 11:41:29	1/23/13	79659	SB WATERPOLO FO...	SB WATERPO...	TOURNAMENT REFUND	100010...	
96288	01/23/13 09:56:18	1/22/13	TOURNA...		SB WATERPO...	TOURNAMENT REFUND	100015...	-100.00
TOTAL								-100.00
96369	01/23/13 11:41:30	1/23/13	79660	SBCC CAREER CEN...	SBCC CAREER...	JOB FAIR 2013	100010...	
96287	01/23/13 09:54:06	1/23/13	JOB FAIR...		SBCC CAREER...	REGISTRATION FOR SBCC JOB ...	286232...	-13.34
					SBCC CAREER...	REGISTRATION FOR SBCC JOB ...	286230...	-13.34
					SBCC CAREER...	REGISTRATION FOR SBCC JOB ...	486630...	-13.32
TOTAL								-40.00
96370	01/23/13 11:41:31	1/23/13	79661	SEUI LOCAL 620	SEUI LOCAL 620	UNION DUES	100010...	
96297	01/23/13 10:17:12	1/23/13	PAYROLL...		SEUI LOCAL 620	PAYROLL 01-24-13	100022...	-146.19
TOTAL								-146.19
96371	01/23/13 11:41:31	1/23/13	79662	SHAW, FRED	SHAW, FRED	TRAVEL REIMBURSEMENT	100010...	
96300	01/23/13 10:18:54	1/22/13	TRAVEL ...		SHAW, FRED	CITY COUNCILMEMBER ACADE...	105130...	-700.63
TOTAL								-700.63
96372	01/23/13 11:41:32	1/23/13	79663	UNITED WAY OF SA...	UNITED WAY O...	PAYROLL CONTRIBUTION	100010...	
96298	01/23/13 10:17:36	1/23/13	PAYROLL...		UNITED WAY O...	PAYROLL 01-24-13	100022...	-20.00

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
TOTAL								-20.00
96373	01/23/13 11:41:33	1/23/13	79664	VANTAGEPOINT TRA...	VANTAGEPOIN...	PAYROLL DEPOSIT PLAN #303555	100010...	
96299	01/23/13 10:17:55	1/23/13	PAYROLL...		VANTAGEPOIN...	PAYROLL 01-24-13	100010...	-910.00
TOTAL								-910.00
96374	01/23/13 11:41:33	1/23/13	79665	VERIZON CALIFORNIA	VERIZON CALI...	01 1711 1213449928 03	100010...	
96284	01/23/13 09:49:44	1/7/13	01171112...		VERIZON CALI...	BOAT HOUSE	286230...	-361.74
TOTAL								-361.74
96375	01/23/13 11:41:34	1/23/13	79666	VERIZON WIRELESS	VERIZON WIR...	INVOICE #1153874889	100010...	
96311	01/23/13 10:29:29	1/9/13	1153874889		VERIZON WIR...	CELL PHONE - BUILDING INSPE...	104230...	-134.86
TOTAL								-134.86
96376	01/23/13 12:12:11	1/23/13	79667	AFLAC	AFLAC	JANUARY 2013 WELLNESS	100010...	
96294	01/23/13 10:08:50	1/12/13	JAN 2013 ...		AFLAC	WELLNESS JANUARY 2013	236119...	-48.80
					AFLAC	WELLNESS JANUARY 2013	101619...	-75.30
					AFLAC	WELLNESS JANUARY 2013	104119...	-24.10
					AFLAC	WELLNESS JANUARY 2013	105119...	-43.30
					AFLAC	WELLNESS JANUARY 2013	105119...	-32.30
					AFLAC	WELLNESS JANUARY 2013	486819...	-63.80
					AFLAC	WELLNESS JANUARY 2013	101219...	-62.60
					AFLAC	WELLNESS JANUARY 2013	103019...	-43.30
					AFLAC	WELLNESS JANUARY 2013	102219...	-23.60
					AFLAC	WELLNESS JANUARY 2013	104219...	-43.30
					AFLAC	WELLNESS JANUARY 2013	104119...	-32.20
					AFLAC	WELLNESS JANUARY 2013	102219...	-35.10
					AFLAC	WELLNESS JANUARY 2013	253119...	-48.80
					AFLAC	WELLNESS JANUARY 2013	104219...	-63.10
					AFLAC	WELLNESS JANUARY 2013	103019...	-69.80
					AFLAC	WELLNESS JANUARY 2013	253119...	-52.10
					AFLAC	WELLNESS JANUARY 2013	333219...	-106.80
					AFLAC	WELLNESS JANUARY 2013	106919...	-30.70
					AFLAC	WELLNESS JANUARY 2013	106919...	-76.00
					AFLAC	WELLNESS JANUARY 2013	105119...	-32.20
					AFLAC	WELLNESS JANUARY 2013	101119...	-40.20
					AFLAC	WELLNESS JANUARY 2013	253119...	-37.80
TOTAL								-1,085.20

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
 January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96377	01/23/13 12:12:13	1/23/13	79668	ALL AROUND LANDS...	ALL AROUND ...	CUSTOMER #354	100010...	
96184	01/15/13 12:15:27	1/3/13	S1631783....		ALL AROUND ...	ROW SUPPLIES	333230...	-17.78
TOTAL								-17.78
96378	01/23/13 12:12:13	1/23/13	79669	PITNEY BOWES INC	PITNEY BOWE...	1550-8200-20-9	100010...	
96315	01/23/13 10:35:19	1/13/13	7564025-J...		PITNEY BOWE...	TERMINAL RENTAL	101330...	-239.00
TOTAL								-239.00
96379	01/23/13 12:12:14	1/23/13	79670	RADIOSHACK	RADIOSHACK	ACCT. 403062193	100010...	
96292	01/23/13 10:02:58	12/31/12	DEC 2012 ...		RADIOSHACK	EQUIPMENT REIMBURSEMENT -...	236119...	-161.61
					RADIOSHACK	COMPUTER HARDWARE	217041...	-20.46
					RADIOSHACK	COMPUTER HARDWARE	217041...	-21.54
					RADIOSHACK	POOL	486630...	-26.93
TOTAL								-230.54
96380	01/23/13 12:12:15	1/23/13	79671	REAL GREEN GARD...	REAL GREEN ...	DEC 2012 BILLING	100010...	
96203	01/16/13 09:43:09	12/31/12	DEC 2012 ...		REAL GREEN ...	945 BAILARD	236130...	-540.00
					REAL GREEN ...	946 CARP CREEK	236122...	-540.00
					REAL GREEN ...	PROJ 4865	100025...	-75.00
					REAL GREEN ...	948 MARSH	286122...	-450.00
					REAL GREEN ...	949 MONTE VISTA	236122...	-1,035.00
					REAL GREEN ...	950 SEASIDE	486522...	-180.00
					REAL GREEN ...	951 COASTAL VISTA	286122...	-360.00
					REAL GREEN ...	952 TAR PITS	286122...	-450.00
					REAL GREEN ...	PROJ 4865	100025...	-120.60
					REAL GREEN ...	953 VETS HALL	486530...	-59.40
					REAL GREEN ...	954 VIOLA	236130...	-720.00
TOTAL								-4,530.00
96381	01/23/13 12:12:16	1/23/13	79672	SERVICEMASTER O...	SERVICEMAST...		100010...	
96002	01/08/13 17:10:57	1/1/13	424650		SERVICEMAST...	ASH	286122...	-347.00
					SERVICEMAST...	LOT 3	333222...	-347.00
					SERVICEMAST...	LOT 1	333222...	-347.00
					SERVICEMAST...	EL CARRO NORTH	236122...	-347.00
					SERVICEMAST...	EL CARRO SOUTH	236122...	-349.00
					SERVICEMAST...	MONTE VISTA	236122...	-347.00
					SERVICEMAST...	VIOLA FIELDS	286122...	-347.00

12:23 PM

01/23/13

CITY OF CARPINTERIA
Warrant Register
January 10 - 23, 2013

Trans #	Entered/Last Modified	Date	Num	Name	Source Name	Memo	Account	Paid Amount
96003	01/08/13 17:11:47	1/1/13	424636		SERVICEMAST...	CITY HALL	101322...	-805.00
					SERVICEMAST...	VETS HALL	486522...	-725.00
TOTAL								-3,961.00
96382	01/23/13 12:12:17	1/23/13	79673	SO CA EDISON	SO CA EDISON		100010...	
96281	01/23/13 09:43:19	1/18/13	2-25-126-2...		SO CA EDISON	VIOLA FIELDS	236131...	-44.13
96282	01/23/13 09:44:19	1/18/13	2-27-939-9...		SO CA EDISON	HOCKEY RINK	101331...	-24.67
TOTAL								-68.80

TOTAL \$490,931.60

STAFF REPORT
COUNCIL MEETING DATE:
January 28, 2013

ITEM FOR COUNCIL CONSIDERATION:

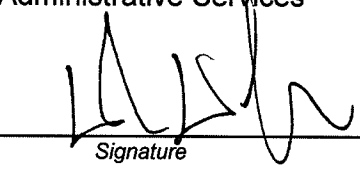
REVIEW OF QUARTERLY INVESTMENT RESULTS AND CERTIFICATIONS
CONCERNING COMPLIANCE WITH INVESTMENT POLICY AND CASH FLOW
NEEDS FOR THE NEXT SIX MONTHS

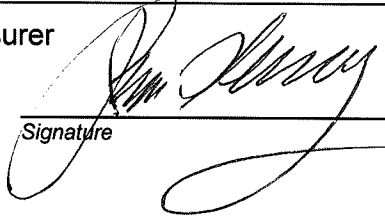
Report prepared by: John Thornberry, City Treasurer

Department: Administrative Services

Reviewed by:

City Manager


Signature


Signature

STAFF RECOMMENDATION:

ACTION ITEM ____; **NON-ACTION ITEM** **x**

STAFF RECOMMENDATION: Receive and file the report

MOTION: None Required

I. BACKGROUND:

California Government Code Section 53600 states that “all governing bodies of local agencies or persons authorized to make investment decisions on behalf of those local agencies are trustees and therefore fiduciaries subject to the “prudent investor standard”

The prudent investor standard states that “a trustee shall act with the care, skill, prudence and diligence that a prudent person acting in a like capacity would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. When investing public funds, the primary objective of a trustee shall be to safeguard the principal of the funds under its control. The secondary objective shall be to meet the liquidity needs of the depositor. The third objective shall be to achieve a return on the funds under its control.”

California Government Code Section 53646 mandates that cities annually adopt a written investment policy and that quarterly reports be prepared concerning the City's financial holdings, a statement of compliance with the policy and a statement concerning the City's ability to meet its cash flow needs in the ensuing six months.

This report is no longer mandatory but is provided each quarter because it is informative for the Council and the public, and because the cost of preparation is minimal. However, because the City chooses to prepare the report, copies of the second and fourth calendar quarter reports must be submitted to the California Debt and Investment Advisory Commission within 60 days after the close of the second and fourth calendar quarters.

II. POLICY:

All portfolio investment transactions for the quarter ended December 31, 2012, have been made in full compliance with the Statement of Investment Policy adopted September 24, 2012 per Resolution No. 5411.

As a part of the City's 2004 work program, the Council directed staff to investigate alternative investment practices that could yield better returns while maintaining security. The first step in this process was the change in the investment policy. On September 27, 2004 the City Council, by adoption of Resolution 4898, modified the City's investment policy, expanding the list of 'Authorized Investments'. Now, in addition to investment in the Local Agency Investment Fund and other FDIC insured accounts, the City can invest in 'Other investments authorized and governed by California Government Code 53601.

On November 22, 2004 the City Council adopted Resolution No. 4910 authorizing investments in the Treasury Direct program whereby Treasury Securities would be purchased directly from the United States Treasury.

III. FINANCIAL CONSIDERATIONS:

Cash Statement: At December 31, 2012, the City held cash investments as shown in the table below.

Table I

	Bank Balance at 12/31/12	Quarterly Earnings	Avg. Annualized Return
Treasury Direct/Schwab	\$10,220,155.36	\$39,498.62	1.58%
LAIF	20,544.62	16.67	0.32%
MB&T Checking	422,644.12	0	0.00%
MB&T Money Market	3,921,115.80	3,036.52	0.34%
Total	\$14,584,459.90	\$42,551.81	1.20%

Investments:

Changes in the market value of Treasury securities are inversely proportional to changes in interest rates demanded in the open market, i.e. when rates rise market values fall, when rates fall market values rise. The sensitivity of a portfolio's market value to these changes in market rates is a function of its days to maturity and its coupon rate. Securities with longer maturities

and/or lower coupon rates are more sensitive to changes in market interest rates. As a security matures, changes in its value become less sensitive to market rate changes.

At December 31 the portfolio's average days to maturity was 985 days or 2.7 years, the average coupon rate was 1.5%, the average yield to maturity was 1.57% and the par value was \$10,238,900. The portfolio had a net negative cash flow of (\$326,491.57) during the quarter.

Staff estimates the market value of the portfolio at \$10,722,068. This represents a net unrealized gain of \$501,912 or 4.91% of the net investment of \$10,220,155. In other words, if the City were to sell all of its holdings, the proceeds from the sale would be approximately this much more than what was paid for them. The City does not intend to sell nor does it have any foreseeable need to sell any securities. The intention of the City's investment policy is to hold all securities to maturity; and securities so held are redeemed at par value resulting in no net market gain or loss.

Attached for your review are statements from Treasury Direct, Charles Schwab, LAIF, and Montecito Bank & Trust as of December 31, 2012. Also attached is a recap of investment activity during the quarter, a subsidiary ledger listing showing the various yields and maturities of securities in the Treasury Direct/Charles Schwab portfolio, a Treasury Note portfolio segment analysis and a market value estimate calculation.

The City of Carpinteria will meet all expenditure obligations that might reasonably be anticipated for the six-month period ending June 30, 2013.

IV. LEGAL ISSUES:

This report has been prepared in compliance with California Government Code Sections 53600 and 53646.

V. ATTACHMENTS:

Treasury Direct statement
Charles Schwab statement
LAIF statement
Montecito Bank & Trust bank statements
Investment Activity Recap
Treasury Direct/Charles Schwab Subsidiary Ledger Listing
Treasury Direct/Charles Schwab portfolio segment analysis
Market value estimate calculation

Legacy Treasury Direct®

www.treasurydirect.gov

1-800-722-2678

1-304-480-6464 (Outside the U.S.)

STATEMENT OF ACCOUNT

Page 1 of 7

CITY OF CARPINTERIA CA
5775 CARPINTERIA AVENUE
CARPINTERIA CA 93013

RECEIVED

JAN 14 2013

CITY OF CARPINTERIA**Your Site**

TREASURY RETAIL SECURITIES SITE
P O BOX 9150
MINNEAPOLIS MN 55480-9150

PHONE: (800) 722-2678

Payment Information

Payments made by direct deposit to:
MONTECITO BANK & TRUST
Routing Number: 122234783
Name on Account: CITY OF CARPINTERIA
CHECKING Account Number: Confidential

Telephone Number: (805) 684-5405

Taxpayer Identification No: Confidential

Tax Withholding Status: No withholding

Legacy Treasury Direct Account Number: **4800-770-3487**Total Par as of 01/04/2013: **\$5,101,200****ACCOUNT HOLDINGS**

SECURITY		SECURITY SUB-ACCOUNT						SCHED. REINV.		NEXT PAYMENT	
CUSIP Description Maturity Date	Total Par	No.	Par Amount	Issue Date	Purchase Price/\$100 of Par	Yield/ Rate (%)	Disc Rate (%)	No.	Term	Date Type Amount	
912828HQ6 2 7/8 NOTE F 13 01/31/13	127,000	01	127,000	01/31/08	99.842844	2.909				01/31/13 Par and Interest 128,825.63	
912828PR5 0 5/8 NOTE AG 13 01/31/13	103,400	01	103,400	01/31/11	99.950404	0.65				01/31/13 Par and Interest 103,723.13	
912828HT0 2 3/4 NOTE G 13 02/28/13	132,000	01	132,000	02/29/08	99.976794	2.755				02/28/13 Par and Interest 133,815.00	
912828QK9 0 5/8 NOTE AH 13 02/28/13	108,600	01	108,600	02/28/11	99.762218	0.745				02/28/13 Par and Interest 108,939.38	
912828HV5 2 1/2 NOTE H 13 03/31/13	127,000	01	127,000	03/31/08	99.557209	2.595				03/31/13 Par and Interest 128,587.50	

Schwab One® Account
Account Number: 8975-8685

Statement Period: December 1, 2012 to December 31, 2012
Page 1 of 7

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Questions? Call 1-800-435-4000

Last Statement: November 30, 2012

12/31-00000-DNCJ0302 *1-2-3-4
CITY OF CARPINTERIA
5775 CARPINTERIA AVE
CARPINTERIA CA 93013-2603

Account Value Summary

Cash & Sweep Money Market Funds	\$ 0.00
Total Investments Long	\$ 4,740,301.27
Total Investments Short	\$ 0.00
Total Account Value	\$ 4,740,301.27

Change in Account Value

Starting Account Value	\$ 4,188,553.82
Transactions & Income	\$ 563,555.23
Income Reinvested	\$ 0.00
Change in Value of Investments	\$ (11,807.78)
Ending Account Value	\$ 4,740,301.27
Year-to-Date Change in Value Since 1/1/12	\$ 3,666,081.29

Rate Summary

Value Adv Money Fd SWVXX	0.01%
Sch Investor Money Fund	0.01%

Income Summary

Description	This Period	Year to Date
Federally Taxable		
Schwab One® Interest		0.21
Corporate Bond and Other Interest		126.26
Treasury Bond Interest	2,178.13	17,339.42
Total Income	2,178.13	17,465.89

Investment Detail

Description	Symbol	Quantity	Price	Market Value
Investments				
US TREAS NOT 1%03/17		271,000.0000	101.7500	275,742.50
UST NOTE DUE 03/31/17				
CURRENT YIELD 0.9828%				

Please see "Endnotes For Your Account" section for an explanation of the endnote codes and symbols on this statement.



JOHN CHIANG

California State Controller

LOCAL AGENCY INVESTMENT FUND
REMITTANCE ADVICE

Agency Name	CARPINTERIA
Account Number	98-42-142

As of 01/15/2013, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 12/31/2012.

Earnings Ratio		.00000881899236296
Interest Rate		0.32%
Dollar Day Total	\$	1,889,848.42
Quarter End Principal Balance	\$	20,544.62
Quarterly Interest Earned	\$	16.67



Montecito
Bank & Trust

P.O. Box 2460
Santa Barbara, CA 93120-2460
(805) 963-7511

000 00005 01
ACCOUNT:

PAGE: 1
195020078 12/31/2012

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City of Carpinteria
5775 Carpinteria Ave
Carpinteria CA 93013-2603

CITY OF CARPINTERIA

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During this holiday season, we want to take a moment to thank you for placing your confidence and trust in us. We are honored to serve you and our local community. We wish you a happy holiday season and a new year filled with peace and prosperity.

SUMMARY OF ACCOUNTS

ACCOUNT TYPE	ACCOUNT NUMBER	CURRENT BALANCE	MATURITY DATE
Business Money Market ACCOUNT	195020078	3,921,115.80	
Analysis Checking ACCOUNT	195024588	422,644.12	
TOTAL CURRENT BALANCE		4,343,759.92	

Business Money Market ACCOUNT 195020078

		LAST STATEMENT 11/30/12	
INTEREST THIS STATEMENT	916.08	3 CREDITS	590,916.08
INTEREST PAID 2012	14,750.71	1 DEBITS	80,000.00
MINIMUM BALANCE	3,410,199.72	THIS STATEMENT 12/31/12	3,921,115.80
AVG AVAILABLE BALANCE	3,595,361.01		
AVERAGE BALANCE	3,595,361.01		

OTHER CREDITS			
DESCRIPTION		DATE	AMOUNT
BUSINESS BANKER TRANSFER FROM 195024588	12/06/12 115764848	12/06	190,000.00
BUSINESS BANKER TRANSFER FROM 195024588	12/26/12 111345990	12/26	400,000.00
INTEREST		12/31	916.08

OTHER DEBITS			
DESCRIPTION		DATE	AMOUNT
BUSINESS BANKER TRANSFER TO 195024588	12/12/12 113160848	12/12	80,000.00

*** CONTINUED ***



EQUAL HOUSING
LENDER MEMBER FDIC

NOTICE: SEE REVERSE SIDE FOR IMPORTANT INFORMATION

December 31, 2012

Investment Activity Recap

Month	Average Daily Investment	Return	ROI %	Ending Balance	% Portfolio
Treasury Direct					
10	\$9,852,703.90	\$13,386.96	1.63%	\$10,005,931.96	70.35%
11	10,005,931.96	13,156.50	1.58%	10,165,835.36	70.21%
12	10,165,835.36	12,955.16	1.53%	10,220,155.36	70.08%
Total / Average	\$10,008,181.26	\$39,498.62	1.58%		
LAIF					
10	\$20,527.95		0.34%	\$20,527.95	0.14%
11	20,527.95		0.32%	20,527.95	0.14%
12	20,527.95	16.67	0.33%	20,544.62	0.14%
Total / Average	\$20,544.62	\$16.67	0.32%		
Montecito Bank & Trust Checking					
10	\$663,775.71			\$426,833.75	3.00%
11	582,127.54			882,669.17	6.10%
12	452,117.75			422,644.12	2.90%
Total / Average	\$565,831.78				
Montecito Bank & Trust Money Market					
10	\$3,624,473.21	\$1,146.92	0.38%	\$3,770,226.20	26.51%
11	3,578,959.53	973.52	0.33%	3,410,199.72	23.55%
12	3,595,361.01	916.08	0.31%	3,921,115.80	26.89%
Total / Average	\$3,599,822.25	\$3,036.52	0.34%		
Recap					
10	\$14,161,480.77	\$14,533.88	1.23%	\$14,223,519.86	100.00%
11	14,187,546.98	14,130.02	1.20%	14,479,232.20	100.00%
12	14,233,842.07	13,887.91	1.17%	14,584,459.90	100.00%
Total / Average	\$14,194,379.90	\$42,551.81	1.20%		

City of Carpinteria
Treasury Direct Subsidiary Ledger Listing
Portfolio

December 31, 2012

Line	Type	Issue Date	CUSIP	Maturity Date	Net	Discount	Par Value	Coupon \$	Coupon %	Yield %	Days to Maturity	Accrued Interest \$/\$1,000	Price
1	5	12/31/2007	912828HM5	12/31/2012	122,855.05	144.95	123,000.00	2,229.38	3.6250%	3.6510%	*	*	
2	2	12/31/2010	912828PW4	12/31/2012	104,561.17	238.83	104,800.00	327.50	0.6250%	0.7400%	*	*	
3	2	01/31/2011	912828PR5	01/31/2013	103,348.72	51.28	103,400.00	323.13	0.6250%	0.6500%	31	*	
4	5	01/31/2008	912828HQ6	01/31/2013	126,800.41	199.59	127,000.00	1,825.63	2.8750%	2.9090%	31	*	
5	5	02/29/2008	912828HT0	02/28/2013	131,969.37	30.63	132,000.00	1,815.00	2.7500%	2.7550%	59	*	
6	2	02/28/2011	912828QK9	02/28/2013	108,341.77	258.23	108,600.00	339.38	0.6250%	0.7450%	59	*	
7	5	03/31/2008	912828HV5	03/31/2013	126,437.66	562.34	127,000.00	1,587.50	2.5000%	2.5950%	90	*	
8	2	03/31/2011	912828QL7	03/31/2013	105,418.51	81.49	105,500.00	395.63	0.7500%	0.7890%	90	*	
9	5	04/30/2008	912828HY9	04/30/2013	125,803.29	196.71	126,000.00	1,968.75	3.1250%	3.1590%	120	*	
10	2	04/30/2011	912828QE3	04/30/2013	101,004.00	96.00	101,100.00	315.94	0.6250%	0.6729%	120	0.03397	
11	5	05/31/2008	912828JB7	05/31/2013	139,872.32	127.68	140,000.00	2,450.00	3.5000%	3.5201%	151	0.19126	
12	2	05/31/2011	912828QZ6	05/31/2013	109,968.80	131.20	110,100.00	275.25	0.5000%	0.5600%	151	*	
13	2	06/30/2011	912828RA0	06/30/2013	114,554.39	45.61	114,600.00	214.88	0.3750%	0.3950%	181	*	
14	2	07/31/2011	912828QW3	07/31/2013	101,418.14	(418.14)	101,000.00	189.38	0.3750%	0.1676%	212	0.54010	1
15	5	07/31/2008	912828JG6	07/31/2013	130,611.90	388.10	131,000.00	2,210.63	3.3750%	3.4400%	212	*	
16	2	08/31/2011	912828RD4	08/31/2013	100,819.32	180.68	101,000.00	63.13	0.1250%	0.2147%	243	0.08931	
17	5	08/31/2008	912828JK7	08/31/2013	129,975.79	24.21	130,000.00	2,031.25	3.1250%	3.1291%	243	0.17265	
18	2	09/30/2011	912828RK8	09/30/2013	100,750.30	249.70	101,000.00	63.13	0.1250%	0.2490%	273	*	
19	5	09/30/2008	912828JM3	09/30/2013	129,976.10	23.90	130,000.00	2,031.25	3.1250%	3.1290%	273	*	
20	5	10/31/2008	912828JQ4	10/31/2013	126,558.75	441.25	127,000.00	1,746.25	2.7500%	2.8250%	304	*	
21	2	10/31/2011	912828RN2	10/31/2013	999.38	0.62	1,000.00	1.25	0.2500%	0.2810%	304	*	
22	2	11/30/2011	912828RS1	11/30/2013	999.40	0.60	1,000.00	1.25	0.2500%	0.2800%	334	*	
23	5	11/30/2008	912828JT8	11/30/2013	126,340.65	659.35	127,000.00	1,270.00	2.0000%	2.1100%	334	0.05495	
24	2	12/31/2011	912828RW2	12/31/2013	997.72	2.28	1,000.00	0.63	0.1250%	0.2395%	365	0.01030	
25	5	12/31/2008	912828JW1	12/31/2013	123,768.13	231.87	124,000.00	930.00	1.5000%	1.5390%	365	*	
26	5	01/31/2009	912828JZ4	01/31/2014	126,577.30	422.70	127,000.00	1,111.25	1.7500%	1.8199%	396	0.09669	
27	2	01/31/2012	912828SB7	01/31/2014	1,000.00	*	1,000.00	1.25	0.2500%	0.2500%	396	*	1
28	2	02/28/2012	912828SG6	02/28/2014	998.80	1.20	1,000.00	1.25	0.2500%	0.3099%	424	*	
29	5	02/28/2009	912828KF6	02/28/2014	134,297.06	702.94	135,000.00	1,265.63	1.8750%	1.9849%	424	0.10192	
30	2	03/31/2012	912828SL5	03/31/2014	998.21	1.79	1,000.00	1.25	0.2500%	0.3398%	455	0.01366	
31	5	03/31/2009	912828KJ8	03/31/2014	126,402.17	597.83	127,000.00	1,111.25	1.7500%	1.8490%	455	*	
32	2	04/30/2012	912828SR2	04/30/2014	999.60	0.40	1,000.00	1.25	0.2500%	0.2700%	485	*	
33	5	04/30/2009	912828KN9	04/30/2014	118,633.11	366.89	119,000.00	1,115.63	1.8750%	1.9400%	485	*	
34	2	05/31/2012	912828SW1	05/31/2014	999.00	1.00	1,000.00	1.25	0.2500%	0.3000%	516	*	
35	5	05/31/2009	912828KV1	05/31/2014	124,348.70	351.30	124,700.00	1,402.88	2.2500%	2.3100%	516	0.06148	
36	2	06/30/2012	912828TA8	06/30/2014	998.75	1.25	1,000.00	1.25	0.2500%	0.3128%	546	0.01359	
37	5	06/30/2009	912828KY5	06/30/2014	118,585.17	414.83	119,000.00	1,561.88	2.6250%	2.7000%	546	*	
38	2	07/31/2012	912828TF7	07/31/2014	998.11	1.89	1,000.00	0.63	0.1250%	0.2200%	577	*	
39	5	07/31/2009	912828LC2	07/31/2014	124,229.25	370.75	124,600.00	1,635.38	2.6250%	2.6890%	577	*	
40	5	08/31/2009	912828LK4	08/31/2014	119,133.73	666.27	119,800.00	1,422.63	2.3750%	2.4940%	608	*	

City of Carpinteria
Treasury Direct Subsidiary Ledger Listing
Portfolio

December 31, 2012

Line	Type	Issue Date	CUSIP	Maturity Date	Net	Discount	Par Value	Coupon \$	Coupon %	Yield %	Days to Maturity	Accrued Interest \$/\$1,000	Price
41	2	08/31/2012	912828TL4	08/31/2014	999.54	0.46	1,000.00	1.25	0.2500%	0.2730%	608		*
42	5	09/30/2009	912828LQ1	09/30/2014	118,073.10	526.90	118,600.00	1,408.38	2.3750%	2.4700%	638		*
43	2	09/30/2012	912828TQ3	09/30/2014	999.54	0.46	1,000.00	1.25	0.2500%	0.2730%	638	0.00687	
44	2	10/31/2012	912828TU4	10/31/2014	999.10	0.90	1,000.00	1.25	0.2500%	0.2950%	669		*
45	5	10/31/2009	912828LS7	10/31/2014	115,629.40	70.60	115,700.00	1,373.94	2.3750%	2.3880%	669	0.13122	
46	5	11/30/2009	912828LZ1	11/30/2014	114,329.92	270.08	114,600.00	1,217.63	2.1250%	2.1750%	699		*
47	2	11/30/2012	912828TZ3	11/30/2014	999.60	0.40	1,000.00	1.25	0.2500%	0.2700%	699		*
48	2	12/31/2012	912828UD0	12/31/2014	997.61	2.39	1,000.00	0.63	0.1250%	0.2450%	730		*
49	5	12/31/2009	912828ME7	12/31/2014	113,488.41	211.59	113,700.00	1,492.31	2.6250%	2.6650%	730		*
50	5	01/31/2010	912828MH0	01/31/2015	115,546.42	653.58	116,200.00	1,307.25	2.2500%	2.3700%	761	0.06215	
51	5	02/28/2010	912828MR8	02/28/2015	119,288.07	111.93	119,400.00	1,417.88	2.3750%	2.3950%	789	0.06454	
52	5	03/31/2010	912828MW7	03/31/2015	101,699.97	500.03	102,200.00	1,277.50	2.5000%	2.6050%	820		*
53	5	04/30/2010	912828MZ0	04/30/2015	95,621.13	178.87	95,800.00	1,197.50	2.5000%	2.5400%	850		*
54	5	05/31/2010	912828NF3	05/31/2015	107,074.68	25.32	107,100.00	1,137.94	2.1250%	2.1300%	881	0.05806	
55	5	06/30/2010	912828NL0	06/30/2015	106,491.29	608.71	107,100.00	1,004.06	1.8750%	1.9950%	911		*
56	5	07/31/2010	912828NP1	07/31/2015	98,783.29	216.71	99,000.00	866.25	1.7500%	1.7960%	942	0.09511	
57	5	08/31/2010	912828NV8	08/31/2015	104,372.94	627.06	105,000.00	656.25	1.2500%	1.3740%	973		*
58	5	09/30/2010	912828NZ9	09/30/2015	179,713.14	86.86	179,800.00	1,123.75	1.2500%	1.2600%	1003		*
59	5	10/31/2010	912828PE4	10/31/2015	142,946.71	553.29	143,500.00	896.88	1.2500%	1.3300%	1034	0.03453	
60	5	11/30/2010	912828PJ3	11/30/2015	140,256.64	243.36	140,500.00	965.94	1.3750%	1.4110%	1064		*
61	5	12/31/2010	912828PM6	12/31/2015	95,591.66	108.34	95,700.00	1,016.81	2.1250%	2.1490%	1095		*
62	5	01/31/2011	912828PS3	01/31/2016	94,216.91	183.09	94,400.00	944.00	2.0000%	2.0410%	1126		*
63	5	02/28/2011	912828QJ2	02/28/2016	108,267.41	332.59	108,600.00	1,153.88	2.1250%	2.1900%	1154		*
64	5	03/31/2011	912828QA1	03/31/2016	96,254.71	45.29	96,300.00	1,083.38	2.2500%	2.2600%	1186		*
65	5	04/30/2011	912828QF0	04/30/2016	91,760.24	539.76	92,300.00	923.00	2.0000%	2.1239%	1216	0.10870	
66	5	05/31/2011	912828QP8	05/31/2016	100,098.95	301.05	100,400.00	878.50	1.7500%	1.8130%	1247		*
67	5	06/30/2011	912828QR4	06/30/2016	104,024.42	575.58	104,600.00	784.50	1.5000%	1.6150%	1277		*
68	5	07/31/2011	912828QX1	07/31/2016	96,218.76	(3,218.76)	93,000.00	697.50	1.5000%	0.7926%	1308	2.32333	1
69	5	08/31/2011	912828RF9	08/31/2016	93,617.58	(617.58)	93,000.00	465.00	1.0000%	0.8640%	1339	0.71430	1
70	5	09/30/2011	912828RJ1	09/30/2016	92,932.16	67.84	93,000.00	465.00	1.0000%	1.0150%	1369		*
71	5	10/31/2011	912828RM4	10/31/2016	239,358.75	641.25	240,000.00	1,200.00	1.0000%	1.0550%	1400		*
72	5	11/30/2011	912828RU6	11/30/2016	241,268.77	731.23	242,000.00	1,058.75	0.8750%	0.9370%	1430		*
73	5	12/31/2011	912828RX0	12/31/2016	241,940.96	59.04	242,000.00	1,058.75	0.8750%	0.8800%	1461	0.07212	
74	5	01/31/2012	912828SC5	01/31/2017	262,692.06	307.94	263,000.00	1,150.63	0.8750%	0.8990%	1492		*
75	5	02/28/2012	912828SJ0	02/28/2017	279,658.51	341.49	280,000.00	1,225.00	0.8750%	0.9000%	1520		*
76	5	03/31/2012	912828SM3	03/31/2017	270,473.67	526.33	271,000.00	1,355.00	1.0000%	1.0400%	1551	0.05464	
77	5	04/30/2012	912828SM3	04/30/2017	270,841.30	158.70	271,000.00	1,185.63	0.8750%	0.8870%	1581		*
78	5	05/31/2012	912828SY7	05/31/2017	285,270.72	1,729.28	287,000.00	896.88	0.6250%	0.7480%	1612		*
79	5	06/30/2012	912828TB6	06/30/2017	297,970.79	29.21	298,000.00	1,117.50	0.7500%	0.7520%	1642	0.04076	
80	5	07/31/2012	912828TG5	07/31/2017	296,768.27	1,231.73	298,000.00	745.00	0.5000%	0.5840%	1673		*

December 31, 2012

Page 3 of 3

December 31, 2012

Portfolio Segment Analysis

Month	Average Daily Investment	Return	ROI %	Net Cash Flow
10	\$9,852,703.90	\$13,386.96	1.6305%	(\$138,266.68)
11	10,005,931.96	13,156.50	1.5778%	(146,028.12)
12	10,165,835.36	12,955.16	1.5293%	(42,196.77)
Total / Average	\$10,008,181.26	\$39,498.62	1.5787%	(\$326,491.57)

ALL NOTES / BILLS	
Net Investment	\$10,220,155.36
Discount	18,744.64
Par Value	\$10,238,900.00
Coupon %	1.4997%
Yield to Maturity	1.5689%
Annual Yield \$	\$160,638.24
Days to Maturity	985
Years to Maturity	2.6987
Modified Duration	2.6213

5 YEAR NOTES				
	All	Most Recent	Maximum	Minimum
Net	\$9,259,547.05	\$280,738.61	\$297,970.79	\$91,760.24
Discount	18,052.95	261.39	1,729.28	(3,218.76)
Par	9,277,600.00	281,000.00	298,000.00	92,300.00
Coupon \$	74,252.23	1,053.75	2,450.00	465.00
Coupon %	1.6007%	0.7500%	3.6250%	0.5000%
Yield %	1.9100%	0.7690%	3.6510%	0.5840%
Years to Maturity	3.00	5.00	5.00	

90.61%

2 YEAR NOTES				
	All	Most Recent	Maximum	Minimum
Net	\$960,608.31	\$997.61	\$114,554.39	\$997.61
Discount	691.69	2.39	258.23	(418.14)
Par	961,300.00	1,000.00	114,600.00	1,000.00
Coupon \$	2,524.24	0.63	395.63	0.63
Coupon %	0.5252%	0.1250%	0.7500%	0.1250%
Yield %	0.4222%	0.2450%	0.7890%	0.1676%
Years to Maturity	0.43	2.00	2.00	

9.39%

December 31, 2012

Market Value Estimate Calculation

Years/Days	Portfolio Weighted Average Duration Date	CUSIP	Issue Date	Maturity Date	Coupon %	Market Price per \$100	Market Yield
5	11/29/2015	912828PJ3	11/30/2010	11/30/2015	1.3750%	103.6320	0.1270%
2	06/03/2013	912828QZ6	05/31/2011	05/31/2013	0.5000%	100.1670	0.0990%

Years/Days	A Actual Yield	B Market Yield	C Duration in years	D Estimated Market Value	E Par Value	F Net Value	G Unrealized Gain / (Loss)
5	1.9100%	0.1270%	2.9129	\$9,759,450	\$9,277,600	\$9,259,547	\$499,903
2	0.4222%	0.0990%	0.4241	962,618	961,300	960,608	2,009
All			2.6419	\$10,722,068	\$10,238,900	\$10,220,155	\$501,912

Percent of Par 4.91%

$$D=(1+(A-B)*C)*E$$

$$G=D-F$$

STAFF REPORT
COUNCIL MEETING DATE:
January 28, 2013

ITEMS FOR COUNCIL CONSIDERATION:

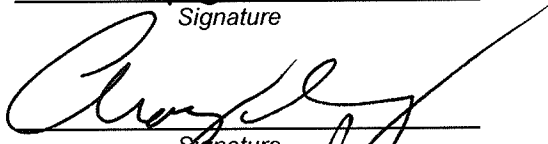
Consider Resolution No. 5429, authorizing submittal of a Stormwater Flood Management grant application.

Report prepared by: Erin Maker, Environmental Coordinator

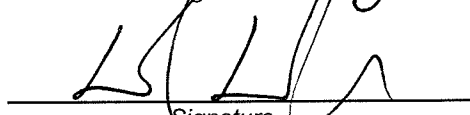
Department: Public Works


Signature

**Reviewed by
Public Works
Director:**


Signature

**Reviewed by
City Manager:**


Signature

ACTION X **NON-ACTION** **STAFF RECOMMENDATION:**

Recommendation: That the City Council approve and adopt Resolution No. 5429, authorizing submittal of an application to the Department of Water Resources for Stormwater Flood Management Grant funding.

Sample Motion: I move to approve and adopt Resolution No. 5429, as read by title only, authorizing submittal of an application to the Department of Water Resources for Stormwater Flood Management Grant funding.

I. BACKGROUND:

With the passage of the State-wide Proposition 84 in 2002, a process was established for local agencies to apply for and receive grants related to improving water supplies, improving runoff quality, and enhancing flood control. The City of Carpinteria, along with other member agencies of the Santa Barbara County Regional Water Management Group (RWM), entered into a Memorandum of Understanding (MOU) in 2006 to draft an Integrated Regional Water

Management Plan. Since then, RWMG members have updated the MOU annually and re-entered into these contractual agreements through the MOU process. The City of Carpinteria has been an active participant in drafting and revising the Santa Barbara County Integrated Regional Water Management Plan (IRWMP), which has been approved by the California Department of Water Resources. Members of approved IRWMPs are eligible to apply for funding of related grants. These grants support the goals of the City's Watershed Management Program, as well as the Flood Plain Management Ordinance.

II. DISCUSSION:

The California Department of Water Resources (DWR) is currently soliciting applications for the second round of grant funding for the Disaster Preparedness and Flood Prevention Bond Act of 2006 (Prop 1E). As a member of an approved IRWMP, the City is eligible to apply for funding under Proposition 84 and Prop 1E. Prop 1E, also called the Stormwater Flood Management Grant, is designed to encourage regional strategies for water resource management, including flood management, and to provide funding for programs and projects that support integrated water management. Adoption of the attached Resolution is required by the DWR to submit an application for funding.

The proposed Ash Avenue Improvements Project addresses flooding and water quality on Ash Avenue at Dorrance Way, Third Street, and Fourth Street, as well as along the frontage of Silver Sands Mobile Home Park. The project incorporates Low Impact Development measures such as bioretention and permeable parking to improve both flood conditions and water quality. The proposed project area includes a contributing drainage of more than 12 acres, which flows through the project location into the Carpinteria Salt Marsh.

Staff recommends adopting Resolution No. 5429, authorizing submittal of an application to the Department of Water Resources for the Stormwater Flood Management Grant funding.

III. POLICY:

The City has an interest in this regional approach to improving water quality and reducing flood risks, and developing projects to put forward as applications for grant money. Any such projects are developed to meet current policies. The proposed project is consistent with the City's Stormwater Management Plan, as well as the following General Plan Objective and all implementation policies that are associated with it:

- Objective OSC-6: Preserve the natural environmental qualities of creekways and protect riparian habitat.

IV. FINANCIAL CONSIDERATIONS:

There is some financial impact associated with staff's time preparing and submitting a grant application to the Department of Water Resources, although this is an expected impact when submitting grant applications and is budgeted for through employee costs annually. If the City is awarded grant funding through Proposition 1E, the Ash Avenue Improvements Project will be brought before Council to accept the grant and award the project. The Stormwater Flood Management grant requires a fifty percent (50%) funding match, which will likely include Measure A funding, and contributions toward street and right-of-way improvements that have been received from the adjacent Silver Sands Mobile Home Park.

V. ATTACHMENTS:

Attachment A: Resolution No. 5429

ATTACHMENT A

RESOLUTION NO. 5429

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA, CALIFORNIA, AUTHORIZING SUBMITTAL OF AN APPLICATION TO THE DEPARTMENT OF WATER RESOURCES FOR STORM WATER FLOOD MANAGEMENT GRANT FUNDING.

WHEREAS, the City of Carpinteria is committed to improving water quality through implementation of local storm water and water quality projects; and

WHEREAS, the California Department of Water Resources is accepting applications for the Stormwater Flood Management Grant Funding Program pursuant to the Disaster Preparedness and Flood Prevention Bond Act of 2006 (Public Resources Code Section 5096.800 *et seq*); and

WHEREAS, the City of Carpinteria is authorized to enter into an agreement with the California Department of Water Resources to receive grant funding for the Ash Avenue Improvements Project;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARPINTERIA HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The application be made to the California Department of Water Resources to obtain Stormwater Flood Management grant funding pursuant to the Disaster Preparedness and Flood Prevention Bond Act of 2006 (Public Resources Code Section 5096.800 *et seq*), and enter into an agreement to receive a grant for the Ash Avenue Improvements Project.

SECTION 2. The Public Works Director or their designee is hereby authorized and directed to prepare the necessary data, conduct investigation, to file such application, and execute a grant agreement with the California Department of Water Resources.

PASSED, APPROVED AND ADOPTED this 28th day of January 2013, by the following called vote:

AYES: COUNCILMEMBER:

NOES: COUNCILMEMBER:

ABSENT: COUNCILMEMBER

Mayor, City of Carpinteria

ATTEST:

City Clerk, City of Carpinteria

I hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 28th day of January 2013.

City Clerk, City of Carpinteria

APPROVED AS TO FORM:

City Attorney

STAFF REPORT
COUNCIL MEETING DATE:
January 28, 2013

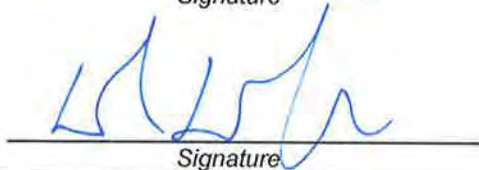
ITEMS FOR COUNCIL CONSIDERATION:

**Linden Avenue and Casitas Pass Road Interchanges Project -
Design Review Team Recommendations and Updated Traffic Analysis**

Report prepared by: Charles W. Ebeling, Director
Department: Public Works


Signature

**Reviewed by
City Manager:**


Signature

ACTION X NON-ACTION STAFF RECOMMENDATION:

Staff recommends that the Council:

1. Receive a report on the aesthetic design recommendations from the Design Review Team.
2. Direct staff to continue to work on the project construction plans incorporating the Design Review Team recommendations.
3. Receive the updated traffic and circulation report for the project.
4. Direct staff to continue to work on the construction plans for the Linden Avenue and Casitas Pass Road Interchanges Project based on a four-lane Casitas Pass Road overcrossing with a landscaped center lane (raised median).

Sample Motion: I move to direct staff to continue to work on the construction plans for the Linden Avenue and Casitas Pass Road Interchanges Project. The continued design work should be based on a four-lane Casitas Pass Road overcrossing with a landscaped center lane (raised median). The design work should also continue incorporating the recommendations of the DRT.

I. PROJECT DESCRIPTION:

The Linden Avenue and Casitas Pass Road Interchanges Project consists of replacing both the Linden Avenue and Casitas Pass Road US 101 overcrossings, reconfiguring the northbound on- and off-ramps at Casitas Pass Road, extending the northbound Linden Avenue on-ramp, replacing the US 101 freeway bridges over Carpinteria Creek and extending Via Real to Casitas Pass Road and to Linden Avenue. The project will also include new retaining walls, sound walls, traffic signals and drainage structures. Caltrans is the lead agency in proposing the joint City/SBCAG/Caltrans project. The project objectives are to improve access and operations at these two interchanges, improve operations on US 101, reduce the use of US 101 for local trips, improve public transportation accessibility, improve local vehicular, bicycle and pedestrian circulation and reduce emergency response times.

The project also includes a Local Coastal Program Amendment (LCPA). The LCPA addresses environmental issues related to the design and construction of the Interchanges Project. The LCPA will add coastal trail connections to the north and south of the City. To the north, the Santa Claus Lane Trail extension between the freeway and the Salt Marsh will be built; to the south, the Rincon Trail that connects Carpinteria to Rincon Beach County Park will be built.

The construction cost of the Linden Avenue and Casitas Pass Road Interchanges project is estimated to be approximately \$75 million. The project is now fully funded by the State Transportation Improvement Plan. Project information, including a detailed description, project history, funding and schedule, were presented to the City Council in a Staff Report and Presentation on June 25, 2012. The project history discussion in the Staff Report included information on regional transportation efforts from 1970 through the 1990s, an overview of the "101 in Motion" study conducted by the Santa Barbara County Association of Governments (SBCAG), and a summary of the more recent work efforts and project milestones made by the City. A graphical picture of the project has been prepared by the Public Works Department and is located in the lobby next to the City Council Chambers. A copy of that exhibit is provided in Attachment A.

II. BACKGROUND:

The purpose of this Staff Report is to present the recommendations of the Design Review Team, share the results of the updated Traffic Analysis that was performed for the project, and to provide the City Council with a general update on the current status of the project. This report will also provide information on upcoming and future project phases.

In general, a capital project can be divided into four basic delivery phases:

1. Preliminary Engineering/Conceptual Design
2. Environmental Review
3. Engineering Design/Permitting
4. Construction

Each phase above can consist of many steps depending on the complexity of the project. The Linden Avenue and Casitas Pass Road Interchanges Project is now in the Engineering Design and Permitting Phase.

During the Preliminary Engineering/Conceptual Design phase of this project, 17 project alternatives were developed and studied. After many public meetings, the City Council culled

the project down to four alternatives. The four alternatives were then studied in great detail in an Environmental Impact Report (EIR) during the Environmental Review phase. Draft and Final EIRs were presented to the public and other public agencies for comment and review. Public workshops and hearings were held as required by the California Environmental Quality Act. The Environmental Review phase of the project concluded in July of 2010, after which the California Department of Transportation (Caltrans) entered into the Engineering Design phase of the project.

The Engineering Design phase of the project includes many steps such as right-of-way acquisition and clearance, utility coordination, environmental and engineering permitting as well as detailed design. To obtain permits from the City, a project application will be received by the Community Development Department in the City's Development Review Process. Preparation for entering into the City Development Review process will be described in the "Next Steps" section of this report.

The City has been an active project partner in the project delivery process by supporting or leading several project steps. This has included preparation and participation in the alternative design development and selection, providing engineering design solutions for the Via Real extension, and reviewing and commenting on many project documents including the Environmental Impact Report. The City is continuing to assist with several other project steps including, but not limited to, the preparation of a Local Coastal Program Amendment, Floodplain Management Letter of Map Revision, aesthetic design development with the DRT, and coordination of an updated Traffic Analysis. This staff report presents the results from the DRT public workshops and the updated Traffic Analysis.

The following milestones provide a schedule of key components of the project:

- City of Carpinteria permitting (LCPA) is expected to be completed by the Fall of 2013;
- Construction Documents completion Summer/Fall 2014;
- Caltrans Right-of-Way acquisitions are expected to be completed by the Fall of 2014;
- Construction is expected to begin in January 2015; and
- The project will be completed by December of 2018.

III. DISCUSSION:

The Design Review Team (DRT) examined the project from an aesthetics and community perspective. The Team made many recommendations regarding design aesthetics including recommending the size (i.e. sidewalk widths, bike lane widths and number of vehicular travel lanes) for the Casitas Pass Road overcrossing of US 101. The purpose of the updated Traffic Analysis was to review and update the 2008 Traffic Analysis performed for this project. The Carpinteria City Council also asked that information be provided regarding the effects of the 2008-2009 economic recession on the previous traffic analyses. Ultimately, the City Council asked that information be provided that will enable them to determine the necessary and appropriate number of vehicular lanes for the Casitas Pass Overcrossing. A summary of the DRT recommendations and the updated Traffic Analysis are presented below.

Design Review Team

To assist with aesthetic design of the project, the City Council established a Design Review Team (DRT) on October 24, 2011. The DRT consisted of two members of the public, two City Council Members, and one person each from the Planning Commission and Architectural Review Board. The DRT was also supported by the City's Public Works Director/City Engineer,

the Community Development Director and several staff members from Caltrans and SBCAG. Several divisions of Caltrans participated in the DRT public meetings. Engineers from Caltrans Structures Design – Sacramento regularly attended the meetings. Several other participants from the local San Luis Obispo Caltrans District headquarters also participated including the Environmental, Landscape Architecture, Civil Engineering Design and Project Management Divisions. After surmounting several planning and scheduling hurdles, a total of 10 publicly noticed DRT workshops were held once or twice a month from January 2012 to August 2012. During that time, the DRT considered various aspects of the project, requested information, discussed elements of the project, and developed several recommendations. Based on input from the public, the DRT, the project team and additional discussion, some recommendations evolved over time.

The following list presents the results and recommendations from each of the DRT's meetings:

Meeting #1 – January 12, 2012

General administrative and logistical issues presented. No design-related recommendations made.

Meeting #2 – February 15, 2012

1. The Linden Avenue and Casitas Pass Road bridges should have individual looks when viewed from the freeway, but should have continuity along the local street when viewed at street level. (Updated at a later meeting.)
2. Eight-foot wide sidewalks should be used on the Linden Avenue and Casitas Pass Road bridges because the circulation and safety benefits outweigh the minor visual effect of the wider structure.

Meeting #3 – February 29, 2012

3. Bike path and sidewalks should occur on both sides of the Linden Avenue and Casitas Pass Road bridges.
4. An overall lower bridge height is favored even if it requires sacrificing some of the arch appearance.
5. A slightly wider bridge deck is acceptable in order to accommodate an open style bridge rail such as Type 80 (Stained concrete to look like large wooden beam railings).

Meeting #4 – March 21, 2012

6. Linden Avenue and Casitas Pass Road bridges should be a haunched-arch form, as shown by Caltrans Structures Division engineers.
7. Linden Avenue and Casitas Pass Road bridges should have square or rectangular columns, with arches between the columns on the bent cap, as shown by Caltrans Structures Division engineers.
8. Linden Avenue and Casitas Pass Road bridges should have similar appearance as seen from the freeway, but have unique personalities as experienced from the local roadways to tie them into the adjacent streetscapes. (Updated from February 15 meeting.)
9. Most aesthetic principles developed by the DRT could be applicable to bridge structures regardless of width/number of lanes.
10. Lighting on bridges is desired for safety.
11. Luminaires on bridges should be consistent with City aesthetic theme, not Caltrans "cobra-head" type.

Meeting #5 – April 18, 2012

12. All bridges should have columns all the way out to the sides of the structures.
13. Carpinteria Creek structures should have shallow arched form as much as possible.
14. Carpinteria Creek structures should have a sandstone color.
15. Carpinteria Creek structures: don't spend the extra money to make the bottom of bridges seamless.

Meeting #6 – May 16, 2012

16. All bridges should be sandstone color.
17. All bridges should include the arch motif, angled into the girder.
18. All bridges should include an articulated chamfer where applicable.
19. Shear keys on all bridges should be rectangles with chamfers, rather than round.
20. At creek bridges the heavy stone and timber look would not be appropriate.
21. On all bridges, the rails/barriers should be placed at the edges of the bridge.

Meeting #7 – May 30, 2012

22. In general a simple palette is desired for walls, which would potentially accommodate public art near intersections/nodes.
23. Textures of the bridge structure abutments and wing walls should be kept simple.
24. Rougher textures on walls and structures would reduce graffiti potential.
25. Heavy textures may not be necessary on low-height retaining walls with little visibility.
26. Split-face block look similar to Serena Park should be considered for walls and structure wing walls.
27. Public art should be included/accommodated as part of the project.
28. Public art could be generated by community competition or other means.
29. Use of Chumash symbology should be considered as part of the public art effort.
30. Utilize landscaping to the greatest extent possible throughout the project to reduce the potentially urbanizing visual effect of bridges, walls and other built features.
31. Bridge shear keys should remove capitals and just run chamfer up the sides and across the top. Should be lowered and let the top detail of the barrier base continue throughout the bridge and pass over the shear key.
32. Bridges should include articulated chamfers where applicable.
33. An adequate number of street light fixtures should be included on the Linden Avenue and Casitas Pass Road bridges. Preliminary recommendation is that six total for each bridge would be aesthetically appropriate.

Meeting #8 – June 20, 2012

34. The bridge images shown at Meeting #8 are fair representations of the DRT's bridge concept recommendations up to that point.
35. Planting should be used to visually "break-up" the linear expanse of walls, rather than using pilasters or columns.

Meeting #9 – July 18, 2012

36. Preliminary preference to use modular block system at Linden Avenue southbound off-ramp. Subtle block dimension and color variation. Maybe investigate nuanced pattern (wave, etc).
37. General concept for walls other than the Southbound Linden Avenue off-ramp as follows:
 - For concrete barriers – colored sandstone look
 - Retaining walls – Textured block (similar to Serena Park look) with one color
 - Sound walls - Textured block (similar to Serena Park look) with three colors
38. Landscaped parkway strip should be included along Via Real.
39. Extend the sidewalk to the Verizon property.
40. Sidewalk at roundabout is sufficiently wide (as shown on landscape plan).

Meeting #10 – August 29, 2012

The DRT was presented with a summary of their recommendations (the list above) and a draft presentation. The presentation included “viewsims” that graphically showed the DRT's design recommendations applied to visual representations of the proposed project. The DRT voted and concluded that the presentation was a fair representation of their final recommendations. The original presentation to the DRT accompanies this Staff Report as Attachment B. In summary, the DRT recommendations included color, material, and landscaping selections for the project. Detailed direction was also provided relating to the visual character of the overcrossings and bridge structures as viewed from US 101, Linden Avenue and Casitas Pass Road.

Traffic Analysis Update

1. Background

Several detailed traffic analyses have been completed for the Linden-Casitas Pass Interchanges Project dating back to 2002/3. Different traffic models have been prepared to forecast traffic volumes using the interchanges and have been the basis of the project conceptual design and environmental review phases of the project. The following is a list of those studies:

- Traffic Analysis Report for the US 101/Casitas Pass Road and US 101/Linden Avenue Interchange Improvement Project, 2003, Fehr & Peers
- US 101/Linden Avenue and US 101/Casitas Pass Road Interchange Improvement Project, 2007, Fehr & Peers
- City of Carpinteria Traffic Count Comparison, Kimley-Horn and Associates, 2008
- Linden Avenue & Casitas Pass Road Interchanges Project, FEIR 2009
- Via Real Analysis for the Linden Avenue and Casitas Pass Road Interchange Improvement Alternatives, Fehr & Peers, 2009
- Route 101 in Santa Barbara County in Carpinteria South of Carpinteria Creek Bridge to North of Linden Avenue Overcrossing Project Report, Caltrans, 2010
- US 101/Linden Avenue/Casitas Pass Road Interchange Improvements Project, Fehr & Peers, 2013

At the direction of the City Council, the Project Development Team has updated the traffic studies to address their concerns regarding the potential effects of possible changes in traffic volumes occurring over time related to the economic conditions; to evaluate the need and timing of traffic signals for the project; and to determine the optimum size of the Casitas Pass Road

bridge structure in terms of vehicle travel lanes. To address these questions, SBCAG, Caltrans and the City of Carpinteria coordinated a traffic engineering effort utilizing the transportation engineering consulting firm of Fehr & Peers (F&P). The City Engineer/Traffic Engineer and Contract Civil Engineer/Traffic Engineer both reviewed the F&P work products along with the latest SBCAG Regional Growth Forecast. A summary of the updated Traffic Analysis is contained herein. The complete Traffic Analysis is contained as Attachment C.

2. Traffic Volume Trends

To study the historic changes in traffic volumes, Staff obtained and analyzed traffic volumes on the Casitas Pass Road bridge and US 101 in Carpinteria between 2002 and 2012. The results of this trend analysis are shown in Attachment D. Traffic volumes fell between 2002 and 2006, likely due to the price of fuel jumping to nearly \$5 per gallon; however, since 2006, traffic volumes on the Casitas Pass Road bridge and US 101 have been steadily rising at a very modest 1-2% annual growth rate.

The results of this analysis indicate that the traffic volumes and forecasts used in the 2007 Traffic Analysis for the project are valid. The economic conditions have not significantly lowered the general traffic volumes in the City of Carpinteria.

Another traffic volume trend that was evaluated was the current flow of traffic on the Casitas Pass Road bridge throughout the day. The Department of Public Works collected seven-day traffic volume counts on the bridge in August of 2012 to document the hourly variation of traffic using the bridge. The results of this analysis are shown in Attachment E. Typically, traffic volumes have two distinct peaks throughout the day, one in the morning and one slightly larger in the afternoon. As shown in Attachment E, the traffic volumes on the bridge gradually rise in the morning hours and remain consistently high between the hours of 10 AM and 6 PM. This type of traffic volume variation indicates that the current capacity of the bridge is far below the travel demand being placed on it. This is causing both a spread in the peak and likely diversion of traffic to other city streets and interchanges in order to avoid the congestion at the Casitas Pass Road overpass.

3. Traffic Analysis Summary

The traffic analysis found that the existing 2012 traffic counts have grown slightly since the 2007 traffic studies and confirmed that the existing interchange operations for both Linden Avenue and Casitas Pass Road are deficient today and improvements are necessary. Modifications to the traffic volume forecasts were made and reduced traffic volumes were incorporated into the 2016 and 2036 future analysis years. More detailed traffic signal warrants were conducted to confirm the necessity of the installation of the traffic signals included in the project. Lastly, the traffic analysis provided a comprehensive evaluation of a variety of travel lane combinations for the Casitas Pass Road bridge ranging from three to six lanes.

In addition to the traffic volume forecast data used in the updated traffic analysis, City Staff conducted an alternative analysis of future traffic volumes based solely on a modest slow-growth factor. The alternative analysis was performed without the traffic model and its associated land use assumptions. The 1-2% growth factor was based on actual traffic count data growth over the past six years and forecast to 2016 and 2036. The alternative approach conducted by City Staff is presented later in this report in the "Casitas Pass Road Bridge Sizing" section.

4. Traffic Forecasts

An analysis of future year 2016 and 2036 conditions was performed as part of this traffic study update. The 2016 future year forecast is assumed to be the “build” year for the Linden and Casitas Pass Interchanges Project. The 2036 forecast was used as the build-out year for Carpinteria and surrounding areas. The SBCAG Regional Growth Forecast and the SBCAG Regional Travel Model have been recently updated. When compared to the 2007 traffic model previously used, the future traffic volumes along US 101 in the City of Carpinteria did not change significantly. For this traffic analysis update, minor land use modifications were made to the local sub-regional model used in 2007 to reflect some of the over estimates included in the original traffic model.

The land use changes in the local sub-regional model that were used in this updated analysis were made to more accurately reflect the level of City General Plan build-out development anticipated, and this reduced development intensity is included in SBCAG's 2012 Regional Growth Forecast. The General Plan growth used in the traffic model for this analysis for areas within the City is essentially limited to minor infill projects, minor redevelopment of existing properties, and limited growth from development on the Bluffs. The bulk of the future traffic volume growth to 2036 comes from increases in regional traffic along US 101 and from regional growth outside of the City. In the context of this analysis, regional growth means increases in traffic related to general population growth in Ventura County/Southern California in general. The regional traffic growth impacts local City streets as a result of traffic volume increases along State Routes 150, 192, Via Real and US 101 traversing the City limits. While traffic volumes along US 101 will bear the most impacts associated with the regional growth, some of the traffic increases will impact local City streets as Carpinteria is a tourist destination and is located along a major transportation corridor between San Francisco and Los Angeles. The growth in general population within and beyond the City are also contributing factors to traffic volume increases. No significant growth was assumed in the agricultural areas surrounding the city.

5. Traffic Signalization

Once the traffic volume forecasts for 2016 and 2036 were calculated, traffic signal warrants were evaluated for the five intersections along Linden Avenue, Via Real and Casitas Pass Road. The traffic signal warrants are based on statewide criteria that evaluate various traffic volume and operational characteristics to determine if traffic signalization should be considered. The F&P analysis included both traffic signal warrants and intersection level of service/delay criteria to assess the need for signalization of the intersections or not. The results of their analysis indicated that all of the project intersections meet the warrants to consider signalization. Further, based on the intersection operation analysis considering vehicle delay and level of service, most of the intersections studied as part of the Linden-Casitas Interchanges project would operate at unacceptable levels under existing traffic conditions with stop sign controls. For the 2016 and 2036 traffic conditions, all of the intersections operate at unacceptable levels during at least one peak period of the day with stop sign controls. Therefore, the need to install traffic signals with the project in 2016 as part of the Linden-Casitas Pass Interchanges project has been confirmed.

6. Casitas Pass Road Bridge Sizing

With the future traffic volume forecasts and the intersection signalization analysis completed, the last task F&P tackled was to determine the appropriate size of the Casitas Pass Road Bridge. The traffic analysis summarized various performance metrics for 3, 4, 5 and 6-lane bridge structures for comparison purposes. Consistent with current industry practice, the

previous traffic analysis was conducted using traffic simulation to calculate the roadway operations between the study area intersections and the level of service results for each intersection alone. For this report, the analysis began with the same process previously used but expanded the analysis with an evaluation of additional roadway system performance metrics of the interchange.

The updated analysis presents the traffic operations and delay, queuing on the freeway ramps and local streets, pedestrian and bicycle activity, and emergency response. To evaluate the interchange performance, a series of criteria were utilized focused on traffic safety. Traffic safety considerations include the following elements:

- Potential queuing onto US 101 travel lanes from adjacent ramp intersections,
- Potential queuing between surface street intersections (gridlock), and
- Ability for Emergency Vehicle passage through the system.

This holistic approach to the evaluation of the interchange operation balances and optimizes the performance criteria of lane geometry, level of service, vehicular delays, vehicle queuing (stacking), impacts on freeway mainline operation, impacts to city street operation, with overall traffic safety being the primary goal.

F&P evaluated each of these performance metrics for each bridge configuration. The F&P analysis concluded that in 2016 a minimum four lane structure was needed to meet the performance criteria. To meet the performance criteria, F&P noted that a five lane structure would be needed to meet the 2036 traffic forecasts.

Acknowledging the inexact science inherent with any traffic model, City Staff conducted an alternative analysis to evaluate the optimum sizing of the Casitas Pass Road bridge. This alternative analysis focused on forecasting future traffic volumes based on historic documented growth of traffic.

Staff found that traffic volumes have grown consistently since 2006 within an envelope of 1-2% per year. This amount of traffic growth is indicative of a region that is nearing build-out and not in a strong growth mode. Within the traffic engineering profession, nominal growth rates of 1-2% per year are a standard assumption that includes minor infill projects, redevelopment projects, growth of incidental trips, population growth and new drivers being added to the system. This small growth factor included the effects on traffic volumes associated with the 2008-2010 economic conditions.

Staff prepared a graph depicting the historic traffic volume trends from 2002 to 2012. Then, the historic 1% and 2% growth rates were applied to the 2006 traffic volume count data to obtain 2016 and 2036 forecasts. These trend lines represent an envelope of nominal growth of traffic that can be expected for the next 20-25 years assuming historic land development growth in the area (very little). The graph representing the alternative traffic forecasts can be found in Attachment F. Staff found that the traffic volumes forecast by the F&P traffic model during the AM Peak Hour fall within this 1-2% nominal growth envelope, while the PM peak hour forecasts represent a higher traffic growth pattern. This alternative model represents nominal regional and mainline growth on US 101.

Based on the alternative approach to future traffic volumes, Staff evaluated the interchange performance metrics. Staff then summarized these performance metrics into a table that compares each bridge configuration for each analysis period. The 2016 analysis period represents the "build" year of the project or opening day. The 2036 analysis period represents the build-out conditions.

Each performance metric was assigned a color based on the ability to meet the various City goals, policies and guidelines. The green areas represent good performance results that meet City policies and guidelines. The yellow areas represent performance results that may not meet certain City goals, policies and guidelines, but the City Council can make a determination that they are acceptable for this specific project when considered with other elements of the General Plan. The red areas represent unacceptable performance results that are beyond acceptable limits for the City or Caltrans.

The results of that analysis are shown below for 2016 and 2036 traffic conditions.

2016 Casitas Pass Road Interchange Performance Summary

	Vehicle Delay	Level of Service	Queuing
Existing Conditions (2012)			
3-lane Bridge Alternative			
4-lane Bridge Alternative			
5-lane Bridge Alternative			
6-lane Bridge Alternative			

2036 Casitas Pass Road Interchange Performance Summary

	Vehicle Delay	Level of Service	Queuing
3-lane Bridge Alternative			
4-lane Bridge Alternative			
5-lane Bridge Alternative			
6-lane Bridge Alternative			

	Good
	Acceptable
	Unacceptable

As shown in these charts, the existing and three-lane alternative bridge structures would result in unacceptable operating conditions at 2016. An acceptable operating level should be achieved with a four or five-lane bridge structure, while a six-lane structure is expected to operate at good performance levels.

In 2036, a six-lane structure would continue to provide good performance levels. A five-lane bridge structure for Casitas Pass Road is projected to provide acceptable performance levels, while four and three-lane bridge structures would provide unacceptable levels of performance.

Staff Recommendation

At the conclusion of the Environmental Review Phase of the Project, the City Council recommended to Caltrans to design the Casitas Pass Road bridge to provide five travel lanes, pending the review by the DRT. In response to that direction, the DRT developed a recommendation for the bridge size on Casitas Pass Road based on aesthetics. During the DRT deliberations, they considered many other factors including the driving experience and continuity of the improvements along Casitas Pass Road. The DRT determined these two factors were important and that the bridge structure should match the existing approaches to the north and south along Casitas Pass Road. Based on this direction, the five-lane bridge structure would provide the best continuity of pedestrian, bicycle, landscape and driving experience on Casitas Pass Road.

Based on the detailed analysis conducted by Fehr & Peers (F&P) and the additional Staff analysis, it is the Department of Public Works recommendation that the bridge structure continue to be designed to accommodate five travel lanes. The new information contained in this staff report indicate that four travel lanes can provide good to acceptable performance levels when the project is built in 2016. At some point in time, a fifth travel lane is very likely to be needed to provide acceptable interchange performance, likely around 2036.

To address this variation, Staff is recommending that Caltrans construct a four-lane structure incorporating a raised landscaped median on the Casitas Pass Road bridge when the project is constructed in 2016. In this manner, the City would have the smallest number of travel lanes that would provide an acceptable performance level with the flexibility of addressing future traffic with minimal impacts. Caltrans has prepared a visual simulation of Staff's recommendation that can be found in Attachment G. The Staff recommendation is consistent with the DRT recommendations emphasizing continuity of improvements along Casitas Pass Road.

This recommendation is based on the understanding that as part of the Engineering Design and Permitting Phase that the project is currently in, the project will be submitted to the City's full Development Review and Permitting Process this year.

Next Steps/Schedule

To complete the Engineering Design and Permitting phase of the project, the following steps will need to be completed by the project team:

- Freeway Agreement – (Caltrans/City of Carpinteria) – This agreement will be coming to the City Council for action in February/March of 2013 and allow Caltrans to continue with the right-of-way acquisition process.
- Local Coastal Program Amendment Application (City of Carpinteria) 2013 – This is a permitting process that addresses portions of the project that do not meet the City's current Local Coastal Program.
- City Development Review Process (Caltrans/City of Carpinteria) 2013 – This is another permitting process required of all projects within the City. This process includes review by the ARB.
- Completion of Construction Plans, Specifications and Estimates (Caltrans) – The current status of these documents is that they are 60% complete. The Department of Public Works and other agencies are reviewing the plans at this time.

- Right-of-way acquisition and clearance (Caltrans) – Caltrans is making progress on acquiring and obtaining the necessary land to construct the project. The Freeway Agreement is necessary to complete this process.
- Utility Coordination (Caltrans) – Caltrans is coordinating the project impacts and requirements with all of the affected utilities including SCE, The Gas Company, Verizon, Cox, Carpinteria Valley Water District, Carpinteria Sanitary District, and others.
- Bidding and Awarding of the Project (Caltrans) – Caltrans is targeting the fall of 2014 for the bidding and award of the project. Construction is anticipated to begin in January 2015 with completion about three years later.

IV. POLICY:

As previously mentioned, the project was envisioned through the policies adopted in the 2003 (current) City of Carpinteria General Plan/Local Coastal Land Use Plan. The plan included descriptions for rebuilding several of the US 101 interchanges within the City. The Linden Avenue and Casitas Pass Road Interchanges Project were included the Circulation Element of the City's General Plan/Local Coastal Land Use Plan as intersections to study and improve as traffic volumes increase and levels of service decrease. For this project, the Project Development Team, including Caltrans, the City of Carpinteria, and SBCAG, identified five project objectives as part of the initial planning efforts of the project.

- Improve access to and operations at the Linden Avenue and Casitas Pass Road Interchanges;
- Improve operations on US 101;
- Reduce the use of US 101 for local trips;
- Improve local vehicular circulation, including connectivity on Via Real;
- Improve local bicycle and pedestrian connectivity.

These project objectives are consistent with the City's Objective C-1 and Policy C-3f in the Circulation Element which state:

Objective C-1: *To improve the community's ability to access US 101 and areas north of the freeway through improvement of interchanges.*

Policy C-1a: *Continue coordination and collaboration with the County of Santa Barbara and Caltrans through SBCAG to improve freeway accessibility and to resolve circulation problems in inland areas.*

Policy C-1b: *The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity.*

Policy C-1c: *The City will endeavor to work with Caltrans to resolve freeway access, interchange development and noise attenuation problems as they affect the community.*

Policy C-1d: *The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the City. Conventional methods for improving level of service such as widening of overpasses for independent turning lanes and signalization of intersections should be avoided if possible in favor of improvements consistent with the existing small town character and charm. Improvements required as a result of a development project shall also be consistent with this policy.*

The General Plan, in consideration of the above policies for all of the US 101 interchanges within the City, proposes the following for the Linden Avenue and Casitas Pass Road Interchanges:

- *Reconfiguration and reconstruction of the Linden Avenue/US 101 Interchanges, including the addition of southbound on-ramps and northbound off-ramps, installation of traffic signals and widening of the overpass.*
- *Reconfiguration and reconstruction of the Casitas Pass Road/US 101 Interchange, construction of turn lanes, installation of traffic signals and upgrades of the on- and off-ramps.*

In addition to the General Plan/Local Coastal Land Use Plan objectives and policies regarding freeway corridor improvements, Policy 3-Cf discusses improvements to travel characteristics of the City's circulation plan by directing the consideration of a continuous and direct east/west surface street route north of and parallel to US 101 to improve the efficiency of local traffic circulation. The Plan goes on to state that a westerly extension of Via Real to Casitas Pass Road and from Vallecito Road to Linden Avenue should also be considered.

In fact, using the above policies, the City has been able to work with Caltrans to evolve the project design in a manner that ensures greater consistency with the goals and objectives of the General Plan. Some of the important revisions brought about in the project design thus far are summarized below.

Linden Avenue Overcrossing

In response to concern expressed regarding the need for a four-lane overcrossing structure at Linden Avenue, Caltrans moved forward from the Traffic Workshop to more fully investigate traffic and circulation, alignment and connection with existing roadway facilities, and constructability for a three-lane configuration of the Linden Avenue overcrossing. Caltrans was able to conclude that a three-lane configuration for the Linden Avenue overcrossing would be feasible, and would meet traffic and circulation performance standards adopted by the City (level of service "C"). Staff finds the three-lane configuration to be more in keeping with the small town character of Carpinteria and does not foresee significant traffic growth on the Linden Avenue Overcrossing given existing land use patterns and zoning and Coastal Act restrictions that constrain development and therefore future traffic growth in the area. Also, Linden will not become a full-service interchange and will still only provide one northbound ramp (on-ramp) and one southbound ramp (off-ramp).

Via Real Extension

The originally proposed alignment for the section of the Via Real extension between San Roque Mobile Home Park and Casitas Pass Road was located a substantial distance north of the US 101 corridor. Due to impacts upon riparian resources (Carpinteria Creek), agriculture (former Whitney parcel), and parks and recreation (Carpinteria Creek Park), City and Coastal Commission staff requested that this segment be further evaluated for potential re-alignment in order to possibly reduce impacts to these resources. The Public Works Director and Caltrans engineering staff worked collaboratively to identify an alternate alignment for this segment which relocates the roadway much closer to the US 101 corridor. Preliminary review of the comparative environmental effects indicates the new alternative alignment would reduce the level of environmental impacts upon most resources. Staff supports the new alignment.

Elevation of Freeway Overcrossing Structures

Linden Avenue and Casitas Pass Road Overcrossings do not currently meet minimum vertical clearance standards for vehicles traveling along US 101, and must therefore be reconstructed with greater vertical clearance. The original design for these overcrossings was of concern to the community, in terms of increased visibility and change in character when viewed from the local roads to which these connect. Working with the direction from the ARB, and comments by the public, Caltrans was able to reduce the maximum height of the proposed overcrossing structures for Linden Avenue and Casitas Pass Road, as compared to the original design concept presented in the EIR. Staff finds the lowering of the overcrossing structures elevation to be more in keeping with the character of the community.

Via Real Sound Walls

The noise studies performed for the EIR concluded that residents along portions of Via Real would be exposed to project-related freeway noise that merits installation of a sound wall. The location of the sound wall presented in the EIR was generally along the north side of Via Real (between Via Real and the rear yards of residences adjacent to Via Real). This configuration requires openings at residential street intersections with Via Real, reducing the overall effectiveness of the sound wall. Some residents inquired about the possibility of moving the wall location between US 101 and Via Real; Caltrans was able to determine a sound wall at this alternate location would be feasible. Staff believes the sound wall location along the freeway right-of-way would be more appropriate, with regard to acoustic performance and reduction in visual effects to individual property owners and this location has been incorporated into the project design.

Traffic Signal Structures

At least one circulation element policy stipulates that highway interchange improvement projects should avoid conventional methods of increasing capacity such as widening for independent turn lanes and signalization, in favor of methods that preserve the charm of the City. A roundabout has been incorporated into the northern side of the Linden Avenue overcrossing/ interchange as a "non-conventional" means of improving traffic flow between the overcrossing structure and the connecting local streets. The traffic study for the project does indicate and the updated traffic analysis confirmed, that traffic signals are required at the following project intersections: 1) Linden Avenue southbound off-ramp/Linden Avenue; 2) Ogan Road Extension/ Linden Avenue; 3) Casitas Pass southbound US 101 on/off-ramps at Casitas Pass Road; 4) Northbound US 101 on/off-ramps at Via Real; and 5) Casitas Pass Road/Via Real. The signals, in part, assist to minimize the number of total travel lanes required on the overcrossing structures.

Casitas Pass Road Overcrossing

The initial configuration for the Casitas Pass Road overcrossing structure included a total of six travel lanes, along with a bike lane and sidewalk in both travel directions. City staff provided feedback to the project development team that a six-lane overcrossing would be highly undesirable. Caltrans performed intersection sensitivity analyses, and was able to reduce the number of travel lanes to a total of five for this overcrossing. However, concerns over the scale of this structure have continued to be made by the public and members of the DRT, and the need for five travel lanes continues to be questioned.

Casitas Pass Road is one of the few full freeway interchange facilities within Carpinteria, and will provide on-ramp and off-ramp access for US 101 in both the northbound and southbound directions. Because of this, capacity of the overcrossing must be provided for projected growth not only on the Carpinteria roadway system, but also on the regional freeway system. In the

traffic studies completed for the project design, Caltrans determined that five lanes would be necessary to meet traffic and circulation performance standards adopted by the City (level of service "C").

Because of the level of concern that remained regarding the Casitas Pass Road Overcrossing in a five-lane configuration, City staff studied three and four-lane configurations to determine if such a configuration would be capable of meeting City circulation performance standards. If the four-lane configuration would not be capable of meeting such standards, staff would identify necessary exceptions or revisions to policy necessary to accommodate a four-lane configuration, for consideration by Council. The updated traffic analysis in 2013 addressed this question and found that a four lane structure with a raised landscaped median should be constructed, as it is able to adequately accommodate traffic volumes in 2016 and can be modified to provide five vehicle lanes if needed in the future with minimal cost and disruption.

Public Transit, Bikeway and Pedestrian System Improvements

The project as proposed includes enhancements to the public transit, bicycle and pedestrian circulation system within Carpinteria. Enhancements include:

- Better public transit circulation on Linden Avenue, Via Real, Casitas Pass Road due to additional travel lanes constructed;
- Improved sidewalk connectivity to improve accessibility to public transit;
- Additional public transit stops/shelters;
- Bike lanes (5 foot width) on both sides of Linden and Casitas overcrossing;
- Sidewalk (8 foot width) on both sides of Linden and Casitas overcrossing;
- All-weather bike path along Carpinteria Creek, under US 101, and
- Bike lane along the north side of the Via Real extension.

All of the above enhancements would benefit residents of Carpinteria and substantially improve local access via alternative transportation means from areas north of US 101 to the downtown and beach areas of the City.

However, Coastal Commission staff has indicated the project must provide meaningful enhancement for regional access to coastal resources and recreation opportunities, in order to approve an Amendment to the Local Coastal Program that would permit project-related impacts upon wetlands and agriculture. Wide sidewalks and bike lanes on the overcrossings and along Via Real extension will ensure pedestrians, cyclists, and mobility impaired individuals will enjoy improved access to coastal resources within the Carpinteria community, but do not address regionally important access improvements.

In order for the proposed project and LCPA to meet provisions of the Coastal Act for balancing resource impacts with public benefit, the following improvements have been included as part of the LCPA and the Linden-Casitas Pass Interchanges Improvement Project and the South Coast HOV project.

- Rincon Trail – Proposed bike path extending from the eastern terminus of Carpinteria Avenue to Rincon Point Park. This path would link the bikeway along Carpinteria Avenue with the new Class I Bike Path being constructed with the Ventura/Santa Barbara HOV Lane project, eliminating the need for cyclists to use the shoulder of US 101 in this segment.
- Extension of Santa Claus Lane – Proposed bike path extending from the eastern terminus of Santa Claus Lane and connecting to the western terminus of Carpinteria Avenue. This segment would close a substantial gap in the California Coastal Trail system.

V. ATTACHMENTS:

- Attachment A – Project Overview Map
- Attachment B – DRT Presentation/Recommendations
- Attachment C – Fehr and Peers Traffic Analysis
- Attachment D – Traffic Volume Trends 2002 – 2012
- Attachment E – Hourly Traffic Volume Variation Casitas Pass Road bridge
- Attachment F – Alternative Traffic Forecast Model 2002-2036
- Attachment G – Staff Recommendation for Casitas Pass Road Bridge Visual Simulation

ATTACHMENT A



CITY OF CARPINTERIA
DEPARTMENT OF PUBLIC WORKS
**LINDEN AVENUE AND CASITAS PASS ROAD
INTERCHANGES PROJECT**



ATTACHMENT B

Design Review Team Presentation for the Carpinteria City Council

Linden and Casitas Pass Interchanges Project

A partnership of Caltrans, the City of Carpinteria, and Santa Barbara County Association of Governments (SBCAG)



Introduction

- Design Review Team (DRT) members:

Gregg Carty (Council)

John Moyer (PC)

Kathleen Reddington (Council)

George Lehtinen

Scott Ellinwood (ARB)

Mary Pat O'Connor

- Ten Meetings, January to August 2012

- Purpose (from DRT Role Statement):

The Design Review Team (DRT) will assist Caltrans in the design of the architectural and aesthetic features of the proposed Linden and Casitas Pass Interchanges and Via Real Extension Project in Carpinteria.

Existing Features



Existing Features



Existing Features



Existing Features

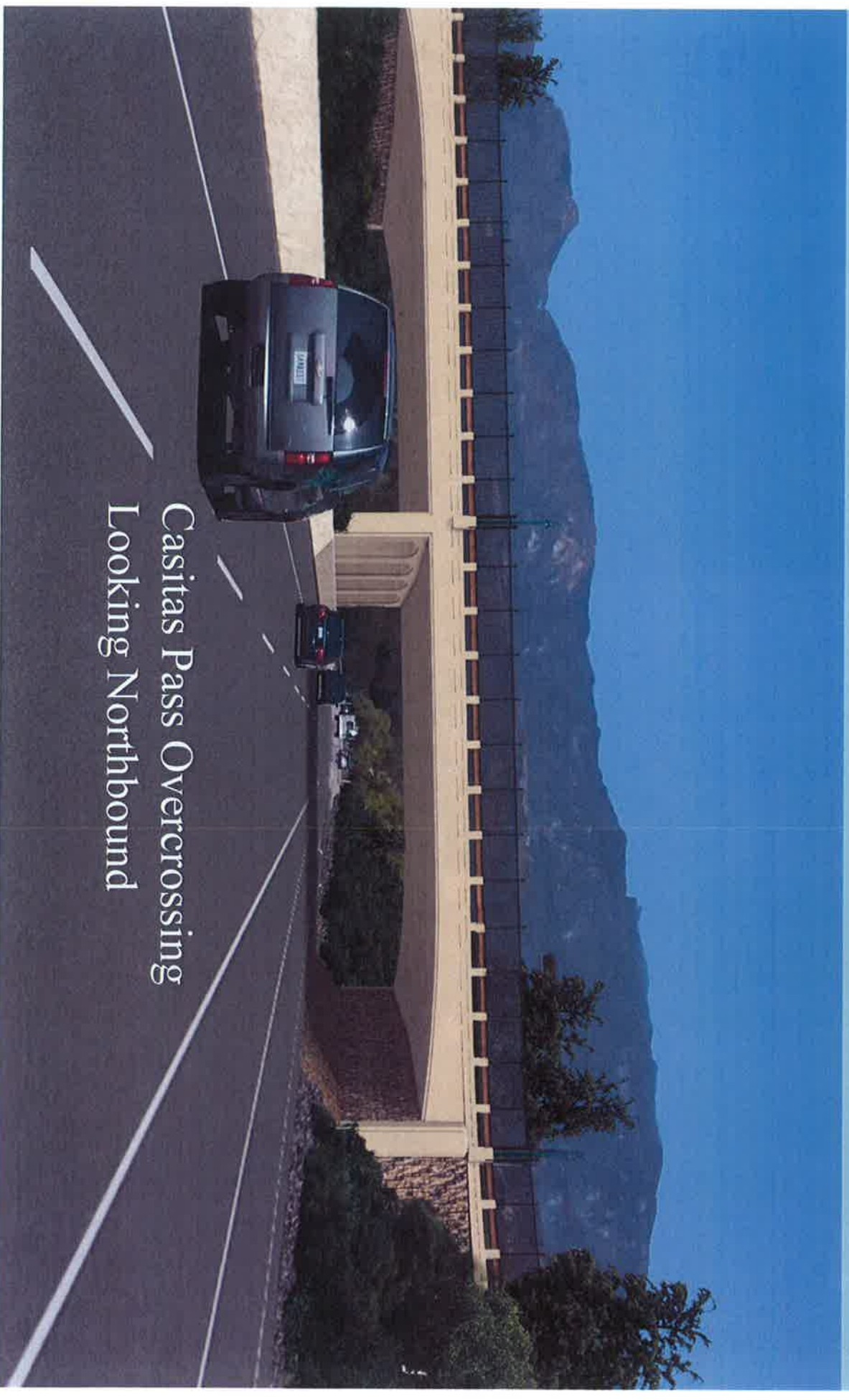


Casitas Pass
Overcrossing

Linden Avenue
Overcrossing



Casitas Pass Rd. Overcrossing



Casitas Pass Overcrossing
Looking Northbound

Casitas Pass Rd. Overcrossing Detail



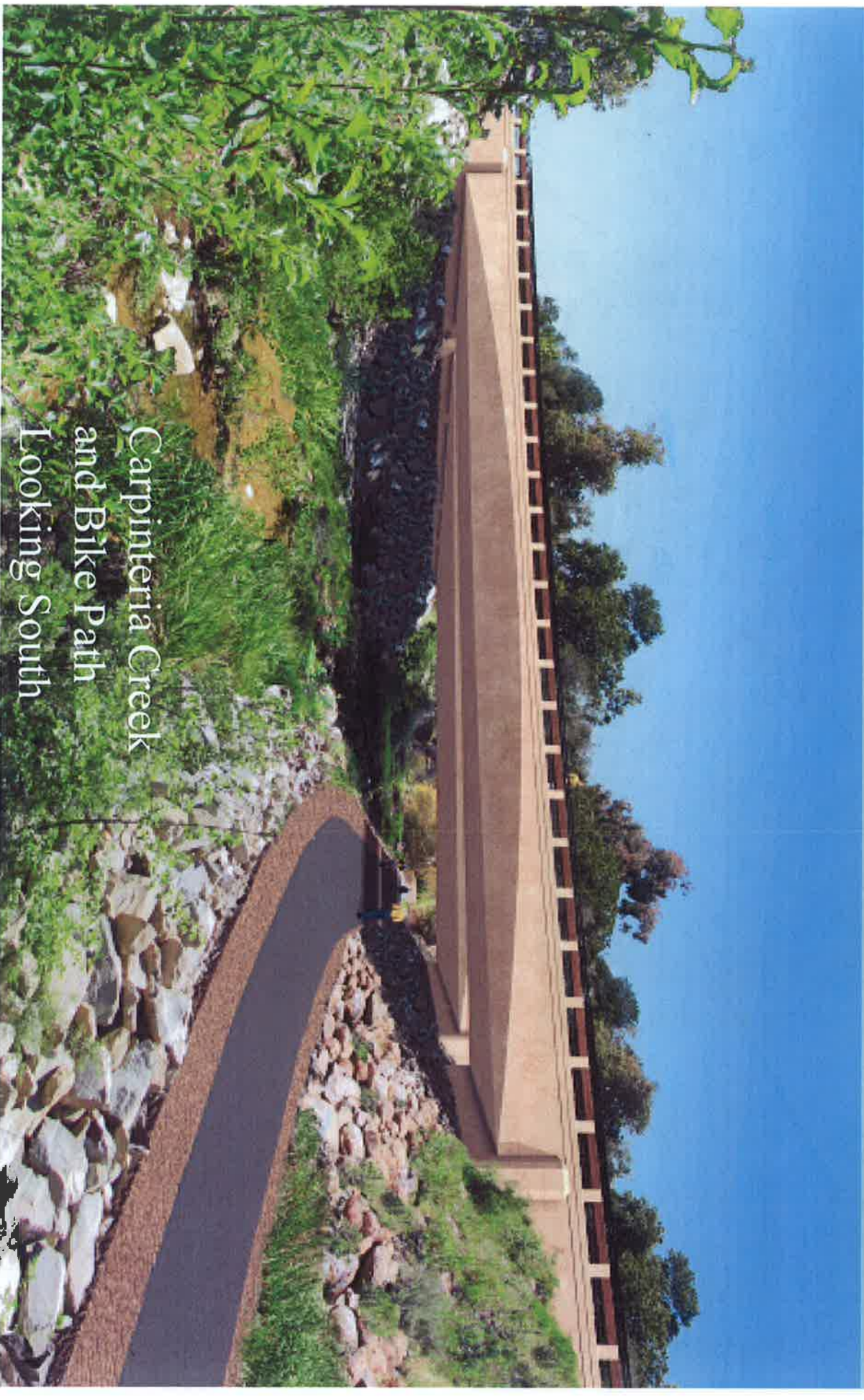
Linden Ave. Overcrossing



Linden Overcrossing
Looking Southbound

Carpinteria Creek Bridges

Carpinteria Creek
and Bike Path
Looking South



Street View: Casitas Pass Road



Street View: Casitas Pass Road



Bridge Scale: Casitas Pass Road



Street View: Linden Avenue

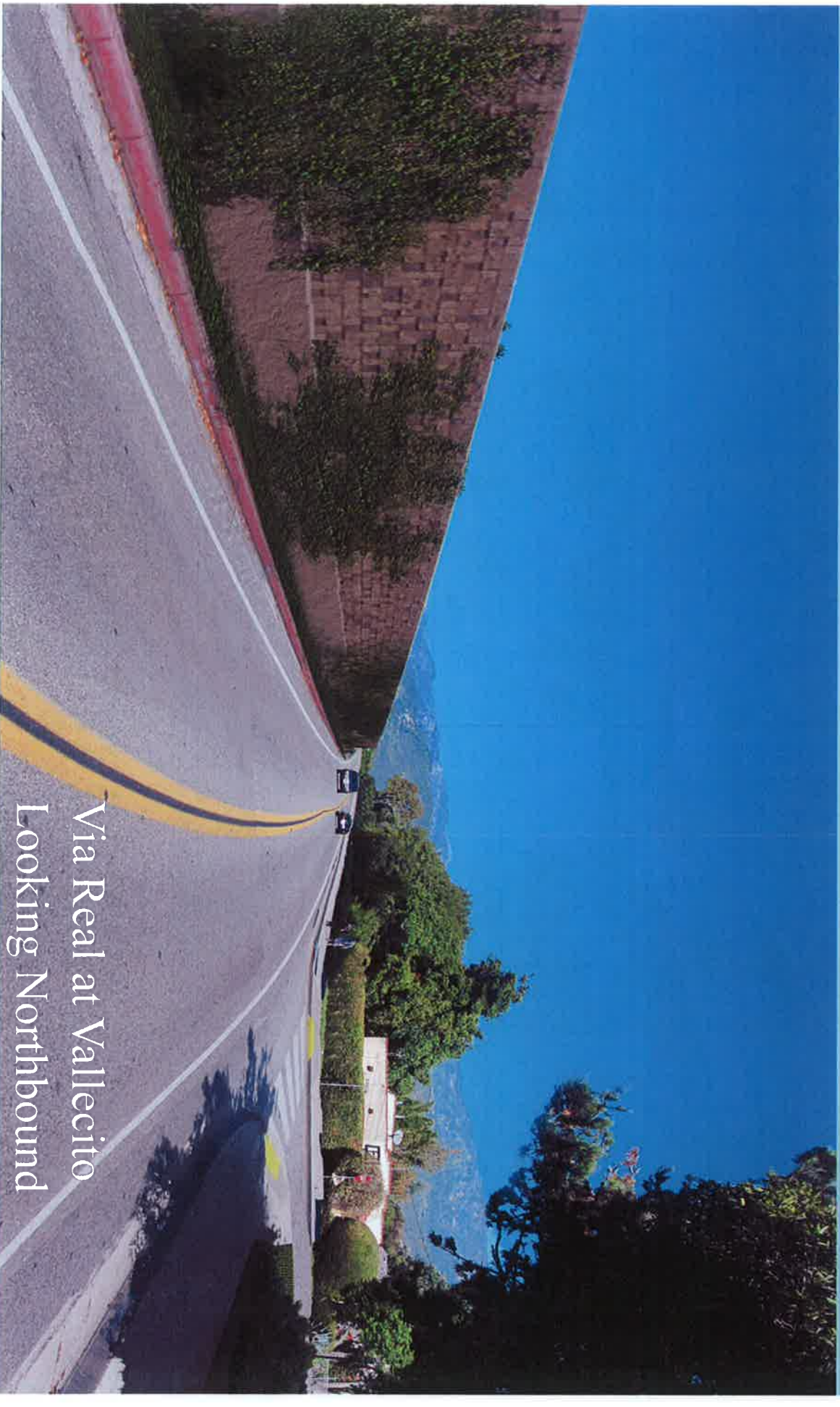


Street View: Linden Avenue

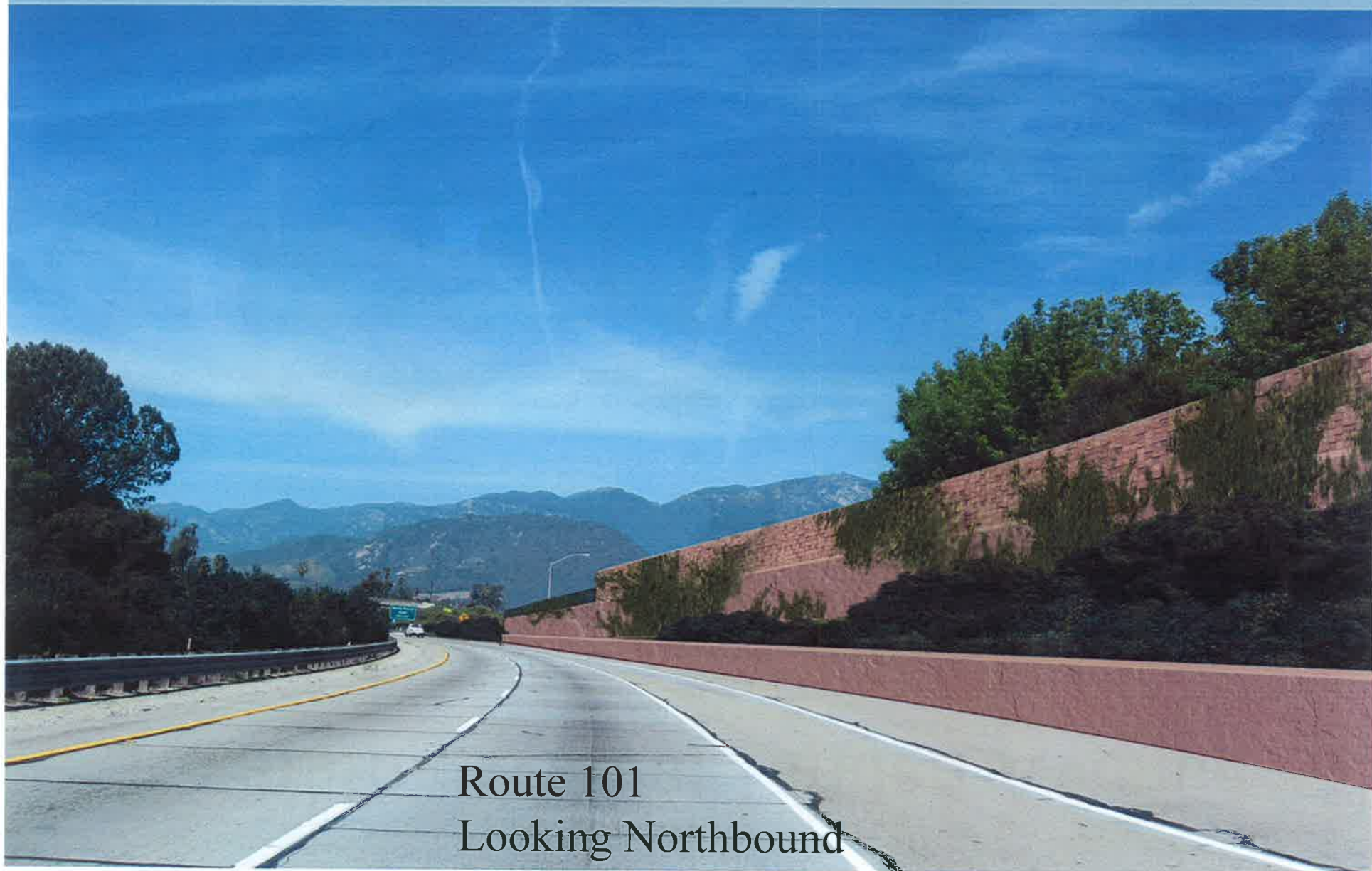


Sound Walls and Retaining Walls

Via Real at Vallecito
Looking Northbound



Sound Wall at Via Real



Route 101
Looking Northbound

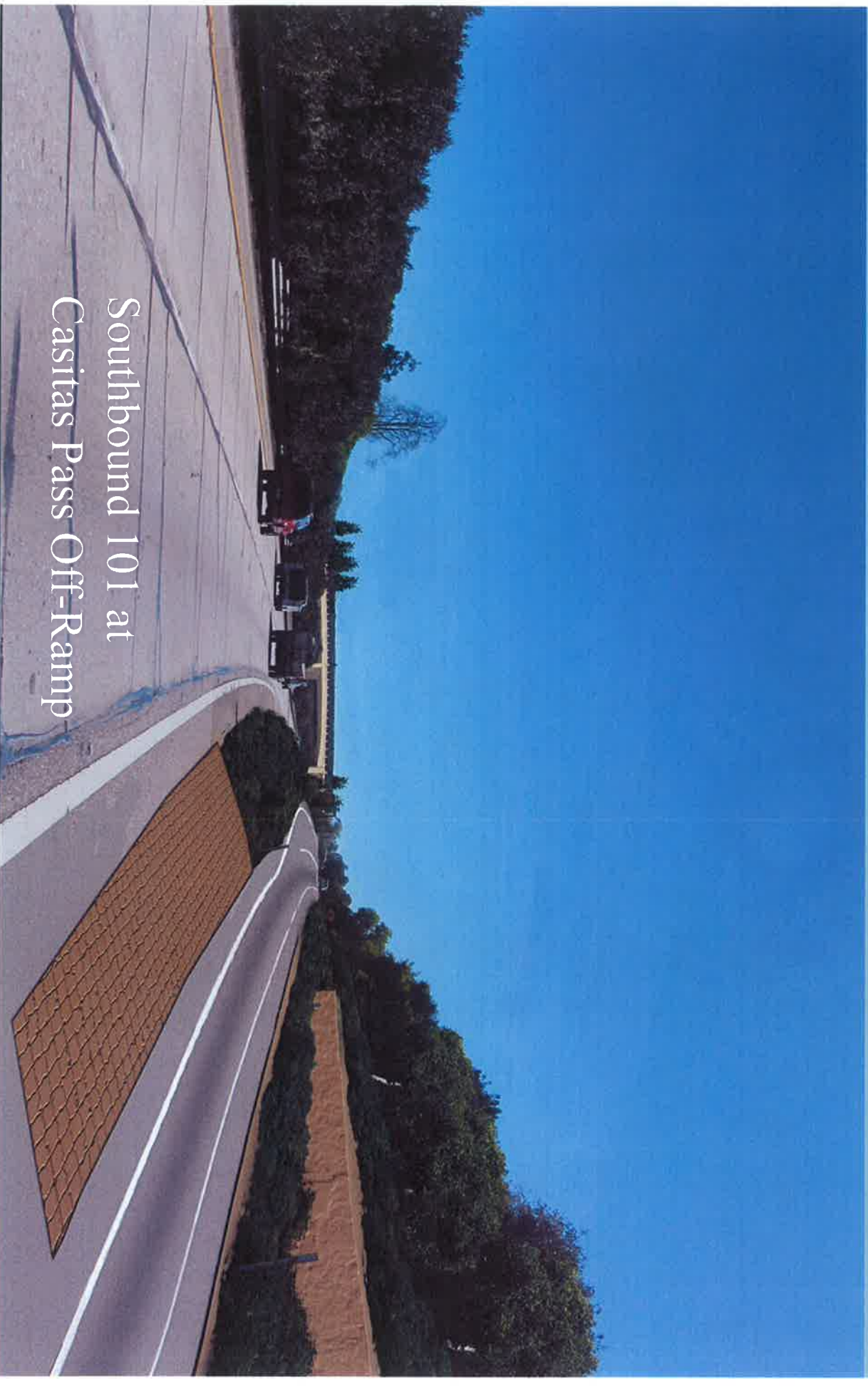
Retaining Wall at Linden Avenue



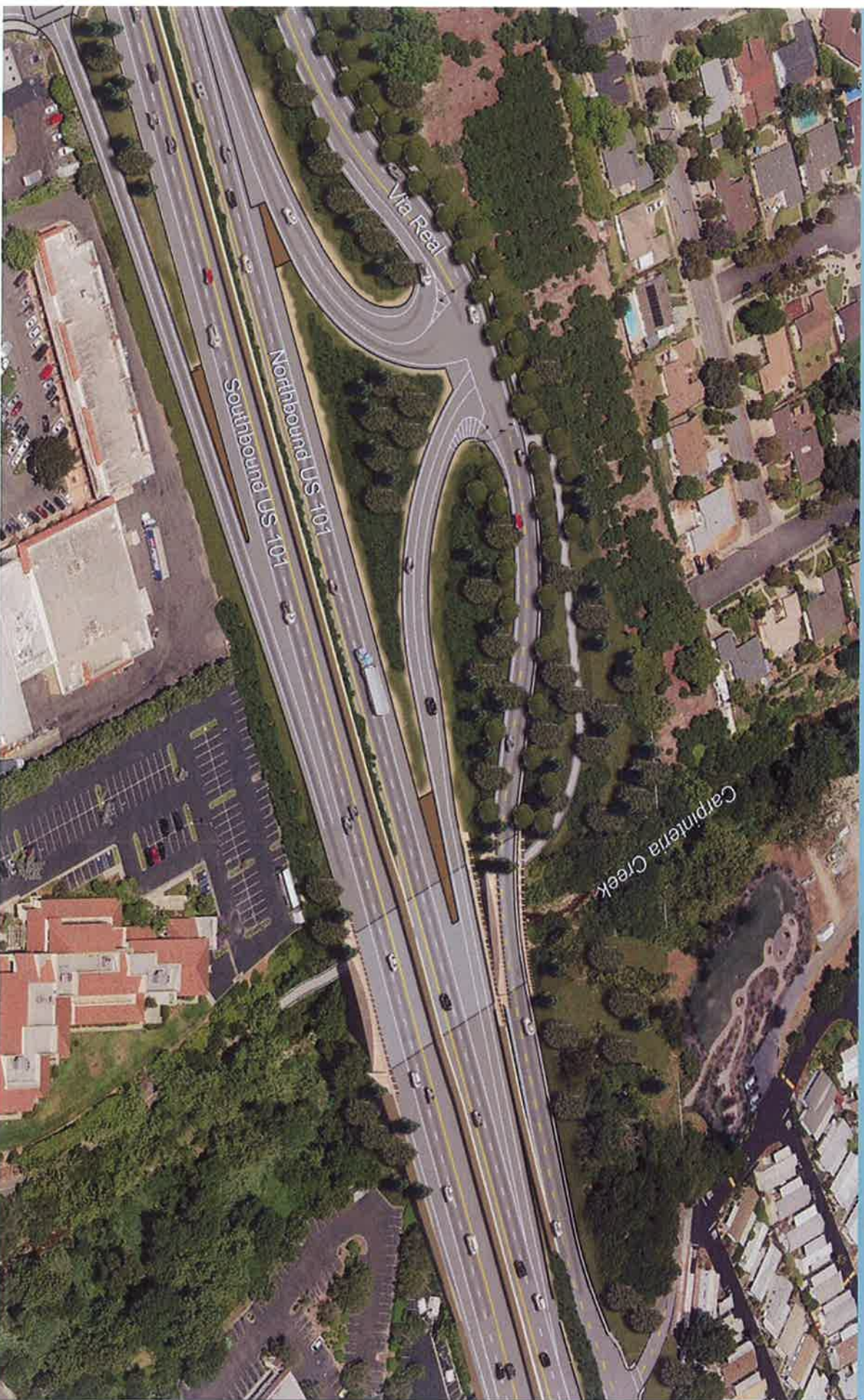
Southbound 101 at
Linden Off-Ramp

Retaining Wall at Casitas Pass

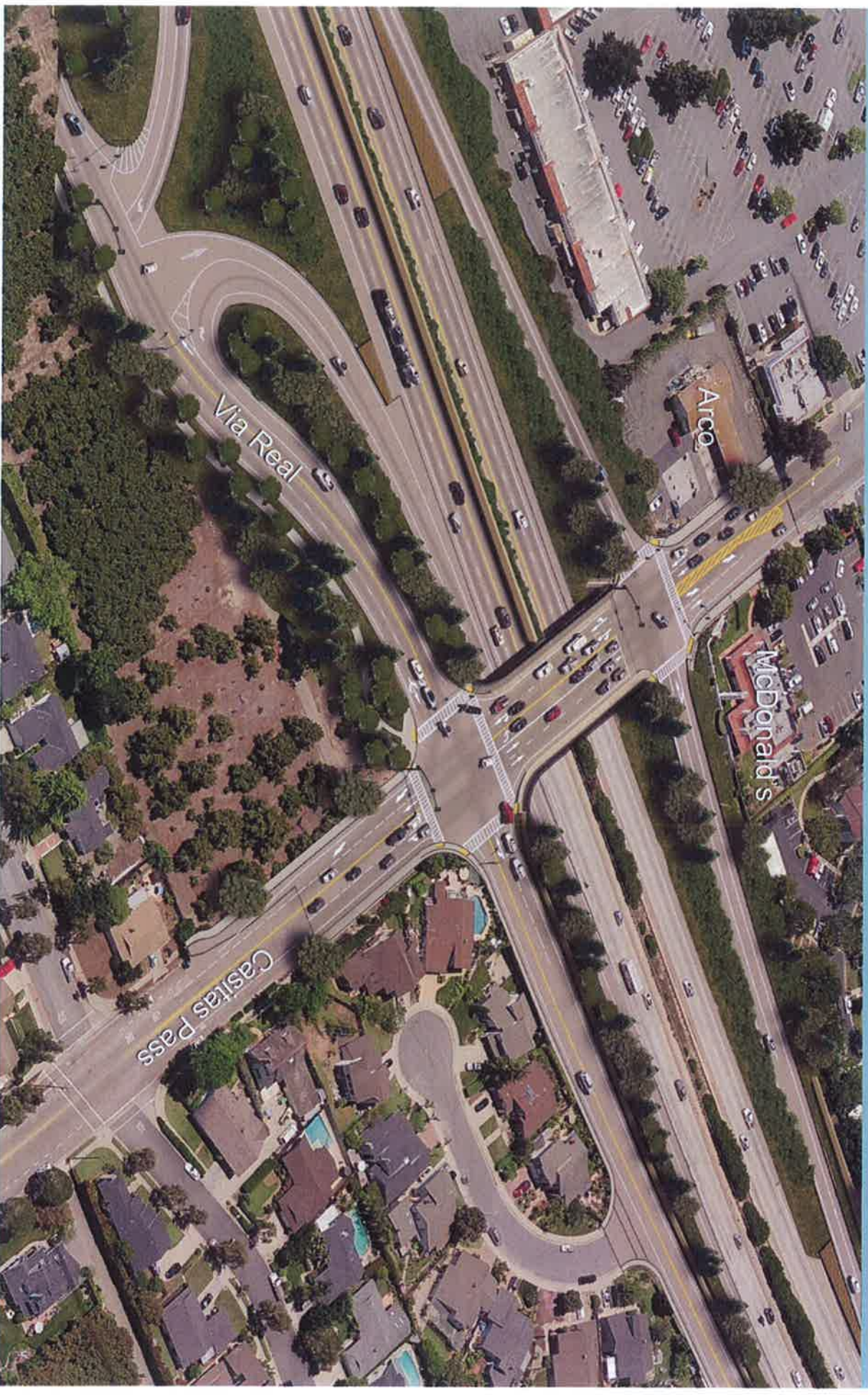
Southbound 101 at
Casitas Pass Off-Ramp



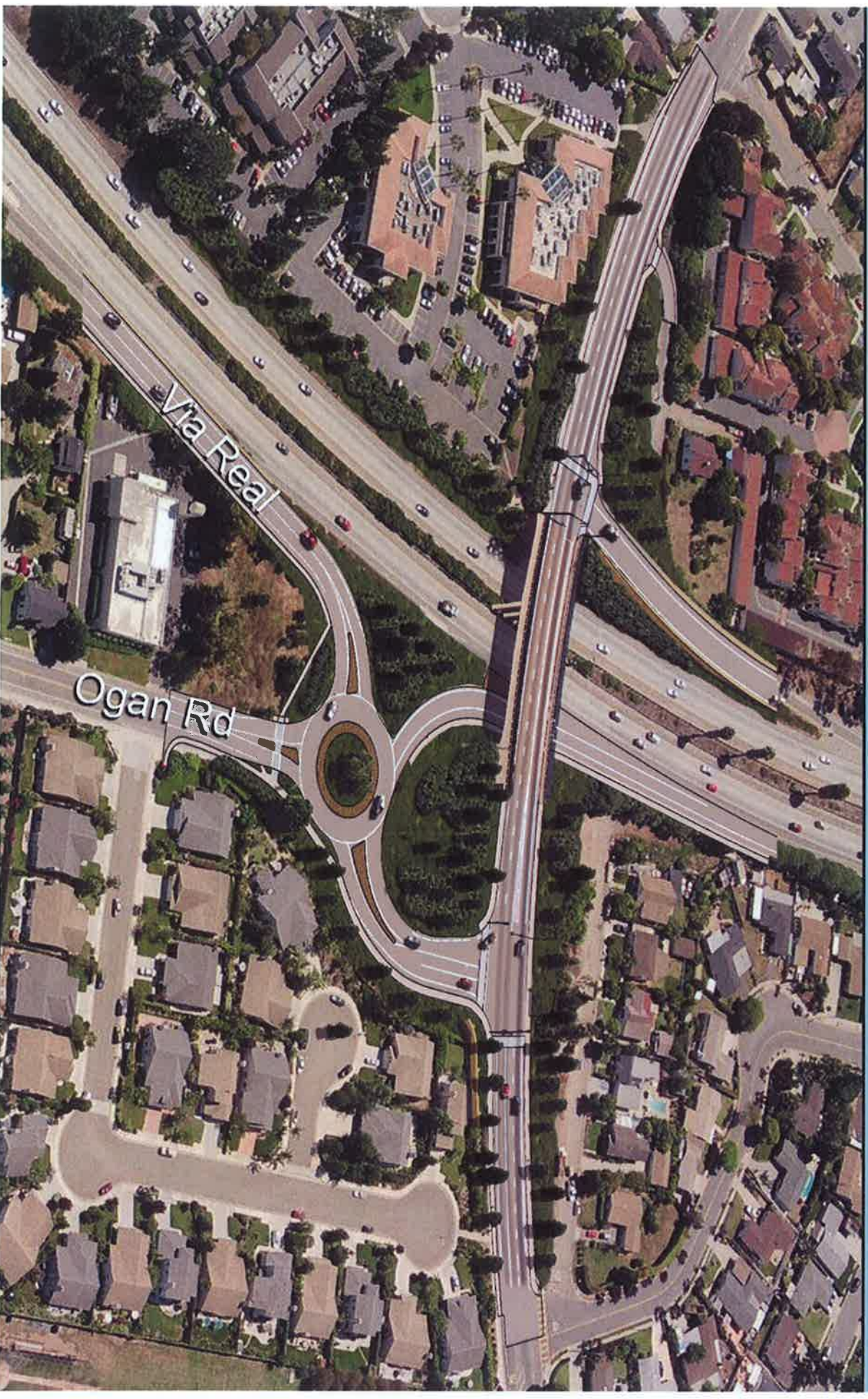
Landscaping: Carp. Creek/Via Real



Landscaping: Casitas Pass Road



Landscaping: Linden Avenue



ATTACHMENT C

U.S. 101 / Linden Avenue / Casitas Pass Road Interchange Improvements Project

Supplemental Traffic Analysis Report

**Prepared for:
City of Carpinteria
Caltrans
SBCAG**

January 18, 2013

WC12-2991

FEHR  PEERS

Table of Contents

1.0	EXECUTIVE SUMMARY	1
1.1	Background	1
1.2	Purpose	1
1.3	Scenario Evaluation Approach	2
1.4	Summary of Findings.....	3
2.0	METHODOLOGY AND APPROACH	5
2.1	Study Area.....	5
2.2	Analysis Method and Performance Evaluation.....	7
2.2.1	Traffic Signal Warrants	7
2.2.2	Intersection Operations	7
2.3	Analysis Scenarios.....	9
2.3.1	Existing Conditions	9
2.3.2	Future Year Conditions.....	9
3.0	CASITAS PASS ROAD INTERCHANGE.....	16
3.1	Existing Conditions.....	16
3.1.1	Traffic Signal Warrants	16
3.1.2	Intersection Operations	17
3.1.3	Bicycle, Pedestrian, and Emergency Vehicle Considerations	22
3.2	Year 2016 Conditions	22
3.2.1	Traffic Signal Warrants	22
3.2.2	Intersection Operations	23
3.3	Year 2036 Conditions	28
3.3.1	Traffic Signal Warrants	28
3.3.2	Intersection Operations	28
4.0	LINDEN AVENUE INTERCHANGE	34
4.1	Existing Conditions.....	34
4.1.1	Traffic Signal Warrants	34
4.1.2	Intersection Operations	35
4.2	Year 2016 Conditions	38
4.2.1	Traffic Signal Warrants	38
4.2.2	Intersection Operations	38
4.3	Year 2036 Conditions	41
4.3.1	Traffic Signal Warrants	41

4.3.2 Intersection Operations	41
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Appendices

Appendix A: SimTraffic LOS and Queuing Output Sheets

Appendix B: Signal Warrant Sheets

List of Figures

Figure 2-1 Project Study Area.....	6
Figure 2-2 Geometric Layout at Casitas Pass Road Interchange – Previous Design Alternative (6-lane Bridge)	11
Figure 2-3 Geometric Layout at Casitas Pass Road Interchange – Current Design Alternative (5-lane Bridge)	12
Figure 2-4 Geometric Layout at Casitas Pass Road Interchange – Reduced Capacity Alternative (4-lane Bridge)	13
Figure 2-5 Geometric Layout at Casitas Pass Road Interchange – Reduced Capacity Alternative (3-lane Bridge)	14
Figure 2-6 Geometric Layout at Linden Avenue Interchange.....	15
Figure 3-1 Casitas Pass Road Interchange Traffic Control, Lane Configurations and Traffic Volumes	18
Figure 3-2 Casitas Pass Road Interchange Queuing Summary – 2016 Previous Design Alternative (6-lane bridge)	24
Figure 3-3 Casitas Pass Road Interchange Queuing Summary – 2016 Current Design Alternative (5-lane bridge)	25
Figure 3-4 Casitas Pass Road Interchange Queuing Summary – 2016 Reduced Capacity Alternative (4-lane bridge)	26
Figure 3-5 Casitas Pass Road Interchange Queuing Summary – 2016 Reduced Capacity Alternative (3-lane bridge)	27
Figure 3-6 Casitas Pass Road Interchange Queuing Summary – 2036 Previous Design Alternative (6-lane bridge)	30
Figure 3-7 Casitas Pass Road Interchange Queuing Summary – 2036 Current Design Alternative (5-lane bridge)	31
Figure 3-8 Casitas Pass Road Interchange Queuing Summary – 2036 Reduced Capacity Alternative (4-lane bridge)	32
Figure 3-9 Casitas Pass Road Interchange Queuing Summary – 2036 Reduced Capacity Alternative (3-lane bridge)	33
Figure 4-1 Linden Avenue Interchange Traffic Control, Lane Configurations and Traffic Volumes	37
Figure 4-2 Linden Avenue Interchange Queuing Summary – 2016 Stop Controlled Intersection Alternative	39

Figure 4-3	Linden Avenue Interchange Queuing Summary – 2016 Signalized Intersection Alternative.....	40
Figure 4-4	Linden Avenue Interchange Queuing Summary – 2036 Stop Controlled Intersection Alternative.....	43
Figure 4-5	Linden Avenue Interchange Queuing Summary – 2036 Signalized Intersection Alternative.....	44

List of Tables

Table 2-1	Intersection LOS Criteria	8
Table 3-1	Peak Hour Signal Warrant Analysis.....	16
Table 3-2	Casitas Pass Road Interchange Level of Service Summary.....	19
Table 3-3	Casitas Pass Road Interchange Queuing Summary.....	20
Table 4-1	Year 2016 Peak Hour Signal Warrant Analysis	34
Table 4-2	Linden Avenue Interchange Level of Service Summary.....	35
Table 4-3	Linden Avenue Interchange Queuing Summary.....	36

1.0 EXECUTIVE SUMMARY

1.1 BACKGROUND

In its *Master Facility Plan* (July 1993) and *General Plan* (April 2001), the City of Carpinteria identified several interchange and bridge improvements designed to enhance access to U.S. 101. Among these were improvements to the Linden Avenue and Casitas Pass Road interchanges.

Funding for these two locations was programmed by the Santa Barbara County Association of Governments (SBCAG) in 1996, as part of a strategy of operational improvements for U.S. 101. Since that time, this project has been under project development, with a number of alternatives proposed through the community, the City of Carpinteria, SBCAG and Caltrans. In 2000, a State Transportation Improvement Program (STIP) amendment was approved to incorporate a separate local project, the Via Real Extension, into the scope and funding for the Linden Avenue/Casitas Pass Road project.

The U.S. 101/Linden Avenue and U.S. 101/Casitas Pass Road Interchange Improvements Project consists of reconfiguring the interchange ramps and constructing new local street connections and frontage road extensions. Four project alternatives were evaluated in this study.

The City of Carpinteria is working cooperatively with SBCAG and Caltrans to advance this project through the approval process. All three agencies have provided input during development of this traffic analysis report.

1.2 PURPOSE

The purpose of this traffic analysis report is to update existing and document future travel conditions associated with the U.S. 101/Linden Avenue and U.S. 101/Casitas Pass Road Interchange Improvements Project. Specifically, confirming the optimal overcrossing bridge width in terms of travel lanes for the Casitas Pass Road bridge and performing traffic signal warrants at the intersections located at both interchanges for the build year 2016 and design year 2036.. New intersection operation performance metrics, a road network systems evaluation, traffic safety discussion, graphics, and wider context of discussion presented in this report are intended to tell a more complete picture of the operational characteristics of the project and other alternatives that were considered.

Fehr & Peers performed a traffic analysis in August 2008 which included a traffic operations evaluation of geometric improvements at both the Linden Avenue and Casitas Pass Road interchanges. Due to the economic downturn between the previous analysis and 2012, a concern had been raised that the traffic volumes and projections for the intersection turn movement volumes and roadway segment counts may have decreased significantly, thus possibly changing the design of the project. This traffic analysis will



determine if the existing (2012) traffic volumes have been affected to any significant degree due to the economic recession. Furthermore, this analysis will analyze the forecast growth out to 2036 for consistency with the City of Carpinteria's general plan buildout.

1.3 SCENARIO EVALUATION APPROACH

Historic roadway segment traffic count data from preceding 10 years were used to develop a growth rate to project the 2006 turning movement data to develop turning movements for existing conditions (2012). The existing conditions counts were used to perform the traffic signal warrants and evaluate existing intersection performance and traffic operations conditions.

The geometric designs evaluated previously in 2008 included 5 and 6-lane bridge width alternatives for Casitas Pass Road and 3 and 4-lane bridge widths for Linden Avenue. At this time, Caltrans is incorporating the 5 lane design for Casitas Pass Road and 3 lane design for Linden Avenue. The City of Carpinteria City Council recently requested an evaluation of 3 and 4-lane bridge configurations for the Casitas Pass Road Interchange. The Council also requested a re-evaluation of the 2008 traffic volumes used in the analysis, and had questions regarding the 2016 and 2036 forecasts.

Consistent with current industry practice, the previous traffic analysis was conducted using traffic simulation to capture the interaction of vehicles between the intersections and the level of service results for each intersection alone. Historic growth based on counts collected over 10 years for the intersections is negligible due to the interchange being at capacity and not allowing additional vehicles to travel through the intersections to be counted, as supported by deficient existing conditions level of service. For this report, the analysis began with the same process previously used but an evaluation of additional roadway system performance aspects of the interchange in combination was conducted. To present the results of the interchange operation as a system that travelers would encounter rather individual intersections, a new performance indicator of interchange system delay was added. This performance indicator represents the delay associated with traveling through the interchange as a system and is more comparable to the user experience. Level of service tables present individual intersection delay and interchange system delay side-by-side to better understand the interactions for each alternative.

This report presents the traffic operations and delay, queue on the freeway ramps and local streets, pedestrian and bicycle activity, and emergency response. Since each of these aspects of the project should be considered together to find a balance, graphics were created to show both intersection delay and queues relative to the freeway mainline and side streets/driveways.



This holistic approach to the evaluation of the interchange operation balances and optimizes the performance criteria of lane geometry, level of service, vehicular delays, vehicle queuing (stacking), freeway mainline operation impact, city street operation impact, with overall traffic safety being the primary goal.

1.4 SUMMARY OF FINDINGS

Based on the traffic operations analysis of the various improvement alternatives for the Casitas Pass Road and Linden Avenue interchanges, we offer the following conclusions and recommendations:

Casitas Pass Road Interchange

- Traffic signals are warranted at the Casitas Pass Road intersections at Via Real and US 101 Southbound Ramps under existing conditions. Under future year 2016 and 2036 conditions, these intersections will continue to satisfy traffic signal warrants.
- Under Year 2016 conditions, all three study intersections at the Casitas Pass Road interchange are anticipated to operate at acceptable levels (LOS C or better) during both AM and PM peak hours when the Casitas Pass Road overcrossing provides 4 lanes or more; a 3-lane bridge would not provide sufficient capacity to meet the projected traffic demand.
- Under Year 2036 conditions, all three study intersections at the Casitas Pass Road interchange are anticipated to operate at acceptable levels (LOS C or better) during both AM and PM peak hours when the Casitas Pass Road overcrossing provides 5 lanes or more; a 4- or 3-lane bridge would not provide sufficient capacity to meet the projected traffic demand.
- Under both 2016 and 2036 conditions, vehicle queues at the US 101 Southbound off-ramp are anticipated to extend beyond the ramp and spill back onto the freeway mainline under the 3-lane Casitas Pass Road bridge scenario, and extend past adjacent driveways on Casitas Pass Road to Carpinteria Avenue. With the construction of a 4 lane bridge (or larger), vehicle queues can be contained within the ramp, but extend past some of the adjacent driveways on Casitas Pass Road.
- Vehicle queues along Via Real are not anticipated to spill back to upstream intersections under any of the design alternative scenarios.
- Vehicle queues at the US 101 Northbound off-ramp are not anticipated to spill back onto the freeway mainline under any of the design alternative scenarios.



Linden Avenue Interchange

- Traffic signals are warranted at the Linden Avenue intersections with Ogan Road and US 101 Southbound off-ramp under existing conditions. Under future year 2016 and 2036 conditions, these intersections will continue to satisfy traffic signal warrants.
- Under both 2016 and 2036 conditions, signalization of the Linden Avenue intersections at Ogan Road and US 101 Southbound off-ramp would result in acceptable operations during both AM and PM peak hours. If these intersections were to remain side street stop controlled, one of these intersections would operate at unacceptable levels in 2016 and both would operate at unacceptable levels in 2036.
- Vehicle queues at the US 101 Southbound off-ramp are not anticipated to spill back onto the freeway mainline under either unsignalized or signalized scenarios.
- Vehicle queues along northbound Linden Avenue are anticipated to extend past Sawyer Avenue south of the US 101 interchange under the 2036 Stop Controlled scenarios; if the interchange intersections are signalized, northbound Linden Avenue queues will not spill back to Sawyer Avenue. Vehicle queues along southbound Linden Avenue are anticipated to extend past Nipomo Drive during the AM peak hour under all analysis scenarios.
- The proposed roundabout at Ogan Road/Via Real/US 101 Northbound On-ramp will operate at LOS E in 2016. Due to the anticipated reduction in traffic volumes at this intersection after 2016, when US 101 is assumed to be widened and trips are no longer expected to bypass freeway congestion by using Via Real, the roundabout will operate at acceptable levels in 2036.



2.0 METHODOLOGY AND APPROACH

This chapter presents the study area, methodology used to perform the traffic operations analysis, and the various scenarios analyzed as part of this study.

2.1 STUDY AREA

The study area falls within the City of Carpinteria and includes the Linden Avenue and Casitas Pass Road interchanges with U.S. 101, as shown on Figure 2-1. The study intersections at or adjacent to these interchanges include the following:

Casitas Pass Road Interchange

- Intersection #1 - Via Real / U.S. 101 Northbound Ramps (#23 in previous study)
- Intersection #2 - Via Real / Casitas Pass Road (#10 in previous study)
- Intersection #3 - Casitas Pass Road / U.S. 101 Southbound Ramps (#9 in previous study)

Linden Avenue Interchange

- Intersection #4 - Linden Avenue / Ogan Road (#4 in previous study)
- Intersection #5 - Linden Avenue / U.S. 101 Southbound Off-ramp (#3 in previous study)
- Intersection #6 - Ogan Road / Via Real / U.S. 101 Northbound On-ramp (#5 in previous study)



2.2 ANALYSIS METHOD AND PERFORMANCE EVALUATION

2.2.1 TRAFFIC SIGNAL WARRANTS

To assess consideration for signalization of stop-controlled intersections, the *California Manual of Uniform Traffic Control Devices* (CA MUTCD), presents eight signal warrants. Generally, meeting one of the signal warrants could justify signalization of an intersection. However, an evaluation of all applicable warrants should be conducted and additional factors (e.g., congestion, approach conditions, driver confusion) should be considered before the decision to install a signal is made. The peak hour volume warrant (Warrant 3) for urban conditions was evaluated using the available data. Additionally, although the average daily traffic warrant per Figure 4C-103 of the CA MUTCD is typically evaluated in the absence of traffic count data, these warrants were included in the evaluation to supplement the peak hour warrant analysis.

2.2.2 INTERSECTION OPERATIONS

The operation performance of each study intersection was evaluated using Level of service (LOS) and vehicular queuing. Level of service is a description of the quality of an intersection's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Based on the City of Carpinteria General Plan, the City's policy is to maintain a service level of LOS C operations or better at all intersections.

At signalized and all-way stop controlled intersections, the LOS rating is based on the weighted average control delay of all movements measured in seconds per vehicle. Peak hour traffic volumes, lane configurations, and signal timing plans are used as inputs in the LOS calculations. The traffic analysis software, Synchro/SimTraffic 7, was used for this study. *Synchro* is based on procedures outlined in the Transportation Research Board's 2000 *Highway Capacity Manual* (HCM). Use of the *SimTraffic* simulation model allows the study area to be analyzed as an interconnected roadway network, which is needed to accurately analyze the vehicle interactions along study roadways to reflect potential vehicle queue impacts in the study area. Table 2-1 summarizes the relationship between the average control delay per vehicle and LOS for signalized and unsignalized intersections.



TABLE 2-1 INTERSECTION LOS CRITERIA

Level of Service	Description	Signalized Intersection Control Delay (sec/veh)	Unsignalized Intersection Control Delay (sec/veh)
A	Progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	< 10.0	< 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10.0 to 20.0	> 10.0 to 15.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 20.0 to 35.0	> 15.0 to 25.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	> 35.0 to 50.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels.	> 80.0	> 50.0

Source: 2010 Highway Capacity Manual.

Total systemwide delay was also evaluated as a performance measure that reflects the operation of the study intersections together instead of in isolation. For the purposes of this study, the total systemwide delay is the summation of the intersection control delay for each of the study intersections in the immediate vicinity of the interchanges.

Vehicle queuing was also included in the traffic operations analysis. The 95th percentile queue lengths were measured to account for fluctuations in traffic, and represents a conditions where 95 percent of the time during the peak period, traffic volumes and related queuing will be at, or less, than determined by the analysis. When queues exceed the available storage capacity on a roadway link, the operation of the upstream intersection may be impacted. When this occurs along a freeway off-ramp, resulting in queue spillback extending onto the freeway mainline, the freeway operations may be impacted. Queue spillback



and blockage of intersections and roadway facilities may raise safety concerns and also has the ability to hinder emergency vehicle access.

2.3 ANALYSIS SCENARIOS

2.3.1 EXISTING CONDITIONS

As part of the previously completed traffic operations analysis for this project, extensive data collection efforts were undertaken in January 2006 to determine vehicular and pedestrian peak hour traffic volumes as well as truck percentages. These 2006 traffic counts, along with more recent traffic count data from 2008 provided by the City of Carpinteria, were used to calculate annual growth rates for both AM and PM peak hours. These growth rates were then used to derive year 2012 turning movement volumes for the Existing Conditions intersection operations analysis performed for the study intersections at the Casitas Pass Road interchange.

2.3.2 FUTURE YEAR CONDITIONS

This study has included an analysis of two future year conditions, 2016 (year of opening) and 2036 (design year). This approach is entirely consistent with the two forecast years used in the *Final Traffic Analysis Report: U.S. 101 U.S. 101 / Linden Avenue and U.S. 101 /Casitas Pass Road Interchange Improvement Project* (Fehr & Peers, June 2007). At the inception of this study it was decided by the project team to utilize the same volume set for 2016 and 2036 that was used in the 2007 effort.

In this case, however, we checked to see how the 2012 (existing) traffic data compared to the 2016 forecast volume set to assume reasonable growth during this short time period was assumed and based on recent growth trends from 2007 to 2012. The 2036 traffic volumes used in this study were identical to the volume set used in the 2007 Fehr & Peers study. That 2007 Fehr & Peers study used the SBCAG regional travel model and then performed a sensitivity to align growth beyond the horizon year of 2030 in both the regional travel model and the City's general plan. It was assumed no growth was occurring as a result of internal trip generation in those years between 2030 and 2036 since the City was at "build-out" at this time.

Under both future year conditions, proposed geometric improvements under consideration involve reconfiguring the Linden Avenue and Casitas Pass Road interchanges and extending Via Real from its current terminus to Linden Avenue. The proposed improvements are presented in the following sections.



2.3.2.1 Casitas Pass Road Interchange

Previous Design Alternative (6-lane bridge)

The previous design alternative proposed diagonal southbound on- and off-ramps on the west side of U.S. 101 at the Casitas Pass Road interchange. In the northbound direction, on- and off-hook ramps would be provided on the new extension of Via Real. Under this alternative, the Casitas Pass Road overcrossing would provide six travel lanes. The proposed geometric layout of this alternative is presented on Figure 2-2.

Current design alternative (5-lane bridge)

The current design alternative is similar to the previous design except that the Casitas Pass Road overcrossing would provide five travel lanes. The proposed geometric layout of this alternative is presented on Figure 2-3. As shown, three westbound lanes (one left-turn lane and two through lanes) and two eastbound lanes (one shared left-turn/through lane and one shared through/right-turn lane) is proposed.

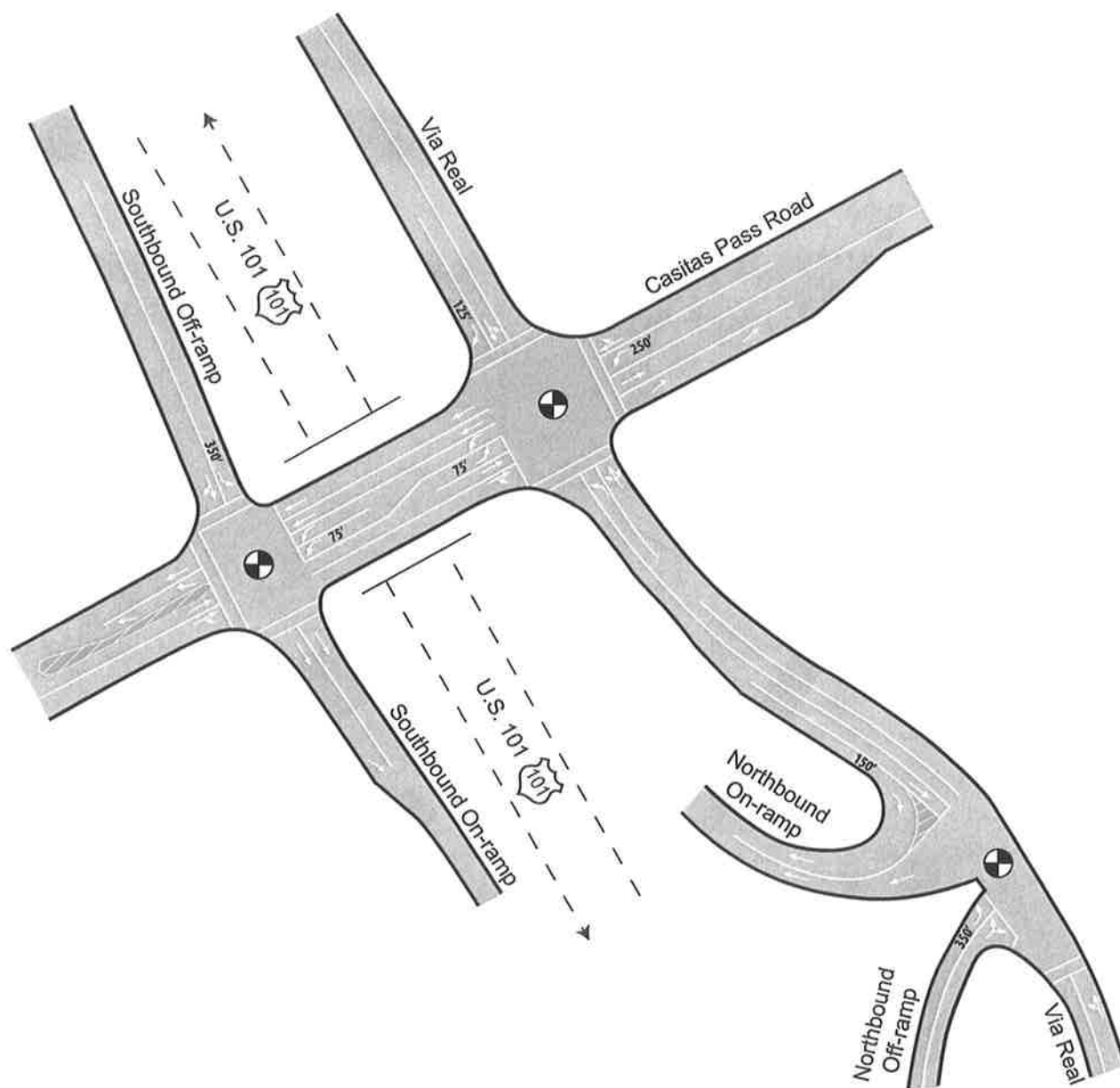
Reduced capacity alternatives (4- and 3-lane bridge)

The reduced capacity alternatives would provide less travel lanes on the Casitas Pass Road overcrossing as compared to the alternatives noted above. The proposed geometric layout of both 4- and 3-lane reduced capacity bridge alternatives are presented in Figures 2-4 and 2-5, respectively. As shown, the 4-lane bridge would provide two lanes in each direction while the 3-lane bridge would provide only one eastbound lane and two westbound lanes.

2.3.2.2 Linden Avenue Interchange

The proposed improvements at the Linden Avenue interchange include the construction of a new roundabout intersection at Via Real/Ogan Road. The US-101 Northbound on-ramp is proposed to be the west leg of the roundabout intersection as illustrated in Figure 2-6. The US-101 Southbound Off-ramp is proposed to be relocated approximately 250 feet to the north of its existing terminus intersection. Access to and from the south on Linden Avenue would not be provided as currently configured.





LEGEND

XX' Recommended Turn Pocket
Vehicle Storage



Traffic Signal

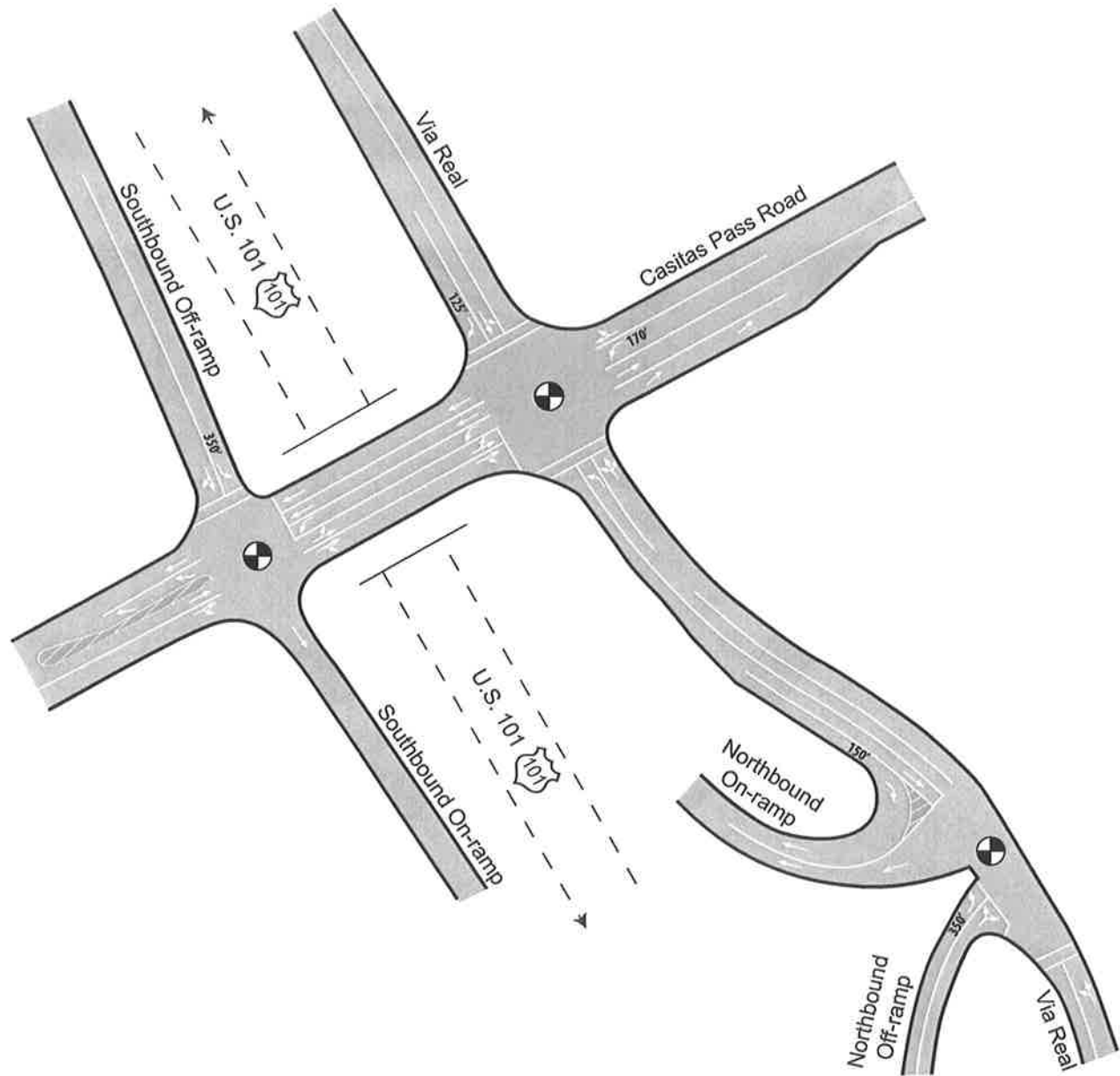


Figure 2-2.

Geometric Layout at Casitas Pass Road Interchange
Previous Design Alternative (6-Lane Bridge)

WC12-2991_2-2_CasitasGeoplane

FEHR & PEERS



LEGEND

XX' Recommended Turn Pocket
Vehicle Storage



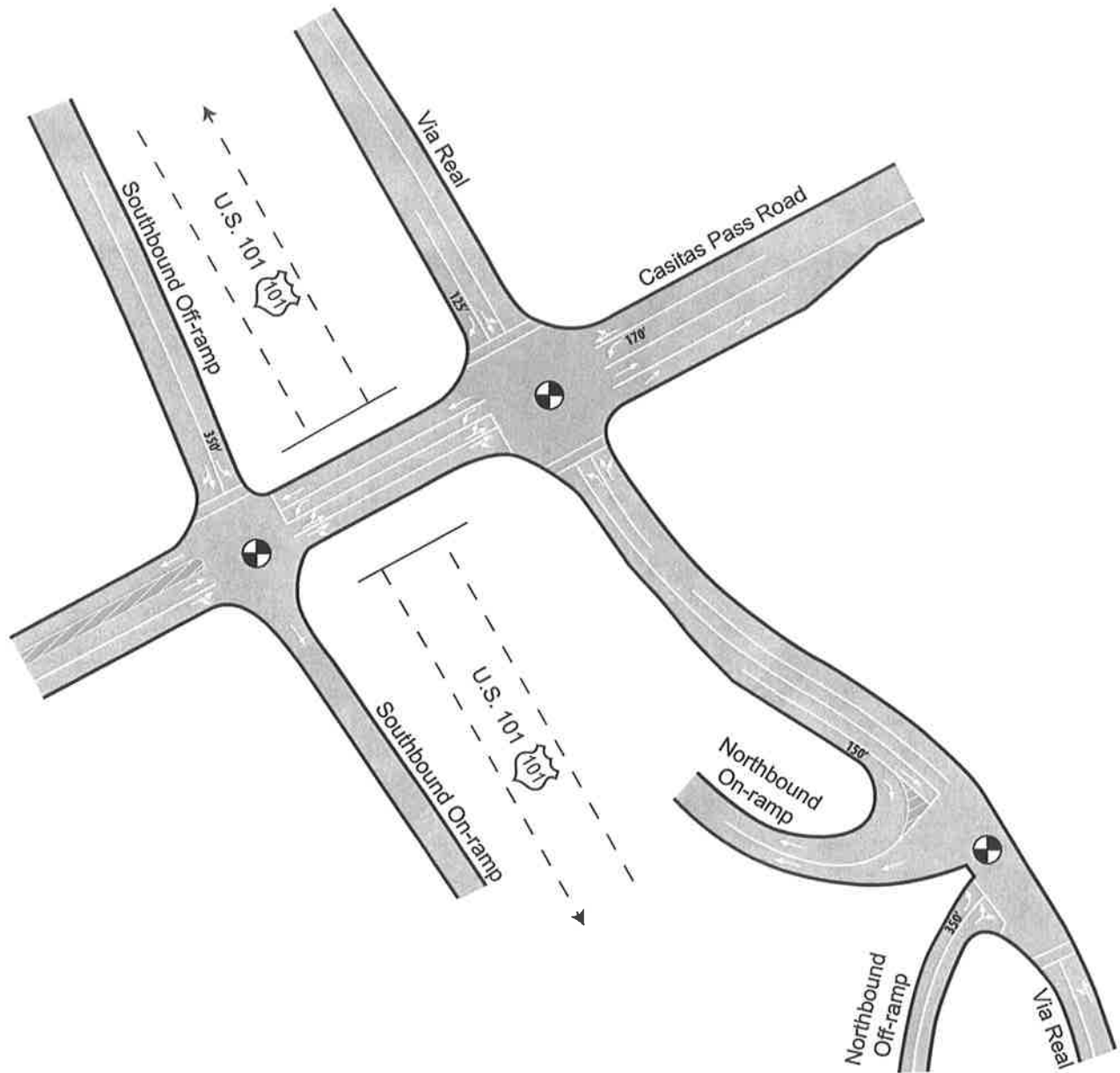
Traffic Signal

Figure 2-3.

**Geometric Layout at Casitas Pass Road Interchange
Current Design Alternative (5-Lane Bridge)**

WC12-2991_2-3_CasitasGeoSlane

FEHR & PEERS



LEGEND

XX' Recommended Turn Pocket
Vehicle Storage



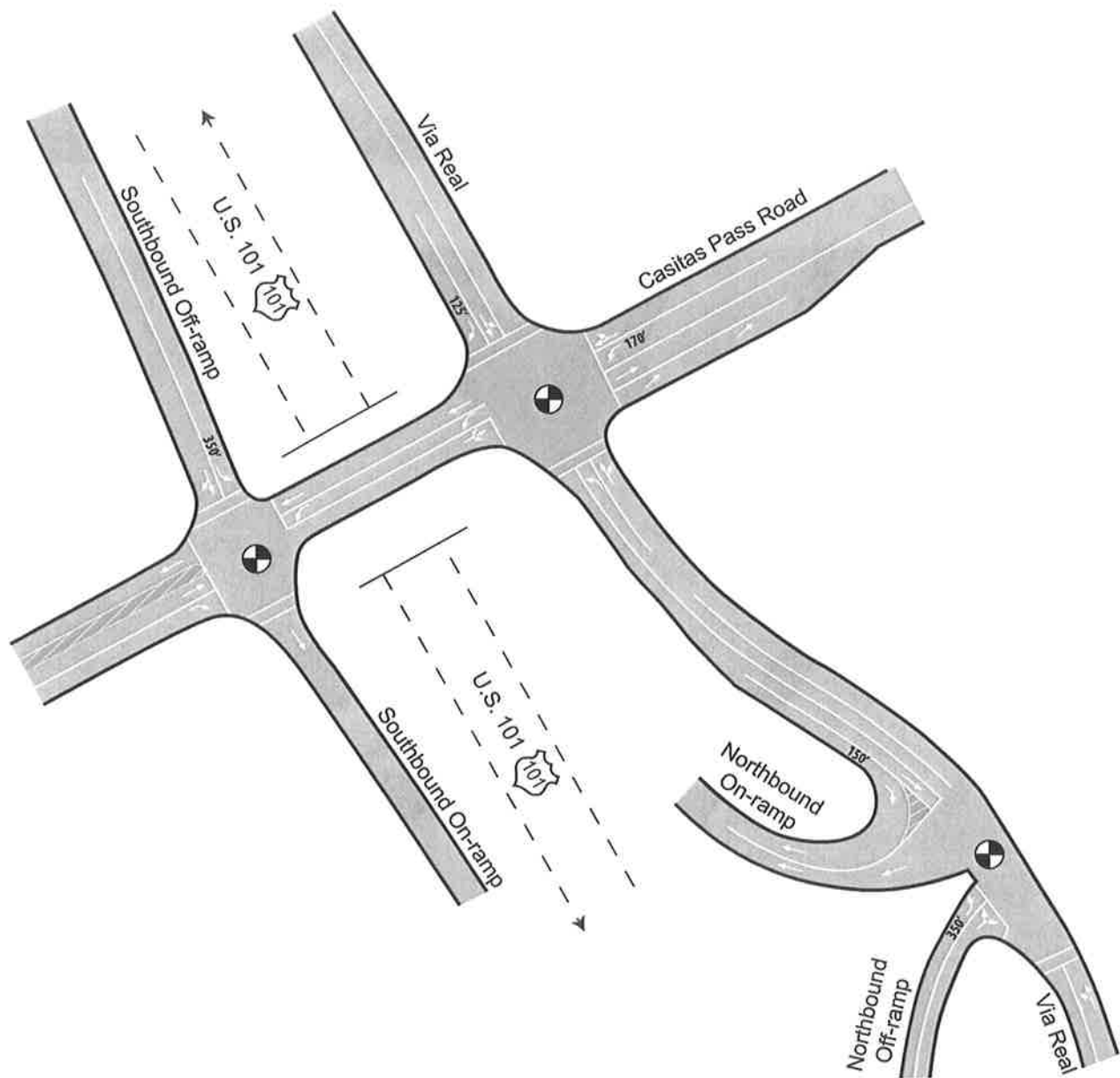
Traffic Signal

Figure 2-4.

**Geometric Layout at Casitas Pass Road Interchange
Reduced Capacity Alternative (4-Lane Bridge)**

W12-2991_2-4_CasitasGeo4lane

FEHR & PEERS



LEGEND

XX' Recommended Turn Pocket
Vehicle Storage



Traffic Signal

Figure 2-5.

**Geometric Layout at Casitas Pass Road Interchange
Reduced Capacity Alternative (3-Lane Bridge)**

WC12-2991_2-5_CasitasGeo3lane

FEHR & PEERS

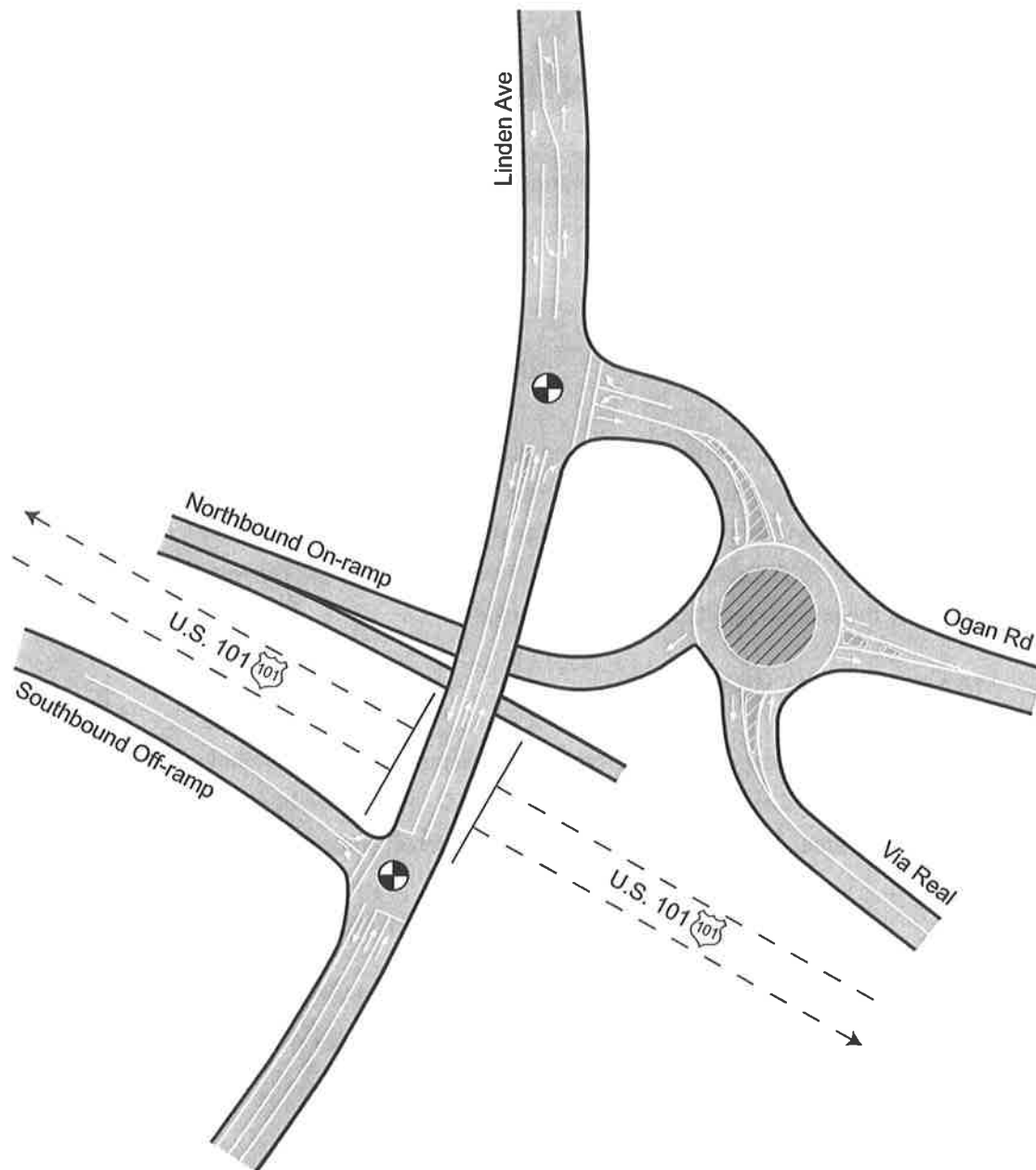


Figure 2-6.

Geometric Layout at Linden Avenue Interchange

WC12-2991_2-6_LindenGeo

3.0 CASITAS PASS ROAD INTERCHANGE

This section presents the results of the traffic operations analysis at the Casitas Pass Road Interchange under Existing Conditions, Year 2016, and Year 2036 scenarios. For both future year scenarios, various interchange configurations were evaluated.

3.1 EXISTING CONDITIONS

In order to determine the current operations, peak hour capacity analyses were performed for both U.S. 101 ramp terminal intersections at Casitas Pass Road as well as the Casitas Pass Road/Via Real intersection. The peak hour and average daily traffic signal warrants were also evaluated for unsignalized intersections based on the 2010 *California Manual on Uniform Traffic Control Devices* (CA MUTCD). The following summarizes the analysis results for existing conditions.

3.1.1 TRAFFIC SIGNAL WARRANTS

The peak hour volume traffic signal warrant (Warrant 3) and average daily traffic volume warrant for urban conditions, as contained in Chapter 4C of the CA MUTCD, were evaluated for the unsignalized intersections in the study area. The results of the traffic signal warrant analyses are shown in Table 3-1.

TABLE 3-1 PEAK HOUR SIGNAL WARRANT ANALYSIS

Intersection	Existing Conditions	Year 2016	Year 2036
1. Via Real / U.S. 101 NB Ramps	<i>Does Not Exist</i>	Yes / No / Yes	Yes / Yes / Yes
2. Via Real / Casitas Pass Road	Yes / No / Yes	Yes / Yes / Yes	Yes / Yes / Yes
3. Casitas Pass Road / U.S. 101 SB Ramps	No / Yes / Yes	No / Yes / Yes	Yes / Yes / Yes

Note: Warrant results presented for AM peak hour / PM peak hour / Daily thresholds.
 Source: Fehr & Peers.

As shown in the table, the urban peak hour signal warrant and average daily traffic warrant are satisfied at both of the existing unsignalized study intersections at the Casitas Pass Road Interchange. Detailed signal warrant calculations are provided in Appendix B.



3.1.2 INTERSECTION OPERATIONS

Existing intersection traffic operations were evaluated using the SimTraffic models developed as part of the previous traffic study. The intersection traffic control, lane configurations, and peak hour traffic volumes used in the analysis are presented in Figure 3-1. The simulation models were recorded for the peak hour. Table 3-2 present the simulated intersection level of service results for the existing study intersections at the Casitas Pass Road interchange. The queuing results are presented in Table 3-3. Detailed calculation worksheets are provided in Appendix A.

As shown, both existing study intersections are currently operating at LOS D or worse during one of the peak hours. Detailed calculation worksheets are provided in Appendix A.

Based on peak hour roadway capacity thresholds contained in the HCM, 2-lane arterial roadways can accommodate up to 970 vehicles per hour to achieve LOS C conditions. Although the existing roadway traffic volumes along the Casitas Pass overcrossing is below this threshold, operations along this short segment is dictated by the US 101 ramp intersections, both of which are currently all-way stop controlled.



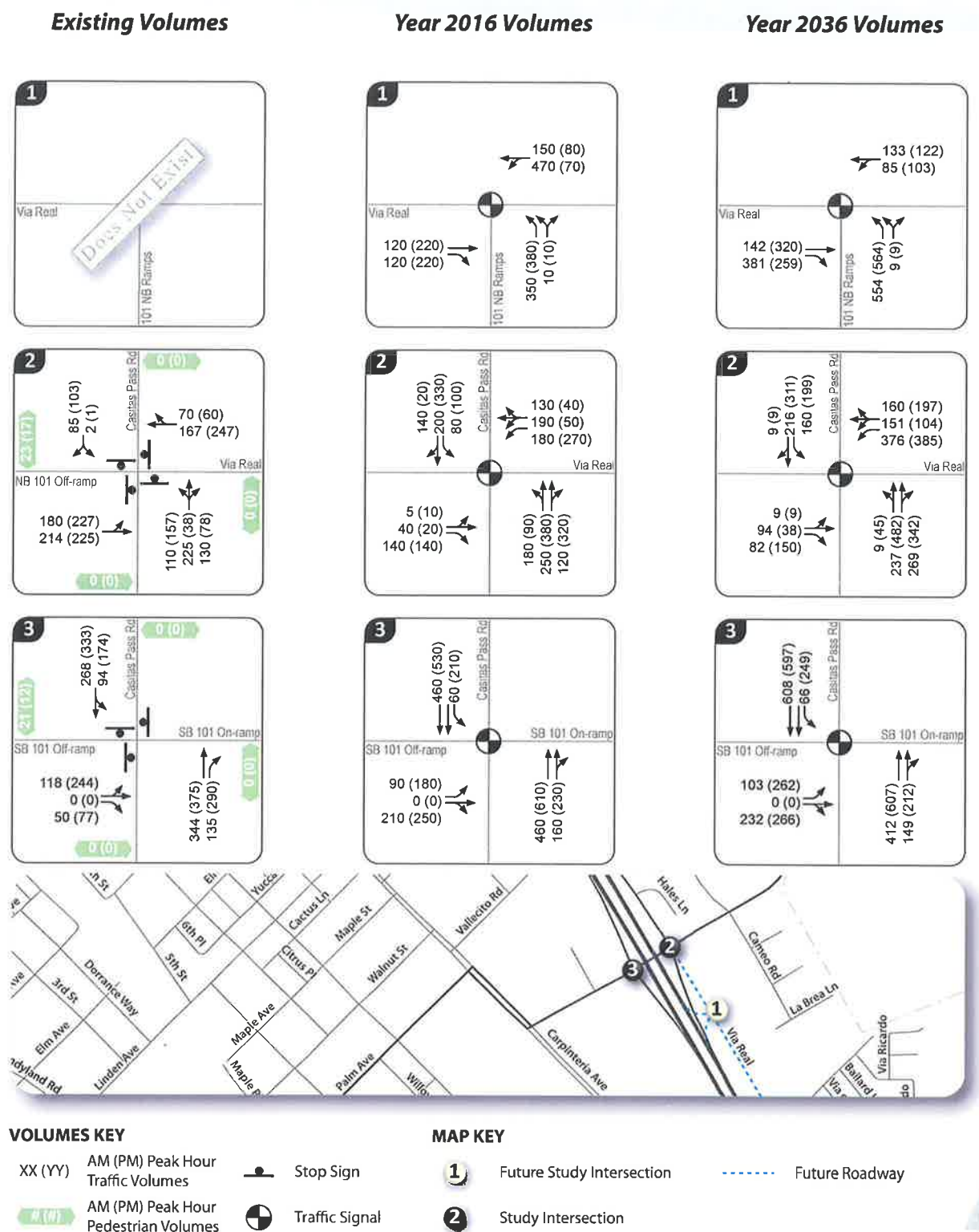


Figure 3-1.

Casitas Pass Road Interchange Traffic Control, Lane Configurations and Traffic Volumes

WC12-2991_3-1_CasitasVol

TABLE 3-2 CASITAS PASS ROAD INTERCHANGE LEVEL OF SERVICE SUMMARY

Scenario	Via Real / U.S. 101 NB Ramps (Intersection #1)		Via Real / Casitas Pass Rd (Intersection #2)		Casitas Pass Rd / U.S. 101 SB Ramps (Intersection #3)		System Total	
	Delay (sec.) ^{1,2}	LOS ^{1,2}	Delay (sec.) ^{1,2}	LOS ^{1,2}	Delay (sec.) ^{1,2}	LOS ^{1,2}	Delay (sec.) ¹	LOS
Existing Conditions	Does not exist		41.3 (21.5)	E (C)	12.9 (29.2)	B (D)	54.2 (50.7)	D D
Year 2016 Conditions								
Previous design alternative (6-lane bridge)	24.8 (15.0)	C (B)	24.7 (21.6)	C (C)	9.4 (16.1)	A (B)	58.9 (52.7)	E D
Current design alternative (5-lane bridge)	25.5 (13.5)	C (B)	25.0 (20.1)	C (C)	9.6 (18.0)	A (B)	60.1 (51.6)	E D
Reduced capacity alternative (4-lane bridge)	26.3 (13.6)	C (B)	25.3 (19.3)	C (B)	12.3 (19.6)	B (B)	63.9 (52.4)	E D
3-lane bridge alternative ³	25.7 (14.2)	C (B)	33.5 (31.5)	C (C)	>120 (>120)	F (F)	>300 (>300)	F F
Year 2036 Conditions								
Previous design alternative (6-lane bridge)	15.2 (19.1)	B (B)	24.7 (29.9)	C (C)	9.7 (23.2)	A (C)	49.6 (72.2)	D E
Current design alternative (5-lane bridge)	15.2 (18.4)	B (B)	25.0 (32.9)	C (C)	10.4 (24.5)	B (C)	50.6 (75.8)	D E
Reduced capacity alternative (4-lane bridge)	15.3 (18.9)	B (B)	31.0 (35.5)	C (D)	26.0 (31.5)	C (C)	72.3 (76.2)	E E
3-lane bridge ³	15.7 (18.9)	B (B)	41.7 (38.7)	D (D)	>120 (>120)	F (F)	>300 (>300)	F F

Notes:

1. Delay and Level of Service results presented for AM (PM) peak hours.
2. **Bold** denotes locations where level of service thresholds is exceeded.
3. Vehicles are being metered at the Casitas Pass Rd/US 101 Southbound Ramps intersection under this scenario. Full vehicle demand at downstream intersections are not being served and the actual vehicle delay is greater than shown.

Source: Fehr & Peers.



TABLE 3-3 CASITAS PASS ROAD INTERCHANGE QUEUING SUMMARY

Intersection	Movement	Storage Capacity (ft)	Peak Hour 95 th Percentile Queues (ft)							
			Year 2016				Year 2036			
			Previous Design (6-Lane)	Current Design (5-Lane)	Reduced Capacity (4-Lane)	Reduced Capacity (3-Lane) ³	Previous Design (6-Lane)	Current Design (5-Lane)	Reduced Capacity (4-Lane)	Reduced Capacity (3-Lane) ³
1. Via Real / U.S. 101 NB Ramps	NBL	900	110 (110)	120 (120)	100 (140)	100 (140)	180 (200)	200 (210)	210 (210)	210 (290)
	NBR	320	110 (110)	120 (120)	100 (140)	100 (140)	180 (200)	200 (210)	210 (210)	210 (370)
	WBL/T	1,900	490 (110)	500 (110)	530 (120)	520 (110)	140 (160)	140 (160)	130 (180)	140 (160)
	EBT	420	110 (170)	110 (120)	110 (110)	90 (90)	70 (170)	70 (150)	80 (130)	70 (90)
	EBR	195	Free	Free	Free	Free	Free	Free	Free	Free
	NBL/T	220	120 (80)	220 (200)	240 (210)	240 (240)	20 (240)	150 (270)	170 (290)	250 (240)
2. Via Real / Casitas Pass Road	NBT/R	220	210 (200)	210 (230)	220 (230)	240 (240)	210 (270)	220 (270)	240 (290)	250 (240)
	SBL	170	100 (80)	90 (100)	100 (110)	80 (100)	140 (180)	150 (210)	170 (250)	190 (240)
	SBT/R	400	270 (170)	260 (240)	270 (260)	250 (230)	180 (240)	180 (250)	280 (310)	320 (290)
	WBL	420	90 (210)	80 (80)	130 (170)	140 (200)	170 (370)	160 (460)	230 (320)	230 (440)
	WBL/T/R	420	360 (280)	380 (250)	240 (90)	220 (90)	250 (470)	270 (510)	170 (380)	170 (180)
	EBL/T	370	60 (40)	70 (60)	70 (60)	70 (60)	120 (70)	130 (70)	130 (80)	150 (80)
3. Casitas Pass Road / U.S. 101	EBR	125	50 (50)	50 (70)	70 (90)	70 (80)	60 (70)	60 (70)	90 (100)	100 (100)
	NBT	700	120 (190)	120 (260)	140 (230)	1,100 (1,530)	90 (280)	90 (300)	160 (330)	520 (1,060)
	NBT/R	700	140 (280)	150 (370)	170 (360)	1,200 (1,580)	190 (370)	190 (360)	250 (390)	270 (1,120)



TABLE 3-3 CASITAS PASS ROAD INTERCHANGE QUEUING SUMMARY

Intersection	Movement	Storage Capacity (ft)	Peak Hour 95 th Percentile Queues (ft)							
			Year 2016				Year 2036			
			Previous Design (6-Lane)	Current Design (5-Lane)	Reduced Capacity (4-Lane)	Reduced Capacity (3-Lane) ³	Previous Design (6-Lane)	Current Design (5-Lane)	Reduced Capacity (4-Lane)	Reduced Capacity (3-Lane) ³
SB Ramps	SBL	220	70 (150)	90 (220)	90 (230)	90 (210)	70 (150)	90 (230)	100 (270)	90 (240)
	SBT	220	80 (110)	80 (100)	180 (170)	250 (230)	120 (160)	130 (150)	270 (280)	250 (250)
	EBL	350	120 (190)	120 (190)	150 (190)	460 (450)	130 (300)	130 (170)	200 (220)	470 (480)
	EBT/R	1,140	90 (90)	80 (110)	90 (130)	1,560 (1,190)	100 (120)	100 (320)	520 (380)	1,510 (1,560)

Notes:

1. Queue results presented for AM (PM) peak hours.
2. **Bold** denotes locations where queues are equal to or greater than available storage.
3. Vehicles are being metered at the Casitas Pass Rd/US 101 Southbound Ramps intersection under this scenario. Full vehicle demand at downstream intersections are not being served and the actual vehicle queues are greater than shown.

Source: Fehr & Peers.



3.1.3 BICYCLE, PEDESTRIAN, AND EMERGENCY VEHICLE CONSIDERATIONS

Pedestrian access along the Casitas Pass Road bridge is currently provided only along the west side of the bridge and is relatively narrow at four feet wide. There is a striped crosswalk across Casitas Pass Road at its intersection with the U.S. 101 Southbound Ramps. Pedestrian crossings for north-south traffic parallel to Casitas Pass Road exist across the Southbound Ramp intersection and Via Real along the west side of the roadway. No pedestrian access is accommodated along the east side of Casitas Pass Road over Highway 101.

While bike lanes are provided along Casitas Pass Road north and south of the U.S. 101 overcrossing, they are not provided along the narrow 2-lane bridge structure. Bicyclists commonly utilize the sidewalk to cross the bridge.

The Casitas Pass Road bridge currently provides one travel lane in each direction. As shown on Table 3-2, during both AM and PM peak hours, at least one of the intersections operate at unacceptable levels (LOS D or worse) under existing conditions. As the volume of traffic during the peak hours exist for more than six hours a day, emergency vehicles may experience increased delay due to the limited capacity along the bridge, vehicle queues stretching between intersections over the bridge, and because the intersections at both ends are unsignalized with stop-controlled approaches.

3.2 YEAR 2016 CONDITIONS

This chapter presents the results from traffic signal warrant evaluation and traffic operations analysis for Year 2016 with the proposed Project.

3.2.1 TRAFFIC SIGNAL WARRANTS

The peak hour volume traffic signal warrant (Warrant 3) and average daily traffic volume warrant for urban conditions were evaluated for the unsignalized intersections in the study area under Year 2016 conditions. The results of the traffic signal warrant analyses are shown in Table 3-1.

As shown in the table, the urban peak hour signal warrant and average daily traffic warrant are satisfied during at least one of the peak hours at all three of the unsignalized study intersections at the Casitas Pass Road Interchange under Year 2016 conditions. Additionally, the average daily traffic warrant is satisfied at all three study intersections. Detailed signal warrant calculations are provided in Appendix B.



3.2.2 INTERSECTION OPERATIONS

The intersection traffic operations were evaluated using the SimTraffic models developed as part of the previous study for this analysis scenario, which includes the proposed roadway improvements described in Section 2.3.2. Since all of the study intersections presented in Table 3-1 satisfy the peak hour signal warrants, the operations analysis was performed assuming that they are signalized as part of the proposed project improvements.

The intersection peak hour traffic volumes for Year 2016 conditions are presented in Figure 3-1. Table 3-2 presents the simulated intersection level of service results for the three study intersections at the Casitas Pass Road Interchange. The queuing results are presented in Table 3-3. The intersection level of service and queuing results for the various design alternatives are also presented in Figures 3-2 through 3-5. Detailed calculation worksheets are provided in Appendix A.

As shown on Table 3-2, the study intersections at the Casitas Pass Road interchange are anticipated to operate at LOS C or better during both AM and PM peak hours under all Year 2016 design alternatives with the exception of the Casitas Pass Road/US 101 Southbound Ramps intersection under the Reduced Capacity 3-lane bridge alternative.

A total systemwide delay, which is the sum of the intersection control delay for each of the three study intersections at the Casitas Pass Road interchange, was calculated for the various design alternatives for comparison. The total systemwide delay for the Previous design (6-lane bridge), Current design (5-lane bridge), and Reduced Capacity (4-lane bridge) alternatives are similar, while that of the 3-lane bridge alternative is significantly higher during both peak hours.

As shown on Table 3-3, queues at the US-101 Southbound Off-ramps are anticipated to spill back onto the freeway mainline under the Reduced Capacity 3-lane design alternative. Additionally, under this design alternative, queues along northbound Casitas Pass Road are anticipated to extend back to Carpinteria Avenue during at least one of the peak hours, thus blocking access to all of the driveways south of the interchange. Vehicle queues along Via Real are not anticipated to spill back to upstream intersections under any of the design alternative scenarios.





Figure 3-2.

**Casitas Pass Road Interchange Queueing Summary
2016 Previous Design Alternative (6-Lane Bridge)**

WC12-1391_3-2_CasitasQueue_6Lane



Figure 3-3.

**Casitas Pass Road Interchange Queueing Summary
2016 Current Design Alternative (5-Lane Bridge)**

WCI2-1991_3-3_CasitasQueue_Summary



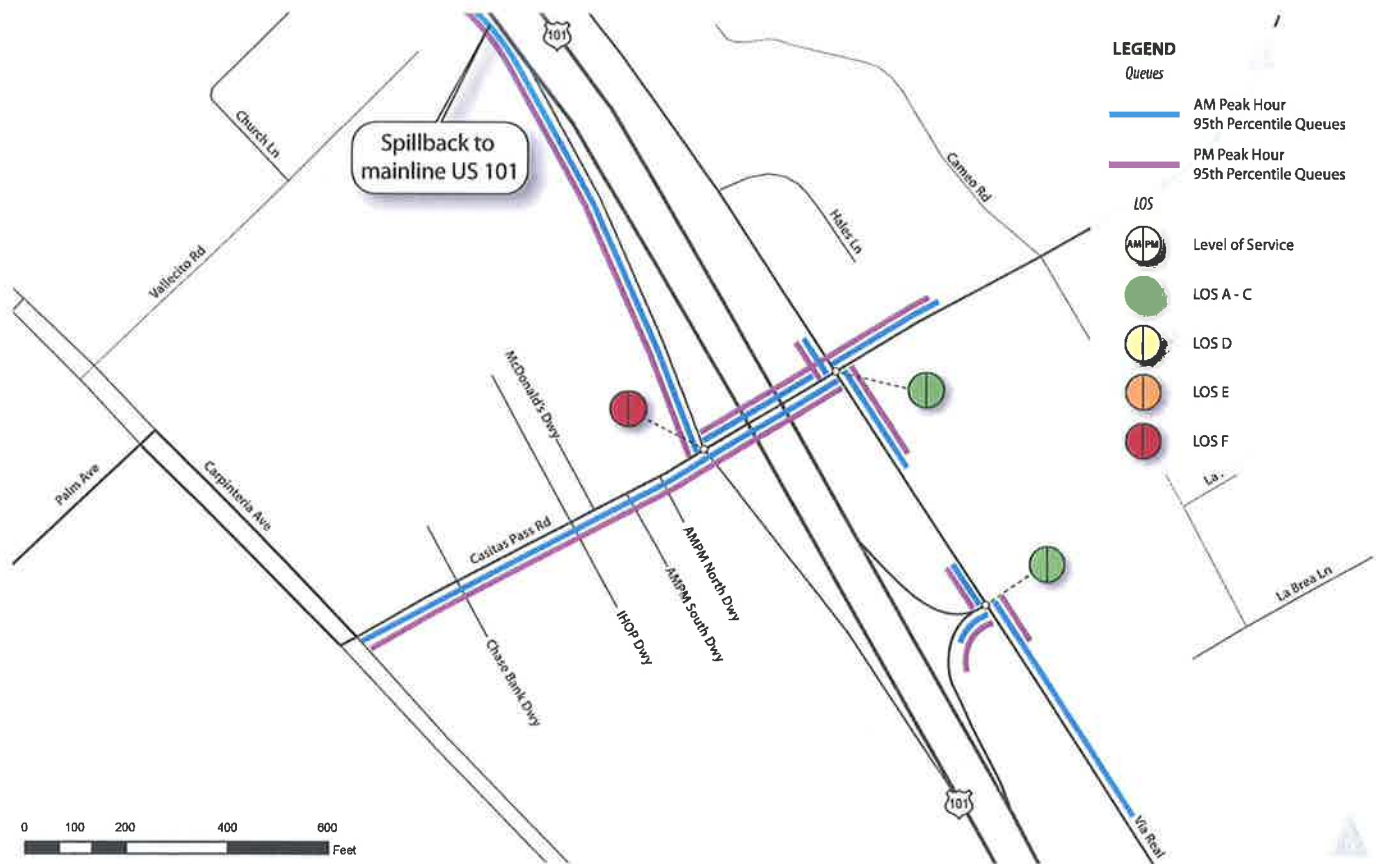


Figure 3-5.

**Casitas Pass Road Interchange Queueing Summary
2016 Reduced Capacity Alternative (3-Lane Bridge)**

WCL15-0931_3-5_CasitasQueue_Summary

3.3 YEAR 2036 CONDITIONS

This chapter presents the results from traffic signal warrant evaluation and traffic operations analysis for Year 2036 with the proposed Project.

3.3.1 TRAFFIC SIGNAL WARRANTS

The peak hour volume traffic signal warrant (Warrant 3) and average daily traffic volume warrant for urban conditions were evaluated for the unsignalized intersections in the study area under Year 2036 conditions. The results of the traffic signal warrant analyses are shown in Table 3-1.

As shown in the table, the urban peak hour signal warrant and average daily traffic warrant are satisfied during both AM and PM peak hours at all three of the unsignalized study intersections at the Casitas Pass Road Interchange under Year 2036 conditions. Additionally, the average daily traffic warrant is satisfied for all three study intersections. Detailed signal warrant calculations are provided in Appendix B.

3.3.2 INTERSECTION OPERATIONS

The intersection traffic operations were evaluated using the SimTraffic models developed as part of the previous study for this analysis scenario, which includes the proposed roadway improvements described in Section 2.3.2. Since all of the study intersections presented in Table 3-1 satisfy the peak hour signal warrants, the operations analysis was performed assuming that they are signalized as part of the proposed project improvements.

The intersection peak hour traffic volumes for Year 2016 conditions are presented in Figure 3-1. Table 3-2 presents the simulated intersection level of service results for the three study intersections at the Casitas Pass Road Interchange. The queuing results are presented in Table 3-3. The intersection level of service and queuing results for the various design alternatives are also presented in Figures 3-6 through 3-9. Detailed calculation worksheets are provided in Appendix A.

As shown on Table, 3-2, the study intersections at the Casitas Pass Road interchange are anticipated to operate at LOS C or better during both AM and PM peak hours under all Year 2036 design alternatives except for both Reduced Capacity 4- and 3-lane bridge alternatives. Under the 4-lane bridge alternative, the Via Real/Casitas Pass Road intersection is anticipated to operate at LOS D during the PM peak hour. Under the 3-lane bridge alternative, the Via Real/Casitas Pass Road intersection is anticipated to operate at LOS D during both AM and PM peak hours, and the Casitas Pass Road/US-101 Southbound Ramps



intersection is anticipated to operate at LOS F during both AM and PM peak hours; the significant delay experienced at the Casitas Pass Road/US-101 Southbound Ramps intersection would meter traffic through the corridor and result in demand at downstream intersections to not be completely served.

The total systemwide delay for the previous design (6-lane bridge) and current design (5-lane bridge) alternatives are similar, while that of both Reduced Capacity (4- and 3-lane bridge) alternatives are significantly higher during at least one of the peak hours.

As shown on Table 3-3, queues at the US-101 Southbound Off-ramps are anticipated to spill back onto the freeway mainline under the Reduced Capacity 3-lane design alternative. Additionally, under this design alternative, queues along northbound Casitas Pass Road are anticipated to extend back to Carpinteria Avenue during at least one of the peak hours, thus blocking access to all of the driveways south of the interchange. Vehicle queues along Via Real are not anticipated to spill back to upstream intersections under any of the design alternative scenarios.





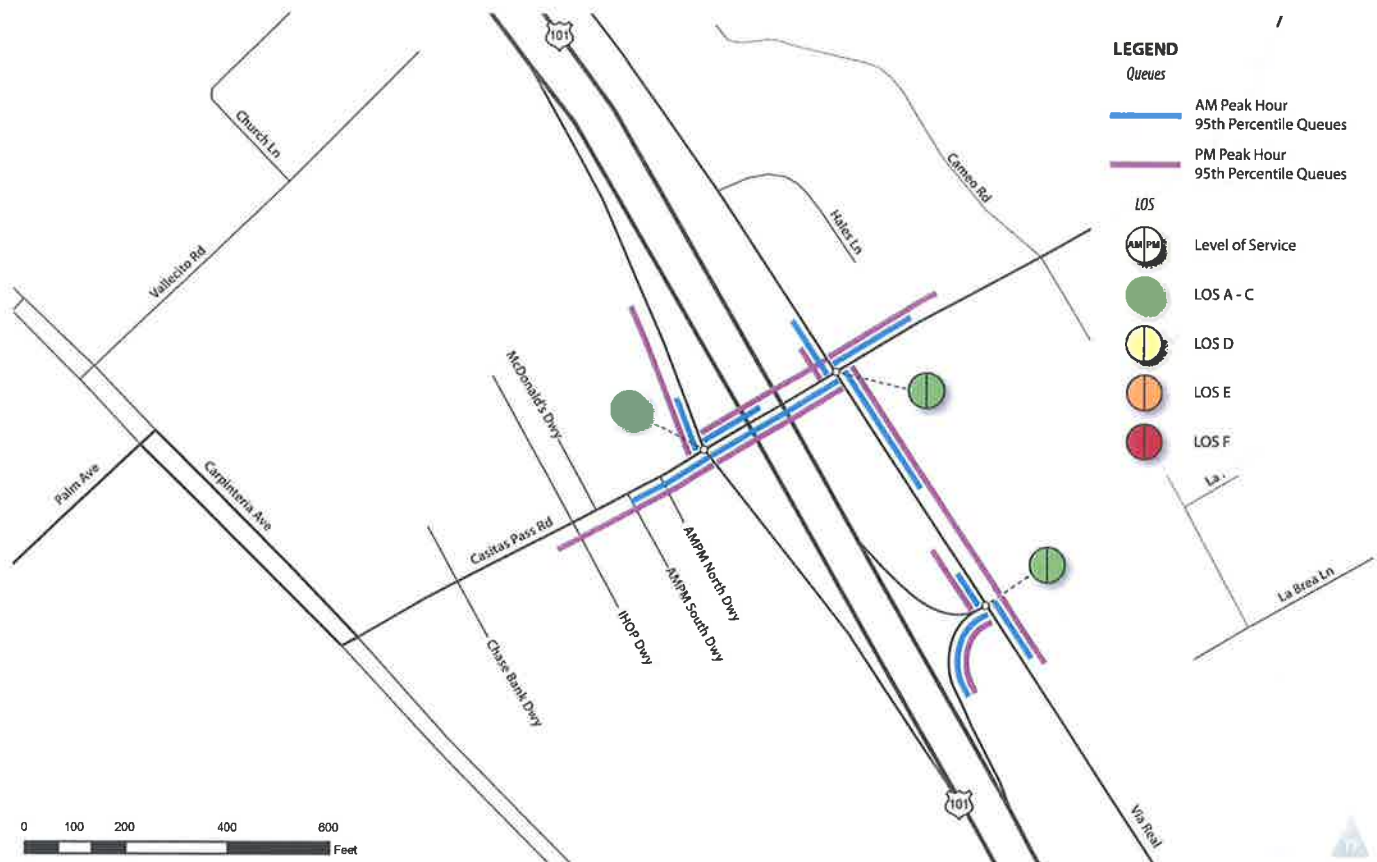


Figure 3-7.
 Casitas Pass Road Interchange Queueing Summary
 2036 Current Design Alternative (5-Lane Bridge)

WCI11-1991_3-7_CasitasQueue_036-5Lane



Figure 3-8.

**Casitas Pass Road Interchange Queueing Summary
2036 Reduced Capacity Alternative (4-Lane Bridge)**

WCL11-2991_3-8_CasitasQueue_2036-Rune

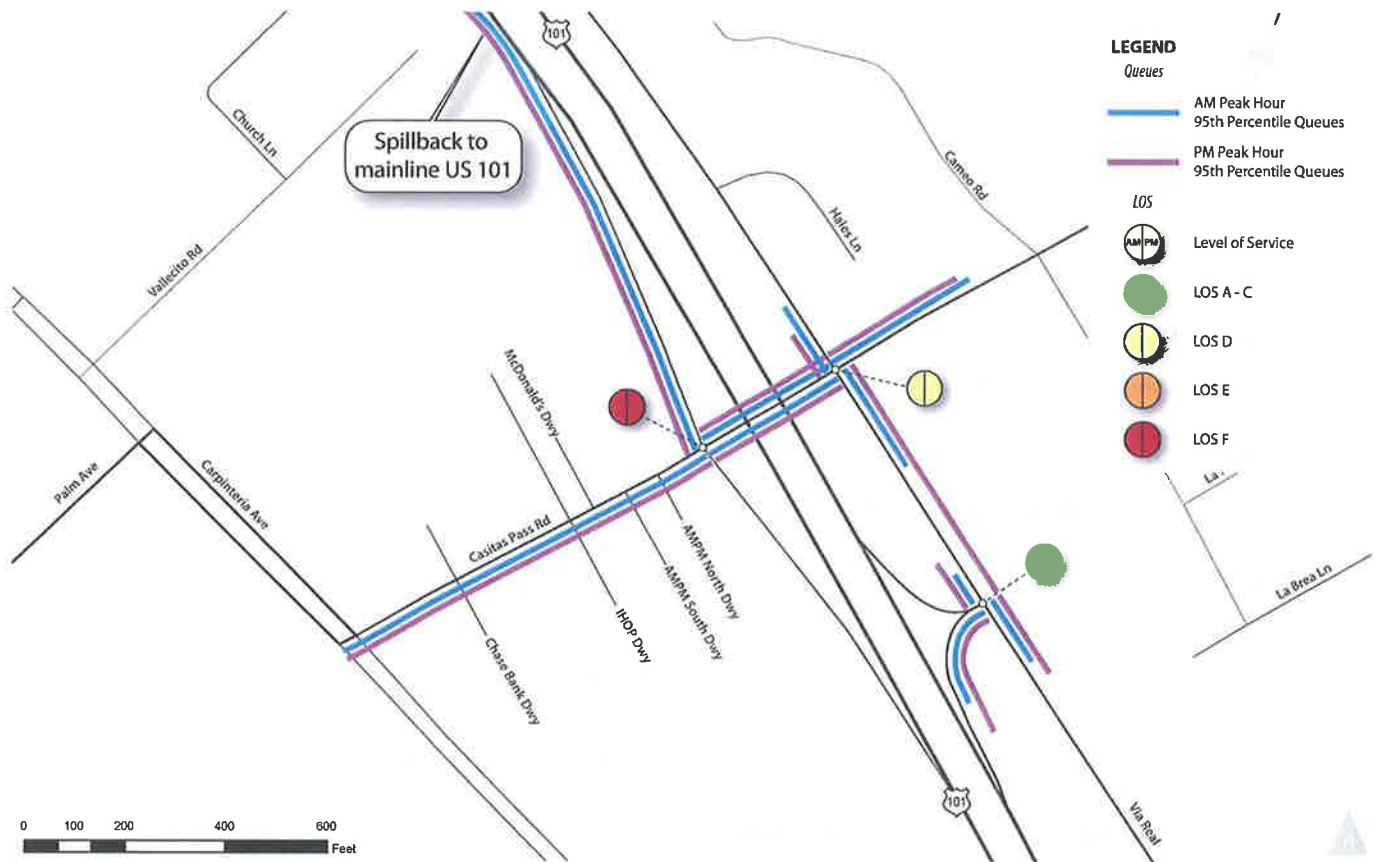


Figure 3-9.

**Casitas Pass Road Interchange Queueing Summary
2036 Reduced Capacity Alternative (3-Lane Bridge)**

(VIC12-093)_3-9_CasitasQueue_2036-3Lane

4.0 LINDEN AVENUE INTERCHANGE

This section presents the results of the traffic operations analysis at the Linden Avenue Interchange under Existing Conditions, Year 2016, and Year 2036 scenarios. For both future year scenarios, two separate design alternatives were evaluated; one alternative assumes that the US 101/Linden Avenue ramp intersections remain side street stop controlled and the other alternative assumes that they are signalized.

4.1 EXISTING CONDITIONS

In order to determine the current operations, peak hour capacity analyses were performed for Linden Avenue/Ogan Road and Linden Avenue/US 101 Southbound Off-ramp intersections. The peak hour and average daily traffic signal warrants were also evaluated for unsignalized intersections based on the 2010 *California Manual on Uniform Traffic Control Devices* (CA MUTCD). The following summarizes the analysis results for existing conditions.

4.1.1 TRAFFIC SIGNAL WARRANTS

The peak hour volume traffic signal warrant (Warrant 3) and average daily traffic volume warrant for urban conditions, as contained in Chapter 4C of the CA MUTCD, were evaluated for the unsignalized intersections in the study area. The results of the traffic signal warrant analyses are shown in Table 4-1.

TABLE 4-1 YEAR 2016 PEAK HOUR SIGNAL WARRANT ANALYSIS

Intersection	Existing Conditions	Year 2016	Year 2036
4. Linden Avenue / Ogan Road	No / No / Yes	Yes / Yes / Yes	Yes / Yes / Yes
5. Linden Avenue / U.S. 101 SB Off-ramp	No / No / Yes	Yes / Yes / Yes	Yes / Yes / Yes

Note: Warrant results presented for AM peak hour / PM peak hour / Daily thresholds.
 Source: Fehr & Peers.

As shown in the table, both Linden Avenue/Ogan Road and Linden Avenue/US101 Southbound Off-ramp intersections currently satisfy the average daily traffic signal warrant. Detailed peak hour signal warrant calculations are provided in Appendix B.



4.1.2 INTERSECTION OPERATIONS

Existing intersection traffic operations were evaluated using the SimTraffic models developed as part of the previous traffic study. The intersection traffic control, lane configurations, and peak hour traffic volumes for the Linden Avenue interchange study intersections are presented in Figure 4-1. The simulation models were recorded for the peak hour. Table 4-2 present the simulated intersection level of service results for the existing study intersections at the Linden Avenue interchange. The queuing results are presented in Table 4-3. Detailed calculation worksheets are provided in Appendix A.

TABLE 4-2 LINDEN AVENUE INTERCHANGE LEVEL OF SERVICE SUMMARY

Scenario	Linden Avenue / Ogan Road (Intersection #4)		Linden Avenue / U.S. 101 SB Off-ramp (Intersection #5)		Ogan Road / Via Real / U.S. 101 NB On-ramp (Intersection #6) ²	
	Delay (sec.) ^{3,4}	LOS ^{3,4}	Delay (sec.) ^{3,4}	LOS ^{3,4}	V/C ^{3,4}	LOS ^{3,4}
Existing Conditions¹	20.7 (13.7)	C (B)	25.5 (31.6)	D (D)	N/A	N/A
Year 2016 Conditions						
Stop Controlled ^{1,2}	25.5 (27.1)	D (D)	19.8 (18.0)	C (C)	0.84 (0.50)	E (A)
Signalized ²	34.5 (18.4)	C (B)	10.5 (11.7)	B (B)	0.84 (0.50)	E (A)
Year 2036 Conditions						
Stop Controlled ^{1,2}	31.4 (181.7)	D (F)	64.6 (81.8)	F (F)	0.68 (0.69)	C (C)
Signalized ²	16.4 (12.2)	B (B)	13.4 (12.5)	B (B)	0.65 (0.51)	C (A)

Notes:

1. Linden Ave/Ogan Rd and Linden Ave/US 101 SB Off-ramp intersections are Side Street Stop Controlled (SSSC) under these conditions; delay and LOS are reflective of side street approach operations.
2. Ogan Rd/Via Real/US 101 NB On-ramp intersection is uncontrolled under Existing Conditions and a roundabout under 2016 and 2036 conditions; results are presented as V/C for roundabout.
3. Delay, V/C and Level of Service results presented for AM (PM) peak hours.
4. **Bold** denotes locations where level of service thresholds is exceeded.

Source: Fehr & Peers.



As shown, the Linden Avenue/US 101 Southbound Off-ramp intersection currently operates at LOS D during both AM and PM peak hours. The Linden Avenue/Ogan Road intersection currently operates at LOS C and B during the AM and PM peak hours, respectively. The roundabout operates at LOS E under 2016 conditions due to mainline diversion traveling from Via Real to the Northbound On-ramp until US 101 is widened.

TABLE 4-3 LINDEN AVENUE INTERCHANGE QUEUING SUMMARY

Intersection	Movement	Storage Capacity (ft)	Peak Hour 95 th Percentile Queues (ft)			
			Year 2016		Year 2036	
			Stop Controlled	Signalized	Stop Controlled	Signalized
4. Linden Avenue / Ogan Road	WBL	70	50 (50)	70 (100)	40 (60)	50 (60)
	WBR	230	70 (40)	70 (70)	80 (50)	80 (60)
	NBT	360	360 (140)	310 (260)	470 (460)	350 (290)
	NBR	360	410 (140)	340 (180)	480 (480)	320 (130)
	SBL	140	130 (90)	200 (200)	110 (110)	200 (170)
	SBT	240	150 (80)	630 (310)	100 (90)	370 (140)
5. Linden Avenue / U.S. 101 SB Off-ramp	EBL	290	90 (80)	180 (200)	200 (310)	250 (220)
	EBR	930	70 (70)	70 (70)	230 (800)	170 (100)
	NBT	440	190 (90)	170 (150)	650 (930)	230 (190)
	SBT	360	90 (90)	160 (130)	140 (150)	170 (170)
6. Ogan Road / Via Real / U.S. 101 NB On-ramp	WBT	150	50 (30)	40 (30)	30 (30)	30 (20)
	NBT	1,000	80 (30)	80 (30)	20 (30)	10 (20)
	SBT	230	280 (50)	280 (110)	60 (60)	140 (80)

Notes:

1. Queue results presented for AM (PM) peak hours.
2. **Bold** denotes locations where queues are equal to or greater than available storage.

Source: Fehr & Peers.

As shown, queues at the US-101 Southbound Off-ramp at Linden Avenue are not anticipated to spill back onto the freeway mainline.



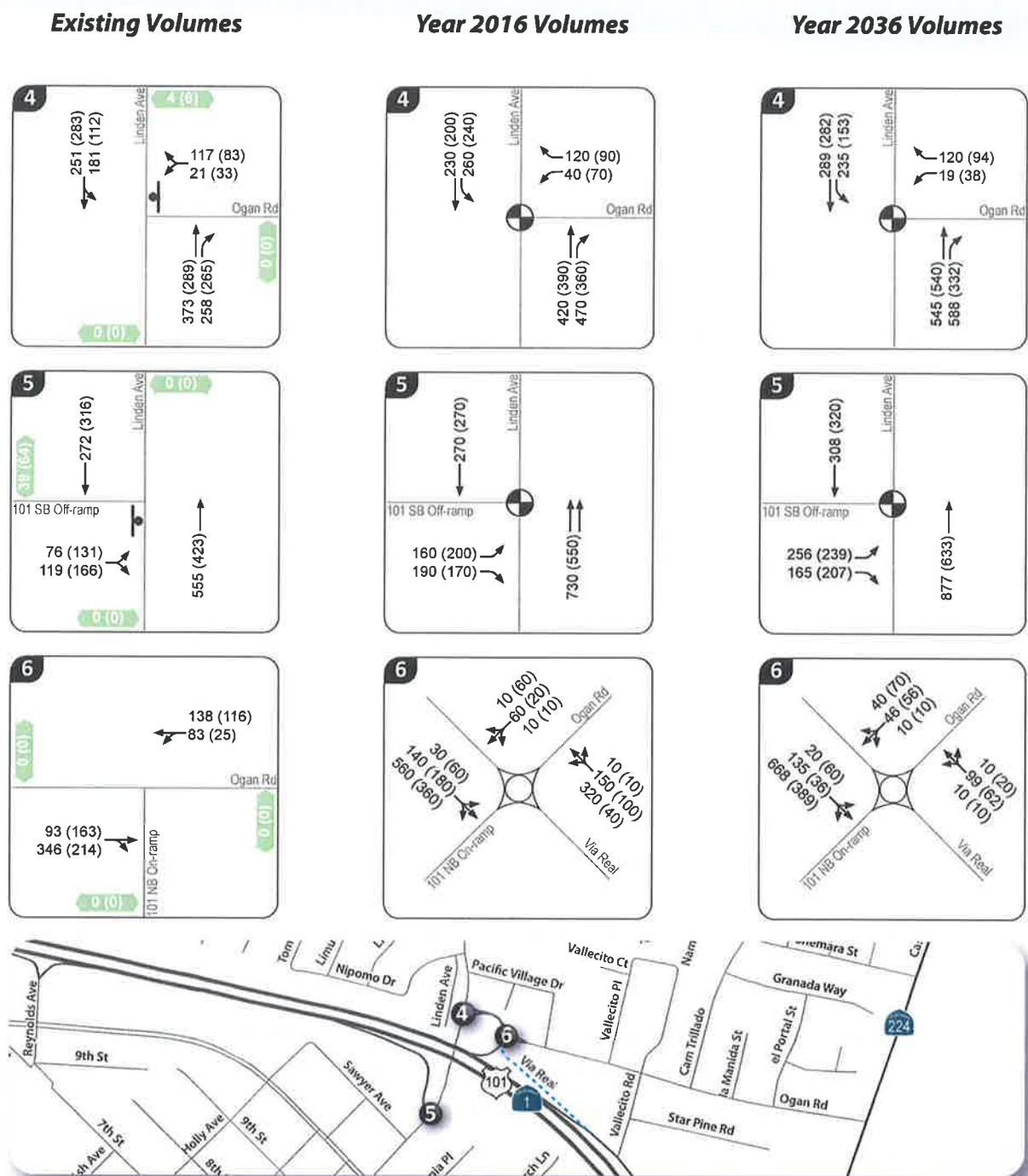


Figure 4-1.

Linden Avenue Interchange Traffic Control, Lane Configurations and Traffic Volumes

WC12-2991_4-1_LindenVol

4.2 YEAR 2016 CONDITIONS

This chapter presents the results from traffic signal warrant evaluation and traffic operations analysis for Year 2016 with the proposed Project.

4.2.1 TRAFFIC SIGNAL WARRANTS

The peak hour volume traffic signal warrant (Warrant 3) and average daily traffic volume warrant for urban conditions were evaluated for the unsignalized intersections in the study area under Year 2016 conditions. The results of the traffic signal warrant analyses are shown in Table 4-1.

As shown in the table, both Linden Avenue/Ogan Road and Linden Avenue/US101 Southbound Off-ramp intersections satisfy the peak hour and average daily traffic signal warrants under this analysis scenario. Detailed peak hour signal warrant calculations are provided in Appendix B.

4.2.2 INTERSECTION OPERATIONS

The intersection traffic control, lane configurations, and peak hour traffic volumes for the Linden Avenue interchange study intersections are presented in Figure 4-1. The simulation models were recorded for the peak hour. Table 4-2 present the simulated intersection level of service results for the study intersections at the Linden Avenue interchange. The queuing results are presented in Table 4-3. The intersection level of service and queuing results for both stop controlled and signalized intersection alternatives are also presented in Figures 4-2 and 4-3, respectively. Detailed calculation worksheets are provided in Appendix A.

As shown in Table 4-2, the Linden Avenue/Ogan Road intersection is anticipated to operate at LOS D during both peak hours if assumed to remain side street stop controlled. However, if signalized, the intersection would operate at LOS C or better during both peak hours. The side street delay at Linden Avenue/US 101 Southbound Off-ramp is lower under Year 2016 conditions than as compared to Existing conditions. This is primarily due to the increased capacity assumed to be in place by 2016 as part of the proposed interchange improvements.

As shown on Table 4-3, queues at the US-101 Southbound Off-ramp at Linden Avenue are not anticipated to spill back onto the freeway mainline. Vehicle queues along southbound Linden Avenue are anticipated to extend past Nipomo Drive during the AM peak hour under both analysis scenarios.



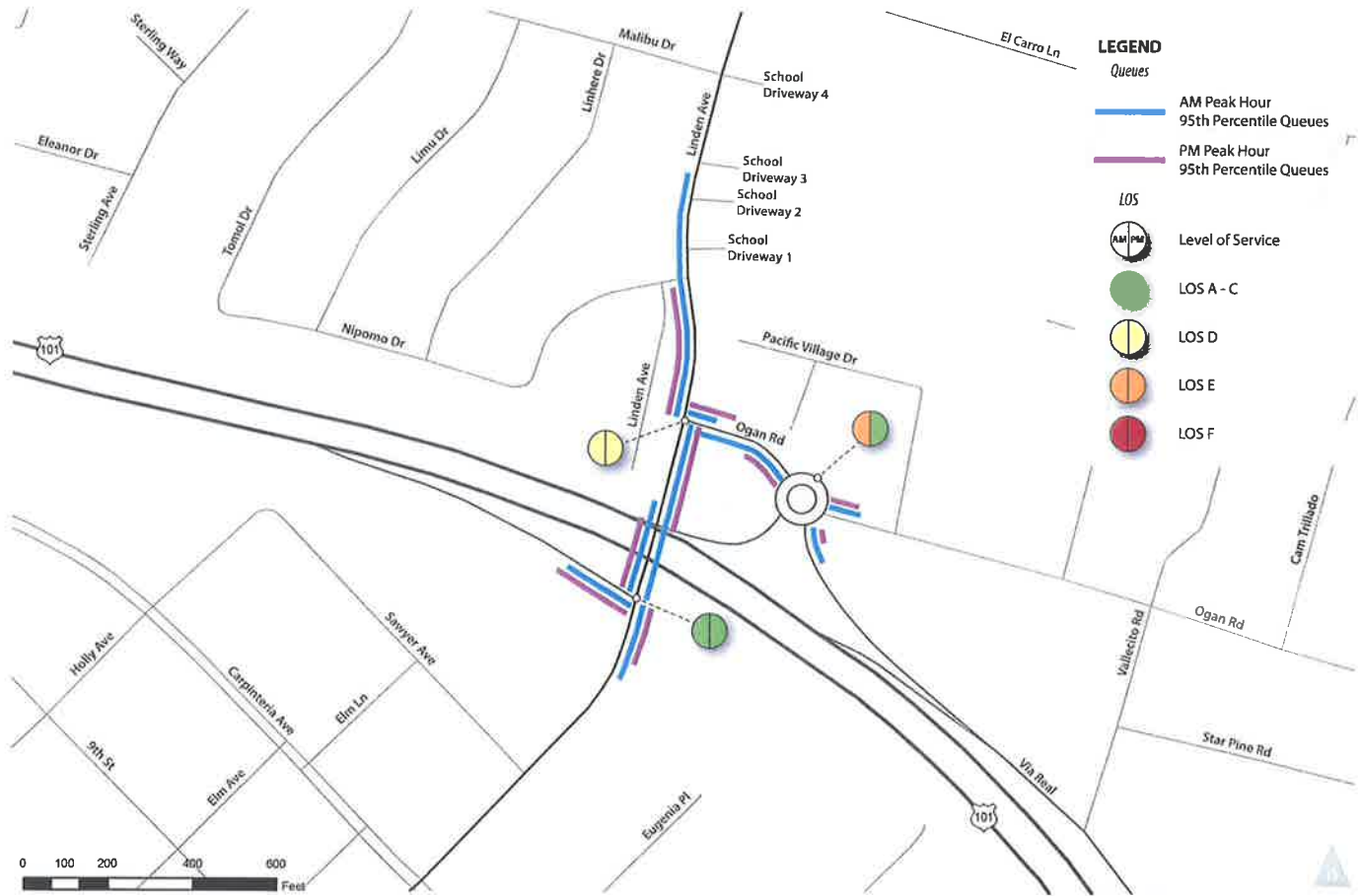


Figure 4-2.

Linden Avenue Interchange Queueing Summary
2016 Stop-Controlled Intersection Alternative

WC11-0991_4-2_LindenQueue_2016SC

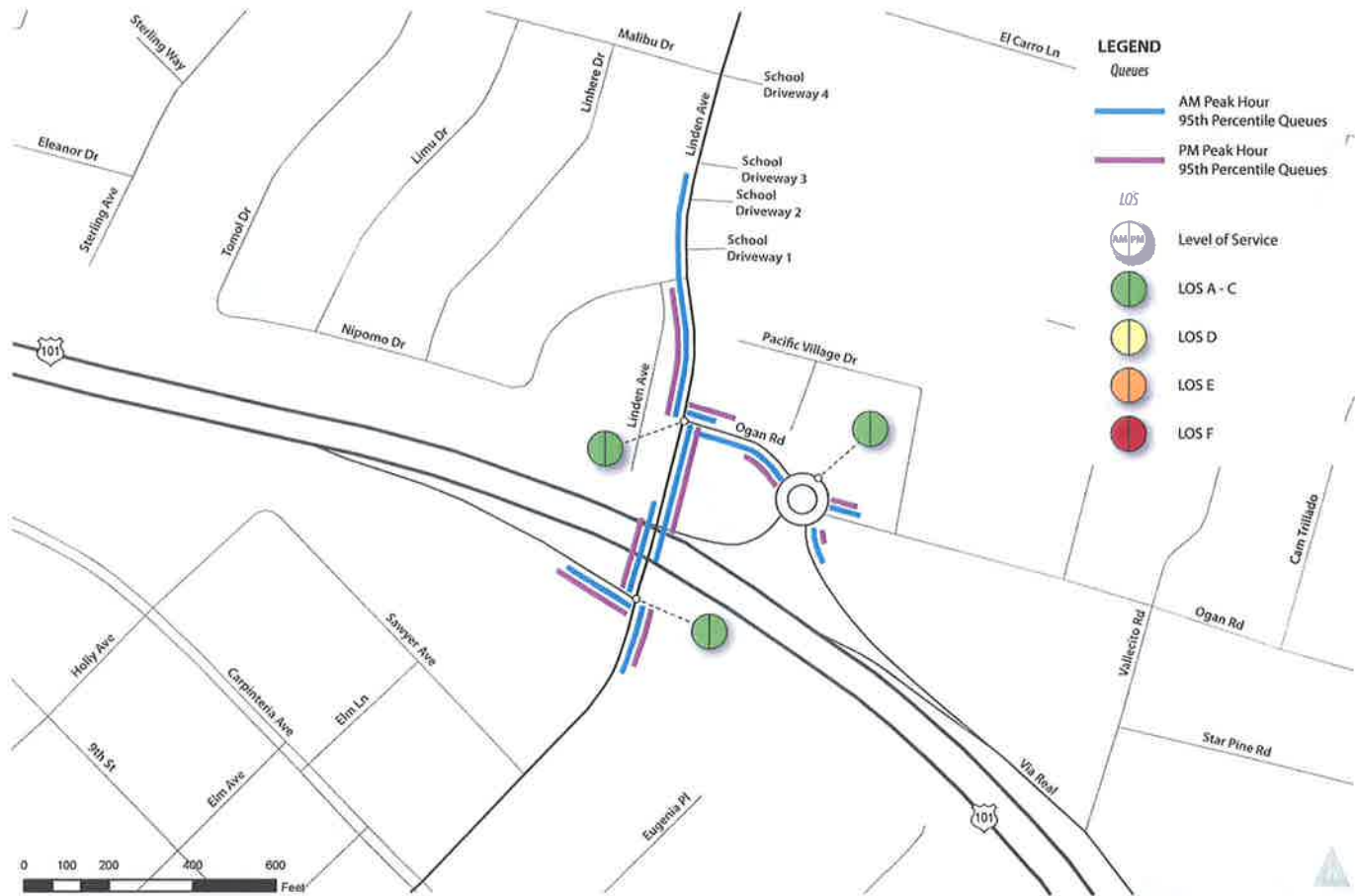


Figure 4-3.

Linden Avenue Interchange Queueing Summary 2016 Signalized Intersection Alternative

WCL2-C991_4-3_LindenQueue_201601

FEHR & PEERS

4.3 YEAR 2036 CONDITIONS

This chapter presents the results from traffic signal warrant evaluation and traffic operations analysis for Year 2036 with the proposed Project.

4.3.1 TRAFFIC SIGNAL WARRANTS

The peak hour volume traffic signal warrant (Warrant 3) and average daily traffic volume warrant for urban conditions were evaluated for the unsignalized intersections in the study area under Year 2036 conditions. The results of the traffic signal warrant analyses are shown in Table 4-1.

As shown in the table, both Linden Avenue/Ogan Road and Linden Avenue/US101 Southbound Off-ramp intersections satisfy the peak hour and average daily traffic signal warrants under this analysis scenario. Detailed peak hour signal warrant calculations are provided in Appendix B.

4.3.2 INTERSECTION OPERATIONS

The intersection traffic control, lane configurations, and peak hour traffic volumes for the Linden Avenue interchange study intersections are presented in Figure 4-1. The simulation models were recorded for the peak hour. Table 4-2 present the simulated intersection level of service results for the study intersections at the Linden Avenue interchange. The queuing results are presented in Table 4-3. The intersection level of service and queuing results for both stop controlled and signalized intersection alternatives are also presented in Figures 4-4 and 4-5, respectively. Detailed calculation worksheets are provided in Appendix A.

As shown in Table 4-2, the Linden Avenue/Ogan Road and Linden Avenue/US 101 Southbound Off-ramp intersections are anticipated to operate at unacceptable levels during both peak hours if assumed to remain side street stop controlled. The side street delay experienced at the US 101 Southbound off-ramp approach at Linden Avenue is expected to increase significantly as compared to Year 2016 conditions. However, if the Linden Avenue/Ogan Road and Linden Avenue/US 101 Southbound Off-ramp intersections are signalized, both would operate at LOS B during the AM and PM peak hours.

At the Ogan Road/Via Real/US 101 Northbound On-ramp intersection, the proposed roundabout is anticipated to operate at LOS E during the AM peak hour under Year 2016 conditions. Currently, vehicles use the local streets to bypass congestion along the US 101 and an increasing number divert in 2016. Once the US 101 is widened, which is planned to be prior to 2036, the vehicles using the local streets will



no longer divert from the freeway mainline and, therefore, operations at the Ogan Road/Via Real/US 101 Northbound On-ramp intersection is expected to improve.

As shown on Table 4-3, queues at the US-101 Southbound Off-ramp at Linden Avenue are not anticipated to spill back onto the freeway mainline. Vehicle queues along northbound Linden Avenue are anticipated to extend past Sawyer Avenue south of the US 101 interchange under the 2036 Stop Controlled scenario; if the interchange intersections are signalized, northbound Linden Avenue queues will not spill back to Sawyer Avenue. Vehicle queues along southbound Linden Avenue are anticipated to extend past Nipomo Drive during the AM peak hour under both scenarios.



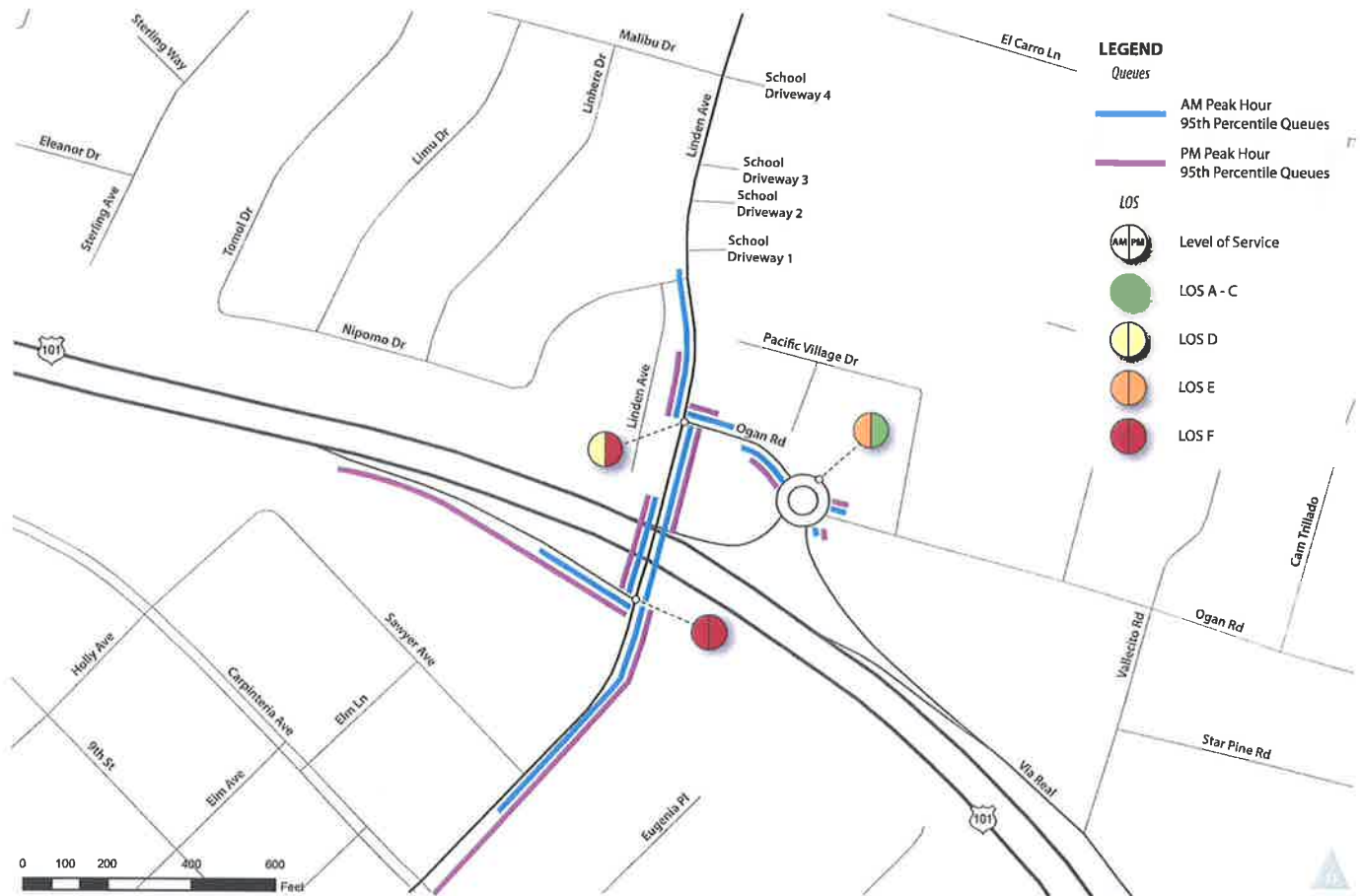


Figure 4-4.

**Linden Avenue Interchange Queueing Summary
2036 Stop-Controlled Intersection Alternative**

WCEI-2021-4-4_LindenQueue_2036SC



Figure 4-5.

Linden Avenue Interchange Queueing Summary 2036 Signalized Intersection Alternative

WCI11-0991_4-5_LindenQueue_03863

APPENDIX A: SIMTRAFFIC LOS AND QUEUING OUTPUT SHEETS

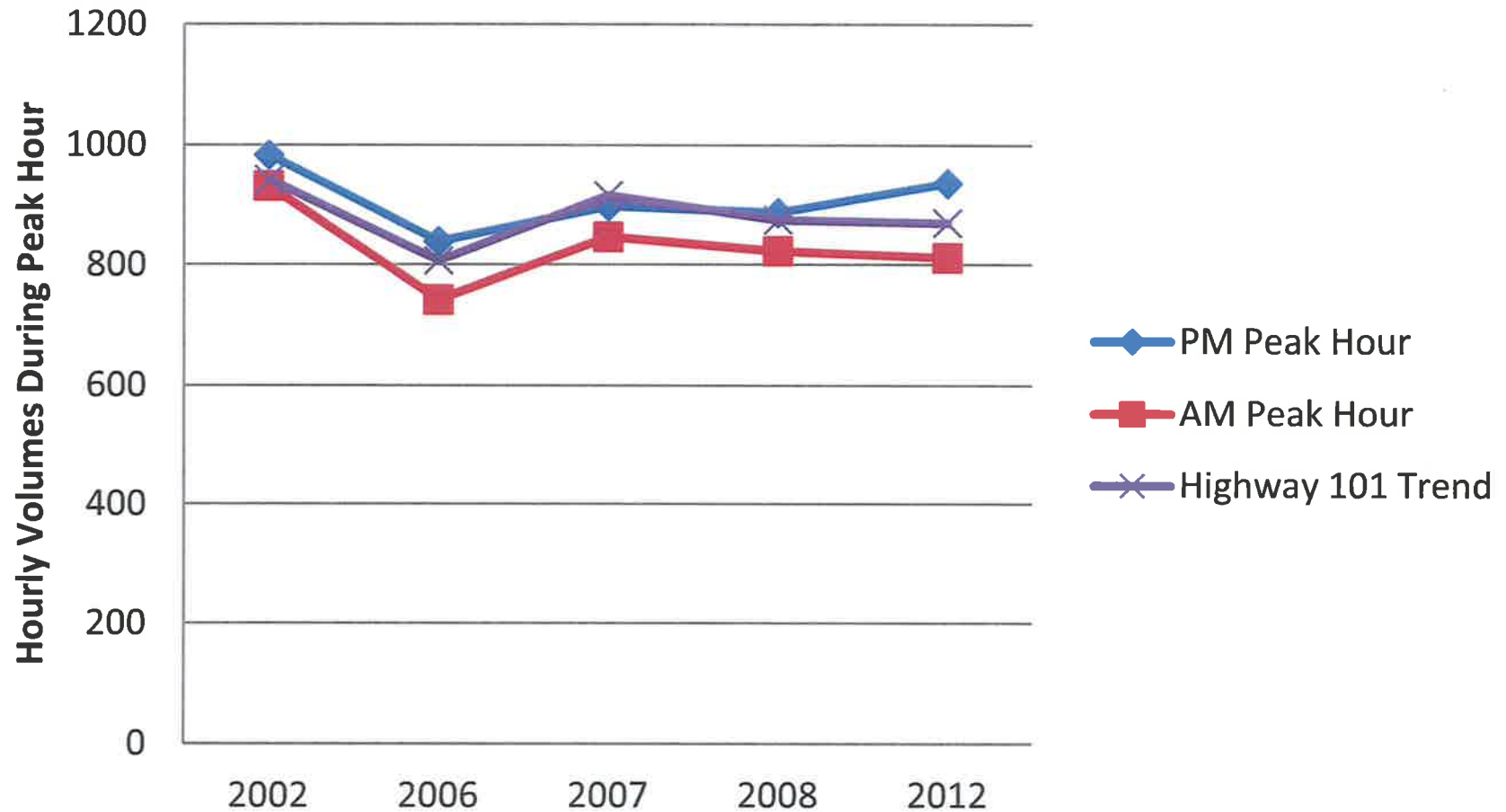


APPENDIX B: SIGNAL WARRANT SHEETS



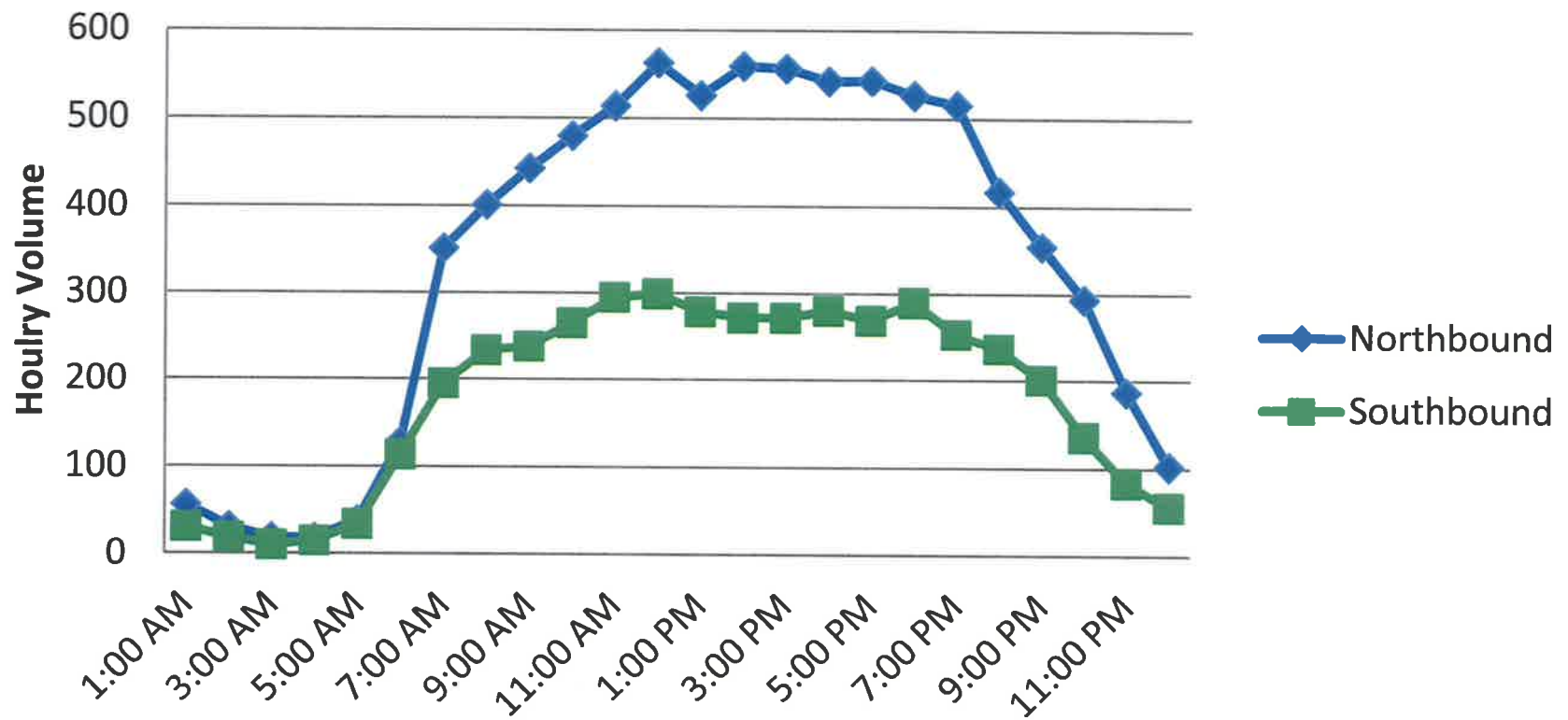
ATTACHMENT D

Casitas Pass Bridge Traffic Volumes



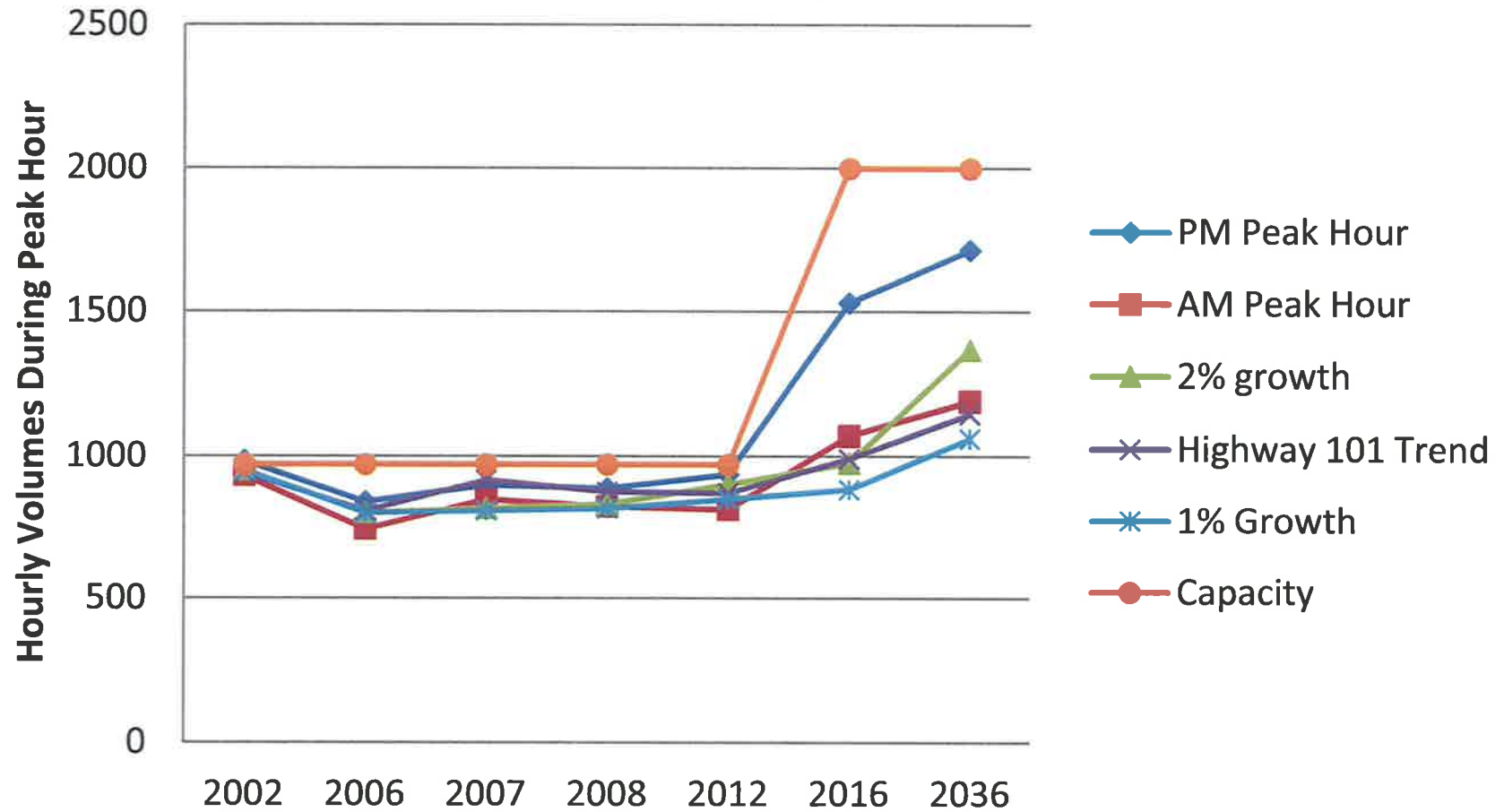
ATTACHMENT E

Casitas Pass Road Bridge Hourly Traffic Variation



ATTACHMENT F

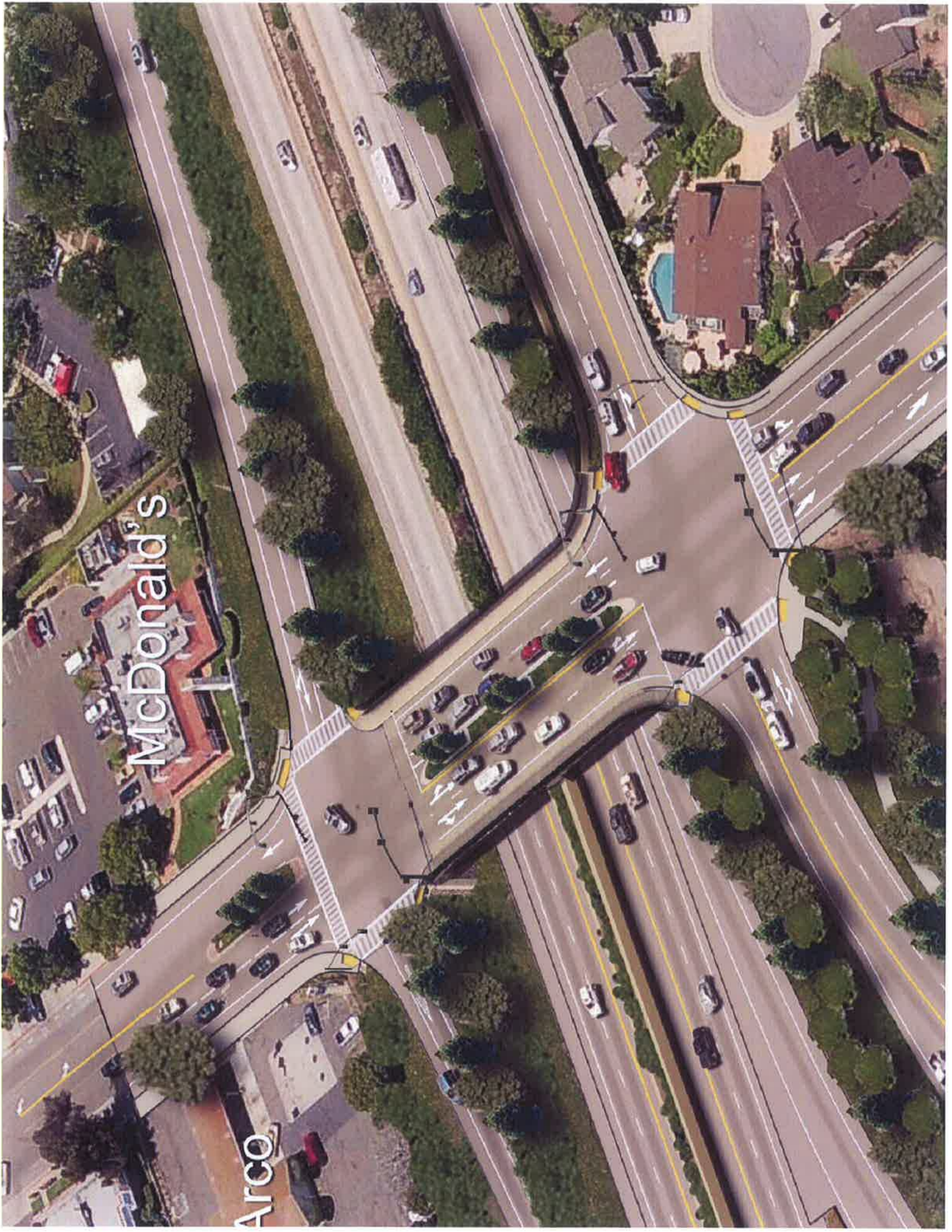
Casitas Pass Bridge Traffic Volumes



ATTACHMENT G

McDonald's

Arco



STAFF REPORT
COUNCIL MEETING DATE:
January 28, 2013

ITEM FOR COUNCIL CONSIDERATION:

Review of Fiscal Year 2012-13 Mid-Year Financial Results and Adjustment of Appropriations

City Manager _____

Signature

Administrative Services _____

Signature

ACTION ITEM ____; NON-ACTION ITEM x

STAFF RECOMMENDATION: Two changes to the budget are being recommended at this time.

1. Increase the appropriation for Legal Services by \$100,000. The new total appropriation will then be \$430,000.
2. Increase the estimate of Transient Occupancy Tax by \$156K. The new estimate of TOT revenue will then be \$1.6M.

Receive the report and direct staff as appropriate.

MOTION: None Required

I. BACKGROUND/DISCUSSION:

Each fiscal year the City conducts a mid-year review of the budget in order to examine financial results and trends as they compare to budget projections. This report compares mid-year results of the current budget year to the full year revenue and expenditure estimates in order to identify corrections or adjustments that may be necessary.

This report also reviews the condition of significant revenue and expenditure categories and other important conditions known or anticipated at this time that are expected to impact the budget. In this context, the mid-year budget also informs early staff work being done for the 2013-14 fiscal year Budget.

The mid-year results indicate that the City's budget projections within each fund were generally sound. Of primary interest is the General Fund, which is the funding source for a majority of the City's basic services including law enforcement. The adopted 2012-13 budget projected General Fund expenses (which includes transfers and subsidies necessary to balance other Funds) exceeding revenues by approximately (\$253,524).

General Fund revenues for the first half of the year are \$104K or 3.5% greater than last year and expenditures are (\$231K) or 6.4% greater than last year. Mid-year results are generally consistent with the revenue and expense estimates made in the budget.

Exhibit I shows actual, budget and variance to budget figures half way through the year. Although the General Fund shows a significant unfavorable variance this is to be expected as significant triple-flip property tax, sales tax and franchise taxes are received in the last half of the year. Especially encouraging are the favorable variances in funds that are expected to require less General Fund subsidy support for services such as Park Development, Park Maintenance, Right of Way Maintenance and Recreation Services. A favorable showing to budget may mean that these subsidies may be reduced.

The national recession continues to be in a slow recovery mode, according to experts. The City continues to benefit from not having volatility in local economic factors that affect its revenue sources, e.g., not having a large amount of new homes that experienced steep drops in real estate market prices, and not having large retailers such as auto dealers that experienced significant drops in sales. This same consistency is expected to result in a slow and modest recovery of City revenues in years to come.

II. FINANCIAL CONSIDERATIONS:

Property Tax

The adopted budget projected an increase of a little less than 1% in property tax over the prior year. The County sets the adjusted tax role annually for the coming year and therefore actual collections vary little from this estimate during the year. Year to date results indicate that this forecast will hold.

Staff is projecting no increase in the property taxes.

Sales Tax

Sales tax revenues are currently running slightly behind budget projections but as mentioned earlier there are significant triple-flip revenues that are received later in the year. Sales tax revenues can be very volatile due to numerous factors such as late payments, misallocations, double up payments, etc. Our sales tax consultant Hinderliter

de Llamas has made a recent projection of sales tax being approximately \$40K less than the adopted budget.

Staff is projecting no change in the budgeted sales tax revenue estimate of \$1,843,000.

Transient Occupancy Tax

The 2012-13 Adopted Budget projected TOT revenue at \$1,444,000, slightly more than what was the final 2011-12 estimate. Revenues to date are running 12.8% better than last year, \$937K vs. \$831K. The TOT rate will increase to 12% effective January 2013. Taking this into consideration, as well as recent activity, staff is recommending a \$150K increase to \$1.6M for the year.

Franchise Fees

The City collects franchise fees from various private business operators that use the public rights-of-way in order to bring their services to customers in the City. Total revenue from franchise fees is budgeted just over \$550K. Year to date receipts suggest that the budgeted will be realized. The City currently has franchise agreements with Harrison Industries (trash), Cox Cable (cable television), Southern California Edison (electricity), and Southern California Gas Company (natural gas). Electric and gas franchise revenues are received later in the year. To date franchise fee revenues are tracking right at prior year same period levels.

No change is recommended.

Investment Income

The City invests primarily in the Local Agency Investment Fund (LAIF) and Treasury Notes. The City relies on interest income to provide revenue to the operating budget and seeks to maximize returns within the parameters established by law and the City's investment policy. The budget projected \$117K in General Fund investment income.

No change is recommended.

Licenses & Permits

Licenses & Permits were set at \$141K in the adopted budget. Year to date receipts are running at about 80% of the annual budget amount.

No change is recommended.

Charges for Services

Charges for Services were set at \$223K in the adopted budget. Year to date results compare favorably to prior year and to budget estimates.

No change is recommended.

GENERAL FUND OPERATING EXPENSES

Personnel Costs

Wanting to hold the line on these costs most management level employees received no salary increase again this year. With minimal staffing level changes total salaries to date are tracking at budgeted levels. The employee contribution to pension costs has increased from 3% to 4.5% of salaries this year. Health, dental and life insurance costs are running below budget and prior year levels.

Legal Services

The City has experienced an extraordinary number of time consuming legal matters over the last six months such as:

- Setting up the First-time Homebuyer Down Payment Loan Assistance Program
- IRS Audit assistance
- Zone Code update review and editing
- Hotel Bed Tax ballot initiative assistance
- Waste hauling franchise agreement
- Litigation, including single use bag regulations, Jamieson v City of Carpinteria and four dog bite cases

Because of these and other items legal costs are projected to exceed the current budgeted appropriation. Staff recommends an additional \$100,000 appropriation.

OTHER FUNDS:

No changes to other funds are being recommended at this time.

Exhibit I shows a summary of actual to date, budget and variances for each of the other funds.

III. ATTACHMENTS:

Exhibit I

Budget to Date

Fund	Revenue		Transfers In	Expenditures		Transfers Out	Excess / (Deficit)	Reserve Changes
TOTAL	\$5,927,615	100.0%	\$423,673	\$6,223,744	100.0%	\$423,673	(\$296,129)	\$0
10 GENERAL FUND	3,596,338	60.7%	234,780	3,697,396	59.4%	64,614	69,109	(205,521)
13 GENERAL RESERVE FUND	8,451	0.1%	0	0	0.0%	0	8,451	0
11 TRAFFIC SAFETY FUND	10,424	0.2%	0	12,692	0.2%	0	(2,268)	0
20 REVOLVING FUND	807,157	13.6%	0	781,300	12.6%	25,857	0	0
21 REPLACEMENT FUND	729	0.0%	0	7,500	0.1%	0	(6,771)	0
22 PARK DEVELOPMENT FUND	1,500	0.0%	0	17,575	0.3%	0	(16,075)	16,075
23 PARK MAINTENANCE FUND	101,587	1.7%	12,954	167,902	2.7%	43,868	(97,229)	97,229
25 GAS TAX FUND	192,275	3.2%	81,325	250,112	4.0%	60,689	(37,201)	0
26 LOCAL TRANSPORTATION FUND	6,080	0.1%	0	5,000	0.1%	179	902	0
27 MEASURE A FUND	361,506	6.1%	20,042	215,000	3.5%	31,603	134,945	0
28 TIDELANDS TRUST FUND	186,253	3.1%	0	116,474	1.9%	64,342	5,437	0
29 STREET LIGHTING FUND	142,273	2.4%	0	123,000	2.0%	32,898	(13,625)	0
31 TRUST & AGENCY FUND	159,204	2.7%	0	154,896	2.5%	5,712	(1,404)	1,404
33 R-O-W ASSESSMENT DISTRICT FUND	97,100	1.6%	49,577	158,898	2.6%	30,922	(43,143)	43,143
38 PBIA FUND	14,960	0.3%	0	11,625	0.2%	0	3,335	0
39 AB 939 FUND	66,712	1.1%	0	37,250	0.6%	36,428	(6,966)	0
41 MEASURE-D FUND	11,544	0.2%	0	257,500	4.1%	0	(245,956)	0
42 CAPITAL IMPROVEMENT FUND	6,500	0.1%	0	6,500	0.1%	0	0	0
48 RECREATION SERVICES FUND	157,025	2.6%	24,995	203,127	3.3%	26,565	(47,672)	47,672

Actual To Date

Fund	Revenue		Transfers In	Expenditures		Transfers Out	Excess / (Deficit)	Reserve Changes
TOTAL	\$4,640,513	100.0%	\$423,673	\$5,191,148	100%	\$423,673	(\$550,636)	\$0
10 GENERAL FUND	3,094,397	52.2%	234,780	3,849,445	74.2%	64,614	(584,882)	(228,186)
13 GENERAL RESERVE FUND	4,307	0.1%	0	0	0.0%	0	4,307	0
11 TRAFFIC SAFETY FUND	9,500	0.2%	0	2,536	0.0%	0	6,964	0
20 REVOLVING FUND	79,867	1.7%	0	67,846	1.3%	25,857	(13,836)	0
21 REPLACEMENT FUND	1,798	0.0%	0	12,994	0.3%	0	(11,196)	0
22 PARK DEVELOPMENT FUND	23	0.0%	0	29,246	0.6%	0	(29,223)	29,223
23 PARK MAINTENANCE FUND	104,636	2.3%	12,954	153,220	3.0%	43,868	(79,498)	79,498
25 GAS TAX FUND	175,417	3.8%	81,325	282,382	5.4%	60,689	(86,329)	0
26 LOCAL TRANSPORTATION FUND	4,283	0.1%	0	0	0.0%	179	4,105	0
27 MEASURE A FUND	281,306	6.1%	20,042	118,215	2.3%	31,603	151,531	0
28 TIDELANDS TRUST FUND	277,917	6.0%	0	122,037	2.4%	64,342	91,538	0
29 STREET LIGHTING FUND	164,671	3.5%	0	53,656	1.0%	32,898	78,118	0
31 TRUST & AGENCY FUND	12,518	0.3%	0	6,806	0.1%	5,712	0	0
33 R-O-W ASSESSMENT DISTRICT FUND	115,330	2.5%	49,577	187,118	3.6%	30,922	(53,133)	53,133
38 PBIA FUND	22,231	0.5%	0	18,013	0.3%	0	4,218	0
39 AB 939 FUND	79,075	1.7%	0	13,459	0.3%	36,428	29,188	0
41 MEASURE-D FUND	5,050	0.1%	0	1,226	0.0%	0	3,824	0
42 CAPITAL IMPROVEMENT FUND	0	0.0%	0	0	0.0%	0	0	0
48 RECREATION SERVICES FUND	208,187	4.5%	24,995	272,949	5.3%	26,565	(66,332)	66,332

Variance to Budget

Fund	Revenue		Transfers In	Expenditures		Transfers Out	Excess / (Deficit)	Reserve Changes
TOTAL	(\$1,287,103)	100.0%	\$0	\$1,032,596	100%	\$0	(\$254,507)	\$0
10 GENERAL FUND	(501,941)	-14.0%	0	(152,050)	-4.1%	0	(653,991)	(41,799)
13 GENERAL RESERVE FUND	(4,144)	-49.0%	0	0	0.0%	0	(4,144)	0
11 TRAFFIC SAFETY FUND	(924)	-8.9%	0	10,156	80.0%	0	9,232	0
20 REVOLVING FUND	(727,290)	-90.1%	0	713,454	91.3%	0	(13,836)	0
21 REPLACEMENT FUND	1,069	146.6%	0	(5,494)	-73.3%	0	(4,425)	0
22 PARK DEVELOPMENT FUND	(1,477)	-98.5%	0	(11,672)	-66.4%	0	(13,149)	13,149
23 PARK MAINTENANCE FUND	3,049	3.0%	0	14,682	8.7%	0	17,731	0
25 GAS TAX FUND	(16,858)	-8.8%	0	(32,270)	-12.9%	0	(49,128)	0
26 LOCAL TRANSPORTATION FUND	(1,797)	-29.6%	0	5,000	100.0%	0	3,203	0
27 MEASURE A FUND	(80,200)	-22.2%	0	96,785	45.0%	0	16,586	0
28 TIDELANDS TRUST FUND	91,665	49.2%	0	(5,564)	-4.8%	0	86,101	0
29 STREET LIGHTING FUND	22,398	15.7%	0	69,344	56.4%	0	91,742	0
31 TRUST & AGENCY FUND	(146,686)	-92.1%	0	148,090	95.6%	0	1,404	0
33 R-O-W ASSESSMENT DISTRICT FUND	18,230	18.8%	0	(28,221)	-17.8%	0	(9,991)	9,991
38 PBIA FUND	7,272	48.6%	0	(6,389)	-55.0%	0	883	0
39 AB 939 FUND	12,363	18.5%	0	23,791	63.9%	0	36,154	0
41 MEASURE-D FUND	(6,494)	-56.3%	0	256,274	99.5%	0	249,780	0
42 CAPITAL IMPROVEMENT FUND	(6,500)	-100.0%	0	6,500	100.0%	0	0	0
48 RECREATION SERVICES FUND	51,162	32.6%	0	(69,822)	-34.4%	0	(18,660)	18,660