

PROPOSAL NO.: LAFCO 3130

HEARING DATE: August 17, 2011

RESOLUTION NO. 3147

A RESOLUTION OF THE LOCAL AGENCY FORMATION COMMISSION OF THE COUNTY OF SAN BERNARDINO MAKING DETERMINATIONS ON LAFCO 3130 – A SERVICE REVIEW AND SPHERE OF INFLUENCE UPDATE FOR THE BIG BEAR AIRPORT DISTRICT (sphere of influence reduction by approximately 11,100 acres and affirmation of the balance of its existing sphere of influence, as shown on the attached map).

On motion of Commissioner _____, duly seconded by Commissioner _____, and carried, the Local Agency Formation Commission adopts the following resolution:

WHEREAS, a service review mandated by Government Code 56430 and a sphere of influence update mandated by Government Code Section 56425 have been conducted by the Local Agency Formation Commission of the County of San Bernardino (hereinafter referred to as “the Commission”) in accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Sections 56000 et seq.); and,

WHEREAS, at the times and in the form and manner provided by law, the Executive Officer has given notice of the public hearing by the Commission on this matter; and,

WHEREAS, the Executive Officer has reviewed available information and prepared a report including her recommendations thereon, the filings and report and related information having been presented to and considered by this Commission; and,

WHEREAS, a public hearing by this Commission was called for August 17, 2011 at the time and place specified in the notice of public hearing and in an order or orders continuing the hearing; and,

WHEREAS, at the hearing, this Commission heard and received all oral and written protests; the Commission considered all plans and proposed changes of organization, objections and evidence which were made, presented, or filed; it received evidence as to whether the territory is inhabited or uninhabited, improved or unimproved; and all persons present were given an opportunity to hear and be heard in respect to any matter relating to the application, in evidence presented at the hearing; and,

WHEREAS, at this hearing, this Commission certified that the sphere of influence update including sphere amendments is statutorily exempt from environmental review pursuant to the

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provisions of the California Environmental Quality Act (CEQA) and such exemption was adopted by this Commission on August 17, 2011. The Commission directed its Executive Officer to file a Notice of Exemption within five working days of its adoption; and,

WHEREAS, based on presently existing evidence, facts, and circumstances filed with the Local Agency Formation Commission and considered by this Commission, it is determined that the sphere of influence for the Big Bear Airport District (hereafter shown as the "Airport District" or the "District") shall be amended as shown on the map attached as Exhibit "A" to this resolution, defined as follows:

- (1) Reduce the District's existing sphere of influence to exclude Area 1 (approximately 4,480 acres), Area 2 (approximately 640 acres), Area 3 (approximately 640 acres), and Area 4 (approximately 5,340 acres); and,
- (2) Affirm the balance of the District's existing sphere of influence.

WHEREAS, the determinations required by Government Code Section 56430 and local Commission policy are included in the report prepared and submitted to the Commission dated August 9, 2011 and received and filed by the Commission on August 17, 2011, a complete copy of which is on file in the LAFCO office. The determinations of the Commission are:

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

Land Use

Development in the San Bernardino Mountains is naturally constrained by public land ownership, rugged terrain, limited access, and lack of support infrastructure, as well as by planning and environmental policies which place much of the area off limits to significant development. Maximum build-out potential is substantially constrained by the slope-density standards and fuel modification requirements of the County of San Bernardino ("County") General Plan Fire Safety Overlay.

Unincorporated Area

According to the *Bear Valley Community Plan*, several issues set Bear Valley apart from other mountain communities, suggesting that different strategies for future growth may be appropriate. Among these are preservation of community character and infrastructure. As for preservation of community character, residents feel that the high quality of life experienced in their neighborhoods today should not be degraded by growth and the subsequent impacts of traffic congestion, strains on infrastructure and threats to natural resources.

The preservation of the community's natural setting, small town atmosphere and rural mountain character becomes important not only from an environmental perspective but from a cultural and economic point of view. The *Community Plan* further states that the Bear Valley area is faced with the potential for significant growth. Residents are concerned with the impacts that future growth and development will have on an infrastructure system they sense is already strained. The community's primary concerns center on water supply and traffic and circulation.

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The County's land use designations within the study area are as follows: approximately 79% is designated Resource Conservation, 6% is Single Residential (RS, RS-10M, RS-20M, and RS-1), 4% is Rural Living (RL, RL-5, RL-10, RL-20, and RL-40), 5% is designated Floodway (lake areas), 1% is a mix of generally commercial, industrial, and institutional land uses in the County (Neighborhood Commercial, Service Commercial, General Commercial, Community Industrial, and Institutional), and the remainder 5% is within the City of Big Bear Lake ("City") boundaries, whose land uses are the jurisdiction of the City.

Incorporated Area

The preservation of the community's natural setting, small town atmosphere and rural mountain character are all aspects that are considered by the City in the development process. In addition the City imposes a development impact fee that addresses the need to construct infrastructure as development takes place.

Within the City's boundaries, approximately 60% of the lands are designated as Single-Family Residential, 9% Multiple Family Residential, 18% Commercial/Industrial, 4% Public Facilities, and 9% Open Space. The commercial development within the City is generally located along Big Bear Boulevard (which connects between Highway 18 and SR 38) and some areas near the lakefront.

Landownership

Within the Airport District's entire boundary/sphere, roughly 20% of the land is privately owned, 5% comprise all the lakes within the community, and the remainder 75% are within the San Bernardino National Forest (owned by the federal government), which are devoted primarily to resource protection and recreational use.

Land Ownership Breakdown (in Acres)				
	Private	Public	Lake	Total Area
Big Bear Airport District Boundary and Sphere	15,110	59,660	3,960	78,730
Percentage	20%	75%	5%	100%

Population Projections

In general, the San Bernardino Mountains is one of the most densely populated mountain areas within the country, and is the most densely populated urban forest west of the Mississippi River.

Unincorporated Area

The estimated unincorporated population was roughly 12,000 in 2000 and 15,000 in 2010. The seasonal population and visitors are not reflected in available demographic statistics, which count only year-round residents. It is estimated that the seasonal factors can substantially increase the peak population. The population projections below encompass the developable territory within the community. Utilizing the 1.8% annual growth from the *Bear Valley Community Plan*, by 2030 the

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permanent population is estimated to reach approximately 20,000, a 69% increase from 2000.

Table 3: Population, Households and Employment Projection 2000-2030

	1990	2000	Projection 2030	Average Annual Growth Rate: 1990-2000	Projected Average Annual Growth Rate: 2000-2030	Maximum Policy Plan Build-Out	Ratio of 2030 Projection to Land Use Policy Map Build-out
Population	9,058	11,771	19,910	2.7%	1.8%	43,414	0.46
Households	3,474	4,712	8,426	3.1%	2.0%	17,364	0.49
	1991	2002		1991-2002	2002-2030		
Employment	1,007	1,684	2,650	4.8%	1.6%	8,332	0.32

Source: Stanley R. Hoffman Associates, Inc.
 Note: The population figures for 1990 and 2000 were based on the U.S. Census. The employment figures for 1991 and 2002 were based on data from the EDD (Employment Development Department).

Sources: County of San Bernardino 2007 *Bear Valley Community Plan* (citing Stanley R. Hoffman Associates, Inc.);
 Notes: Does not include seasonal population or visitors
 Annual growth for population is anticipated at 1.8%.

Incorporated Area

Both the Department of Finance and the U.S. Census list the 2000 population as 5,438. For 2010, the U.S. Census lists 2010 population as 5,019 (decrease of 419), and the Department of Finance estimates the 2011 population as 5,051. The City further states that numerous jobs have been eliminated within the City, there has been sparse development for the past two years, and the tourism industry has been significantly impacted by the road closures due to winter storms of the past two years.

In looking at the City's population projections through 2035, the Southern California Association of Government (SCAG) Growth Forecast from the *2008 Regional Transportation Plan* did not reflect the full extent of the current economic and housing conditions. Although not yet adopted, recent figures available from SCAG's Draft Integrated Growth Forecast (May 2011) point towards a more realistic and steady growth through 2035, as shown in the chart below. Again, these figures are for the permanent population and do not take into account seasonal and tourism activities.

	2020	2035
	5,619	7,001

The City's 1995 General Plan describes the City as a mountain resort community. Although the General Plan provides for a wide range of housing options, the majority of the development has been single family housing units. The 2010 Census identifies that from 2000 to 2010, total housing units increased by 11.5% while occupied units decreased by 6.7%. The decrease in occupied units correlates with the economic downturn.

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For purposes of planning and designing infrastructure and future service delivery, the seasonal population must be considered. As the population increases, so does the need for service. Any future projects will increase the need for municipal services within the City's existing boundaries as well as within the surrounding unincorporated territory.

2. Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies:

The Big Bear City Airport is open to the general public and general aviation 24 hours a day and is part of the FAA's National Plan of Integrated Airport Systems. Although the airport does not service commercial passenger activity, services provided at the airport include general aviation, aircraft charter and sales, flight school, sightseeing flights, and aircraft maintenance services. The airport provides varying classes of service including business, flight training, air charters for medical services, transport of mail and business documents, law enforcement, fire, rescue services, and recreation.

The airport is located south of State Highway 38 and North of State Highway 18, on the western edge of Big Bear City, adjacent to the City of Big Bear Lake. Big Bear Lake lies directly to the west, while Baldwin Lake lies to the east. The airport is located in a valley surrounded by rapidly rising terrain associated with the San Bernardino Mountain Range. Aircraft access to the facility from the west through the Cajon Pass area is the recommended route, due to its relatively flat mountainous terrain and clearance of leeward mountains.

The airport has four fixed based operators on the field. The airport is the only fuel provider on site. The airport has approximately 141 hangars in 31 separate buildings, and there is a waiting list for hangars. The airport provides 104 paved aircraft tiedowns, which are adequate for transient and permanent requirements. The airport has one maintenance building that is 7,200 square feet. The existing ground access and parking facilities are considered adequate.

The airport terminal facility ownership has been a contentious issue for many years which has included litigation. Prior to April 2011, according to County Assessor records, the terminal land and facility was owned by the District. According to the FY 2009-10 financial statements, the District has a building value of \$2.4 million. Since April 2011, the airport terminal facility has been divided into four sections. One section (pilot's lounge, administrative offices, café, and local radio station) is owned by the District. The other three parts of the building are owned by a corporation which leases the offices and restaurants to various parties. The District retains ownership of all property beneath the terminal building and has a long term lease with the corporation.

The airport does not presently have an Aircraft Rescue and Fire Fighting facility on the field; however, fire protection services for the Airport are provided by the Big Bear City Community Services District (CSD) Fire Station No. 291, located approximately three blocks south of the east end of the airport.

According to the Big Bear City Airport 2005 Master Plan ("Master Plan"), with no on-site air traffic control tower facilities, there are limited historical records that provide accurate information concerning the aviation activity present at the airport. A tabulation of the best available historical aviation activity information from 1995 – 2004 is presented in the following table from the Master Plan. As shown on the chart, the airport experiences itinerant military operations, sharply increasing in 2004. The District states that all branches of the military

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uses the airport for training flights due to the airports altitude and surrounding terrain – which is similar to deployed conditions.

HISTORICAL AVIATION ACTIVITY, 1995-2004

Year	Itinerant GA Operations	Itinerant Military Operations	Total Itinerant Operations	Local GA Operations	Total Operations
1995	32,850	150	33,000	12,000	45,000
1996	22,250	150	22,400	12,600	35,000
1997	22,250	150	22,400	12,600	35,000
1998	22,250	150	22,400	12,600	35,000
1999	19,800	140	20,190	11,260	31,450
2000	19,800	140	20,190	11,260	31,450
2001	19,800	140	20,190	11,260	31,450
2002	19,800	140	20,190	11,260	31,450
2003	19,800	140	20,190	11,260	31,450
2004	17,440	2000	19,440	12,960	32,400

Source: FAA Terminal Area Forecasts Summary Report, FAA Airport Master Records (Form 5010), and airport personnel.

In looking at growth forecasts for operations activities, the Master Plan assumes that future airport activity should mirror aviation related influences in the nation. It also recognizes an assumption that there are no identified significant local influences that are expected to negatively or positively impact the amount of aviation activity at the airport. The table below from the Master Plan shows the forecast for local and itinerant (take off at one airport and land at another) operations through 2025.

SUMMARY OF LOCAL AND ITINERANT OPERATIONS FORECAST, 2004-2025

Year	Local	Itinerant	Total
2004	12,960 (40.0%)	19,440 (60.0%)	32,400 (100%)
2010	13,553 (39.0%)	21,198 (61.0%)	34,751 (100%)
2015	14,003 (38.0%)	22,848 (62.0%)	36,851 (100%)
2020	14,461 (37.0%)	24,623 (63.0%)	39,084 (100%)
2025	14,926 (36.0%)	26,535 (64.0%)	41,461 (100%)

Source: BARNARD DUNKELBERG & COMPANY.

Recent improvements to the Big Bear City Airport include the construction of six helicopter pads, rehabilitation of Taxiway B, and replacement of the airfield emergency standby generator in 2009.

The District's 2010-2014 Capital Improvement Plan includes rehabilitation of the west and east sections of the south parallel taxiway, purchase of Big Bear City Park, extension of the north parallel taxiway 2000 feet west, fog seal of ramps and runways, and rerouting of highways. According to the CIP, the total costs of the projects are estimated to be

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\$7,820,000. Of this amount, \$7,429,000 would be paid from federal funds; \$185,725 from state funds; and \$205,275 from local funds. Specifically for the purchase of the Big Bear City Park, located east of the airport, the acquisition of this parcel is intended to serve the dual purpose of acquiring Runway Protection Zone land and relocating Greenway Drive to meet Runway Safety Area (RSA) and Runway Object Free Area (ROFA) standards.

Additionally, the Department of the Navy is currently proposing to expand the boundaries of the Twentynine Palms Marine Corps Air Ground Combat Center to include an expansion westward toward Bear Valley. Of the six alternatives for expansion identified in the Draft Environmental Impact Statement (*Land Acquisition and Airspace Establishment To Support Large-Scale MAGTF Live-Fire and Maneuver Training at the Marine Corps Air Ground Combat Center, Twentynine Palms, CA*. February 2011), Alternative 1 has a potential for impact on the airport in that the initial approach/holding for runway 26 is within the proposed expansion area of the western military operating area boundary. However, Alternative 6 (Marine Corps Preferred Alternative) states that the increased distance between the Big Bear City Airport and the western boundary of the proposed military operating area would reduce the potential effects of this alternative on the instrument approaches for this airport.

The Big Bear Valley Recreation and Park District ("Park District") owns parkland at the eastern edge of the runway within the airport's runway protection zone. Given this circumstance, the Park District has plans to construct a new park, called Paradise Park. This park would be a 5.48 acre park at the east end of the valley on land that is owned by the Big Bear City CSD. Future ownership of the lands located in the runaway protection zone is not yet certain; however, the lands will be free of park use and available for full utilization as part of the runaway protection zone.

3. Financial ability of agencies to provide services:

Net Assets and Fund Balances

In reviewing the financial documents, the District has been operating with an annual positive change in net assets since at least FY 2005-06, as shown on the chart below. As of June 30, 2010, the District had \$24.5 million in net assets. The largest portion of the District's net assets, \$20,674,595 is invested in capital assets (land, improvements, equipment, and construction-in progress). Capital asset balances are trending upward due to construction-in-progress of runway, taxiway, and ramp during the 2008 to 2010 fiscal years. The District uses its capital assets to provide hangar space, taxiways, runways, and equipment to maintain these facilities for airport users. Not including capital assets value and debt, the District had roughly \$3.8 million in unrestricted net assets.

	2005-06	2006-07	2007-08	2008-09	2009-10
Net Assets					
Invested in capital assets – net of related debt	16,150,531	17,863,784	18,737,532	19,249,330	20,674,595
Unrestricted	1,869,370	2,981,905	3,701,102	4,395,846	3,809,336
Total Net Assets	\$18,019,901	\$20,845,689	\$22,438,634	\$23,645,176	\$24,483,931

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Revenues and Expenditures

A condition of the removal of airport powers of County Service Area (“CSA”) 53 and the formation of the Airport District included the transfer of the ad valorem taxes received by CSA 53 for airport service to the Airport District.

The chart below, taken from the FY 2009-10 financial statements, shows the revenue and expenditure categories with respective amounts. The primary source of revenue is the District’s share of the one percent ad valorem general levy (roughly 2.2% share of the general levy) and rental income. Additional revenue sources include fuel sales and sale of miscellaneous items. The majority of expenses include salaries and benefits and insurance. Non-FAA funded capital improvements can make up a significant portion of expenditures; however, this expense fluctuates annually. The chart identifies that Salaries and Employee Benefits increased 36% to \$616,646. The District states that most of the increase is due to an increase in health benefit costs as well a temporary manager employed for six months.

	2010	2009
Operating revenues:		
Facility and hangar rentals	\$ 437,913	446,554
Fuel sales (net of cost of goods sold)	56,118	57,494
Aircraft tiedown fees, parking, souvenirs, and other	41,658	47,237
	<u>535,689</u>	<u>551,285</u>
Operating expenses:		
Salaries and employee benefits	616,646	453,641
Utilities and telephone	118,690	103,176
Office supplies and expenses	144,360	108,439
Insurance	51,314	48,526
Repairs and maintenance	69,433	85,114
Outside professional services	117,128	170,480
Board expenses and directors fees	18,129	28,658
Total operating expenses	<u>1,135,700</u>	<u>998,034</u>
Operating loss before depreciation	(600,011)	(446,749)
Depreciation	609,789	541,467
Operating loss	<u>(1,209,800)</u>	<u>(988,216)</u>
Nonoperating revenues and (expenses):		
Property taxes	1,188,081	1,238,004
Interest income (expense), net	22,768	77,673
Other revenue (expense), net	37,218	10,142
Total nonoperating revenues	<u>1,248,067</u>	<u>1,325,819</u>
Change in net assets before capital contributions	<u>38,267</u>	<u>337,603</u>
Capital contributions:		
Federal grants	780,964	847,745
State grants	19,524	21,194
Total capital contributions	<u>800,488</u>	<u>868,939</u>

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Long-Term Debt

As of June 30, 2010, the District has no long-term debt.

Other Information

In reviewing the District's budgets submitted for this review, the budgets do not include at least one year's worth of actual financial data, as recommended by the *Best Practices* of the Government Finance Officers Association. The Commission recommends that the District include at least one year's worth of actual financial data in its budgets.

Government Code Section 26909 requires all districts to provide for regular audits; the District conducts annual audits and meets this requirement. Section 26909 also requires districts to file a copy of the audit with the county auditor within 12 months of the end of the fiscal year. According to records from the County Auditor it has not received the Airport District audits for FY 2008-09 and FY 2009-10. The Commission recommends that the District provide the County Auditor with its audits, as required by State Law.

The District contributes to the California Public Employees Retirement System (PERS), an agent multiple-employer public employee defined benefit pension plan. PERS provides retirement, disability benefits, and death benefits to plan members and beneficiaries. PERS acts as a common investment and administrative agent for participating public entities within the State of California. A review of the financial statements identifies that the District has a zero net pension obligation.

Additionally, the District provides an annual Other Post Employment Benefit (OPEB) to eligible retirees and their spouses by providing lifetime healthcare insurance benefits. The District's Annual Required Contribution represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities over a period not to exceed thirty years. The District's annual OPEB cost, the percentage of annual OPEB cost contributed to the plan, and the net OPEB obligation for fiscal year 2010 and the two preceding years are as follows:

<u>Fiscal Year Ended</u>	<u>Annual OPEB Cost</u>	<u>Percentage of Annual OPEB Cost Contributed</u>	<u>Net OPEB Obligation</u>
June 30, 2010	\$ 51,395	45.2%	\$ 28,173
June 30, 2009	n/a	n/a	n/a
June 30, 2008	n/a	n/a	n/a

As of June 30, 2010, the actuarial accrued liability for benefits was \$956,801, all of which was unfunded. The covered payroll (annual payroll of active employees covered by the plan) was \$312,105, and the ratio of the unfunded actuarial accrued liability to the covered payroll was 306.6 percent.

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4. Status of, and opportunities for, shared facilities:

Since April 2011, the airport terminal facility has been divided into four sections. One section (pilot's lounge, administrative offices, café, and local radio station) is owned by the District. The other three parts of the building are owned by a corporation which leases the offices and restaurants to various parties. The District retains ownership of all property beneath the terminal building and has a long term lease with the corporation.

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

Local Government Structure and Community Service Needs

The District is an independent special district governed by a five-member board of directors. Members are either elected at the November consolidated election in even numbered years or are appointed in-lieu of election by the County Board of Supervisors to four-year staggered terms. According to records of the County Registrar of Voters, the last election held for the District was at the November 2008 general election. For this election, there were 7,351 registered voters with an 81% turnout. The current board, positions, and terms of office are shown below:

Board Member	Title	Term
Julie Smith	President	2012
Gary Steube	Vice President	2014
Steven Baker	Member	2014
Gloria Greene	Member	2012
Chuck Knight	Member	2012

Regular Board Meetings are scheduled the second Wednesday of each month in the airport terminal building, located at 501 West Valley Blvd, in Big Bear City. The District maintains a website (www.bigbearcityairport.com).

Government Structure Options

There are two types of government structure options:

1. Areas served by the agency outside its boundaries through “out-of-agency” service contracts;
2. Other potential government structure changes such as consolidations, reorganizations, dissolutions, etc.

Out-of-Agency Service Agreements:

The District does not directly provide services outside of its boundary. However, it is a public airport that is open 24 hours a day and receives traffic from outside of the District.

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Government Structure Options:

While the discussion of some government structure options may be theoretical, a service review should address possible options. On the basis of the unique operation of this entity the only option would be the dissolution of the agency with a determination that the County be the successor to the operations. In this action the County's Department of Airports would succeed to operation of the airport and it would become a part of the County's airport enterprise fund. There has been no expressed support for this option by the Airport District, County Department of Airports, or County Executive Office staff.

Therefore, maintenance of the status quo is the viable option. The Big Bear City Airport is the sole public airport for the entire Mountain region. Its existence contributes to the accessibility of the Mountain region, and at this time there is no expressed interest in a change of structure for the Airport District.

WHEREAS, the following determinations are made in conformance with Government Code Section 56425 and local Commission policy:

1. Present and Planned Uses:

The Airport District's boundary and/or current sphere of influence correspond to the current LAFCO defined Bear Valley community, which includes the City of Big Bear Lake and the unincorporated communities of Big Bear City, Fawnskin, Baldwin Lake, Erwin Lake and Lake Williams. Within the unincorporated County area, the County's General Plan designates approximately 79% as Resource Conservation, 6% as Single Residential (RS, RS-10M, RS-20M, and RS-1), 4% as Rural Living (RL, RL-5, RL-10, RL-20, and RL-40), 5% as Floodway (lake areas), 1% is a mix of generally commercial, industrial, and institutional land uses, and the remainder 5% is entirely within the City.

Within the City's territory, the City's General Plan assigns the following land uses – 60% as Single-Family Residential, 9% as Multiple Family Residential, 18% as Commercial and/or Industrial, 4% Public Facilities, and 9% Open Space.

The Airport District's proposed sphere reductions, Areas 1 to 4, currently have limited development potential since these are all forest lands owned by the Federal government and are proposed to correspond to the Commission's revised Bear Valley definition.

2. Present and Probable Need for Public Facilities and Services:

The Big Bear City Airport is open to the general public and general aviation 24 hours a day and is part of the FAA's National Plan of Integrated Airport Systems. Although the airport does not service commercial passenger activity, services provided at the airport include general aviation, aircraft charter and sales, flight school, sightseeing flights, and aircraft maintenance services. The airport provides varying classes of service including business, flight training, air charters for medical services, transport of mail and business documents, law enforcement, fire, rescue services, and recreation.

The airport does not presently have an Aircraft Rescue and Fire Fighting facility on the field; however, fire protection services for the airport are provided by the Big Bear City Fire Station No. 291, located approximately three blocks south of the east end of the airport.

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The District's 2010-2014 Capital Improvement Plan includes rehabilitation of the west and east sections of the south parallel taxiway, purchase of Big Bear City Park, extension of the north parallel taxiway 2000 feet west, fog seal of ramps and runways, and rerouting of highways.

3. Present Capacity of Public Facilities and Adequacy of Public Services

The Airport District's facilities and services are currently adequate.

The airport has four fixed based operators on the field. The airport is the only fuel provider on site. The airport has approximately 141 hangars in 31 separate buildings, and there is a waiting list for hangars. The airport provides 104 paved aircraft tiedowns, which are adequate for transient and permanent requirements. The airport has one maintenance building that is 7,200 square feet. The existing ground access and parking facilities are considered adequate.

The Big Bear City Airport 2005 Master Plan (copy included in Attachment #9) has been approved by the District board and the Federal Aviation Administration and has replaced the 1992 Airport Comprehensive Land Use Plan.

4. Social and Economic Communities of Interest:

The social communities of interest include the City of Big Bear Lake and the unincorporated communities of Big Bear City, Fawnskin, and the communities around Baldwin Lake, Erwin Lake, and Lake Williams.

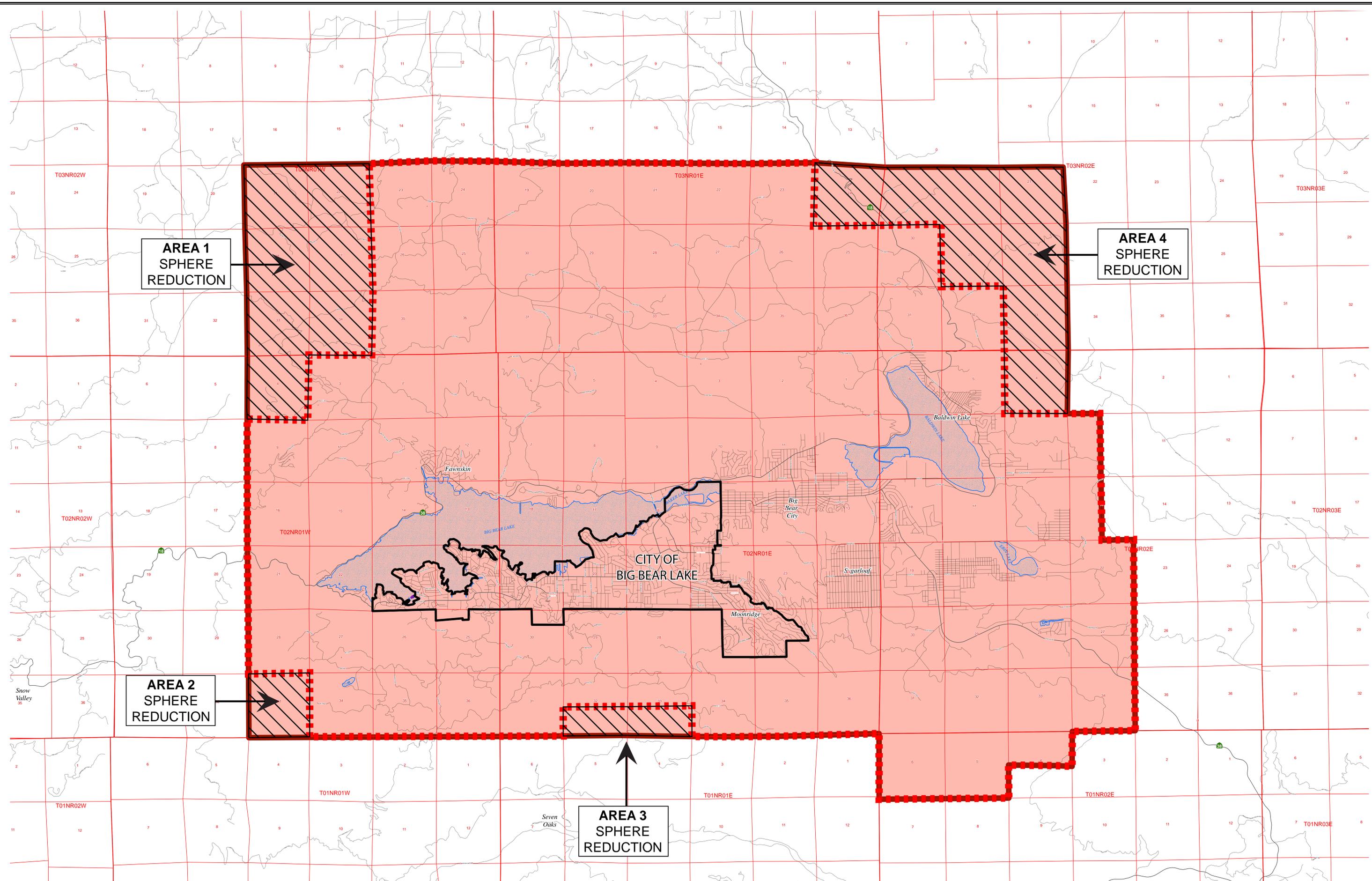
The District does not directly provide services outside of its boundary. However, it is a public airport that is open 24 hours a day and receives traffic from outside of the District.

5. Additional Determinations

- As required by State Law notice of the hearing was provided through publication in a newspaper of general circulation, *The San Bernardino Sun*. Individual notice was not provided as allowed under Government Code Section 56157 as such mailing would include more than 1,000 individual notices. As outlined in Commission Policy #27, in-lieu of individual notice the notice of hearing publication was provided through an eighth page legal ad.
- As required by State law, individual notification was provided to affected and interested agencies, County departments, and those agencies and individuals requesting mailed notice.
- Comments from landowners/registered voters and any affected agency have been reviewed and considered by the Commission in making its determinations.

WHEREAS, pursuant to the provisions of Government Code Section 56425(i) the range of services provided by the Big Bear Airport District shall be limited to the following:

LAFCO 3130 – Service Review and Sphere of Influence Update for Big Bear Airport District



-  DISTRICT BOUNDARIES
-  PROPOSED COMMUNITY DEFINITION
-  PROPOSED SPHERE OF INFLUENCE EXPANSION
-  LAKES
-  EXISTING SPHERE OF INFLUENCE
-  EXISTING COMMUNITY DEFINITION
-  PROPOSED SPHERE OF INFLUENCE REDUCTION
-  CITY OF BIG BEAR LAKE