



Ventura County Transportation Commission

**Commissioner Workshop
Afternoon Session
May 2019**



Look to the Future

“Neither a wise man nor a brave man lies down on the tracks of history to wait for the train of the future to run over him.”

Dwight D. Eisenhower





Comprehensive Transportation Plan (CTP)

The Comprehensive Transportation Plan (CTP) was VCTC's first effort in developing long term policies to guide the Commission's investments in transportation.

The CTP was adopted in 2013 after two years of extensive outreach that included:

- ❖ Community and Stakeholder meetings
- ❖ Polling
- ❖ Focus groups

The CTP Contains:

- ❖ "State of the System" to evaluate needs
- ❖ Focus on Preserving the Quality of Life in Ventura County
- ❖ Recommended Financial Strategies
- ❖ Implementation Plan outcomes





Why Measure AA in 2016?

MEASURE AA ADDRESSED NEEDS IDENTIFIED IN THE CTP:

- ❖ Traffic is getting worse – Projected to increase 50% on the 101.
- ❖ Our infrastructure is crumbling - \$3 billion shortfall in locally-identified needs.
- ❖ Our population is aging – 65+ will double by 2030.
- ❖ State and Federal funding is in decline – We won't get back our fair share.





Measure AA Investment

30-YEAR INVESTMENT PLAN

Local Streets/Roads	\$1.3B
Freeways/Highways (U.S. 101)	\$660M
Port/Military Base Access/Goods Movement	\$290M
Bus Service/Low fares for Seniors	\$240M
Bicycle/Pedestrian	\$240M
Environmental Preservation	\$240M
Commuter Rail (Metrolink)	\$210M

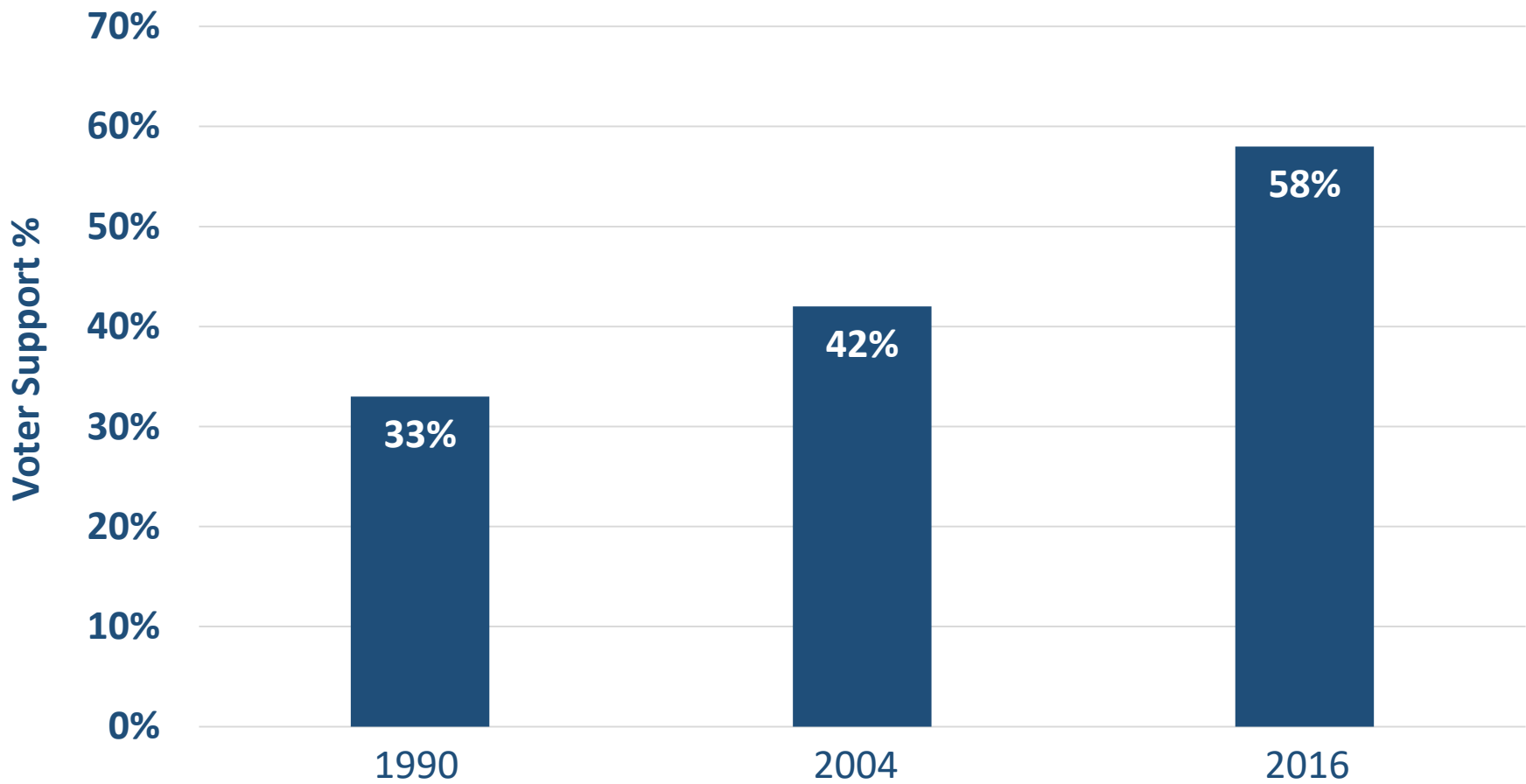




Measure AA – VCTC’s Third Attempt



VCTC Countywide Sales Tax History





Transportation Funding – Where Are We Now?

SB 1 = “Road Repair & Accountability Act” – Guess what’s the main benefit?

Remaining unsolved financial issues:

- ❖ **Road Congestion** – Nothing towards the \$660M that Measure AA would have provided for freeway improvements.
- ❖ **Rail Line Repair** – Not enough for \$39 million repair backlog for Metrolink in Ventura County.
- ❖ **Rail Operations** – Funds to build SCORE, but not to operate.
- ❖ **Bus Replacement** – Nothing for local bus replacements - and Prop 1B money is gone.
- ❖ **Local Streets** – SB 1 probably not enough.
- ❖ **Gas Tax Dependence** – Its days are numbered.
- ❖ **Federal Reauthorization**—What will it look like? Federal gas tax not enough to continue at current level of spending.



Transportation Funding – Where Are We Now?

VCTC remains with limited match, disadvantaged in competing for funds.

Meanwhile, state/feds putting even more emphasis on competitive grants:

- ❖ New SB 1 funds for freeway operations: Caltrans focused on partnering with regions putting \$\$\$ on the table.
- ❖ New SB 1 competitive funds for Trade Corridor, Transit Capital, Congested Corridors, Active Transportation.
- ❖ New SB 1 Partnership Program for agencies with transportation taxes – competitive program plus formula that would give VCTC \$2.5M per year.
- ❖ New federal infrastructure program proposals generally focus on “leveraging.”



Food for Thought

SB 1 pays to repair and maintain transportation infrastructure. *SB 1 does not fund our transportation future!* What about fixing bumper-to-bumper traffic on our freeways, expanding public transit services and options, and safer and accessible bicycle and pedestrian facilities? VCTC does receive Federal and State formula funds that pays for a share of these projects and services. However, those two funding streams are insufficient long term. Ventura County remains in the unenviable and competitive disadvantage position by lacking the “third leg” of the transportation-funding stool.





Food for Thought

Ventura County's land use rules are different than any place in the state and may be the country. How does that shape our long range comprehensive transportation planning and public transit operations and expansion?

Housing issues. Affordability and quantity. By voting to approve open space and ag land preservation the de facto alternative to address the regions housing needs is density acceptance? Is Sacramento going to turn a blind eye to Ventura County?





Ventura County Snapshot

VCTC's mission is to facilitate the movement of people and goods throughout Ventura County and beyond. A foundational understanding of the people we serve and how they interact with the transportation system is critical.

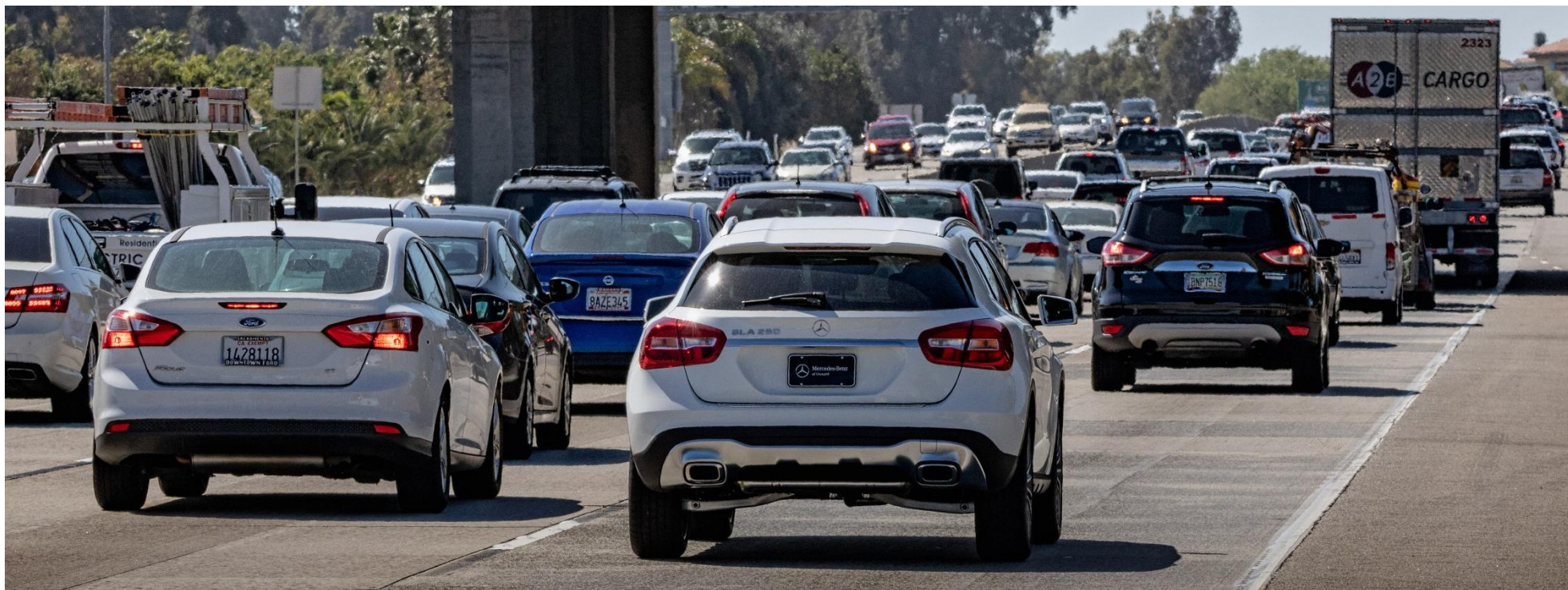
2013 – 2017 American Community Survey 5 year Estimates

2019 Estimate population (DOF):	864,821
Number of companies:	76,285
Percentage high school graduate or higher:	84%
Total housing units:	285,997
Median household income:	\$81,972
Individuals below poverty line:	10.3%
Veterans:	42,012
Workers 16 years and over:	401,262
Workers 16 year and over who did not work at home:	378,222
Median age:	37.5



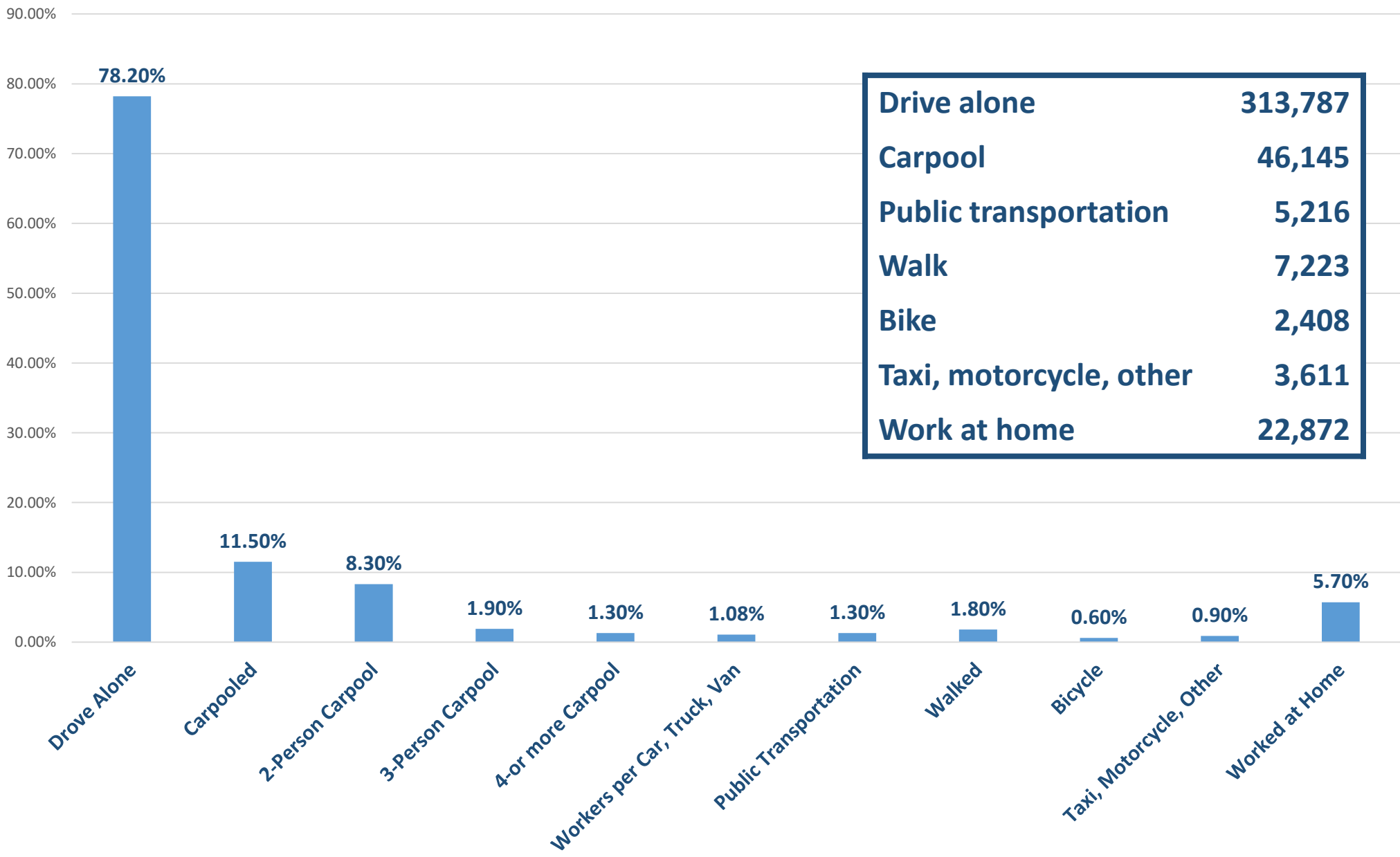
Ventura County Snapshot

Licensed Drivers	620,054
Registered autos, trucks, & motorcycles	762,069
Daily Trips	3,374,478
Daily Vehicle Miles Traveled (VMT)	18,513,517





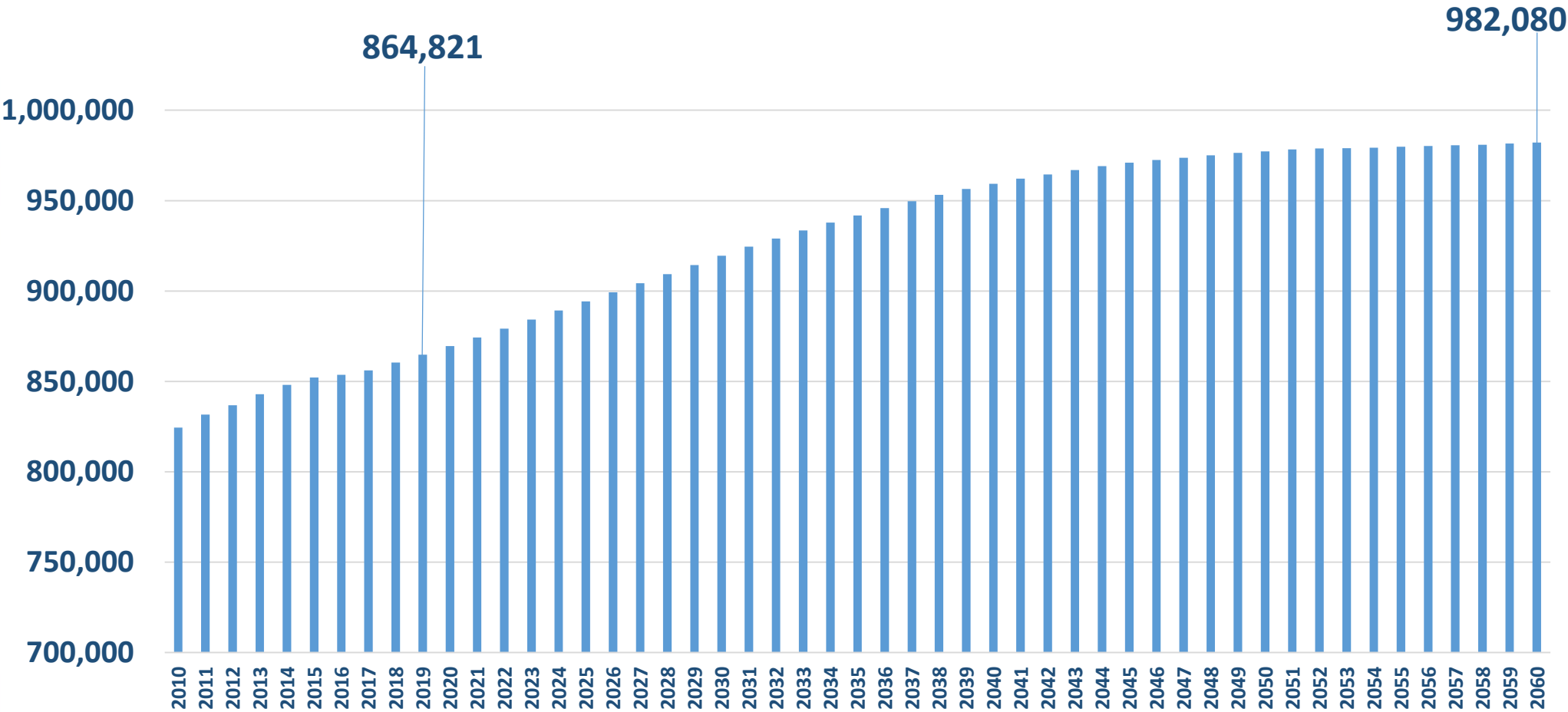
Means of Transportation to Work - Ventura County



Drive alone	313,787
Carpool	46,145
Public transportation	5,216
Walk	7,223
Bike	2,408
Taxi, motorcycle, other	3,611
Work at home	22,872



Ventura County Population Forecast *



* Projections Prepared by Demographic Research Unit, California Department of Finance, January 2018



Countywide transit ridership throughout Southern California

Transit ridership in Ventura County is not out of alignment with other Southern California counties.



County	Total Population	Public Transportation Ridership (excluding taxicab)
Los Angeles	10,105,722	6.30 %
San Diego	3,283,665	3.1 %
Orange	3,155,816	2.2 %
Riverside	2,355,002	1.3 %
San Bernardino	2,121,220	1.5 %
Kern	878,744	0.90 %
Ventura	847,834	1.30 %
Santa Barbara	442,996	3.20 %
San Luis Obispo	280,119	1.40 %
Imperial	179,957	0.80 %

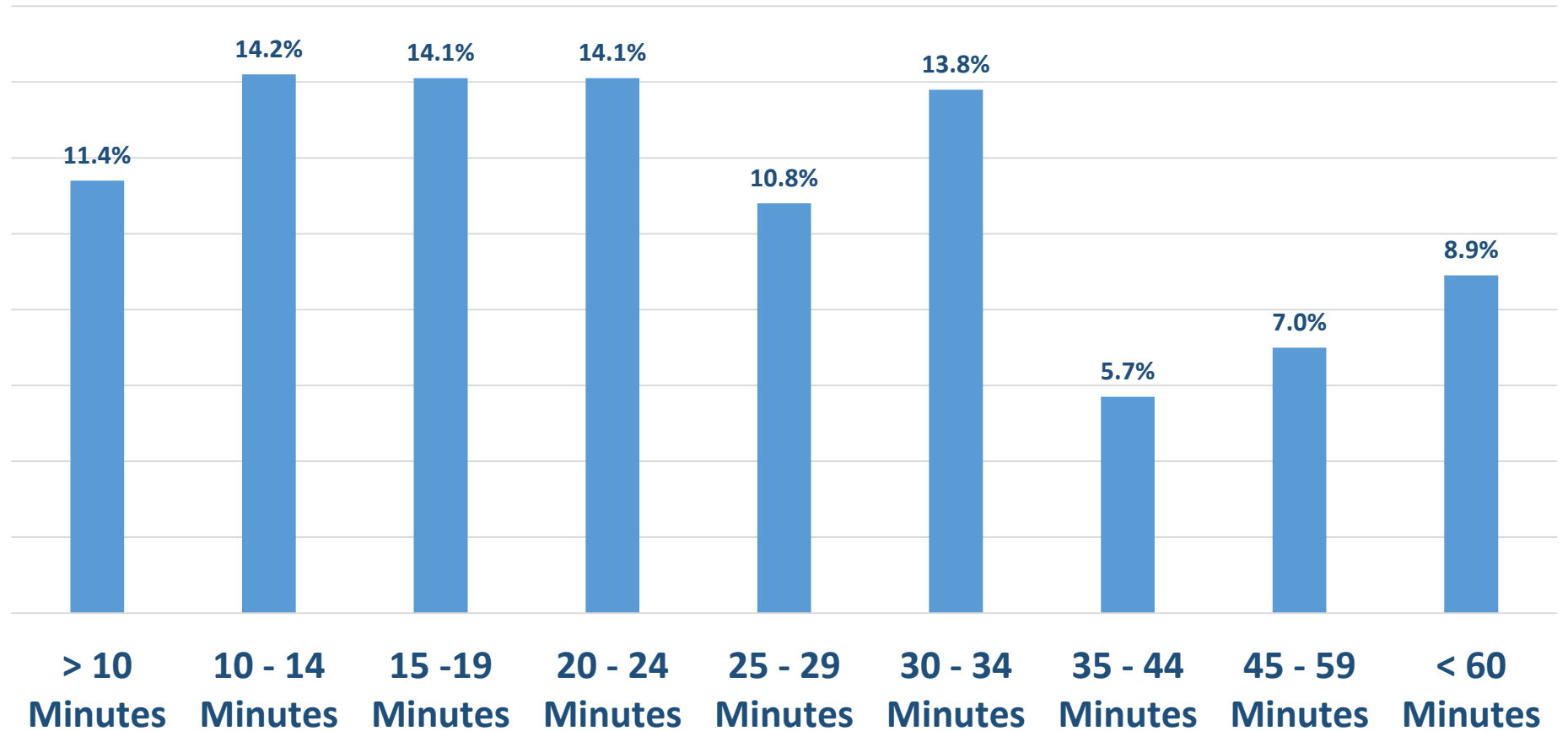


Food for Thought

A Ventura County economy that has been in a recession for the last two years. Several larger employers are relocating divisions of their companies to more affordable cost of living areas and there has been very little economic development throughout the county.



Travel Time to Work - Ventura County

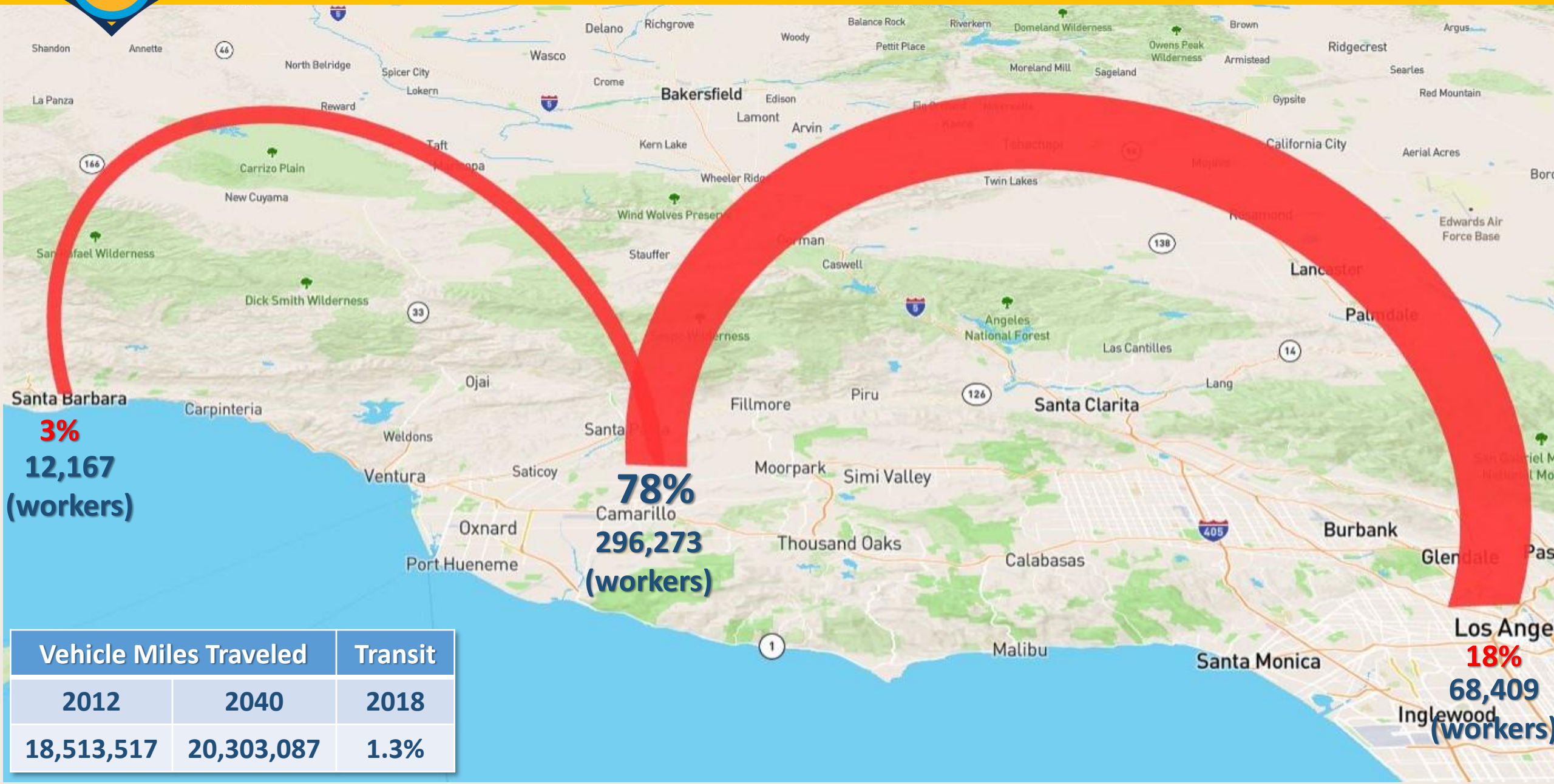


- 64.6% of work trips are less than 30 minutes
- Mean travel time = 26.6 minutes
- 72.3% of all work trips occur between 5 AM – 9 AM

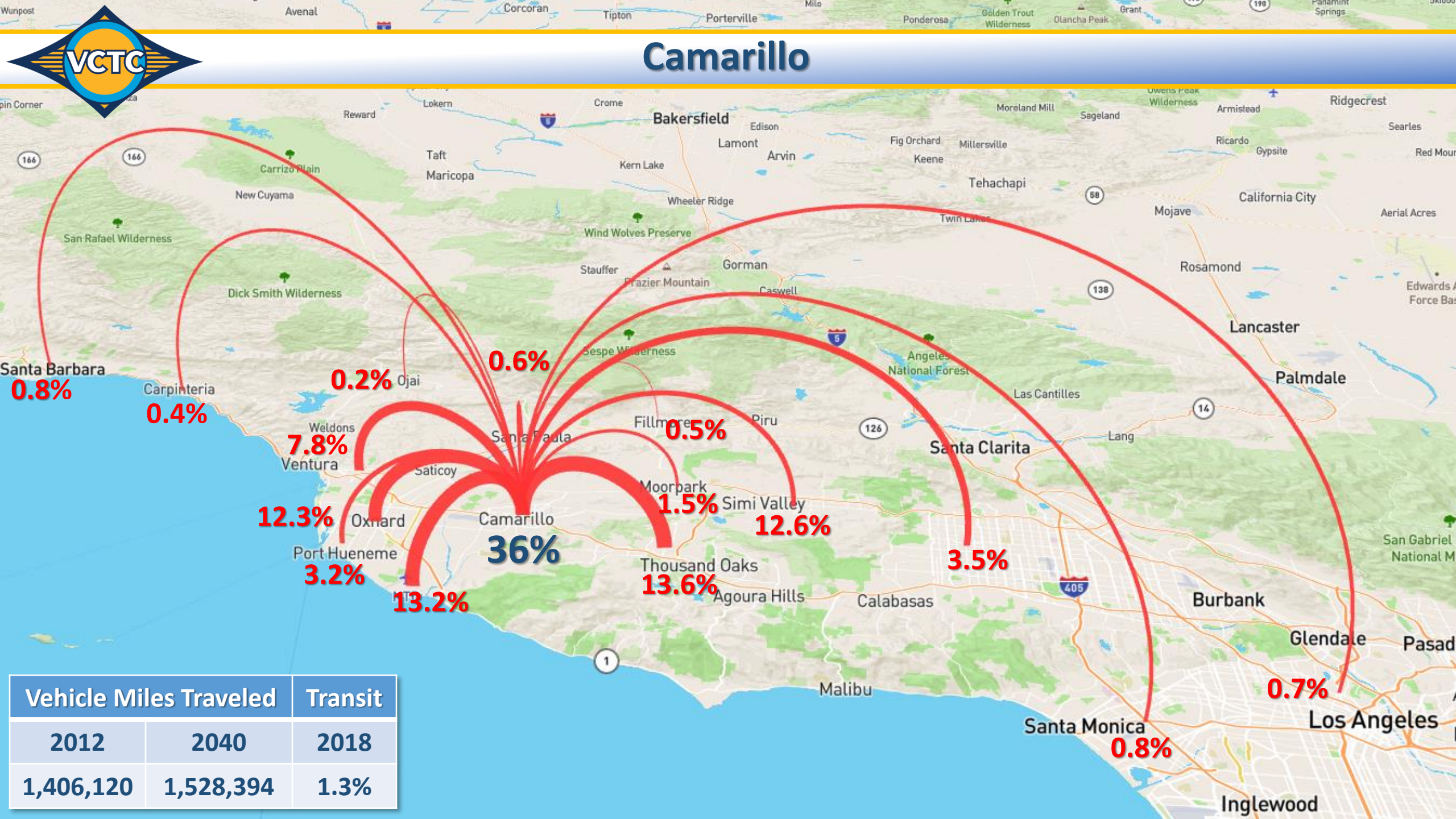




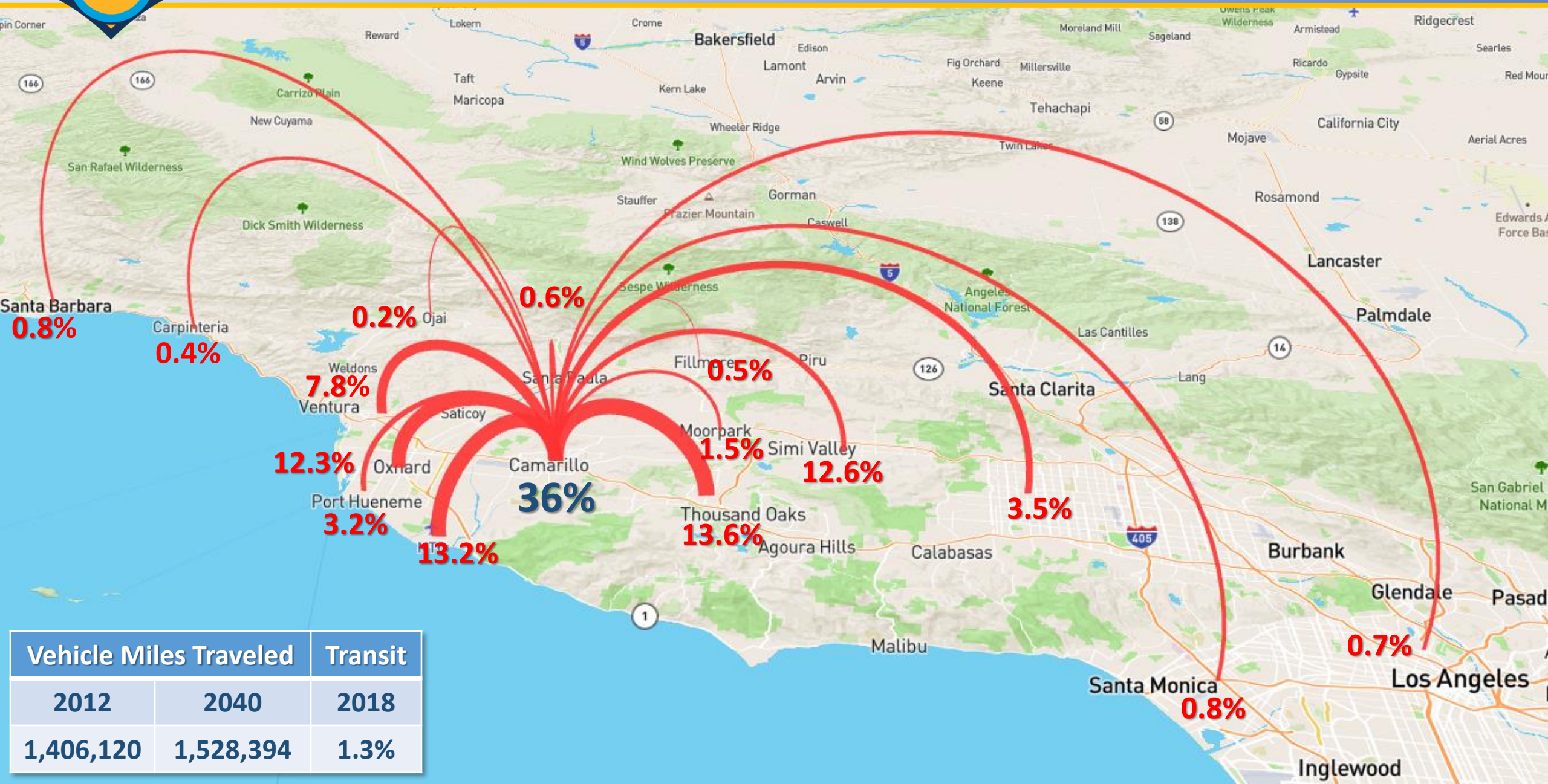
County to County Work Trips



Vehicle Miles Traveled		Transit
2012	2040	2018
18,513,517	20,303,087	1.3%



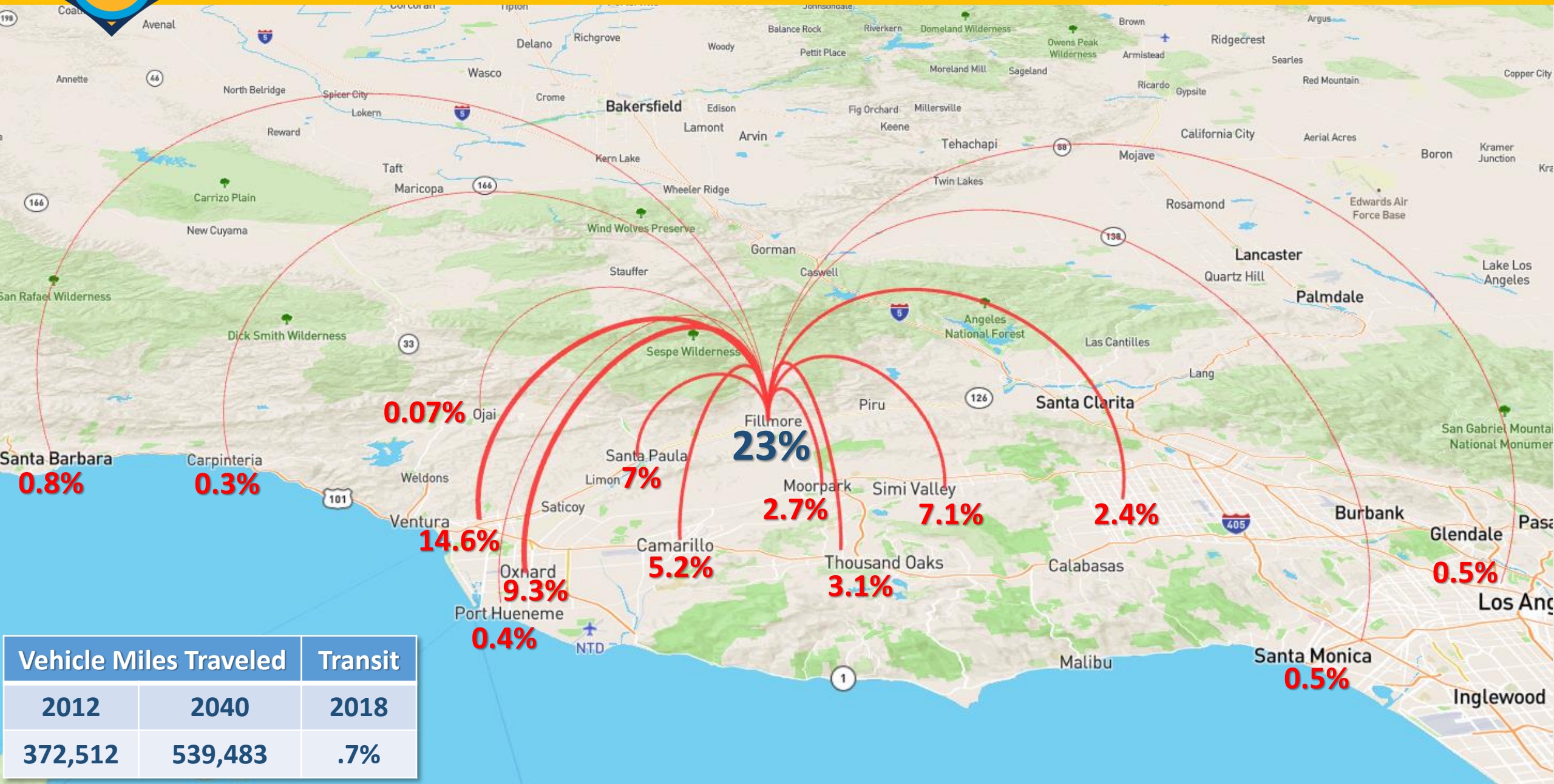
Camarillo



Vehicle Miles Traveled		Transit
2012	2040	2018
1,406,120	1,528,394	1.3%



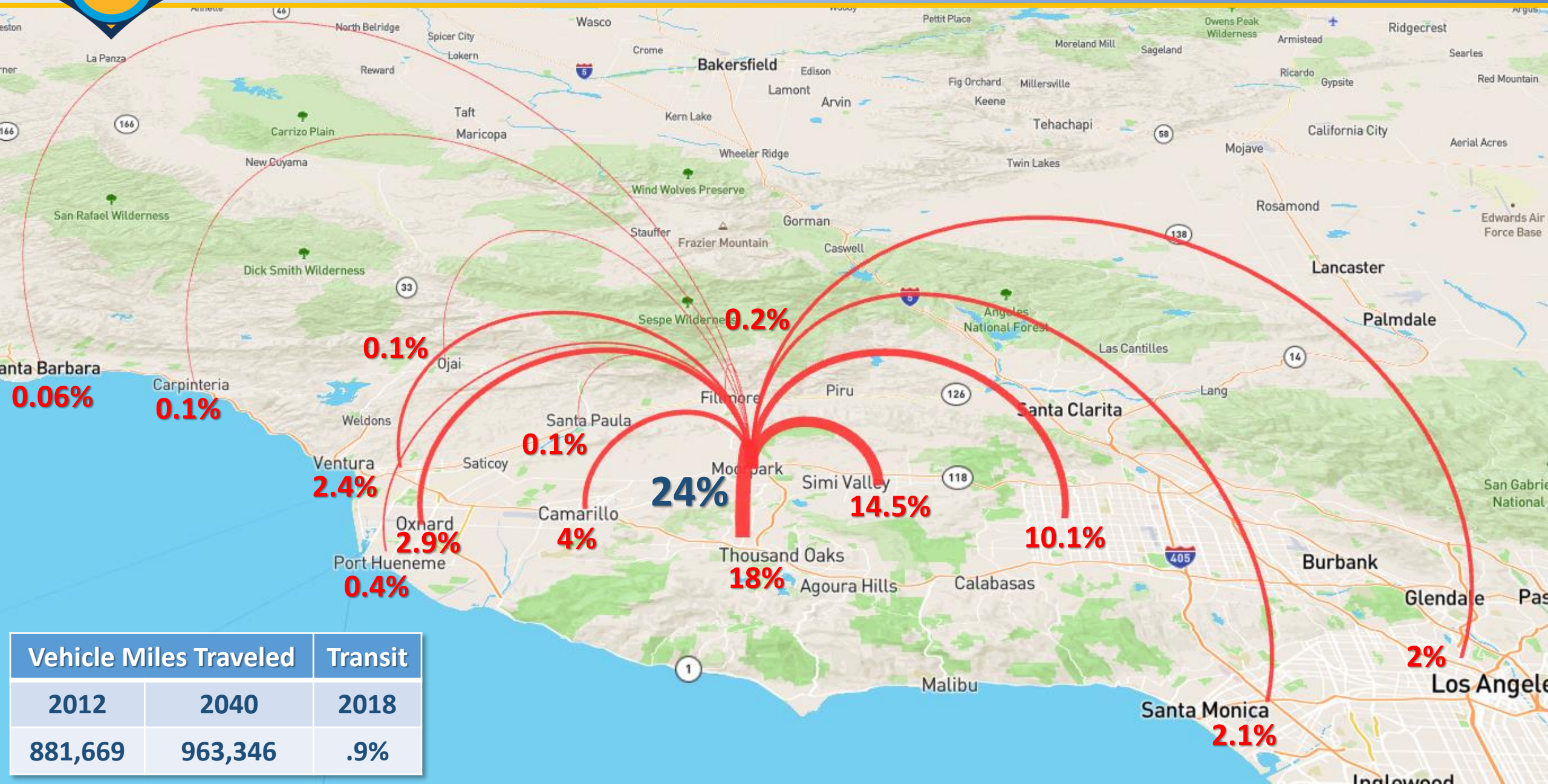
Fillmore



Vehicle Miles Traveled		Transit
2012	2040	2018
372,512	539,483	.7%



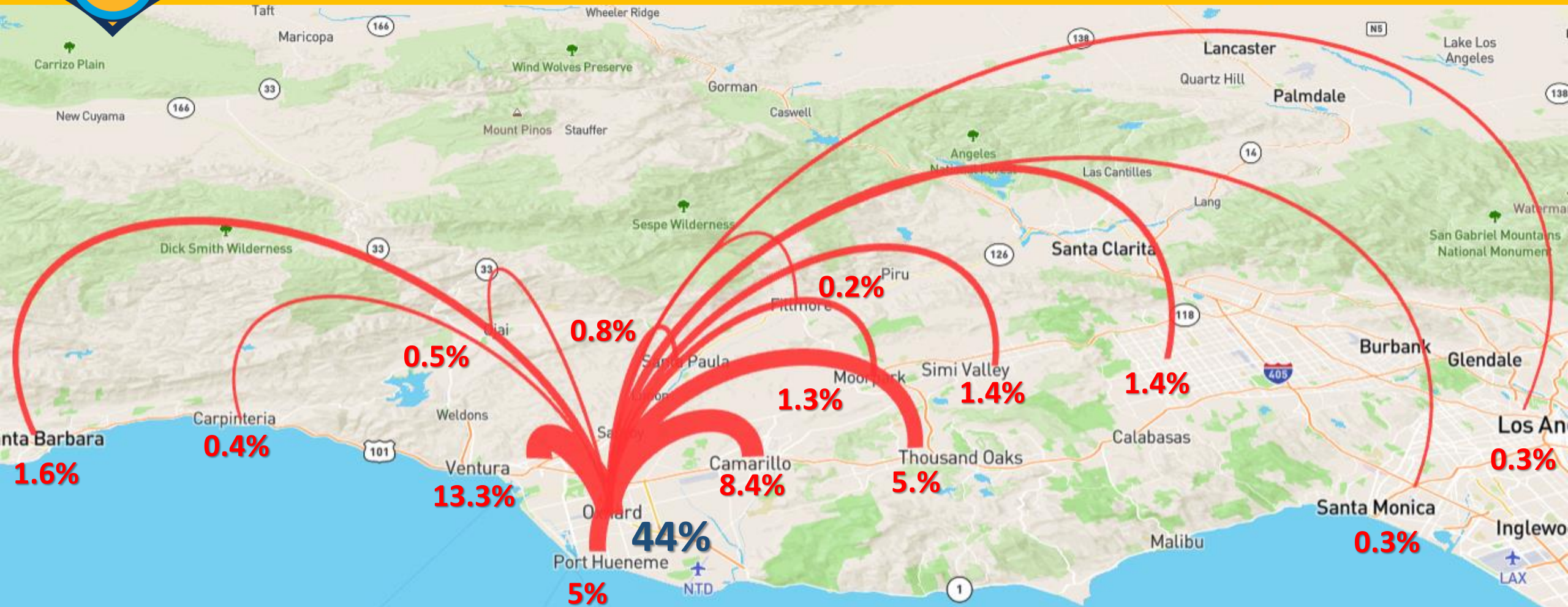
Moorpark



Vehicle Miles Traveled		Transit
2012	2040	2018
881,669	963,346	.9%



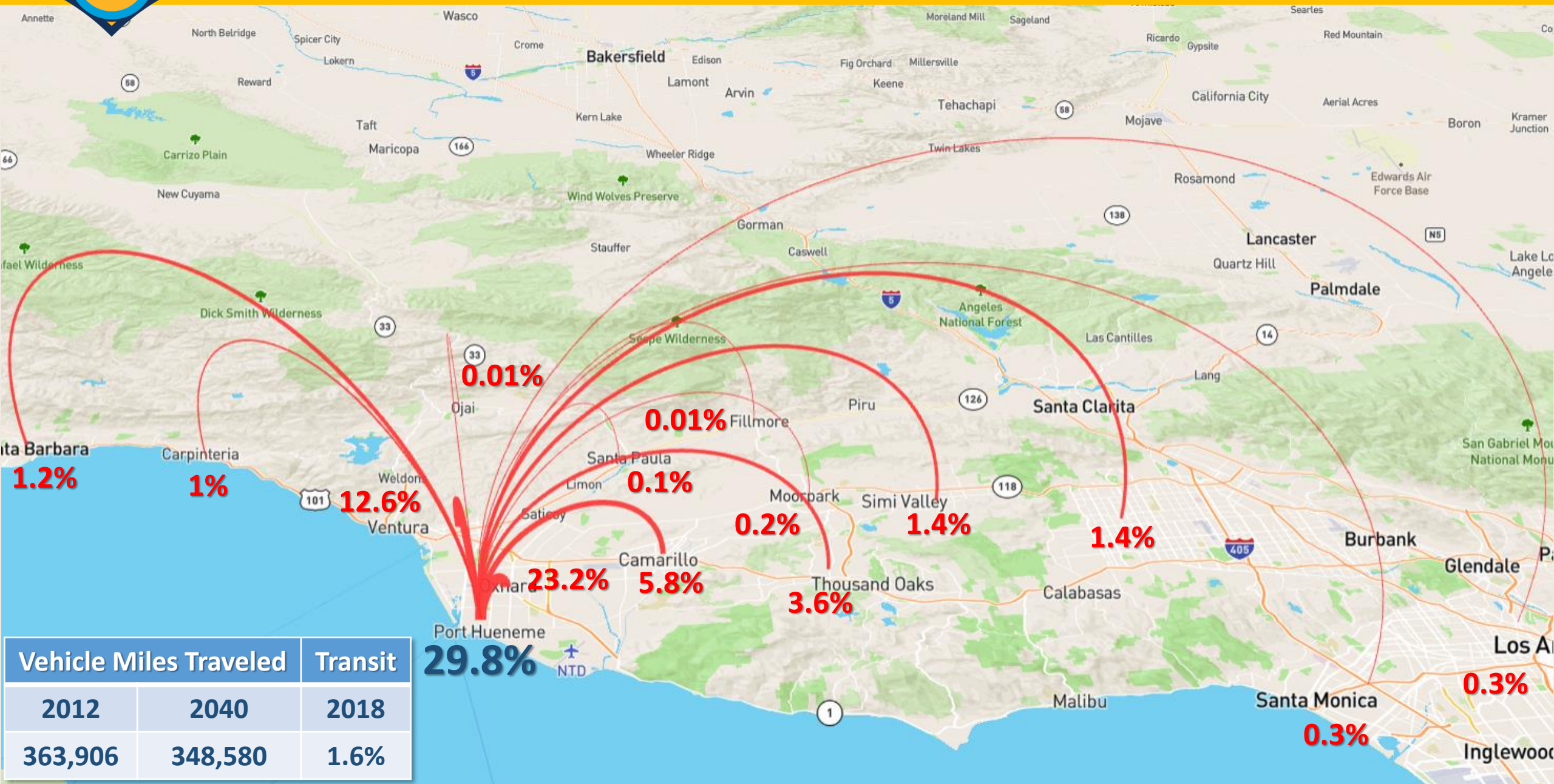
Oxnard



Vehicle Miles Traveled		Transit
2012	2040	2018
2,739,788	3,494,693	1.1%



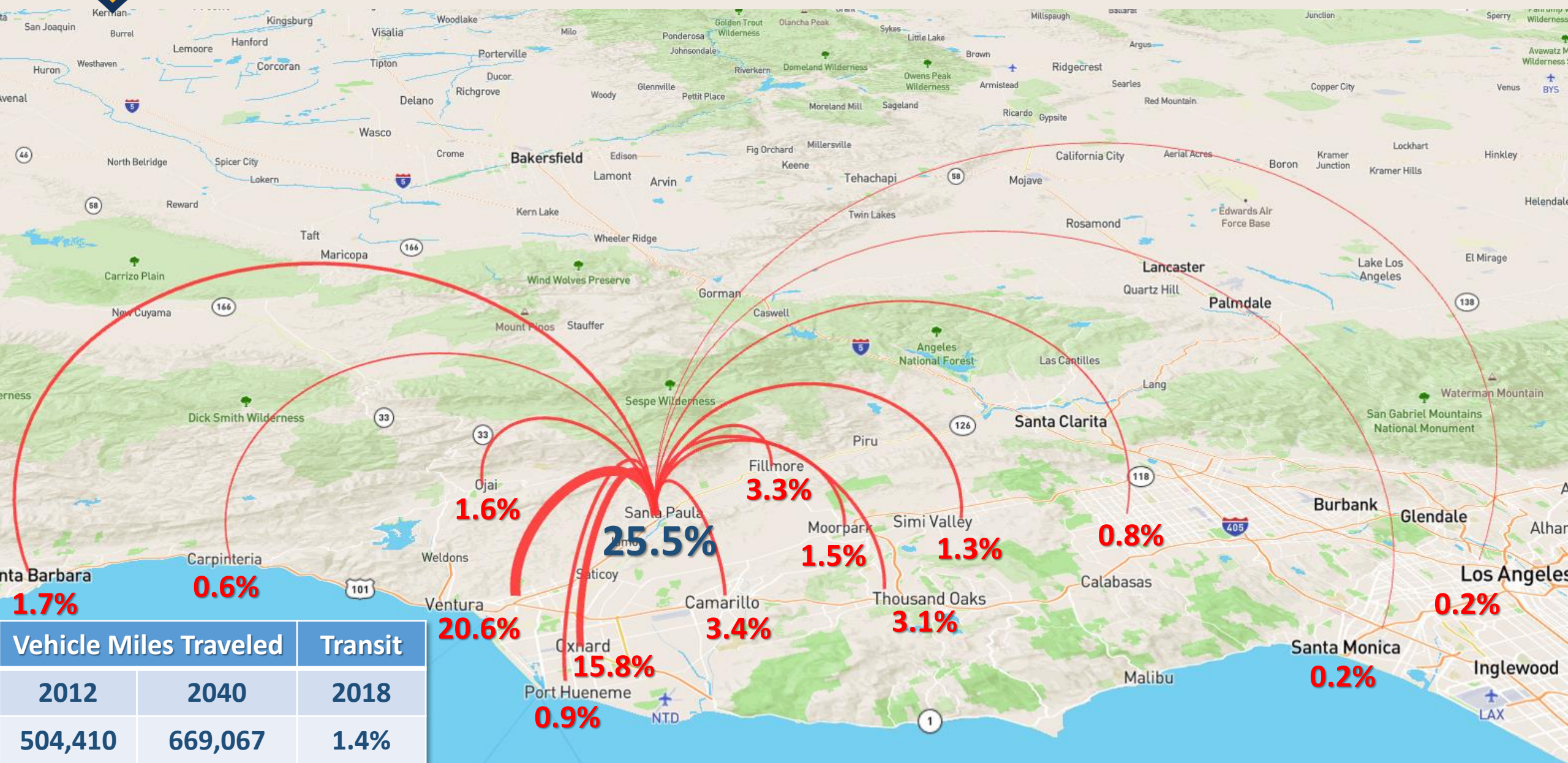
Port Hueneme



Vehicle Miles Traveled		Transit
2012	2040	2018
363,906	348,580	1.6%

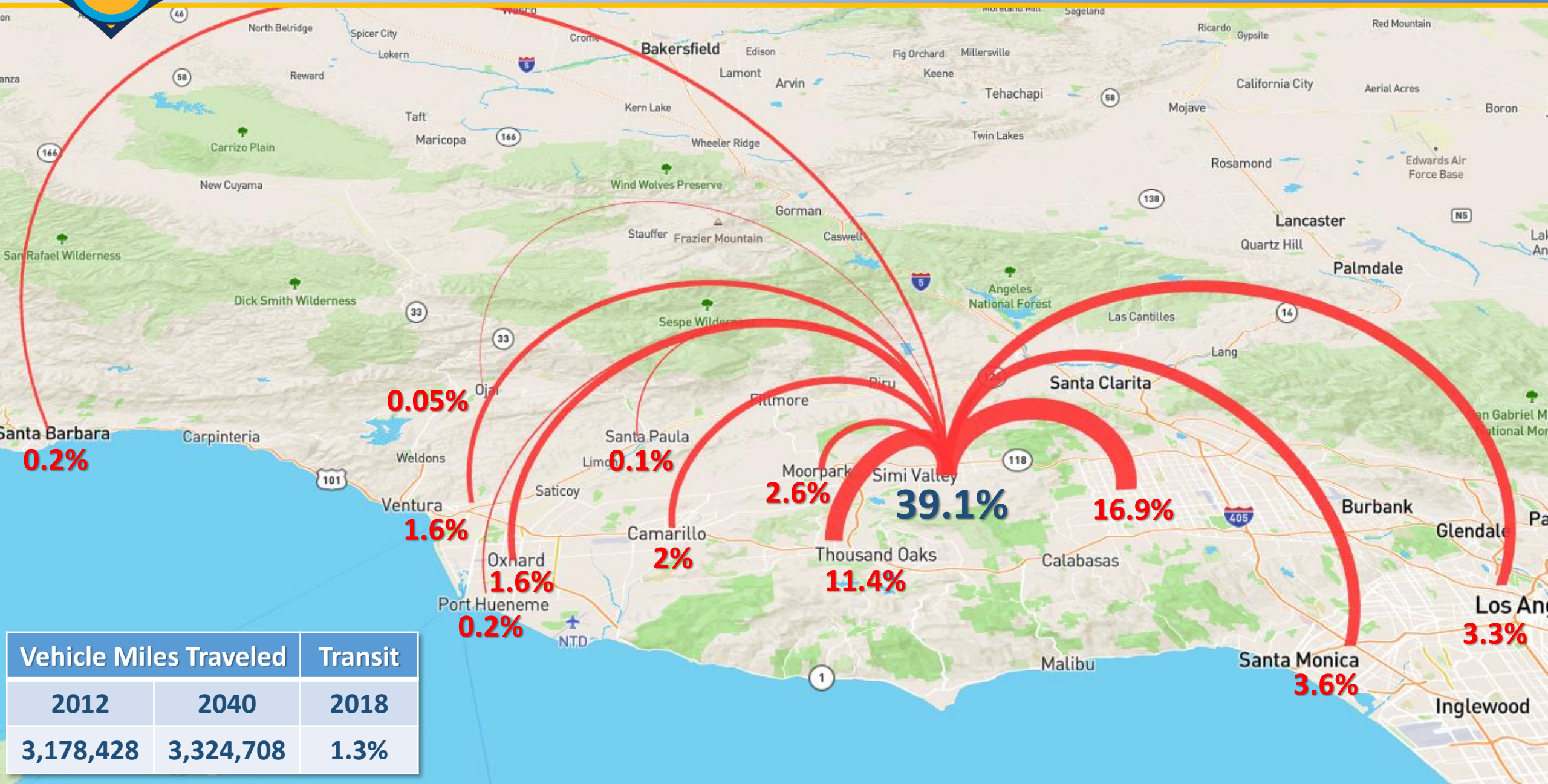


Santa Paula





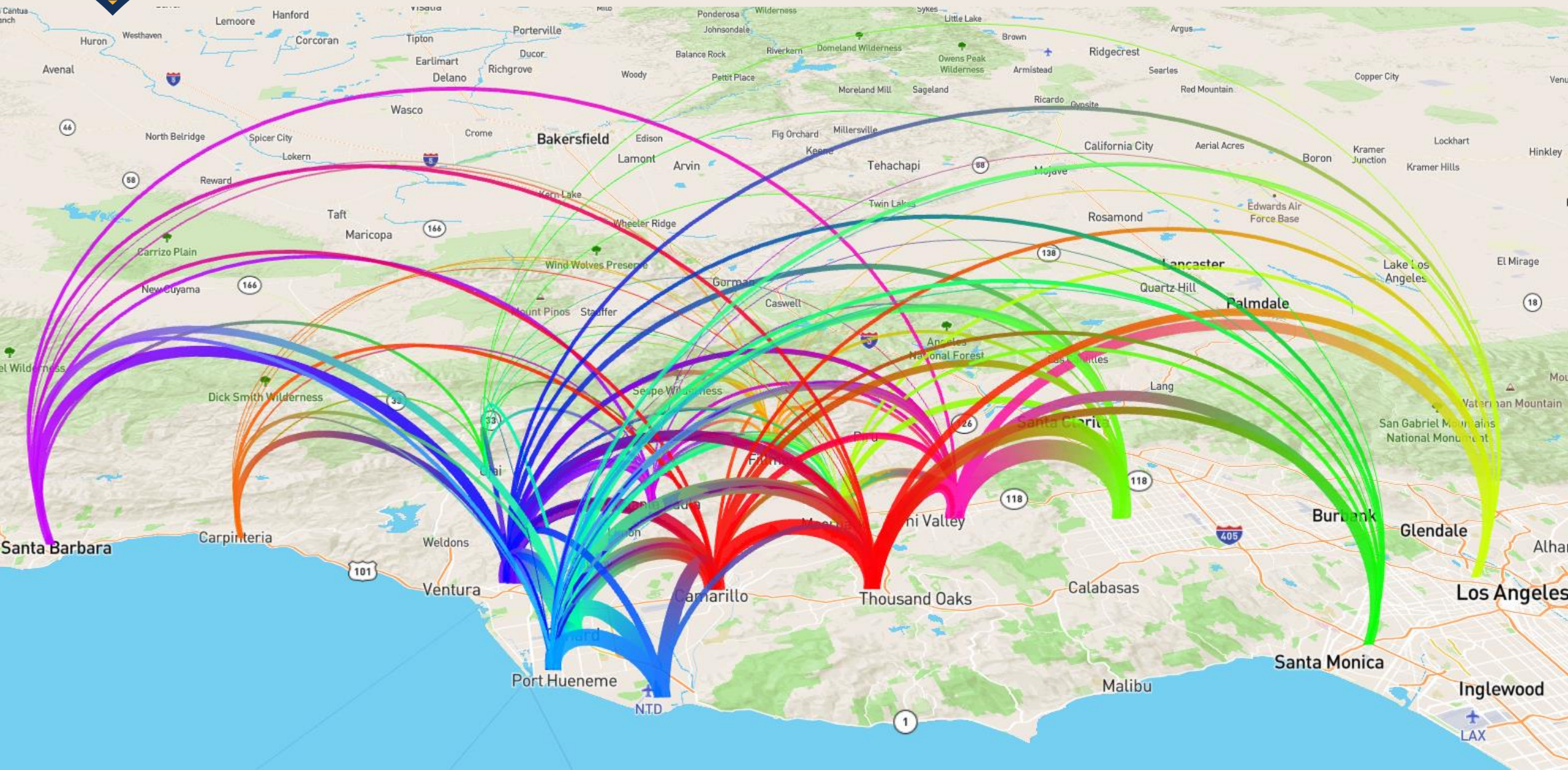
Simi Valley



Vehicle Miles Traveled		Transit
2012	2040	2018
3,178,428	3,324,708	1.3%

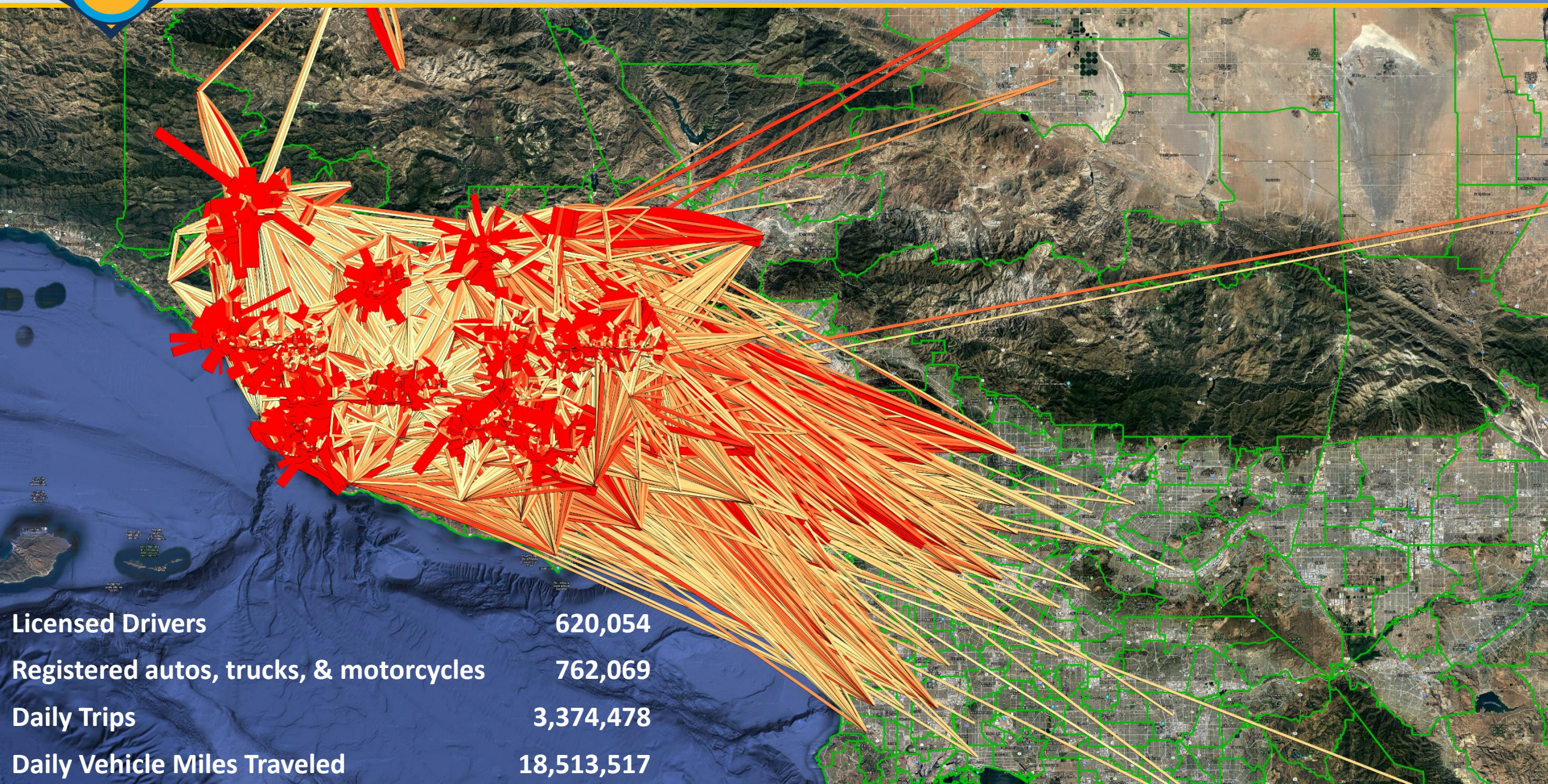


Just Work Trips





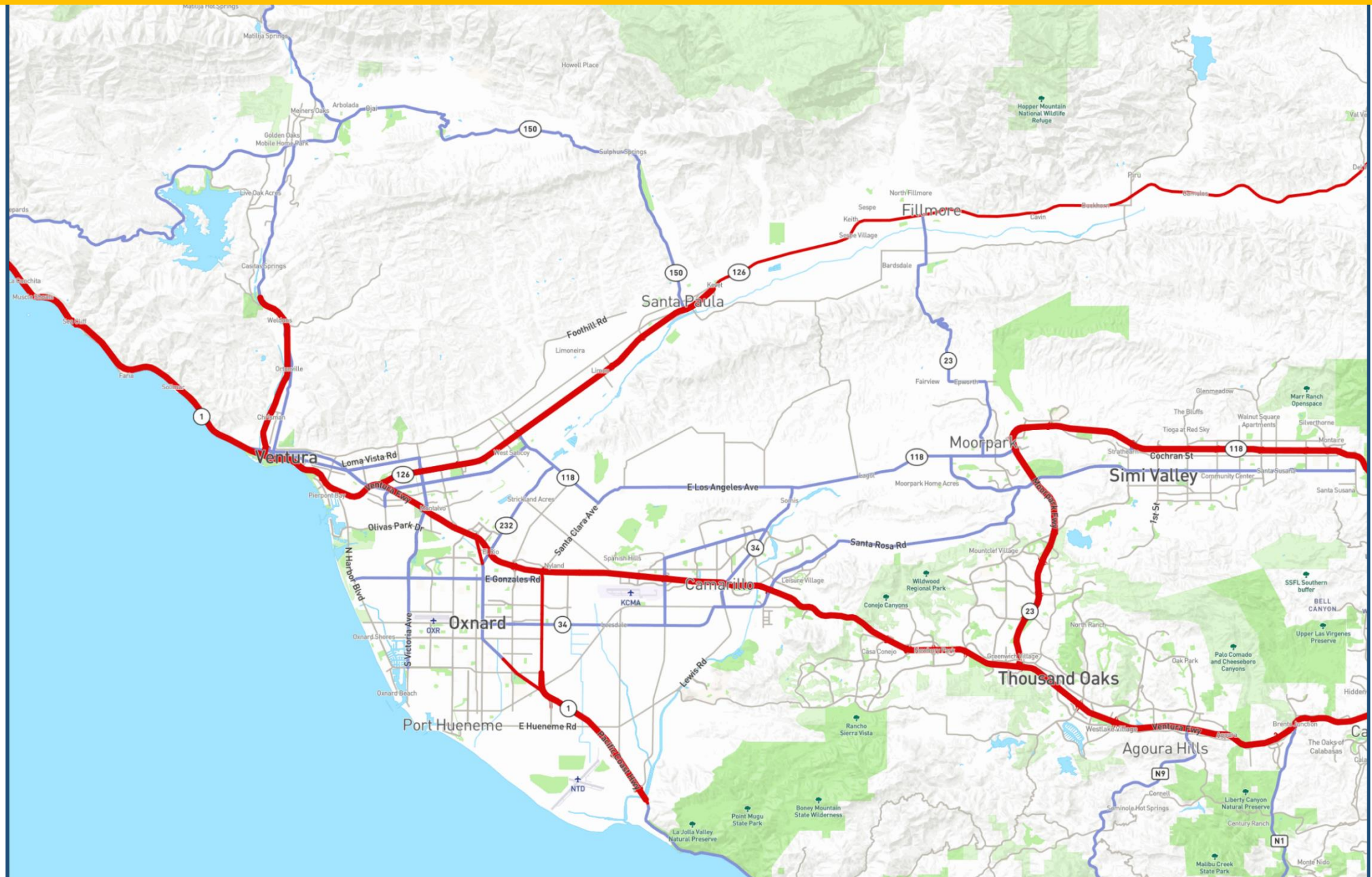
Daily Vehicle Trips in Ventura County



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Highways & Arterials - Ventura County





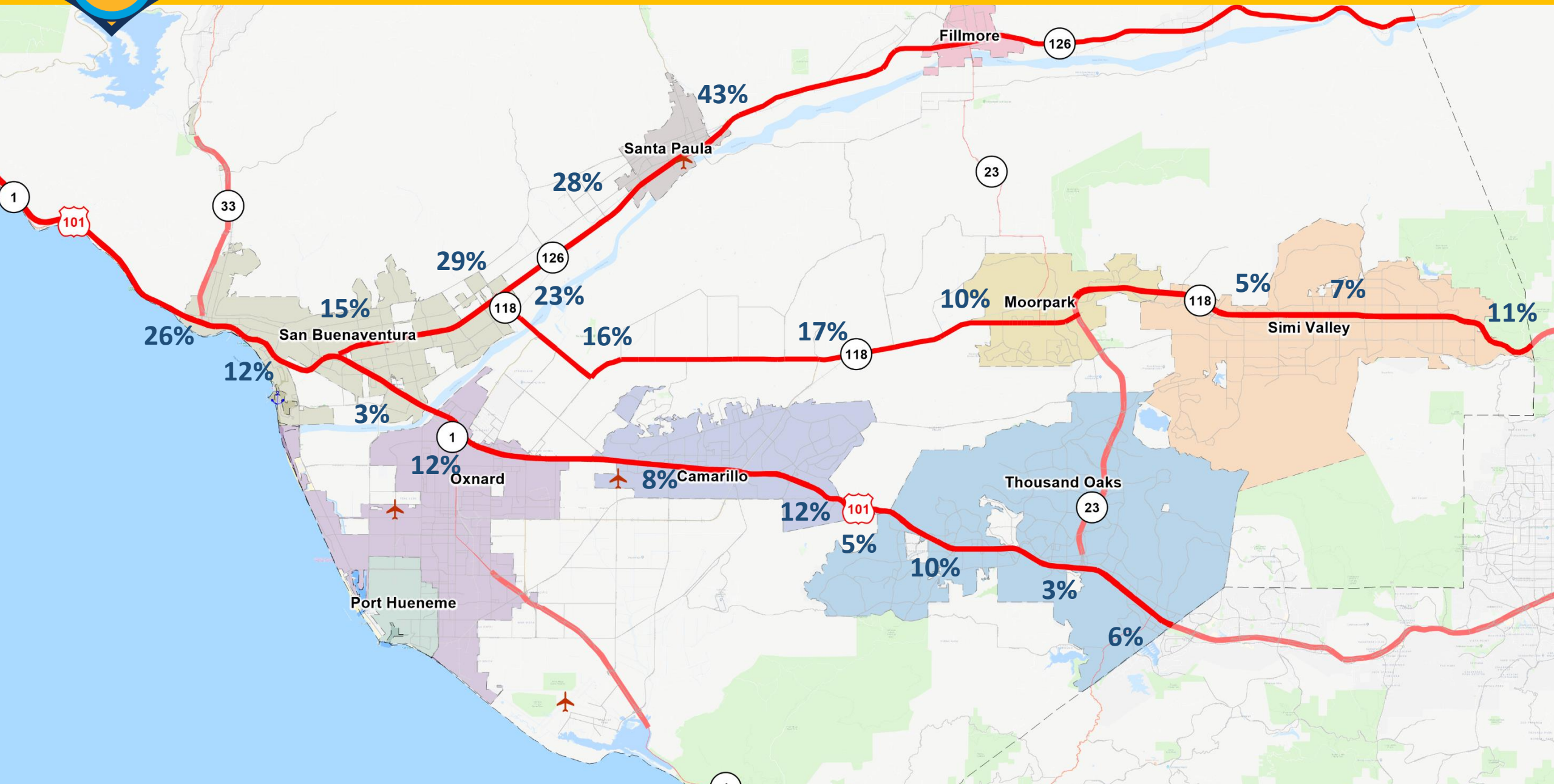
Food for Thought

Air quality, both the traditional which by most California standards isn't horrible but still unhealthy and VC's role in the larger GHG/Climate change conversation.



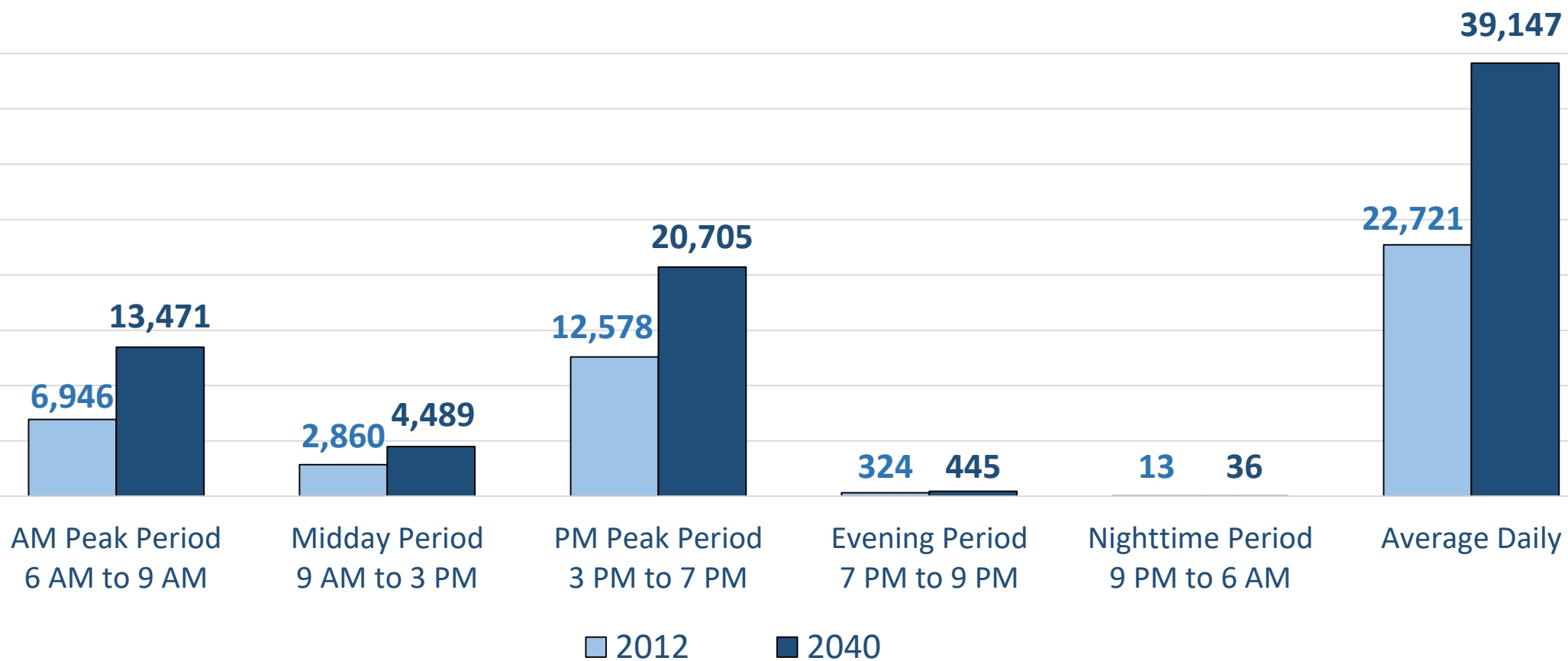


Growth in Average Daily Traffic (ADT)





Hours of Delay – Freeways & Highways





Food for Thought

With a unique Ventura County Flavor

Are we ready for comprehensive regional transportation planning and the public policy debates associated with the intersection of transportation, public transit, air quality, housing (quantity and affordability), jobs, and the economy?

IT IS GOING TO HAPPEN...SOMEWHERE....SHOULD IT BE HERE?





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