

**DRAFT
2002
VENTURA COUNTY
CONGESTION
MANAGEMENT PROGRAM**

February 1, 2002

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TRANSPORTATION COMMISSION**

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TRANSPORTATION COMMISSION**

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FOREWORD

This Congestion Management Program has been written primarily to meet the State requirement that Ventura County prepare such a document in order to continue receiving ~~new~~ gas tax funds made available through Proposition 111, which was passed in June, 1990. The Program is also intended, to the greatest extent possible, to satisfy Federal Congestion Management system requirements for Ventura County. The Congestion Management Program represents the ~~first~~ **primary** effort to manage traffic congestion by coordinating the many transportation, land use, and air quality programs in Ventura County. In this context, one of its primary objectives is to make certain that each city and the County take into account the county-wide transportation impact of local land use decisions.

It is important to understand that the authority to make land use decisions rests with the cities and the County, and not the Ventura County Transportation Commission. Only the local agencies approve or deny development proposals. However, the Congestion Management Program does provide an incentive to the cities and County to determine and mitigate the traffic impacts associated with future development.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA), the Ventura County Transportation Commission prepared and certified a Negative Declaration for the 1991 Congestion Management Program. While this update of the program includes additional information and planning updates, it does not include any substantive changes sufficient to require a new environmental review. An evaluation of the changes indicated that they do not result in any modifications to the conclusions reached in the original Negative Declaration.

A copy of the Negative Declaration prepared for the 1991 Congestion Management Program is available for public review at the VCTC office, located at 950 County Square Drive, Suite 207, Ventura, California.

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CHAPTER 1

OVERVIEW OF THE VENTURA COUNTY CONGESTION MANAGEMENT PROGRAM

When we think about gridlock and smog, most of us think of Los Angeles. Many of our residents, however, spend a lot of time right here in Ventura County stuck in traffic jams trying to get to and from work. If you travel during morning and evening peak hours, no doubt you have been stuck trying to get on or off our freeways because of obsolete interchanges that were built with agricultural or rural traffic in mind. In fact, most of our roads have changed very little over the last twenty-five years. However, almost twice as many people live here and are now driving on them. We haven't been able to keep up with the need to widen and fix our highways, and our local streets are crowded and in need of repair.

For most of us, unless we live close to where we work, we must use a car to get there. While the intercity bus system has been significantly improved over the past decade, we still need a car to travel between cities to work, shop, go to college or use government services. Even though we know driving our cars contributes to the smog in the county, for most of us there simply aren't convenient, timely or acceptable alternatives. As with our roads, our bus systems and bicycling facilities have not kept up with our needs.

These problems aren't unique to Ventura County. Fortunately, because of city and county land use and growth policies, Ventura County is better off than most other urban areas in California. However, even limited future growth will make our transportation problems worse. Just a quick look at our neighbors to the south makes it clear how bad it can get.

Our State legislators were also very concerned about the impact of growth on California's distressed transportation system. They wanted to find a way to tie land use and development policies to transportation so that smog and traffic congestion wouldn't get worse. And they wanted to make sure that any new development would not create more congestion on our freeways and major streets. What the Legislature came up with was a "*Congestion Management Program*", or *CMP*. When the voters passed the gas tax increase in June 1990 (Proposition 111), Congestion Management Programs became law in California. A copy of the current CMP statutes, which have been significantly amended since 1990, are in *Appendix I* of this report.

The Legislature realized that it was unlikely the cities and counties would take the CMP seriously unless there was some real financial incentive. So, they set aside a portion of the new gas tax money to go directly to cities and counties that comply with a locally adopted Congestion Management Program. In Ventura County, the cities and County designated the Ventura County Transportation Commission (VCTC) to be the Congestion Management Agency (CMA) responsible for preparing the CMP.

As initially written, the legislation required VCTC to adopt a CMP for the county and to monitor compliance by the cities and County. If a city or the County did not comply with the CMP, the VCTC was required to withhold their share of the new gas tax funds. While amendments to state law have removed the requirement for CMP preparation, the need to meet federal Congestion Management System requirements has led to VCTC's continued preparation and adoption of the CMP.

CONTENT OF THE CMP

The purpose of the CMP is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use and air quality planning programs throughout the County. We all know that major new development, such as housing tracts or shopping malls, permitted in one city can add to the traffic congestion and air pollution in other areas of the County. The CMP makes sure each city and the County take into account, and deal with, the overall countywide impact of local land use decisions.

VCTC has developed a computer program to help local transportation, land use and air quality planners predict traffic congestion and air pollution created by existing and proposed new development throughout the County. The program, or model, is consistent with those in use by cities, the County and the Southern California Association of Governments (SCAG). The computer program also helps us better identify our future needs and more accurately target our future transportation improvements.

In the past, it's been almost impossible to show how local decisions affect the County as a whole, or are related to the goals and policies of regional plans. Through the CMP we will be able to make that connection and, if necessary, adjust regional and/or local programs. It is hoped that the CMP, along with adopted general plans, will be a useful tool to guide future growth in Ventura County.

State law outlines the following elements for the CMP:

- ***Land Use Impact Program:*** This program is designed to establish a process to evaluate the impacts of proposed local land use decisions on our transportation system.
- ***Level of Service (LOS) Standards:*** The purpose of this element is to determine how much traffic, during the rush hour, is acceptable on our state freeways, highways and major streets. Also, this element makes sure that traffic is measured the same way throughout the County. These standards do not replace adopted city or county traffic goals, which often aim for less traffic congestion.
- ***Performance Measures:*** This element is intended to evaluate the ability of the transportation system to move people and goods. At a minimum the measures must address highway, local roadway and transit system performance.

- ***Transportation Demand Management:*** This element describes programs to promote alternatives to driving alone. This includes such things as carpools, vanpools, transit, bicycles, and park-and-ride lots. These programs will improve air quality in the county and help us reach the goals of the Air Quality Management Plan.
- ***Capital Improvement Program:*** The CMP contains information on the transportation improvements that can be expected to improve traffic conditions in the next seven years. The Capital Improvement Program has been developed to make the best use of the funds currently available.

CMP MONITORING AND IMPLEMENTING PROCESS

The VCTC has to make sure that all elements of the CMP are implemented. They also have to determine once every two years if the cities and the County are conforming to the CMP. This finding is very important because most of the action needed to make the CMP work, such as keeping traffic and transit service at acceptable levels and reviewing land use impacts, is being accomplished by local governments. SCAG also reviews the document to make sure it is consistent with regional transportation plans and programs.

~~To ensure the CMP is being implemented,~~ the ~~The~~ cities and the County ~~will~~ need to provide the Commission staff considerable information so ~~that the~~ VCTC can make a **finding that** ~~sure~~ the CMP is being implemented. This information is mostly in the form of technical data, as well as policy and planning summaries. At a minimum the data listed below will be needed:

Traffic Level of Service - Each city, the County, and Caltrans must provide peak hour traffic counts and level of service calculations on their designated streets and intersections.

This information is used to determine whether the local agencies are meeting the adopted level of service standard and to develop performance measures in Chapter 7.

Local Traffic Models - VCTC approval is required for any traffic models used by the cities and the County to evaluate impacts of proposed land use development on the transportation system. All of the existing local models have been found to be consistent with VCTC's model.

Land Use Database - VCTC is required to establish and use a uniform land use database for the development and monitoring of the CMP. All current and future land use projections must be included in the database. Any changes to the land use database must be submitted to VCTC.

Local Capital Improvement Program - The VCTC database must include locally adopted road, transit and other relevant capital improvement programs for the database period. As cities and the County update their local programs, these must be sent to VCTC.

Transit Service - The CMP contains current and future transit improvements. ~~Each year, public transit operators must provide their Short-Range Transit Plan (SRTP), or its equivalent, to VCTC.~~ This information is used in part to assess the transit performance measures in Chapter 7.

Transportation Demand Management - Each of the ten cities and the County have adopted TDM Facilities Ordinances. At a minimum, every two years they must certify that they are carrying out the provisions of that ordinance.

CMP ROLES AND RESPONSIBILITIES

Below is a summary of the responsibilities of the various entities involved in the implementation of the Congestion Management Program.

Ventura County Transportation Commission

- ***Preparation and Adoption of the Congestion Management Program.*** As the Congestion Management Agency, VCTC is responsible for preparing and biennially updating the Congestion Management Program for Ventura County. The CMP is to be prepared in consultation with several agencies, including: the standing VCTC committees, the Southern California Association of Governments, the Ventura County Air Pollution Control District, regional transportation providers, local governments and Caltrans.
- ***Developing Countywide traffic model and databases.*** VCTC is responsible for developing and maintaining a database and countywide transportation model for use in CMP analysis. This work has been completed in coordination with appropriate regional agencies, as well as with the cities and the County.
- ***Reviewing and approving local traffic models.*** VCTC is also responsible for reviewing local traffic models and determining if they are consistent with the countywide and regional models. VCTC works with SCAG to ensure regional coordination.
- ***Approving Deficiency Plans.*** Deficiency plans that are prepared by cities and the County are submitted to VCTC for review and approval. VCTC must hold a public hearing within 60 days. Following the hearing, the deficiency plan will be accepted or rejected in its entirety. If the plan is rejected, VCTC shall notify the city or County of the reasons for its rejection, to assist them in making revisions. Further details regarding the deficiency planning process are in *Chapter 4*.
- ***Monitoring CMP implementation.*** VCTC is also responsible for monitoring the implementation of the CMP. Every two years, after a public hearing, the VCTC is required to determine if the County and cities are conforming to the CMP.
- ***Determining CMP Conformance.*** If VCTC finds that a city or the County is not in

conformance with the CMP, it will notify the jurisdiction in writing of specific areas of nonconformance. If the city or County has not come into compliance within 90 days of receipt of written notice, VCTC is required to notify the State Controller to withhold from that jurisdiction local gas tax subventions available under Section 2105 of the Streets and Highway Code.

Cities and the County

- ***Local consultation.*** Local agencies provide input in the continuing development and review of the CMP. The cities and the County will participate on VCTC standing committees and special subcommittees as needed. VCTC staff will also meet with staff and other officials of individual agencies.
- ***Data collection.*** Local governments are required to collect traffic and land use data each year. Such information will be used to update model databases and monitoring of attainment of level of service standards. It is the intention of VCTC to fully utilize existing data collected by local agencies whenever possible.
- ***CMP implementation responsibilities.*** Each city, as well as the County is responsible for ensuring its jurisdiction meets designated level of service and performance standards, and adopts and implements a land use impact program and TDM Facilities Ordinance.
- ***Preparation of Deficiency Plans.*** When cities or the County have roadways on the CMP system that do not meet level of service standards, then a local deficiency plan is required to maintain compliance with the CMP. The County or city is responsible for preparing the deficiency plan and adopting it at a noticed public hearing.

The deficiency plan includes the following:

1. An analysis of the causes of the deficiency.
2. A list of improvements, and their cost, necessary to attain the level of service standard.
3. A list of improvements, programs, or actions, and their estimated costs, that measurably improve level of service on the CMP system and contribute to significant improvements in air quality.
4. An action plan consisting of either improvements identified in Item #2, or improvements, programs and actions identified in Item #3.

Ventura County Air Pollution Control District

- ***Air Quality Consultation.*** The Ventura County Air Pollution Control District participates in the continuing development and review of the CMP to make sure that the

CMP is developed in accordance with the county's air quality goals. The CMP provides an opportunity to integrate Transportation Control Measures identified in the Air Quality Management Plan with the demand management strategies required by the CMP.

~~*Participation in Deficiency Plan process.* The APCD is responsible for establishing and periodically revising a list of approved improvements, programs, and actions that will improve the level of service on the CMP system and contribute to significant improvements in air quality. This list is used by local agencies in identifying system improvements in their deficiency plans.~~

Ventura Council of Governments (VCOG)

- *Socio-Economic Data.* VCOG is responsible for adopting a countywide forecast of population, housing and employment. County Planning personnel serve as staff to VCOG for this effort and work very closely with VCTC staff to ensure consistency with local planning activities and VCTC traffic modeling parameters. This process also ensures consistency between SCAG, VCTC and the local agencies. **Organizational changes are currently under consideration for VCOG, however as of yet there has been no change in VCOG's role relative to the CMP.**

Southern California Association of Governments (SCAG)

- *Regional coordination.* As the Regional Transportation Planning Agency for Southern California, SCAG is consulted during CMP development regarding regional issues. Specifically, SCAG is consulted to ensure the CMP is consistent with the Regional Transportation Plan and SCAG's regional planning process.

- *Regional consistency finding.* SCAG is responsible for reviewing the CMP to evaluate consistency between the CMP and the current Regional Transportation Plan. SCAG is also responsible for evaluating the consistency and compatibility of Ventura County's CMP with other County CMPs in the region. If the CMP is found consistent with the Regional Transportation Plan, projects in the CMP capital improvement program are eligible to be programmed in the Regional Transportation Improvement Program (RTIP).

Caltrans

- *State transportation system coordination.* Caltrans participates as a member of the standing technical committees in the continuing development of the CMP. Since Caltrans is the owner and operator of the State Highway System, Caltrans is an important partner in identifying appropriate transportation solutions on the highway system.

- *Data Collection.* Caltrans provides traffic counts and other information on the State Highway System to VCTC so that it can adequately monitor levels of service and the impacts of congestion on the State Highway system.

- *Participation in Deficiency Plan Process.* As the owner and operator of the State Highway System, Caltrans plays an important role in the preparation of deficiency plans for locations on state highways that are not maintaining the adopted level of service standard. Caltrans will assist local agencies in identifying and analyzing potential improvements proposed for deficient state highway segments.

THE CMP AND EXISTING PROGRAMS

One of the main purposes of the CMP is to tie planning to the funding of transportation projects.

To do this effectively the CMP has to draw from, and sometimes influence, the adopted plans and programs of other agencies. Below is a summary of the planning and funding programs that are statutorily affected by the CMP.

Planning Efforts

- *Regional Transportation Plan* - This is a state required, twenty year transportation plan. In the SCAG region, the RTP includes Los Angeles, Orange, Riverside, San Bernardino, Imperial and Ventura Counties. The RTP contains all **major road and transit improvements, as well as** the measures included in our air quality plan to discourage driving alone and/or reduce the exhaust from the tail pipes of our buses and cars.

Our Congestion Management Program has to help implement the RTP. Our CMP also has important information that is used by SCAG to update the RTP. When our CMP is found to be consistent with the plan, SCAG will incorporate it into the action element of the RTP.

- *Regional Transportation Improvement Program (RTIP)* - The RTIP is the document which is used to program specific dollar amounts on transportation projects in each county. Before a state highway project can be built or transit project funded, it has to be included in the RTIP. The total cost of all of our projects cannot be more than our county share of expected Local, State and Federal dollars. Any project included in the RTIP must be part of the CMP's Capital Improvement Program.
- *Air Quality Management Plan (AQMP)* - The Ventura County Air Pollution Control District (APCD) has to prepare a plan to reduce smog and make the County meet both California and Federal clean air standards. Most of the transportation related goals in the air quality plan will be achieved by the projects and programs contained in our CMP. If a city or the County cannot meet the CMP, they will have to prepare a "deficiency plan" to correct the unacceptable conditions. All the projects and programs in the deficiency plan must be specifically approved by the APCD.
- *Short-Range Transit Plans* - ~~The public transit routing, frequency and coordination measures included in the CMP should be reflected in the short range transit plans (S RTP) developed annually by the transit operators in Ventura County.~~ The federal government

has eliminated the requirement for preparation of Short-Range Transit Plans. However, the public transit routing, frequency, and coordination measures included in the CMP should be reflected in any Short-Range Transit Plan prepared on a voluntary basis by a transit operator.

Funding Programs

- **Gas Tax** - Every two years the VCTC has to determine if the cities and the County are following the CMP. If a city or the County is not complying with the program, VCTC has to notify the State Controller to withhold the local area's share of the recently passed gas tax increase. Countywide, this currently totals over \$7 million per year.
- **Intercity and Commuter Rail Bonds** - Ventura County has received most of its \$31 million for intercity and commuter rail capital improvements from State bond funds approved by the voters when they passed Proposition 116 in 1990. With one exception, ~~(track and signal improvements from Moorpark to Goleta have been held up pending resolution of design issues with Southern Pacific are the new Camarillo Rail Station platform is under design and will soon be under construction be constructed as soon as track modifications have been completed by Union Pacific)~~ projects using these funds have already been completed.
- **State Transportation Improvement Program (STIP)** - With the passage of Senate Bill 45 in 1997, nine state funding programs are now consolidated into two programs: the Regional Improvement Program (75% of available funds) and the Interregional Improvement Program (25% of available funds). ~~Among the funding programs eliminated through SB 45 are the Transportation System Management (TSM), Transit Capital Improvement (TCI), Flexible Congestion Relief (FCR), and State & Local Partnership Programs. With the exception of the TCI Program, all of these programs were initiated under the 1990 Transportation Blueprint (Proposition 111) and were scheduled to sunset in the year 2000.~~ SB 45 also impacted Intercity Rail projects, which ~~will~~ are now be funded through the Interregional Improvement Program. More details on the ~~new~~ STIP framework are presented in Chapter 4.

FEDERAL CONGESTION MANAGEMENT REQUIREMENTS

With the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, all urban areas in the nation are required to have a Congestion Management System (CMS) in place. The federal CMS requirements are similar to California's CMP requirements; in fact, the CMS was largely modeled after the CMP. Both programs are structured around the identification and monitoring of a system, the establishment of performance standards, and the identification and correction of congestion problems.

For these reasons, the VCTC has supported using the existing CMP process to meet the new federal CMS requirements. This connection has been strengthened by the latest changes to State CMP law, the most significant of which was the requirement for a performance measures element

rather than simply transit standards. Furthermore, the Federal Highway Administration has also indicated its acceptance of the CMP as the basis for meeting CMS requirements. This update of the CMP is intended to serve that purpose and address a significant portion of the CMS requirements as they relate to Ventura County. ~~VCTC staff is currently working with SCAG and the other four Congestion Management Agencies in the region to further refine and improve the CMP/CMS planning and monitoring process. The outcome of this effort will be incorporated into the next CMP update.~~

VENTURA COUNTY INTELLIGENT TRANSPORTATION SYSTEMS STUDY

Given our expected continued growth in Ventura County, VCTC has been exploring many possible avenues for congestion management. In recognition of the potential for technology applications to help manage and relieve congestion, VCTC, in September, 2001, adopted its report entitled, *“Using Technology to Help Move People and Products – A Strategy for Ventura County.”* This report sets out a plan for applying Intelligent Transportation Systems (ITS) strategies, including ITS elements of future freeway construction projects, coordination of use of fiber optic conduits, expanding the use of the Smart Card to Metrolink, and improved coordination of Paratransit service. Because this report makes recommendations that will help address congestion in Ventura County, it has been incorporated by reference into the Ventura County CMP as a separate document.

CHAPTER 2

CMP POLICIES AND OBJECTIVES

The overall goal of the program, to manage congestion, may appear on the surface to be clear and focused. However, the CMP by definition brings together a complex set of strategies to battle congestion. The complexity of the CMP is increased even further by our responsibility to improve Ventura County's air quality and maintain its economic vitality.

To help provide a "framework" for the many different parts of the CMP, the following policy statements underline VCTC's approach to preparing and implementing the Congestion Management Program

CMP POLICY STATEMENTS

- A. The performance of the overall regional transportation system should be enhanced.
- B. Transportation planning and analysis should be consistent throughout the county.
- C. The coordination of land use and transportation planning should be considered in every stage of local planning from development review to general plans.
- D. The project-specific impacts of new development on the regional transportation system should be identified as early as possible and mitigated, at a minimum, consistent with the CMP.
- E. Local land use authority shall remain with the cities and the County within their respective jurisdictions.
- F. The California Department of Transportation (Caltrans) should assist local governments in managing congestion on the State Highway system.
- G. Appropriate transportation facilities and services should be available to serve all land uses.
- H. The CMP should further the transportation-related goals of the Ventura County Air Quality Management Plan.
- I. The costs of mitigating deficiencies on the regional transportation system should be apportioned equitably (on a case-by-case basis) among all agencies who contribute to the impacts.

- J. To the extent feasible, existing deficiencies, and future impacts attributed to population growth independent of development, should be identified and taken into consideration when apportioning traffic mitigation costs.
- K. Ventura County residents should have access to all modes of travel.
- L. The cities, County, transit operators, Caltrans, VCTC and the public should cooperatively accomplish the CMP.
- M. The CMP should further the economic development goals of the County and its ten cities.
- N. As appropriate, freight activity and the movement of goods should be considered in developing transportation programs and projects.
- O. To simplify Ventura County's transportation programs and avoid costly and inefficient duplication, the CMP is intended to meet federal Congestion Management System (CMS) requirements.
- P. The Congestion Management Program should be used to inform the public of the need for transportation improvements in Ventura County.

CMP OBJECTIVES

With the above policy statements serving as a guide, a series of objectives were developed for the program. These objectives represent an attempt to translate the broad policy statements into more specific and often measurable program "targets." In this manner, they serve as a bridge between the policy statements listed above and the specific standards, performance measures and other requirements described in later chapters of the CMP. These objectives are not the standards upon which local agency conformance will be measured.

The objectives are presented below and organized into the following congestion management ~~strategy~~ **strategic** areas: land use, streets & roads, transit, transportation demand management and goods movement. It is important to emphasize that these are intended to be the overall objectives of the CMP itself, and not necessarily the objectives of each individual city, the County, or VCTC.

Land Use Impacts

- 1. Maintenance of a land use and traffic database, with information available to all public and private agencies involved in transportation planning in Ventura County.
- 2. Improvement of jurisdictional coordination to ensure consistent consideration, analysis and mitigation of the impacts of local development on the regional transportation system.

3. Support and encouragement of a pattern of development that reduces and/or shortens vehicle trips.
4. Identification of the potential impacts of new development on the transportation system as soon as possible in the development review process.
5. Encouragement of land use policies that promote transit, bicycle travel, ridesharing and walking.
6. Inclusion of those agencies/departments responsible for transit, bicycle and pedestrian planning and services in the review cycle for new developments and specific plans.
7. Support the cooperative development and execution of reciprocal traffic agreements between local jurisdictions within the county.

Streets and Roads

8. Minimize traffic congestion in Ventura County.
9. Maximize the use of the existing roadway network through demand-management strategies.
10. Coordination of the planning and programming of road improvements among neighboring jurisdictions.
11. Maintenance, and periodic updating, of a countywide transportation model capable of projecting future traffic volumes, and their origin, on the CMP road network.
12. Continued Collection and use of traffic data and level of service analyses sufficient to evaluate the current operation of the CMP road network.
13. Support of system-management approaches to improving the operation of the CMP road network.
14. Work with Caltrans to identify their specific roles and responsibilities in the CMP process, especially with respect to the preparation and implementation of deficiency plans involving the state highway system.

Transit Services

15. Encouragement of public transit services which meet local and inter-city mobility needs.
16. Provision, where feasible, of appropriate peak hour transit service along major commute corridors and to areas of high employment.

POLICIES AND OBJECTIVES

17. Support of making public transit services as convenient and easy to use as possible.
18. Furtherance of the benefits of increased transit use by support of the change to clean fuel bus fleets, and support facilities, as part of regular vehicle replacement programs.
19. Improvement in the ability of passengers to transfer from one transit service to another.
20. Preservation of potential and future transportation corridors to the maximum extent feasible.

Transportation Demand Management

21. Continued local agency implementation of the TDM Facilities Ordinance.
22. Encourage the provision of facilities for carpooling, vanpooling, bicycling and walking.
23. Construction of additional and, where appropriate, upgrade of existing, bikeways and pedestrian facilities that serve commute corridors, and employment and transportation centers.
24. Implementation of the reasonably available transportation control measures in Ventura County's Air Quality Management Plan, including the APCD's adopted Rule 210.
25. Support of programs and facilities that increase opportunities for telecommuting, such as satellite and neighborhood work centers.
26. **Establishing and maintaining a mechanism for providing on-going funding to support the maintenance of Class I bicycle paths.**
27. **Provision, where feasible, of appropriate Intelligent Transportation System (ITS) elements (e.g. conduits, pull boxes and fiber cable) in the design of all future highway construction projects.**

Goods Movement

28. Support of the smooth flow of goods needed to sustain and enhance local economic activity.
29. Support transportation improvement projects which improve access to the Port of Hueneme and other large freight activity centers, and encourage the Port and other beneficiaries to financially participate in such projects where appropriate.
30. Encouragement, where appropriate, of the movement of goods by rail.

CHAPTER 3

LAND USE IMPACTS AND THE CMP

One of the main goals of the CMP is to bring land use and transportation planning closer together.

To accomplish this, each CMP must include a land use impact program. The program must analyze what effect local land use decisions have on the adopted CMP system of highways and major streets, as described in *Chapter 4*, as well as the transit services described in *Chapter 5*.

It also needs to include an estimate of the cost to diminish any negative results. While all of our cities and the County have this type of program, the CMP is the first attempt to develop and implement a countywide program.

Although the main focus of most local land use impact programs is on roads, it is also important to evaluate land use impacts on our transit systems. Land use decisions can create the need for new or expanded bus service for commuters, children and/or seniors. Such demand could impact existing transit services and should be addressed appropriately.

To accomplish this goal of addressing the transportation impacts of land use decisions, and to meet the requirements of State law, the CMP includes both a countywide impact analysis program and guidelines for local land use impact programs.

Both the CMP land use impact program and the requirements for the local programs were developed around a framework of the existing policies and programs of the ten cities and the County. Ventura County has long been at the forefront of land use impact and growth management programs. Within this county policies and programs to manage residential permits, preserve agricultural land, link infrastructure to growth, and measure traffic increases and assess impact fees are common. **Furthermore, with the November, 1998 approval of the Ventura County Open Space District Proposal and countywide Save our Agriculture and Open-Space Resources (SOAR) initiative, as well as adoption of SOAR ordinances in most of the cities, programs are now in place to further protect greenbelts and contain development within urban growth boundaries, by requiring a vote for rezoning or plan changes.** *Appendix II* provides a thorough discussion of the land use impact policies and programs currently in place within each jurisdiction in Ventura County.

CMP LAND USE IMPACT PROGRAM

Overview of the Program

The CMP land use impact program focuses on proposed new development and changes in existing land use, rather than existing land uses. The program looks at the specific consequences of large or "*significant*" projects as well as the overall or cumulative effect of all development. This approach is consistent with local programs and the *California Environmental Quality Act (CEQA)*.

The land use impact program identifies potential future congestion problems throughout Ventura County. This information is used by VCTC, the cities and the County to help determine appropriate regional and local highway project priorities. In addition, it provides information useful for identifying likely future demands on transit services and the potential usage of other "alternative" means of travel, such as walking, bicycles, carpools and vanpools.

Countywide Traffic Model

The CMP land use impact program is largely based on a countywide computer program, or traffic model, developed for VCTC. The model estimates the amount of traffic that can be expected from individual large projects and the total of all existing and proposed new development. In this way, the model helps us decide what improvements are necessary to prevent traffic congestion.

The traffic model was developed in cooperation with the cities, County, Ventura County Air Pollution Control District, SCAG and Caltrans to make sure that it is based on the most accurate land use and travel information available. This will make sure that our model is consistent with those being used by others at the local and regional level.

Efforts are currently underway to update the traffic model and develop a Year ~~2020~~ 2025 forecast year. This effort is being coordinated with the County's work to evaluate and update its traffic impact fee program. VCTC staff, in cooperation with County Planning staff, ~~has completed~~ is completing a Year ~~2020~~ 2025 land use and population forecast which has been adopted by the Ventura Council of Governments (VCOG). ~~With this portion of the work completed,~~ It is anticipated the Year ~~2020~~ 2025 traffic model could be available the spring of ~~1998~~ 2002.

Components of the CMP Land Use Impact Program

As mentioned above, the program focuses on the analysis of local land use proposals to determine their impact on the regional transportation system. This will be accomplished in the following manner:

Analysis of Cumulative Impacts

This element of the CMP program consists of a countywide analysis of traffic. As such, the cumulative, or total, impact of all existing and anticipated development in Ventura County is evaluated. This effort is conducted by VCTC, at a minimum, on a biennial basis as part of the CMP Update.

As mentioned above, the Year ~~2020~~ 2025 forecast/model is not yet complete so the cumulative analysis for this CMP Update is based on the Year ~~2000~~ 2020 traffic model.

Prior to conducting the analysis, VCTC staff worked with the County and cities to make sure the land use and roadway network assumptions were as accurate as possible. The land use assumptions were also reviewed to make certain they were consistent with the forecast recently adopted by VCOG. The roadway network assumptions, first developed in 1991 in association with the 10 cities and the County, were also reviewed and revised

to reflect the most recent development activity and construction schedules. Some of the most significant roadway improvements anticipated over the next five to seven years and included in this analysis include:

~~o Reconstruction of the Route 101/Rose Avenue interchange~~

- Widening of Route 101 between Vineyard Ave and Johnson Dr.
- Reconstruction of the Route 1/Pleasant Valley Rd/Rice Ave interchange.
- Construction of the Route 101/Route 34 (Lewis Rd) interchange.

~~o Reconstruction of the Route 101/Seaward Avenue interchange~~

- Widening of Lewis Road from Route 101 to the Cal State Channel Islands campus.
- Widening of Route 118 from Tapo Canyon Road to the Los Angeles County Line.
- Widening of Route 23 from Route 101 to Route 118.
- Reconstruction of the Route 101/Rice Avenue interchange.
- Rice Avenue Extension from Hueneme Road to Pleasant Valley/Route 1
- Oxnard Boulevard Interchange

The above list, it is important to note, does not include all those improvements needed over the next five to seven years. It includes only those projects with a funding commitment from either VCTC or local agencies. There are a number of other needed yet unfunded improvements which are included in the recommended improvements list in *Chapter 4*.

In general, the traffic model forecast indicates no substantial worsening of traffic congestion over the next several years. There is, however, a moderate increase in traffic volumes countywide that contributes toward increased congestion at several locations. Some of the more congested locations projected by the model or identified by recent traffic counts are:

- Highway 23 between Moorpark and Thousand Oaks
- Highway 33/Highway 150 between Ventura and Ojai
- Highway 101 from the L.A. County line through Ventura
- Highway 118

As described later in *Chapter 4*, all of these locations are currently congested and operating at

level of service (LOS) "D" or "E", the minimum acceptable level in the CMP. Clearly, improvements at these locations are needed today and, to an even greater degree, in the future.

The analysis also shows, not surprisingly, that the highway network will continue to carry a substantial amount of the traffic in Ventura County. The Highway 101 corridor, in particular, will continue to serve as the primary east-west link in the county. One impact of this is that the Route 101 intercity (VISTA) bus service initiated in 1994 to meet current demand will see an expanding market over the next five years.

Analysis of Project-Level Impacts

This element of the CMP program consists of a review of all large, significant individual projects which might, on their own, impact the CMP transportation system. Proposed developments which meet the following criteria shall be evaluated by VCTC as part of this program:

- The proposed land use is not included in the land use database provided to VCTC by the local agency and the project will generate 200 or more peak hour trips in either peak hour;
- The proposed land use is included in the land use data base, but because of an increase in project size or density will generate 100 or more peak hour trips than previously anticipated.

The analysis of these projects by VCTC will focus on the volume and distribution of traffic generated by the proposed project. The results of this review will be in the form of traffic projections and other traffic and transit system data related to the adopted CMP networks. The VCTC will not comment on the worthiness of the proposed project nor will it recommend specific mitigation measures.

If requested, the VCTC review could be complete within one week of receiving the project description from the lead agency.

The findings from the project-level analysis will be forwarded to the lead agency staff for their information as they consider the traffic and air quality impacts associated with the development.

If the VCTC is provided the project information early enough in the process, the information could be used in defining the work scope for a traffic study.

This element of the program has two goals: 1) providing assistance to local staff as they review development proposals; and 2) early identification of potential future problems in meeting CMP standards (If it so desired, a local jurisdiction could use this information to begin early preparation of a deficiency plan).

Both the cumulative and project level impact reviews done by VCTC will also generate valuable information which VCTC and the local jurisdictions can use to better coordinate transportation and land use planning. In addition, the travel data and land use information, when used in tandem with the APCD's *"Guidelines for the Preparation of Air Quality Impact Analyses,"* will greatly assist in the determination of cumulative and project level air quality impacts.

Data Requirements for the CMP Land Use Impact Program

The success of the CMP land use impact program is directly related to the land use and transportation data in the VCTC countywide traffic model. This is because the land use impact analysis is based on the traffic projections generated by the model. Therefore, it is essential that the land use and transportation data which support the model be as accurate and up-to-date as possible.

The cities and the County are the primary sources of the data which support this program each local jurisdiction must work with VCTC staff to update the CMP forecast year model database. The basic forecast year data requirements are as follows:

- **Land Use Projection** - A description of land uses by type, density (i.e. square footage, acreage or number of dwelling units), and location (i.e. traffic analysis zone or, in some cases, census tract).
- **Network Improvements** - Identification of all anticipated (i.e. reasonably certain) capacity-enhancing road network improvements. Each improvement must, at a minimum, be described by the name of the roadway, the project limits, and the type of project (i.e. widening, turn lanes, extension, etc.)

Typically, the biennial preparation of the traffic model database will consist of a simple updating of the previous year's projection. Unless a significant amount of unanticipated development activity has taken place during the previous two years, the typical annual update should not represent a difficult or time-consuming task and may be accomplished by the submittal of a brief letter/summary to VCTC outlining updated information.

However, approximately every five years, it is necessary to establish a new CMP forecast year. For the ~~1997~~ 2002 CMP Update, for example, the traffic model forecast year has been revised to the year ~~2020~~ 2025. As a result, the updating of the land use and transportation databases represented a more substantial task. It required a significant amount of interaction and cooperation between city, County, Air District and VCTC staff persons.

LOCAL LAND USE IMPACT PROGRAMS

In addition to the countywide land use impact program, all of the cities and the County must adopt and operate their own land use impact programs. Right now, all of the cities and the County have procedures to evaluate the traffic caused by proposed new development. However, many cities do not have specifically adopted programs, but instead rely on the State's *California Environmental Quality Act (CEQA) Guidelines*.

To meet the requirements of the CMP, each city and the County must adopt a program and/or procedures. The local programs must be coordinated and compatible with the CMP. They must

also include a plan for estimating the cost of reducing traffic congestion.

Local Traffic Models

As with the CMP land use impact program, local programs are often based largely on traffic models. To make sure local traffic models are consistent with the countywide model, VCTC, as the Congestion Management Agency, must review and approve all models used by the cities or the County. This will help improve local traffic studies, especially those between neighboring communities.

Local Land Use Impact Program Requirements

State law (California Government Code Section 65089.3 (a)(3)) identifies specific items ~~that which the~~ VCTC must use to determine a local jurisdiction's conformance with the CMP. One of these items is the *"adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts."*

All local jurisdictions have already adopted and implemented such a program. This has been accomplished by a separate resolution, or as part of adopted environmental guidelines, or as part of a traffic mitigation fee ordinance. Any of these methods is acceptable.

The determination by the VCTC as to the adequacy of a local land use program will be based upon the following criteria:

1. *Has the program been formally adopted by the local jurisdiction (i.e. City Council, Board of Supervisors, Planning Commission)?*
2. *Is the threshold at which the traffic impact assessment is required at least as strict as that in the CMP land use impact program?*
3. *Does the program set out procedures for analyzing the impacts of proposed land uses upon, at a minimum, that portion of the CMP network within the project's traffic impact area?*
4. *If the analysis is based upon use of a local traffic model, is that model consistent with the countywide traffic model?*
5. *Does it include or require an estimate of the costs of providing the improvements needed to maintain, at a minimum, the CMP level of service standard on the CMP network?*

In addition to the formal criteria listed above, it is strongly recommended that the local programs include a procedure or mechanism for monitoring compliance with CMP standards. This could be accomplished within each local jurisdiction's mitigation monitoring program.

Impact Mitigation Costs

Both the CMP and local land use impact programs must include an estimate (and/or guidelines for making an estimate) of the costs associated with mitigating identified impacts.

Because local programs are often directed towards project-by-project review, it is important that a general procedure for cost estimating be identified. This will ensure relative consistency among the various local programs as well as between the CMP and the local programs. Some procedural guidelines are summarized on the following page.

1. **Roadway System Improvements** - Estimates should include construction, installation, right-of-way, engineering and design costs. If the project is on the State Highway system, the cost estimates should be reviewed by Caltrans staff.
2. **Transit Improvements** - Cost estimates should include any capital equipment or facilities as well as annual operating costs. These estimates should be based on information provided by the affected transit operator.
3. **Transportation Demand Management** - Estimates should be based upon "industry standards" and should include start-up costs as well as annual operating costs. It is recommended that these costs be developed in cooperation with the Ventura County Air Pollution Control District and ~~Commuter Transportation Services~~ **Southern California Rideshare**. The APCD's "Guidelines for the Preparation of Air Quality Impact Analyses" provides information in this area.

The above guidelines provide a framework for each entity to use as it estimates transportation improvement costs. The reasonableness of any given individual cost estimate or methodology will be evaluated on a program-by-program basis.

VMT REDUCTION PROGRAM

The impacts of land use decisions on the movement of people and goods is also discussed in the Ventura Council of Governments (VCOG) *Vehicle Miles Traveled Reduction Final Report*, adopted in July, 1995. The primary purpose of the VMT Reduction Program is to familiarize decision-makers with the concept and identify for them a framework of principles and specific strategies for realizing VMT reduction. As was illustrated in the figure on page 1-1 of this report, daily VMT has grown at a rate far greater than our population and employment, and roughly eight times faster than our transportation system. Continuation of these trends points to widespread traffic congestion and increasing air quality problems.

The VMT Reduction Program attempts to lay the groundwork for changing these trends. The report includes a number of planning principles intended to create the framework for change. Many of these principles were developed based on the policies and objectives in *Chapter 2* of the CMP. These, as well as other relevant principles, are summarized below:

- *More compact urban forms would be achieved by minimizing step-out development.*

- *The conversion of agriculture/open space lands to urban land uses should be minimized.*
- *A reduction in air emissions (e.g., CO, Nox, ROG) should be achieved.*
- *Traffic congestion should be reduced on transportation corridors and surface streets.*
- *The levels of service (LOS) should be imposed on county transportation corridors and at key interchanges and intersections.*
- *Compact urban forms should be emphasized thus promoting a greater sense of community.*
- *Compact urban forms should be encouraged that feature pedestrian-friendly, human scale urban development patterns.*
- *Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations.*
- *As many activities as possible should be located within easy walking distance of transit stops.*

A number of studies and recent development experience have demonstrated that adherence to these principles, including the concept of mixed-use developments, does reduce VMT. As such, they also minimize traffic congestion and lead to a more balanced transportation network. So while many of these principles address local land use to a greater degree than the CMP policies and objectives, the result they are intended to achieve is nonetheless consistent with the goal of congestion management.

CHAPTER 4

STREETS AND HIGHWAYS

Probably, when most residents of Ventura County think of traveling, they think of driving in their car. The convenience of traveling by car has created a real problem on our roads. Keeping up with needed road improvements is not easy. One of the basic objectives of the CMP is to control traffic congestion and make sure that the countywide street and highway system is adequate.

This chapter briefly describes the designated CMP road network, adopted plans for improvement, and funds available for maintenance and expansion. It also contains the CMP Level of Service standards and the improvements needed to keep our roads operating without traffic jams. Finally, this chapter provides guidelines for monitoring level of service and preparing "*deficiency plans*."

DESCRIPTION OF CMP ROAD NETWORK

The adopted CMP road network consists of all of the State Highways in Ventura County as well as the major streets, within and between each of the communities. For CMP purposes, major streets are generally those roads that carry a lot of traffic and serve a large amount of travel between communities. *Appendix III* provides a complete, formal definition of major street, or "*principal arterial*".

The CMP road network is shown on *Figure 4-1*; each of the roads and its limits are also listed in *Figure 4-2*. The current condition, planned improvements and other detailed information for each road is included in *Appendix III*.

~~Over the past year, a proposal to locate a California State University at the previous Camarillo State Hospital site has been moving forward. In response to the possibility of this facility being placed at this location, the VCTC has set aside \$4 million in anticipated federal funds to improve Lewis Road and improve access to the university. At this time, as shown in Figure 4-1, Lewis Road, from Pleasant Valley Road south to Hueneme Road, is not included in the CMP network. If the State University does locate at the previous hospital site, and the roadway improvements are constructed, Lewis Road will become a substantially more important roadway in the county and it is anticipated it would be added to the CMP road network as part of the Year 2000 update of the CMP.~~

In the fall of 1999, the new California State University, Channel Islands (CSUCI) formally opened at the previous Camarillo State Hospital site. In anticipation of CSUCI being placed at this location, the VCTC set aside \$24 million in state and federal transportation funding to widen Lewis Road and improve access to the university. In addition, VCTC has funded the \$34 million reconstruction of the Lewis Road interchange on Route 101 to significantly

improve access from Route 101. With opening and anticipated growth of the university and the construction of these improvements, Lewis Road has become a substantially more important roadway and a key element of Ventura County's Streets & Roads System. For this reason, Lewis Road has been formally added to the CMP Road Network as part of this 2001 CMP update.

The Roadway Network and Freight Movement

The CMP roadway network carries much more than the automobiles driven by Ventura County residents, business travelers and tourists. Our roads also carry a bulk of the goods and freight to our businesses, stores and homes. Needless to say, this function alone is essential to our quality of life. The CMP recognizes this and includes a number of goals and policies aimed at improving the goods movement environment. Later in this chapter the general roadway level of service is discussed in detail. This level of service is important not only for the average motorist but also for freight carriers.

Ventura County has within it a particularly important activity center for freight activity: the Port of Hueneme. The port has seen a large increase in activity over the past several years and has made significant improvements to its facilities and expanded its capacity to meet its growing needs. **A recently completed study by VCTC found that port tonnage increased from just over 100,000 metric tons in 1970 to almost 900,000 in 1999.** Increasing its port facilities, however, is only half the story. The port cannot continue to expand at this rate without significant roadway (often referred to as "landside") improvements.

A port access study completed in 1987 identified two primary access routes for the port: Rice Avenue/Hueneme Road and Victoria Avenue. VCTC and the local jurisdictions have been working ever since to improve these corridors. The County of Ventura widened the Victoria Avenue bridge over the Santa Clara River to eliminate a major bottleneck on that route. ~~And currently, The City of Ventura has designed and will soon be constructed improvements to the Victoria Avenue interchange with Route 101. These improvements will be funded in part with Surface Transportation Funds granted by VCTC.~~ And VCTC has programmed Flexible Congestion Relief funds to reconstruct the Route 1/Rice Avenue/ Pleasant Valley Road interchange which ~~will be~~ **is being** constructed in conjunction with the Rice Avenue extension to Hueneme Road (a Federal Demonstration Project). Finally, the City of Oxnard is currently designing the reconstruction of the Rice Avenue/Route 101 interchange, which will complete the link from the Port to Route 101, the major thoroughfare connecting Ventura County to adjoining counties and markets. These are all significant improvements to our roadway system that will improve mobility and reduce congestion for our residents and our freight carriers.

While the above discussion illustrates the importance and impact the roadway system can have on goods movement, it is also important to note the impact of goods movement by truck on our roads. Large trucks are the equivalent of 5 passenger cars in traffic, and these trucks also cause far more damage to roadway surfaces than the average automobile. The establishment of truck routes is one method of addressing this problem. Despite these and other efforts, however, trucks often don't travel on the roads we want them to. For example, a significant number of trucks

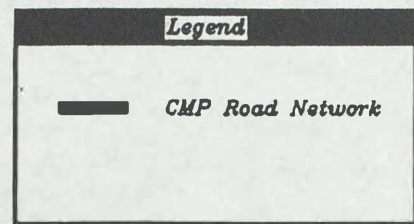
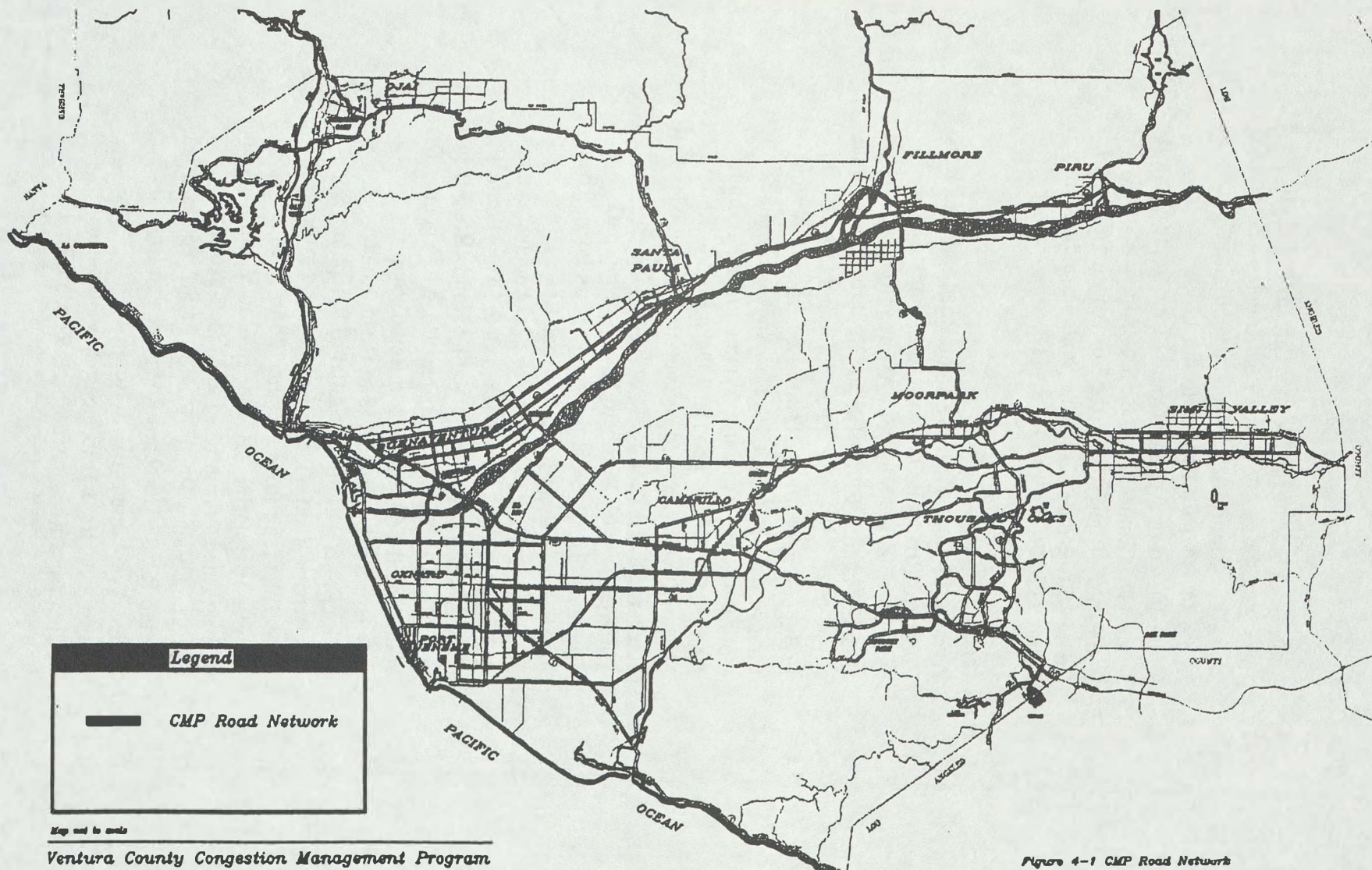
travel Route 118 through Moorpark each day to avoid the truck scales on Route 101. The City of Moorpark and other agencies are interested in operating a truck scale on Route 118 as a way of keeping the trucks on the freeway system. In order to keep our goods moving, it is important that we continue to work to keep trucks on those roadways built to handle them.

SUMMARY OF AVAILABLE FUNDING

It takes a lot of time and money to build new roads and improve the ones we have. A combination of Federal, State and Local funding is used to maintain and construct streets and highways in Ventura County. Some of this money is dedicated to roads while others are available for many transportation purposes, including roads.

Under current law, at least 90% of the Federal fuel tax that Californians pay when they buy gas is returned to the State. These funds are combined with a little more than one-half of the State gas tax, truck weight fees and other funds to form the State Highway Account. Most of the funds

Figure 4-1 TO BE UPDATED



Map not to scale

Figure 4-2

SUMMARY OF CMP ROAD NETWORK**State Highways:**

Route 1 - Los Angeles County Line to Route 101
 Route 23 - Route 126 to the Los Angeles County Line
 Route 33 - Route 101 to the Santa Barbara County Line
 Route 34 - Oxnard Blvd to Route 118
 Route 101 - Los Angeles County Line to the Santa Barbara County Line
 Route 118 - Route 126 to the Los Angeles County Line
 Route 126 - Route 101 to the Los Angeles County Line
 Route 150 - Route 126 to the Santa Barbara County Line
 Route 232 - Route 1 to Route 118

Local Streets:

Avenida De Los Arboles - Lynn Road to Erbes Road
 Borchard Road - Reino Road to Hillcrest Drive
 Central Avenue - Vineyard Avenue (Rte 232) to Route 101
 Channel Islands Blvd - Harbor Blvd to Rice Avenue
 Erbes Road - Olsen Road to Thousand Oaks Blvd
 Erringer Road - Route 118 to Los Angeles Avenue
 First Street - Route 118 to Los Angeles Avenue
 Gonzales Road - Victoria Avenue to Rice Avenue
 Hampshire Road - Thousand Oaks Blvd to Route 23 (Westlake Blvd)
 Harbor Blvd - Seaward Avenue to Channel Islands Blvd
 Harvard Blvd - Peck Road to Route 150
 Hillcrest Drive - Borchard Road to Moorpark Road
 Hueneme Road - Ventura Road to Las Posas Road
 Janss Road - Lynn Road to Erbes Road
 Kuehner Drive - Route 118 to Los Angeles Avenue
 Las Posas Road - Lewis Road (Rte 34) to Route 1
Lewis Road - Pleasant Valley Road (Rte 34) to Hueneme Road
 Los Angeles Avenue - Madera Road to Kuehner Drive
 Lynn Road - Olsen Road to Reino Road
 Madera Road - Route 118 to Olsen Road
 Main Street - Thompson Blvd to Telephone Road
 Moorpark Road - Tierra Rejada Road to Route 101
 Old Telegraph Road - Route 126 to A Street
 Olivas Park Drive - Harbor Blvd to Victoria Avenue
 Olsen Road - Lynn Road to Madera Road
 Pleasant Valley Road - Route 101 to Ventura Road
 Reino Road - Borchard Road to Lynn Road
 Rice Ave - Route 101 to Route 1
 Rose Ave - Rt. 101 to Pleasant Valley Road
 Santa Rosa Road - Moorpark Road to Route 101

Figure 4-2
SUMMARY OF CMP ROAD NETWORK
(Continued)

Local Streets:

Santa Clara Avenue - Route 118 to Route 101
Saviers Road - Route 1 to Hueneme Road
Seaward Avenue - Thompson Blvd. to Harbor Blvd.
Stearns Street - Route 118 to Los Angeles Avenue
Sunset Hills Blvd - Olsen Road to Erbes Road
Sycamore Drive - Route 118 to Los Angeles Avenue
Tapo Canyon Road - Route 118 to Los Angeles Avenue
Telegraph Road - Main Street (Ventura) to Peck Road (Santa Paula)
Telephone Road - Wells Road (Rte 118) to Olivas Park Drive
Thousand Oaks Blvd - Moorpark Road to Westlake Blvd.
Tierra Rejada Road - Route 118 to Madera Road
Thompson Blvd. - Seaward Avenue to Main Street
Ventura Road - Route 101 to Hueneme Road
Victoria Avenue - Telegraph Road to Channel Islands Blvd.
Wells Road - Telegraph Road to Route 126
Westlake Blvd - From Thousand Oaks Blvd to Route 101
Wooley Road - Victoria Avenue to Rose Avenue
Yosemite Avenue - Route 118 to Los Angeles Avenue

in this account are used to maintain and build the State's transportation system. Some of these funds are returned to local governments for use on approved major roads or for programs like carpooling.

Cities and the County also have a variety of dedicated funds to use on local streets. Most of these funds come from the remaining portion of State gas tax and 1/4 cent of the State sales tax, each of which is distributed to cities and the County based on factors such as registered vehicles and population. Cities and the County sometimes also have traffic mitigation fees and general funds available to use on their street system.

Over the next year, additional state funds are expected to come from Governor Gray Davis' Transportation Congestion Relief Program (TCRP). These funds come from the state's fiscal year 2000/2001 general fund surplus, and, subject to annual approval in the state budget, from five years' worth of state sales tax funds generated by gasoline sales. Proposition 42, on the March 2002 state ballot, would add a provision to the Constitution making permanent the earmarking of sales tax on gasoline for transportation.

Below, under the broad categories of "*State*" and "*Local*", are general descriptions of the various funding programs in use in Ventura County. Also included, where appropriate, are estimates of the money available each year for those programs.

State - Ventura County is entitled to a "*fair share*" of State Highway Account funds through the State Transportation Improvement Program (STIP). These funds are generated primarily through state and federal gas/diesel taxes. The fair share is called a "county share" and is apportioned through the STIP's Regional Improvement Program. Funds available through this program equal about \$1720 million per year. The amount varies depending on the amount of state and federal funds funding projected to be made available during the given STIP period. **The TCRP provides a one-time addition of about \$10 million to Ventura County's STIP share. Proposition 42, if approved, would increase our STIP funding by about \$2 million per year.**

Some STIP funds are taken "off-the-top" for use by Caltrans to operate, maintain and rehabilitate the state highways in our county. These funds, which have historically totaled about \$4 million annually, have been utilized for these purposes through the State Highway Operation and Protection Program (SHOPP).

The majority of STIP Regional Improvement Program funds are used to design and construct badly needed new improvements to the state highway system. On the following page is a table (*Figure 4-3*) showing the Ventura County Transportation Commission's Adopted Priority List for new, currently unfunded and not yet under construction, projects. With the current level of funding available to Ventura County, it will take at least 40 years to build all of the projects on the list. The priority list does not contain all of the needed improvements in the county. Also, VCTC is planning to work with Caltrans and local agencies over the next six months to update this priority list. It is possible that new projects will be added to the list, or the order of the projects may change, based on current needs.

Finally, in addition to our county share if STIP funds, the State Highway Account returns about \$7 million of Federal "*Surface Transportation Program*" dollars each year for use on certain major city streets, rural roads and bridges, transit and other transportation improvements, and \$7 million per year in "*Congestion Management and Air Quality Improvement*" (CMAQ) Program funds for projects that reduce congestion and improve air quality. These funds are often considered "*local*" because VCTC identifies the projects to be funded and ~~they with the projects are~~ often undertaken by the cities and County.

Local - Today, the cities and County will receive a total of approximately \$22 million in State Gas Tax funds each year to maintain, repair, replace and build local streets. Currently, approximately \$7 million of this money is tied to the requirement that local governments comply with the adopted Congestion Management Program. Local agencies also receive about \$2 million per year in TCRP funds for local streets and roads, although this funding sunsets in 2006. Proposition 42 would make this funding permanent.

Also, each year local governments in the County receive about ~~\$17~~ 22 million in 1/4 cent sales tax dollars, or, *Transportation Development Act (TDA)* funds. While TDA funds are generally considered "transit funds," they may be used for street and road purposes if all reasonable unmet transit needs have been taken care of (i.e. There are no unmet transit needs that are reasonable to meet). In addition, the law requires that transit needs be met first, regardless of the extent or severity of street and road needs. In 1994 in Ventura County, almost \$5 million of our annual TDA monies were used for transit, with the rest used for local street purposes, specifically for road maintenance. (A more complete picture of transit funding in the County is contained in Chapter 5 of the CMP). Even with these TDA funds, road maintenance needs across the county are far greater than the amount of funds available to meet them.

And, finally, each year cities and the County have varying amounts of general funds, traffic mitigation fees, and assessment district financing that can be used on their roads. Traffic mitigation fees are an especially important source of local funding for transportation improvements in Ventura County. They are used to funding entirely or in part many of our "local" projects, such as the Route 101 interchanges at Carmen Drive and Rose Avenue. ~~the Route 126 interchange at Kimball Road.~~ In those communities where a reciprocal traffic agreement has been reached with the County, these fees can be used in unincorporated areas. The County currently has agreements with the cities of Camarillo, Oxnard and Agoura Hills.

The programs summarized above represent the currently available and relatively reliable funding sources for roadway projects in Ventura County. Although there is a significant amount of money for the cities and the County, it falls far short of meeting our needs. The shortfall in transportation funding in Ventura County is expected to be close to \$1 billion over the next twenty years.

This shortfall limits us to basic standards ~~which~~ that can reasonably be met and improvements which can be constructed with limited funding.

TRAFFIC LEVEL OF SERVICE

One of the most important elements of the CMP is to establish traffic *"Level of Service"* standards to decide how much traffic, during the rush hour, is acceptable on the roads. Level of service (LOS) is a way of measuring the amount of traffic congestion on the roads. There are six grades of LOS, just like in school - with "A" the best grade, or free-flowing traffic and "F" failing, or stop-and-go traffic.

As mentioned above, the traffic level of service standards and monitoring included in the CMP are directed toward the "typical" peak commute period (7-9 am and 4-7 pm). However, there are sometimes events (traffic accidents, mudslides, flooding, etc.) both during and outside the peak periods ~~which~~ that create congestion and significant traffic delays. These types of problems are not addressed through the LOS standards and monitoring, but rather through programs such as the roadside callboxes, tow patrols, and changeable message signs (CMS). A CMS project along Route 101 has been developed by Caltrans and is included in the capital improvement program in Chapter 8.

Adopted Level of Service Standard

Level of Service "E" has been chosen as the minimum system-wide LOS traffic standard in the Ventura County CMP. Those roads with worse traffic congestion when the first CMP was adopted in 1991, have been accepted at their existing traffic level, LOS "F". In this way cities and the County will not be penalized, by losing gas tax funds, for not meeting the CMP "E" standard at locations with a pre-existing problem. Those pre-existing LOS "F" locations are listed below and illustrated in *Figure 4-4*.

- ~~- State Route 101/Hampshire Rd (northbound)~~
- State Route 1/Wooley Rd/Saviers Rd

The LOS "F" designations listed above are temporary. As improvements are built, and congestion reduced, the designations will be upgraded to the system-wide standard of LOS "E". It is important to note that improvements are currently being planned which will raise the level of service at this location. ~~The City of Thousand Oaks is currently constructing improvements to the Hampshire Road interchange. The improvements, being paid for using primarily STP funds provided through VCTC, are scheduled to be complete before the start of 1998.~~

While there are no immediate plans to construct improvements or realign the Route 1/Wooley Rd/Saviers Rd intersection ("Five Points") in Oxnard, nearby planned improvements are expected to greatly reduce congestion at this location. Specifically, the reconstruction of the Route 1/Rice Avenue interchange will redirect through-traffic from Oxnard Blvd and Five Points to Rice Avenue. This project, which is currently programmed in the STIP, represents a key elements of the plan to designate Rice Avenue as Route 1.

It should be noted that a second pre-existing LOS "F" intersection, at State Route 101/Hampshire Road in Thousand Oaks, was recently improved as part of the Route 101 Hampshire Road interchange reconstruction, and is now operating at LOS "B."

Figure 4-3

VENTURA COUNTY TRANSPORTATION COMMISSION ADOPTED HIGHWAY PROJECT PRIORITY LIST

(Costs in Millions)

PRIORITY	DESCRIPTION	TOTAL COST	CONSTRUCTION YEAR	
			CURRENT FUNDS	NEW LOCAL FUNDS
1.	Route 101-Vineyard Ave to Johnson Dr.(Phase I)	\$68.0	1999/00	N/A
2.	Route 101/Seaward Ave	\$8.6	1998/99	N/A
23.	Route 1/Pleasant Valley Rd	\$43.0	1999/02	N/A
34.	Route 101/Route 34	\$34.5	1999/00	N/A
45.	Route 118- Tapo Cyn to LA County Line	\$40.3	2003	N/A 2000
56.	Route 23-Route 101 to Route 118	\$44.1	20043	N/A 2001
67.	Route 118-Santa Clara River to Moorpark	\$87.7	200810	20034
78.	Route 118-New LA Ave to Tapo Cyn	\$63.9	20134	20005
9.	Route 101/Carmen Dr	\$11.9	2015	1998
10.	Route 101/Borchard Rd (Phase II)	\$4.5	2015	1998
11.	Route 101/Victoria Ave (Phase II & III)	\$7.0	2016	1998
812.	Route 33 Casitas Bypass	\$44.6	202521	20035

Notes:

1) Projects #1 through #5 have been programmed in the STIP. Costs in ~~1997~~ 2000 Dollars.

2) ~~Projects #9 through #11 are being pursued by the local agencies using local funds. The construction years shown here are applicable only if STIP funds are relied upon to fund these projects.~~

In addition to the LOS standards in the CMP, all of the cities and the County have adopted policies to help them maintain their own LOS standards. In most cases, these local policies are aimed at maintaining LOS C. The CMP standards are not intended to replace local policies and allow greater congestion; they serve a very different purpose.

The locally-adopted LOS standards are tied to the city's and County's authority to approve or deny development, require mitigation measures, and construct roadway improvements. In other words, the LOS standard is a planning tool to be used in the development review process. Failure to meet the standard does not have direct negative financial impacts.

VCTC, on the other hand, has none of the development review and implementation responsibilities which the cities and County have. VCTC's authority is limited to establishing and monitoring a countywide LOS standard, and withholding state gas tax funds if the standard is not met. Because of these differences, the CMP standard is not viewed as being in conflict with locally-adopted LOS standards.

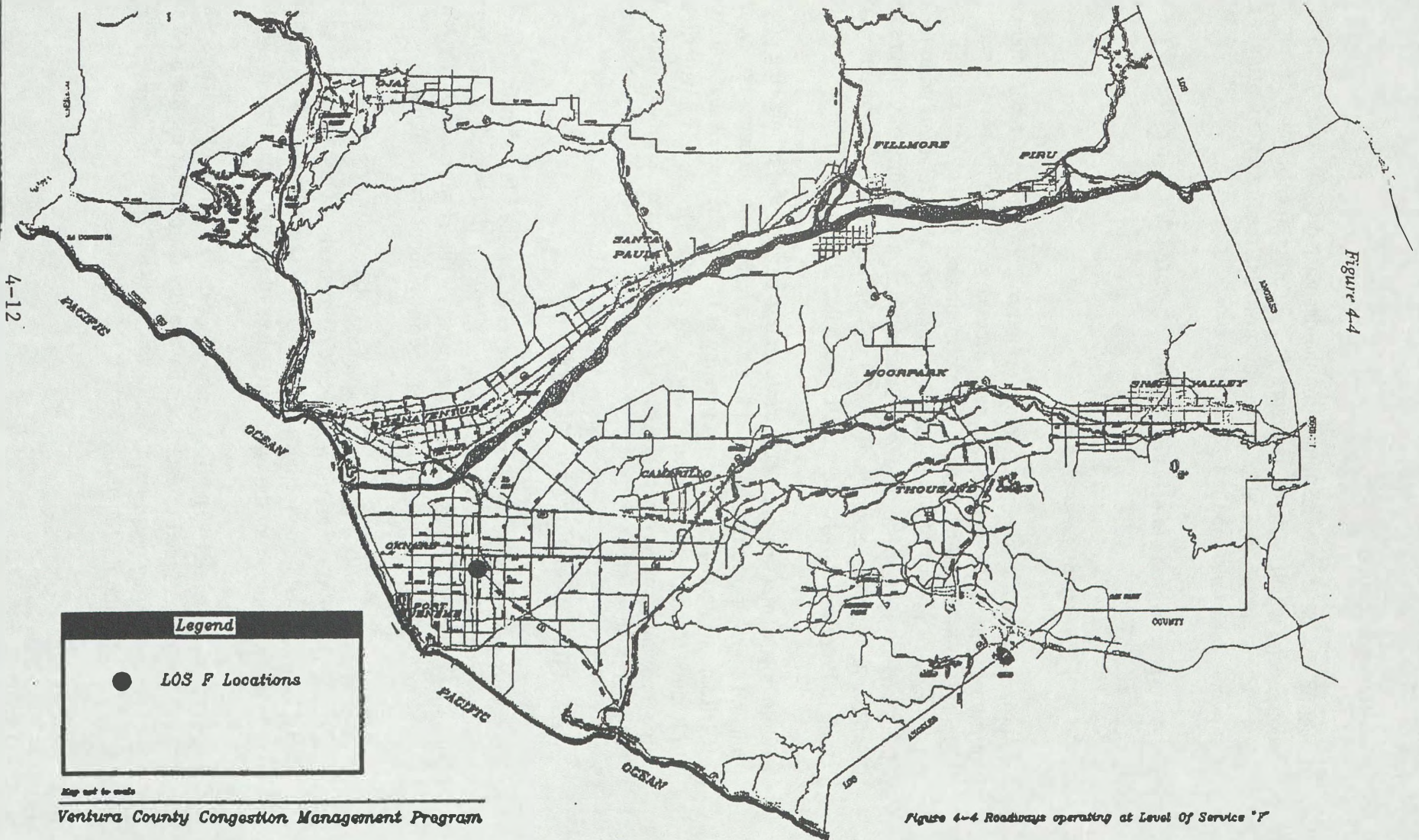
Level of Service Monitoring

It is the VCTC's job to make sure that all of the cities and the County are following the CMP. One of the most important things to check on is the amount of traffic on the roads. VCTC completes a coordinated and comprehensive review every two years to make sure that each city and the County is being evaluated the same way.

Every two years the cities, the County and Caltrans take traffic counts on their roads and provide that information to the Transportation Commission. The use of recent peak hour traffic counts eliminates much of the "guesswork" and makes sure that the review is based on actual traffic conditions, not estimates or forecasts. The cities, County and Caltrans collect the traffic counts as part of their regular traffic programs.

The main reason for the review is to identify any location which does not meet the adopted traffic LOS "E" standard. If a road or intersection is congested beyond acceptable standards, a "Deficiency Plan" must be prepared. The Deficiency Plan, described in detail below, is a program of corrective actions designed to reduce traffic congestion at a specific location.

A second, yet also important, reason for the review is to identify locations which are nearing the adopted standard. Specifically, for each location operating at LOS "E", VCTC will send a letter to the appropriate jurisdiction to bring the congested location to their attention, remind them of the CMP standards and requirements, and request information about current and planned activities to address this problem. This tracking will be done annually as long as the location is operating at LOS "E". The purpose of this exercise is to make certain local jurisdictions are aware of potential future CMP deficiencies, and to establish a record for documenting "due diligence" in addressing problem. As noted later in this chapter, a local agency's efforts to address a problem before it becomes a deficiency (its "due diligence") is an important factor in determining if a multi-agency deficiency plan is warranted.



Monitoring Locations

Level of service is to be monitored on the designated CMP road system of state highways and major streets, which is shown in *Figure 4-1*. In order to ensure that the monitoring program does not create a burdensome data collection process, required monitoring will be limited to the following "locations" on the CMP road system:

- 1) *all at-grade intersections of two or more CMP system roads, including freeway ramp locations; and*
- 2) *freeway segments.*

In order to create a manageable monitoring program for the freeway and conventional highway portion of the CMP network, it was necessary to identify a reasonable number of specific segments to be monitored. Based on information provided by Caltrans, 33 segments were defined for Ventura County. The segments were based on their relationship to the overall highway and local street system, basic roadway characteristics, availability of Caltrans traffic count data, and traffic volumes. For example, Route 23 was broken into three segments: A) Los Angeles County Line to Potrero Road; B) Route 101 to Science Drive; and C) High Street to Route 126.

While this segmenting approach creates a less burdensome monitoring process, it provides only general segment information based largely on traffic volume data. For example, while the Route 101/Route 1 interchange areas is operating at LOS E, the overall segment from Del Norte Avenue to Route 126 has been reported as operating at LOS D. As travel patterns and volumes change, and roadway improvements are constructed, the current segment limits will be revisited and adjusted if necessary.

Method for Calculating Level of Service

There are several ways to calculate the level of service. For signalized intersections on the CMP road system, the *Intersection Capacity Utilization (ICU)* method is often used to compare the volume of traffic on the road to its capacity. The *Highway Capacity Manual* is often used to measure LOS for highways and intersections without traffic lights.

Level of Service (LOS) for signalized intersections on the CMP network shall be calculated using the *Intersection Capacity Utilization (ICU)* method. LOS on freeway and select road segments will be measured using methods in the *Highway Capacity Manual*. A detailed description of the ICU method, including the types and values of specific variables, is summarized as follows:

ICU Method - The ICU method includes a number of variables which, depending on the value assigned to each, can have a dramatic effect on the level of service. For CMP monitoring purposes, the following guidelines are to be used in calculating level of service using the ICU method:

Phasing/split phasing - Shared left/through lanes will be treated as split phased.

Right turn overlap - The overlapping left-turn volume will be subtracted from the right-turn volume and then compared to the through volume to determine the critical move.

LOS threshold - LOS will be calculated to 2 decimal points.

Intersection proximity - Each intersection will be analyzed separately.

Multiple left-turn lanes - Assume uniform lane distribution.

Saturation Flow rate - 1,850 vehicles per lane per hour with an adjustment factor of 14%-15% (the adjustment factor represents a combination of start-up delay, unequal lane distribution, and lost time during clearance. Application of this factor effectively reduces the saturation flow rate to approximately 1,600 vehicles per lane per hour).

Level of Service Exemptions

When a local agency or Caltrans submits its traffic counts and LOS calculations to VCTC, they are reviewed by VCTC staff and the LOS "F" locations, if any, are identified. VCTC does not immediately notify the appropriate local agency(ies) of the need to prepare a deficiency plan. First VCTC staff, in cooperation with VCTC's standing technical advisory committee (TTAC), will conduct an analysis of the intersection or highway segment to determine the amount of traffic attributable to the following:

- Interregional travel
- Traffic from low and very low income housing
- Construction, rehabilitation, or maintenance activities
- Freeway ramp metering
- Caltrans traffic signal coordination projects
- Traffic from high density development near rail stations

Interregional Travel - A procedure for the analysis of impacts from interregional travel was developed as part of the 1994 monitoring effort. The basis of this procedure was the statutory definition of "interregional travel:" any trip that originates outside of Ventura County. Using the Countywide Traffic Model, VCTC staff attempts to estimate the number of interregional trips which contribute to the problem. These trips are then subtracted from the traffic count and the LOS is recalculated. It is important to add that the details of this analysis are reviewed by the TTAC before they are presented to the Transportation Commission for final review and action.

Low and Very Low Income Housing - With respect to traffic generated by low and very low income housing, an analysis conducted as part of the 1994 monitoring effort indicated this traffic had no significant impact upon the CMP roadway network. Therefore, no "exemptions" are routinely granted under this category. However, local agencies have the ability to review and provide information on a case-by-case basis if they believe traffic from low and very low income housing is contributing to local congestion. To assist local agencies in collecting such information, the following guidelines have been developed:

- Only trips from housing built after January 1, 1991 specifically for low and very low income residents is exempt. (i.e. neither low or very low income housing built prior to that date nor rental assistance programs are included.)
- The "high density residential" trip rate from the Countywide Traffic Model (6.9 trips per day per unit) is to be used to calculate traffic volume.

Other Factors - Ventura County does not currently have density residential or mixed-use development, as defined in State law, adjacent to its rail stations. Nor does Caltrans have any signal synchronization projects ~~which~~ that directly impact other CMP corridors. Therefore, at this time, no traffic exemptions are granted in these categories.

Ramp metering in Ventura County is presently limited to a small number of freeway ramps on Route 118 through Simi Valley. While these meters currently have no impact on adjacent CMP roadways, it is possible they may in the future. Therefore, ramp meter impacts will be evaluated on a case-by-case basis. The same is true for construction impacts, but for a different reason. Construction impacts are by their very nature short-term and variable, thus a standardized calculation method is inappropriate.

Monitoring Schedule

By July first of each even-numbered year, the cities, the County and Caltrans submit to the VCTC recent peak hour traffic counts and level of service (LOS) calculations for portions of the CMP road network within their jurisdiction. By December of that same year, VCTC will make a finding for each local agency that either A) The agency is currently meeting the adopted LOS "E" standard; B) One or more locations are not meeting the adopted LOS standard and a deficiency plan must be prepared; or C) One or more locations are not meeting the adopted LOS standard and a deficiency plan must be prepared in cooperation with other jurisdictions.

PREPARATION OF DEFICIENCY PLANS

Because of the complexity involved in measuring and meeting traffic level of service standards, the CMP allows local jurisdictions to prepare "*Deficiency Plans*." Specifically, California law states that "a city or the County may designate individual road segments or intersections (as being deficient) which do not meet the established level of service standards....if the city or the County has adopted a Deficiency Plan" which outlines a way to improve the level of service on the specific roadway or the CMP system.

In effect, the deficiency plan statutes mean that failure to meet the level of service (LOS) standard at any given location does not automatically require a finding of non-conformance by the VCTC and the withholding of gas tax funds. A local jurisdiction with a location operating below the

CMP LOS standard could remain in conformance with the CMP if they have adopted, and the VCTC has accepted, a deficiency plan.

Contents of the Deficiency Plan

Section 65089.3 of the California Government Code, which is included in *Appendix I*, describes in detail the required elements of the deficiency plan. The requirements are summarized as follows:

1. *An analysis of the causes of the deficiency.*
2. *A list of improvements necessary for the deficient location to achieve the adopted LOS standard and the estimated costs of the improvements.*
3. *A list of improvements, programs, or actions, and estimates of costs, that will measurably improve the LOS of the system and significantly improve air quality (see "System LOS Improvements" section below).*
4. *An action plan consisting of improvements identified in item 2, or improvements, programs and actions identified in item 3, that are found to be in the interest of the public's health, safety and welfare. The action plan shall also include a specific implementation schedule and identify a specific funding program.*

The time lines included in the deficiency plan preparation and approval process have been largely prescribed by state law. However, it is very possible that a deficiency plan would include improvements ~~which~~ that require CEQA review. If this occurs, it would be virtually impossible to complete the environmental review prior to submittal of the deficiency plan to VCTC. In this instance, the deficiency plan must include a specific schedule for completion of the environmental review process.

Similarly, it is possible that a deficiency plan would include improvements ~~which~~ that are subject to preparation of a **Project Study Report (PSR)** for Caltrans. If this occurs, the deficiency plan should include a schedule for preparation of the PSR, and a schedule for construction of whatever improvements are expected to be recommended in the PSR.

System LOS Improvements - Item 3 above refers to a "list of improvements, program, or actions, and estimates of costs, that will measurably improve the LOS of the system and significantly improve air quality." In this county, according to State law, the list has been established by the **Ventura County Air Pollution Control District (APCD)**. The APCD worked closely with local technical staff as well as the State Air Resources Board to develop the list and has prepared the following list of system improvements:

- Improved roadway bicycle facilities and paths.
- Transit and bicycle integration.
- Bicycle lockers and racks at park-and-ride lots.
- Bicycle facilities and showers at existing commercial/industrial developments.
- Pedestrian signal installations at major arterials.
- Improvements of bus services during peak periods.
- Expansion of rail transit service.
- Incentive and alternative transit pricing strategies.
- Direct employer transit fare subsidies.
- Signal preemption by transit vehicles.
- Child care facilities at employment and transit centers.
- Enhanced development design criteria at employment sites, transit centers and park-and-ride lots.
- Traffic signal system improvements to relieve intersection congestion.
- Telecommunications enhancement through the establishment of satellite and neighborhood work centers.
- Ramp meter installation at selected freeway locations to include bypass lanes for carpools.
- Noontime shuttle service from employment centers to major retail/tourism areas.

A more complete discussion and description of these system improvements is provided in *Appendix IV*. If a city or the County wishes to implement a program or action which is not on the approved list, it must first be approved by the Air Pollution Control District.

Deficiency Planning Responsibilities

Given the nature and purpose of deficiency plans, it is appropriate that the local responsibility for the preparation and adoption of the deficiency plan rests with the jurisdiction within which the deficient segment or intersection is located. Not only will the "host" jurisdiction's roadway system be most affected by the operation of the proposed improvements in a deficiency plan, but it will also be responsible for the long-term maintenance of any improvements. In addition, the

local agency must directly address the land use and environmental impacts resulting from the project.

It has been recognized in each previous Ventura County CMP, and more recently in State law, that in some cases a location in one city or the County may be deficient because of traffic generated entirely, or in part, from another city. When a local agency believes this to be the case, it must submit supporting documentation and a request to VCTC to review the matter. If VCTC makes a finding that other agencies are also responsible in some manner for the deficiency, the lead responsibility for preparing and adopting the deficiency plan still remains with the city in which the problem is located. However, the plan must be developed with the participation of all the jurisdictions contributing to the problem and each must formally adopt the deficiency plan.

The final determination of the need for a multi-jurisdictional deficiency plan will be made by the VCTC at a public hearing based, in part, on 1) the available technical traffic data, and 2) the documented "due diligence" of the lead local agency to address the problem prior to its becoming a CMP deficiency.

It is also possible that a deficient road segment will be identified which crosses several jurisdictions. A likely example would be a freeway segment. In this instance, all of the local jurisdictions in which the segment lies are jointly given lead responsibility for the preparation and adoption of the deficiency plan. Obviously, in this case, Caltrans' participation and cooperation is essential for freeway or State highway locations.

Multi-Jurisdictional Deficiency Plans - VCTC Assistance

At the request of the local jurisdictions, VCTC staff will assist and cooperate in the development of the deficiency plan. The VCTC will provide travel data from the countywide traffic model and any other information ~~which will~~ that results in a mutually acceptable deficiency plan. VCTC staff will also coordinate with Caltrans and other regional or State agencies to ensure their proper participation (planning, funding, implementation, etc.) in the development of the deficiency plan. Clearly, the participation and cooperation of all involved agencies is necessary if the multi-jurisdictional deficiency plan is to accomplish the goal of identifying the needed improvements and the "fair share" financial responsibilities of each jurisdiction.

Deficiency Planning Process

Based on the above discussions, and the time lines prescribed by State law, VCTC has developed a specific deficiency planning process. The process begins with the determination of the need to prepare a deficiency plan (single- or multi-jurisdictional) and ends with the VCTC's approval or denial of the plan. The process is outlined below and illustrated in the flow chart in *Figure 4-5*.

1. All local agencies and Caltrans submit traffic counts and LOS calculations to VCTC staff. (Due in July of every even-numbered year)
2. VCTC staff reviews the LOS information and if any location is not meeting the adopted standard, will notify the appropriate jurisdiction and ask them to submit documentation, if any, regarding an existing commitment to construct improvements at that location (for

example, the construction contract has been advertised).

3. For those locations not meeting the adopted standards where a local commitment to improvements does not exist, VCTC staff will calculate the statutory exemptions.
4. If, after exemptions have been accounted for, the location is still not meeting the adopted standard, VCTC staff shall notify the local agency in which the deficiency is located. (By September 1st)
5. If the local agency believes deficiency impacts are caused by land use decisions of one or more other jurisdictions, it must submit supporting information/documentation to VCTC within 30 days.
6. VCTC staff, in cooperation with VCTC's advisory committees, will review the request and develop findings with respect to the proposed multi-jurisdictional impacts. (Those "other" responsible agencies identified in the local documentation will specifically be invited to participate.)
7. VCTC staff shall, at a public hearing as part of its biennial monitoring effort, present to the Transportation Commission for its review and action its finding with respect to the deficient location and multi-jurisdictional involvement. The lead local jurisdiction as well as the other affected jurisdictions will be given an opportunity to speak before the Commission.(at the December VCTC meeting)
8. On a quarterly basis, or as needed, until the final deficiency plan is presented to the VCTC, the lead local agency shall present a status report on the development of the deficiency plan, including an outline of significant issues unresolved as of that time.
9. The lead local agency shall submit the final deficiency plan to the VCTC for review and action within one year of being notified of the requirement to prepare the plan.
10. Within 60 days of receiving the deficiency plan, VCTC shall hold a public hearing and either accept or reject the deficiency plan in its entirety. VCTC shall clearly identify its reasons for rejecting any deficiency plans.
11. If a deficiency plan is rejected by VCTC, the lead local agency shall submit a revised plan within 90 days which addresses VCTC's concerns.

The local jurisdiction will then have sixty (60) days to revise, adopt and resubmit the deficiency plan to the VCTC. The VCTC will again hold a public hearing and either accept or reject the deficiency plan. If the revised deficiency plan is rejected, the VCTC will notify the State Controller to withhold gas tax funding from the responsible local jurisdiction. The VCTC will not reconsider the deficiency plan for 180 days following notification of the State Controller.

It is important to note that the local agencies responsibilities related to the deficiency plan do not

end with its acceptance by the VCTC. Once accepted, the participating local agencies are required to fulfill their obligations as described in the Deficiency Plan. Failure by one participant to fulfill their obligations will be grounds for finding that participant inconsistent with the CMP.

Conflict Resolution

Despite all efforts to cooperate, it is possible that local agencies will be unable to reach agreement as to the recommended improvements and/or financial participation, or any other element of a multi-jurisdictional deficiency plan. Disagreements may arise at any stage in the deficiency planning process that, per State law, has a very short schedule for completion. Therefore, the conflict resolution "process" is folded into the overall deficiency planning process. Specifically, the lead local agencies) are required to report to the VCTC on a quarterly, or as needed, basis during the preparation of the plan. At these presentations they are to provide a status report, analysis or outline of any significant issues unresolved as of that time.

The basic principle behind this process is that the responsibility for conflict resolution during the preparation of deficiency plans rests solely with VCTC. There is no appeals board or other mediating body. The VCTC will take an active and informed role in the process and thereby provide input and direction as early as possible and as often as needed to ensure the deficiency plan is adopted on schedule and gas tax funds for local agencies are not jeopardized.

RECOMMENDED IMPROVEMENTS

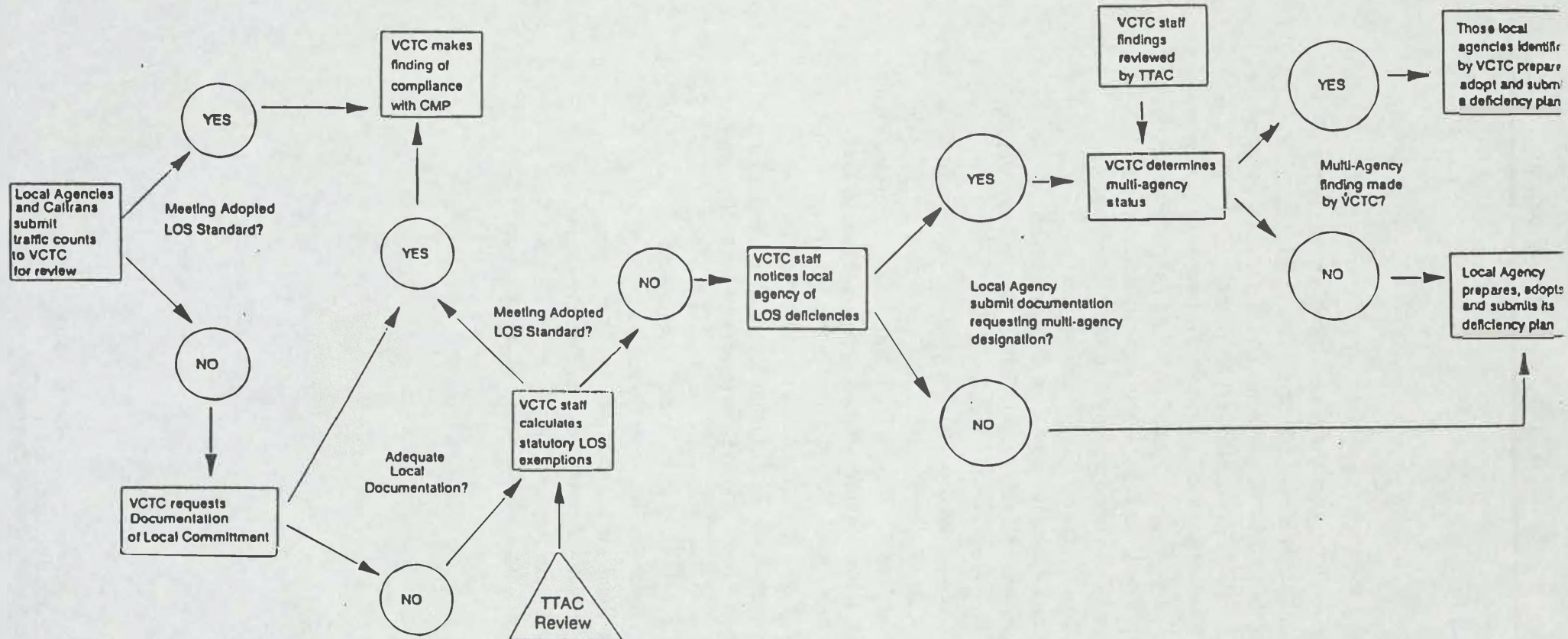
Both the land use impact analysis described in Chapter 3 and the level of service discussion here in Chapter 4 point to a number of roadway improvements needed within the county in the future to avoid further traffic congestion. These improvements are summarized on the following pages.

Unfortunately, due to limited funding available for transportation projects, most of these improvements cannot be constructed for many years.

State Highways

- Route 1 - Reconstruct Pleasant Valley Road interchange
- Route 23 - Widen from Route 101 to Route 118
- Route 23 - Improve High St intersection
- Route 23 - Improve Olsen Rd interchange
- Route 33 - Construct Casitas Bypass
- Route 34 - Improve Del Norte Blvd intersection
- Route 101 - Widen and improve from Vineyard Ave to Johnson Dr.
- ~~Route 101 - Improve Seaward Ave. interchange~~
- Route 101 - Add Turn Lanes at Main Street
- Route 101 - Construct Route 34 (Lewis Rd.) interchange
- Route 101 - Reconstruct Carmen Dr interchange (Phase 2)
- Route 101 - Improve Borchard Rd interchange
- Route 101 - Improve Victoria Ave ~~interchange~~ northbound offramp
- Route 101 - Improve Moorpark Rd interchange

- Route 101 - Reconstruct Rice Ave interchange
- **Route 101 – Recon struct Oxnard Boulevard interchange**
- ~~• Route 101 – Reconstruct Rose Ave interchange~~
- ~~• Route 101 – Improve Telephone Rd interchange~~
- Route 101 - Reconstruct California St Interchange
- Route 101 - Improve Ventu Park interchange
- Route 101 - Install changeable message signs
- Route 118 - Widen from New L.A. Ave to L.A. County line
- Route 118 - Widen from Route 232 to Moorpark
- Route 118 - Improve Shasta Ave intersection
- Route 118 - Improve Maureen Lane intersection
- Route 118 - Widen from New L.A. Ave ramps to Spring Rd
- Route 118 - Widen New L.A. Ave bridge
- Route 118 - Widen from Spring Rd to Beltramo Ranch Rd
- Route 118 - Widen west of Buttercreek Rd
- Route 118 - Improve Tierra Rejada Rd intersection
- Route 118 - Improve Route 34/Donlon Rd intersection
- Route 118 - Improve First St Interchange
- Route 118 - Improve Erringer Rd Interchange
- ~~• Route 126 – Widen from Fillmore to Los Angeles County line~~
- Route 150 - Improve Montgomery St intersection
- Route 150 - Improve Bryant St intersection
- Route 150 - Widen various locations from Route 126 north to Santa Paula City Limits
- All Routes - Install detectors/monitoring equipment and other management technologies as needed.



Local Streets

- Borchard Road - Widen at Michael Dr
- Central Avenue - Improve Santa Clara Ave intersection
- Channel Islands Blvd. - Improve Ventura Rd. Intersection
- Channel Islands Blvd. - Widen from Victoria Ave. to Ventura Rd.
- Erbes Road - Improve Hillcrest Dr intersection
- Erbes Road - Improve La Granada Dr intersection
- Erbes Road - Improve Avenida De Los Arboles intersection
- Erringer Road - Improve Cochran St Intersection
- Erringer Road - Improve Los Angeles Ave intersection
- First Street - Improve Easy St intersection
- First Street - Improve Los Angeles Ave intersection
- Gonzales Road - Widen from Victoria Ave to Patterson Rd
- Hampshire Road - Widen at Route 101
- ~~• Harbor Blvd - Widen from the Seaward Ave to north of Fifth Street~~
- Hillcrest Drive - Improve Rancho Conejo Blvd intersection
- **Hueneme Road - Widen from Rice Road to Saviers Road**
- Kuehner Drive - Improve Los Angeles Ave intersection
- Los Angeles Ave - Widen from Madera Rd to Stearns St
- Los Angeles Ave - Improve Tapo St intersection
- Los Angeles Ave - Widen from Spring St to Condor Dr.
- Las Posas Road - Widen from Ponderosa Dr to Ventura Blvd
- Las Posas Road - Widen from Route 34 to Pleasant Valley Rd
- Lynn Road - Widen from Avenida De Los Arboles to Route 101
- Madera Road - Widen from Route 118 to Olsen Rd
- Madera Road - Improve Royal Ave intersection
- Madera Road - Improve Los Angeles Ave intersection
- Madera Road - Improve Easy Street intersection
- ~~• Main Street - Improve Telephone Rd Intersection~~

STREETS AND HIGHWAYS

- Moorpark Road - Widen from Wilbur Road to Route 101
- Moorpark Road - Realign from Tierra Rejada to Santa Rosa Road
- Olivas Park Drive-Widen from Harbor Blvd to Victoria Ave
- Pleasant Valley Road - Widen from Route 1 to Olds Rd
- Pleasant Valley Road - Widen from Maulhardt Rd to Las Posas Rd
- Rose Avenue - Widen from Fifth St to Emerson Ave
- Rose Avenue - Install Bard Road signal
- Santa Clara Avenue - Widen from Route 101 to Route 118
- Santa Rosa Road - Widen from Moorpark Rd to Hilltop Lane
- Saviers Road - Improve Hueneme Rd intersection
- Stearns Street - Widen from Cochran St to Leeds St
- Stearns Street - Improve Cochran St intersection
- Sycamore Drive - Improve Los Angeles Ave intersection
- Sycamore Drive - Improve Cochran St intersection
- Telegraph Road - Widen from Santa Paula city limits to Peck Road
- Telephone Road - Widen from McGrath St to Olivas Park Dr
- Thousand Oaks Blvd - Improve signals
- Tierra Rejada Road - Widen from Stargaze Pl to Madera Rd
- Ventura Road - Widen from Channel Islands Blvd to Hueneme Rd
- Victoria Avenue - Widen from Route 101 to Olivas Park Dr
- Wells Road - Widen from Telegraph Rd to Route 126

CHAPTER 5

TRANSIT SERVICES

Bus, minibus and rail services are essential parts of our overall transportation system. These services provide county residents with important alternatives to the automobile. They benefit our environment, and our pocketbooks, by reducing traffic congestion, automobile emissions, and out-of-pocket expenses associated with owning and maintaining an automobile. Also, some people depend exclusively on public transit to travel to work, school, the hospital, parks and other activity centers.

Since the adoption of the ~~last~~ **first** CMP ~~in 1995~~ **ten years ago**, transit services in Ventura County have been significantly improved. Most of the service improvements recommended in the 1993 CMP have been implemented and it is now possible to travel by bus between Ventura County's ten cities in a reasonably comfortable, convenient and reliable manner. The public's response to these new services has been positive, as most of the new routes are ~~already~~ generating ridership and revenue numbers comparable to other well-established transit routes in the county. Nonetheless, there is still room for improvement and expansions of these and other transit services.

The Congestion Management Program (CMP) must establish performance measures aimed at where and how often bus and rail services should run throughout Ventura County. It also must establish performance measures to make sure all transit service is coordinated so that people can travel from one city to another and to Los Angeles and Santa Barbara Counties. While these performance measures are mentioned in this chapter, they are described in detail in *Chapter 7*.

DESCRIPTION OF TRANSIT SERVICES

Transit services are usually designed to meet several needs:

- **local service** -- provides transportation for local travel needs, such trips for shopping, work, school and recreational activities. This is provided by fixed-route buses or general public dial-a-ride services.
- **paratransit service** -- provides curb-to-curb or door-to-door service for people who are unable to use fixed-route bus service. This service is not usually considered a congestion management tool and this CMP does not include paratransit standards or service recommendations.
- **commuter service** -- provides a way for people to get to work and school. This service usually operates during morning and evening work commute times and takes people to major employment or educational destinations.
- **regional/intercounty service** -- provides a way for people to travel between cities in Ventura County as well as to areas outside the County.

The services currently operated within these categories, with the exception of paratransit services, are described below. ~~Also discussed in this~~ This chapter includes discussion of ~~are~~ some of the current and planned activities to improve coordination between these different services.

Local Transit Services

In every city in Ventura County there are currently transit services operated to meet the local travel needs of the general public. In 1973, several of the cities (Ojai, Oxnard, Port Hueneme and San Buenaventura) and the County ~~have~~ formed *South Coast Area Transit (SCAT)* to provide bus service within and between their communities. City bus service is also provided in Camarillo, Thousand Oaks, Simi Valley and Moorpark. ~~Simi Valley and Thousand Oaks operated buses connecting to Los Angeles County.~~ The City of Ojai has a local trolley that also serves the adjacent unincorporated areas. Simi Valley and Thousand Oaks operate buses connecting to Los Angeles County. The County contracts for dial-a-ride transit service in the unincorporated area of the Conejo Valley, as well as trolley service in the unincorporated area of the Ojai Valley. The cities of Santa Paula and Fillmore are provided local service, via dial-a-ride as well as the ~~contracted to~~ fixed-route intercity services provided through the *Ventura Intercity Service Transit Authority (VISTA)*. Figure 5-1 illustrates the service areas served by the local transit networks; ~~detailed local transit routing maps are provided in Appendix V.~~

The following demonstration projects are currently underway to provide local transit service on a trial basis. The decision as to whether to continue these services on a permanent basis will be made by the local jurisdiction.

- Oxnard: Harbor/Beaches Shuttle dial-a-ride serving Channel Islands Harbor area and the Oxnard Transportation Center
- County of Ventura: Mira Monte Shuttle fixed-route bus connecting Mira Monte with Ojai.

Most of the cities in Ventura County now have a transfer center where passengers can make convenient transfers between local bus lines, and in many cases between commuter buses or trains. These transit centers include the Oxnard Transportation Center, the Pacific View Mall Transfer Center, and the Simi Valley, Moorpark, and Camarillo Metrolink Stations. In August 2001, the City of Thousand Oaks opened its Community Transportation Center that facilitates transfers between Thousand Oaks Transit, VISTA, MTA, and AMTRAK feeder buses, while also providing parking and bicycle storage facilities.

Commuter Transit Services

Until the initiation of VISTA services in ~~July~~, 1994, there was little transit service for commuters in Ventura County. Services at that time were limited to the Port Hueneme-Oxnard-Ventura-Ojai SCAT corridor, bus service from Simi Valley to the San Fernando Valley, the Route 101 bus services from the east county into Los Angeles, the County Interconnect and contract services on Route 126, and Metrolink train service from Moorpark through Simi Valley into Los Angeles.

This limited service was due in large part to the limited funding available for such service. It was also due, however, to the historical suburban/rural character of the county. Changes in both funding and the landscape in Ventura County created both the need and the monies necessary to begin operating commuter transit services.

The rapid growth in both residential and commercial development activity in the 1980's brought people and jobs to Ventura County in unprecedented numbers. The county became much more than a "bedroom community" for workers in Los Angeles County. Ventura County residents were now more likely to be commuting within the county as opposed to Los Angeles. Clearly, there was a need and a market for commuter services within Ventura County. Fortunately, with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and the **Transportation Equity Act for the 21st Century (TEA 21)**, funds were made available to Ventura County to initiate new commuter transportation services. Using Congestion Mitigation and Air Quality Improvement (CMAQ) program funds, VCTC was able to begin the VISTA demonstration program in July, 1994. The VISTA services, with some modifications, are still in operation today **providing service six days a week on the following routes:**

**East Route between Thousand Oaks, Simi Valley and Moorpark,
101 Route between Ventura, Oxnard, Camarillo and Thousand Oaks
126 Route between Ventura, Santa Paula and Fillmore**

~~Today, there are commuter bus services operating along the Route 1 (to Pt. Mugu), 23, 33, 101, and 126 corridors. In addition, there is a commuter bus (one round trip per day) from Ventura to Santa Barbara (The "Clean Air Express") and the bus services (13 trips per day) between Simi Valley and the San Fernando Valley.~~ In addition, there are extensive bus services being provided between Ventura and Los Angeles Counties. The Los Angeles Department of Transportation (LADOT) operates three bus routes into Ventura County. These include the following: Route 423, which operates 13 trips between Thousand Oaks/Newbury Park and the San Fernando Valley/Downtown Los Angeles; Route 575, which operates 10 trips between Simi Valley and Woodland Hills/Warner Center; and Route 422 which operates 29 trips between Thousand Oaks and the San Fernando Valley/Downtown Los Angeles. The Route 422 bus is the most successful commuter bus route in the LADOT system. VISTA also operates buses six days a week between the Centerpoint Mall in ~~downtown~~ Oxnard and California State University, Channel Islands (CSUCI) and between the Camarillo Metrolink Station and CSUCI. Weekday service to CSUCI operates on one-hour headways from Oxnard and quarter hour to half hour headways from the Camarillo Metrolink Station.

An additional commuter service to/from Los Angeles was started in 1998. VCTC in cooperation with the Warner Center in the San Fernando Valley began operating a commuter bus service called the "Conejo Connection." The service was designed primarily as a commuter service between Oxnard (the Esplanade) and Warner Center, a major employment center. **As of the fall of 2001, the Conejo Connection was providing two peak-hour round trips per weekday between Warner Center and the Oxnard Transportation Center**

Information from the 1990 census (**year 2000 census information is not yet available**) indicates there may be a reasonably large market for additional commuter services between Ventura and Santa Barbara Counties. There were over 8,000 persons commuting in this corridor in 1990, with

70% (5,500) living in Ventura and working in Santa Barbara. Not surprisingly, the previously operated Clean Air Express bus was full to capacity. In 2001 the “Clean Air Express” bus was replaced by the “Coastal Express” service, which is discussed in the Regional/Intercounty Transit Services section below. *Figure 5-1* illustrates the current bus service network, while *Figure 5-2* shows the commuter rail services to Ventura County.

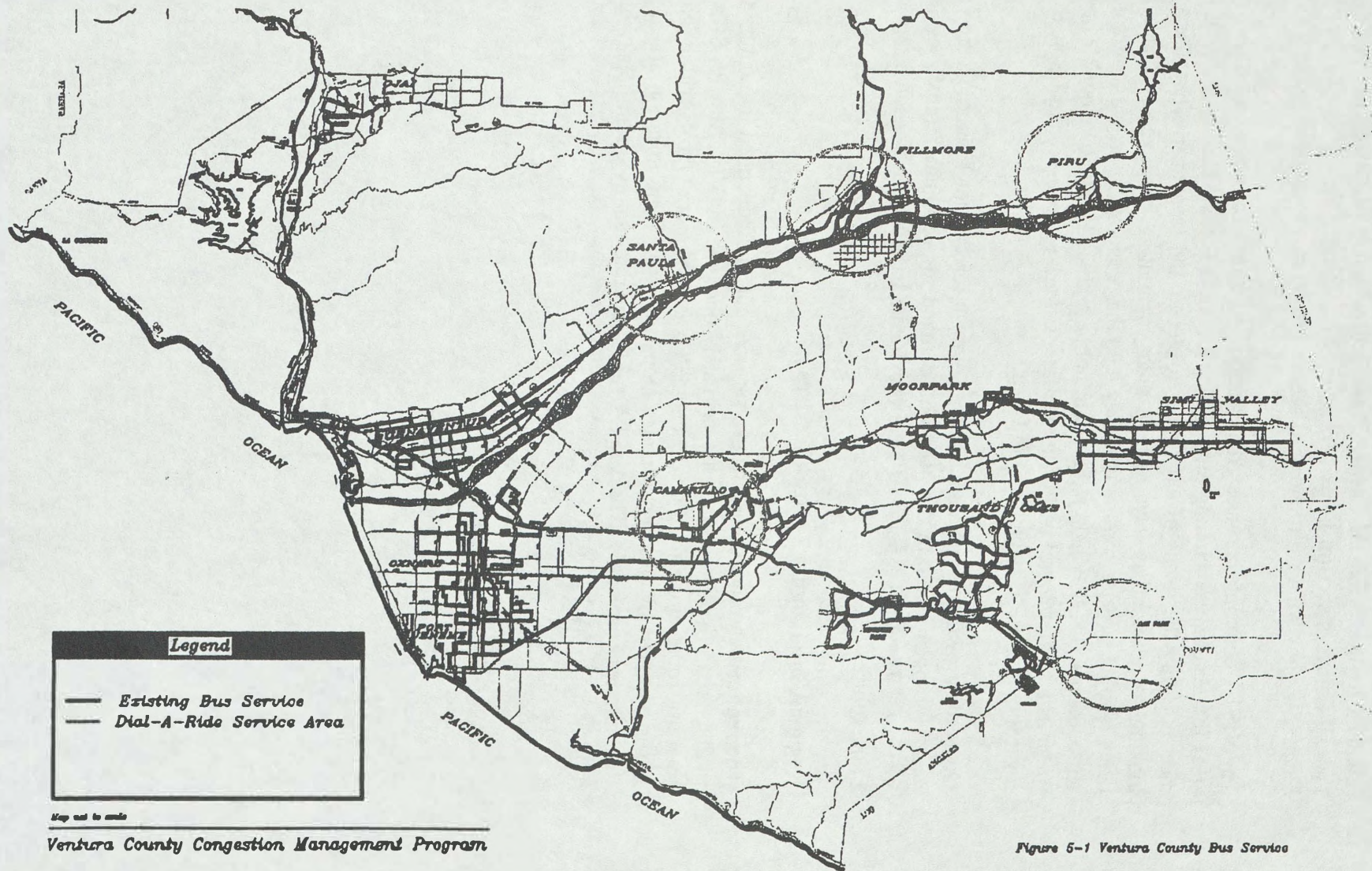
The VISTA commute services greatly improved transit access to a number of major employment areas in the county, including Simi Valley Business Parks. These commuter transit services help meet not only the needs of employees to get to and from work, but also employers, who are looking for alternative ways to help their commuting employees. The services also provide benefits to the greater community; they help the economy by providing greater access to jobs for our residents, and they help reduce automobile emissions and make our air more healthful. Public transit is also an integral part of the welfare-to-work effort in Ventura County. More information regarding that effort is included in Chapter 6.

Given the growth in population and employment forecast for Ventura County over the next twenty years, it appears certain the need and demand for commuter transit services will continue to increase. The VISTA services have provided a base upon which such services can be provided in the future.

Regional/Intercounty Transit Services

The regional and intercounty transit services currently operated in Ventura County are provided via bus and rail. Bus routes are primarily operated by VISTA, with SCAT also operating an intercity route along the Port Hueneme/Oxnard/Ventura/Ojai corridor (Note: these buses and buses operated by the Los Angeles Department of Transportation are described above under “Commuter Services”). The VISTA routes operate mainly on an hourly basis while the SCAT route runs every half-hour.

Figure 5-1 TO BE UPDATED



In addition, transfers to MTA routes are possible in Chatsworth via Simi Valley Transit and in Westlake Village and Agoura Hills via VISTA and Thousand Oaks Transit, **and in Warner Center via VISTA**. Other intercity bus and shuttle services are offered by private bus operators including ~~Great America Stageline~~, Greyhound, **Transporters Intercalifornias** and the Ventura County Airporter.

In August 2001, the “Coastal Express” bus service began operating between Ventura and Santa Barbara Counties. This intercounty express service was developed and funded jointly through VCTC and the Santa Barbara County Association of Governments (SBCAG). The service replaced the “Clean Air Express”- which operated one commute period trip each weekday in each direction on a subscription basis- with a regular fixed route express service which provides 10 trips in each direction every weekday plus service on the weekends. This represents a major improvement in transit service between the two counties and provides a real alternative to driving a car in the ever-increasing congestion along Route 101 between San Buenaventura, Santa Barbara and Goleta.

Regional/intercounty rail services are currently operated by Metrolink and AMTRAK. Metrolink operates service from the Oxnard Transportation Center east through Camarillo, Moorpark and Simi Valley to Los Angeles. Oxnard and Camarillo are served by two peak hour round-trips each day (i.e. two eastbound trains in the morning and two westbound trains in the early evening).

Moorpark and Simi Valley are served by ~~five~~ **six** peak hour and ~~two~~ **one** off-peak trains. ~~The mid-day train is scheduled to begin service to Camarillo and Oxnard during FY1997/98.~~

Although the Metrolink schedules are geared to commuters, they are available for and often used by other intercity travelers. ~~As of October of this year~~ AMTRAK currently operates ~~six~~ **seven** daily round-trip trains through Ventura County. ~~Four~~ **Five** of these trains, part of the ~~“San Diegan”~~ **Pacific Surfliner** service between San Diego and Santa Barbara, serve the Ventura Station as well as the four Metrolink stations mentioned above. The two remaining AMTRAK trains are of the Coast Starlight service between San Diego and Seattle. AMTRAK further supplements this trains service with bus service to Union Station in Los Angeles. Unlike Metrolink, AMTRAK also provides rail service on weekends. **However, through a cooperative agreement, Metrolink Monthly Pass holders can buy AMTRAK “step-up” coupons and use AMTRAK trains to supplement travel on Metrolink.** *Figure 5-1 and Figure 5-2 illustrate the current bus and rail regional/intercounty transit networks.*

TRANSIT AND TECHNOLOGY

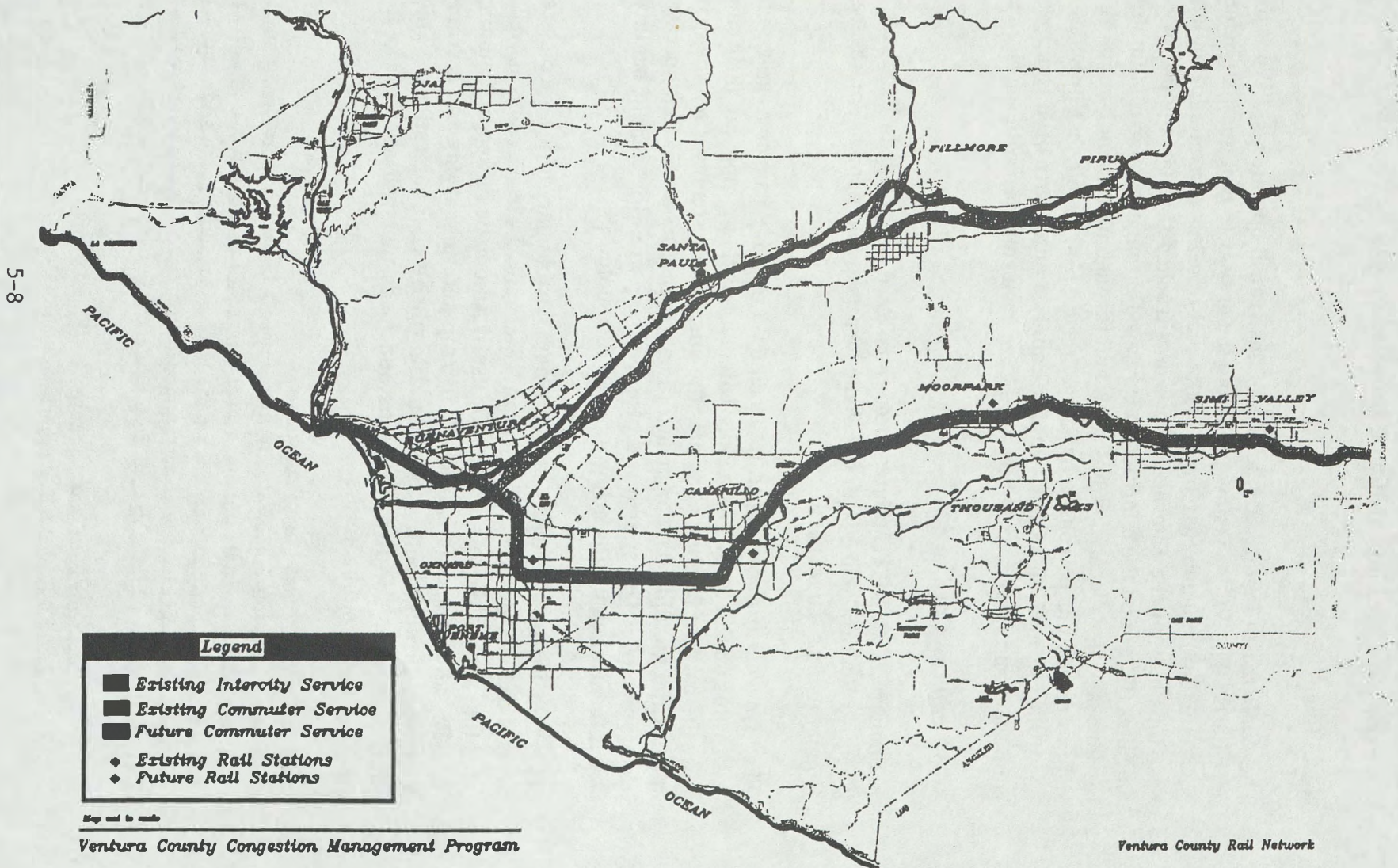
Nearly as important as providing transit, is providing transit information and making transit easy to use. In the past few years there have been many technological innovations that have worked towards those goals. The VCTC has been in the forefront of bringing these technological advances to the County’s transit riders.

Transit Information On The Web

Through its web site, “Go Ventura” (<http://www.goventura.org>), the VCTC provides information on all of the County’s transit services and links to services in Los Angles and

Santa Barbara Counties. Especially notable is Go Ventura's Transit Router. The Transit Router provides point-to-point transit itineraries across multiple transit systems nearly anywhere in Southern California. The itineraries include the full cost of the trip and will

Figure 5-2 TO BE UPDATED



~~provide~~ options for a return trip or alternate schedules, as well as walking maps from and to transit stops. All information is provided in both English and Spanish.

NEXTBUS

The single most often asked question of any transit operator is, "What time is the next bus arriving?" The VCTC is now providing the answer to that question before it can be asked. NEXTBUS Information Systems provides real-time bus arrival information to bus patrons at bus stops and on the Internet. Buses are tracked through the use of Global Positioning Satellites (GPS) and the information is relayed through cellular communications to electronic text message signs located at bus stops and through user friendly maps on the Internet. For sight impaired bus patrons, a hand held device is available that provides audio information about the bus arrival. All of Ventura County's buses have been equipped with the Nextbus equipment and forty critical bus stops have been equipped with the electronic message signs.

"Go Ventura" Card

In January 2002, VCTC reintroduced Smartcard technology to Ventura County's bus riders. The "Go Ventura" card is an electronic fare card that allows seamless travel throughout the County using a single card.

The "Go Ventura" card operates as either a monthly pass or as an "e-purse," containing a cash value on the card. As a rider enters a bus they simply tap their card on a card reader near the current farebox and enter the bus. The system will tell the driver whether or not it is a valid monthly pass or deduct the appropriate fare for that operator from the e-purse electronically. The system will also tell the patron the current balance of their card and warn them when it dips below a preset threshold.

The "Go Ventura" card is only the most visible part of a larger system. Incorporating several technologies, the "Go Ventura" system tracks transactions as well as all boarding and alighting aboard the bus through the use of Automatic Passenger Counting. Through the use of GPS, all of the data is tracked, by stop and time of day and is transmitted to a central computer through both wireless and hardwire communications. This data will provide transit operators with daily counts and loads that will allow them to better tailor their services to the public needs.

~~Smart Card Transit Pass Program~~

~~In 1996 VCTC introduced Ventura County's A Smart Passport® program. The Smart Passport is a prepaid bus pass that allows travel around all of Ventura County. It costs the same as the usual bus fare, but by using the Smart Passport, riders get the added convenience of riding any system in the county without carrying cash, tokens, tickets or other passes. The Smart Passport automatically pays the correct fare for riders using any of the following services:~~

- ~~o Camarillo Area Transit (CAT)~~
- ~~o Moorpark City Transit~~

- ~~o Simi Valley Transit~~
- ~~o South Coast Area Transit (SCAT)~~
- ~~o Thousand Oaks Transit (TOT)~~
- ~~o Ventura Intercity System Transit Authority (VISTA)~~

~~The Smart Passport can be paid for and recharged by telephone or mail; monthly stickers are not needed.~~

~~Upon boarding any bus, the rider simply flashes the Smart Passport in front of an on-board electronic reader near the farebox. The correct fare is electronically paid, and the reader will tell the rider how much credit remains on the card. When the rider recharges the card, the reader will show the new amount. A frequent rider can purchase a months worth of rides so they may take unlimited trips on all bus systems during that calendar month. For less frequent riders, the Passport can be used as a debit card, allowing a pre-paid fare and ride on any bus system with no expiration date on the credit. The on board reader will tell the rider how much credit remains on the card.~~

SUMMARY OF EXISTING FUNDING

Currently transit service in Ventura County is funded through federal, state and local funds. These sources are as follows:

- *Federal Transit Administration (FTA) Section 5307 funds* are provided to the Simi Valley-Moorpark and Ventura-Oxnard-Thousand Oaks urban areas. These funds, allocated based on population and bus and rail transit service, can be used for transit operating, planning and capital needs. This source of funding (a portion of the Federal Gas Tax) ~~is not anticipated to increase significantly in the future, and may in fact see reductions in coming years~~ provided almost \$8.5 million to the county in the year 2000.

Included under the FTA Section 5309 program are Fixed Guideway **Modernization** funds, which are allocated based on population and train service operations. In Ventura County, these funds are generated based solely on Metrolink service. These funds, sometimes referred to as "Rail Mod" funds, can be used for rail line improvements and rehabilitation. In the year 2000, this program brought over \$600,000 to the county.

- *Surface Transportation Program (STP) funds* are provided to the county through the federal *Transportation Equity Act for the 21st Century (TEA-21)*. STP funds are relatively flexible in that they can be used for both streets & roads and transit improvement programs. Over the six-year TEA-21 program, which expires on September 30, 2003, Ventura County will receive almost \$36 million in STP funds. ~~ISTEA program, which expired on September 30, 1996, Ventura County received almost \$30 million in STP funds. It is anticipated that Congress will renew the STP in the next Transportation Authorization Act.~~
- *Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds* are

provided through TEA-21 to the county on the basis of population and the severity of the area's air quality problems. These funds may be used for transportation improvements ~~which~~ that reduce congestion and improve air quality, such as bicycle lanes, carpool programs, signal timing, and transit improvements. Ventura County will receive almost \$36 million in CMAQ funding over the six-year TEA-21, which expires on September 30, 2003. ~~Ventura County received over \$17 million in CMAQ funding over the six-year ISTEA, which expired on September 30, 1997. It is anticipated that the Congress will renew the CMAQ program in the next Transportation Authorization Act.~~

- **Transportation Development Act (TDA)/Local Transportation Funds (LTF)** are from the state sales tax and are provided to the cities and the County (for unincorporated areas) based on population. These funds are intended for transit service but can also be used for road purposes after all reasonable transit needs are met. In the year 2000, the TDA provided over \$21 million in funding countywide.
- **State Transit Assistance (STA)**, funds, or the sales tax on the gas tax, are allocated by the state to each county. These funds are available for transit only. In the year 2000, the county received over \$1 million in STA funds. Due to the adoption of Governor Gray Davis' Transportation Congestion Relief Program (TCRP), the amount of STA coming to the county should increase to approximately \$1.8 million in FY2001/2002, and will remain at that level through FY2005/2006, after which it is scheduled to drop back to previous levels. However, Proposition 42, on the March 2002 ballot, would make this funding permanent. Typically, VCTC allocates most all of the county's STA money to support Metrolink service. A small amount of funds is provided each year to SCAT through a "transit operators' set aside." In FY2001/2002, thanks to the TCRP, VCTC made one-time allocations of an additional \$400,000 to SCAT and \$150,000 to Simi Valley Transit.
- ~~**Transit Capital Improvement (TCI)** funds, until recently, were available from the state to the county on a formula basis. The types of projects funded included the acquisition of rail station and intermodal center sites and the rehabilitation of the Santa Paula Branch Rail Line. With the passage of SB 45, TCI funds have been included in our "County Share" of STIP funding. The VCTC is considering setting aside a portion of the STIP funds to continue funding TCI-type projects.~~
- **Local Funds.** A few cities, notably Camarillo and Simi Valley, use local general revenue funds for transit services rather than use the LTF/STA funds. Contributions from businesses and other agencies may also be used. Ventura County, unlike the other urban counties in Southern California, does not have a local sales tax available for transit and rail funding.
- **Fares.** Passenger fares are also a source of money for transit systems, though in Ventura County transit systems generally collect 20% or less of operating cost from passenger fares. State law requires that fares cover at least 20% of city fixed-route operating costs and 10% of special or rural operating costs when TDA funds are used for the service.

TRANSIT SERVICE REVIEW

Over the past decade there has been a significant increase in the level of transit service provided for Ventura County residents. Whether a person needs to travel to and from work, school or shopping, or relies on bus service for all their travel needs, more and better transit services are available today than there were a decade ago when the first CMP was adopted. In the mid-1990's, VCTC established a framework for evaluating transit service effectiveness which is based on the amount of fare revenue a transit service generates compared to the cost of operating the service. This is referred to as the "farebox return." At a minimum, fixed-route services in our urban areas are expected to garner a 20% farebox return. Dial-A-Ride and rural services must generate at least a 10% farebox return.

While the farebox return rate is an important measuring stick for transit services, it does not on its own accurately tell us whether or not our transit services are effective. Perhaps the most basic measure of effectiveness is ridership. If more people are riding on our buses and trains, those services are providing an increasingly valuable service. With this CMP, it is possible to take a look at transit ridership in Ventura County over a ten-year period. This review shows substantial growth in transit ridership. In total, ridership in the county has grown from 2,913,775 in 1990 to 5,272,500 in the year 2000. The table below breaks down this growth on a system-by-system basis:

Public Transit Ridership from 1990 to 2000

<u>Service</u>	<u>1990 Ridership</u>	<u>2000 Ridership</u>
South Coast Area Transit (SCAT)	2,394,000	3,684,400
Simi Valley Transit	298,400	445,000
Camarillo Area Transit	43,000	42,000
Thousand Oaks Transit	54,000	150,000
Moorpark City Transit	10,575	18,600
Fillmore Area Transit Company (FATCO)*	58,000	N/A
County Interconnect *	37,000	N/A
Ojai Trolley	18,800	20,000
VISTA	N/A	458,900
Metrolink	N/A	464,100**
TOTAL RIDERSHIP	2,913,775	5,283,000

* The FATCO and County Interconnect services were replaced by VISTA operations

** Total Ventura Count Line Ridership is 892,500; Ventura County is 52% of ridership on line.

As the table illustrates, there has been a significant increase in transit ridership over the last ten years. In fact, this 80% ridership increase far exceeds the less than 13% increase in county population during the same ten-year period. This would further suggest that transit

services in Ventura County are becoming more effective and better serving our residents.

RECOMMENDED SERVICES

Based upon the current transit services operating in Ventura County, and the needs identified by VCTC and transit operators in past studies and by the public in recent unmet transit needs hearings, there are a number of recommended activities. As the above funding summary indicates, however, funds are not currently available from existing sources to implement some of these improvements. In addition, some of these improvements are aimed at addressing anticipated future demand. As a result, many of these recommendations will not be considered until demand warrants and funding becomes available. These recommendations fall into three basic categories: continuation of existing services, service improvements/expansions, and coordination. The recommendations are presented below:

Continuation of Existing Services

Given the relative importance of *reliability* in transit services when travelers are considering riding a bus or train to work or school, for example, it is important that current services be continued where demand exists and that equipment be replaced when needed. Before that person who lives in Oxnard takes that job in Thousand Oaks, they need to know that transit service itself will be there next month or next year, as well as on-time each day. The following recommendations are aimed at addressing such concerns.

- Continue all existing transit services as demand warrants and funding allows.
- Maintain all existing transit vehicles, equipment and facilities to ensure service is reliable, convenient and safe.
- Replace older transit vehicles in a timely manner with clean fuel vehicles.

Service Improvements/Expansions

Ventura County's growing population and continued air quality problems point to the need for additional services in the future. The following recommendations, subject to "reasonable to meet" and other performance indicators, are aimed at making transit services a real alternative to the automobile and attracting additional ridership.

- Increase local and commuter transit service to major employers, schools and regional transit transfer points.
- ~~Increase peak period service to 15 minutes in the Port Hueneme-Oxnard-Ventura corridor.~~
- ~~Construct new Intermodal transfer facility in Thousand Oaks.~~
- ~~Redesign and reconstruct the Buena Ventura Pacific View Mall transit/transfer center.~~

- **Construct transit centers in Santa Paula and Fillmore.**
- Extend all Metrolink trains to serve Camarillo, Oxnard and Ventura.
- Improve the current Metrolink/AMTRAK station in Camarillo **and increase the number of AMTRAK trains using the station.**
- Develop an expanded layover facility in Montalvo and a commuter rail platform in San Buenaventura.
- Increase AMTRAK ~~San-Diegan~~ **Pacific Surfliner** service through Ventura County.
- Preserve **and enhance** the Santa Paula Branch line for future rail passenger **and freight** services.
- **Continue** working with the Santa Barbara County Association of Governments (SBCAG) to ~~identity and develop, if warranted, additional/improved~~ **commuter and intercounty** services between Ventura and Santa Barbara Counties.

Improved Coordination

There are today almost one dozen public agencies or authorities responsible for operating public transit services in Ventura County. It is important that Ventura County's transit services be coordinated so bus riders can easily transfer from one system to another. The connectivity among and between these operators was greatly increased with the initiation of VISTA service in mid-1994 ~~and the Smart Passport in 1996~~. And while significant effort has been made over the past years to improve coordination among these many operators, there remains much work to be done. The following recommendations are aimed at further improving coordination and making sure the public knows they can easily get "from here to there" using transit.

- Develop and implement a coordinated fare system so riders have only to pay once.
- Extend the "Go Ventura Card" program for riders on rail services.
- Add the capability to provide "real time" transit schedule information to the Dial-A-Route information center.
- ~~Install~~ **Maintain** transit scheduling and other information on the Internet for easy access by employee transportation coordinators and the general public.
- Determine what institutional or operational changes, if any, are needed to improve VISTA and coordinate it with the various transit services in the future.
- Continue coordinated and countywide transit marketing efforts.

~~o Review bus services between Simi Valley and Chatsworth in L.A. County.~~

~~o Review bus services from Ventura County to Warner Center in L.A. County.~~

As with the needed roadway system improvements identified in *Chapter 4*, funding constraints will limit the number of major transit capital improvements that may be made in the near future.

Ventura County simply lacks the local money, both for purely local projects as well as match funding for available federal funds, needed to construct major capital improvements ~~which that~~ immediately and substantially improve transit services to reduce congestion and improve air quality. When additional local dollars for transit are available, such as a local sales tax, substantially increased transit services could be provided.

FREIGHT TRANSIT SERVICES

Although less visible to the public, and certainly less directly used by the public, movement of goods and freight by rail transit is an important part of the transportation system. In addition to the Metrolink and ~~San-Diegan~~ **Pacific Surfliner** passenger trains which traverse the county each day, there are on average roughly one dozen freight trains per day. In addition, the Ventura County Railway is moving freight back and forth along its lines in Oxnard and Port Hueneme. This freight activity is important to the local economy and helps reduce the number of trucks on the road.

VCTC ~~has~~ purchased the Santa Paula and Ventura Branch Lines from Southern Pacific in 1995. While the Ventura Branch ~~will be~~ **is now** used strictly as a bicycle/pedestrian trail, the Santa Paula branch ~~will be~~ is used for rail services as well as recreational purposes. The Santa Paula Branch currently sees limited freight service, but there is potential for additional service along the line. And if the branch line is reconnected to Santa Clarita in the future, there is huge potential for east-west freight service to and from the Port of Hueneme, as well as possible commuter rail links.

As outlined in the Goals and Objectives in *Chapter 2*, within the CMP these freight lines and services are viewed as tremendous assets to the county which should be protected and maintained to the greatest extent possible. VCTC has endeavored to accomplish this and improve rail passenger service at the same time.

CHAPTER 6

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) programs are designed to reduce the need, or demand, for automobile trips, especially during congested commute times. TDM strategies include a wide range of activities to encourage transit use, ridesharing, **bicycling, walking,** and making trips at less congested times or not making trips at all. Successful TDM programs reduce the number of cars driven which generally results in less congestion and improved air quality.

Conditions that lead motorists to view carpooling and vanpooling as attractive options to driving alone are not as prevalent in Ventura County as they are in other southern California counties. **There is less traffic congestion here than in other areas, and the congestion is generally limited to certain roads in the county is generally light, although certain roads are congested during the rush hours. Also, unlike some other areas and parking at work sites in the County is typically free.**

Commute trip distances and times are not very long for many commuters in Ventura County. Work commute trip times are shorter on the average in the County compared to the rest of Southern California, **and the average work trip time has stayed virtually constant in recent years.** There are significantly fewer work commute trips over 30 minutes long. The latter difference is especially important, since persons commuting over 30 minutes each day are more likely to consider carpooling and vanpooling as an alternative to driving alone.

DESCRIPTION OF EXISTING PROGRAMS

The TDM element was developed using adopted plans and on-going programs and activities as its starting point. Those plans and on-going TDM programs and activities are summarized below.

State Implementation Plan

The County's Air Pollution Control District (APCD) received approval of their 1994 California Ozone State Implementation Plan (SIP) on February 7, 1997. The approved SIP included Ventura County's 1994 Air Quality Management Plan (AQMP) and portions of the 1995 AQMP revision. Measure R-700/N-700, Transportation Control Measures, was included in the SIP approval to help reduce emissions from transportation-related sources. The adopted strategies in this measure are as follows:

- Ridesharing programs including carpooling, vanpooling, buspooling, modified work schedules, and park-and-ride facilities;

- Non-motorized strategies including telecommunications, bicycle lanes, and bicycle storage facilities;
- Traffic flow improvements including ramp metering and HOV bypass lanes;
- Land use strategies;
- Transit services including commuter rail service;
- Employee Commute Options (repealed).

These TCM's are consistent and compatible with the programs and recommendations included in this CMP. In fact, in some cases, the AQMP identified the CMP as the implementation mechanism. For example, the TDM Facilities Ordinance and the Land Use Impact Programs in the CMP are the mechanisms by which the land use strategies in the AQMP are implemented.

Trip Reduction/TDM Ordinances

APCD Rule 211

~~In June, 1989, the County's APCD adopted its Employer Trip Reduction Rule, Rule 210. Rule 210 required large employers to perform Average Vehicle Ridership (AVR) surveys and implement employee commute programs that encouraged ridesharing, transit use, and non-motorized travel. The rule was later renamed as Employee Commute Options (ECO) and included in the 1994 Air Quality Management Plan to meet federal and state clean air standards. Furthermore, the 1990 Clean Air Act Amendments specifically mandated employee commute options in districts classified as severe non-attainment areas such as Ventura County.~~

In December of 1995 the President signed into law HR 325 (Manzullo), that repealed the Employee Commute Options mandate and allowed states to adopt other methods that would reduce equivalent emissions. Earlier that year, the Governor signed SB 437 (Lewis), which prohibited air districts and other governmental agencies from mandating employer trip-reduction programs unless required by federal law. These two actions led to the suspension of Rule 210 in 1996. After the suspension, APCD staff worked with many employers who voluntarily continued trip reduction efforts.

On September 14, 1998, the APCD submitted a SIP revision to incorporate two Voluntary Mobile Source Emission Reduction Programs (VMEP) to replace the lost emission reductions from the repeal of Rule 210. The VMEPs are Rule 211 and funding for CNG buses provided by the Clean Air Fund. The process for repealing Rule 210 and requirement for replacing emission reductions were outlined in EPA's April 23, 1996, "Guidance on Implementation of the Recent Employee Commute Options Legislation." Emission reduction credits for voluntary programs were granted by EPA in their October 23, 1997, VMEP policy.

Rule 211, transportation outreach program, allows APCD staff to assist Ventura county employers with voluntary trip reduction efforts and take credit for resulting emission

reductions. The APCD staff provides on-site commute analysis, ridership survey assistance, commuter transportation training, and educational materials. The rule requires that employers of 100 or more employees, with at least 50 employees reporting to work between 6:00 to 10:00 am, register with the APCD and submit a biennial commuter survey. The APCD staff makes every attempt to share their knowledge on resolving air quality issues resulting from on-road mobile sources and the benefits of having employee commute programs at worksites.

The APCD continues to assist Ventura County employers with developing and implementing voluntary employee commute programs. Some employers and their employees have benefited from having commute options available. The APCD's transportation staff provides employers with on-site commute analysis, transportation coordinator training, ridership survey assistance, commuter marketing and transportation information. Plans are underway at the APCD to formalize this outreach approach as a voluntary mobile source measure incorporating new flexibility from U.S. EPA to take credit for any emission reductions gained from this effort.

CMP TDM Facilities Ordinance

State law requires each city and the County to adopt their own transportation demand management or trip reduction ordinance. To meet this requirement, VCTC staff worked with the 1993 CMP Update Committee and standing advisory committees to develop guidelines for a local ordinance aimed at providing TDM-related amenities at new development sites. The result of this effort was to establish seven basic elements ~~which that~~ must be included in the local ordinances. The required elements include the following:

1. Standards for the number, size and location of preferential carpool and vanpool parking spaces.
2. Standards for the number and location of bicycle racks and/or lockers.
3. Requirements for the provision, where feasible and appropriate, of transit stop improvements (i.e. bus pullouts, bus pads, shelters, etc.)
4. Requirement for the provision of a transportation information center at non-residential developments serving 50 or more employees.
5. Safe and convenient access for pedestrians and bicyclists from the external circulation system to on-site buildings or internal streets/sidewalks.
6. A formal role for transit operators in the local jurisdiction's environmental and development review processes.
7. Requirements for large developments to address the provision of needed services in close proximity to either jobs or housing.

In addition to identifying these elements, advisory committees developed a model ordinance to provide an example of how the elements could be treated within an ordinance. This ordinance,

included in Appendix VI, is for information purposes only and will not be used in determining city and County conformance with the CMP.

The ten cities and the County were given one year following adoption of the 1993 CMP to adopt their local TDM Facilities Ordinances. As part of its 1994 CMP monitoring effort, the VCTC found that all eleven local agencies had adopted and implemented the required local ordinances.

City and County Development Review Process

As part of their development review process, cities may establish TDM goals for proposed new developments. Several cities, including Oxnard, Camarillo, Thousand Oaks, and Ventura, have required the developers of certain office and business park projects to design and implement TDM programs as a condition for obtaining project approvals.

Transit

One of the most important strategies making up the CMP's TDM element is the development of public transit service improvements in the county. The importance of transit stems from its ability to provide a reliable and inexpensive alternative to driving alone. Without transit services it will be difficult if not impossible for this county to reach its trip reduction goals under Rule 211.

A complete discussion of transit services can be found in *Chapter 5*.

Ridesharing Programs

Rideshare matching services in Ventura County are provided by Southern California Rideshare (formerly Commuter Transportation Services). SCRideshare's Ventura County office has been active in promoting ridesharing by employers **and** assisting employers in conducting transportation surveys and developing trip reduction plans, ~~and assisting the County with its successful flex-time pilot program.~~

Employers in the County have established carpooling and vanpooling programs. Typically, the programs have offered rideshare match lists for interested employees, along with promotional efforts, and perhaps, preferential parking spaces for people ridesharing to and from work. Other programs have offered additional incentives to encourage ridesharing by employees.

Vanpool Discounts

There are a number of vanpool programs currently operating in Ventura County. The most recent estimates of vanpool activity indicate there are approximately 160 vanpools from Ventura to Los Angeles County, and almost 70 coming into Ventura County from Los Angeles and Santa Barbara Counties. These vanpools are generally operated using a third-party lease arrangement or as part of a private company vanpool fleet program.

Transportation Management Associations

Transportation Management Associations (TMAs) are groups of employers working together to solve mutual transportation problems and increase average vehicle ridership. In mid-1990, TMAs were started by employer groups in the City of Simi Valley, central Oxnard, and Oxnard's SR-101 corridor. These TMAs actively worked to develop alternative commute programs and assist employers in meeting air quality TDM requirements. Unfortunately, none of these TMAs are currently active. Nonetheless, TMAs are being considered by other groups of employers at the Pardee Plaza area in Camarillo, and the Rancho Conejo and Westlake Boulevard business park areas in Thousand Oaks.

Person Trip Reduction Strategies

There are several strategies being implemented throughout the County to reduce the number of work trips and vehicle miles traveled. These strategies include telecommuting, where employees work at their home or at a neighborhood work center on one or more days per week; compressed work weeks and/or flexible working hours for employees; the use of telephones and fax machines to provide or exchange information; and work site services such as daycare, eating, and banking.

For example, the County Courts have created a network of "satellite" facilities for residents to do court business such as pay traffic fines. Facilities are planned for the Pacific View, Esplanade and Oaks shopping malls.

Several employers in the County are interested in offering telecommuting for employees but little has been done to date. The Channel Islands Business Center in Oxnard was developed with extensive telecommunications systems to support teleconferencing and other work activities. Communications systems are also being considered to reduce the number of trips made to the County's Government Center by citizens for personal business. Also, given the fact that over 50% of the households in the county have home computers, VCTC has installed transit scheduling and other information on the Internet.

Compressed work weeks are more popular in the County. For example, ~~the County of Ventura allows a four-day work week for most of its administrative employees.~~ Also, deputies on certain shifts at the County's Sheriff's Department work 72 hours over seven days, every two weeks.

Both the City of Oxnard and City of Thousand Oaks have also adopted compressed work week schedules for their employees.

Park-and-Ride Lots

The availability of park and ride lots has made carpooling and vanpooling easier for some commuters in the County. The existing park and ride lots, including lots provided by private concerns and those currently under development are shown in *Figure 6-1*. ~~The VCTC provided Congestion Mitigation and Air Quality Improvement (CMAQ) funds to Caltrans in 1993 for the construction of new park and ride lots in Simi Valley and Camarillo.~~ SCAG, with support from VCTC, recently completed a thorough inventory and update of the park-and-ride lot locations in the County.

Bicycle and Pedestrian Facilities

The County's level terrain and moderate weather, particularly on the coastal plain, is great for walking and bicycling. Many of the cities and the County have adopted ambitious bicycle master plans to take advantage of this environment. However, there are limited commuter bicycle lanes.

The Ojai Valley Trail connects Ojai and Foster Park along an abandoned Southern Pacific railroad right-of-way, and the Ventura River Trail in the City of San Buenaventura continues in the same right-of-way to connect with the Omer Rains Bike trail along the coast. Bicycle paths making up the State's Pacific Coast Bicycle Trail through the county are being improved as a cooperative effort of the County and the cities of Port Hueneme, Oxnard, and San Buenaventura. In addition, the County has adopted a "*Regional Trails and Pathways Program*" in an attempt to coordinate the planning and construction of bicycle and pedestrian trails throughout the county. Through this effort, a countywide bicycle network/master plan has been developed. Based in large part on this work, VCTC has developed a program (the "Non-Motorized Transportation Plan") to define specific bikeway projects and potential funding sources.

Through the CMAQ program, the VCTC has also committed funding for a number of upcoming bicycle improvements. These included the Beardsley Wash Bike Path, ~~the Ventura River Bike Trail, Monte Vista Bike Path,~~ the Calleguas Creek Bike Path in Camarillo, the Arroyo Simi Bike Path in Simi Valley, the Route 126 Corridor Bike path in Ventura, and a countywide bike rack and locker program. In addition, VCTC has completed environmental clearance for a bike path along the Santa Paula Branch right-of-way from Ventura to Rancho Camulos near Piru, and CMAQ funds have also been set aside for ~~design of the bike path along the Santa Paula Branch Line~~ building segments of this bike path in Santa Paula, Fillmore, and between Piru and Rancho Camulos.

Funding through the State's Proposition 116 program has also been used to improve the Arroyo Simi Bike Trail in the City of Simi Valley. *Appendix VII* includes the most recent countywide bike map prepared by VCTC.

Guaranteed Ride Home Program

The VCTC has continued to provide funding for the "Guaranteed Ride Home Program." The purpose of the program is to encourage Ventura County residents to rideshare or use public transportation to get to work. Many people do not rideshare or use public transportation to get to work for fear of being stranded at work as a result of an emergency, childcare problem, or unanticipated overtime. The Guaranteed Ride Home Program acts as a safety net by "guaranteeing ridesharers or public transit users a ride home when the need exists. Employees registered with the program will receive a free taxi ride or rental car to provide them a ride home in an emergency. The program is available at no cost to employers or employees who are working or participating in a job training program within Ventura County.

Ventura County Congestion Management Program

Ventura County PRIDE Program

As part of the county's Welfare-to-Work effort to assist CalWORKS families, community-based, employment focused, One-Stop Job-to-Career Centers ~~will be operated~~ have been established in Ventura County. These centers include valuable services for all job-seekers in the community. ~~These services include computer-generated~~ VCTC has provided computers to each of these centers to provide information about transit and ridesharing service. Accordingly, prospective employees and participants in job training programs can be matched in car or vanpools or can be given bus/rail schedules specifically tailored to their needs. Finally, transit passes can be purchased or given to users, depending on program arrangements. ~~PRIDE proposes to establish eight Job-to-Career centers during 1998, as the budget permits.~~

VCTC has also provided CMAQ funds for a fleet of 16 clean-fueled vans which will be used by all of the County's One-Stop Job-to-Career Centers to transport workers from the centers to various work sites and child-care centers where there is not public transit available for the trip. The program's objectives are to allow unemployed individuals to obtain jobs without having to purchase a car, while reducing congestion and improving air quality by carrying multiple riders, whenever possible, in the same clean-fuel van. The County has recently taken delivery of these vehicles, and they are scheduled to be go into service shortly.

Go Ventura Website

The VCTC maintains an interactive, user-friendly GoVentura website which provides up-to-date and detailed transportation information for the Southern California region including: bus and train information, senior and disabled person's transportation information, traffic reports, ridesharing information and park-and-ride information.

SUMMARY OF EXISTING FUNDING

Funding for TDM activities in the county is available from a variety of sources. ~~It is worth noting that Rule 210 is employer-based requiring employers to provide funding for the implementation of certain TDM measures.~~

Current sources of funding for TDM-related activities in Ventura County are as follows:

Surface Transportation Program (STP) - The County annually allocates a portion of these Federal highway dollars for SCRideshare activities. In addition, the ISTEA has provided the flexibility to use STP funds for a variety of TDM-type improvements.

Congestion Mitigation & Air Quality Improvement Program (CMAQ)- These federal funds, made available through ISTEA, can be used for a number of TDM-type improvements. For example, as part of Ventura County's initial CMAQ program, funding was provided for transit improvements, bicycle facilities, park-and-ride lots, and the start-up of a TMA in the Conejo Valley. A recent change in the CMAQ guidelines provides that CMAQ funds can now be used to support Regional Ridesharing for an indefinite time period, since these programs continue

to eliminate single-occupant car trips. In future years, VCTC will fund the rideshare program using CMAQ funds.

Local Transportation Fund - State sales tax revenues are available for local transportation purposes, including transit operations and capital improvement projects. Up to two percent of each year's LTF monies (Article 3) is available for bicycle and pedestrian projects. **Based on the recommendation of a bicycle path maintenance task force set up by VCTC, 25% of these funds are being provided to the county and cities for a one-year period for bicycle path maintenance.** The local agencies must certify, as a condition for receiving these funds, that they will maintain there other expenditures on bike path maintenance, to ensure that the maintenance of bike paths in the county is actually improved. VCTC has also set up a private account, called "The Bike Fund," to which interested parties may contribute if they wish to support improved bike path maintenance in the county.

Vehicle Registration Fees - Revenues from a license tag surcharge of \$4 became available for air quality and related transportation purposes in 1991. TDM activities and projects may be funded using fee revenues.

Air Pollutant Emissions Mitigation Fees - Fees collected by the County and cities from developers under APCD guidelines may be used for TDM-related activities.

RECOMMENDED IMPROVEMENTS

The Transportation Demand Management recommendations are summarized below. *Appendix VIII* provides a more detailed description of the program. As mentioned above, these projects are consistent and supportive of the TCM's identified in the 1995 AQMP Update. The agencies responsible for implementation of the TDM improvement programs and activities are summarized in *Figure 6-2*.

- Implement trip reduction programs and strategies to encourage alternatives to driving alone to work.
- Support federal and state legislative efforts that encourage alternatives to solo driving through changes in the tax code and other means, that provide increased funding for TDM programs and activities.
- Promote the existing TDM support services offered by the APCD and SCRideshare. The services being provided include rideshare matching, workshops and training programs, technical assistance and the development of promotional materials.
- Construct additional commuter bikeways and bicycle parking facilities in the county and all cities, to the extent feasible with available funding, especially to park and

ride lots, commuter rail stations, and transportation centers. (Install bicycle parking facilities at these locations to extent feasible.)

- Develop and implement bicycle parking guidelines regarding provision of racks or lockers.
- Update and distribute countywide bikeway maps.
- Adopt County and cities ordinances for TDM-related amenities at new development sites.
- In cooperation with Caltrans, study opportunities for ramp metering and HOV bypass lanes, park-and-ride lots, and commuter bikeways.

Figure 6-2

SUMMARY OF RESPONSIBILITY FOR IMPLEMENTING TDM IMPROVEMENT PROGRAMS AND ACTIVITIES					
Item	VCTC	APCD	Cities and County	So. Cal Ride- Share	Cal- trans
Implement Support Trip Reduction Programs	X	X	X	X	X
Support Legislation to Encourage Alternatives to Solo Driving	X	X	X	X	X
Promote Existing TDM Support Services	X	X	X	X	X
Expand Countywide Bikeways Network	X	X	X		X
Develop Guidelines for Bicycle Parking	X	X	X		
Bikeways/Storage Lockers at Park-and-Ride Lots	X	X	X		X
Update/distribute Countywide Bike Map	X		X		
Adopt TDM Facilities Ordinance			X		
Study HOV Bypass Lanes, P&R Lots, Commuter Bikeways	X	X			X
Install Information on Internet	X	X			

CHAPTER 7

PERFORMANCE MEASURES ELEMENT

Congestion Management Programs are required to include a new "Performance Element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods." In simple terms, the purpose of this element is to measure the ability of the transportation system to move people and goods. While the first two CMP's included the LOS (*Chapter 4*) and transit standards (described below), beginning in 1995 the CMP included measures which are multi-modal; that is, they are useful for evaluating travel via automobile, transit and truck.

The Performance Element requirement did not entirely eliminate the requirement to develop transit-specific measures. In fact, this performance element is required to include "measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators." It is important to note the requirement is for "measures" and not "standards." Measures are simply tools used to evaluate the system and the mobility of persons and goods. Standards, on the other hand, are used to determine local agency compliance with the CMP. Therefore, the transit and other measures discussed below are not be included in CMP compliance monitoring.

SELECTING A MULTI-MODAL MEASURE

Over the past several years, there has been much work done throughout the country to develop measures of transportation system performance meaningful across all modes of travel. One effort most directly related to the CMP was that undertaken as part of the Statewide CMP Study completed in 1994. In that study, a number of potential performance measures were evaluated. They included:

- Hours of Delay
- Travel Time
- Average Vehicle Occupancy
- Vehicle Miles of Travel (VMT)
- VMT per Person Trip
- Person Throughput

These represent only a handful of those measures ~~which that~~ were reviewed. These were also reviewed by VCTC's standing technical committees as well as the CMP Update Committee. These committees used the same criteria developed in the Statewide CMP Study: 1) Flexibility; 2) Cost and Availability of Data; 3) Ease of Understanding by the Public and Decision-Makers; and 4) Defensibility (i.e. reasonableness/accuracy). When viewed against these criteria, none of the

potential measures described above were considered appropriate. It is worth noting that the primary shortcoming of each was in the area of cost and availability of data. Each of these measures required the collection of substantial amounts of data at a relatively high cost.

The desire for a measure using currently collected data limited the number of possibilities for Ventura County. This is because the only non-transit data currently collected countywide is the level of service (LOS) data collected by VCTC as part of the CMP monitoring effort. This data consists of peak hour traffic volumes and LOS calculations at CMP intersections and on Highway segments. The first and most obvious potential measure evaluated was a simple average of LOS in the county. This idea was set aside, however, as it did not present a fair portrayal of congestion levels since an LOS "D" segment which carries 800 vehicles during the peak hour is given the same consideration as a segment carrying 2000 vehicles.

VCTC staff and the technical advisory committee, however, further refined this measure so that each individual LOS was weighted according to its volume prior to being averaged. In short, the measure became a "weighted average level of service." This measure was dubbed the "Congestion Index." The name does not include reference to level of service so that confusion with the CMP LOS Standards is avoided.

Calculating the "Congestion Index"

The weighted average LOS, or "Congestion Index," is calculated using the peak hour traffic volume and LOS information for each CMP highway segment and intersection. This data is provided to VCTC every two years as part of the required CMP monitoring process (described in *Chapter 4*). The Index is measured on a scale of one to ten, with ten representing the "best" score or the lowest level of congestion. The first step in calculating the Congestion Index is assigning a numeric value to the traditional letter values shown for level of service. The numeric values were assigned as follows:

<u>INDEX SCALE</u>	<u>LEVEL OF SERVICE</u>
10	A
8	B
6	C
4	D
2	E
0	F

Once the index scale was established, each location's designated LOS had a corresponding value ~~which~~ that could be multiplied by the observed peak hour traffic volume. Below are sample calculations for two LOS D locations on Highway 118:

- o Highway 118 - Vineyard Ave to Tierra Rejada Rd

$$\begin{array}{rcl} (\text{LOS D}) \times (\text{peak hour volume}) & = & (\text{weighted average}) \\ 4 \times 1,189 & = & 4,756 \end{array}$$

- o Highway 118 - Madera Rd to Los Angeles County Line

$$\begin{array}{rcl} (\text{LOS D}) \times (\text{peak hour volume}) & = & (\text{weighted average}) \\ 4 \times 5,339 & = & 21,356 \end{array}$$

As the example above illustrates, because more vehicles (and people) are affected by the congestion from Madera Road to the L.A. County Line, that segment carries more "weight" than the segment from Vineyard Avenue to Tierra Rejada Road. This calculation is completed for all locations and the results can be averaged in any manner.

The 1996 Congestion Index

In order to establish a "base" Congestion Index for Ventura County, the above described calculations were made using the traffic volume and LOS data collected for the 1996 CMP monitoring effort. Given the significantly different characteristics of intersections and highway segments, Congestion Indices were calculated and summarized separately for each. Also, given the differences between conventional highway (e.g. Highway 1 south of Oxnard) and freeway (i.e. Highway 101 through Thousand Oaks) segments, a subset of freeway segments was also summarized. The results were as follows:

	<u>Facility Summary</u>	<u>Congestion Index</u>
1.	All CMP Intersections	7.4
2.	All Highway Segments (Conventional and Freeway)	5.0
3.	Freeway Segments Only	4.8

Several conclusions can be drawn from these indices. First, CMP intersections in Ventura County are not as a group experiencing high levels of congestion. And second, while the state highway system is experiencing greater levels of congestion than local intersections, the overall level of congestion on that system is moderate. Taken together, these indices confirm that the bulk of our peak hour traffic, and therefore congestion, is occurring on the state highway system.

In addition to the Congestion Index summary by facility type provided above, the index can also be summarized by jurisdiction. Below is a summary of the ~~141~~157 CMP intersections by local agency for 1994, ~~and~~ 1996, ~~and~~ 2000 (the numbers in parentheses are the number of CMP intersections within each jurisdiction):

PERFORMANCE MEASURES ELEMENT

Local Agency	1994	1996	1998	2000
Camarillo	8.1	8.7	8.9	7.2 (11) (13)
Fillmore	8.0	8.0	6.0	6.0 (1)
Moorpark	8.7	8.9	5.4	6.4 (6)
Ojai	6.0	10.0	10.0	10.0 (1)
Oxnard	5.7	7.0	6.9	7.0 (23) (28)
Port Hueneme	5.8	10.0	8.7	8.6 (2)
San Buenaventura	6.9	7.0	7.5	7.6 (18)
Santa Paula	10.0	10.0	8.0	6.0 (3) (1)
Simi Valley	9.2	8.7	8.0	7.8 (21) (25)
Thousand Oaks	7.2	8.0	8.0	7.8 (37) (44)
County	7.4	7.6	7.25	6.4 (18)

It is important to remember there are a number of specific locations experiencing significant congestion levels in Ventura County. Because the Congestion Index is an average, these specific locations do not "show up" in the results. This is less a shortcoming of the measure than it is a reflection of its purpose: to provide a snapshot look at general congestion levels in Ventura County. It is not intended to identify specific problem areas but rather to be an indicator of our overall success at reducing congestion. As such, its value and usefulness will increase over time as we calculate the congestion index in future years. For example, after six years of collecting data, we are able to better tell if, in general, traffic congestion has gotten worse or better over the past six years. Thus, the Congestion Index is not "the answer" but rather one more piece of information available to decision-makers as they establish transportation programs and projects for Ventura County.

TRANSIT PERFORMANCE MEASURES

As mentioned above, the CMP is no longer required to include transit **standards**, which local agencies would be obliged to meet or lose their share of Proposition 111 gas tax funds. State law now simply requires transit **measures**. These measures, however, must still address transit routing and frequency as well as coordination among different transit operators. As such, what are described below as the transit measures for the 2001 CMP are in essence updated versions of

the transit standards in the 1993 CMP.

Transit service performance in Ventura County is first of all measured against current services. That is, the continuation of existing or similar services is the baseline for transit performance. Whether the measure applies to local, commuter, or regional/intercounty service, it is intended to help meet an identified transit need. This concept, which was reflected in the "base standards" in the previous CMP's, is reflected in the routing and frequency performance measures which are summarized below by transit service type.

Local Transit Service

Local transit service performance is measured against local mobility needs. Local services should meet all identified current local needs, subject to meeting productivity standards. These productivity standards could be locally developed or they could be those developed by VCTC as part of its Unmet Needs/Reasonable to Meet definitions. Further, if local transit services are going to help reduce congestion, they should serve ridership markets ~~which~~ that travel during the peak periods. Local services should therefore strive to serve all major employers and commercial centers within their communities, as well as transportation centers such as train stations. These services should be scheduled to meet start times at schools and major employment centers, as well as transfer times to commuter and/or regional transit services.

Commuter Transit Service

To provide a reasonable alternative to automobile travel and provide a measurable improvement in air quality, commuter transit must serve the major commute corridors in the county. With the advent of VISTA, this is largely being accomplished. The major corridors where commuter bus service should be continued include: Port Hueneme/Oxnard/Ventura/Ojai, Thousand Oaks/Camarillo/Oxnard/Ventura (Route 101), Fillmore/Santa Paula/Ventura (Route 126), Moorpark/Thousand Oaks (Route 23), Moorpark/Simi Valley/Los Angeles (Route 118), **Oxnard/Camarillo/Thousand Oaks/Warner Center** (Route 101), and Ventura/Santa Barbara (Route 101). Commuter rail services should also continue along the Oxnard/Camarillo/Moorpark/Simi Valley rail corridor and, ~~when warranted~~, be extended to Ventura.

The bus transit services operating along these corridors are currently running once every hour. The one exception is the Port Hueneme/Oxnard/Ventura/Ojai corridor where SCAT currently operates peak service on half-hourly headways, **and Oxnard/Camarillo/Thousand Oaks/Warner Center, which runs only during the rush hour due to a demonstrated lack of demand at other times.** It is recommended these services be continued where they meet productivity standards, and be expanded when demand warrants.

The commuter rail services, operated by Metrolink, currently provide four peak period trains to Moorpark and two peak period trains to Oxnard. Ridership from Moorpark and Simi Valley has been consistently among the highest in the Metrolink system. Ridership from the west county has been much lower, due in part to the greater distances/fares and the more limited service. As

demand warrants and funding for major capital improvements is identified, consideration should be given to bringing all four peak period trains to the west county and additional trains to the east county.

Regional/Intercounty Transit Service

Regional and Intercounty transit services are currently provided along the same corridors as the commuter services described above. As with peak hour commuter services, these services are operated on an hourly basis. Intercity rail services are operated primarily by AMTRAK. AMTRAK operates four "San Diegan" trains per day through Ventura County, one of which extends to San Luis Obispo. VCTC is participating with other coastal counties to improve intercity services along the coast mainline between Los Angeles and San Francisco. Metrolink also operates a single mid-afternoon train to Moorpark. These services should be continued. The San Diegan trains have proven especially popular and ridership has been high along the route. As demand warrants and funding becomes available, these services should be expanded.

Transit Service Coordination

It is important that Ventura County's transit services be coordinated so bus riders can easily transfer from one system to another. For example, it should be possible to get from Port Hueneme to Los Angeles by getting on SCAT, connecting to the VISTA bus in Oxnard, and transferring to the MTA bus in Westlake Village.

Coordination deals with everything needed to make traveling by transit easy. Since the adoption of the first CMP in 1991, there has been substantial improvement in this area. The establishment of the "Dial-A-Route" transit information center has greatly improved the public's access to transit schedules and fare information. By calling 1-800-438-1112, callers from throughout the county and beyond can find out details about any public or private transit service in Ventura County. VCTC has also made this same information available on the Internet for use by employee transportation coordinators and the general public. VCTC has also recently introduced the NEXTBus Real-Time Notification System, which uses the Global Positioning System to collect real-time bus arrival information, and provides this information to bus patrons at bus stops and on the Internet. Metrolink and Amtrak are in the process of developing a similar system for trains.

~~Also, as recommended in the 1993 CMP, a countywide transit pass, the "Passport," has been introduced.~~ As of January 2002, VCTC reintroduced the Smartcard for bus riders, in the form of the "Go Ventura" card. The passport allows bus riders to pay only once for a month's use of any and all public transit systems in Ventura County, or to use the card as a credit or debit card for transit services. ~~At a minimum, these recent improvements in transit coordination should continue.~~ Plans are underway to expand this system to include Metrolink. Eventually, most Southern California transit systems are expected to have Smartcards, and VCTC is working with other transit operators to develop State legislation to require vendors to make all cards interoperable within California.

Finally, another measure of transit coordination is the ability to transfer between different operators smoothly. While the "Passport/Smart Card" accomplishes this task, it is only helpful to pre-paid riders. It is equally important to improve transfers for cash paying riders. This is best accomplished through "fare transfers" among operators. Fare transfers would allow a rider to transfer from one system to another without paying an additional fare. While much work has been done to accomplish this, we have yet to succeed. This work should continue and fare transfers for cash fare riders should be implemented.

CAPITAL IMPROVEMENT PROGRAM

CHAPTER 8

CAPITAL IMPROVEMENT PROGRAM

To keep our roads and transit services operating properly, many improvements are needed over the next several years. These improvements will add more traffic lanes, improve signals, intersections and freeway interchanges. The transit improvements include the purchase of new buses and trains and needed rail line and station construction.

The projects listed in this chapter are limited to those ~~which that~~ can be funded in the next seven years to help us reduce the level of congestion on the CMP system and improve the quality of the air we breathe. Projects related to maintenance or safety, (such as filling potholes and installing guardrail), soundwalls, landscaping or sidewalks, are not necessarily included in this capital improvement program. Although they are important projects, they do not significantly increase the ability of our roadway and transit systems to meet the growing demands we place on them.

The list includes a description of the project, its estimated cost and the year construction will begin. This information has been provided, through the RTIP (which is herein incorporated by reference) by the cities, transit operators, County and Caltrans. It is important to note that being included in this list does not guarantee funding or construction for any of the projects. All projects included in the RTIP and STIP are reviewed for conformity with air quality plans and have environmental documents prepared if needed. As a result, being included in this capital improvement program represents only one of many preliminary steps toward the funding and construction of any of these projects.

CAPITAL IMPROVEMENT PROGRAM

ROADWAY PROJECTS		
PROJECT DESCRIPTION	CONST. YR.	EST. COST
STATE HIGHWAYS		
CALTRANS		
Route 126 Fillmore to L.A. County Line Widen to Four Lanes	Under Const.	\$28,400,000
Route 101-Vineyard Ave to Johnson Drive	1999/00	\$56,300,000
Widen and Improve Interchanges (Phase I)	2002	\$81,600,000
Route 101/Seaward Ave. Modify Interchange	1998	\$8,600,000
Route 1/Pleasant Valley Road	2000	\$39,300,000
Reconstruct Interchange and Extend Rice Avenue	Under Const.	\$43,000,000
Route 101/Route 34 (Lewis Rd)	2000	\$25,800,000
Reconstruct Interchange	2002	\$34,500,000
Route 101 - Route 23 to Route 33 Install Changeable Message Signs	1998	\$960,000
Route 101 - Conejo Grade to S.B. County Line Install Traffic Surveillance System	1999	\$5,510,000
Route 118/Route 34 (Lewis Rd)	1999	\$3,100,000
Improve Intersection and Upgrade Signal	2006	
Route 118 - Tapo Canyon to L.A. County Line	2004	\$55,000,000
Widen and complete Rocky Peak Road Interchange		
Route 23 - Route 101 to Route 118	2004	\$83,200,000
Widen and improve 23/101 Interchange		
Route 118 Near Moorpark	2005	\$5,000,000
Truck Weigh Station		

CAPITAL IMPROVEMENT PROGRAM

ROADWAY PROJECTS		
PROJECT DESCRIPTION	CONST. YR.	EST. COST
CAMARILLO		
Las Posas Rd/Ponderosa Dr to Ventura Blvd. Widen Roadway	1998	\$330,000
Route 101/Carmen Drive Construct Phase II Improvements	2000 Under Const.	\$2,900,000 \$6,000,000
Route 101/Verdulera St. Construct New Interchange	2002	\$9,000,000 \$23,000,000
Pleasant Valley Rd. - Lewis Rd. to Route 101 Widen Roadway	2003	\$5,900,000
Adolfo Rd. Extend Roadway East to Route 101	2006	\$5,400,000
COUNTY OF VENTURA		
Santa Clara Ave/Central Ave. Improve Intersection and Install Signal	Under Const.	\$736,000
Hueneme Rd./ Navalair Rd. Install Signal	1998 2003	\$120,000
Telegraph Rd./ Briggs Rd. Install Signal	1999 Under Const.	\$120,000
Santa Rosa Rd./E. Las Posas Rd. Install Signal	1998	\$120,000
Las Posas Rd./Cawelti Rd. Install Signal	2003	\$145,000

CAPITAL IMPROVEMENT PROGRAM

ROADWAY PROJECTS		
PROJECT DESCRIPTION	CONST. YR.	EST. COST
Route 150/Loma Install Signal	2003	\$150,000
Route 118/Grimes Canyon Road Install Signal	2003	\$150,000
Route 118/Balcom Canyon Rd. Install Signal	2003	\$150,000
Santa Rosa Rd./Vista Grande Install Signal	1999	\$120,000
Moorpark Rd - Santa Rosa Rd to Tierra Rejada Rd Realign Roadway	1999 2002	\$4,224,000
Santa Clara Ave.- Central to Oxnard City Limit Central Ave. - Santa Clara to Oxnard City Limit Widen Roadways	2001 2002	\$3,946,000
Lewis Rd. - Hueneme Rd.to Pleasant Valley Rd. Widen Roadway	2002	\$4,449,000 \$30,000,000
Rice Avenue Extend Pleasant Valley Rd. to Hueneme Rd.	2002	\$6,600,000
Hueneme Road - Rice to O xnard City Limits Widen Roadway	2005	\$2,500,000
Las Posas Rd. - Pleasan t Valley to Calwelti Widen Roadway	2005	\$2,800,000
Route 126/Todd Road Construct Interchange	2005 2006	\$1,869,000
Gonzales Rd- Victoria Ave to Patterson Rd Widen Roadway	20056	\$1,160,000

CAPITAL IMPROVEMENT PROGRAM

ROADWAY PROJECTS		
PROJECT DESCRIPTION	CONST. YR.	EST. COST
Rose Avenue Extend from Oxnard City Limits to Hueneme	2006	\$2,300,000
FILLMORE Route 126/A Street (Route 23) Widening and Signal	1998	\$880,000
MOORPARK Route 118 – City of Moorpark Signal Synchronization	1999 2002	\$320,000
Tierra Rejada Road Signal Synchronization	2002	\$500,000
OJAI Route 150/Montgomery Street Signalization	1998	\$210,000
OXNARD Rose Ave-Fifth Street To Wooley Emerson Widen Roadway	1999	\$1,920,000
Rose Ave/Bard Rd. Signal Installation	1998	\$100,000
Rose Ave./Route 101 Reconstruct Interchange	Under Const.	\$17,900,000
Pleasant Valley Rd-Route 1 to Olds Rd. Widen Roadway	2001 2004	\$1,800,000

CAPITAL IMPROVEMENT PROGRAM

ROADWAY PROJECTS		
PROJECT DESCRIPTION	CONST. YR.	EST. COST
Route 34/Del Norte Blvd Signal Installation	1998	\$140,000
Rose Ave-Wooley Rd. To Emerson Ave. Widen Roadway	1999	\$2,800,000
Hueneme Rd - Saviers Rd to Arcturus Road Widen Roadway	2000 2003	\$3,000,000
Rice Ave/Route 101 Reconstruct Interchange	2000 2003	\$29,200,000
SAN BUENAVENTURA		
Victoria Ave/Telegraph Rd. Reconstruct Intersection (Phase II)	2002	\$750,000
Route 101/Victoria Avenue Reconstruct Interchange (Phase I)	1997	\$8,500,000
Route 101/Victoria Avenue Reconstruct Interchange (Phase II & III)	2000 2005	\$5,000,000
Route 101/California Street Reconfigure Northbound Offramp	2006	\$15,000,000
SANTA PAULA		
Telegraph Rd-Lindsay Ln to Railroad Cross. Widen Roadway	1996	\$550,000
SIMI VALLEY		
Madera Rd/Easy St	2002	\$66,000

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ROADWAY PROJECTS		
PROJECT DESCRIPTION	CONST. YR.	EST. COST
Widen Intersection		
Los Angeles Ave/Tapo St Widen Intersection	2002	\$280,000
Madera Rd/Los Angeles Ave Widen Intersection	2000 2002	\$419,000
Sycamore Dr/Cochran St Widen Intersection	1998	\$616,000
Alamos Canyon Rd/Route 118 Add Ramps	2000 2004	\$2,560,000 \$10,600,000
First Street/Los Angeles Ave Widen Intersection	1998	\$394,000
Madera Rd/Royal Ave Widen Intersection	1999	\$202,000
Stearns St - Cochran St to Leeds St Widen Roadway	2001 2003	\$950,000
THOUSAND OAKS		
Moorpark Rd-T.O. Blvd To Rolling Oaks Drive Widen Roadway	1998 2002	\$1,901,000
Borchard Rd./Newbury Rd. Construct Route 101 Connector	2000	\$5,500,000

CAPITAL IMPROVEMENT PROGRAM

ROADWAY PROJECTS		
PROJECT DESCRIPTION	CONST. YR.	EST. COST
Hillcrest Dr. to Fallmouth St. Widen Roadway	2000	\$300,000
Hillcrest Dr. – Camino Dos Rios to Lawrence Dr.	2000	\$400,000
Rancho Conejo – Wid en Roadway	2005	\$680,000
Janns Rd./Windsor Dr. Signalization	2000	\$155,000
Moorpark Rd./Rolling Oaks Dr. Signalization	1998	\$120,000
Olson Rd./Mountclef Blvd. Signalization	1998	\$120,000
Westlake Blvd./Portrero Rd. Signalization	1998	\$120,000
T.O. Blvd./Auburn St. Signalization	1998	\$120,000
Avenida de las Flores/Erbes Rd. Signalization	1998	\$120,000
Route 101/Borchard Rd Modify Ramps and Signalize	2000	\$3,400,000
Boarchard / Michael Roadway Widening	2003	\$260,000
Old Conejo Rd Reina to Wendy Roadway Widening	2006	\$500,000

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TRANSIT PROJECTS		
SOUTH COAST AREA TRANSIT (SCAT)		
Replace 10 Service Vehicles	1998/01	\$256,000
Replace 2 Maintenance Trucks	1999/2000	\$63,000
Replace 8 Transit Buses	2002	\$2,980,000
Refurbish 10 Buses	2002	\$300,000
Replace 6 Service Vehicles	2003	\$180,000
SIMI VALLEY		
Purchase 3 (CNG) Paratransit Vans	1999/012	\$445,000
Purchase New Paratransit Van	1998	\$80,000
Clean-Fuel Fueling Facility	1999	\$400,000
Purchase 5 Clean-Fuel Buses	2002	\$1,700,000
Replace 2 Utility Vans	1996-99	\$40,000
Purchase 1 Clean-Fuel Bus	2003	\$354,000
OJAI		
Intermodal Center Upgrade	1999 2003	\$160,000
Purchase 2 Clean Fuel Trolley Buses	1999	\$240,000

CAPITAL IMPROVEMENT PROGRAM

TRANSIT PROJECTS		
THOUSAND OAKS		
Purchase <u>3</u> Clean Fuel Buses	2001 2003	\$600,000
Construct Transit Center	1996	\$3,000,000
Bus Shelters, Benches and Kiosk	2000 2003	\$240,000
FILLMORE		
Main Street Intermodal Center Improvements	2000 2003	\$213,000 \$540,000
OXNARD		
Transportation Center Improvements	2000 2003	\$780,000
Transportation Center Parking Lot Expansion	2003	\$2,500,000
SANTA PAULA		
Two Bus Stations	2002	\$100,000
PARK & RIDE PROJECTS		
Route 101/Route 23 Upgrade Lot	1996	\$339,000
Route 150/Route 33 Construct Lot	1996	\$500,000

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TRANSIT PROJECTS		
BICYCLE & PEDESTRIAN PROJECTS		
Beardsley Wash	1998	\$159,000
Construct Springville Bikeway	2003	
Monte Vista Bike Path Camarillo	1994	\$150,000
Construct Bike Lane		
Route 126 in Ventura	2000	\$1,120,000
Construct Pedestrian Overcrossing		
Santa Paula and Ventura Branch Rail Lines	2002	\$1,000,000
Purchase Right-of-Way		
Arroyo Simi Bike Trail	1994	\$460,000
Construct Path: Metrolink Stn-Corriganville Pk	2003	
Ojai Valley Trail Extension	2003	\$400,000
Construct Bike Path		
Central Ave. – Vineyard Ave. to Rose Ave.	2000	\$552,000
Construct Bike Lanes	2003	
Central Ave. – Santa Clara – Camarillo City Limit	2000	\$1,034,000
Construct Bike Lanes	2003	
Ventura River Bike Trail	1998	\$2,500,000
Construct Bike Path		
Countywide Bike Locker/Bus Shelter Program	2002	\$160,000
		\$207,000
Los Angeles Ave.	2001	\$340,000
Construct Sidewalk & Bike Lane	2002	

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TRANSIT PROJECTS		
Calleguas Bike Path Mission Oaks Blvd to Upland Road	2002	\$450,000
Grand Ave. Signal St. to Gridely Rd. Construct Bike and Pedestrian Path	2003	\$444,000
Oxnard Blvd 5th/Vineyard & 5th Oxnard/Rose Construct Bike and Pedestrian Path	2002	\$1,200,000
Route 126 Corridor Kimball to Telephone Construct Bike Path	2003	\$715,000
Stanley Avenue Ventura Avenue to Route 33 Construct Bike Lanes	2002	\$776,000
Route 101 Figueroa Street Underpass Pedestrian Enhancement	2002	\$500,000
Route 101 California Street Overpass Pedestrian Enhancement	2002	\$372,000
Santa Paula Railroad Right-of-Way Construct Bicycle & Pedestrian Path	2002	\$2,000,000
Lewis Road Route 101 / Hueneme Construct Bike Lanes	2003	\$2,924,000
Cawelti Road Las Posas / Lewis Construct Bike Lanes	2003	\$2,440,000

CAPITAL IMPROVEMENT PROGRAM

TRANSIT PROJECTS		
Piru / Rancho Camulos		
Construct Bike Trail / Railroad	2002	\$3,390,000

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CMP GOVERNMENT CODE SECTIONS

The following State of California Government Code sections represent the current CMP and CMP related statutes effective January 1, 2002. These Government Code sections provide the framework for development of CMPs throughout the state.

Chapter 2.3 Long-Range Transportation Planning

Section

65070	Integrated state and regional transportation planning process; legislative intent
65072	Contents of transportation plan

65070. (a) The Legislature finds and declares, consistent with Section 65088, that it is in the interest of the State of California to have an integrated state and regional transportation planning process. It further finds that federal law mandates the development of a state and regional long-range transportation plan as a prerequisite for receipt of federal transportation funds. It is the intent of the Legislature that the preparation of these plans shall be a cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry and that the process be a continuation of activities performed by each entity and be performed without any additional cost.

(b) The Legislature further finds and declares that the last attempt to prepare a California Transportation Plan occurred between 1973 and 1977 and resulted in the expenditure of over eighty million dollars (\$80,000,000) in public funds and did not produce a usable document. As a consequence of that, the Legislature delegated responsibility for long-range transportation planning to the regional planning agencies and adopted a seven-year programming cycle instead of a longer range planning process for the state.

(c) The Legislature further finds and declares that the Transportation Blueprint for the Twenty-First Century (Chapters 105 and 106 of the Statutes of 1989) is a long-range state transportation plan that includes a financial plan and a continuing planning process through the preparation of congestion management plans and regional transportation plans, and identifies major interregional road networks and passenger rail corridors for the state.

65072. The California Transportation Plan shall include all of the following: (a) A policy element that describes the state's transportation policies and system performance objectives. These policies and objectives shall be consistent with legislative intent described in Sections 14000, 14000.5, and 65088. For the plan to be submitted in December 1993, the policy element shall address any opportunities for changes or additions to state legislative policy direction or statute. (b) A strategies element that shall incorporate the broad system concepts and strategies synthesized from the adopted regional transportation plans prepared pursuant to Section 65080. The California Transportation Plan shall not be project specific. (c) A recommendations element that includes economic forecasts and recommendations to the Legislature and the Governor to achieve the plan's broad system concepts, strategies, and performance objectives.

Chapter 2.5 Transportation Planning and Programming

Section

65080	Contents of plan
65080.3	Alternative Planning Scenario
65081.1	Airport and Mass Transit Planning
65082	Regional Transportation Improvement Programs

65080. (a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) The regional transportation plan shall include all of the following:

(1) A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons may quantify a set of indicators including, but not limited to, all of the following: (A) Measures of mobility and traffic congestion, including, but not limited to, vehicle hours of delay per capita and vehicle miles traveled per capita. (B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions. (C) Measures of means of travel, including, but not limited to, percentage share of all trips (work and nonwork) made by all of the following: (i) Single occupant vehicle. (ii) Multiple occupant vehicle or carpool. (iii) Public transit including commuter rail and intercity rail. (iv) Walking. (v) Bicycling. (D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C). (E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket. (F) The requirements of this section may be met utilizing existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required. (G) For the region defined in Section 66502, the indicators specified in this paragraph shall be supplanted by the performance measurement criteria established pursuant to subdivision (e) of Section 66535, if that subdivision is added to the Government Code by Section 1 of Senate Bill 1995 of the 1999-2000 Regular Session.

(2) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all projects

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proposed for development during the 20-year life of the plan. The action element shall consider congestion management programming activities carried out within the region.

(3) (A) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.

(B) The financial element of transportation planning agencies with populations that exceed 200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following: (i) State highway expansion. (ii) State highway rehabilitation, maintenance, and operations. (iii) Local road and street expansion. (iv) Local road and street rehabilitation, maintenance, and operation. (v) Mass transit, commuter rail, and intercity rail expansion. (vi) Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations. (vii) Pedestrian and bicycle facilities. (viii) Environmental enhancements and mitigation. (ix) Research and planning. (x) Other categories.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens. (d) Each transportation planning agency shall adopt and submit, every three years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. The plan shall be consistent with federal planning and programming requirements. A transportation planning agency that does not contain an urbanized area may at its option adopt and submit a regional transportation plan once every four years beginning by September 1, 2001. Prior to adoption of the regional transportation plan, a public hearing shall be held, after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

65080.3.

(a) Each transportation planning agency with a population that exceeds 200,000 persons may prepare at least one "alternative planning scenario" for presentation to local officials, agency board members, and the public during the development of the triennial regional transportation plan and the hearing required under subdivision (c) of Section 65080.

(b) The alternative planning scenario shall accommodate the same amount of population growth as projected in the plan but shall be based on an alternative that attempts to reduce the growth in traffic congestion, make more efficient use of existing transportation infrastructure, and reduce the need for costly future public infrastructure.

(c) The alternative planning scenario shall be developed in collaboration with a broad range of public and private stakeholders, including local elected officials, city and county

employees, relevant interest groups, and the general public. In developing the scenario, the agency shall consider all of the following: (1) Increasing housing and commercial development around transit facilities and in close proximity to jobs and commercial activity centers. (2) Encouraging public transit usage, ridesharing, walking, bicycling, and transportation demand management practices. (3) Promoting a more efficient mix of current and future job sites, commercial activity centers, and housing opportunities. (4) Promoting use of urban vacant land and "brownfield" redevelopment. (5) An economic incentive program that may include measures such as transit vouchers and variable pricing for transportation.

- (d) The planning scenario shall be included in a report evaluating all of the following: (1) The amounts and locations of traffic congestion. (2) Vehicle miles traveled and the resulting reduction in vehicle emissions. (3) Estimated percentage share of trips made by each means of travel specified in subparagraph (C) of paragraph (1) of subdivision (b) of Section 65080. (4) The costs of transportation improvements required to accommodate the population growth in accordance with the alternative scenario. (5) The economic, social, environmental, regulatory, and institutional barriers to the scenario being achieved.
- (e) If the adopted regional transportation plan already achieves one or more of the objectives set forth in subdivision (c), those objectives need not be discussed or evaluated in the alternative planning scenario.
- (f) The alternative planning scenario and accompanying report shall not be adopted as part of the regional transportation plan, but it shall be distributed to cities and counties within the region and to other interested parties, and may be a basis for revisions to the transportation projects that will be included in the regional transportation plan.
- (g) Nothing in this section grants transportation planning agencies any direct or indirect authority over local land use decisions.
- (h) This section does not apply to a transportation plan adopted on or before September 1, 2001, proposed by a transportation planning agency with a population of less than 1,000,000 persons.

65081.1. (a) After consultation with other regional and local transportation agencies, each transportation planning agency whose planning area includes a primary air carrier airport shall, in conjunction with its preparation of an updated regional transportation plan, include an airport ground access improvement program. (b) The program shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects, and any other ground access improvement projects the planning agency deems appropriate. (c) Highest consideration shall be given to mass transit for airport access improvement projects in the program. (d) If federal funds are not available to a transportation planning agency for the costs of preparing or updating an airport ground access improvement program, the agency may charge the operators of primary air carrier airports within its planning area for the direct costs of preparing and updating the program. An airport operator against whom charges are imposed pursuant to this subdivision shall pay the amount of those charges to the transportation planning agency.

65082.

- (a) (1) A five-year regional transportation improvement program shall be prepared, adopted, and submitted to the California Transportation Commission on or before December 15 of each odd-numbered year thereafter, updated every two years, pursuant to Sections 65080 and 65080.5 and the guidelines adopted pursuant to Section 14530.1, to include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. (2) Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, as defined in Section 14525.5, and the availability of funding.
- (b) Except for those counties that do not prepare a congestion management program pursuant to Section 65088.3, congestion management programs adopted pursuant to Section 65089 shall be incorporated into the regional transportation improvement program submitted to the commission by December 15 of each odd-numbered year.
- (c) Local projects not included in a congestion management program shall not be included in the regional transportation improvement program. Projects and programs adopted pursuant to subdivision (a) shall be consistent with the capital improvement program adopted pursuant to paragraph (5) of subdivision (b) of Section 65089, and the guidelines adopted pursuant to Section 14530.1.
- (d) Other projects may be included in the regional transportation improvement program if listed separately.
- (e) Unless a county not containing urbanized areas of over 50,000 population notifies the Department of Transportation by July 1 that it intends to prepare a regional transportation improvement program for that county, the department shall, in consultation with the affected local agencies, prepare the program for all counties for which it prepares a regional transportation plan.
- (f) The requirements for incorporating a congestion management program into a regional transportation improvement program specified in this section do not apply in those counties that do not prepare a congestion management program in accordance with Section 65088.3.
- (g) The regional transportation improvement program may include a reserve of county shares for providing funds in order to match federal funds.

Chapter 2.6 Congestion Management

Section

65088	Legislative findings.
65088.1	Definitions.
65088.3	Exemption from chapter; election by local governments.

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- 65088.5 Congestion management system; incorporation of congestion management programs.
- 65089. Program; contents; level of service standards; performance measures; trip reduction; capital improvement programs; uniform data base on traffic impacts; parking cash-out program; acceptance of program by federal government.
- 65089.1 Agency requirements for employer plans; employee comments; plan modification; disincentives; interpretation; application.
- 65089.2 Program; evaluation by regional agency; resolution of inconsistencies and disputes.
- 65089.3 Agency monitoring of program
- 65089.4 Deficiency plans; preparation and adoption; level of service standards; contents of plan; notice; public hearings; resolution of conflicts and disputes; definitions.
- 65089.5 Nonconformance to program; withholding funds.
- 65089.6 Failure to complete or implement a program.
- 65089.7 Application of chapter to agreements entered prior to July 10, 1989.
- 65089.9 Study steering committee; demonstration study; funding; report.

65088. The Legislature finds and declares all of the following:

- (a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.
- (b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.
- (c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.
- (d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.
- (e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

65088.1. As used in this chapter the following terms have the following meanings:

- (a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.
- (b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

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- (c) "Commission" means the California Transportation Commission.
- (d) "Department" means the Department of Transportation.
- (e) "Local jurisdiction" means a city, a county, or a city and county.
- (f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.
- (g) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.
- (h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.
- (i) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies varies by county and region in accordance with the size and complexity of different urbanized areas.
- (j) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.
- (k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089.

- (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.
- (b) The program shall contain all of the following elements:
 - (1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county. (B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A. When the level of service on a segment or at an intersection fails to attain the established level of service standard, a deficiency plan shall be adopted pursuant to Section 65089.4.
 - (2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).
 - (3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots;

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improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

- (4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.
 - (5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.
- (c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.
- (d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development. (2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate

reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

- (d) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act. 65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle. (b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan. (c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption. (d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section. (e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.
- (e) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.). (g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2.

- (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.
- (b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

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- (c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance. (2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.
- (d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas. (2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.
- (e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following: (a) Consistency with levels of service standards, except as provided in Section 65089.4. (b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts. (c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4.

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- (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.
- (b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.
- (c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:
 - (1) An analysis of the cause of the deficiency. This analysis shall include the following: (A) Identification of the cause of the deficiency. (B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.
 - (2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.
 - (3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.
 - (4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action

plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

- (d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.
- (e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency. (1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions. (2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5. (3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.
- (f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following: (1) Interregional travel. (2) Construction, rehabilitation, or maintenance of facilities that impact the system. (3) Freeway ramp metering. (4) Traffic signal coordination by the state or multi-jurisdictional agencies. (5) Traffic generated by the provision of low-income and very low income housing. (6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and (B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.
- (g) For the purposes of this section, the following terms have the following meanings: (1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density. (2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and

APPENDIX II

EXISTING LAND USE IMPACT POLICIES & PROGRAMS

The ten cities and the County have in place a number of policies, programs and procedures directed at growth management, in general, and land use/traffic impacts in particular. These provided the framework upon which the CMP and Local Land Use Impact Program requirements in Chapter 3 were developed. Provided below is a summary of the existing policies, programs and procedures for all of the eleven jurisdictions in Ventura County:

County of Ventura

The County General Plan includes a Year 2010 Regional Road Network which is based on development which would occur under city and County land use plans in effect at the time of adoption (1988). This network, if implemented, would enable the County to meet the traffic Level of Service (LOS) standards in the adopted General Plan.

In addition, the County's general plan requires that all proposed development be reviewed to determine its impact on existing and future roads. New discretionary development is not allowed if it individually or cumulatively increases traffic beyond an acceptable level, unless measures are adopted which would avoid the problem or unless a completion schedule and full funding commitment for road improvements are adopted which ensure that the traffic problem will be eliminated within a reasonable period of time. The general plan also includes a policy of opposing development within cities if it would cause County LOS standards to be exceeded or, where currently unacceptable, worsened.

As a mitigation measure, the County requires each new development which adds to the need for improvements to the road system to pay its fair share of costs. (There are similar policies in place for other public services such as water, sewage/waste collection and disposal, and recreational facilities.)

The County, the cities and the Local Agency Formation Commission (LAFCO) have also adopted "Guidelines for Orderly Development" to improve cooperation and coordination in local land use decision-making. In general, the guidelines are based on the policy that urban development should occur in cities, which exist to provide a full range of municipal services such as police, fire, schools, etc.

In November, 1998, Ventura County voters approved two ballot measures affecting land use planning: Measure A, and advisory measure to address greenbelts and open space; and Measure B, entitled Save Open Space and Agricultural Resources (SOAR). Taken together, these measures should help ensure that urban growth is contained within specified areas, thus encouraging a more compact growth pattern which over time will increase the efficiency of the transportation network. In particular, the SOAR initiative changes the requirements for a General Plan Amendment, by specifying that any change to the Open Space, Rural, or Agriculture designations prior to 2020 must be approved by the voters. Depending on the outcome of the work of the Measure A Committee, Measure A could lead to the establishment of a Countywide Open Space Conservation District, as well as strengthening of the existing greenbelt protections and establishment of new greenbelt areas.

City of Camarillo

An important goal in Camarillo's general plan is to "determine the total impact of each and every project upon the city to remove any detrimental effects on the local environment and the community." A traffic study must be prepared with each development application. All projects are responsible for providing adjacent transportation improvements and paying their share of the cost of improvements at other locations that may be affected by the project.

The general plan addresses land use and growth through goals which seek to "deter urban sprawl". To help meet their goals, the City has entered into greenbelt agreements with the City of Oxnard and the County of Ventura. **The County's Measure A Committee has recommended establishment of another greenbelt to the north of Camarillo in the Las Posas Valley. The City has approved a SOAR ordinance establishing a City Urban Restriction Boundary (CURB), and prohibiting the provision of city services prior to 2020 outside this boundary.**

City of Fillmore

The Fillmore general plan recognizes that new developments will affect roads and other public facilities. It includes a policy that requires those who benefit from development help pay for needed improvements. Specifically, development projects must provide adequate improvements and contribute toward the cost of improvements at other locations which are affected by the project. This policy is being implemented through a city-wide Development Impact Fee. **A General Plan Update is currently underway, including an updated Citywide Traffic Study. It is anticipated that the new General Plan will relocate planned industrial uses to be adjacent to Route 126, thus reducing traffic impacts on city streets.**

~~The City has also adopted a residential Growth Management Plan which limits the number of residential building permits based on available water, sewage, roads, parks and emergency services and facilities.~~ Fillmore is also concerned about land use impacts beyond their city boundaries and has greenbelt agreements with the City of Santa Paula and the County of Ventura. **The City has approved a Memorandum of Understanding with the Ventura County SOAR organization, stipulating that the City will establish a City Urban Restriction Boundary (CURB) provided it receives support on a petition signed by 10% of city voters. The ordinance will prohibit provision of city services prior to 2020 outside of the boundary, unless approved by the voters.**

City of Moorpark

The Land Use and Circulation Elements of the City of Moorpark General Plan were updated in 1992, and are based on Year 2010 land use and circulation projections. The Moorpark Traffic Analysis Model (MTAM) was developed in conjunction with the Circulation Element update. The MTAM is designed to estimate future demands on the City's circulation system and surrounding County roadways, and is part of and consistent with a hierarchy of traffic models used for various transportation planning applications in Ventura County

The goals and policies in the City's General Plan Circulation Element form the basis for providing a circulation system which adequately serves the development intensity anticipated in the Land Use Element. Included are goals and policies which require the maintenance of specified system performance objectives for traffic volumes on the circulation system, and the mitigation of off-site

traffic impacts, including a requirement for participation in a citywide transportation impact fee program.

The City's General Plan Land Use Element includes goals, policies and implementation measures which are intended to ensure efficient and equitable delivery of urban services, provision of adequate public facilities to meet the needs of the community, and protection of the environment. Policy language in the Land Use Element encourages a balanced job/housing ratio. Specific plans are required for designated areas planned for future urbanized development within the City's sphere of influence to achieve a long-term, cohesive development program. Infrastructure and circulation systems necessary to support the land use plan will be important components of specific plans.

Continued growth management is another Land Use Element implementation measure, the intent of which is to achieve a steady rate of residential growth while providing for adequate public services and facilities. The City's current growth management ordinance limits the number of residential units that can be constructed on an annual basis.

The City of Moorpark has also entered into a greenbelt agreement with the County of Ventura and the Cities of Simi Valley and Thousand Oaks in an effort to deter urban sprawl and protect open space and agricultural land in the Tierra Rejada Valley. **The County Measure A Committee has recommended consideration of a new greenbelt between Moorpark and Simi Valley. The City has also approved a SOAR ordinance establishing a City Urban Restriction Boundary (CURB), and prohibiting the provision of city services prior to 2020 outside this boundary.**

City of Ojai

The City of Ojai also limits development to provide adequate city services and protect environmental resources. Residential building permits are limited to 12 single family dwelling units and 4 multi-family dwelling units each year. In addition, Ojai has recently adopted a commercial growth management program which links the amount of new office and retail commercial development to population growth. The City also requires traffic studies of all discretionary development proposals which are projected to generate fifty (50) or more vehicle trips per day. **The City of Ojai and the County Measure A Committee have suggested forming an Ojai/Ventura greenbelt.**

City of Oxnard

Oxnard developed a computer traffic model for use in developing its latest General Plan update. The City also used the traffic model to analyze the impacts associated with proposed new developments. Each new development must solve its own traffic problems and pay its fair share for needed city-wide improvements. The city also requires that needed improvements, such as streets, sewers and sidewalks, be built before, or with, the development. In addition, the City's General Plan includes a Growth Management Element which includes policies and procedures to ensure that the pace and intensity of future development is effectively managed and occurs in a manner which does not overburden city services, finances and infrastructure.

Oxnard has also joined with the City of Camarillo and the County of Ventura in a greenbelt agreement to keep open space between the cities. The general plan calls for the expansion of this greenbelt southwest of Highway 1 and for the creation of another greenbelt agreement for land between Oxnard and San Buenaventura. **The City has also approved a SOAR ordinance establishing a City Urban Restriction Boundary (CURB), and prohibiting the provision of city services prior to 2020 outside this boundary.**

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City of Port Hueneme

Much of Port Hueneme is urbanized, with little likelihood of changing over the next twenty years. Future development will be focused on remaining vacant areas and areas which redevelopment plans have identified as blighted and in need of being recycled to viable uses. Planned development studies/permits are required for all remaining discretionary development to ensure that new development supports its on-site needs and mitigates off-site impacts attributable to the project.

Port Hueneme has included in its General Plan update relevant policies and programs which reflect and respond to SCAG's and Ventura County APCD's regional goals. Policies in the Circulation Element are aimed at reducing traffic congestion, while Conservation/Open Space/Environmental Resource Element programs are aimed at improving regional air quality. The policy with respect to transportation demand management (TDM) specifically addresses APCD regulations regarding increased vehicle occupancy targets as a means of reducing pollutants.

With regard to Jobs/Housing balance, the City's Land Use Element provides for residential development capacity which is more than adequate to accommodate the City's share of regional housing needs as forecasted by SCAG's Growth Management Plan. Moreover, the State Department of Housing and community Development has indicated that it will be certifying the City's updated 1993 Housing Element.

City of San Buenaventura

The City of Ventura has a computer traffic model which has been used to develop the information necessary to formulate traffic mitigation fees. Those fees are collected from private developers when they propose a project within the City. The traffic mitigation fees are used to mitigate off-site traffic impacts and traffic impacts from cumulative development. All developers also are required to construct all necessary frontage improvements as part of their projects.

The City's Comprehensive Plan has policy statements regarding provision of Greenbelt Agreements between the cities of Oxnard, Santa Paula and Ventura, along with Ventura County. Such a Greenbelt policy is in place with Santa Paula. Oxnard, the County and the City of Ventura are now working together to provide for a Greenbelt of approximately 4,760 acres between Oxnard and Ventura. These Greenbelts foster the preservation of agriculture as a viable economic base for the county and also serve to balance the effects of the urbanized environment. The City has also passed a **SOAR** measure (~~referred to as S.O.A.R.~~) to require a popular vote prior to constructing large projects in its farmbelt areas. **In November, 2001, the City passed a measure requiring public vote prior to extension of municipal services into the hilly areas in the northeast portion of the city.**

The City is currently updating its Comprehensive Plan. Based on the previous version of ~~this City's Comprehensive plan~~, a population limit of 109,578 could be reached by the year 2000, based on availability of resources such as adequate water supplies. In order to guide the path of that growth, and to assure that adequate infrastructure is provided to keep pace with that

growth, a dwelling unit allocation program (Residential Growth Management Program - GGMP) has been adopted by the City Council. All residential projects greater than 2 units in size are subject to this Program and an annual review of the City's resources and infrastructure will be undertaken prior to setting allocation schedules for upcoming years.

City of Santa Paula

The City of Santa Paula has entered into two greenbelt agreements to protect the agricultural lands surrounding that community. It has an agreement with the City of San Buenaventura to protect the prime agricultural land between those two cities. It also has an agreement with the City of Fillmore to protect agriculture and open space areas between those two cities. **The City has also approved a SOAR ordinance establishing a City Urban Restriction Boundary (CURB), and prohibiting the provision of city services prior to 2020 outside this boundary.**

City of Simi Valley

The City of Simi Valley requires a traffic study with each development application. All projects are responsible for providing adjacent improvements and paying their share of the cost improvements, at other locations that may be affected by the project. Simi Valley also has a computer traffic model to help determine the traffic impacts of possible land uses.

To implement its general plan land use and growth management goals and policies, the City of Simi Valley has adopted a "Controlled-Growth Limitation Plan" which limits the rate of residential development. The intent of the program is to improve air quality, reduce traffic on local streets and the Simi Valley Freeway, and to make sure that public services can be provided. **The City has also approved a SOAR ordinance establishing a City Urban Restriction Boundary (CURB), and prohibiting the provision of city services prior to 2020 outside this boundary.**

City of Thousand Oaks

The City of Thousand Oaks has adopted a "Residential Development Control System." This system limits residential development to make sure that city facilities and services can be provided.

The city also has entered into a greenbelt agreement with the cities of Moorpark and Simi Valley and the County of Ventura. This agreement restricts development in areas of the Tierra Rejada Valley where it is difficult to provide services. **The City has also approved a SOAR ordinance establishing a City Urban Restriction Boundary (CURB), and prohibiting the provision of city services prior to 2030 outside this boundary.**

APPENDIX III

DESCRIPTION OF CMP ROADWAY NETWORK

State Law requires that the CMP roadway network include, at a minimum, all "State Highway" and "Principal Arterials". There are many definitions for these terms, especially that latter, which are used in current traffic engineering and transportation planning practice. Provided below are the definitions given to these terms for Congestion Management Program purposes.

State Highway - A State Highway is any highway which is "acquired, laid out, constructed, improved or maintained" as a State highway pursuant to constitutional or legislative authorization (Streets and Highways Code). In Ventura County, the State Highway System consists of those roadways currently designated as Route 1, Route 23, Route 33, Route 34, Route 101, Route 118, Route 126, Route 150, and Route 232.

Principal Arterial - Principal arterial streets (referred to in the CMP as "major streets") interconnect and augment the State Highway System and are intended to provide for the movement of large volumes of traffic between major activity centers/traffic generators. These roads carry most of the trips entering or leaving an urban area, as well as a significant amount of intra-area travel, such as between central business districts and residential areas. Service to abutting land is subordinate to travel service to major traffic movements; on these roads, direct vehicular access to abutting properties should be limited and parking should be prohibited or strictly controlled.

Chapter Four provides a map and a brief listing of the roads included in the adopted CMP roadway network. Provided below are detailed descriptions of the CMP roads, focusing on the current roadway conditions (i.e. type of facility, number of lanes), identification of adjacent land uses and primary uses of the road, and discussion of planned future improvements, if any. The local streets are presented here in alphabetical order rather than by jurisdiction because most of them cross local jurisdictional boundaries.

STATE HIGHWAYS

State Route 1 - From the Los Angeles County line to its interchange with Route 101 in Oxnard, Route 1 ranges from a two-lane rural highway to a six-lane city street. From the county line to Pt. Mugu, Route 1 is a two-lane coastal highway with occasional turn-outs and passing lanes. From Pt. Mugu to south Oxnard, Route 1 is a four-lane freeway with interchanges; and through the City of Oxnard to Route 101, Route 1 is a four to six-lane city street.

There is also a stretch of Route 1 which parallels Route 101 along the coast from Emma Wood State Beach north to Seacliff. This is a two-lane road used primarily by recreational traffic for access to the coast and beaches.

The existing interchange of Route 1 and Route 101 in Oxnard is nonstandard and is to be reconstructed as part of the improvement project on Route 101 between Oxnard and San Buenaventura. Surface Transportation Program (STP) funds have been set aside in the year 1998 for the City of Oxnard to complete the preliminary engineering and right-of-way work needed for the interchange reconstruction.

Caltrans, the City of Oxnard and the County of Ventura have also been developing plans to relocate the portion of Route 1 in Oxnard from Oxnard Boulevard to Rice Avenue. This would allow through traffic to bypass downtown Oxnard and improve truck access to the Port of Hueneme. Current agreements estimate that Route 1 will be relocated to Rice Avenue sometime around the year 2002 (following completion of the Route 1/Rice Avenue interchange, which is programmed in the STIP for 1997, and the Route 101/Rice Avenue interchange, scheduled for the year 2000).

State Route 23 - From Route 126 in the City of Fillmore south to the Los Angeles County line, Route 23 passes through the cities of Moorpark and Thousand Oaks. From Fillmore to Route 118 in Moorpark, Route 23 is a rural, sometimes mountainous two-lane highway. From Moorpark to Route 101 in Thousand Oaks, Route 23 is a four-lane freeway with interchanges; south of Route 101 it is a four-lane road to near the L.A. County line, where it becomes a two-lane mountain highway.

Construction of a freeway connection between Route 23 and Route 118, that would bypass central Moorpark, was completed in late 1993. The freeway portion of the route, between Thousand Oaks and Moorpark is to be widened to six lanes, including improvements to the Route 101 interchange. This project is expected to be included in the 1998 STIP for the year 2003/2004. Operational improvements and realignment/relocation are being considered between Route 118 and Route 126.

State Route 33 - This highway stretches from Route 101 in the City of San Buenaventura north through the City of Ojai to the Santa Barbara County line. The entire length of Route 33, except for the southernmost six-mile segment that is a four-lane freeway, is a two-lane rural highway. Ultimately, it is anticipated that the section of Route 33 between Casitas Vista Road and Larmier Avenue will be relocated sometime after the year 2020 to bypass Casitas Springs.

State Route 34 - This two-lane highway, or Somis Road, extends south from Route 118 in Somis through the City of Camarillo, as Lewis Road, to Route 1 in downtown Oxnard. Currently, there is no direct connection between Route 34 and Highway 101 in Camarillo. Caltrans has developed plans for making that connection and a portion of that funding has been programmed in the STIP. The remainder of the funds for that project will be included in the 1998 STIP. Ultimately, the road will be widened to four lanes over its entire length. In addition, the westernmost segment in Oxnard will be relinquished/relocated when Rice Avenue becomes Route 1.

State Route 101 - This is the most used highway in the County, connecting with Santa Barbara County in the north and Los Angeles in the south. For most of its length in this county, Route 101 is a six-lane freeway with interchanges. The sections of the route which are of a different design are: 1) an eight-lane freeway from the Los Angeles County line to Route 23; 2) a four-lane freeway between the Cities of Oxnard and San Buenaventura; and 3) a four-lane expressway from Sea Cliff to the Santa Barbara County line.

Environmental and design work is underway to widen the segment of Route 101 between Oxnard and San Buenaventura. Construction of this project has been programmed in the STIP. Ultimately, the

entire length of Route 101 from the Los Angeles County line to Route 126 in San Buenaventura is expected to be widened to eight lanes. In addition, the segment along the Rincon is anticipated to be widened to six lanes and converted to a freeway in the future.

State Route 118 - This road stretches east from Route 126 in Saticoy through Moorpark and Simi Valley to the Los Angeles County line. Between Saticoy and Moorpark the road is a rural two-lane highway, while from Moorpark to Madera Road it is a four-lane freeway. The remainder of Route 118 from Madera Road to the L.A. County line is a six-lane freeway with interchanges. Within the communities of Saticoy and Moorpark, Route 118 is essentially a city street with driveway access and intersections controlled by traffic signals.

The section of this route through Saticoy, including the bridge over the Santa Clara River, was widened to four lanes and realigned to eliminate congestion and bring the roadway and bridge up to current standards.

The portion of the route through Simi Valley is anticipated to be widened to eight lanes in the future. It is expected that widening of the segment from Tapo Canyon Road to the Los Angeles County line will be included in the 1998 STIP for the year 2003/2004.

State Route 126 - From Route 101 east to the Los Angeles County line, this highway passes through the cities of San Buenaventura, Santa Paula and Fillmore. From Route 101 through Santa Paula, Route 126 is a four-lane freeway with interchanges. The section between Santa Paula and Fillmore is a four-lane highway with intersections. Through the City of Fillmore, Route 126 functions as a commercial street with on-street parking and driveway access.

From Fillmore to the L.A. County line, the widening of Route 126 has been under construction for the past two years. Completion of the widening of this stretch of the highway to four lanes is scheduled to be complete in 1998.

State Route 150 - For almost its entire length from Santa Paula, as Tenth Street and then Ojai Road through the City of Ojai to the Santa Barbara County line, Route 150 is a rural, mountainous two-lane highway. Within the cities of Santa Paula and Ojai, this roadway functions as a city street with on-street parking, driveways and access to businesses. The City of Ojai has looked at the possibility of making Route 150 part of a one-way "paired" street system.

Oned in the future. One alternative to widening which may be considered would be relocating Route 150 to the east.

State Route 232 - At approximately four miles, Route 232 is the shortest state highway in the county. It begins at Route 1 in north Oxnard and stretches north to Route 118 east of Saticoy. Between Route 1 and Route 101 in Oxnard it is a six-lane city street, Vineyard Ave. From Route 101 to Route 118 it is essentially a four-lane rural highway. Although there are no specific improvement projects planned for this highway, it is anticipated that the Route 232 designation may be relocated to Santa Clara Avenue as part of the relocation of Route 1 to Rice Avenue.

LOCAL STREETS

Avenida De Los Arboles - In Thousand Oaks from Lynn Road to Erbes Road, this street varies from four lanes in residential areas to a six-lane divided road in commercial areas.

Borchard Road - From Reino Road to Hillcrest Drive in Thousand Oaks, this is a four-lane road serving primarily residential areas. The section between Hillcrest and Michael Drive is planned for six lanes in the future, including at the interchange with Route 101.

Central Avenue - Over its entire length from Vineyard Avenue (Route 232) to Route 101, this is a two-lane rural highway serving primarily agricultural areas.

Channel Islands Boulevard - From Harbor Boulevard in Oxnard through Port Hueneme to Rice Avenue, this is primarily a four-lane street with limited driveway access in commercial and residential areas.

Erbes Road - In Thousand Oaks from Olsen Road to Thousand Oaks Boulevard, this is a four-lane street with limited driveway access in non-residential areas. The section between Falmouth Avenue and Hillcrest Drive is anticipated to be widened from 2 to 4 lanes in the future.

Erringer Road - From State Route 118 to Los Angeles Avenue in Simi Valley, this is a four-lane street with limited driveway access and no on-street parking.

First Street - From State Route 118 to Los Angeles Avenue in Simi Valley, this is a six-lane street with limited driveway access and no on-street parking.

Gonzales Road - From Victoria Avenue to Patterson Road in Oxnard, this is a two-lane rural highway serving agricultural areas. From Patterson Road east through Oxnard to Rice Avenue, this is a four-lane city street serving mostly commercial areas.

Hampshire Road - From Thousand Oaks Boulevard to Westlake Blvd (Route 23) in Thousand Oaks, this is a four to six-lane divided road with limited driveway access in commercial/office areas that connects to Route 101.

Harbor Boulevard - From Seaward Avenue in San Buenaventura to the Santa Clara River this is a four-lane road, while from the Santa Clara River south to Fifth Street in Oxnard, this is a two-lane road serving primarily recreational and agricultural uses. South of Fifth Street to Channel Islands Boulevard, this is a four-lane city street with limited driveway access.

Harvard Boulevard - Telegraph Road becomes Harvard Boulevard at Peck Road. Through Santa Paula to Route 150 (10th Street), this is a four-lane city street with on-street parking that primarily serves commercial areas.

Hillcrest Drive - From Borchard Road to Moorpark Road in Thousand Oaks, this is primarily a four-lane divided road. Adjacent to the Oaks Mall, Hillcrest Drive is a six-lane divided road.

Hueneme Road - From Ventura Road in Port Hueneme to J Street in Oxnard, Hueneme Road is a four-lane divided roadway. From J Street in Oxnard east to Las Posas Road, Hueneme Road is a two-lane road serving light industrial and agricultural areas.

Janss Road - From Lynn Road to Erbes Road in Thousand Oaks, this is a four-lane city street with limited driveway access in non-residential areas.

Kuehner Drive - From State Route 118 to Los Angeles Avenue in Simi Valley, this is a four-lane city street with limited driveway access and no on-street parking.

Las Posas Road - From Lewis Road (Route 34) to Pleasant Valley Road in Camarillo, this is a four-lane city street which primarily serves residential areas. From Pleasant Valley Road south to Route 1, this is a two-lane rural highway. In the future, the section of Las Posas Road from Ponderosa Drive to Ventura Boulevard is expected to be widened to six lanes.

Lewis Road - From Pleasant Valley Road to Hueneme Road in Ventura County unincorporated area, this is a 2-lane road through a rural area. Funds are programmed to widen the entire stretch to 4 lanes plus bike lanes.

Los Angeles Avenue - From Madera Road to Kuehner Drive in Simi Valley, this is a four-lane city streets with limited driveway access and some on-street parking between Erringer Road and Yosemite Avenue. The segment between Madera Road and Stearns Street is proposed to be widened to six lanes in the future.

Lynn Road - In Thousand Oaks from Olsen to Reino, Lynn Road varies from a four-lane to six-lane divided road. The four-lane sections are anticipated to be widened to six-lanes in the future.

Madera Road - From the west city limits to Los Angeles Avenue in Simi Valley, this is a four-lane city street and from Los Angeles Avenue to State Route 118, this is a five-lane city street. The entire length of Madera Road has no on-street parking and is expected to be widened to six lanes in the future.

Main Street - In San Buenaventura, Main Street is a four-lane city street from Thompson Boulevard to Mills Road, and six lanes from Mills to Telephone Road. It serves as major commercial corridor with interchanges with Route 101 and Route 126.

Moorpark Road - From Santa Rosa Road to Tierra Rejada Road, this is a narrow, two-lane rural road connecting the communities of Moorpark, Thousand Oaks and Camarillo. In Thousand Oaks, from Santa Rosa Road to Route 101, this is a four-lane divided city street in the central commercial area of the city. In the future, part of this street is planned to be six lanes within Thousand Oaks.

Old Telegraph Road - From State Route 126 to the Fillmore City limits, this is a narrow, two-lane rural road providing access to Fillmore from Route 126.

Olivas Park Drive - From Harbor Boulevard to Victoria Avenue in the City of Ventura, this is a two-lane road serving recreational and agricultural areas.

Olsen Road - In Thousand Oaks from Lynn Road to Madera Road, this is a four-lane divided road which connects to the City of Simi Valley. It is planned to be a six-lane road in the future.

Pleasant Valley Road - From Route 101 in the City of Camarillo south to Route 1 in Oxnard, this is a two-lane road serving light industrial and agricultural areas. South of Route 1 to Ventura Road in Port Hueneme this is a four-lane city street serving residential and commercial areas.

Reino Road - In Thousand Oaks from Borchard Road to Lynn Road, this is primarily a two-lane road primarily serving residential areas. It is anticipated to be widened to four lanes in the future.

Rice Avenue - From Route 101 south to Fifth Street in Oxnard, this is primarily a six-lane city street with limited access serving light industrial areas. South of Fifth Street to Route 1, this is a four-lane divided rural highway. The interchanges at both Route 101 and Route 1 are planned for improvements in the future.

Rose Avenue - From State Route 101 south to Fifth Street, Rose Avenue is primarily a four-lane road. Improvements to the interchange with Route 101 are proposed for the future. Construction of an intersection with Route 1, which closed a major gap in the road, was completed in 1994.

Santa Clara Avenue - From State Route 118 to north of Route 101 in Oxnard, this is a two-lane rural road through agricultural areas. Improvements at the intersections with Central Avenue and Route 118 are planned in the near future.

Santa Rosa Road - From Route 101 to San Rafael Way in Camarillo, this is a four-lane city street primarily serving residential areas. North of San Rafael Way to Moorpark Road in Thousand Oaks, this is a two-lane rural highway serving residential and agricultural areas.

Saviors Road - From Oxnard Boulevard south to Hueneme Road in Oxnard, this is a four-lane city street serving primarily commercial and residential areas.

Seaward Avenue - From Thompson Boulevard to Harbor Boulevard in San Buenaventura, this is a four-lane road which provides access to Route 101 and the beach and recreational areas along the coast. ~~The reconstruction of this interchange is programmed in the STIP to be completed in 1999.~~

Stearns Street - From State Route 118 to Cochran Street in Simi Valley, this is a four-lane city street with no on-street parking and limited driveways. The section from Los Angeles Avenue to Cochran Street is a two-lane city street with no on-street parking and is proposed to be widened to four lanes in the future.

Sunset Hills Boulevard - This is a four-lane road from Olsen Road to Erbes Road with limited driveway access in the City of Thousand Oaks.

Sycamore Drive - From State Route 118 to Los Angeles Avenue in Simi Valley, this is a four-lane city street. The segment north of Racine Street has limited driveway access and no on-street parking.

Telegraph Road - In San Buenaventura, Telegraph is a four-lane road from Main Street to ~~Hill Street~~ **Petit Avenue**, and two lanes from Hill east to the city limits. From Wells Road in the City of Ventura to Peck Road in Santa Paula this is a two-lane rural road. The segment from the Santa Paula city limit to Peck Road is proposed to be widened to four lanes in the future.

Telephone Road - In San Buenaventura, from Olivas Park Drive north to Transport Street, this is a two-lane road through agricultural areas. From Transport to Placid Avenue, this is a six-lane road serving commercial and residential areas. From Placid to Wells Road ~~it~~ this is a four-lane road. The section from Olivas Park Drive to McGrath Street is to be widened to four lanes in the future.

Thousand Oaks Boulevard - From Moorpark Road to Westlake Boulevard in Thousand Oaks, this is primarily a four-lane undivided road which serves the central commercial area of the city. In the future, part of the street will be widened to six lanes.

Tierra Rejada Road - In Moorpark, this is a four-lane city street from Route 118 east to approximately Spring Road. East of Spring Road to Route 23, this road is a two-lane undivided road. This two-lane section is scheduled to be widened to four lanes in the near future.

From east of Route 23 to Simi Valley, this is a four-lane divided rural highway. In Simi Valley, from the west city limits to Madera Road, this is four-lane city street with limited driveway access and no on-street parking.

APPENDIX III

Thompson Boulevard - In San Buenaventura, this is a four-lane road from Seaward Avenue to Telegraph Road ~~which serves serving~~ commercial areas. ~~The city anticipates installing improved signal equipment to coordinate the traffic signals along this road.~~

Ventura Road - From Route 101 in Oxnard south to Hueneme Road in Port Hueneme, this is a four-lane city street with limited driveway access that serves commercial and residential areas.

Victoria Avenue - From Telegraph Road south to Webster Street in San Buenaventura, this is a six-lane road, while from Webster to Route 101 it is an eight-lane roadway. From Route 101 to Valentine Road it is ~~five~~ seven lanes and from Valentine to Olivas Park Drive it is a four-lane road. Victoria Avenue in San Buenaventura is a major north-south street serving business and commercial areas and providing access to Route 101 and Route 126. It is anticipated that ~~the Olivas Park Intersection the interchange at Route 101~~ will be improved in the future. as will the intersections at Telegraph, and Olivas Park.

From Olivas Park Drive in the City of Ventura south to Channel Islands Boulevard, it is a four-lane, divided street that serves the agricultural areas north of Wooley Road, and the residential and commercial areas south of Wooley Road.

Wells Road - In San Buenaventura, from Telegraph Road to Carlos Street this is a two-lane road, while from Carlos to Route 126 it is a three to four-lane road serving a commercial area. The entire road will be widened to four lanes in the future.

Westlake Blvd. - From Thousand Oaks Blvd to Hampshire Road, this is a six-lane divided roadway with limited driveways. In the future, its interchange with Route 101 is to be improved.

Wooley Road - In Oxnard from Victoria Avenue east to Oxnard Boulevard, this is a divided four-lane city street serving residential and commercial areas. From Oxnard Boulevard to Rose Avenue, this is a two-lane road serving primarily light industrial areas.

Yosemite Avenue - From State Route 118 to Los Angeles Avenue in Simi Valley this is a four-lane city street. North of Cochran Street there is limited driveway access and no on-street parking.