



US 101 Improvement Project – Presentation to VCTC

September 11, 2026



Agenda

1. Project Background and Overview
2. Alternative Analysis
3. Vehicle Miles Traveled
4. Funding
5. Project Schedule
6. Next Steps



Project Partners / Project Development Team



- VCTC
- Caltrans
- City of Thousand Oaks
- City of Camarillo
- City of Oxnard
- City of San Buenaventura
- County of Ventura

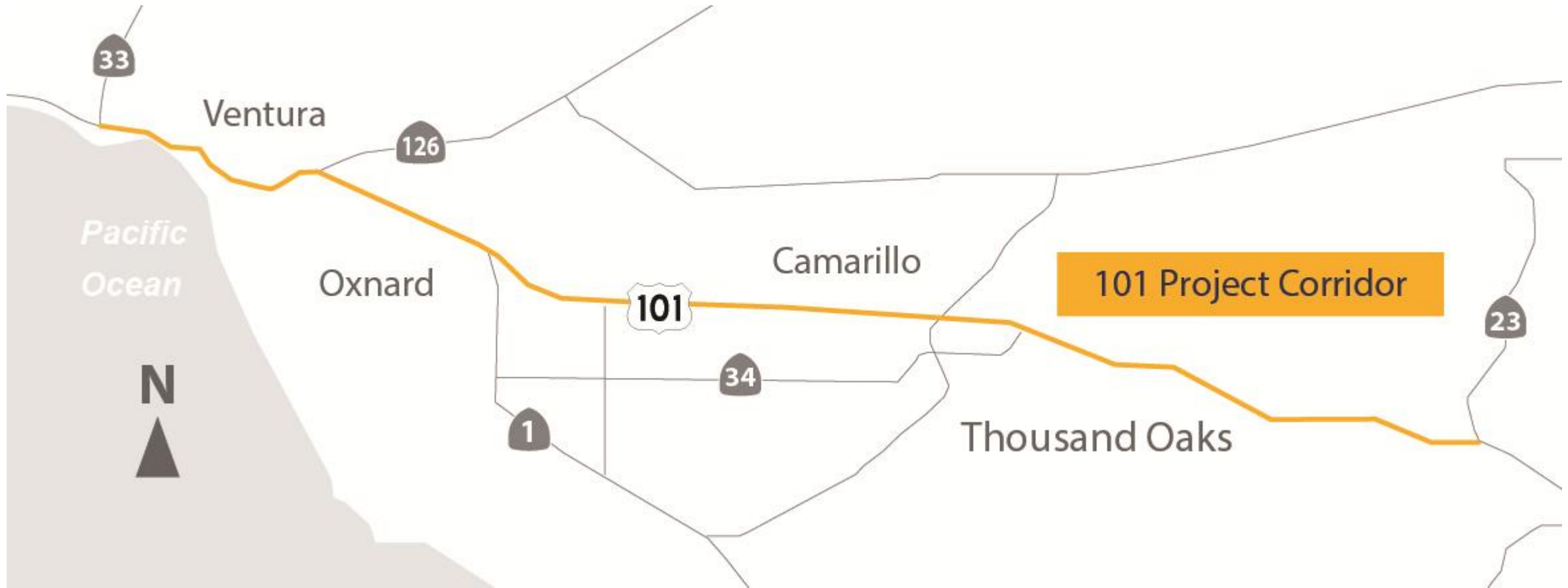




Background and Overview



Study Area -26.8 miles

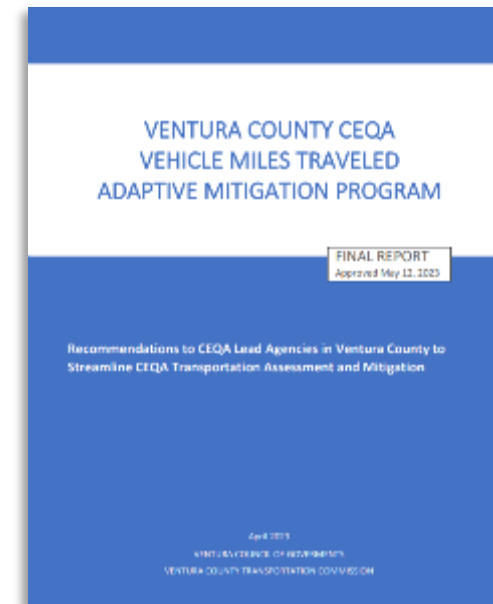
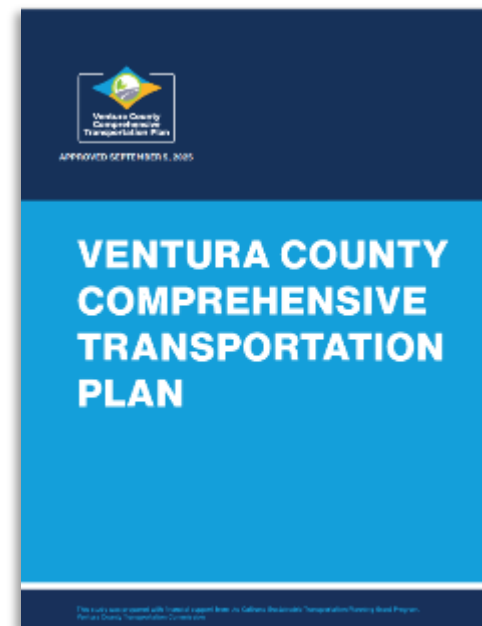
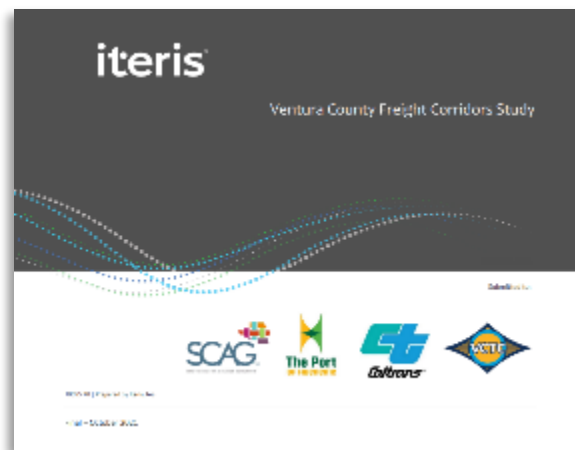
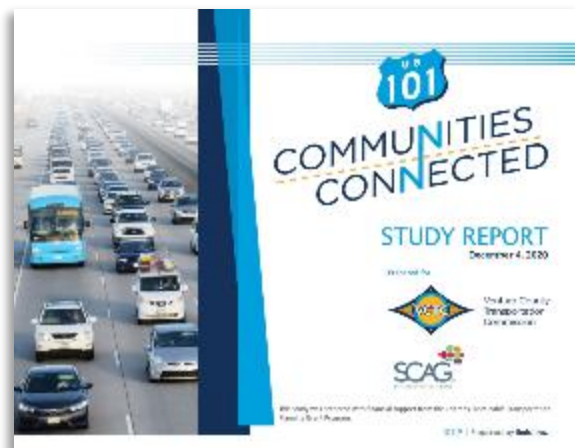


Project Importance



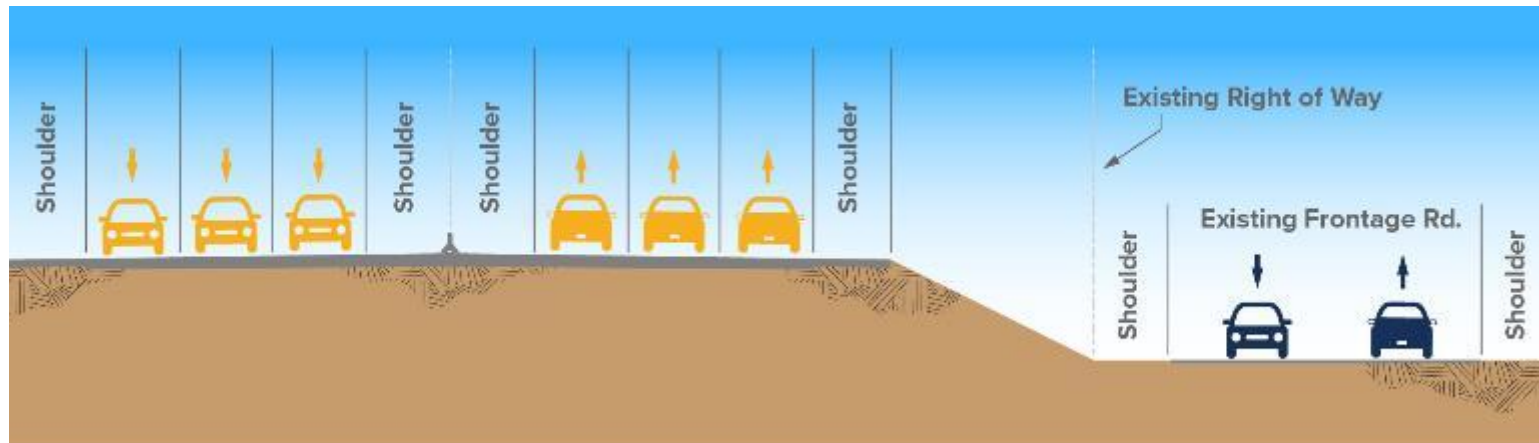
- VCTC identified US 101 as the **highway network's greatest area of need**
- Aging infrastructure: Some segments of US 101 haven't had significant improvements since the 1960s
- About half of the jobs and residences in Ventura County are in the US 101 Corridor
- 58% of corridor trips stay within the corridor
- No continuous alternate routes
- Peak period speeds forecast to drop and travel time to increase
- Person movement and goods movement constrained by the US 101 corridor
- Provide an alternative to "Opt Out of Congestion"

Multimodal Planning Approach



Existing Conditions

- 3 general purpose lanes (regular freeway lanes) in each direction from Moorpark Road in Thousand Oaks to SR 33 in Ventura
- 2 general purpose lanes in each direction within the SR 126 interchange
- Few auxiliary lanes – mainly in Thousand Oaks
- No existing High Occupancy Vehicle (HOV)/Carpool lanes



Purpose and Need



Project Purpose

- a. Improve Traffic Conditions by:
 - a. Improving Trip Reliability
 - b. Achieve Regional HOV Connectivity
 - c. Support Regional Prosperity
 - d. Improve Efficiency of Public Transit System

Project Need

- a. Improve Trip Reliability and Traffic Operations

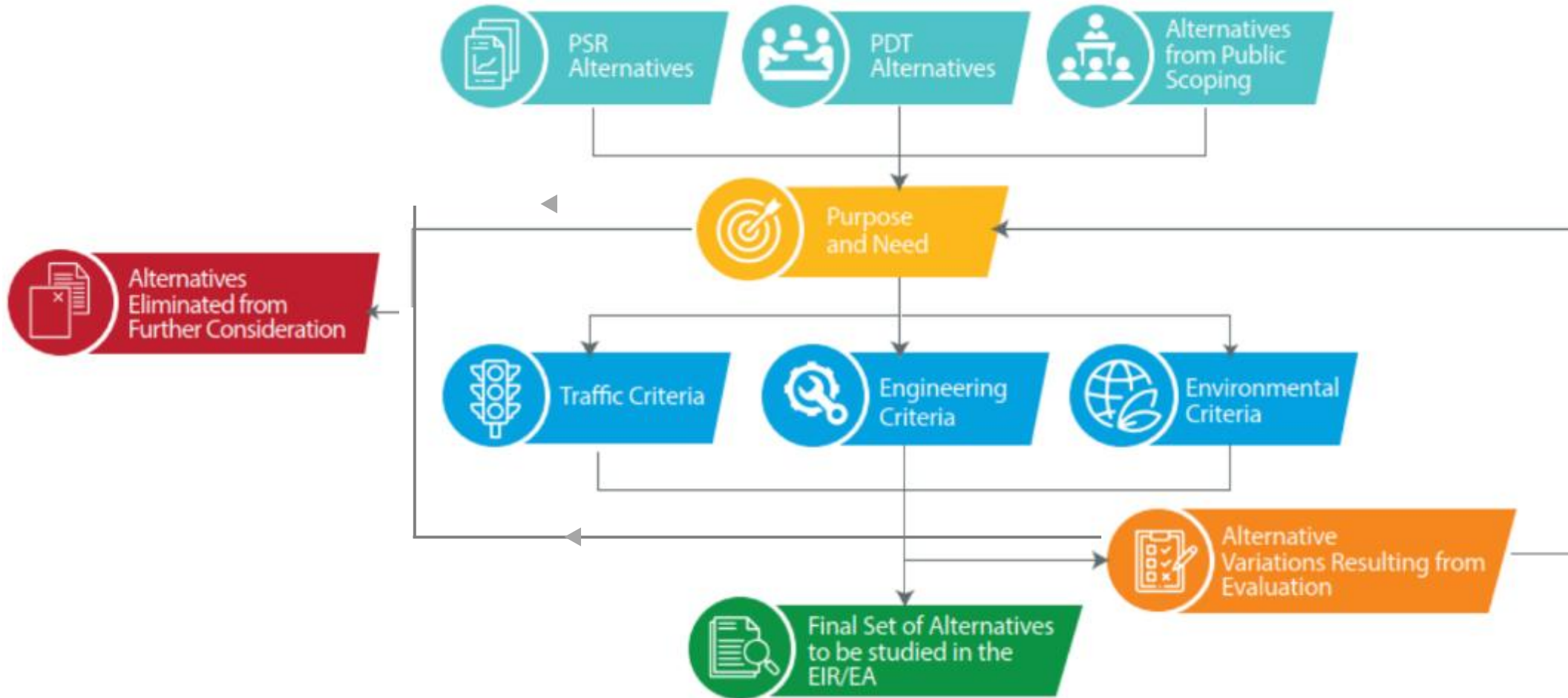




Alternative Analysis



Alternatives Analysis



Alternatives Analysis



Alternatives Evaluated

- No Build
- HOV Lane Using Non-Standard Section
- HOV Lane Using Non-Standard Section with Auxiliary Lanes
- HOV Lane Using Standard Section with Auxiliary Lanes
- HOV Lane Using Standard Section with Design Variations and Auxiliary Lanes
- Two HOV Lanes Using Standard

Section with Auxiliary Lanes

- Reversible Lane
- Elevated Dedicated Transit Way
- General-Purpose Lane
- Tolloed Lanes – not considered
- Combination of HOV Lane and General-Purpose Lane

Final Set of Alternatives

- No Build
- HOV/Express Bus Lane with Auxiliary Lanes
- HOV/Express Bus Lane with Auxiliary Lanes and Design Variations



Final Set of Alternatives

Alternative 1: No Build

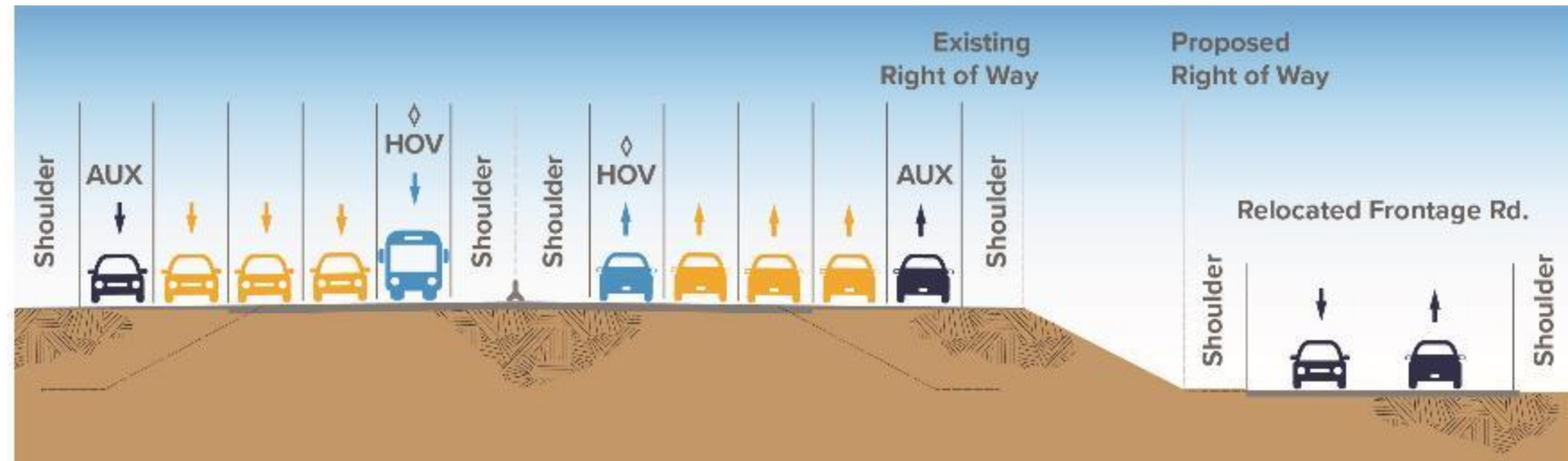
- No further improvements on US 101
- Represents a baseline condition
- Allows decision makers to compare the impact of build alternatives to the impact of doing nothing



Final Set of Alternatives

Alternative 2: HOV/Express Bus Lane with Auxiliary Lanes (\$1.8 Billion)

- Demonstrates the benefit of the HOV lane for carpools and express bus service
- Improves freeway operations at busy on/off ramps with more auxiliary lanes
- Uses the existing inside lane between Vineyard and Victoria to provide room for a standard width HOV lane and inside shoulder without widening the Santa Clara River bridge
- Requires widening freeway bridges
- Impacts local streets
- Requires some property acquisition



Final Set of Alternatives

Alternative 3: HOV/Express Bus Lane with Auxiliary Lanes and Design Variations (\$2.2 Billion)

- Minimizes impact to south hillside on the Conejo Grade
- Extends the southbound auxiliary lane at Dawson Drive
- Ends the northbound lane at California Street rather than SR 33 to improve weaving
- Maintains all existing general purpose lanes from Vineyard to Victoria by restriping the inside lanes and shoulders





Project Benefits



Project Benefits



Community Benefits

- Avoids need for full acquisitions of homes or businesses
- Provides thousands of construction jobs
- Maintains existing lanes during construction
- Constructed in phases over 20 years to minimize disruption

Project Benefits



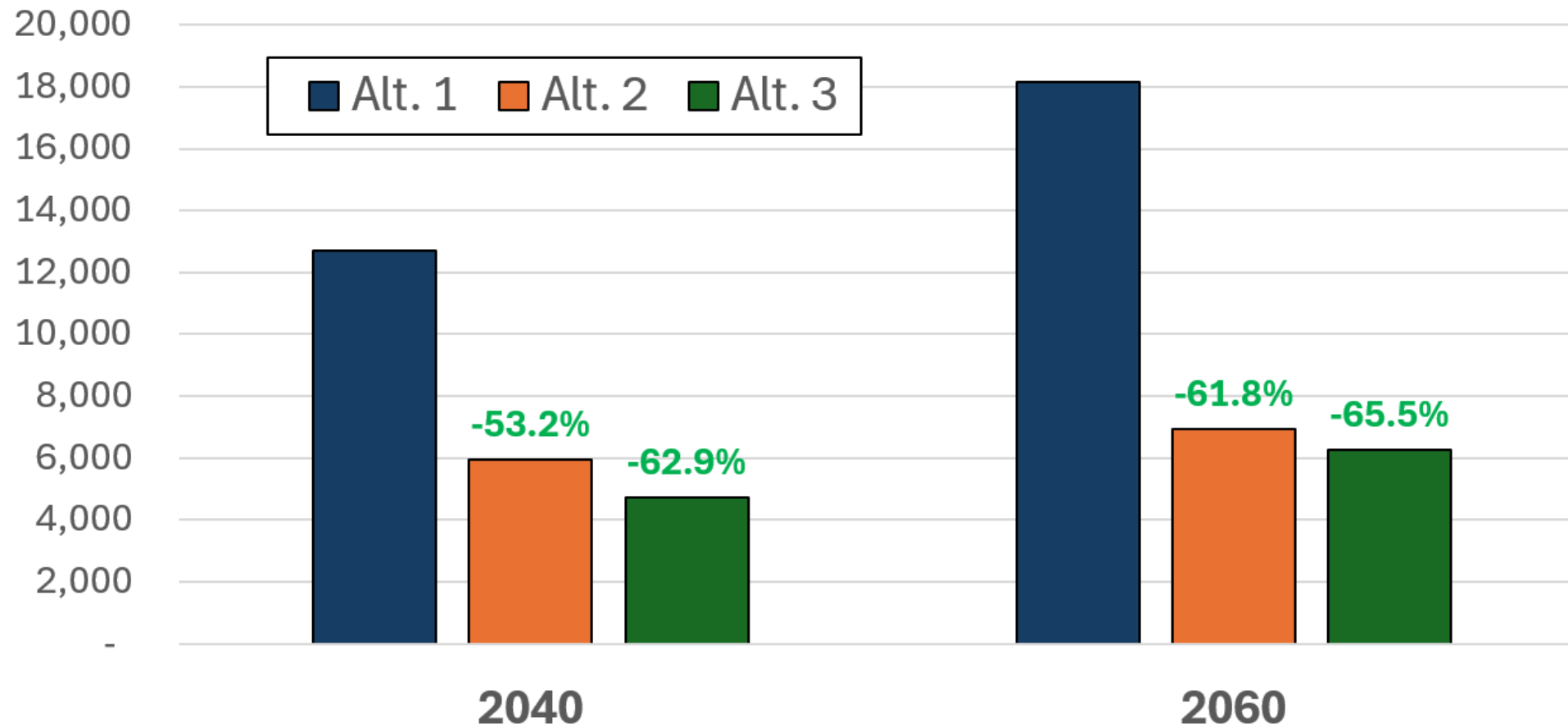
Traffic Benefits

System Performance for alternatives:

- LOS D or better for freeway segments
 - < 21% more in 2040 vs. Alt 1
 - < 27% more in 2060 vs. Alt 1
- 14 intersections improved by proposed measures
- System performance under Alt 3 is slightly better than Alt 2 in:
 - Reducing average travel time
 - Reducing average density
 - Reducing VHD
 - Improving average travel speeds
- Reliable trip time in the HOV lane

Traffic Benefits

Average Vehicle Hours of Delay (VHD) - 2040 vs 2060





Vehicle Miles Traveled (VMT)



VMT Induced Demand



Induced Demand

- Estimated VMT based on model runs by Ventura County Transportation Model (VCTM)
- VMT results presented and summarized in the TOAR (11/10/2021)
- Caltrans Approved VMT Analysis & Mitigation Methodology in February 2023

Type	2040 Alt 1 No Build VMT	2040 Alt 2/3 VMT	Difference in VMT from Alt 1 to Alt 2/3	% Change in VMT
Sub-Region - Annual	5,384,878,901	5,421,574,151	36,695,250	0.7%



Vehicles Miles Traveled (VMT)



Mitigation Program will commit over
\$240 million
For Multimodal Projects in the Corridor

38 million
Annual VMT
Reduced

Mitigation Program Components

- Bike/Pedestrian projects
- Solutions for Congested Corridors Program (SCCP) Application Projects
- Affordable Workforce Housing
- Mobility Hubs
- Transit/Vanpool Programs
- Bicycle Marketing Program
- Mobility as a Service (MaaS)



Funding, Project Schedule & Next Steps



Funding



Total Est. Project Cost = \$1.8B - \$2.2B

Currently Programmed / Available Funding

- STIP: \$133M (Programmed for FY 31)
- STBG: \$85M
- Total: \$218M

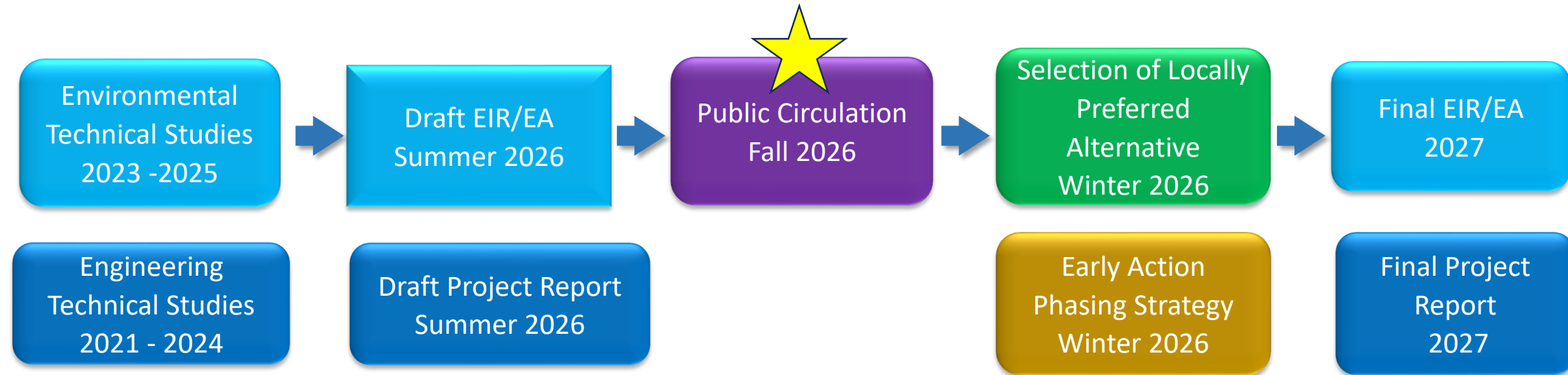
Grants

- SCCP: Cycle 3 (Approved) & Cycle 6 (Potential)
- BUILD: FY 26 (Applied)
- Requests for additional STBG from SCAG (Potential)

Potential Early Action Projects to be determined based on cost effectiveness to provide the highest benefits with the least costs

PA/ED Schedule

- Draft PR and Draft EIR/EA
- Final PR and Final EIR/EA



Next Steps

- Circulate Draft Environmental Document (Public Circulation)
- Outreach & Engagement (Public Hearings)
- Selection of Preferred Alternative



Public Hearing Schedule



- Public Hearings will be held in November at the following locations:
 - Thousand Oaks Performing Arts Center – Wednesday, Nov. 4
 - Oxnard Performing Arts Center – Thursday, Nov. 12
 - Camarillo Library – Wednesday, Nov. 18
 - Ventura City Hall Community Room – Thursday, Nov. 19
 - *In-Person Hearings scheduled for 5:30-7:30pm*
- Virtual Public Hearing – Saturday, Nov. 14 – 10:30am – 12:00pm



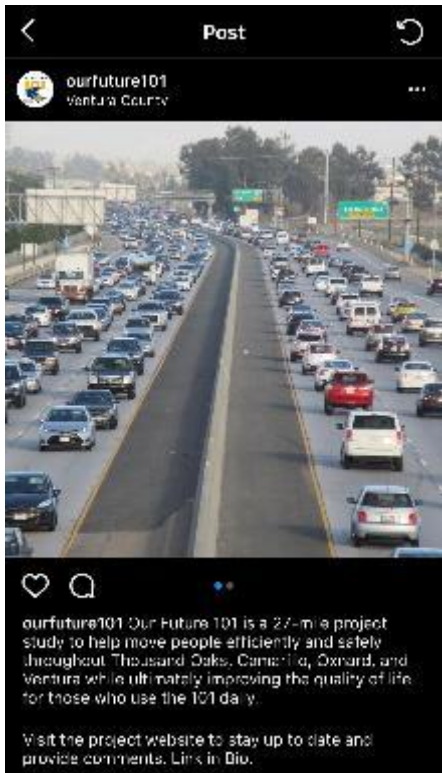
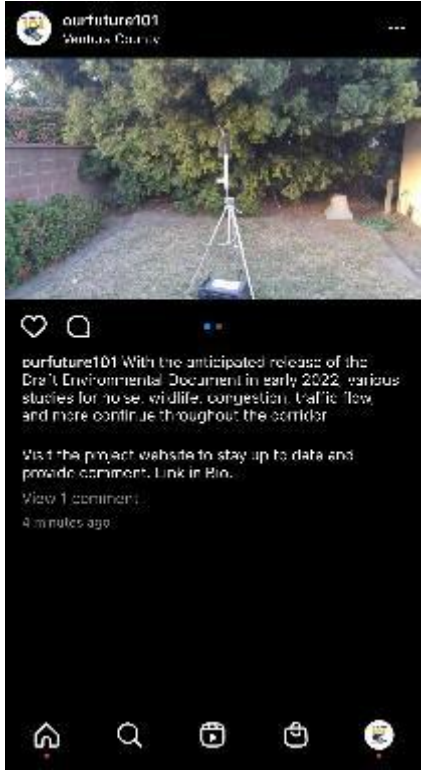
Public Circulation



- Public Review Period
 - Tentative Circulation Dates: September 30, 2026 – December 7, 2026
 - 68 calendar days
- How to Access Draft Environmental Document
 - Will be available for review electronically via the project website at www.ourfuture101.org
- Comment Due Date
 - Comment period ends at 11:59p.m. on Monday, December 7, 2026
- How to Submit Comments
 - Send your comments, including “US 101 HOV EIR/EA” in the subject line, no later than November 19, 2026, to susan.tse@dot.ca.gov or by mail to:

Susan Tse Koo, Senior Environmental Scientist
California Department of Transportation
Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012
Susan.Tse@dot.ca.gov

Contact Us



social media

[Instagram.com/ourfuture101](https://www.instagram.com/ourfuture101)

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Our FUTURE

101



Moving Ventura
County Forward

THANK YOU



CITY OF
VENTURA

CITY OF
OXNARD

Camarillo

City of
Thousand Oaks

