



EXECUTIVE SUMMARY

The Ventura County Transportation Commission (VCTC) is the regional transportation planning agency responsible for transportation planning efforts in Ventura County. Defining a vision and strategy for the long-term development of the transportation network within Ventura County is a key element of fulfilling this responsibility. Access to convenient, safe, and affordable multimodal transportation options is a crucial element in maintaining the quality of life that residents in Ventura County enjoy. The transportation network allows people to access employment opportunities, education, shopping, and recreation. Ensuring the ongoing efficient and effective operation of this network is central to VCTC's mission.

The Ventura County Comprehensive Transportation Plan (CTP) establishes the vision for mobility in Ventura County to plan for the future of transportation over the next 20-30 years. It identifies how VCTC and local agencies will respond to current and future transportation needs. The CTP is built on community engagement to ensure the transportation network will continue to evolve to serve the people of Ventura County.

This Executive Summary weaves together the community input received and the technical analysis completed during the development of the CTP. It then highlights how these sources informed the development of the CTP's three future transportation network scenarios and their associated packages of projects. Finally, it presents a path forward for implementation of the plan and pursuit of additional funding to advance the identified projects and programs.

Plan Purpose

VCTC adopted the county's first CTP in 2013 and in the past 10 years, Ventura County has seen numerous changes in how, when, and why people choose to travel. The COVID-19 pandemic had a profound impact on transportation and mobility, dramatically increasing telework and telecommuting activities, impacting transit ridership, and increasing demand for active modes of transportation. The share of people working from home tripled from 6.1% in 2019 to 18.9% in 2021 according to American Community Survey data from the US Census Bureau. Significant advancements in transportation technology, particularly with electric vehicles, transportation data sources, and mobility-as-a-service (MaaS), have changed how people choose to move. Altogether, these various influences require VCTC to think creatively and proactively about how Ventura County's transportation network needs to evolve to continue to serve mobility needs in the county. The CTP identifies the major challenges to meet the county's diverse needs and outlines potential solutions by presenting a detailed set of projects and programs designed to help address the community's transportation issues.

The CTP is a long-range planning document, and the projects identified are intended to be implemented over the next 20-30 years. The plan is a key input for VCTC and Ventura County to the 2024 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), prepared by the Southern California Association of Governments (SCAG). The RTP/SCS lays out the long-range plan for transportation for the six-county SCAG region and is the primary tool for pursuing and identifying funding for transportation projects and documenting how the SCAG region plans to meet State-mandated goals and targets for reductions in emissions and vehicle miles traveled (VMT).

The CTP purpose is aligned with regional and statewide goals centered on increasing access to multimodal transportation options,

reducing reliance on single occupancy vehicle travel, reducing VMT, and providing residents in the region with more mobility choices. This approach will help ensure that Ventura County plays a part in helping the region achieve its mobility goals, while also better positioning projects in Ventura County for future funding opportunities.

Opportunities and Challenges

Opportunities

Changes in how people want to move and the technology available to facilitate and support movement have a profound impact on long-range transportation planning. New technologies provide people with access to more transportation choices. The future of mobility presents opportunities to reduce reliance on single occupancy vehicle trips and internal combustion engine technology, resulting in lower VMT and emissions reductions to help Ventura County play its role in meeting key State and regional targets related to climate change. Key opportunities in Ventura County related to transportation and mobility include:

- **Increasing support for transit and active transportation** – Through the community engagement effort conducted in support of the CTP, community members expressed strong interest in providing safer and better connected infrastructure for walking and bicycling and making transit more convenient through the provision of faster, more frequent service. Chapter 4 highlights this input in more detail.
- **Increasing State transportation funding levels** – Funding transportation improvements through the State of California has increased over the past several years. This funding is targeted towards transit and multimodal transportation projects that are consistent with the State's climate change mitigation goals.
- **Electrification of vehicle travel** – The

pace of adoption of electric vehicles in California is increasing, and combined with State mandates related to the sale of new vehicles, there is a need to have the infrastructure available to support electric vehicle charging.

- **Continued economic growth** – Ventura County is home to two large key employers with unique transportation needs – the Port of Hueneme and Naval Base Ventura County (NBVC). As these facilities continue to grow in the future, the transportation network should incorporate improvements to better serve the mobility and goods movement needs of these facilities.

Challenges

Transportation challenges in Ventura County have evolved since the 2013 CTP was completed. The county is experiencing slowing population growth, an aging population, and funding limitations that will challenge the ability of VCTC and local agencies to not only enhance the transportation network, but also to maintain the existing network to a quality level. Key challenges are noted below:

- **Slowing population growth** – The overall population of Ventura County is forecast to remain relatively stable between now and 2050. This is a substantial change from previous forecasts that projected a significant population increase. This change has implications for travel demand, funding availability, and mobility needs.
- **An aging population** – By 2050, one in five Ventura County residents is forecast to be over age 70, up from the current one in ten. Shifting demographics will likely create new demands related to use of transit and paratransit services and change how residents think about mobility choices.
- **Declining transit ridership** – Prior to the COVID-19 pandemic, bus transit ridership levels within Ventura County and on the Metrolink Ventura County Line were

in decline. The pandemic accelerated these declines and ridership has yet to recover from pandemic lows. This creates a need to rethink how transit services are delivered in Ventura County and how transit can continue to fill a role in helping to meet future mobility needs.

- **Limitations on local funding** – Ventura County is the only county within the SCAG region without its own dedicated local transportation funding source. The absence of a local funding source dedicated to transportation creates three primary headwinds on improving the local transportation network. First, existing local funding for transportation must compete with other non-transportation priorities, and funding levels from year-to-year may not be consistent. Second, dedicated transportation funding from other sources – such as the gasoline tax – is declining due to changes in how much people are driving and increases in fuel efficiency and zero emission vehicles. Without a dedicated local funding source, VCTC and local agencies are likely less competitive when pursuing these outside sources of funding. A dedicated local transportation funding source can help to make applications to pursue grant funding at the State and Federal level more competitive.
- **Balancing VMT and level of service** – Implementation of SB 743 transitions away from Level of Service (LOS) to using VMT as the primary metric for evaluating the performance of the transportation system. This highlights a trade-off between improving roadway and freeway levels of service and reducing traffic delay, which can induce VMT, as multimodal transportation improvements are encouraged over roadway capacity enhancements.

Plan Goals/Vision

To respond to the opportunities and challenges noted above, the CTP development process included an extensive and inclusive community engagement effort to provide Ventura County residents with numerous opportunities to provide input and commentary about what issues were important to them regarding transportation and mobility and what the goals of the CTP should be to help address these needs. This engagement effort led to the identification of five goals, along with supporting objectives, for inclusion in the CTP.

The CTP goals and corresponding objectives include:

- **Goal: Balance Transportation and Land Use**

- Foster a diversity of land uses that improve ease of access to housing, employment, recreation, and other needs
- Integrate transportation and land use planning to encourage walking, cycling and transit
- Enhance transit services to encourage growth to locate within high-quality transit areas (HQTAs)
- Improve active transportation facilities and infrastructure between residential and commercial zones

- **Goal: Reduce Emissions and Improve Sustainability**

- Ensure availability of electric vehicle (EV) supportive infrastructure
- Reduce per capita VMT
- Encourage travel using low or zero emissions modes for more trips

- **Goal: Foster Economic Prosperity**

- Provide residents with affordable access to opportunities for employment, education, and social services

- Improve the efficiency of freight movements while mitigating potential adverse impacts on local communities

- **Goal: Improve Multimodal Mobility Choices and Access to Destinations**

- Provide integrated and seamless travel connections between modes
- Reduce transit travel times, making them more competitive with private auto travel
- Supports a range of multimodal trip options to access key destinations

- **Goal: Enhance Transportation Safety to Eliminate Deaths and Serious Injuries**

- Reduce the number of serious injury collisions year on year
- Improve design and operations to ensure people feel safe using the transportation system
- Improve safety outcomes for vulnerable users of the transportation system

Shaping the Plan

Technical analysis of existing and future baseline transportation conditions in Ventura County was combined with review and analysis of input received from community members through the engagement process to shape an understanding of transportation needs within the county over the next 20-to-30 years. These two sources of information and input informed the development of the future scenarios, projects and programs presented in Chapter 7. Highlights of the technical analysis and community input are presented below.

Existing Conditions

The CTP includes a detailed analysis of existing conditions for transportation and mobility in Ventura County.

Travel Patterns

Examining travel patterns and trip origins and destinations provides valuable input into understanding where and how people travel. According to VCTC 2016 origin-destination data, approximately 2.1 million daily trips occur within Ventura County. Of these, 1.85 million daily trips (88%) are internal trips, meaning they start and end in Ventura County, and do not leave the county. The remaining approximately 260,000 daily trips (12%) are cross-border trips, or trips that cross the county border but originate or end inside Ventura County.

Table ES-1 highlights the VMT generated by these internal and external trips, as well as the average length of trips during the different daily time periods.

A key observation in Table ES-1 is that while external trips account for 14% of total daily trips for Ventura County, these trips are responsible for 40% of the daily VMT generated. This condition highlights a need to encourage use of existing regional transit options and the identification of additional regional transit options to reduce the reliance on automobile trips for travel outside of the county.

Table ES-1: Daily Internal & External Trips to/from Ventura County

	INTERNAL	EXTERNAL	TOTAL	AVG. TRIP LENGTH
Total Daily Trips	1.85 million	260,000	2.1 million	8 miles
Average Daily VMT	10.4 million	6.9 million	17.3 million	8 miles
AM Peak Period 6AM to 9AM VMT	53.2%	46.8%	3.6 million	9 miles
Midday Period 9AM to 3PM VMT	64.7%	35.3%	5.6 million	7 miles
PM Peak Period 3PM to 7PM VMT	62.1%	37.9%	5.1 million	9 miles
Evening and Night Periods VMT	55.5%	44.5%	3.0 million	8-10 miles

Traffic Congestion

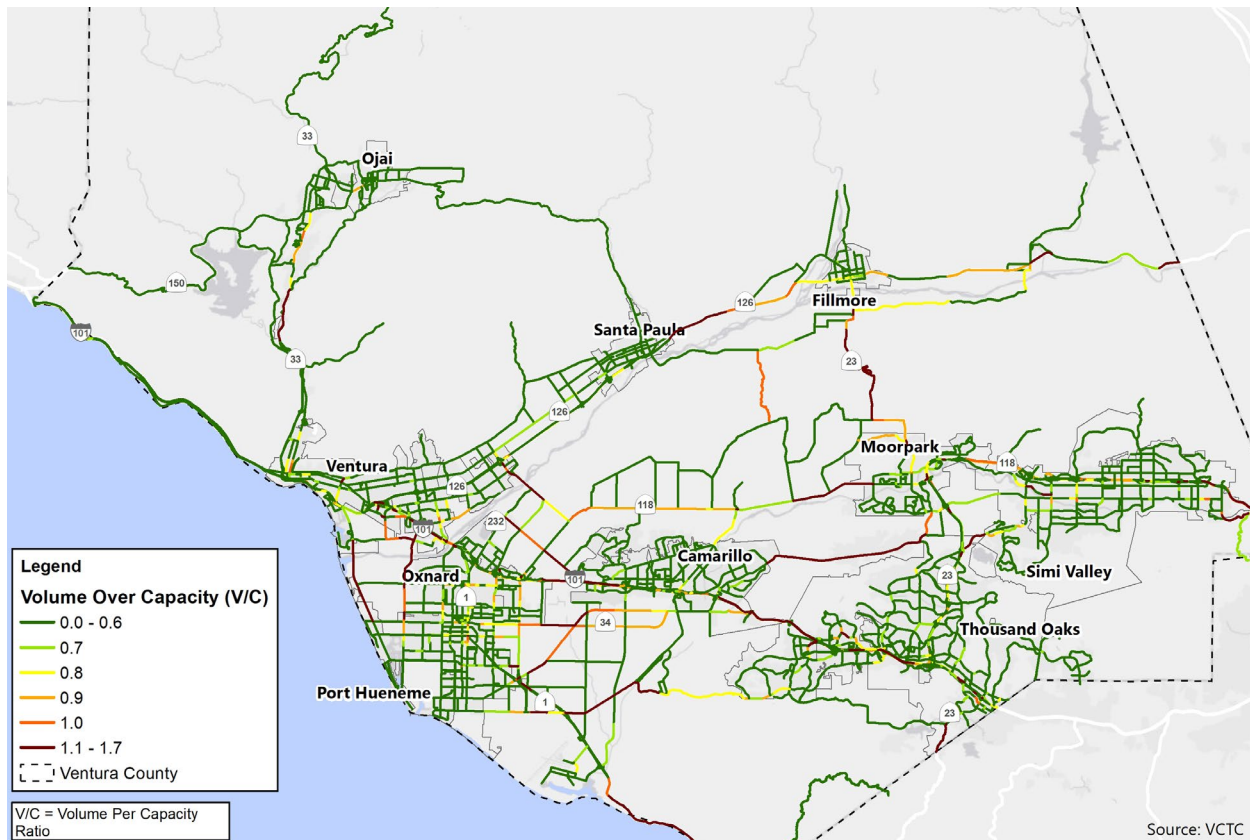
With a relative lack of alternative routes, traffic congestion within Ventura County is concentrated on State Highways, particularly those routes that connect urban areas of U.S. 101 corridor cities. Figure ES-1 below shows the Year 2016 modeled volume to capacity ratio for highways and major roadways in Ventura County during the PM peak period. This figure highlights that many highway and roadway sections with poor volume to capacity ratios are those segments which serve as linkages between the cities.

Congestion in Ventura County is most prevalent in the AM and PM peak period and concentrated on the few roads and

highways which connect the 10 cities. With few alternatives, traffic is funneled onto the few east-west highways and county roads creating bottle necks which are the greatest contributors to delay countywide. Although the limits of lane capacity is an important factor, the Transportation Disruption and Disaster Statistics dashboard (RITIS) indicates that 16% of highway congestion in Ventura County is incident related, such as disabled vehicles, collisions, and road obstructions.

Projects and programs which reduce or mitigate the impact of incidents, such as operational improvements or investments in expanding SAFE programs, may have a substantial benefit for reducing congestion on Ventura County highways.

Figure ES-1: PM Peak Period V/C 2016

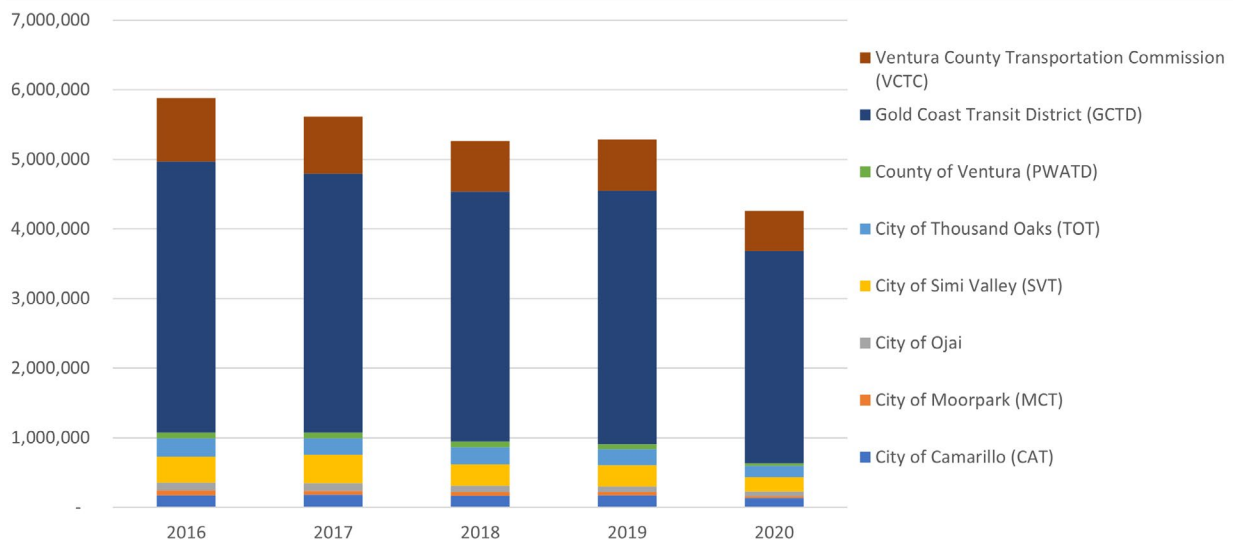


Transit Ridership

A key challenge noted above is the decline in transit ridership in Ventura County, which began prior to the pandemic and has

continued more recently. A similar trend has been seen throughout California and nationally as well. Figure ES-2 illustrates this decline across the various service providers that are currently operating in the county.

Figure ES-2: Ventura County Transit Ridership (2010-2020)



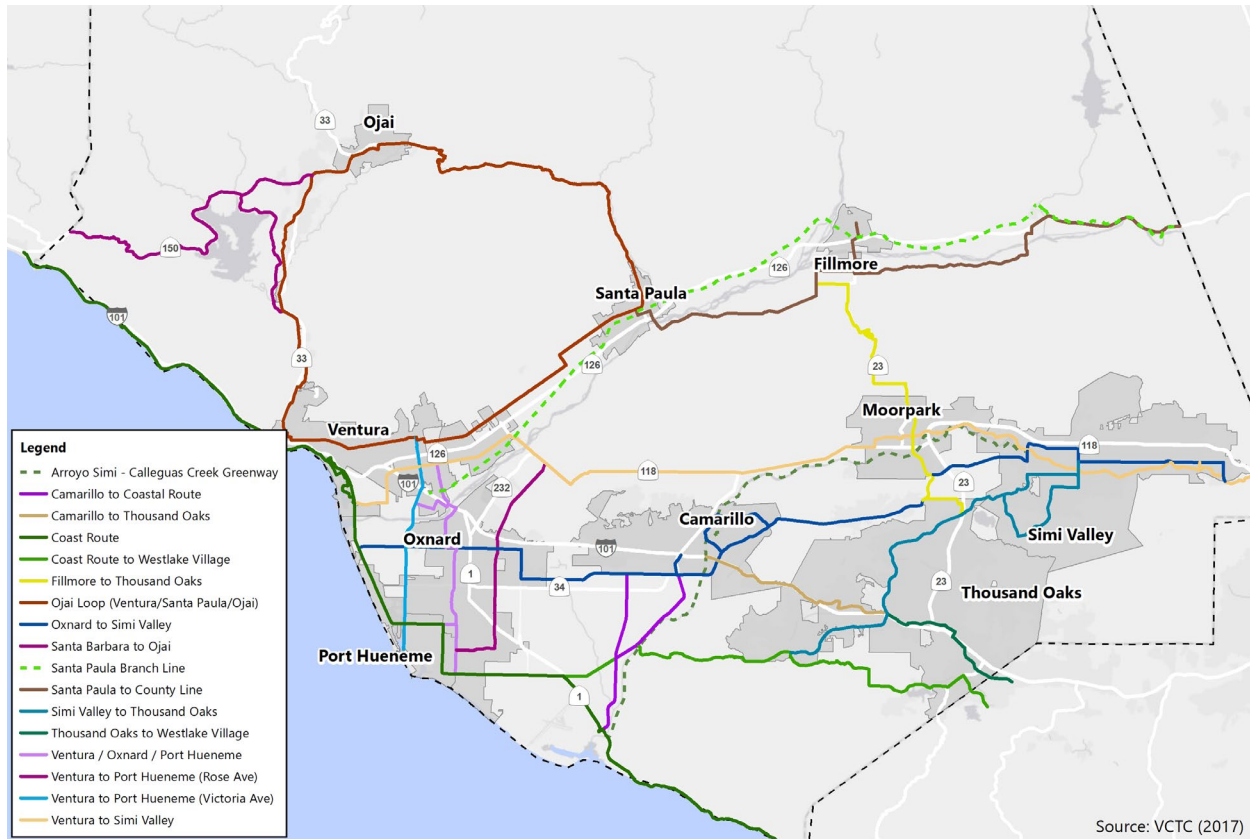
Source: National Transit Database (NTD) (2020)

Active Transportation Connectivity

Many Ventura County cities and the County are actively planning and implementing local active transportation improvements to better serve pedestrians and bicyclists within their communities. This was a key need identified through the community engagement effort, and it is promising to see the planning and

investments being made locally. VCTC has also been active in planning for regional active transportation improvements, particularly those that would connect different cities and communities. Figure ES-3 shows the regional active transportation wayfinding routes previously identified by VCTC as part of recent planning efforts.

Figure ES-3: Proposed Regional Active Transportation Wayfinding Routes



Community Engagement

The community engagement effort conducted in support of the CTP included a range of activities and tactics design to involve a diverse number of Ventura County residents and to ensure that the input received was incorporated into and helped to shape the development of the CTP and its recommendations. Engagement opportunities included participation in regional and topic-specific advisory committees, multiple community surveys, walk audits, and pop-up events. Events and survey distribution efforts occurred throughout the county, with at least one pop-up event scheduled in each city across the three rounds of engagement activities. All engagement was conducted with a bilingual approach to ensure Spanish-speaking residents had an equal opportunity to participate.

Advisory Committees

To guide the development of the CTP, VCTC formed two levels of advisory committees. These committees were engaged at key milestones throughout the preparation of the CTP. The Regional Advisory Committee (RAC) was composed of 17 community members selected to provide a countywide perspective on transportation, mobility, and land use issues in Ventura County. Six topic-focused Advisory Committees were also formed. These included a combined total of over 240 stakeholders and were organized around six key topics determined to be integral to transportation and mobility issues across Ventura County:

- Education, Youth and Families
- Active Transportation, Health, Wellness, Access and Equity
- Economic Resilience
- Climate Resilience, Wildlife and Conservation
- Transportation, Land Use and Housing
- Technical, Operations, and Transit Operators

Community Surveys

Two community surveys were conducted during the engagement effort. The first survey focused on identifying community needs related to transportation and mobility and included a map-based exercise where participants could mark the location of their transportation need or concern anywhere in Ventura County. This survey was available during Fall 2021 and resulted in over 2,300 data points reflecting transportation needs or concerns. A second survey in Spring 2022 focused on questions relating to the CTP goals and priorities, helping to inform the development of the three transportation scenarios presented in the CTP, as well as the supporting projects and strategies contained in each scenario. The Spring 2022 survey had over 1,500 participants.

Figures ES-4 through ES-7 summarize the results of the Fall 2021 survey, identifying the types of improvements community members would like to see by mode.

Community Walk Audit

The Spring 2022 engagement effort included a community walk audit specifically targeted towards youth and non-English-speaking residents. A total of 180 participants submitted input on conditions related to walking and bicycling in their communities. The primary concerns noted by participants included:

- A lack of sidewalks or cracked/broken sidewalks
- Speeding cars
- Lack of trees/shade
- Lack of benches/places to rest



Figure ES-4: Community Survey Results - Walking Improvements

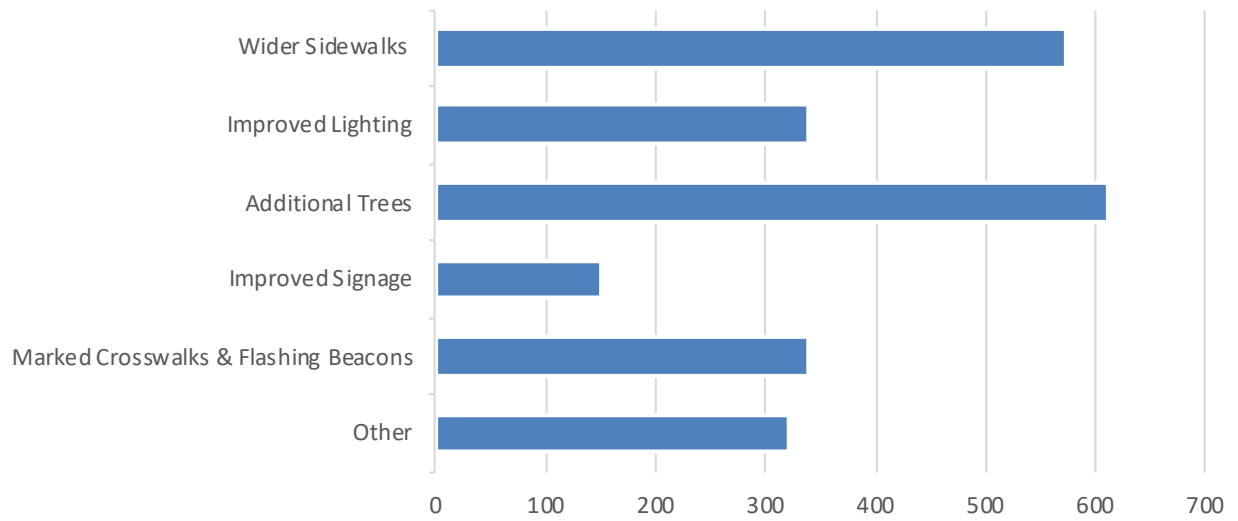


Figure ES-5: Community Survey Results - Biking Improvements

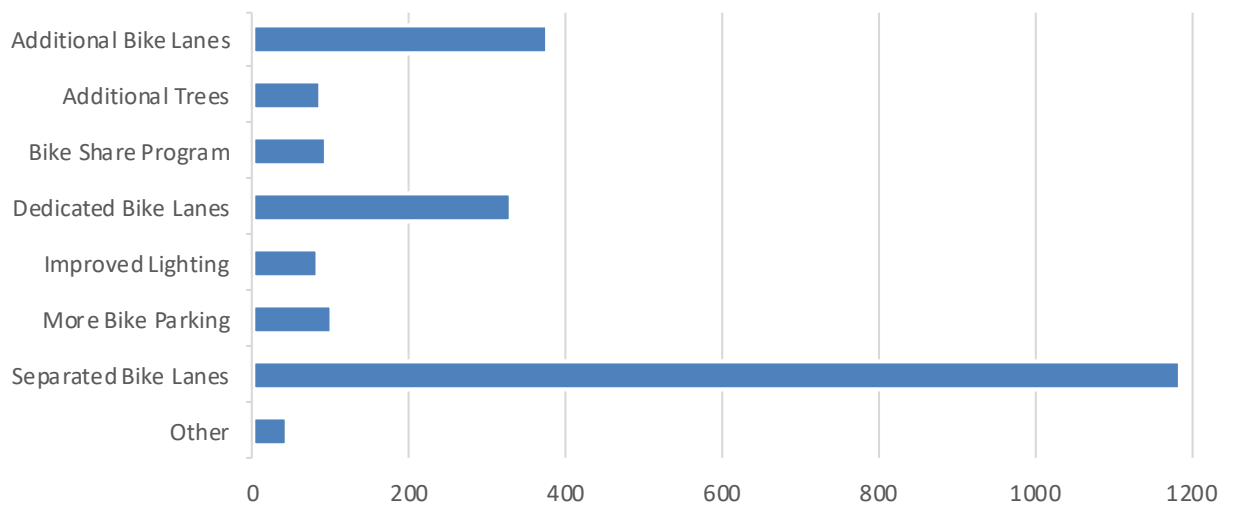


Figure ES-6: Community Survey Results - Transit Improvements

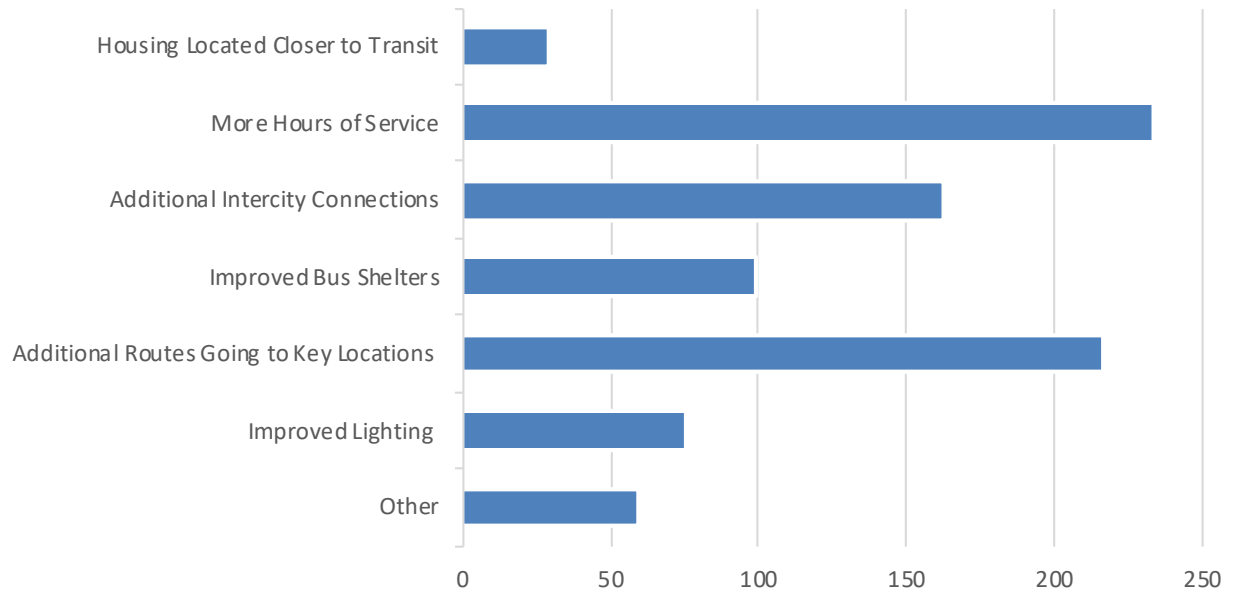
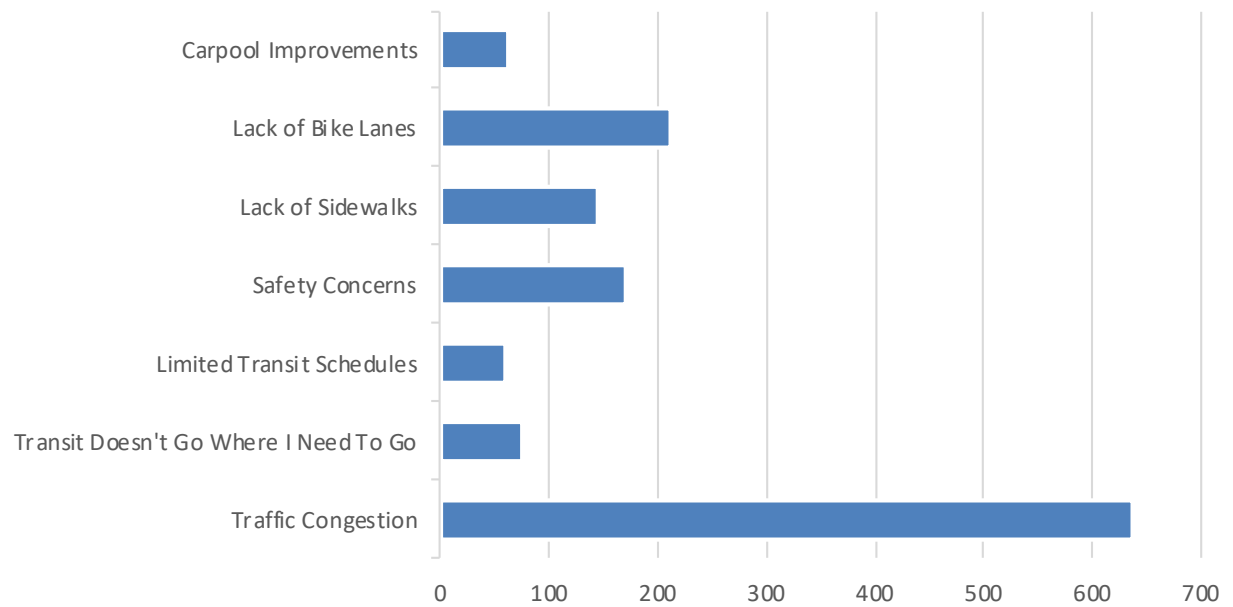


Figure ES-7: Community Survey Results - Quality of Life Improvements



Pop-Up Events

Thirteen different pop-up events were completed to support the engagement effort. These pop-up events occurred across the three rounds of engagement activities, with events conducted in Fall 2021, Spring 2022, and Fall 2022. Events were scheduled in the following locations.

Fall 2021

- Thousand Oaks Street Fair
- Ventura Harbor Village Halloween Event
- Oxnard Peace Ride

Spring/Summer 2022

- Pleasant Valley Recreation & Park District Eggstravaganza (Camarillo Community Center)
- Moorpark Earth Day Festival
- Fillmore Health & Wellness Fair
- Channel Islands Farmers Market
- Children of Many Colors Native American Pow Wow
- Santa Paula Spring into Summer Event
- Ventura County Fair
- Spirit of Santa Paula Food distribution event

Fall 2022

- Port Hueneme Banana Festival
- Ojai Day
- Simi Valley Farmers Market

Each pop-up event was designed to provide participants with opportunities to give input and commentary for the CTP, with boards and activities that mirrored the concurrent community surveys.



Key Takeaways

The following popular themes were conveyed during community engagement efforts:

- Expand walking and bicycling infrastructure throughout the county, especially to improve network connectivity between cities, with an emphasis on protected facilities that separate pedestrians and bicyclists from automobiles
- Enhance existing walking and bicycling infrastructure, specifically through repairing broken and damaged sidewalks, adding landscaping and shade, and connecting these facilities to key destinations
- Expand transit services, including more routes, faster travel times, better frequencies, and extended hours of service
- Improve access to different modes of transportation to help people access employment, education, and recreation opportunities
- Identify strategies and programs to reduce emissions and improve air quality, including expansion of electric vehicle charging infrastructure and reducing automobile trips
- Coordinate future land use and transportation planning efforts to help new development be better connected to a multimodal transportation network

These comments, input, and feedback help to support the multimodal emphasis of the strategies and project scenarios presented in the CTP. Many of the new projects, particularly those involving walking, bicycling, and transit, proposed in Scenario B are intended to respond to the themes identified above.

Transportation Needs

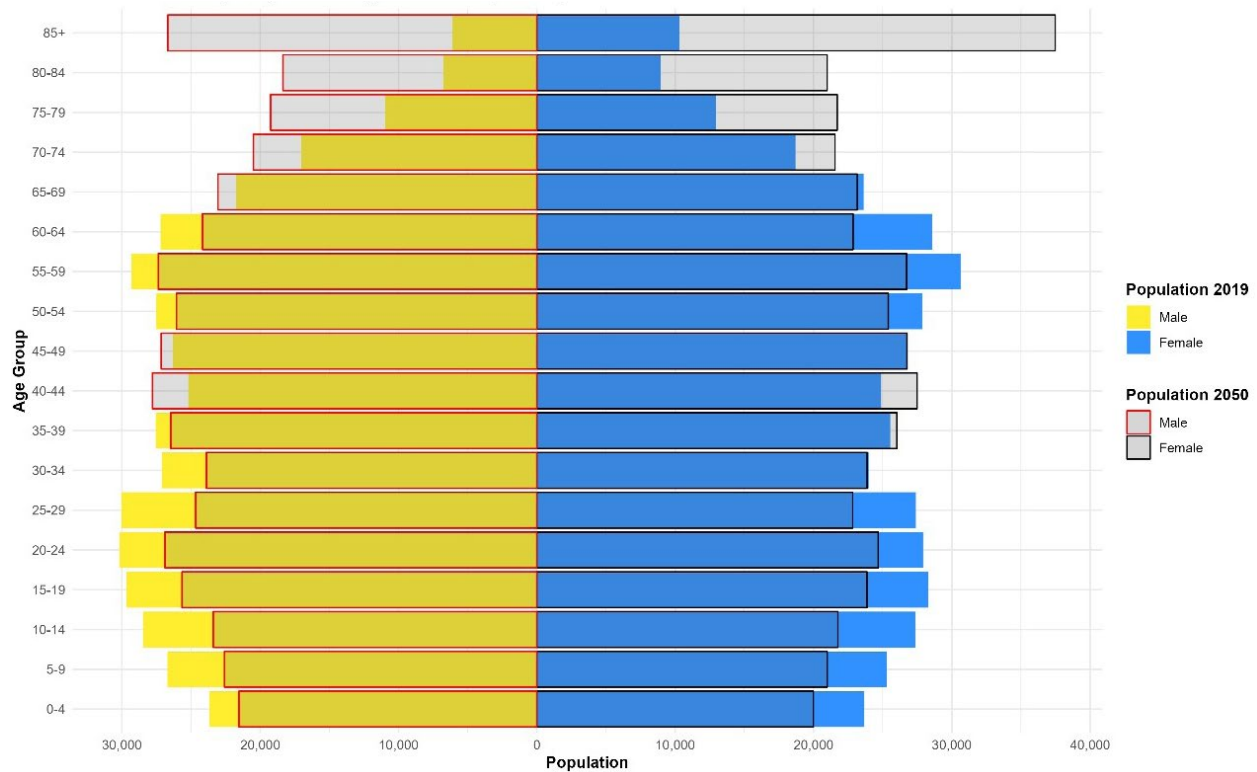
The most recent demographic forecasts released by SCAG as part of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) preparation effort forecast that population growth in Ventura County will all but disappear, mirroring the overall trend in California with slowing population growth statewide. Along with slowing population growth, Ventura County's population is anticipated to become older due to longer lifespans, slowing natural population growth, and reduced inward migration to the county. Table ES-2 highlights forecast population change between 2019 and 2050 by city and for Ventura County as a whole. Figure ES-8 shows how the distribution of population by age in Ventura County will change by 2050.

Table ES-2: Ventura County Population Forecasts (2019-2050)

JURISDICTION	2019	2050	% CHANGE
Camarillo	71,027	68,694	-3.28%
Fillmore	16,502	17,986	8.99%
Moorpark	36,514	37,474	2.63%
Ojai	7,679	6,962	-9.34%
Oxnard	202,705	214,077	5.61%
Port Hueneme	21,944	19,439	-11.42%
Santa Paula	30,834	31,975	3.70%
Simi Valley	126,804	123,220	-2.83%
Thousand Oaks	127,255	122,118	-4.04%
Ventura	110,934	109,528	-1.27%
Unincorporated Areas	93,737	86,325	-7.91%
Ventura County	845,935	837,798	-0.96%

Source: SCAG 2024 RTP/SCS Population Forecasts

Figure ES-8: Population by Age Structure



Source: California Department of Finance. Demographic Research Unit. Report P-3: Population Projections, California, 2010-2060 (Baseline 2019 Population Projections; Vintage 2020 Release). Sacramento: California. July 2021.

Limited population growth, combined with significant increases in the portion of the population aged 60 or older will create new challenges for the transportation network in Ventura County. Older residents would be anticipated to drive less and be more reliant on transit and paratransit services than the current population. Limited population growth also means that increases in funding for transportation improvements, as well as maintaining the existing transportation network, will also be limited assuming no new local sources of transportation funding emerge. Together, these demographic trends will create significant challenges for VCTC and local agencies to fund improvements and maintenance of infrastructure and operations to meet anticipated future travel needs.

In addition to the new and expanding mobility needs of an aging population, there is a greater interest in more diverse mobility options being available to residents of any

age in Ventura County. Recent local planning investments in infrastructure for active transportation modes – primarily walking and bicycling – and expansion in the use of electric bikes and electric scooters is anticipated to further increase demand for active transportation. Given these trends, there is a need to plan for the expansion and enhancement of transit and active transportation infrastructure and services in Ventura County.

A key element in expanding transit and active transportation infrastructure is to ensure that residents can use this infrastructure in a safe and convenient manner. This means more active transportation facilities where users travel separately from automobiles, improved connections to transit stops and transit centers, more convenient transfers between transit services, and more flexibility in how transit services are delivered.

Finally, the CTP recognizes that automobile travel will remain the primary transportation mode in Ventura County. How automobiles are powered is rapidly changing and the pace of this change is anticipated to accelerate in the future. The CTP highlights the need to expand the electric vehicle charging network to ensure that adequate infrastructure is in place as the pace of electric vehicle adoption increases and state mandates related to the sale of new electric vehicles approach.

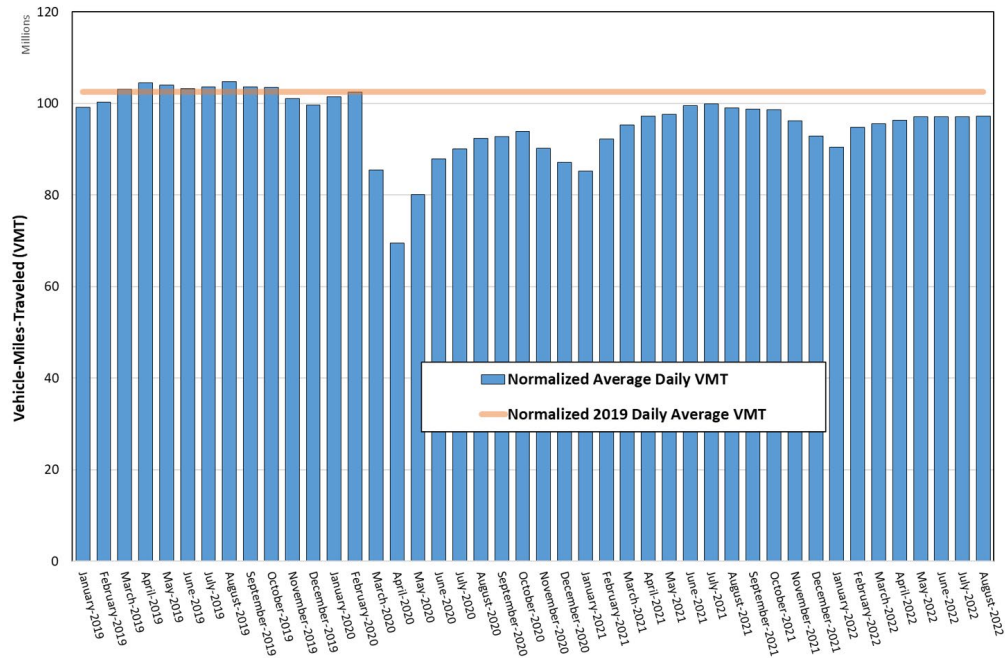
Post-Pandemic Travel Patterns

The COVID-19 pandemic has produced new travel patterns which may constitute a new normal.

As of the summer of 2022, highway VMT for Caltrans District 7, Ventura and Los Angeles County, has recovered to nearly pre-pandemic levels, however, highway delays remain down 30-40%. The highway delays are sensitive to small changes in travel. Also, shifts in origins-destination patterns and time of day profile have been observed. Travel has shifted away from the historic AM and PM peak periods into the midday, maintaining similar rates of single occupancy vehicle (SOV) travel with less peak congestion.

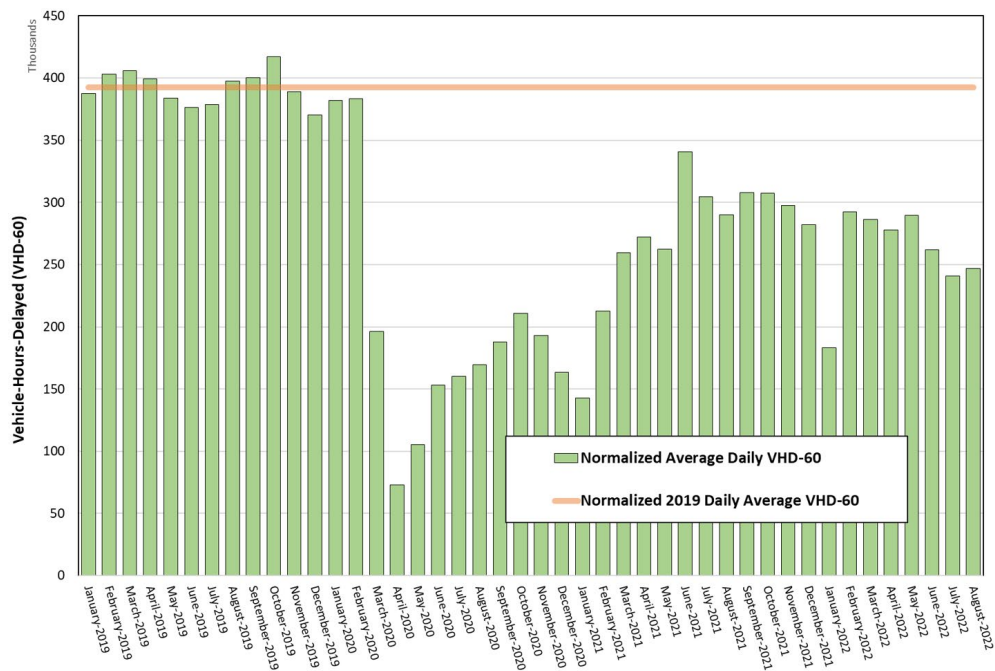
The persistence of the work from home culture beyond the pandemic lockdown may have created a lasting reduction in congestion. If this pattern continues, it is also possible that the delay reduction will have a long run induced travel demand effect which may lead to greater overall VMT and a return to equilibrium congestion levels. The persistence of VMT and induced demand effects highlights the difficulty of reducing automobile travel and the need for land use and transportation planning integration.

Figure ES-9: Average Daily Freeway VMT by Month (Jan 2019-Aug 2022), Caltrans District 7



Source: Caltrans District 7

Figure ES-10: Average Daily Freeway VHD by Month (Jan 2019-Aug 2022), Caltrans District 7



Source: Caltrans District 7

It has also been observed that the reduction in delays has led to an increase in vehicle speeds resulting in greater collision severity. Southern California highways have seen about a 17% increase in Fatal and Severe Injury Collision per Vehicle Miles Traveled since 2019.

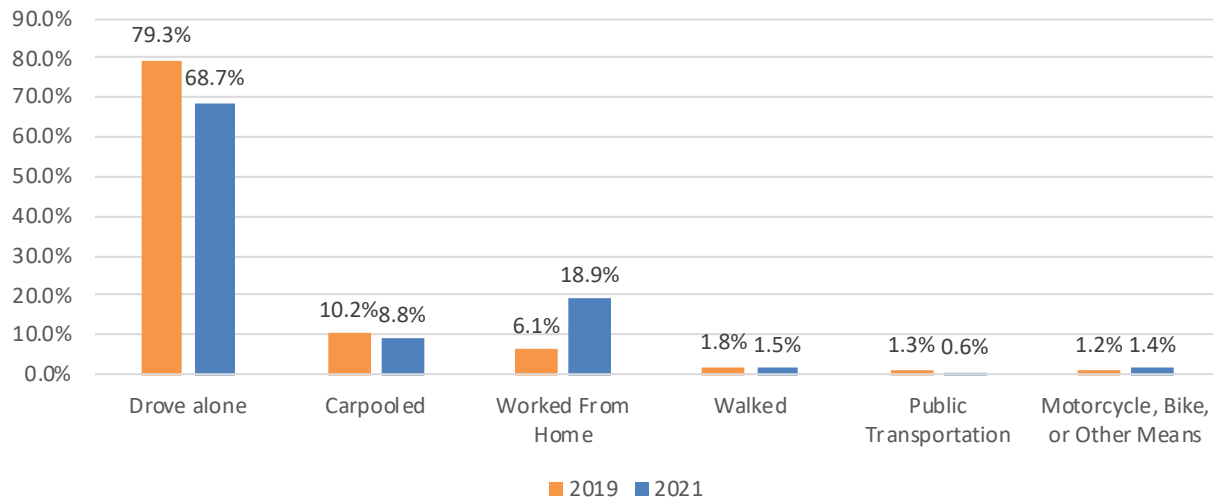
The latest journey to work data from the American Community Survey indicates that in 2021 the percentage of Ventura County residents who worked from home tripled. This increase reduced the percentage of SOV commuters on the highways. The share of public transportation commuters also decreased by about 50%. According to the Bureau of Labor Statistics North American Industry Classification System (BLS NAICS) data, about 20% of Ventura County residents are employed in job categories which can be performed from home.

Table ES-11: Fatal and Severe Injury Collisions per VMT (2019-2021), Southern California

TIMS SOUTHERN CALIFORNIA			
Year	FATAL & SERVICE INJURY CRASHES	VMT (100 MILLION)	FATAL & SEVERE CRASHES PER 100 MILLION VMT
2019	2,542	719.03	3.5
2020	2,379	625.88	3.8
2021	2,831	685.18	4.1

Source: UC Berkeley Transportation Injury Mapping System (TIMS)

Figure ES-12: Ventura County Commuter Mode Split (2019-2021)



Source: America Community Survey (ACS)

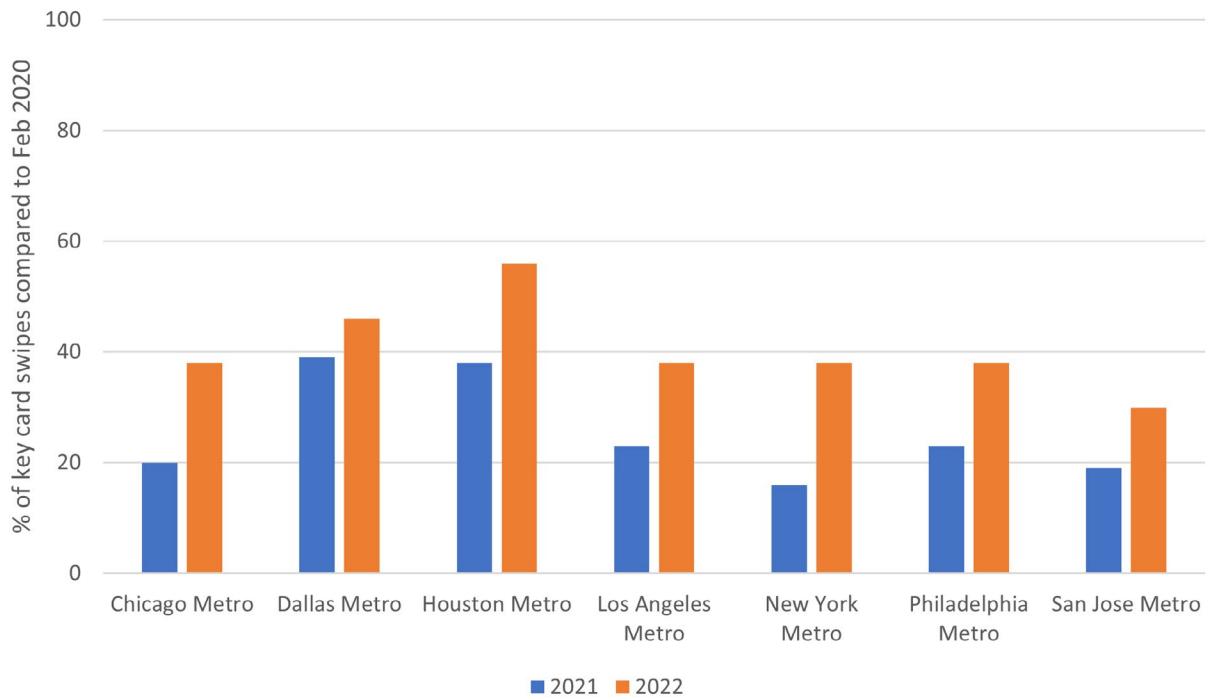
A recent study of cellphone probe data from Streetlight Data, Inc. indicates that most office workers are not returning to their physical office buildings. The persistence of working from home has somewhat counterintuitively led to an overall average increase in VMT of about 4% in major metropolitan areas. In the downtown areas, however, VMT is down approximately 27%.

This is indicative of the shift away from commuter travel patterns from residential areas to centralized employment destinations during peak periods. Vehicle travel is happening closer to home and farther away from the city center. In some instances, data shows that travel has increased throughout the day, which may indicate people choose to make additional off-peak trips to avoid peak-hour congestion. The origin-destination data obtained from cellphone data shows that this new travel outside of peak commute time is decentralized.

Decentralized travel patterns outside of predictable peak intervals presents a challenge for transit recovery. Traditional fixed route transit relies on moving large groups of people going to the same location at the same time. Transit agencies will need to explore solutions which are flexible and can respond to serve decentralized demand.

Downtowns and major employment centers will also need to be rethought if the shift in travel demand persists. Less congestion could make downtowns more attractive for residential and recreational purposes. The pandemic offered many cities the opportunity to reinvent urban spaces and promote public recreation and active transportation activities.

Figure ES-13: Average Office Occupancy Across Major Metro Areas (April 2021-2022)



Source: Streetlight Data, Inc. and Kastle Systems

Another effect from COVID-19 has been the increased interest in bicycling and bicycle ownership. As the coronavirus pandemic reduced and/or eliminated typical commute times, people flocked to one of the most basic forms of mobility: the bicycle.

Data from the City of Ventura shows a relative increase in bike counts on city streets post pandemic lockdown. The shift in travel patterns toward shorter trips is more conducive to walking and cycling.

Figure ES-14: City of Ventura Bicycle Counts (July 2018 – July 2022)



Source: City of Ventura

Solutions

Scenario Overview

To address Ventura County's transportation needs over the next 20-30 years, VCTC has developed three packages of transportation improvements, each containing a diverse range of multimodal projects, programs, and strategies designed to provide Ventura County residents with more mobility choices, improved transportation infrastructure, and a transportation network that enhances access, equity, and safety for all travelers.

The three packages of improvements are grouped into scenarios and identified as Scenario A, Scenario B, and Scenario C. An overview of each scenario is provided below.

- **Scenario A:** The baseline future condition for the transportation network in Ventura County. Scenario A includes projects that currently have an identified source of funding and are reasonably anticipated to be completed within the time horizon of the CTP. This includes all projects contained in the adopted Federal Transportation Improvement Program (FTIP).
- **Scenario B:** A multimodal package of projects that builds on the baseline condition presented in Scenario A and seeks to advance the goals and objectives of the CTP, as presented in Chapter 1. Projects in Scenario B include projects previously contained in the 2020 SCAG RTP that are not yet fully funded, as well as new projects identified through recent planning efforts (101 Communities Connected, Ventura County Freight Study, etc.), the CTP development process, and those identified or proposed by local agencies in their local planning efforts.
- **Scenario C:** A set of transportation projects that would enhance the Ventura County transportation network beyond the package of projects, programs, and strategies contained in Scenario B. This scenario builds on the Scenario B package of projects, identifying projects and improvements that either do not currently

have a defined pathway to funding, the project specifics are not yet well-defined due to a need for additional study, or project costs and timelines are likely beyond the Year 2040 horizon for this CTP.

The three scenarios build on each other, adding new projects and programs that would work together to help meet future mobility needs in Ventura County. Chapter 7 details the projects and programs proposed as part of each scenario.

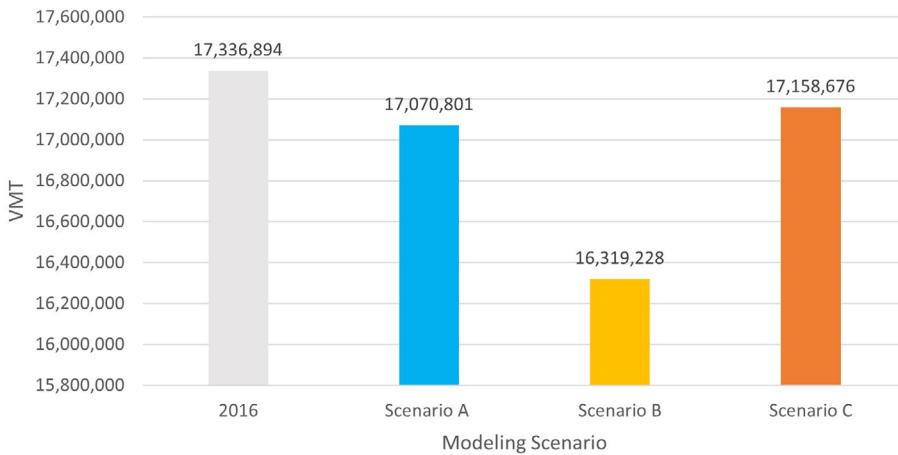
Scenario Performance

The forecast performance of three CTP scenarios is evaluated across a range of metrics including automobile trips, congestion, air quality, mode share, economic access, connectivity to transit, and equity. These metrics align with the CTP goals and regional goals as identified in the RTP/SCS.

Change in Vehicle Miles Traveled (VMT)

The State and the SCAG region have defined targets for reducing VMT generated from transportation sources. This metric illustrates how the different scenarios would help Ventura County contribute to regionwide and statewide VMT reduction targets. In Scenario A, the small forecasted reduction of relative VMT from baseline is due to a combination of transportation projects and demographic changes, reflected in SCAGs most recent population, housing and employment projections. The modelling of Scenario B forecasts a 6% reduction of VMT from baseline. The reduction in Scenario B reflects additional improvements in traffic conditions in combination with gains in land use efficiency from higher density development and demographic trends also contained in Scenario A. The model shows in a rebound of VMT in Scenario C due to an induced demand effect from improved roadway and highway efficiency. The project list of each forecast Scenario builds upon the previous, each containing additional capacity-enhancing projects and programs. Therefore, the modelling of Scenario C reflects the additional travel incentivized by congestion reduction.

Figure ES-15: VMT Change From 2016 Across Scenarios A, B, and C

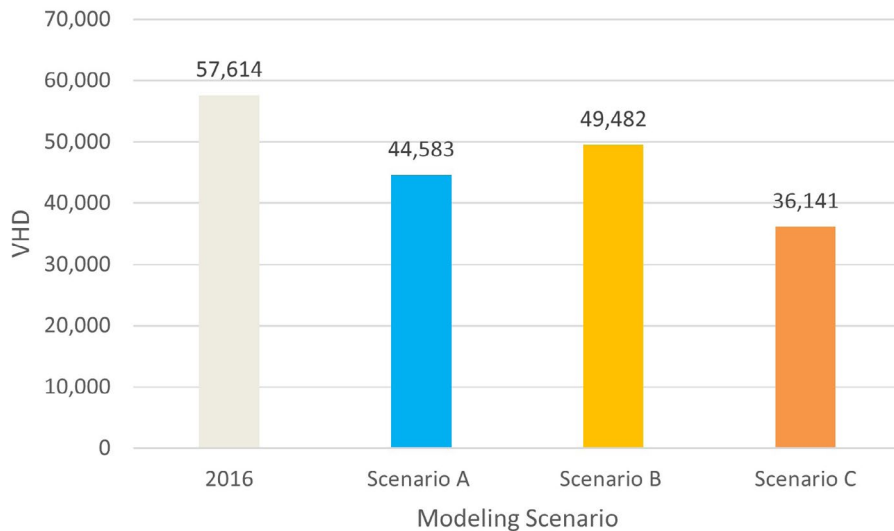


Change in Vehicle Hours of Delay (VHD)

VHD highlights the time vehicles are spending in congested traffic conditions on a countywide level. Reductions in VHD correlate with reductions in overall traffic

congestion. Figure ES-16 shows how VHD is forecast to change between 2016 conditions and conditions under each of the three CTP scenarios.

Figure ES-16: VHD Change from 2016 Across Scenarios A, B, and C



Countywide VHD is forecast to decrease across all three modeling scenarios. It is important to note that while Scenario C is forecast to experience the highest VMT due to roadway and freeway capacity enhancements, VHD is forecast to experience the greatest reduction under Scenario C, with a forecast decrease of approximately 37% from 2016 conditions. Vehicles will experience less delay and congestion in Scenario C. In contrast, the forecast reduction in VHD under Scenario B is the lowest among the three future CTP scenarios, illustrating the trade-off between advancing a greater number of multimodal projects intended to reduce VMT versus freeway and roadway capacity-adding projects that could further reduce traffic delay and provide congestion relief. Scenario B achieves a 14% reduction in VHD compared to 2016 conditions.

Change in Volume to Capacity (V/C) Ratio

This metric measures how much of a roadway or freeway's capacity is utilized by traffic volumes. This is a corridor-specific metric that allows for comparison between scenarios along a full corridor or specific segments of a corridor. Figures ES-17 and ES-18 illustrate V/C for highways and major roadways in Ventura County in 2016 and under Scenario B. Additional maps highlighting V/C conditions in 2016 and for each scenario during both the AM and PM peak periods are presented in Chapter 7.

Figure ES-17: V/C in 2016: PM Peak Period

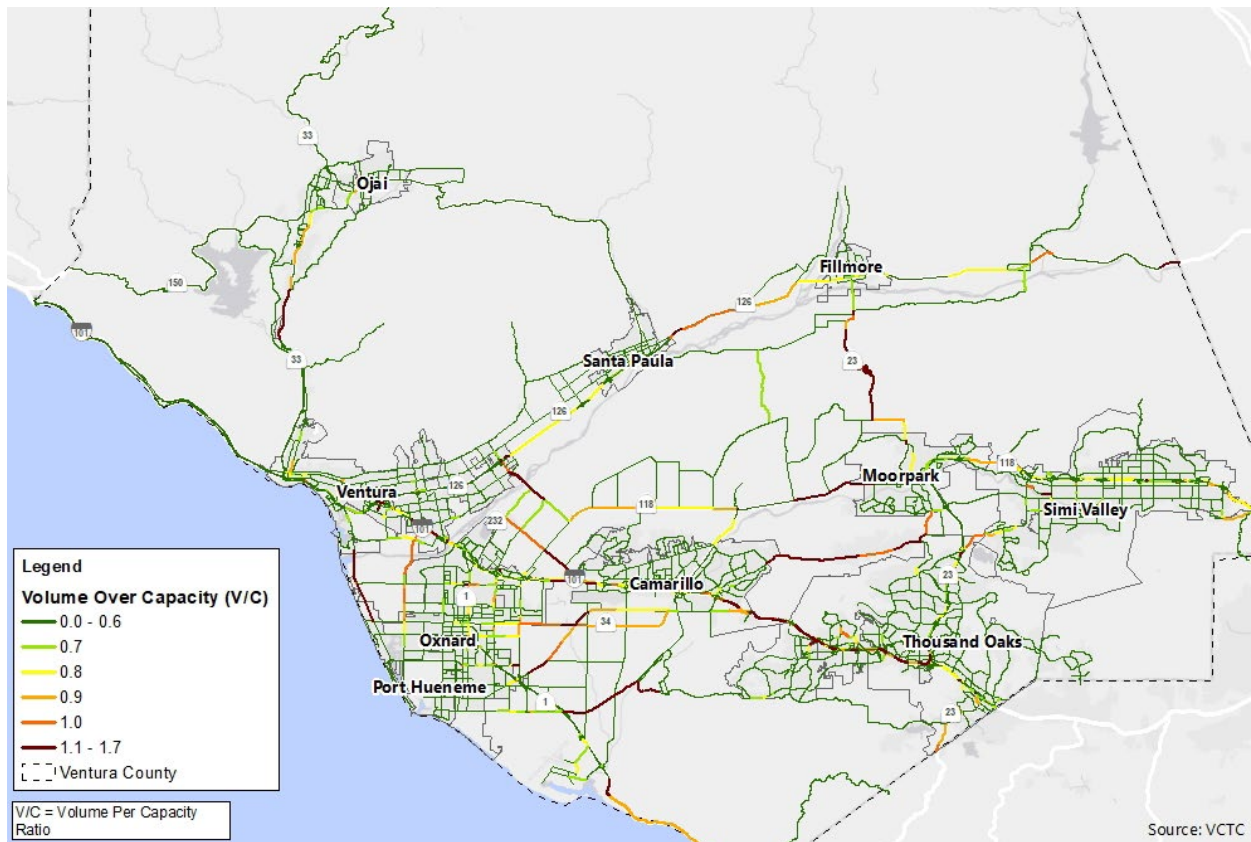
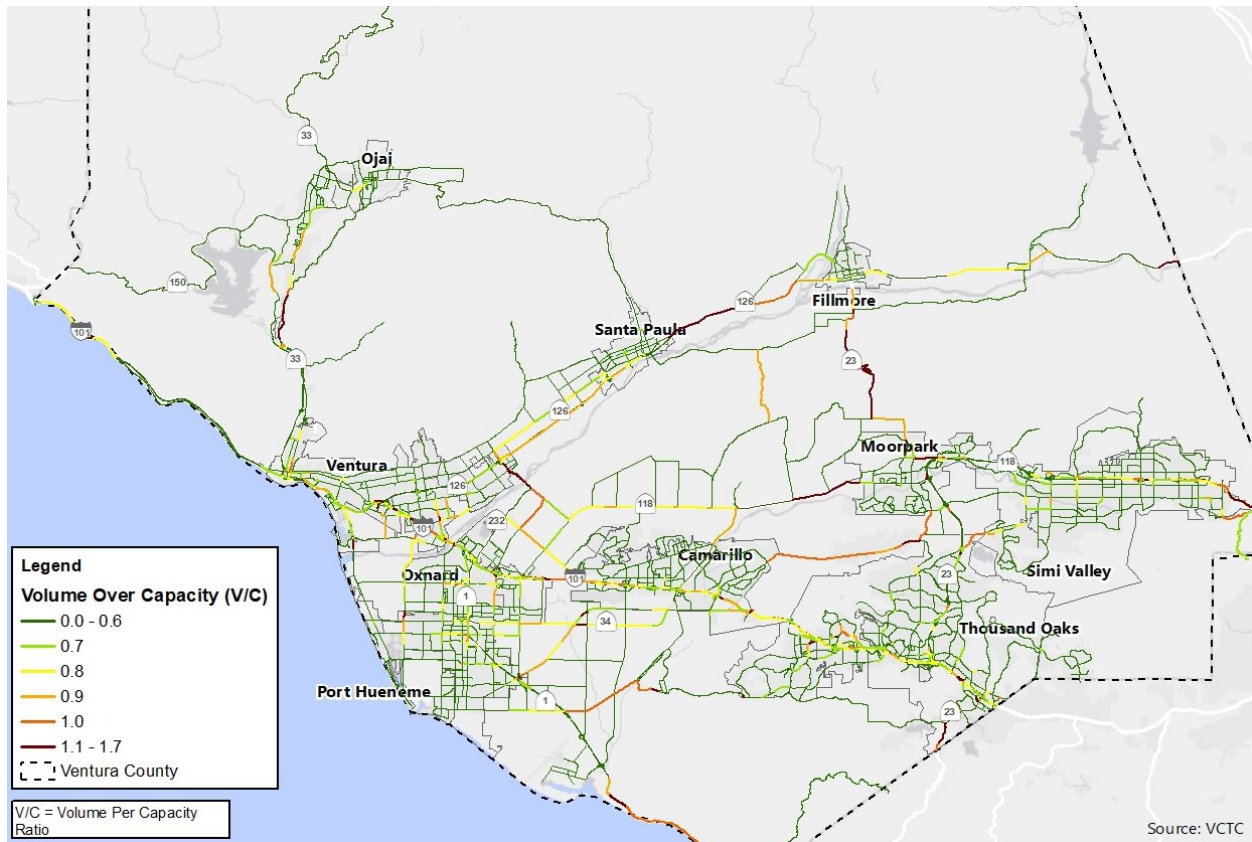


Figure ES-18: V/C in Scenario B: PM Peak Period

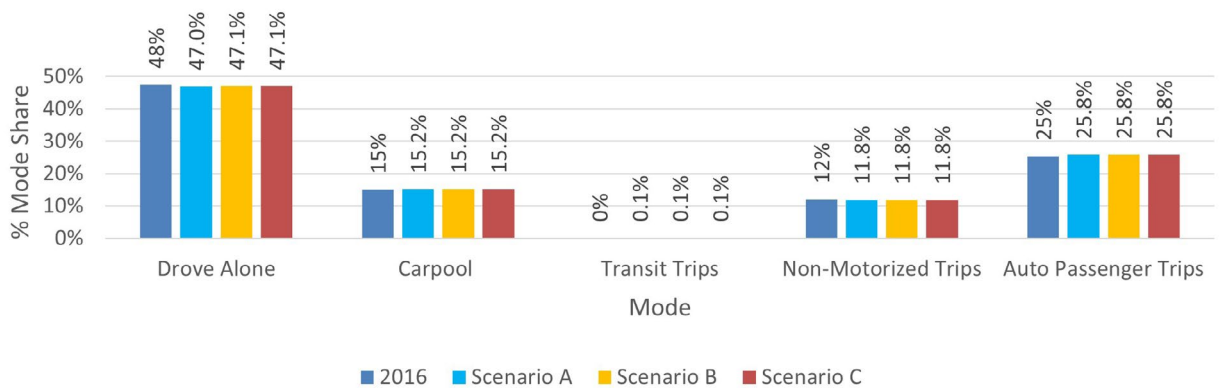


Change in Mode Split

This metric refers to the travel mode individuals use for each trip. Travel modes include drive alone auto, carpool, active transportation, and transit. Higher mode splits for transit and active transportation would correlate with fewer automobile trips and

potentially lower VMT and traffic congestion. Figure ES-19 illustrates the forecast percent mode share for driving alone, carpool, transit, non-motorized, and auto passenger trips in 2016 and across Scenarios A, B, and C in 2040. Changes in mode share are forecast to be minor across the three modeling scenarios.

Figure ES-19: Mode Split Comparison Between 2016 and Scenarios A, B, and C

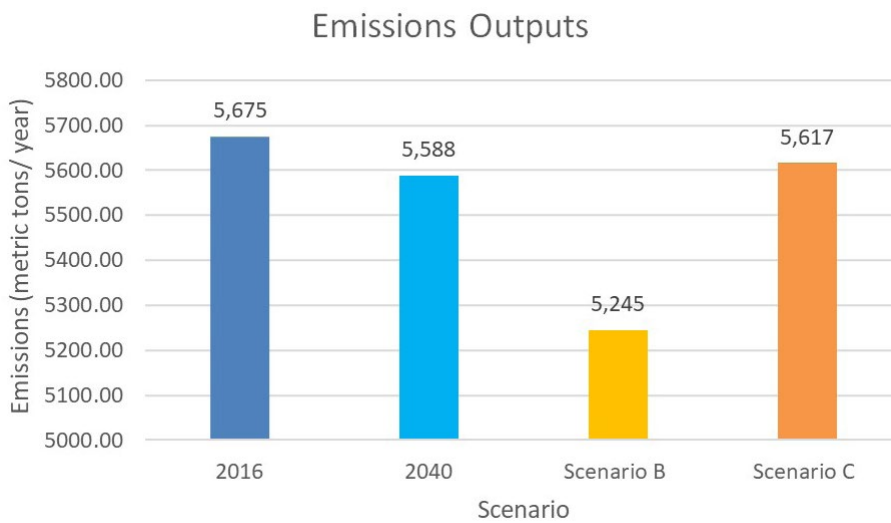


Change in Emissions

This metric looks at the amount of GHG emissions are forecast to be generated from transportation sources. Typically, higher VMT correlates with higher GHG emissions. Transportation source emissions are forecast to decrease between 2016 and 2040 under future baseline conditions (Scenario A) by about 2%. Emissions are forecast to further decrease under Scenario B by 6% from future conditions under Scenario A and nearly 8%

from 2016 conditions. This is in line with the forecast decrease in VMT under Scenario B. In contrast, there is a forecast increase in emissions between Scenario A and Scenario C in 2040. This is in line with the slightly higher VMT conditions observed in Scenario C, resulting from the greater number of freeway and roadway capacity increasing projects contained in this scenario, again illustrating the trade-off between achieving congestion relief and implementing other multimodal projects that reduce VMT.

Figure ES-20: Forecast Annual Transportation Source Emissions in Ventura County

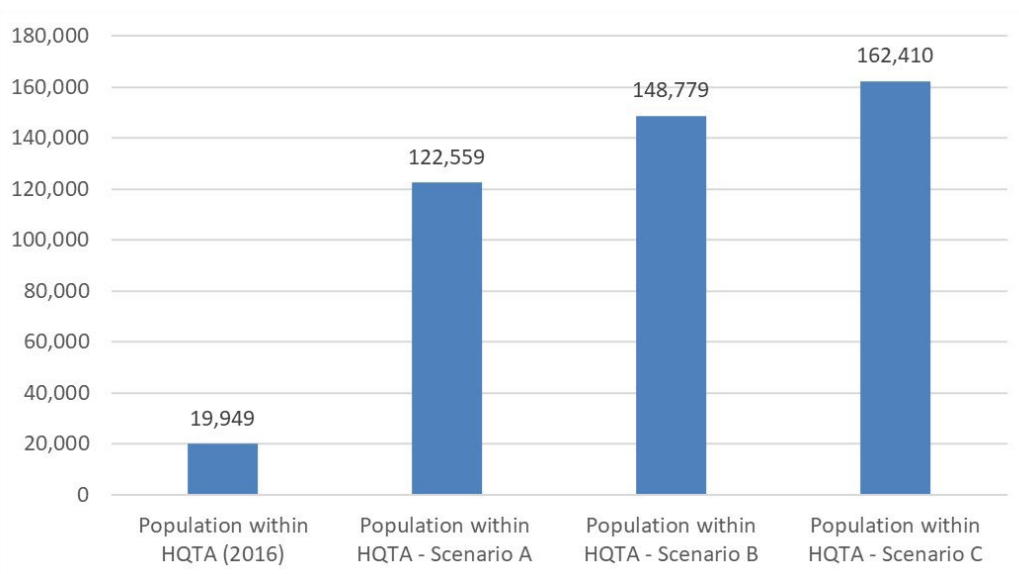


Population within a High-Quality Transit Area (HQTA)

Increased access to high quality transit services (15 minute or better frequency) can encourage greater use of transit services for commute and non-commute trips. Figure ES-21 shows that each scenario is forecast to result in a positive increase in the number people living within a HQTA. In the existing condition (2016), about 2.4% of Ventura

County residents live within an HQTA. In Scenario A, this number is forecast to increase to 14.6% of the population. With additional transit routes proposed, this number is forecast to increase to 17.8% of the population in Scenario B and 19.4% in Scenario C.

Figure ES-21: Population in QTAs Across Scenarios

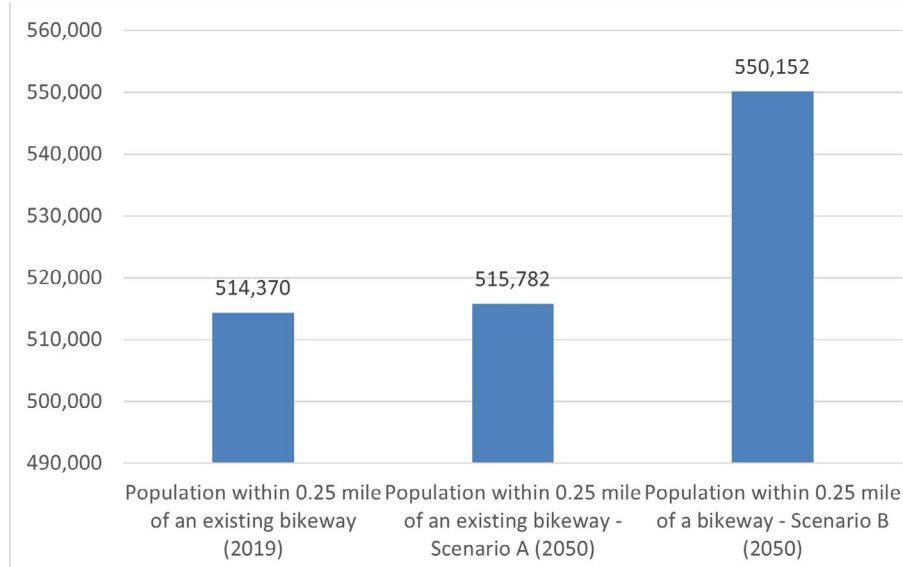


Population Within 0.25 Miles of a Bikeway

This metric analyzes the change in the number of residents that would have convenient access to a bicycle facility, which could encourage more travel by active transportation modes. Figure ES-22 compares the number of people living within 0.25 miles of a bikeway in 2016 with forecast 2040 conditions

under Scenario A and Scenario B. Currently, approximately 60.8% of residents in Ventura County live within 0.25 miles of an existing bikeway. In 2040, this increases to 61.6% under Scenario A. With the new bikeways proposed under Scenario B, approximately 65.7% of residents in the county would live within 0.25 miles of a bikeway.

Figure ES-22: Population Within 0.25 Miles of a Bikeway Across Scenarios

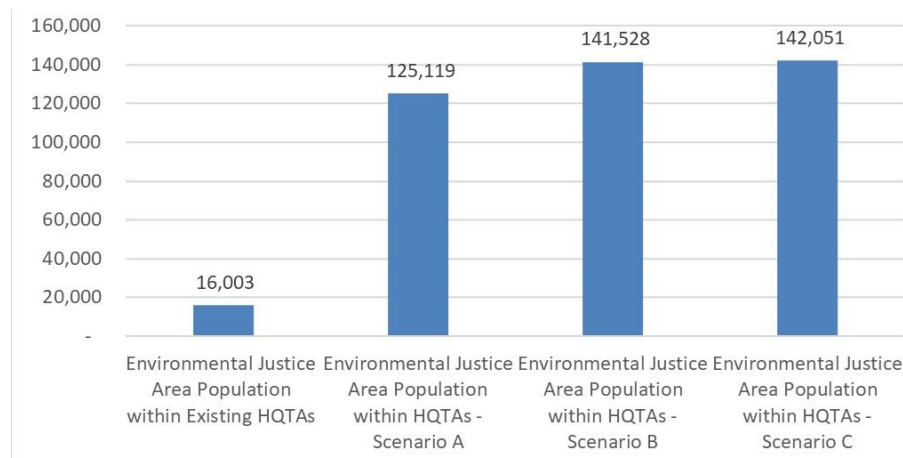


Environmental Justice Area (EJA) Population within a High-Quality Transit Area (HQTA)

This metric builds on the analysis in Chapter 5 and focuses in on how access to high-quality transit services changes for residents in EJAs across the scenarios. Currently, 5% of residents in EJAs live within the boundaries of an HQTA. With the transit projects proposed in Scenario A, 39.2% of residents in EJAs

are projected to live within the boundaries of a HQTA. The transit projects proposed in Scenario B increase this to 44.4% of EJA residents. A smaller increase is seen in Scenario C, which proposes an additional Metrolink station in west Simi Valley, where there are comparatively less EJAs. Figure ES-23 shows how total population located within the boundaries of a HQTA changes between 2019 and each scenario.

Figure ES-23: Population of Environmental Justice Areas in QTAs Across Scenarios

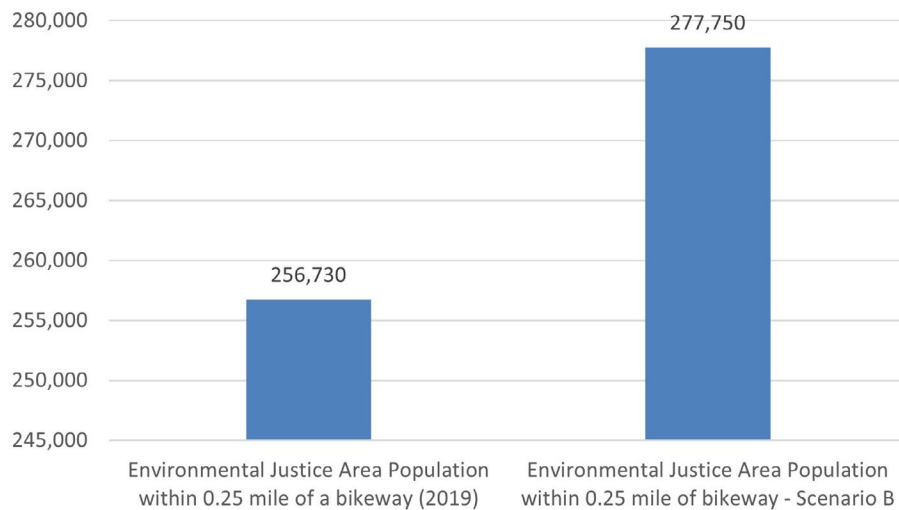


Environmental Justice Area Population within 0.25 Miles of a Bikeway

This metric analyzes the change in the number of residents in EJAs that would have convenient access to a bicycle facility. Currently, 80% of residents in EJAs live within 0.25 miles of an existing bikeway. With the

bikeway projects proposed in Scenario B, the number of residents in EJAs living within 0.25 mile of a bikeway increases to 87% (Figure ES-24). The increased accessibility to bikeways across the region in EJAs helps to improve mobility options and provide equitable access to jobs, education, and key destinations.

Figure ES-24: Population of Environmental Justice Areas Within 0.25 Miles of a Bikeway Across Scenarios



Plan Implementation

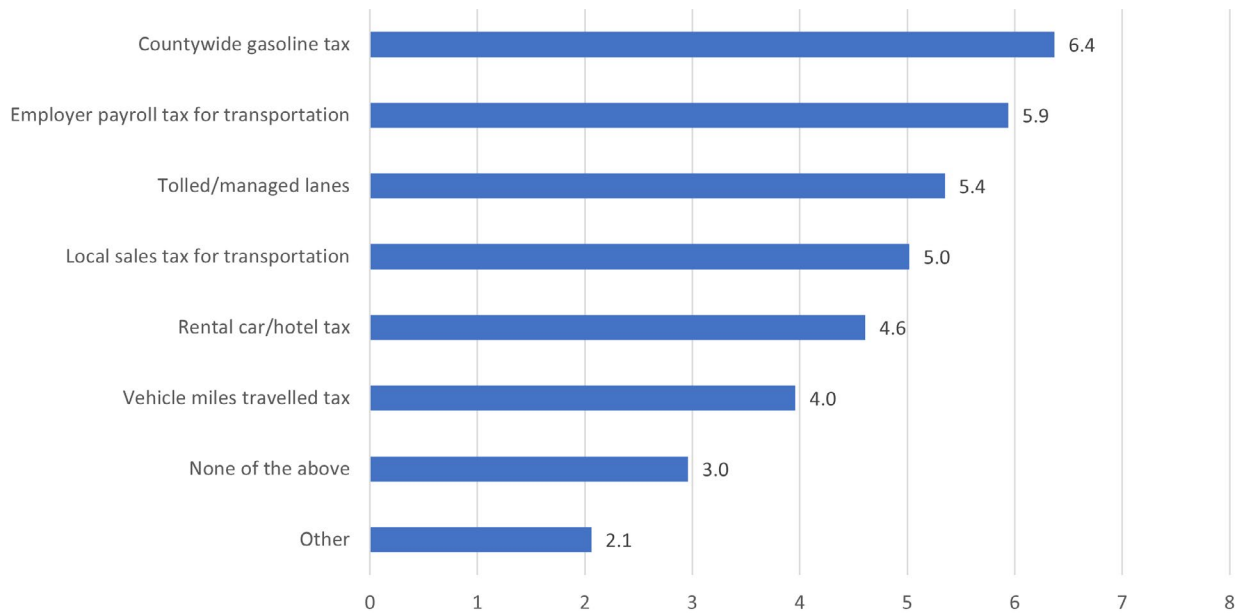
Funding Challenges

Many new sources of State and Federal transportation grant funding sources are highly competitive, and many traditional sources of transportation funding, such as gasoline taxes, are under pressure and in decline due to changes in how people travel and changes in vehicle technology, such as electric and plug-in hybrid and other more efficient vehicles. Further, new sources of transportation funding at the State and Federal level are becoming more tailored to support specific transportation and mobility objectives, making it more challenging and competitive to successfully receive funding. In the changing transportation funding environment, it would be prudent for VCTC and local agencies to consider pursuing a new Ventura County-focused local funding source in the future. Potential new sources of locally controlled funding for transportation improvements could include the following:

- **Sales Tax** – an increase in the local sales tax charged on purchases in Ventura County
- **Gasoline Tax** – an increase in the local gasoline tax for sales in Ventura County
- **Payroll Tax** – a tax placed on employee payrolls for individuals that work in Ventura County
- **Hotel/Rental Car Tax** – an increase in the local tax charged for hotel stays and car rentals
- **Tolled/Managed Lanes** – construction of new highway lanes or conversion of existing lanes to tolled facilities
- **VMT Tax** – a tax based on the number of miles that a vehicle drives per year

In addition to the local control benefits that would come with a new local funding source, an increase in local funding available for transportation would allow VCTC and local agencies to boost the amount of local matching funds available when pursuing State and Federal funding sources. This would help make Ventura County transportation projects more competitive in the pursuit of these outside funding sources. The Spring 2022 community survey included a question requesting participants to rank their potential support or preference for various programs that could create a locally controlled source of transportation funding in Ventura County. Out of 1,501 survey participants, 1,125 answered this question. Figure ES-25 summarizes the responses received.

Figure ES-25: Spring 2022 Survey Ranking of Local Funding Source Options*



* 1,125 respondents

Next Steps

The multimodal transportation improvements proposed through the CTP aim to address the current and future needs of residents in Ventura County. These improvements were developed after a thorough review of existing conditions and demographic forecasts, extensive community engagement, and analysis using VCTC’s regional travel demand model. Improvements identified in Scenario B are intended to respond to existing and future mobility needs of residents in Ventura County, and to place the county on a pathway towards creating a more resilient and equitable transportation network that provides the community with access to a range of mobility choices and opportunities.

Moving forward, VCTC will be completing a prioritization of the projects and strategies identified in this plan. VCTC will also continue to collaborate with local agencies in the county to complete the initial planning and pursuit of additional funding necessary for project implementation. The CTP is also intended to be a living document that will be updated and amended as needed to incorporate future planning efforts and projects identified for Ventura County.