TRANSPORTATION PLAN

VENTURA COUNTY

1977

The preparation of the report was financed in part through grants from the U.S. Department of Transportation Federal Highway Administration and Urban Mass Transportation Administration under the Federal Aid Highway Act of 1968, as amended, and the Urban Mass Transportation Act of 1964, as amended.

The local matching funds were provided by Ventura County's SB 325 funds.

VENTURA COUNTY
ASSOCIATION OF GOVERNMENTS

VCAG RESOLUTION #77-1

290 Maple Court, Suite #218, Ventura, CA 93003, (805) 648-6131, Extension 2888

A RESOLUTION OF THE VENTURA COUNTY ASSOCIATION OF GOVERNMENTS APPROVING THE 1977 VENTURA COUNTY SUBREGIONAL TRANSPORTATION PLAN

WHEREAS, the Ventura County Association of Governments has been designated as the Subregional Transportation Planning Agency to develop the Comprehensive Transportation Plan for Ventura County by the Southern California Association of Governments; and

WHEREAS, the Southern California Association of Governments has been designated as the Regional Transportation Planning Agency under provisions of the California Transportation Act of 1971, to develop the Comprehensive Transportation Plan for the six Southern California counties, including Ventura County; and

WHEREAS, the transportation planning program staff has prepared the 1977 Ventura County Subregional Transportation Plan as directed by the VCAG Transportation Policy Planning Committee; and

WHEREAS, the 1977 Ventura County Subregional Transportation Plan has been reviewed, commented upon, and revised to reflect the policy directives of the citizens, technical and policy advisory committees of VCAG; and

WHEREAS, the plan was presented to receive public comment at a Public Hearing on September 8, 1977; and

WHEREAS, the 1977 Ventura County Subregional Transportation Plan has been reviewed by the VCAG Executive Committee and submitted to the VCAG General Assembly with the recommendation that the draft plan, as revised, be approved as the 1977 Ventura County Subregional Transportation Plan;

NOW, THEREFORE BE IT RESOLVED, the Association does approve the 1977 Ventura County Subregional Transportation Plan draft, as revised, as the 1977 Ventura County Subregional Transportation Plan; and

BE IT FURTHER RESOLVED, that the 1977 Ventura County Subregional Transportation Plan be submitted to the Southern California Association of Governments for inclusion as the Ventura County component of the six-county Regional Transportation Plan to be adopted by the Southern California Association of Governments; and

BE IT FURTHER RESOLVED, that VCAG and its member agencies shall continue to participate in the formation of public policy in the development of the Regional and State Transportation Plans, and will continue the subregional transportation planning program for Ventura County.

PASSED and ADOPTED this 13th day of October, 1977.

Theodore Grandsen

THEODORE GRANDSEN, CHAIRMAN
Ventura County Association of Governments

ATTEST:

NORMAN BLACHER, EXECUTIVE DIRECTOR
Ventura County Association of Governments

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1.0 SUMMARY

This plan contains a summary of policies, programs, and plans developed and approved by VCAG member agencies, transit operators, Federal and State agencies, and other public agencies for the provision, coordination, and administration of transportation related services and facilities in the Ventura County area. The document constitutes an update of the approved 1975 and 1976 Ventura County Subregional Transportation Plans and will be submitted to the Southern California Association of Governments for inclusion in the Regional Transportation Plan.

Major policy issues responded to in the plan include:

--Statement of Issues and Goals guiding development of the Subregional Transportation Plan update.

--Major revision to the policy on Institutional Arrangements for the provision of transit services on a Countywide basis including revisions to legislation and new legislation.

--A Short Range Transit Development Plan for the urbanized areas which calls for the formation of a Metropolitan Transit District to replace the SCAT Joint Powers Agency.

--A conceptual design for a Countywide Transit System and a financial program to fund the operation of the system.

--An Interim Program for the provision of transportation services for the elderly and handicapped utilizing public, private, and non-profit agencies to provide services.

--A program for improvement of the efficiency of existing roads and highways and an identification and prioritization of critical

highway needs in the County.

--Financial program and schedule for the construction of bicycle and pedestrian facilities.

--A program of local government actions to improve air quality and reduce energy consumption through transportation related actions.*

--Correlation of the Transportation Planning Program of VCAG with the Regional Land Use Program, Air Quality Maintenance Program and Wastewater Quality Management Program.

--Commuter Shared Ride Program.

--Forecast of future financial resources available for transportation including capital, operating and maintenance funding.

The material presented in this plan constitutes a summarization of technical reports and actions taken by VCAG committees throughout the past planning year. The basic technical documentation is referenced in the plan, where appropriate. A complete list of technical reports used in development of the plan is identified in the last chapter of this report.

2.0 PLAN OVERVIEW

2.1 Introduction

VCAG's Transportation Plan is primarily a policy document to guide the governmental policy makers as they make decisions regarding transportation related activities in the Ventura County Subregion. The 1977 Plan is the fourth in a series of plans developed annually and constitutes a major update of previously approved plans.

The plan and other products of the planning process are developed to provide direction to decision makers seeking to obtain the goals and objectives set by the policy committees of VCAG. Funding requirements of State and Federal

*On 7/18/77, the TPPC recommended that improved rail service be reinstated as a short range option.

agencies require specific issues be addressed in the planning process if continued financial aid is to be made available. The funding of the planning program is made available through the Southern California Association of Governments, the Regional Transportation Planning Agency. SCAG requires each subregional planning agency to perform certain planning tasks and provide specific data to be included in the Regional Transportation Plan.

2.2 Transportation Planning Process in Ventura County

VCAG each year submits a proposed program of planning to SCAG representing the major transportation issues to be addressed by VCAG. SCAG incorporates the VCAG work program into the SCAG request for State and Federal planning funds. Funding received by VCAG from SCAG is distributed to transit operators and the County of Ventura to perform specific tasks in the VCAG work program. A large component of the work program is devoted to responding to legislative and administrative requirements of SCAG, State and Federal agencies to assure the continued availability of funding of local operating, maintenance, and construction of transportation related programs.

A portion of the transportation planning program resources are designated for the Regional Land Use Program (RLUP) planning effort, and pertinent planning products are incorporated into the transportation planning process.

Planning products are reviewed and commented upon by the VCAG Citizens Transportation Advisory Committee (CTAC) and VCAG Transportation Technical Committee (TTC). The comments of CTAC and TTC are presented to the VCAG Transportation Policy Planning Committee (TPPC) which transmits its policy recommendations to the VCAG Executive Committee for policy action. The final annual plan update is acted upon by the VCAG General Assembly.[1] A public hearing is held prior to final action on the plan, and the final product is transmitted

[1]For a more extensive discussion of the planning process see the 1975 and 1976 Subregional Transportation Plans, and Chapter 8 of this report.

to SCAG for incorporation into the Regional Transportation Plan.

Throughout the year, VCAG representatives participate on technical and policy committees of SCAG to assure coordination of the Subregional and Regional Transportation Planning Programs.

2.3 Plan Contents

The 1977 Plan is an update of previous years' plans; therefore, not every topic previously addressed has been included in this year's plan. The plan format has been modified to respond to new Federal planning requirements calling for emphasis on the short range planning and implementation.

Chapter 3 addresses a revised set of statements on goals and issues developed in large part through the Regional Land Use Program. Changes in State priorities and policies are also recognized.

Transportation Systems Management is the focus of Chapter 4. The thrust of this component is more effective use of existing facilities, transit, and highways.

Financing of improvements is the subject of Chapter 7. The Transportation Improvement Program is a five year program of expenditures of Federal funds for both transit and highways. This chapter also contains a forecast of the availability of funding from a large number of sources. This plan update does not contain an Environmental Assessment. As this plan contains no significant capital or operating expenditures over the previous plans, the Environmental Assessment contained in the 1975 and 1976 Plans continues in effect. It is expected that Environmental Impact Report requirements will be met at the project level by the agencies implementing the projects.

2.4 Plan Implementation

The implementation of the transportation projects recommended in this report are the responsibility of numerous agencies, and are necessarily limited by the

funds available to these agencies (see Chapter 7.0, Financial Program). As the financial programs of these agencies are generally subject to the availability of various State, Federal, and local funds, their funding programs are very dynamic and will significantly influence what is actually accomplished. New legislation has the greatest effect on these programs, and the most significant proposed transportation legislation is summarized in Chapter 3.5.

In general, the cities and the County have the responsibility for implementing non-State highway projects within their boundaries, and CALTRANS has the responsibility for State highway improvements.

SCAT has the major responsibility for transit improvements for the SCAT member agencies (Oxnard, Port Hueneme, San Buenaventura, Santa Paula and Ojai), while the balance of the agencies in the County (Simi, Thousand Oaks, Camarillo, Fillmore and the County) operate their own transit services.

3.0 GOALS AND ISSUES

3.1 Introduction

The Transportation Planning process responds to a set of goals and issues that provide the framework within which specific policies, plans and programs are formulated. Goals, statements of shared aspirations for future conditions, and issues, statements of shared perceived unmet needs, are to a large extent opposite sides of the same coin. However, they are arrived at by significantly different approaches. They contain within them a belief that it is possible to exercise control over future conditions and are, therefore, the reason for which the planning tasks are performed.

3.2 Goals

Previous plans have contained Transportation Policies and Goals for the subregion. These are statements of policy and remain in effect. In addition, the Transportation Planning Program has approved the goals of the Regional Land Use Program as a broader statement of considerations affecting transportation planning.

3.3 Issues

Through integration of the Transportation Planning Program with the Regional Land Use Planning Program, VCAG has participated in the development of Statements of Issues, Analysis of Land Use Development Potential, and projections of population growth and appropriate land uses.

The Regional Land Use Planning products have been approved by VCAG for inclusion in the subregional transportation planning process.

External to the planning activities within the subregion are the Regional, State, and Federal administrative and legislative activities that raise issues to be addressed. The revised CALTRANS six year highway construction program severely reduced the planned expenditures in Ventura County in comparison to the eight year program of construction contained in the 1976 Subregional Plan. The passage of SB 1687 created changes to the Transportation Development Act significantly impacting the future of transit service. Restrictions on the use of TDA funds in Ventura County for roads after 1980 creates another issue. The role of regional agencies as contained in the State Transportation Plan: Goals, Policies, and Objectives has been addressed by VCAG as an issue.

The plans and program elements of this Plan represent the response of VCAG and its member agencies to achieving the goals through resolution of the issues.

3.4 Population Growth/Land Use Projections

The population and land use projections formulated by RLUP will be used as a basis for future transportation planning.

Due to the fact that these projections were not adopted during the period of the 1977 Transportation Plan Work Program (July 1976 to July 1977) the population and land use projections formulated in the 1976 Transportation Plan were used.

3.5 Legislative Changes

SB 1687 was the most significant piece of State legislation passed in 1976 as far as transportation in Ventura County is concerned, and the effects of this legislation are summarized in the "Countywide Transit Organization" portion of this report.

This year, 1977, the three most significant State transportation bills relative to Ventura County appear to be SB 759 (Mills), AB 402 (Ingalls), and AB 334 (Imbrecht). By concensus, the VCAG TPPC recommended support of these bills with amendments as noted: AB 402: Maintenance of 60/40 split. Free truck weight fee dollars to local governments so they may be used any way local governments see fit. Maintain County minimums for counties with population in excess of 400,000. Eliminate role of legislature in setting of priorities for new construction. Reduce drivers license fee; ten dollars is too much for poor people. SB 759: Modify to allow new Joint Powers Agency composed in part of previous members of an existing joint powers agency to be recognized as a new operator for computing five year period. Modify 500,000

population cut-off for all TDA funds to go to transit to 600,000. Reinstate provision allowing payments to private contractors as is currently allowed. Assure the requirements relative to regional transportation plans and transportation improvement programs would not result in additional paperwork over and above that required currently to meet Federal requirements.

AB 334 is a Bill which would require CALTRANS to appropriate money for, and construct Route 126 to four lanes from the end of the existing 126 freeway to Route 5. This Bill was supported by VCAG with no amendments proposed.

3.6 State Highway Priorities

In conjunction with CALTRANS, the 1975 and 1976 Ventura County Transportation Plans have contained a program for major State highway projects in Ventura County (Table 5.1, Chapter 5). However, with the continued decrease of State highway funding available for major construction projects, it became increasingly apparent that the $49 million required to construct the seven year program would not be forthcoming.

Accordingly, the matter of State highway priorities was addressed through the VCAG planning process, and on June 9, 1977, the VCAG Executive Committee adopted the following priorities for construction of State highway facilities in Ventura County:

First Priority

--State Highway 126 - Santa Paula to Castaic Junction with Highway 5 (widen to four lanes conventional highway).

--State Highway 101 - Moorpark Road, Thousand Oaks, to Vineyard Avenue, Oxnard (widen to six lanes freeway).

Second Priority

--Route 23 - New Los Angeles Avenue to Route 118 (complete missing freeway link).

*--Route 33 - end of freeway, Casitas Springs Road to Encino Drive

*The City of Ojai has not endorsed a by-pass of Oak View.

(new construction to bypass communities of Casitas Springs and Oak View).

Third Priority

--Route 1 Corridor (Oxnard Bypass).

--Routes 150, 118, 23, 34, and 232 (Capital Outlay Projects).

The funding level proposed by CALTRANS is inadequate to address these priority needs and does not constitute a "fair share allocation" of State resources to Ventura County. Therefore, VCAG shall continue to vigorously pursue its "fair share allocation" of CALTRANS District 7 highway funds based on population, vehicle registration and historical allocations.

3.7 Interim Program for Transportation of the Elderly and Handicapped

The Ventura County Association of Governments (VCAG) ongoing planning process seeks to identify improved means for providing transportation services to the elderly and handicapped. Pursuant to the guidelines established by the Southern California Association of Governments (SCAG) the VCAG Interim Transportation Program for the Elderly and Handicapped has been developed as a cooperative effort of VCAG and the transit operators.

The Interim Program seeks to accomplish several objectives which stated briefly are as follows: identify policies and plans relative to the provision of transportation to the elderly and handicapped; survey existing transit vehicles to determine vehicle specifications and eliminate problems which constitute barriers; identify alternative transportation services available; identify responsibilities associated with the provision of more accessible services; and document the involvement of the elderly and handicapped in the planning process and describe what the participation will be in the programming process.

The major policies, programs, plans and findings of the Interim Program are as follows:

--It is the policy of both SCAT and Simi Valley Transit to provide accessibility to all handicapped groups within the need level known to the agencies;

--SCAT and Simi Valley Transit intend to purchase fully accessible vehicles when two or more heavy duty transit manufacturers have entered into their construction;

--Test and demonstration programs are currently underway between and within cities to provide service primarily to the elderly and handicapped;

*--An application is being submitted by SCAT to convert the entire transit fleet to fully accessibility;

--A Short Range Transportation Plan is currently being developed for the urbanized area to determine where additional service is warranted;

--The adopted VCAG policies include the development of a County-wide transportation system: to address the elimination of barriers; to identify the potential for paratransit; and to encourage efforts towards the elimination of architectural barriers in public accommodations;

--Existing transit vehicles have been reviewed to determine specifications and where feasible known barriers are being eliminated, as well as, specific training programs being undertaken;

--There are numerous alternative transportation systems in the County; however, overall there is the potential for improving coordination.

*SCAT was unsuccessful in their application for Federal funding of a fully accessible transit fleet. However, a recent grant approval has provided for 2 of the 11 new vehicles to be purchased to have wheelchair lifts and related equipment for handicapped passengers.

--The responsibility for the provision of more accessible transportation rests with the cities and the County. There are numerous institutional means of carrying out such a program.

--Means have been identified to assure that the elderly and handicapped are and will continue to be involved in the planning and programming process.

3.8 Institutional Arrangements for Countywide Transit

The 1976 Ventura County Subregional Transportation Plan contains the following policy position regarding a Countywide Transit Organization to implement the Short Range Transit Program.

--Reaffirmation of the policy position calling for the creation of a joint powers "SCAT type" Countywide agency with the following attributes: Countywide - Joint Powers Agency with elected officials representing the Cities and the County serving on the Board of Directors with the financial powers to receive local transportation funds, including fare box revenues as well as State and Federal grants. The Agency would be empowered to provide bus service, including jitney and demand responsive service, and intercity rail service.

A number of factors made it necessary for VCAG to review its policy position of the past two years regarding institutional arrangements for Countywide transit.

--Little progress has been made toward the formation of a Countywide Transit Organization through expansion of the South Coast Area Transit (SCAT) Joint Powers Agency.

--A number of new and expanded transit operations have been instituted external to the SCAT Joint Powers Agency service area.

--The Transportation Development ACT (SB 325 of 1971) was significantly modified by SB 1687 of 1976[2] placing restriction on Joint Powers Entities dissolving then being succeeded by a new Joint Powers Entity to circumvent the five year exemption for new services.

--Apportionment restrictions of the Transportation Development Act[3] required in counties with a population in excess of 500,000 people, the amount representing the apportionments of areas of all operators shall be available for transit claims. These funds could no longer be used for road purposes. Currently approved population projections indicate Ventura County will reach 500,000 population by 1980.

--Conditions precedent to allocations of Transportation Development Act funds for local streets and roads[4] requires the Transportation Planning Agency (SCAG) to hold a public hearing and make a determination that there are no areas within the jurisdiction of the claimant with unmet public transportation needs which can reasonably be met. . . .

--Uncommitted Federal funds (S-386) for transit in Ventura County.

--Transportation Development Act limitations on expenditure of TDA funds to not exceed 50 percent of the amount required to meet operating, maintenance, capital and debt service requirements of the system after deduction therefrom of approved Federal grants estimated to be received after the fifth year of operation.

--Non members of the SCAT Joint Powers Agency obtain transit service at a lower unit cost.

[2]Section 99268.9 Public Utilities Code
[3]Section 99232 Public Utilities Code
[4]Administrative Code, Chapter 3, Title 21, Article 5, Section 1658

A number of Alternative Institutional Arrangements for Countywide Transit have been considered in the past. Alternatives subjected to further review during the 1976/77 planning year included:

1. Status Quo - Continuation of the existing organizational structure: SCAT Joint Powers Agency; Simi Valley Municipal Operator; Thousand Oaks Municipal Service; Camarillo Municipal Operator; Fillmore Municipal Service; San Buenaventura Municipal specialized service; Ventura - Thousand Oaks Inter-city service and Simi Valley - Moorpark service.
2. Expansion of a Joint Powers Agency Countywide as described in the 1975 and 1976 Ventura County Subregional Transportation Plan.
3. Formation of a Transit District. SCAT, as noted in the Short Range Transit Plan, was considering the conversion of the Joint Powers Agency to a Metropolitan Transit District. Recent action by the SCAT Board abandoned this effort.
4. Municipal Operation. This alternative would occur if none of the other alternatives were implemented and each agency owned and operated its own transit system.

3.9 Revised VCAG Policy on Institutional Arrangements for Countywide Transit

A. The current Joint Powers Agency - SCAT (Santa Paula, San Buenaventura, Oxnard, Ojai, and Port Hueneme) remain status quo with the possibility for admission of the County of Ventura or other cities as member agencies.

B. Municipal Operator status will continue or be implemented by the City of Simi Valley, and Camarillo, Thousand Oaks, and Fillmore with annual review to evaluate the feasibility of joining/creation of a Countywide Transit Organization.

C. The County of Ventura will contract for services in and to unincorporated areas of the County with SCAT, Municipal Operators, or private operators.

D. Revisions to legislation and new legislation shall be sought to:

1) Modify Public Utilities Code Section 99268 to permit 70 percent, rather than 50 percent, expenditure of Transportation Development Act funds by transit operators after the fifth year of operation under Article 4 Public Transportation Claims to meeting operating, maintenance, capital and debt service requirements of the system after deductions are made from approved Federal grants estimated to be received.

2) Modify Public Utilities Code Section 99268 to provide that when the population of Ventura County exceeds 500,000 at least 60 percent of the Countywide Transportation Development Act funds shall be allocated for Transit Claims, but the balance of funds may be used for local streets and roads.*

3) Modify South Coast Area Transit (SCAT) to: (1) reorganize as a Metropolitan Transit District incorporating the same terms, conditions and structure of the current SCAT Joint Powers Agency; (2) remain a Joint Powers Agency, or (3) develop a comparable organization structure. Whatever structure is selected, provision is to be made for the possibility for expansion Countywide.

3.10 Clean Air/Energy Conservation - Transportation Planning Program

Background - This is an executive summary of a paper entitled Clean Air/ Energy Conservation paper. The original paper was prepared by the Ventura

*Not applicable if a 600,000 population amendment for all references to 500,000 population in SB 325 is accomplished by SB 759 (see Chapter 3.5).

County Air Pollution Control District, and VCAG funded the development of the paper from transportation planning funds as a portion of VCAG's participation in the Regional Land Use Program.

The VCAG committees received and acted upon the full paper over a period of months as each of the three segments - (1) issues, (2) tactics and strategies, and (3) implementation needs - were presented by staff. A summary of the three segments approved are as follows:

1. Air Quality Goals, Issues, and Planning Boundaries - VCAG transportation goals addressed in this paper include (1) the design, development and operation of a transportation system that will result in the improvement of the physical environment[5] and (2) a transportation system that provides more efficient energy conserving transportation. These goals are responsive to Federal and State goals to (1) achieve and maintain State and National Ambient Air Quality Standards, and (2) to conserve energy resources. The 1978 update of this Plan will place transportation control strategies in the context with the Air Quality Maintenance Plan tactics and strategies.

   Issues responded to in this paper were in part developed from the Regional Land Use Program Air Quality and Energy Issue Papers. Current and forecasted air quality conditions in Ventura County exceed ambient air quality standards. Energy consumption and air quality are interrelated. When there is a reduction in vehicle miles traveled and average daily trips, less energy is consumed, thereby generating a corresponding reduction of generated air pollutants; thus improving the ambient air quality. Land use and growth management will help promote a more effective transit system and a higher utilization of alternative forms of transportation.

[5]1976 Ventura County Subregional Transportation Plan

Air quality improvement and energy conservation are regional problems necessitating coordination between the Cities and the County.

Federal authority and responsibility under the Clean Air Act of 1970 and State authority and responsibility under the 1967 Mulford - Correll Air Resources Act impose the requirement for policymakers to consider and act upon measures in transportation planning which will move the planning area towards attainment and maintenance of air quality standards. In Ventura County, the County Air Pollution Control District is preparing an Air Quality Maintenance Plan (AQMP) as a core component of the Regional Land Use Program. The AQMP will address point sources, area sources, mobile sources, and transportation and land use alternatives.

Boundaries of the South Central Coast Basin include the Counties of San Luis Obispo, Santa Barbara and Ventura. These areas are illustrated on the map shown on Figure 3.1.

2. Tactics and Strategies for Air Quality Transportation Planning - Short range transportation planning tactics and strategies for air quality improvement and reduction of energy consumption represent a set of actions that may have to be implemented together in order for the total program to be successful. Seven tactics are recommended: shared ride, preferential parking, transit service for work trips, bicycle routes, speed enforcement, staggered work hours, and improved communications to reduce need for trips.

Air quality and energy consumption are highly impacted by low occupancy vehicles and short trips. Four of the tactics address the desirability to encourage the general population to utilize other means of transportation; bus, bicycle, or shared ride. The least capital

intensive tactic for governmental agencies and the most cost effective for most of the general population for work trips is shared ride, including vanpooling and carpooling. Staggered work hours and preferential parking are tactics designed to provide shared ride incentives. Transit operators may be able to modify operations or increase service levels to provide greater work trip service and increased ridership. Short trips by bicycle would be enhanced by additional bicycle lanes and other improvements. Strict enforcement of the speed limit laws would result in energy conservation.

Long range tactics and strategies including traffic flow improvements, conservation education, fuel rationing, and land use changes encouraging infill of urban areas (development of vacant land within urbanized areas consistent with General Plans of the area have the potential to significantly reduce energy consumption and improve air quality). These tactics have higher costs to implement to both consumer and government and may have greater social, economic, cultural, and political costs than the short range tactics.

Long range tactics and strategies will be covered more extensively in the Regional Land Use Program, the Air Quality Maintenance Plan, and future Transportation Plans.

3. Implementation of Short Range Tactics - The following short range tactics have been selected for implementation because: (1) the relative ease of implementation, (2) minor social, economic, and political disruption will occur, and (3) consumers realize savings while conserving energy and improving air quality. The improvements

would be realized through reduction of vehicle miles traveled, and the number of trips taken. For each tactic identified an appropriate recommended action to be implemented is provided.

1. Encourage shared ride programs.

   --VCAG continue funding Commuter Computer at appropriate level to continue its efforts to inform employers of shared ride programs.

2. Promote ride sharing advantages.

   --VCAG encourage Commuter Computer staff to prepare and distribute press releases on ride sharing and other information to the media.

3. Employer Vanpools.

   --VCAG encourage Commuter Computer to continue to assist employers and individuals in ride matching for potential vanpools.

4. Use of Company vehicles.

   --VCAG encourage local government and private businesses to investigate the utilization of government and business vehicles for ride sharing purposes.

5. Special parking privileges.

   --VCAG encourage the implementation of special parking privileges at the new County Government complex and encourage new industries to set up special parking programs by developing guidelines.

6. Preferential parking.

   --VCAG developed guidelines for each city and county to implement preferential parking tactics such as parking

designs, long and short term parking areas, and parking permits.

7. Transit service.

   --VCAG encourage the transit operators to investigate the attractiveness of the transit system to the work related transit rider, the investigation of which may include the study of scheduling, routing and marketing.

8. Bicycle Routes.

   --VCAG encourage the continued development of current bicycle programs and encourage bicycle programs for essential trips as well as recreational trips.

9. Speed enforcement.

   --VCAG recommend to city and county, law enforcement agencies, and the California Highway Patrol, to strictly enforce the existing speed limits. Also, VCAG to recommend to the General Assembly to send a recommendation to the State Legislature supporting the use of radar by the California Highway Patrol.

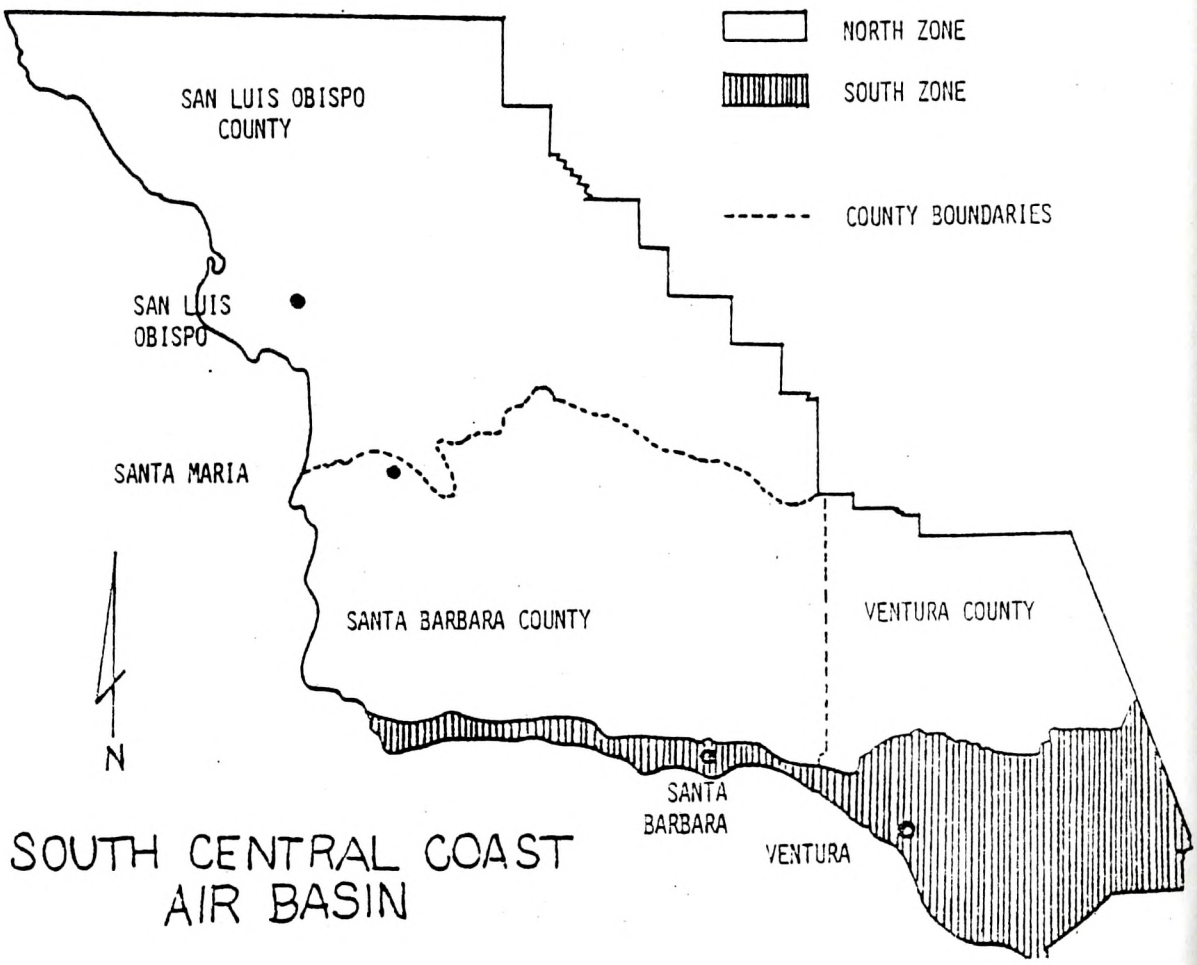
10. Improved Communications vs trips.

    --VCAG encourage city and county governments to use the telephone and mails to transact business where possible. In addition, VCAG study the possible additional areas where improved communications would work.

11. Staggered work hours.

    --VCAG encourage the County Board of Supervisors, city officials, and large business concerns to consider implementing staggered working hours for their employees, where feasible.

Figure 3.1


NORTH ZONE
SOUTH ZONE
COUNTY BOUNDARIES
SAN LUIS OBISPO COUNTY
SAN LUIS OBISPO
SANTA MARIA
SANTA BARBARA COUNTY
VENTURA COUNTY
N
SANTA BARBARA
VENTURA
SOUTH CENTRAL COAST AIR BASIN

4.0 TRANSPORTATION SYSTEMS MANAGEMENT

The Transportation System Management (TSM) element of the Subregional Transportation Plan is essentially a short range transportation plan with emphasis placed on low cost options to make the existing transportation facilities operate more efficiently before heavy investments are made. Under Department of Transportation regulations, urban areas with populations greater than 50,000 are required to develop TSM plans that document their strategy for improving air quality, conserving energy, and increasing transportation efficiency and mobility through coordinating operation and management of existing urban transportation facilities and services. TSM, therefore, includes actions to influence transportation demand as well as actions to manage the supply of service and its performance characteristics.

The process which was utilized to produce the 1977 TSM is shown on Figure 4.1. As indicated, TSM actions were a part of all the various plans and programs developed this past year in the Ventura County subregion. This is an iterative process so that the actions recommended for this year's TSM will be used in future plans and programs.

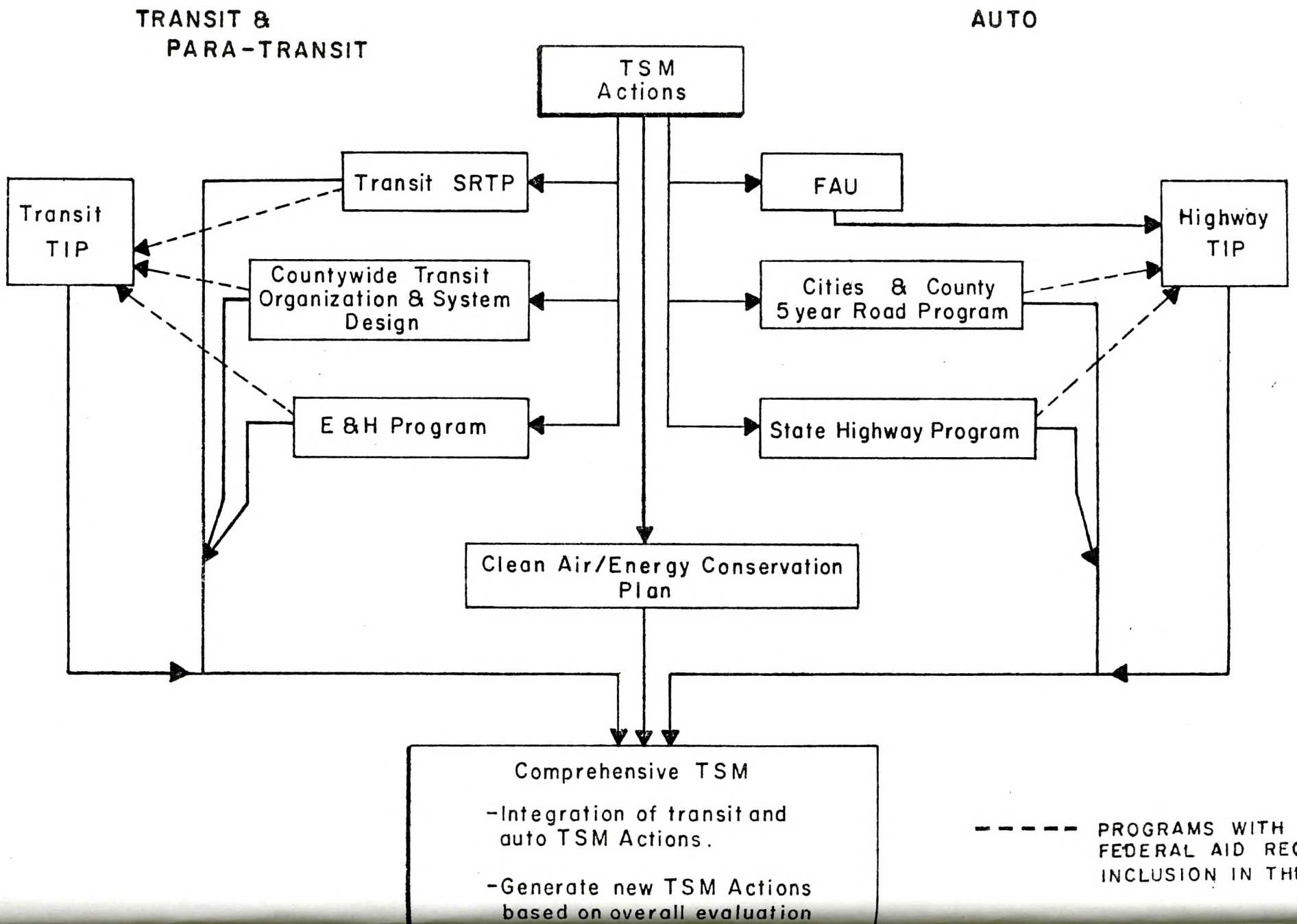
The full spectrum of TSM actions were considered for supplementing those actions already planned through previous studies. The possible actions for Ventura County had different levels of appropriateness. They generally fell within three categories:

1. Actions which are appropriate to the Ventura County subregion and are being implemented.
2. Actions which may be appropriate, but require further analysis to determine the exact role that strategy will take.
3. Actions which may be viable for other urban areas, but appear inappropriate in Ventura County.

Table 4.1 summarizes the TSM actions considered, their appropriateness, and the implementing body.

1977 TSM PROCESS

Figure 4.1



4.1

TABLE I

SUMMARY OF TSM ACTIONS FOR THE VENTURA COUNTY SUBREGION

TSM Action	Appropriateness of Action: Presently Being Implemented or Planned	Appropriateness of Action: Need Further Study To Determine Appropriateness	Appropriateness of Action: Does Not Appear Appropriate In Ventura County	Implementing Agency: Cities and County	Implementing Agency: CALTRANS	Implementing Agency: Transit Operators	Implementing Agency: Commuter Computer	Remarks
Improved Vehicular Flow								
Improved signal timing using computer models		X		X	X			May be used in congested areas where large numbers of signals exist, ie, Oxnard Blvd.
Removal of on-street parking		X		X	X			Main St. in Ventura and Oxnard Blvd. in Oxnard are examples where this action may be appropriate.
Road improvements to relieve "bottlenecks"	X			X	X			Implemented through the ongoing highway programs.
Off-street loading		X		X	X			
One-way streets	X	X		X	X			
Transit stop relocation	X			X	X	X		
Freeway ramp metering			X		X			
Preferential Treatment of High Occupancy Vehicles								
"Diamond" type freeway lanes			X					
Bus and carpool lanes on city streets and urban arterials			X					
Bus preemption of traffic signals		X		X	X	X		
Reduced Peak Period Travel								
Congestion Pricing			X					
Work rescheduling and flex time		X						Implementation by employers with encouragement from public agencies.
Peak period truck restrictions		X		X	X			
Parking Management								
Parking regulations		X		X	X			Includes carpooling parking spaces at employment centers and parking pricing strategies.
Park-and-ride facilities	X	X				X		
Promotion of Non-Auto or High-Occupancy Auto Use								
Ridesharing	X						X	
Human powered travel modes	X			X	X			This includes walking and bicycle modes.
Auto restricted zones			X					
Transit and Para-Transit Service Improvements								
Transit Marketing	X					X		
Security Measures		X				X		
Transit Shelters	X			X	X	X		
Transit fare policies and fare collection techniques		X				X		Providing simplified fare structure and establishing monthly passes, are examples.
Extension of transit with para-transit services	X			X		X		
Integration of transportation services	X			X		X		This tactic will see increased attention from the Federal Government.
Transit Management Efficiency Measures								
Route Evaluation	X					X		
Vehicle communication and monitoring techniques	X					X		
Maintenance Policies		X				X		
Evaluation of system performance	X					X		

The Transportation System Management (TSM) element of the Subregional Planning Process for Ventura County integrates the subregion's short range transportation planning efforts into a comprehensive document providing a policy framework for near-term improvement to the existing transportation system. This 1977 TSM element is based on policies and programs which have been developed in separate subregional studies which have been or are being developed through the VCAG planning process. Figure 4.1 illustrates the evolution of this first TSM for Ventura County. Since the TSM is essentially a short range transportation plan, future TSM updates will be incorporated in and be prepared as part of the updates to the Subregional Transportation Plan.

The objective of the TSM is to maximize the efficiency of the existing transportation system. It is prepared in response to joint requirements of the Urban Mass Transportation and Federal Highway Administrations to:[6]

> --Provide for the short range transportation needs of urbanized areas by making efficient use of existing transportation resources and provisions for the movement of people in an efficient manner.
>
> --Identify traffic engineering, public transportation, regulatory, pricing, management, operational and other improvements to the existing urban transportation system, not including new transportation facilities or major changes in existing facilities.

Advisory information appended to the Federal regulations further explain the intent and scope of TSM requirements:

> --Automobiles, public transit, taxis, pedestrians, and bicycles should be considered as elements of one single urban transportation system. The objective of urban transportation system management is to coordinate these individual elements through operating, regulatory and service policies so as to achieve maximum efficiency and productivity for the system as a whole.

The actions to be considered in the TSM fall within four general categories:

1. To insure the efficient use of existing road space.

[6] Federal Register, Vol. 40, No. 181, Wed., Sept. 17, 1975

2. To reduce vehicle use in congested areas.

3. To improve transit services.

4. To increase internal transit management efficiency.

Although the Federal Government recognizes that the actions appropriate for each particular area will differ with the size of an urbanized area or the extent of its congestion, all categories of actions should be considered.

During the 1976/77 Work Program period, a number of transportation plans and programs have been developed which effect the TSM. The plans and programs which relate to the TSM include the following:

--Federal Aid Urban (FAU) Program

--Cities and County road programs

--State Highway 6-Year Program

--Short Range Transit Plans (SRTP)

--Countywide Transit Organization Report

--Countywide Transit System Design

--Interim Transportation Program for the Provision of Transportation Services for the Elderly and Handicapped

--Clean Air/Energy Conservation Plan

--Highway TIP

--Transit TIP

Many of these plans and programs are interrelated and their interrelationship with the TSM are shown on Figure 4.1. The TSM items contained within each document have been summarized in the following sections.

Clean Air/Energy Conservation Plan

This series of three papers proposes tactics and strategies which would bring about improved air quality and reduced energy consumption for transportation related sources. The following tactics and strategies were recommended for implementation

in the Short Range:

1. Shared ride programs which include:
   --Continuing the efforts of Commuter Computer

   --Promotion of the ride sharing advantages

   --Employer Vanpools (Commuter Computer)

   --Use of company vehicles for home to work trip

   --Special parking privileges for high occupancy vehicles

2. Preferential parking including:
   --Changes in parking standards

   --Improved internal architectural designs

   --Long term and short term parking areas

   --Parking permits

3. Improved transit service in order to increase the work related trips on the system

4. Bicycle route improvements to encourage a mode shift from auto to bicycle

5. Speed enforcement

6. Improved communication versus trips

7. Staggered work hours to reduce peak hour congestion

Short Range Transit Plan (SRTP)

The consulting firm of DeLeuw, Cather & Company were retained to do a SRTP for Ventura/Oxnard/Thousand Oaks and the Simi Valley urbanized areas.

Summarized below are the key components of the recommended transit plans and a description of how each component reinforces the TSM regulations.

--Conventional route additions - provides better collection/ distribution, greater flexibility, and more responsive service.

--Santa Paula Route Deviation Drop-off - provision of better distribution in low density areas.

--Project FARE - provides management tools for better decision-making.

--Route signs and red curbing - improves visibility of transit system and reduces accident risk, thus providing safer service.

--Conventional route improvements - provides more efficient transit routing.

--Marketing Program - promotes transit use.

--Shelters - provides greater amenities to passengers.

--Transit Coordination/Brokerage Role - provides flexible and responsive service by use of para-transit and integration of public and private transportation.

--Maintenance facility for Simi Valley - enhances transit operation by providing higher quality and more responsive maintenance service thus assuring greater reliability.

--Two-way radios - uses communication technology to provide more coordinated service and links together para-transit and conventional service.

Countywide Transit Organization

This report updated the portion of the Subregional Transportation Plan which sets forth jurisdictional responsibilities for implementing further proposed transit improvements. In addition, the report sets forth proposed legislative changes which would prevent future severe funding restrictions of the Local Transportation Fund. The item recommended which relates to TSM is:

--Propose legislation to allow the existing flexibility in the use if SB 325 funds to continue. By allowing the trade-offs between transit and road improvements to be made, better management of the whole transportation system would be made.

Countywide Transit System Design

This report analyzed the intercity transportation corridors and proposes a system which would serve those corridors with sufficient demand. The elements within this plan which relate to the TSM are as follows:

--Transit Coordination/Brokerage role - provides flexible and responsive service by use of para-transit and integration of public and private transportation.

--Conventional Bus Route Improvements - provides greater mobility for transit users and makes more efficient use of existing intracity transit service.

--Para-Transit Use - provides a low cost service on corridors where demand doesn't warrant conventional service. In addition, this service feeds the conventional routes which makes that service more efficient.

--Two-way Radios - uses communication technology to provide more coordinated service and links together para-transit and conventional service.

Elements within these plans were integrated and an analysis of possible additional actions was made and the following spectrum of TSM actions is proposed.

Actions to Improve Vehicular Flow

These are generally traffic operations improvements to manage and control auto and transit vehicles. These actions tend to be very specific in nature and relate to specific area needs. Many of these actions are already being analyzed or implemented through the practice of sound traffic engineering. The agencies responsible for management of the road system are the cities, the County and CALTRANS.

There are some additional actions which may be warranted to make the existing system operate more efficiently.

Improvements in Signalized Intersections

A number of recent studies indicate that improvements in signal timing significantly increase capacities and average speeds in congested areas where a network of signals exist. The technique involves a computer model simulating traffic conditions for a given network of signals and traffic volumes. There are several areas where these models may be applicable. Oxnard Blvd. (State Rt. 1) is one of the most congested area in Ventura County, and would be the most likely candidate for application of this action. Additional studies in this area are warranted to determine locations within Ventura County where this action would be appropriate.

Removal of On-Street Parking

This action permits the road space to operate more efficiently by eliminating on-street parking to allow an additional traffic lane. There are trade-offs involved between immediate access to commercial establishments and improved vehicular flow. Additional off-street parking may often be required in the immediate vicinity. Opposition by affected merchants may preclude implementation in certain areas.

Oxnard Blvd. in Oxnard and Main Street in San Buenaventura are examples where elimination of on-street parking would improve vehicular flow. These situations involve mainly circulation within cities and the trade-offs must be addressed at that level. Generally, the Traffic Engineer within each city and the County would be responsible for analyzing this trade-off. The impact of parking restrictions can be softened with restrictions limited to the peak periods.

One-Way Streets, Traffic Channelization, Off-Street Loading

Here again, these actions relate to specific traffic related problems within each city, and the responsibility for that analysis rests with that local jurisdiction.

Reversible Lanes

This action appears to have no present application within Ventura County.

Freeway Ramp Metering

At this time, there appears to be no application of this action since the freeway system in Ventura County generally operates in a freeflow condition. With future expected increases in traffic volumes and if no additional capacity is provided, freeflow conditions would breakdown and ramp metering may be warranted.

Another possible application of ramp metering is for morning commuter traffic into Los Angeles. CALTRANS is presently installing ramp controls on the freeway system in Los Angeles County and Orange County in order to obtain freeflow conditions. In order for this system to operate properly and to not encourage longer commuter trips, metering of traffic into the controlled areas will be necessary. Due to the lack of an adequate system of parallel city streets to carry the diverted traffic, ramp metering is not appropriate for Ventura County at this time.

4.2 Preferential Treatment of High Occupancy Vehicles

Most actions considered under this TSM approach are not applicable to Ventura County. In giving preferential treatment to high occupancy vehicles, it is hoped that more people will change to this transportation mode and provide for a better utilization of the scarce road space available. Ventura County does not have an adequate local street system parallelling freeways to accommodate the diverted traffic caused by preferential treatment of high occupancy vehicles.

Freeway Bus and Carpool Lanes and Access Ramps

No immediate application of this action is appropriate for Ventura County. If any freeway ramp metering is implemented (see section on Freeway Ramp Metering), by-pass lanes for buses and carpools may be appropriate.

Bus and Carpool Lanes on City Streets and Urban Arterials

Presently, it appears no application of this action is appropriate for Ventura County.

Toll Policies

Inappropriate for Ventura County.

Bus Preemption of Traffic Signals

Presently, no application of this tactic is being planned. There may be isolated intersections where this action would be appropriate. Additional analysis of this potential action appears warranted.

4.3 Actions to Reduce Peak Period Travel

Actions considered under this section generally deal with influencing the demand of transportation services so that peak period congestion is reduced.

Work Rescheduling

Several actions may be considered under work rescheduling, including flex time and four day work week. The flex time would provide employees a means to adjust their work times to accommodate carpools or vanpools and not have all employees coming to work at the same time. A four day work week would require fewer home/work trips. If the additional day off is randomly spread between the week days, a potential congestion reduction of 20% in the home/work traffic is possible.

However, work rescheduling benefits may be offset by an increase in non-work trips.

Congestion Pricing

Inappropriate for Ventura County.

Peak Period Truck Restrictions

Presently, there are no restrictions on truck movements and as Ventura County grows, it may become appropriate for some truck restrictions. This is a complex problem with many possible adverse impacts so that truck restriction should only be attempted after further study and analysis.

Ridesharing

To date, ridesharing has been the largest TSM effort in Ventura County.

Commuter Computer, the non-profit corporation formed to promote ridesharing, provides a matching service and provides vans for vanpooling. Commuter Computer now has an office in Ventura County. They are working with the major employers and the schools to increase shared rides. They have had initial success and with the expected acquisition of new vans, further progress should be expected.

Parking Management Actions

No other operational control can have as dramatic an effect on traffic flow as the management of an area's parking supply. Decisions on the location of parking, the amount of on- and off-street space allocated to parking, the parking charges applied to the allocated space and the length of time parking is permitted, affect nearly all of the TSM actions.

All the urban areas in Ventura County have some form of parking controls. Often these controls are for very specific purposes. These controls should be integrated into a comprehensive parking policy and combined with other TSM actions to foster short term transportation goals. Further, these policies adopted over time will help attain long term objectives.

The Clean Air/Energy Conservation Plan recommends management of parking supply coupled with ridesharing incentives and bus route improvements in order to reduce home/work vehicle miles traveled (VMT). Preferential treatment for high occupancy vehicles by designating desirable parking stalls at employment centers is also planned. Presently, plans are being made to have carpool stalls at the new County Government Center.

Park-and-Ride Facilities

Transit services within many of the urban areas are not comprehensive; i.e., all households are not within reasonable walking access. Therefore, as the County-wide Transit System develops, there should be park-and-ride facilities in each of the urban areas which are to be interconnected. Presently, the Thousand Oaks/

Camarillo/Ventura bus has stops in or near shopping centers which serve as park-and-ride facilities. As new routes are added, additional facilities will be needed. This is covered in the Countywide Transit System Design Report.

4.4 Actions to Promote Non-Auto Use

Trips presently made by autos which can be diverted to bicycles or walking would have the desirable effect of reducing energy consumption, air pollution and congestion. In addition, the climate of Ventura County is conducive to this use.

Encouragement of Bicycling and Walking

Efforts in previous subregional transportation plans have been to develop and implement bicycle facilities to encourage bicycle use. The major subregional program for implementation is the SB 821 program which provides, with local match, approximately $150,000 per year for construction of bicycle and pedestrian facilities. In addition to this program, several cities are funding programs and restriping streets to accommodate bicycles. CALTRANS and the State Parks Department have recreational and/or long distance bicycle facilities and plan additional facilities.

Auto-Restricted Zones

Presently, application of this action does not appear appropriate.

4.5 Actions to Improve Transit and Paratransit Service

Programs to accomplish these improvements have been developed through the Short Range Transit Plan (SRTP) and the Countywide Transit System Design.

Marketing

Marketing deals with a variety of activities that are generally associated with the four marketing elements: product (service), price, promotion, and distribution. The tendence in the transit industry is to think of the promotional

element (advertising, sales promotion, and public relations) as the marketing program. This tendency renders marketing one dimensional in scope and may actually be responsible for a number of lost opportunities. A fully integrated marketing program analyzes each element and then mixes them in a proportion that is designed to achieve maximum results.

Product (Service) - Market research obtained from an on-board survey indicates the importance of certain factors to SCAT patrons. The results in order of importance were as follows: night service, more frequent service, additional Sunday service, improved information system, new routes, more benches, more bus stop shelters, door-to-door service for elderly/handicapped, and better drivers. Consideration is being given to making improvements in many of these areas.

Price - Fare changes are occasionally necessary. However, they are public policy rather than marketing decisions. Proposed changes are reviewed at a public hearing, followed by a final action by the SCAT Board of Directors.

During the fifth year of operation, SCAT will be required (SB 1687) to generate 25% of operating revenues from local sources (farebox, advertising income, bank interest, and general funds where applicable) and the following year the requirement is increased to 50%. However, upon approval, a two-year exemption is available from the California Transportation Board. SCAT currently derives 27% of its revenues from the farebox. Fare increases will be recommended. To help meet both the 25% and 50% locally generated operating goals, SCAT recommends a separation of transportation and the social service function. This can be accomplished by a combination full fare policy for all patrons with the

various social service organizations purchasing tokens at full fare and distributing them to their clients, either free or at reduced rates, as appropriate.

Promotion - SCAT advertises on a sustained basis over local radio and occasionally in newspapers serving the SCAT area. Air time is obtained in return for radio ads displayed on SCAT buses.

Sales promotion activities have included various user information aids (a user's guide is planned), premiums (miniature coin bank), Christmas theme bus, fifth and sixth grade film presentation, and bicentennial contest.

Public relations include: publicity, community relations, and employee relations activities.

The sales aspect of the promotional program includes both drivers and customer service personnel inter-acting with the public. Because the decision to purchase is usually involved, these situations represent the personal selling effort.

Distribution - Distribution in marketing concerns itself with the use of middlemen. Travel agents in the airline industry perform this function. Traditionally, transit service has been offered directly to the ultimate user. However, at some point in the future, middlemen may perform a useful service and provide another method of increasing patronage.

Transit Shelters

Presently, few transit shelters exist in the County. The operators are planning to install additional facilities at major transfer points. Transit shelters are important in providing a comfortable environment for transit users, but due to the relatively good weather in the County, this action is not as important as it may be for other urban areas.

Transit Fare Policies and Fare Collection Techniques

Presently, the operators utilize a standard approach to collect fares. Ridership is increasing and it may become appropriate in the future for some changes to be made. Techniques utilized successfully in other urban areas include monthly passes, collecting fares only outside of congested areas, and requiring exact fare collection. The transit operators should monitor their ridership and analyze innovative collecting techniques to determine the most efficient management action.

Extension of Transit Service with Para-Transit Services

Both the SRTP and the Countywide Transit System Design recommend use of paratransit services. Ojai and Santa Paula have plans for para-transit service to provide a feeder to the fixed route service. The Piru to Fillmore link on the Santa Clara River Corridor is planned to have a van to interconnect with a conventional service from Ventura to Fillmore.

Integration of Transportation Services

The SRTP, Countywide System Design Report and the Interim Program for the Elderly and Handicapped Transportation all recommend coordinating and consolidating existing health services, social services and volunteer services for transportation for the elderly, handicapped and possibly, the poor. The Federal Government is funding five demonstration programs for coordinating and consolidating these types of transportation services in different urban areas. These demonstrations should be closely monitored for applicability to Ventura County. Studies on existing expenditures on health and social services agencies' transportation costs have been made in a few isolated areas. It appears that costs are substantially higher than were previously believed. A study in the state of New York determined that $80 million a year was spent on these transportation services. On a per capita basis, Ventura County would thus be spending $2 million a year on this

type of service. This figure may be too high but even if it was reduced by 50%, the costs for this service are substantially higher than previously estimated.

4.6 Actions to Increase Internal Transit Management Efficiencies

These actions are covered in the Short Range Transit Plans (SRTP) developed by the transit operators. In addition to the SRTP, the transit operators will be preparing a Transit Service Improvements Plan.

Transit Management

The SCAT table of organization reveals contract service arrangements in four areas: legal, financial management, transportation planning, and maintenance. Maintenance on contract (provided by the cities of Oxnard and Ventura) places SCAT in a second priority position relative to city emergency vehicles. Goal is to have in-house financial management and maintenance staff.

Recent program innovations include: physical examinations, training, driving record audit, safety review board, undercover inspection, change making policy, cash collection, passenger convenience, supervising on-street bus operations, and two-way radio communication. Upcoming new programs include a management information system and transit industry standardized accounting system, and an experiment to discourage seat cushion vandalism.

Improved Maintenance

This action is considered important for TSM so that greater equipment reliability can be assured. These items are covered in the SRTP and the operators TSM/TIP. The major items covered under these sections include:

- --A new maintenance facility for the City of Simi Valley.
- --The necessity for SCAT to find additional facilities to maintain their Ventura Division fleet as the City of San Buenaventura has indicated they must vacate their existing site.

The transit operators are in the process of replacing their older buses with new stock and this will increase equipment reliability.

Vehicle Communication and Monitoring Techniques

SCAT, by far the largest operator in Ventura County, has two-way radios on most of their vehicles and will soon install them on the remaining coaches. Simi Valley Transit has two-way radios on its three existing coaches and planned acquisitions will also be equipped. The other transit operations in the County have only one bus so that radios would have minor benefits.

As the Countywide interconnect system develops, radio coordination will become necessary for effective transfers.

Route Evaluation

This action involves monitoring bus routes to determine means to make the low utilized routes more productive. SCAT's SRTP did a comprehensive route evaluation and recommended modifying routes which would reduce some service on unproductive routes, shorten routes which have scheduled adherence problems and increase service in some overcrowded route sections. These changes are programmed to be made in fiscal year 1980.

Evaluation of System Performance

UMTA will soon require implementation of consistent accounting and reporting for all transit operators as a condition to receive Section 5 monies. This system is called FARE (Uniform Financial Accounting and Reporting Elements), and will be designed and tested by the operators in the next fiscal year. With this information, transit operations should have a better means to evaluate their operations.

4.7 Conclusions

All of the discussed TSM actions are low cost items if compared against widening of existing roads or new construction. Many of the proposals may create opposition from various segments of society, however, in light of the scarcity of land, finances, and other resources, it is a worthwhile course of action.

5.0 CRITICAL HIGHWAY IMPROVEMENT PROGRAMS

5.1 Introduction

The most widely accepted criteria used to evaluate highways for deficiencies and need for improvement are capacity and safety. The TPPC recommended that capacity and safety be used as a criteria for establishing State highway construction projects in Ventura County, with consideration given to cost versus benefit as well.* The same criteria was used to evaluate the regional local road network (the arterial highway system), which will be improved through the utilization of FAS and FAU funds. A summary of the capacity and safety statistics on the major State highway segments included in the 7-year highway program shown in the 1976 Transportation Plan (see Table 5.1) is depicted in Table 5.2.

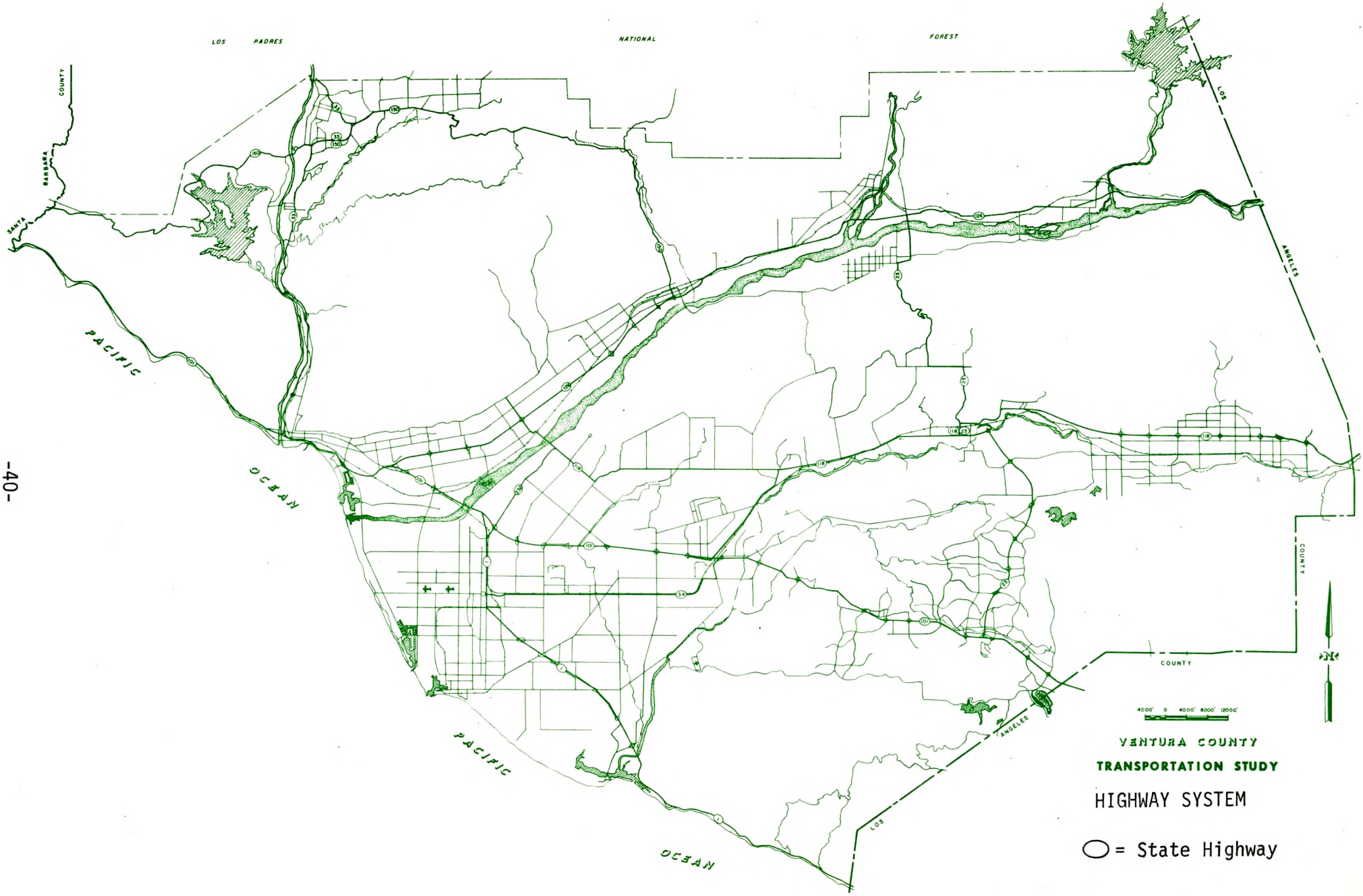
Furthermore, projected 1990 volumes in the 1976 Ventura County Transportation Plan will be used to identify areas with critical deficiencies. Each State route will be analyzed regarding improvements needed to maintain present level of service standards through 1990. In addition, proposals are listed to improve the level of service to achieve compatibility with standards expected by communities in Ventura County. With the proposed betterments, it can be expected that safety will also be improved in some instances.

This summary will be a useful tool in evaluating future highway programs in Ventura County.

5.2 State Highways

As of the date of this report, there is very little assurance that any of the major construction projects listed on the State highway priority list in the 1976 Transportation Plan will be funded and/or constructed by 1990, and the following analysis is conducted with this premise. Analysis was conducted in July, 1977. CHC budget adopted in November, 1977 included improvements on Routes 101 and 126. (See Table 7.7) A map of the State highway system in Ventura County is included on page 40 for reference.

*The VCAG Executive Committee did not support this position.


LOS PADRES NATIONAL FOREST
SANTA BARBARA COUNTY
LOS ANGELES COUNTY
PACIFIC OCEAN
PACIFIC OCEAN
LOS ANGELES COUNTY
4000' 0 4000' 8000' 12000'
VENTURA COUNTY
TRANSPORTATION STUDY
HIGHWAY SYSTEM
= State Highway

Route 1 - Traffic is considered freeflowing from the Los Angeles County line to the end of the freeway section north of Channel Islands Blvd. This condition will not change significantly until 1990. The north/south section of Route 1 (Oxnard Blvd.) experiences congestion during the peak hour and is certainly not freeflowing most of the daytime hours. The anticipated 1990 demand will slightly extend the duration of congestion due to its marginal increase in ADT. Improvement of Rice Avenue combined with interchange improvements at Route 1 and 101, and improvement of Rose Avenue could partially relieve pressure on Oxnard Blvd. However, 6-laning with concurrent parking restrictions will be necessary even with the consideration of an east by-pass between Rose Avenue and Rice Avenue.

Route 23 - The north/south connection from Route 1 to Route 126 will not require any major improvement before 1990 to provide better flow conditions. New Los Angeles Avenue connecting the interrupted Route 23 in Moorpark will be widened as part of future land developments in this area. The proposed circulation element has a 6-lane requirement for this section of new Los Angeles Avenue to reflect the anticipated growth. The connection to Freeway 118 is considered a gap in the freeway system and should receive a high priority when ranked with other "freeway gap projects" within the State remains to be seen. It is a relatively costly improvement for a rather low traffic volume to justify freeway construction.

Route 33 - The technical evaluation of this route indicates that it would rate at the top of the priority list considering safety and capacity problems. The section from the end of the freeway to Oak View has been operating at capacity during the peak hour for several years. An increase in daily volumes is presently causing to lengthen the peak duration and will cause more delays in the future without immediate improvements. Without new construction and assuming continued growth, a peak duration of up to two or three hours can be expected before 1990. Three possibilities are available to mitigate the deteriorating condition on this section of Route 33.

a) Four-lane existing highway to Oak View and improve intersections from Oak View to Ojai.

b) Construct by-pass of Casitas Springs and Oak View either as a two-lane or four-lane facility, and improve intersections from Oak View to Ojai.

c) Resurrect the freeway or expressway alternative, which will have the most significant effect on safety along this section.*

No improvements are needed north of the "Y" to the Santa Barbara County line.

Route 34 - Traffic projected for 1990 will approximately double over almost the entire length of this route. The only exception is the section between Oxnard Blvd. and Rose Avenue, which will experience only a slight increase. The predicted traffic volumes will not affect service levels beyond acceptable standards.

Route 101 - An evaluation of the capacity and safety data of this route indicates that three groupings can be differentiated.

a) No need for improvements until 1990.

b) Immediate widening necessary to alleviate congestion.

c) Needs widening in the near future.

Sections under group a) include the eight-lane freeway from the Los Angeles County line to Moorpark Road and the six-lane freeway from the Santa Clara River to the Santa Barbara County Line. A short four-lane segment in the La Conchita area may need minor modifications to improve capacity and safety.

The section under group b) extends from Moorpark Road to the top of the Conejo grade and is presently operating at capacity during the peak period. Additional traffic will lengthen this peak period to undesirable limits. Furthermore, the roadbed is rapidly deteriorating calling for immediate attention. This four-lane section should be reconstructed and widened to six lanes as soon as possible.

The rest of Route 101 can be classified as belonging to group c). Level of service is currently acceptable except for recreational traffic during summer months and on weekends, but will deteriorate over time. Traffic volumes

*This option is least likely to occur in the near future.

predicted for 1990 would overtax the facility and cause peak periods at capacity for an undesirable length of time. It is estimated that widening will be necessary by 1985 to mitigate congestion and establish freeflow conditions.

Route 118 - The segments described below will be sequentially listed from west to east.

1) The segment from Route 126 to Vineyard Avenue contains a section through Saticoy with the highest traffic count on any two-lane State highway in Ventura County. Congestion is an everyday occurrence compounded by heavy truck traffic entering and leaving this road. Present conditions are unacceptable over an extended period and should be alleviated as soon as possible. The predicted traffic for 1990 is more than double the existing volume. Construction of a four-lane facility will be needed at an early date. The location of the rivercrossing can remain the same, however an alternate route must be determined through Saticoy since the present routing does not lend itself for widening. Also, four lanes at the same alignment would not improve the level of service due to tight curves and accompanying low speeds.
2) The section from Vineyard Avenue to Moorpark will generally be able to accommodate the predicted 1990 traffic. Spot improvements such as curve realignments and intersection widenings will be necessary throughout the coming years to maintain an acceptable level of service.
3) The section through Moorpark and Virginia Colony connecting with the existing freeway at the College will need some kind

of improvement before 1990. This can be accomplished in two different ways. The gap between Freeways 23 and 118 can either be closed or the present alignment can be widened to four lanes. New Los Angeles Avenue and Moorpark Road are already four lane facilities, leaving the section through Virginia Colony and adjacent to College Park for future improvements. Needless to say, both alternatives will be expensive. The existing alignment requiring major earthwork and possible relocation assistance, and the "gap closing" alternative will require expensive bridge construction.

4) The existing freeway from the college to the L. A. County Line easily accommodates existing traffic volumes. No improvements will be needed to provide an acceptable level of service through 1990.

Route 126 - The freeway section from San Buenaventura to Santa Paula provides a safe and efficient way of travel and will do so for the years past 1990. The two-lane section from Santa Paula to Route 5 at Castaic has safety problems; however, capacitywise, it will suffice for quite some time. It is estimated that capacity will become a problem between 1985 and 1990. As a reference point, it should be noted that the majority of this segment will not carry traffic volumes in 1990 in excess of the present volumes on Route 33 through Casitas Springs.

Safety has become an issue with a great number of people. An evaluation of the safety statistics over the last four years indicates that Route 126 in its entirety has a better accident record than the calculated Statewide average for similar roads. However, certain sections of the route sporadically experience an abnormal number of fatalities. The statistics fell significantly below Statewide averages

in 1974 and 1975, but 13 fatalities were recorded in 1976. Generally speaking, intersections, sharp curves, segments without shoulders, and heavy truck traffic have significantly contributed to the overall number of accidents. These isolated areas (intersections excluded) could be improved with moderate cost spot improvements and a resulting drop in accidents could be anticipated.

A more expensive alternate would be to four-lane the entire section which would improve capacity significantly, but would have significant safety benefits only if it were a physically divided highway with intersection improvements (signals, channelization, etc.). Such an improvement would accommodate traffic beyond 1990, possibly beyond 2000. However, a minimal undivided four-lane construction project might not help the overall safety situation insofar as the accident rate may rise, but the fatality rate will drop. It should be noted that most of the intersection accident problems will remain unless grade separations are built, which are generally beyond the scope of a four-lane highway.

Route 150 - With the exception of the sections through Ojai and Santa Paula, no capacity problems are currently encountered nor will any be anticipated until 1990. Accident rates in the rural areas are above Statewide average for similar roads. Minor improvements in the rural areas would cost excessive amounts of money due to the difficulty of the terrain and would have low cost-benefit ratio due to the extremely low vehicular traffic.

Of the two urban areas, Ojai will experience more difficulties to provide an acceptable level of service. Traffic will be heavy for long peak durations. A circumferential alignment is probably the only solution to alleviate congestion on the existing route.

Route 232 (Vineyard Avenue) - The section from Oxnard Blvd. to Route 101 is built to its ultimate crosssection. Congestion will steadily increase with the peak traffic becoming longer in duration. Accident rates are significantly

higher (two to three times) than the State Average for similar roads. This probably is caused due to the many left turns and driveways along this short section of road.

The section north of Route 101 is average both in safety and capacity. No problems are anticipated until 1990. Intersection capacity will be reached shortly after 1990 and widening of intersections may become necessary between 1985 and 1990 to maintain an acceptable level of service.

5.3 Local Roads - Under the FAU Program, all local roads of importance in an urban area qualify for Federal participation. The 5-Year FAU Program represents a cooperative effort of all local entities to establish a priority among these roads. Most of the projects in the program present the highest priority roads on a Countywide basis. However, while a few roads included in the program are of lesser importance to regional traffic, they are the most critical projects for the city submitting it. Due to funding limitations, it was not possible to consider all the highest priority projects based on Countywide criteria. These projects would have to be financed in total by the respective cities with their own gas tax funds, general funds, or future Federal aid highway funding programs.

The Federal-Aid-Secondary road system contains only roads of Countywide importance outside the urbanized area. The funding level is significantly lower than under the FAU Program and it is estimated that every three to four years one road project can be processed. The County is continually monitoring traffic safety and capacity problems to evaluate the appropriateness of its priority rating of FAS roads. The next proposed FAS project will be Pleasant Valley Road in the non-urban area. The Pleasant Valley Road project contained in the FAU Program will be combined with this project. The target date for construction to begin has been set for early 1980.

If all the projects listed on the current FAU Program (including the supplemental list) and the FAS Program are completed by 1990, there will be no significant congestion problem on these roads.

Table 5.1

VENTURA COUNTY PROJECTS

76/77 F.Y. TO 82/83 F.Y.

F.Y.	Rte	P.M.	Description	Current Million $ in 76 P.P.
76/77	101	32.4/41.2	1.3 miles north of Route 33 to 2.3 miles south of Santa Barbara County Line (Relinquishment)	0.84
76/77	150	19.6	Thacher Creek (Stage 2)	0.38
76/77	126	1.5	At Victoria Avenue (Widen Bridge and Modify Ramps)	1.22
76/77	33	4.2	Canada Larga	0.26
76/77	118	R19.4/R20.2	Princeton Avenue to College View Drive (2C-6F)	4.62
77/78	101	4.1/9.0	Moorpark Road to Conejo Grade Summit (3F-6F)	4.70
77/78	23	R11.5/R12.2	Route 23 - New L.A. to Route 118 Route 118 - 1.0 miles east of Route 23 to Princeton (Conn.)	9.25
77/78	126	13.4/17.4	0.1 miles west of Padre Drive to 0.2 miles west of Pyle Road (2C-4C)	1.89
77/78	118	22.9	Madera Road I.C.	2.00
78/79	101	19.0/21.8	0.2 miles east of Almond Drive to 0.2 miles east of Vineyard Avenue	2.00
78/79	126	17.4/20.4	0.2 miles west of Pyle Road to Los Serenos Drive (2C-4C)	3.42
78/79	33	5.7/7.5	Casitas Vista-Sulphur Mountain Road	2.00
79/80	101	15.2/19.0	0.4 miles west of Carmen to 0.2 miles east of Almond Drive	2.40
79/80	1		Corridor	2.00
80/81	101	9.0/11.4	Conejo Grade Summit to Arroyo Conejo (4F/6F-6F)	0.90
80/81	126	20.4/23.1	Los Serenos Drive to 0.3 miles east of Fall Creek (2C-4C)	1.00
81/82	101	11.4/15.2	Arroyo Conejo to 0.4 miles west of Carmen (4F-6F)	7.00
81/82	126	23.1/26.2	Fall Creek to Hopper Canyon Road (2C-4C)	1.51
82/83	126	26.2/28.8	Hopper Canyon Road to west end of Piru Creek Bridge (2C-4C)	1.68
			TOTAL	49.07*

Table 5.2

CAPACITY AND SAFETY COMPARISON ON STATE ROUTES IN VENTURA COUNTY[1)]

ROUTE	P.M.	ACCIDENT RATES[2)] 1972	1973	1974	1975	NUMBER OF FATALITIES[2)] 1972	1973	1974	1975	1976 ADT[2)]	1976 VOLUME-CAPACITY RATIO[4)]	% OF TRUCKS IN 1975[2)]	REMARKS
33	5.7/7.5	2.76	2.87	2.31	2.78	0	1	0	0	18,000	0.95	6.0	PHF=0.085 (Peak Hour Factor)
101	4.1/9.0	1.86	1.63	0.71	0.72	6	2	0	1	64,000	0.87	5.9	PHF=0.09 [3)]
	9.0/11.4	2.56	1.83	0.64	0.58	2	2	0	0	45,000	0.68	6.3	PHF=0.10 [3)]
	11.4/15.2	1.19	1.54	0.75	0.71	1	0	0	0	47,000	0.71	6.6	PHF-0.10 [3)]
	15.2/19.0	0.82	0.83	0.48	0.59	0	2	1	2	48,000	0.73	6.7	PHF=0.10 [3)]
	19.0/21.8	1.73	1.38	0.82	1.06	0	0	0	0	47,000	0.71	6.7	PHF=0.10 [3)]
101 Average		1.57	1.43	0.68	0.72	N/A	N/A	N/A	N/A	-	-	-	
State Average		1.53	1.37	0.94	0.98	N/A	N/A	N/A	N/A	-	-	-	
118	19.4/20.2	3.67	1.33	0.67	2.67	1	0	0	0	4,600	0.25	6.9	PHF=0.10
126	13.4/17.4	2.28	1.94	1.83	2.45	1	1	0	1	12,000	0.59	9.3	PHF=0.09
	17.4/20.4	1.98	1.67	1.07	0.91	1	1	1	0	12,000	0.59	9.3	PHF=0.09
	20.4/23.1	1.37	3.54	2.22	3.04	0	0	0	1	13,000	0.64	8.4	PHF=0.09
	23.1/26.2	1.04	1.61	0.60	1.20	0	0	0	0	8,000	0.52	8.4	PHF=0.12
	26.2/28.8	3.17	2.75	1.14	1.20	6	2	0	0	9,000	0.59	8.4	PHF=0.12
126 Average		1.96	2.24	1.39	1.79	N/A	N/A	N/A	N/A	-	-	-	
State Average		2.60	2.44	2.13	2.28	N/A	N/A	N/A	N/A	-	-	-	

1) Route segments are used as listed in the 1976 Transportation Plan (See Table 5.1)
2) Accident rates, number of fatalities, ADT and truck percentage as per CALTRANS letter of 2/7/77
3) Directional split applied is 57%/43%
4) V/C ratio of less than 0.70 is generally acceptable

6.0 COUNTYWIDE TRANSIT SYSTEM DESIGN

6.1 Introduction

Providing good transit service within cities, interconnecting the cities with transit service, and providing better access to urban services for the transportation disadvantaged in outlying communities has been discussed in the Ventura County Subregional Transportation Plans of 1974, 1975, and 1976, which all recommended interconnecting the cities within the County in the Short Range Element of the plans.

Recently, rules and regulations regarding administration of the Transportation Development Act (TDA) require special public hearings before non-transit claims are approved. These public hearings are to determine whether all the unmet transit needs which can reasonably be met are served.

Requirements regarding the allocation of TDA funds will affect transportation expenditures in Ventura County and cities in the near future.

South Coast Area Transit (SCAT), with the aid of a technical study grant from the U.S. Department of Transportation, retained DeLeuw, Cather & Company to assist in preparing the Short Range Transportation Development Plan (SRTDP) for SCAT member cities plus the communities of Simi Valley, Thousand Oaks, and Camarillo. Fillmore and the primarily rural areas of Ventura County are addressed in this report, and when merged into the SRTDP report provide a comprehensive and unified transit Short Range Development Plan for all parts of Ventura County.

6.2 Assumptions

It is assumed that the transit system planned to interconnect the communities within Ventura County will be fully operational in July, 1981. This corresponds with the date when the first TDA claims will be limited when the County falls within the road funding limitations caused by the currently forecasted 500,000 population level.

It is assumed that an organizational structure will exist to coordinate a countywide transit system. The need to have an organization to provide coordinated and coherent implementation of expanded transit service has been addressed previously by the VCAG planning process.

It is important to note the advantages of a single countywide transit organization. First, with one organization it becomes easier to coordinate the intercity system with the intracity systems. Second, additional transit service near existing routes will not be regarded as competitive service.

In this plan where service is proposed which parallels existing service, the new service will be considered to complement the existing service.

The nature of the intracity system which the countywide system will hook-up with is very important. Where communities have very extensive systems, few stops by the intercity bus will be required and higher patronage can be expected. In areas where no system exists to provide a feeder, more stops will be required. In some cases, if no feeder system exists, it may not be feasible to provide intercity service, as the bus would be required to function too much as a feeder in order to serve enough transit users.

This design plan assumes the following intracity systems. In the SCAT area, the system will operate essentially as it does now, with some modifications according to SCAT's Short Range Transit Development Plan. In Simi Valley, the existing 3-bus system will be expanded into a 7-bus system as per the Simi Valley Transit Plan Draft. In Camarillo, the existing 1-bus system is expanded to 2 buses, and Thousand Oaks is assumed to operate a 3-bus system. These assumptions were developed in conjunction with the consulting firm of DeLeuw, Cather & Company. However, it is not implied that the implementation of these systems will occur at the proposed timing indicated in the SRTDP.

6.3 Transit Needs

Through the subregional transportation planning process, two transportation problems have been identified which transit can address. One problem in Ventura County is the almost complete reliance on the automobile to making trips. The other problem is the lack of mobility for the transportation disadvantaged, who for whatever reasons, cannot participate in the automobile/highway system. These people usually fall within two classes, those who can't afford to use private transportation and those who for some physical or mental reason cannot drive an automobile. With limited resources for transit, it has become apparent that the first priority for transit improvements should be to serve these transit dependent people who are presently unserved by the current transportation system.

It has been demonstrated in the past that significant numbers of auto users cannot be attracted out of their car and into transit. Even if substantial amounts of public funds are dedicated to transit, the car will stay more attractive due to time savings, convenience and flexibility. This is especially true in serving isolated areas and serving intercity needs. The potential for attracting a large number of trips from the automobile in rural areas is more costly than upgrading service within cities. Therefore, the most cost effective means of diverting auto use to transit use is to upgrade existing overloaded transit lines rather than to serve new outlying areas. Transit service to every area in the County may be desirable from a service standpoint, but it would be economically impossible and inefficient to provide regular service to all areas in the County.

Areas presently unserved by transit have been listed in Table 6.1. The criteria for placing an area on this table is either 50 households under $6,000 yearly income, 150 residents age 60+, or 300 residents age 10-15.

In order to analyze potential transit use as indicated by financial need, a

special crosstabulation of the 1975 census data was made to determine the number of residents in various areas of the County who earn less than the poverty level of income.

As part of the 1976/77 VCAG Transportation Planning Work Program, a special study was done which analyzed the location of the ethnic minority and how well the existing transit serves them.

6.4 Corridor Needs

A corridor analysis was done to determine the need of intercity transit service. An inventory of the existing transportation service within each corridor was made. Corridors which showed enough potential need to warrant further consideration of conventional transit were found to be:

+**1. Fillmore-Ventura

*2. Ojai-Ventura

+*3. Oxnard/Port Hueneme-Ventura

+***4. Thousand Oaks-Ventura

5. Moorpark-Simi Valley

6. Moorpark-Thousand Oaks

7. Thousand Oaks-Simi Valley

*8. Simi Valley-San Fernando Valley

+*9. Thousand Oaks-San Fernando Valley

It should be noted that some of the corridors with existing transit service were not found to have all the transit needs met. The deficiencies are either that those needing service did not have walking access or that the elderly and handicapped who are unable to use conventional transit are not served.

Based on this corridor analysis and existing transit service, the following corridors were studied for implementation of future conventional transit service:

*Corridor with existing public transit service

**This corridor has existing public transit service on the Santa Paula to Ventura portion

***This corridor has a trial bus run and a decision on the permanency of this route has not been made

+Corridors with existing Greyhound service

1. Fillmore-Ventura
2. Thousand Oaks-Ventura
3. Moorpark-Simi Valley
4. Moorpark-Thousand Oaks
5. Thousand Oaks-Simi Valley

Presently, no single agency in Ventura County is responsible for the countywide transportation services for transporting people unable to use private transportation. Details on the function of the service provided by these organizations are included in the "Interim Transportation Program for the Provision of Transportation Services for the Elderly and Handicapped", Final Draft, December, 1976.

The Short Range Transit Development Program for the urbanized portions of Ventura County developed by DeLeuw, Cather & Company recommended the coordination and/or a brokerage agency to provide a clearinghouse and develop new transportation services where needed, which would coordinate the existing disjointed services. With a coordination/brokerage agency the trade-offs between the cost of providing governmental services can be analyzed against the effect on transportation costs and mobility. The coordination/brokerage recommendation was made regarding services for the elderly and handicapped and could be expanded to include other "transit dependent" groups which need public services, mainly the poor.

A number of different types of transit services were analyzed to serve intercity needs for the corridors identified for further study. Included in the analysis are express intercity fixed route buses, semi-express intercity fixed route buses, demand responsive systems and paratransit options.

The various types of transit were analyzed on the following corridors: Piru-Ventura, Thousand Oaks-Ventura, Ojai-Ventura, Moorpark-Simi Valley, Moorpark-Thousand Oaks, Thousand Oaks-Simi Valley.

From the corridor technical analysis, intercity transit needs not within

these corridors do not have the potential volume to justify further analysis of conventional forms of fixed route transit. However, a paratransit option was studied for these needs. This would be a coordination and/or brokerage agency which would be responsible for integrating existing disjointed services by public and volunteer organizations and providing additional services where needed and feasible.

6.5 Recommended System

Intercity Fixed Route

The recommended intercity transit system is shown on Figure 6.1. The system includes the SCAT routes for the Ojai-Ventura, and the Ventura-Oxnard corridors. The rest of the system includes the semi-express route for the Ventura-Fillmore, Thousand Oaks-Moorpark, Thousand Oaks-Simi Valley and the Moorpark-Simi Valley corridors. An express route serving the Ventura-Thousand Oaks corridor is recommended. SCAT's consultant recommended modifications to the Santa Paula Route which would provide a direct link from Santa Paula to the main transfer point in Ventura - the Fashion Center - and this is included also. The recommended Santa Clara River Valley route would follow the proposed Santa Paula SCAT route alignment. Since this design plan assumes the operation of both these buses by one public entity (i.e., similar to an enlarged SCAT), these routes would compliment each other. A two hour level of service is recommended for the Fillmore-Ventura corridor so that seven round trips per day would be provided from Fillmore to Ventura and eleven round trips per day from Santa Paula to Ventura.

Generally, a one hour headway is recommended for level of service on most corridors, with ½ hour headway recommended between Ventura and Oxnard and a two hour headway between Fillmore and Ventura. This would involve upgrading some existing SCAT lines as recommended in the Draft Short Range Transit Development Plan prepared by SCAT's consultant. Table 6.2 shows data relative to the recommended Countywide transit system.

As shown on the table, the new routes will have lower productivity than the existing routes, which points out the trade-offs between service and efficiency, which is often the case when considering service in new areas.

Scheduling

All the routes on the system are on hourly headways except the Fillmore-Ventura and the Ventura-Oxnard. The scheduling is based on timely interface with the SCAT system in Ventura (on the hour). Since the Ventura-Thousand Oaks run is one hour, the interface time in Thousand Oaks is also on the hour.

The proposed countywide system scheduling interfaces with the existing intracity transit service at the main terminals in Ventura, Fillmore, Camarillo and Simi Valley. The existing Santa Paula SCAT bus does not meet the intercity bus at the same scheduled time, but SCAT's Short Range Transit Development Plan (SRTDP) calls for modifying and improving the Santa Paula Bus Route in Fiscal Year 1979, and at that time it is recommended that the new Santa Paula Bus Schedule interface with the proposed intercity system. The proposed Thousand Oaks-Ventura schedule unfortunately does not interface in a timely fashion with the existing SCAT Esplanade stop. The SRTDP for SCAT calls for additional service on this overloaded line to achieve half-hour headways. When this occurs, the maximum transfer waiting time will be only eight minutes.

For effective operation of the transfer points, it is recommended that two-way radios in both the city buses and intercity buses be installed so that drivers can communicate.

In the countywide transit design, much emphasis has been placed on good schedule interface between the "feeder" intracity bus systems and the proposed intercity system.

6.6 Paratransit

In addition to the conventional fixed route system recommended, some para-

transit options are also recommended. The link from Fillmore to Piru does not have adequate potential transit trip volume to justify the cost of fixed route bus service. Piru is isolated and it would be desirable to provide its residents with transit mobility by linking Piru with the countywide transit system. It is recommended that when the Fillmore-Ventura route is initiated, the Piru-Fillmore service be expanded to four round trips per day.

In order to serve the elderly and handicapped, it is recommended that the buses used for intercity service incorporate the latest features for barrier-free design included, where needed, wheelchair lifts. The intercity service can then interface with the elderly and handicapped service which is provided by each of the cities, whether it be demand responsive or fixed route.

Presently, the City of San Buenaventura is the only city with a fully accessible, demand responsive system for the elderly and handicapped. Thousand Oaks has a senior bus and Fillmore has fixed route deviation which can provide door-to-door service for the elderly. In addition, the other six cities within Ventura County have plans for implementing special services for the elderly and handicapped. Therefore, when the countywide transit system becomes fully operational (FY 1981/82), elderly and handicapped persons who live within cities will have transit mobility, both within cities and between cities.

There are other areas in the County where transit service will not be available, even with implementation of the countywide transit system. These areas are either unserved pockets around cities or smaller outlying unincorporated areas. It is not considered economically feasible to serve these areas with conventional transit service as the potential ridership is very small. However, there may be transportation needs of elderly and handicapped and/or poor residents in these areas which need to be met. Presently, there are some existing services available

for elderly and handicapped provided by public and volunteer organizations. Coordination of these services and providing additional service where needed could provide basic mobility for these transit dependent persons. A coordination/brokerage concept to coordinate and provide additional services for the elderly and handicapped is recommended to be expanded.

6.7 Maintenance

The maintenance of the additional coaches would be done much the same as is presently being done by the existing transit entities. The two coaches on the Thousand Oaks-Ventura run and the coach on the Fillmore to Ventura line all start their runs at the Fashion Center in Ventura so they would be maintained out of the Ventura Division of SCAT. If SCAT is unable to maintain the coaches, the maintenance could be contracted to a private operation.

The coach on the Moorpark-Simi Valley run will start operation in Simi Valley so should be maintained in the soon-to-be-built maintenance facility in Simi Valley. The coach on the Moorpark to Thousand Oaks run should be maintained in the yard where the future Thousand Oaks buses will be maintained.

The coach on the Simi Valley to Thousand Oaks run can be maintained either out of the Simi Valley yard or the Thousand Oaks yard depending on space and logistics when this route is implemented.

TABLE 6.1

SUMMARY OF THE UNSERVED AREAS

AREA	TOTAL POPULATION	HH UNDER $6,000	POPULATION 10-15	POPULATION 60+
Piru	915	120	104	25
Telegraph Rd./Sycamore Rd. w/o Sespe Creek	1,056	188	128	85
Santa Paula Area e/o Santa Paula Creek	593	69	75	65
Aliso Canyon & Wheeler Canyon Area	760	62	100	90
Ojai East End	1,644	98	226	298
Live Oak Acres	1,713	189	193	354
Rincon Area	565	146	35	119
Hollywood Beach	1,633	111	123	212
Silver Strand	1,325	118	68	107
Hollywood-by-the-Sea	1,387	60	52	155
Point Mugu Naval Air Base	2,811	23	355	11
El Rio	5,842	491	836	686
Nyeland Acres	1,551	217	127	182
Casa Del Norte Trailer Park Area	225	39	0	152
Las Posas Valley	674	52	86	49
Camarillo Estates	3,751	40	656	298
Camarillo Heights	5,145	99	763	599
Area s/o Santa Rosa Road within City of Camarillo	624	47	52	262
Camarillo s/o 101 and e/o SPRR	451	60	9	210
Oak Park	2,294	24	327	52
Moorpark Area	5,013	344	723	391

Source: 1975 Census and the Environmental Resource Agency, County of Ventura.

7/77

TABLE 6.2

RECOMMENDED COUNTYWIDE TRANSIT SYSTEM

($ in 1,000's)

CORRIDOR	TYPE SERVICE	LEVEL OF SERVICE	ANNUAL COST	ANNUAL FARE REVENUE	ANNUAL SUBSIDY REQUIRED	% FARE BOX	EXPECTED YEARLY RIDERSHIP
Ojai-Ventura[1]	Existing SCAT service	1 hr	294.2	65.3	228.9	22.2	226,000-250,000[2]
Ventura-Oxnard[1]	Existing SCAT service	½ hr	276.9	78.5	193.5	28.3	272,000-301,000[3]
Fillmore-Ventura	Semi-express fixed rt. (Plus existing SCAT service)	2 hrs	161.5	15.6	145.9	9.7	40,000- 61,000
Piru-Fillmore	Paratransit (contract van)	4 round trips/day	27.2	2.5	24.7	9.4	9,000- 10,000
Thousand Oaks-Ventura	Express fixed rt.	1 hr	276.9	34.8	242.1	12.6	90,000-135,000
Thousand Oaks-Moorpark	Semi-express fixed rt.	1 hr	138.4	9.4	129.0	6.8	30,000- 38,000
Thousand Oaks-Simi	Semi-express fixed rt.	1 hr	138.4	18.2	120.2	13.2	59,000- 74,000
Moorpark-Simi	Semi-express fixed rt.	1 hr	129.2	13.6	115.6	10.5	48,000- 60,000
			1,442.7	237.9	1,204.9*		

*The annual subsidy not including the existing SCAT service would be $777.1 (Annual subsidy excluding SCAT and Thousand Oaks-Moorpark service=661.5)

[1]Included in SCAT's Short Range Development Plan

[2]Includes intracity ridership which accounts for approximately 49% of this ridership

[3]Includes intracity ridership which accounts for approximately 37% of this ridership

NOTE: Cost figures are for FY 1981/82

7/77

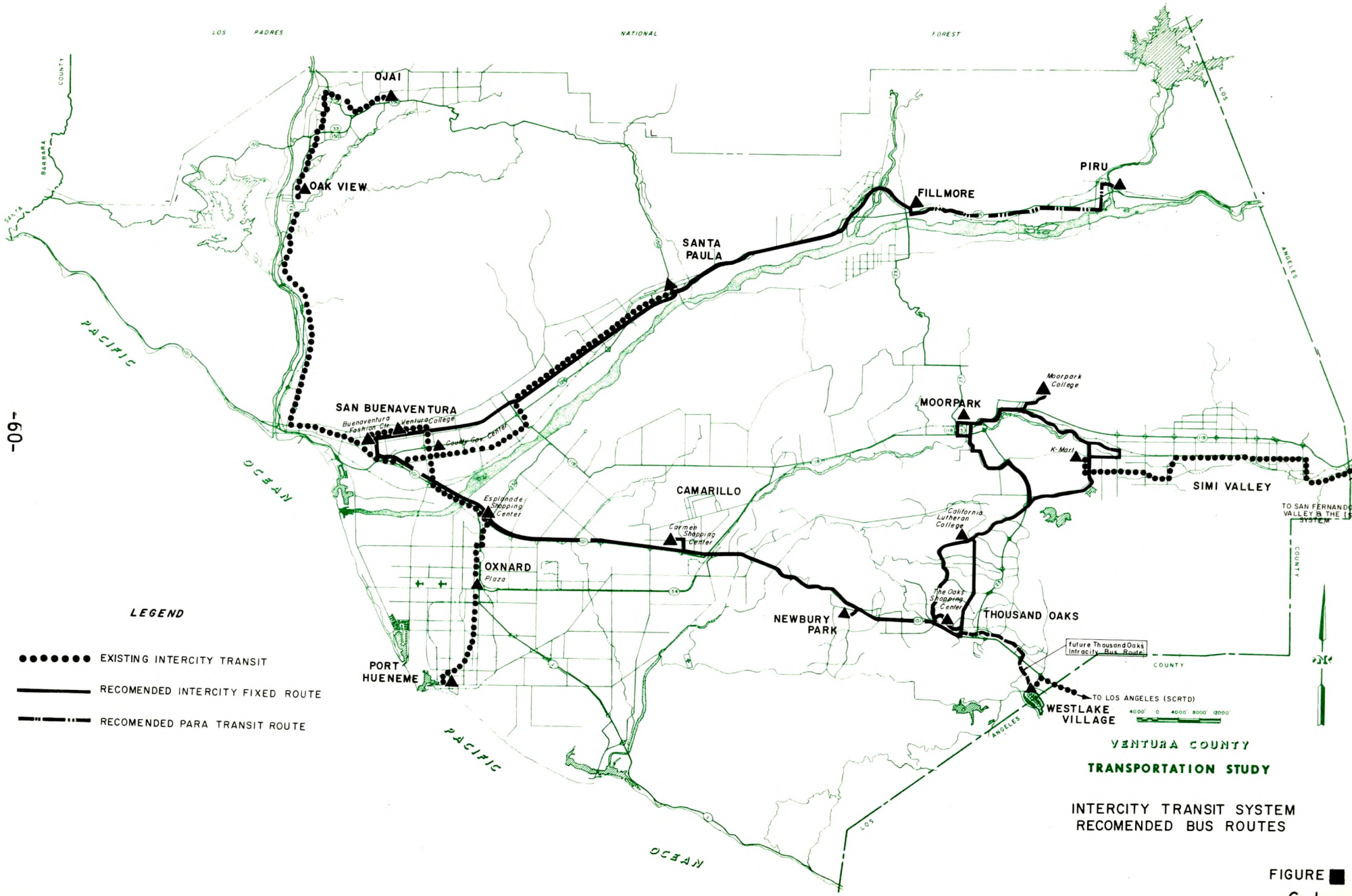

LOS PADRES NATIONAL FOREST
SANTA BARBARA COUNTY
LOS ANGELES COUNTY
OJAI
OAK VIEW
PIRU
FILLMORE
SANTA PAULA
PACIFIC OCEAN
SAN BUENAVENTURA
Buenaventura Fashion Ctr.
Ventura College
County Gov. Center
Esplanade Shopping Center
CAMARILLO
Carmen Shopping Center
OXNARD
Plaza
PORT HUENEME
NEWBURY PARK
Moorpark College
MOORPARK
K-Mart
SIMI VALLEY
California Lutheran College
The Oaks Shopping Center
THOUSAND OAKS
future Thousand Oaks Intracity Bus Routes
TO SAN FERNANDO VALLEY & THE LSCI SYSTEM
TO LOS ANGELES (SCRTD)
WESTLAKE VILLAGE
4000' 0 4000' 8000' 12000'
LEGEND
EXISTING INTERCITY TRANSIT
RECOMENDED INTERCITY FIXED ROUTE
RECOMENDED PARA TRANSIT ROUTE
VENTURA COUNTY
TRANSPORTATION STUDY
INTERCITY TRANSIT SYSTEM
RECOMENDED BUS ROUTES

FIGURE 6-1

7.0 FINANCIAL PROGRAM

There are many State and Federal financial programs employed to implement the projects included in this plan. The programs listed herein are limited to the short range projects (implementation in six years or less), and those projects which must be processed through and included in the Transportation Planning Program. Local projects funded by local funds (including revenue sharing) are not included unless they are of Countywide (regional) significance.

7.1 Transportation Improvement Program (TIP)

The TIP is a recent Federally mandated program which requires that all short range transportation projects which require Federal funding be included and listed in the TIP. These funds include FAU, FAS, and S-386 funds.

Table 7.1 summarizes the 1977 TIP fund allocations for Ventura County.

7.2 Local Transportation Funds (LTF, SB 325)

SB 325 (LTF) funds are locally generated sales tax funds resulting from a ¼% local sales tax on all taxable sales, including gasoline. Although the taxes are collected locally, the complex rules for distribution are promulgated by the State. Generally speaking, the funds are redistributed on the basis of population for use for general transportation purposes.

Due to the fact that taxable sales in Ventura County have been increasing at approximately 10% per year for the past three years, the amount of SB 325 revenues have been increasing at a comparable rate.

Table 7.2 summarizes the projected SB 325 expenditures for the 1977/78 fiscal year, and shows that approximately 40% of the funds are currently allocated to transit (about 1.5 million). Numerous amendments can be expected, due to increased transit activity in Ventura County, plus a new public hearing requirement to certify that local transit needs are met before expending the money on roads. Moreover, the auditor's estimate for the funds has been recently determined to be slightly high.

Table 7.1

VENTURA COUNTY 1978 HIGHWAY TIP SUMMARY
(7/77)

Agency Name	Fund Type	Federal Funds	State Funds	Local Funds
CALTRANS 07	Bridge Replacement	526,000	120,000	0
	Consolidated Primary	10,663,000	2,192,000	64,000
	High Hazard Safety	461,000	41,000	0
	FAU	1,174,000	233,000	6,000
	TOTALS	12,830,000	2,587,000	75,000
City of Camarillo	FAU	252,000	0	52,000
City of Oxnard	FAU	1,233,000	0	303,000
City of Port Hueneme	FAU	498,000	0	102,000
City of Simi Valley	FAU	1,500,000	0	307,000
City of Thousand Oaks	FAU	731,000	0	149,000
Ventura County	FAU	1,234,000	0	253,000
	TOTALS	18,278,000	2,587,000	1,241,000

TRANSIT TIP FINANCIAL SUMMARY FOR FY 1978

Agency Name	Fund	FED CAP	TDA CAP	LOC CAP	FED OPER	TDA OPER	LOC OPER	TOT CAP	TOT OPER
						115,000			
City of Simi Valley	UMTA SEC. 5	515,000	128,000	0	135,000	135,000	50,000	643,000	320,000
South Coast Area Transit	UMTA SEC. 5	813,000	30,000	173,000	1,112,000	664,000	949,000	1,016,000	2,725,000
	SB 325	0	547,000	0	0	1,000	0	547,000	1,000
		813,000	577,000	173,000	1,112,000	665,000	949,000	1,563,000	2,726,000
Vent. Co. Commun. Action Comm.	SB 325				0	16,000	2,000		18,000
TOTALS		1,328,000	705,000	173,000	1,247,000	816,000	1,001,000	2,206,000	3,064,000

Table 7.2

MAY 2, 1977

SUMMARY OF SB 325 CLAIMS

FOR F.Y. 1977/78

AGENCY	LOCAL TRANSP. PLANNING	SCAG TRANSP. PLANNING	ARTICLE 4 (PUBLIC TRANSIT)	ARTICLE 8 (CONTRACTS WITH PRIVATE OPERATORS)	ARTICLE 8 (SELECT SYSTEM*** OF ROADS)	TOTAL***
Ventura County	$28,000*		$151,276	$60,000	$502,395	$741,671
San Buenaventura		$ 4,789	456,214		97,143	558,146
Santa Paula		528	76,692		82,466	159,686
Oxnard			484,406		267,104	751,510
Port Hueneme			28,368		123,750	152,118
Ojai	1,000	119	15,356	15,000	18,474	49,949
Simi Valley		1,985	253,840		343,945	599,770
**Camarillo			97,335		122,518	219,853
Thousand Oaks	10,000				472,843	482,843
Fillmore					68,491	68,491
Totals	$39,000	$ 7,421	$1,563,487	$75,000	$2,099,129	$3,784,037

*To match FHWA/UMTA grant for 1977/78 County (Subregional) Transportation Planning effort.

**Does not include $22,537 of 75/76 and $14,000 of 76/77 allocations reserved for the purchase of a new bus.

***Revised 6/22/77 due to decrease in estimate by the County Auditor.

7.3 SB 821 - Bicycle and Pedestrian Funds

SB 821 requires that 2% of the total SB 325 funds collected each year be allocated for the exclusive use of pedestrian and bicycle facilities. Moreover, the law specifies that these funds cannot be re-allocated on the basis population. In Ventura County, the VCAG CTAC established the project priority rating system, and each year projects are selected by CTAC contingent upon the approval of the VCAG TPPC and Executive Committee. The facilities must be included in the Ventura County Transportation Plan to be eligible.

Table 7.3 summarizes the SB 821 projects for Ventura County for the 1977/78 fiscal year.

Table 7.3

SUMMARY OF FY 1977/78 SB 821 PROJECTS FOR VENTURA COUNTY

Agency	Type of Project	Amount
City of Oxnard	Bike path	$23,375
County of Ventura	Pedestrian/bike lane	44,000
City of Camarillo	Bike path	9,850*
	TOTAL	$77,225*

7.4 Commuter Shared Ride Financing

Ventura County has opted to finance the TSM strategy of commuter shared ride with the use of FAU funds. Commuter Computer, a non-profit corporation, is the implementing organization, and Ventura County allocates a portion of it's FAU funds for this purpose on an annual basis. The annual allocation is subject to a review of Commuter Computer's performance in Ventura County, and Ventura County has allocated $48,940 in the 5-Year FAU Program to Commuter Computer.

*Revised 6/22/77 due to decrease in estimate by the County Auditor.

7.5 Fiscal Concepts for a Countywide Transit System

This report supplements information contained in the "Countywide Transit System Design."

The "Countywide Transit System Design" recommended five new intercity fixed route bus lines as well as a subsidized van. These services require public subsidy for implementation. The financial concepts which follow will discuss alternative ways of assessing each entity's Transportation Development Act funds to finance this new bus service.

Three alternative financial concepts have been developed: One would distribute the subsidy according to bus mileage within each entity; a second would distribute the subsidy according to the in-service hours within each entity; and a third looks at each corridor more subjectively and attempts to distribute costs according to benefits derived to each entity.

Distribution of Subsidy According to Bus Mileage

The main advantage of this subsidy distribution is that it is easy to calculate and no judgment is required. Disadvantages of this method include that the benefits derived by each entity may not be proportional to the mileage.

Distribution of Subsidy According to Bus Hours

The distribution of subsidy is similar to the distribution by mileage with the County being assessed less and the Cities slightly more. This is due to the slower operating speeds within cities. This method is considered to provide a more equitable distribution of the financial burden imposed on each entity. The main disadvantage of this method is that it involves estimating operation speeds and distributing layover times which require judgments and thus could cause disputes between jurisdictions.

Subjective Distribution of Bus Subsidy

The corridors served by the proposed Countywide Transit System have been

analyzed on a more subjective basis to attempt to determine a more equitable method of cost distribution. The following cost distribution was used in this evaluation: On the Thousand Oaks-Ventura route, the cost was distributed on a 1/3 basis between Thousand Oaks, Camarillo, and Ventura County. Although the bus travels to Oxnard and San Buenaventura, the main benefit is to the Camarillo, Thousand Oaks and unincorporated areas. In addition. the existing trial bus run on this corridor is funded solely by these three entities. The subsidy on the Moorpark-Simi Valley run was allocated totally to the County as very little of the routing is within the City of Simi Valley. The subsidy on the Moorpark-Thousand Oaks route was allocated half to the County and half to Thousand Oaks. The subsidy on the Thousand Oaks to Simi Valley route was allocated half to the two cities and none to the County as there are almost no unincorporated residents in this corridor. The subsidy on the Fillmore-Ventura Bus Line was divided between four entities, San Buenaventura, the County, Santa Paula and Fillmore. San Buenaventura was assessed 25% of the cost as about 25% of the mileage and time on this route travels in San Buenaventura so intracity needs of San Buenaventura are served. The other 75% of the subsidy was allocated between Fillmore, Santa Paula and the County according to the respective population in the Santa Clara River Valley.

Tables 7.4, 7.5, and 7.6 show the local subsidy required for all the planned transit service within the next five years for each entity. In addition, the projected LTF revenues are also shown and the percent of LTF used for transit. The tables indicate that even with an implemented Countywide transit system, major transit improvements in Thousand Oaks and Simi Valley and minor improvements in SCAT the percent of the TDA (SB 325) funds going to transit will rise only slightly from 49.8% to 51.8% on a Countywide basis. This is due mainly to the high projected increases in the anticipated TDA revenues.

Whatever subsidy allocation is used to finance the proposed Countywide Transit System, it appears that projected transit revenues will adequately cover projected costs.

These financial concepts assume that TDA (SB 325) monies will be allowed to be used for the entire subsidy. The rules and regulations governing the expenditures of TDA funds allows during the first four years of operation of a new bus line, that the entire subsidy can come from TDA funds. However, in the fifth year of operation, the TDA funds can subsidize the cost by 75% and after the fifth year, the TDA funds can only subsidize the costs by 50%. Since fare revenues would be projected to cover substantially less than 50%, other local funds may be required.[7]

Two means to get around this restriction have been proposed: to change the laws which govern the expenditures of the TDA funds or to reconstitute the agency which administers the transit system.[8] These alternatives were discussed in the Institutional Arrangements Paper.

[7]Waivers may be possible for the fifth year of operation in counties with a population of less than 500,000.

[8]SB 759 (Mills) has been introduced which would prevent a reconstituted transit agency from being eligible for another five years of exemptions regarding TDA subsidies.

TABLE 7.4

LOCAL COSTS FOR TRANSIT

Countywide Interconnect Costs Distributed
According To Bus Mileage By Entity

	Fillmore	Santa Paula	Ojai	San Buena-ventura	Oxnard	Port Hueneme	Camarillo	Thousand Oaks	Simi Valley	Ventura County	County Wide Totals
1977/78											
Countywide Interconnect Cost	0	0	0	11.1	13.9	0	26.6	44.5	13.2	54.8	164.1
SB 325 monies to transit	0	76.7	15.3	467.3	498.3	28.4	83.4	250.6	454.9	206.1	2,081.0
SB 325 available	75.6	176.2	55.1	615.8	829.2	167.8	242.6	532.8	661.8	818.3	4,175.2
% SB 325 used for transit	0	43.5%	27.8%	75.9%	60.1%	16.9%	34.7%	47.0%	68.7%	25.2%	49.8%
1978/79											
Countywide Interconnect Cost	6.3	10.7	0	31.4	15.0	0	28.8	48.1	14.2	110.1	264.6
SB 325 monies to transit	6.3	95.3	20.6	627.1	614.0	44.7	102.8	213.6	232.2	284.7	2,241.6
SB 325 available	83.2	193.8	60.6	677.4	912.1	184.6	266.9	586.1	727.9	900.1	4,592.7
% SB 325 used for transit	7.6%	49.2%	34.0%	92.6%	67.3%	24.2%	38.6%	36.4%	31.9%	31.6%	48.8%
1979/80											
Countywide Interconnect Cost	8.5	11.5	0	46.9	32.4	0	62.1	103.8	30.8	191.5	487.5
SB 325 monies to transit	8.5	94.5	23.6	665.3	606.3	45.9	123.0	279.5	269.1	406.9	2,522.6
SB 325 available	91.5	213.2	66.7	745.1	1000.3	203.0	293.5	644.7	800.7	990.1	5,048.6
% SB 325 used for transit	9.3%	44.3%	35.4%	89.3%	60.6%	22.6%	41.9%	43.4%	33.6%	41.1%	50.0%
1980/81											
Countywide Interconnect Cost	9.2	12.4	0	50.6	34.9	0	67.1	192.1	44.4	220.2	630.9
SB 325 monies to transit	9.2	97.3	26.9	663.5	671.7	47.6	132.9	381.4	380.5	413.8	2,824.8
SB 325 available	100.6	234.3	73.3	819.6	1103.7	223.0	322.9	709.2	880.8	1089.2	5,556.8
% SB 325 used for transit	9.1%	41.5%	36.7%	81.0%	60.9%	21.3%	41.2%	53.8%	43.2%	40.0%	50.8%
1981/82											
Countywide Interconnect Cost	12.9	20.0	0	72.7	45.3	0	86.9	215.6	47.9	276.2	777.5
SB 325 monies to transit	12.9	113.6	29.5	744.9	744.2	51.9	155.9	415.3	410.9	489.7	3,168.8
SB 325 available	110.7	258.0	80.7	901.6	1214.0	245.7	355.2	780.1	968.9	1198.1	6,113.0
% SB 325 used for transit	11.7%	44.0%	36.6%	82.6%	61.3%	21.1%	43.9%	53.2%	42.4%	40.9%	51.8%

NOTES: 1) Costs are in 1,000's of dollars.
2) The SB 325 monies to transit include the Countywide Interconnect costs and the costs for providing transit within each entity which was taken from the "Ventura County Short Range Transit Development Plan" prepared by DeLeuw, Cather & Company. CAT.
3) The SB 325 available was projected at a 10% growth rate.
4) Interconnect costs are those additional costs necessary to connect existing city transit services together.

TABLE 7.5

LOCAL COSTS FOR TRANSIT

Countywide Interconnect Costs Distributed
According To Bus Hours By Entity

	Fillmore	Santa Paula	Ojai	San Buena-Ventura	Oxnard	Port Hueneme	Camarillo	Thousand Oaks	Simi Valley	Ventura County	County Wide Totals
1977/78											
Countywide Interconnect Cost	0	0	0	15.7	12.9	0	22.7	50.5	13.3	49.1	164.1
SB 325 monies to transit	0	76.7	15.3	471.9	497.3	28.4	79.5	256.6	455.0	200.4	2,084.0
SB 325 available	75.6	176.2	55.1	615.8	829.2	167.8	242.6	532.8	661.8	818.3	4,175.2
% SB 325 monies for transit	0	43.5%	27.8%	76.6%	60.0%	16.9%	32.8%	48.2%	68.8%	24.5%	49.8%
1978/79											
Countywide Interconnect Cost	7.8	15.4	0	35.8	13.9	0	24.5	54.5	14.3	94.7	264.6
SB 325 monies to transit	7.8	100.0	20.6	631.5	612.9	44.7	99.3	220.0	232.3	269.3	2,241.6
SB 325 available	83.2	193.8	60.6	677.8	912.1	184.6	266.9	586.1	727.9	900.1	4,592.7
% SB 325 monies for transit	9.4%	51.6%	34.0%	93.2%	67.2%	24.2%	37.2%	37.5%	31.9%	29.9%	48.8%
1979/80											
Countywide Interconnect Cost	8.4	16.6	0	36.7	30.1	0	52.9	117.6	31.0	166.6	487.5
SB 325 monies to transit	8.4	99.6	23.6	655.1	604.0	45.9	113.8	293.3	269.3	382.0	2,522.6
SB 325 available	91.5	213.2	66.7	745.1	1000.3	203.0	293.5	644.7	800.7	990.1	5,048.6
% SB 325 monies for transit	9.2%	46.7%	35.4%	87.9%	60.4%	22.6%	38.8%	45.5%	33.6%	38.6%	50.0%
1980/81											
Countywide Interconnect Cost	9.1	17.9	0	61.6	32.5	0	57.2	211.6	47.4	192.8	630.9
SB 325 monies to transit	9.1	102.8	26.9	674.5	669.3	47.6	123.0	400.9	383.5	386.4	2,824.8
SB 325 available	100.6	234.5	73.3	819.6	1103.7	223.0	322.9	709.2	880.8	1089.2	5,556.8
% SB 325 monies for transit	9.0%	43.8%	36.7%	82.3%	60.6%	21.3%	38.1%	56.5%	43.5%	35.5%	50.8%
1981/82											
Countywide Interconnect Cost	14.7	29.0	0	87.2	42.1	0	74.1	239.1	51.2	232.0	777.5
SB 325 monies to transit	14.7	122.6	29.5	759.4	741.0	51.9	143.1	438.8	414.2	445.5	3,168.8
SB 325 available	110.7	258.0	80.7	901.6	1214.0	245.7	355.2	780.1	968.9	1198.1	6,113.0
% SB 325 monies for transit	13.3%	47.5%	36.6%	84.2%	61.0%	21.1%	40.3%	56.3%	42.7%	37.2%	51.8%

NOTES: 1) Costs are in 1,000's of dollars.
2) The SB 325 monies to transit include the Countywide Interconnect costs and the costs for providing transit within each entity which was taken from the "Ventura County Short Range Transit Development Plan" prepared by DeLeuw, Cather & Company, under contract to SCAT.
3) The SB 325 available was projected at a 10% growth rate.

TABLE 7.6

LOCAL COSTS FOR TRANSIT

Countywide Interconnect Costs Distributed
According To Benefits To Different Entities As Described In The Text

	Fillmore	Santa Paula	Ojai	San Buena-ventura	Oxnard	Port Hueneme	Camarillo	Thousand Oaks	Simi Valley	Ventura County	County Wide Totals
1977/78											
Countywide Interconnect Cost	0	0	0	0	0	0	24.7	48.5	0	90.9	164.1
SB 325 monies to transit	0	76.7	15.3	456.2	484.2	28.4	81.5	254.6	441.7	242.2	2,081.0
SB 325 available	75.6	176.2	55.1	615.8	829.2	167.8	242.6	532.8	661.8	818.3	4,175.2
% SB 325 used for transit	0	43.5%	27.8%	74.1%	58.4%	16.9%	33.6%	47.8%	66.7%	29.6%	49.8%
1978/79											
Countywide Interconnect Cost	14.4	33.1	0	19.3	0	0	26.7	52.1	0	118.4	264.6
SB 325 monies to transit	14.4	117.7	20.6	615.0	599.0	44.7	101.5	217.6	218.0	293.0	2,241.6
SB 325 available	83.2	193.8	60.6	677.4	912.1	184.6	266.9	586.1	727.9	900.1	4,592.7
% SB 325 used for transit	17.3%	60.7%	34.0%	90.8%	65.7%	24.2%	38.0%	37.1%	29.9%	32.6%	48.8%
1979/80											
Countywide Interconnect Cost	15.5	35.8	0	20.8	0	0	57.6	113.0	0	244.4	487.5
SB 325 monies to transit	15.5	118.8	23.6	639.2	573.9	45.9	118.5	288.7	238.3	459.8	2,522.6
SB 325 available	91.5	213.2	66.7	745.1	1000.3	203.0	293.5	644.7	800.7	990.1	5,048.6
% SB 325 used for transit	16.9%	55.7%	35.4%	85.8%	57.4%	22.6%	40.4%	44.8%	29.8%	46.4%	50.0%
1980/81											
Countywide Interconnect Cost	16.8	36.7	0	22.5	0	0	62.2	177.7	55.6	264.0	630.9
SB 325 monies to transit	16.8	121.6	26.9	635.4	636.8	47.6	128.0	367.0	391.7	457.6	2,824.8
SB 325 available	100.6	234.5	73.3	819.6	1103.7	223.0	322.9	709.2	880.8	1089.2	5,556.8
% SB 325 used for transit	16.7%	51.9%	36.7%	77.5%	57.7%	21.3%	39.6%	51.7%	44.5%	42.0%	50.8%
1981/82											
Countywide Interconnect Cost	27.1	62.8	0	36.5	0	0	80.6	205.3	60.1	305.1	777.5
SB 325 monies to transit	27.1	156.4	29.5	708.7	698.9	51.9	149.6	405.0	423.1	518.6	3,168.8
SB 325 available	110.7	258.0	80.7	901.6	1214.0	245.7	355.2	780.1	968.9	1198.1	6,113.0
% SB 325 used for transit	24.5%	60.6%	36.6%	78.6%	57.6%	21.1%	42.1%	51.9%	43.7%	43.3%	51.8%

NOTES: 1) Costs are in 1,000's of dollars.
2) The SB 325 monies to transit include the Countywide Interconnect costs and the costs for providing transit within each entity which was taken from the "Ventura County Short Range Transit Development Plan" prepared by DeLeuw, Cather & Company, under contract to SCAT.
3) The SB 325 available was projected at a 10% growth rate.

7.6 CALTRANS 6-Year Highway Financial Program

The tentative 6-Year CALTRANS State Highway Program for Ventura County is summarized in Table 7.7.

It should be noted that this is the proposal as of November 3, 1977, and due to the very unstable funding picture of CALTRANS in Sacramento, this program is subject to, and likely to, change. Due to alleged funding constraints, the 6-Year State Highway Financial Program does not meet the highway needs for capacity and safety identified in Chapter 5.

The most significant changes to the 6-Year Program which were recommended by the California Highway Commission on November 3, 1977 are:

1) The Commission voted unanimously to add a complete EIR on the four-laning of the 26 mile stretch of Route 126 from Santa Paula to Interstate 5. However, the $39.8 million set aside for improvements on Route 101 will not be re-budgeted to finance Route 126.
2) The $3.8 million worth of spot improvements proposed for Route 126 should be expedited.

It should be noted that the California Highway Commission is an advisory body which will be abolished in January, 1978, so the significance of these actions on future State highway projects remains to be seen.

ROUTE	PROJECT DESCRIPTION & P.M. LIMITS	FISCAL YEAR 77/78	78/79	79/80	80/81	81/82	82/83	83/84
					$(000)			
	1-Yerba Buena/S Oxnard GR Xing Por 33-Fairview/N Fork Matilija Crk Resurface conventional highway		470					
	23-Guiberson/126; 33-Casitas Vista/ Fairview; 126-0.9 E of 150/Piru Crk Resurface conventional highway	260						
33	North Ventura OH/Canada Larga Highway Planting R3.3/R4.5							390
33	At Canada Larga Cr 330 w/Ven Co. Flood Control District Construct Concrete Channel 4.2	26* 280						
101	Moorpark Rd/Conejo Summit Widen to 6 lanes & reconst. pavement 4.1/9.0			50* 5320				
101	At Lynn Rd. Widen Oc. 5.1		X	To be financed by others				
101	Conejo/0.2 mi. E of Vineyard 3 projects Widen to 6 lanes & reconst. pavement 9.0/21.8				11400	11400	11400	
101	Somis Lewis Rd./Las Posas Highway Planting 13.5/16.4						800	
101	Camarillo Maintenance Station Construct Maintenance Station 15.9		340	680				
101	At Beardsley Wash Br. #52-164 PL 760 w/Ven. Co. Flood Control District Replace bridge structures 18.8			90				
101	Rose/Santa Clara River Highway Planting 21.0/23.1							310
101	0.4 MI S to 0.6 MI N of Vineyard Highway Planting 21.6/22.6 0	210						
101	Santa Clara River/California St. Install metal beam barrier 23.1/30.1		540					
101	Fwy 101/33 IC Highway planting restoration 30.2/31/0						300	
101	Fwy 33/Santa Barbara Co. Line Repair and resurface roadway 32.2/41.2	1270						
118	First/Arroyo Del Tapo Highway Planting Stage 1 & 2 R23.4/R26.8			580				
126	Fwy 101/Telegraph Hwy planting restoration 0.3/13/3				290			
126	Telegraph Rd. - Rte 126 Fwy/0.1 MI E of Santa Paula Grade Crossing Widen Hwy from 2-lane to 4-lane 13.4/13.6		120*	230				
126	0.2 MI E of Willard Rd/1.1 MI W of L.A. Co. Line Spot widening & turnouts at RR Xing 14.4/34.6			310*	190* 860	160* 810	420	
126	Ventura St. - 0.1 mi W of Central to 0.5 mi E of E Fillmore Grade Xing Widen highway from 2-lane to 4-lane 21.3/23.0	55*	890					
150	At Thacher Creek Br. #52-98 Replace culvert with bridge 1s.c	340						
150	At Lion Cyn Cr. Br. #52-100 & #52-101 Replace bridges 23.1/23.4		520					

*Right-of-way

8.0 THE PLANNING PROCESS

All products contained in this plan have been processed through the VCAG committee structure depicted in Figure 8.1.

Current members of the various committees are listed in Table 8.1.

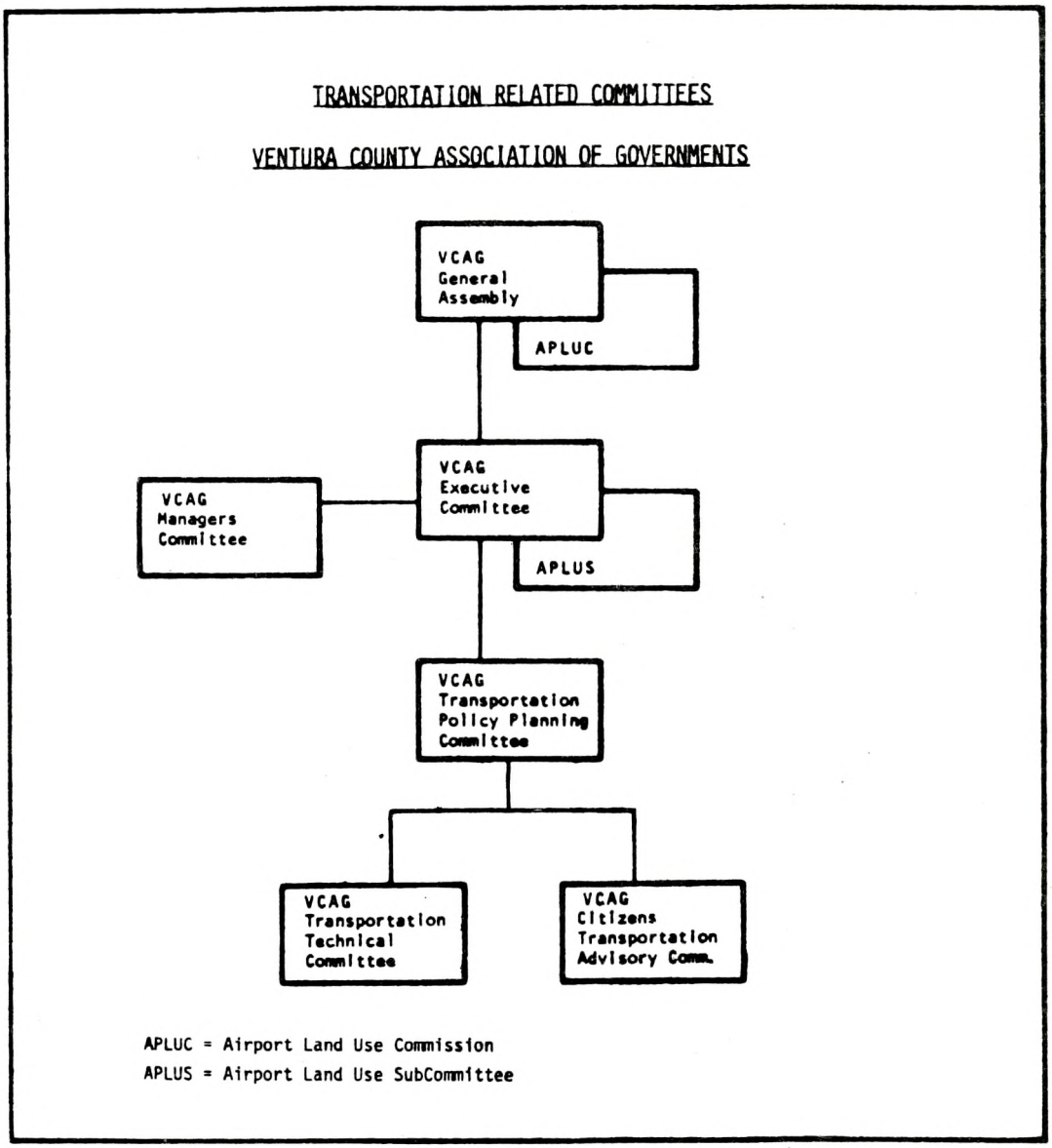
Staff work for the various work program products was provided by the Ventura County Public Works Agency, the Ventura County Environmental Resources Agency, SCAT, and the City of Simi Valley.

8.1 Summary of the 1976/77 Work Program

Figure 8.2 summarizes the 1976/77 Work Program in bar chart form.

As mentioned at the onset of this report, it is an executive summary of the work program products. The reports generated by this work program are listed in Table 8.2, and comprise over 2-0 pages of individual technical reports. These reports are available for review at the Public Works Agency, Transportation

Figure 8.1


TRANSPORTATION RELATED COMMITTEES
VENTURA COUNTY ASSOCIATION OF GOVERNMENTS
VCAG General Assembly
APLUC
VCAG Executive Committee
VCAG Managers Committee
APLUS
VCAG Transportation Policy Planning Committee
VCAG Transportation Technical Committee
VCAG Citizens Transportation Advisory Comm.
APLUC = Airport Land Use Commission
APLUS = Airport Land Use SubCommittee

VCAG TRANSPORTATION PLAN PARTICIPANTS

Table 8.1

Transportation Technical Committee

Don Betlach, Interim Chairman
John Duffy, Vice Chairman

Dennis Delzeit
Peter Drake
John Elmore
Norm Flowers
Joe Howard
Vic Husbands
Byron Johnson, Jr.
Barry H. Lockton
Jim Mima
R. Wesley Nichols
C. C. O'Hara
J. Louis Scherer
Southern Pacific Trans. Co.
Tom Volk

Others Who Served

J. H. Lang
A. P. Stokes
Steve Thurston

Citizens Transportation Advisory Committee

Robert Rail, Chairman
Sterling Bugg, Vice Chairman

Lawrence Anderson
Vern Arnold
Rodney Elliott
Kenneth Hahn
A. A. Herman
William Hawkins
Tony Lamb
Nels Ronneberg
Ms. Frankie Smith
Mary Stephenson
Joan Williams
William Winterstein, Sr.
Phillip Zebker

"At Large" Members	Alternate
Donna Herleikson	D. F. Branstrom
Ellis King	

Transportation Plan Staff

County Public Works Agency

Don Betlach
Interim Chairman

Al F. Knuth
Heinz Ribi
Steve Nesvold
Buddy Gibson

Transit Operators

Joe Gilly
Paul Farr
Bob Dunlavey
Bob Fornes

Environmental Resources Agency

Victor Husbands
Planning Director

Ruth Schwartz
Kim Hocking
Jim Rouge

Transportation Policy Planning Committee

Ben Talbot, Chairman
Frank McDevitt, Vice Chairman

William Dewey
Joseph Garrett
Ted Grandsen
Ed Leland
Frances Prince
Dave Rees
Jan Tolmach
Alfonso Urias

Alternates

Dave Eaton
Ginger Gherardi
Hal Mitrany

Figure 8.2

VENTURA COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION PLANNING WORK PROGRAM
FISCAL YEAR 1976-77

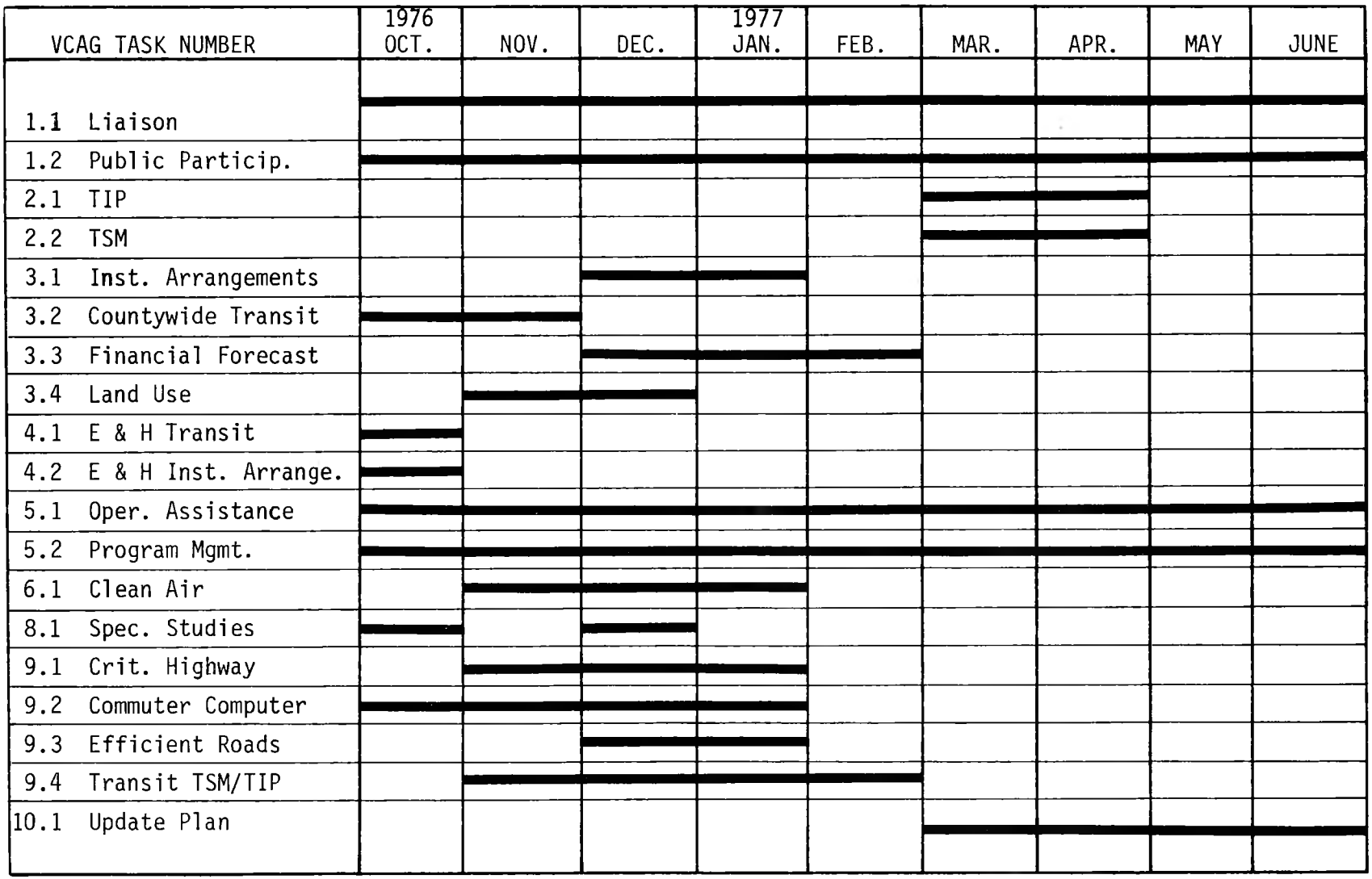


Table 8.2

LIST OF TRANSPORTATION REPORTS AND ADOPTION SCHEDULE

Task Number	Product	Estimated Approval Date By TPPC
4.1, 4.2	Elderly & Handicapped Transportation	12/76
2.1	Transportation Improvement Program	6/77
3.1	Institutional Arrangements	5/77
3.2	Countywide Transit Design	6/77
3.3	Financial Forecast of Countywide Transit System	6/77
3.4	Land Use	When RLUP is approved
6.1	Clean Air, Phase I, II, and III	5/77
9.1	Critical Highway Needs	6/77
9.2	Commuter Shared Ride Matching	1/77
9.3	Efficient Roads	6/77
9.4	Transit/TIP/TSM/SRTP	4/77
10.1	Update Plan	7/77