

Attachment 1: Tool Box

2009 Ventura County Congestion Management Program

Adopted July 10, 2009

TOOL BOX

Level of Service (LOS) Improvements for Deficiency Plans

The “Tool Box” presents a variety of improvements, programs and strategies that may be implemented to improve LOS. The projects listed in the Tool Box represent only a partial list of possible improvements. Project sponsors should consult with affected local jurisdictions and transit agencies when developing projects for improving LOS. The list is presented in alphabetical order rather than priority order.

Project	Description
Bicycle Facilities Improvements	Install or increase the number of bicycle lockers and racks at Park-and-Ride lots, bus and rail transfer centers, and bus stops where appropriate. Install bicycle racks on buses. Require the inclusion of bicycle storage facilities in commercial and industrial developments. Require developments employing more than 100 employees to provide showers and changing rooms. Local agencies are encouraged to establish “Bike-and-Ride Lots” which are areas along major routes designated for bicycle storage only.
Bicycle Path Improvements	Widen shoulders or curb side pavements. Re-stripe lanes and/or remove on-street parking to create a wider outside (right) lane for bicycles. Install or modify the sensitivity of loop detectors at intersections to trigger traffic signal changes to allow bicycles to clear the intersection.
Bus Transit Service to New Development	For new development, local agencies, employers and developers shall work with public transit operators and private operators as appropriate to: 1) identify new bus service or service enhancements to new development, and 2) contribute financially toward both capital and operating cost of new service or service improvements. Emphasis shall focus on service that will reduce peak period vehicle trips.
Child Care Facilities	Encourage the development of child care facilities near or at employment sites, transit centers and park-and-ride lots.
Development Design	Require new development at or near employment sites, transit centers, and park-and-ride lots to incorporate retail services (such as Automated Teller Machines, post office substations, dry cleaners, etc.) in the design of the development. Developments should front the street, with direct visual links to bus stops and amenities. Good lighting and shelter are also important. Where practical, parking should be moved to the rear or sides of a development, allowing for direct visual identity of the front or entrance to a building. Include sufficient bicycle parking that is both safe to access at all hours and secure.

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TOOL BOX (Continued)

Grade Separations	Construct or provide funding for grade separation(s) at congested railroad grade crossings.
Noontime Shuttle Service	Provide shuttle bus service from employment areas to retail, recreation and commercial areas as appropriate.
Pedestrian Signals	Install pedestrian signals on major arterials to enhance safety and encourage walking.
Rail Transit Expansion	Expand rail transit where appropriate. Intergovernmental and institutional arrangements are required to construct, operate and fund expanded rail service.
Ramp Meters	Install ramp meters at strategic freeway locations with bypass lanes for buses and carpools where warranted.
Rideshare	Work with VCTC's Rideshare Office to provide carpool, vanpool, transit and Guaranteed Ride Home Program options to employees.
Road Improvements	Construct road or highway improvements where needed including operational improvements (spot widening at bottlenecks; widening intersections to add turn lanes; auxiliary lanes; road rehabilitation; curve alignment; freeway ramp improvements) and capacity improvements (adding lanes including HOV; new connections and road extensions; new interchanges).
Satellite Work Centers	Establish satellite work centers equipped with telecommunications and computing capabilities and supplies to support services common to all tenants.
Signal Preemption for Transit Vehicle	Equip transit vehicles with signal preemption devices that hold or trigger a green light in order to avoid delays at intersections where appropriate.
Signal Synchronization	Improve traffic signal timing or synchronize signals.
Telecommuting & Flexible Work Schedules	Encourage employers to offer telecommuting and/or alternative work schedules to employees as appropriate.
Transit Fare Subsidies	Subsidize transit fares through employer subsidy programs for employees, from alternative revenue sources to reduce fares, or implement other incentive programs.

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CALIFORNIA GOVERNMENT CODE SECTION 65088-65089.10

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

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

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

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(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

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

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of 15 minutes for at least 5 hours per day.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

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(i) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(j) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

- (1) Coordination with land use planning.
- (2) Exclusive right-of-way.
- (3) Improved passenger boarding facilities.
- (4) Limited stops.
- (5) Passenger boarding at the same height as the bus.
- (6) Prepaid fares.
- (7) Real-time passenger information.
- (8) Traffic priority at intersections.
- (9) Signal priority.
- (10) Unique vehicles.

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

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county shall do either of the following:

(1) Include these streets and highways under an alternative area wide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by siting new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

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

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

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(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and

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safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-

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out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted

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by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

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(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities,

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improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

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(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity

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of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in

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a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars (\$50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.

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TITLE 23: HIGHWAYS, PART 450 - PLANNING ASSISTANCE AND STANDARDS

Subpart C—Metropolitan Transportation Planning and Programming

§ 450.320 Congestion management process in transportation management areas.

(a) The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies.

(b) The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP. The level of system performance deemed acceptable by State and local transportation officials may vary by type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day. In addition, consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.

(c) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities. The congestion management process shall include:

- (1) Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;
- (2) Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area

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and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area;

- (3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;
- (4) Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:
 - (i) Demand management measures, including growth management and congestion pricing;
 - (ii) Traffic operational improvements;
 - (iii) Public transportation improvements;
 - (iv) ITS technologies as related to the regional ITS architecture; and
 - (v) Where necessary, additional system capacity;
- (5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and
- (6) Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision-makers and the public to provide guidance on selection of effective strategies for future implementation.

(d) In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e. , a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or

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the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.

(e) In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds. If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the congestion management process shall identify all reasonable strategies to manage the SOV facility safely and effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself, shall also be identified through the congestion management process. All identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation.

(f) State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.

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DRAFT MODEL TDM FACILITIES ORDINANCE

AN ORDINANCE OF THE _____ (LOCAL AGENCY) ADOPTING TRIP REDUCTION AND TRAVEL DEMAND MEASURES

WHEREAS, the Ventura County Congestion Management Program (CMP) encourages the adoption of local Transportation Demand Management ordinances to reduce vehicle miles traveled and improve air quality; and

WHEREAS, in order to use the existing and planned transportation infrastructure more efficiently, maintain or improve traffic levels of service, and lower motor vehicle emissions, it is the policy of the _____ (*Local Agency*) to minimize the number of peak period vehicle trips generated by additional development, promote the use of alternative transportation, improve air quality and participate in regional and countywide efforts to improve transportation demand management:

NOW THEREFORE, the _____ (Local Agency) enacts the following:

SECTION 1. PURPOSE AND INTENT

The Ventura County Transportation Commission (VCTC) is responsible for the preparation of the Ventura County CMP. The CMP encourages the development of local transportation demand management ordinances that promote alternative transportation methods to reduce vehicle miles traveled such as carpools, vanpools, transit, bicycle facilities, sidewalks, park-and-ride lots, and telecommuting. This ordinance is intended to promote trip reduction and travel demand measures in (*Local Agency*).

SECTION 2. DEFINITIONS

The following words or phrases shall have the following meanings when used in this ordinance.

- A. "Alternative Transportation" means the use of modes of transportation other than the single passenger motor vehicle, including but not limited to carpools, vanpools, buspools, public transit, walking and bicycling.

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- B. "Applicable Development" means any development project that is determined to meet or exceed the project size threshold criteria contained in Section 3 of this ordinance.
- C. "Buspool" means a vehicle with more than sixteen seating positions used and maintained primarily for carrying commuters to and from work.
- D. "Carpool" means a vehicle occupied by two or more persons aged 16 years or older commuting to or from work and/or school.
- E. "The California Environmental Quality Act (CEQA)," a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development.
- F. "Developer" shall mean the builder who is responsible for the planning, design and construction of an applicable development project. A developer may be responsible for implementing provisions of this Ordinance as determined by the property owner.
- G. "Development" means the construction or addition of new building square footage. Additions to buildings which existed prior to the adoption of this ordinance and which exceed the thresholds defined in Section 3 shall comply with the applicable requirements but shall not be added cumulatively with existing square footage; existing square footage shall be exempt from these requirements. All calculations shall be based on gross square footage.
- H. "Employees Parking Area" means the portion of total required parking at a development used by onsite employees. For information purposes, based upon information developed by the Institute of Engineers, broad employee parking needs could be calculated as follows:

Type of Use	Percent of Total Required Parking Devoted to Employees
Commercial	30%
Office/Professional	85%
Industrial/Manufacturing	95%

- I. "Neighborhood Work Center" means a location in a community where facilities are provided either by public or private means for shared employee work activities.

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- J. “Preferential Parking” means parking spaces designated or assigned, through use of a sign or painted space markings, for carpool and vanpool vehicles carrying commute passengers on a regular basis that are provided in a location more convenient to a place of employment than parking spaces provided for single occupant vehicles.
- K. “Property Owner” means the legal owner of a Development who serves as the lessor to a tenant. The Property owner shall be responsible for complying with the provision of the ordinance either directly or by delegating such responsibility as appropriate to a tenant and/or his agent.
- L. “Public Transit” means transit services provided by public agencies for the general public on a regular basis by vehicles, such as buses or trains, usually on a fare-paying basis.
- M. “Tenant” means the lessee of a facility space at an applicable project.
- N. “Transportation Demand Management (TDM)” means the alternative of travel behavior – usually on the part of commuters – through programs of incentives, services, and policies. TDM addresses alternatives to single occupant vehicles such as carpooling and vanpooling, and changes in work schedules that moves trips out of the peak period or eliminate them altogether (as is the case in telecommuting or compressed work weeks).
- O. “Trip Reduction” means reduction in the number of work related trips made by single occupant vehicles.
- P. “Vanpool” means a group of at least seven commuters traveling to work in a vehicle designed for carrying more than six but less than sixteen persons, including the driver, which is maintained and used primarily for work-related transportation of adults for the purpose of ridesharing.
- Q. “Vehicle” means a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power, used exclusively upon stationary rails or tracks, or buses used for public or private transit. Examples include, but are not limited to, passenger cars, motorcycles, vans, recreational vehicles and pickup trucks.

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SECTION 3. TRANSPORTATION DEMAND AND TRIP REDUCTION MEASURES

A. APPLICABLE REQUIREMENTS

Prior to approval of any development project, the applicant shall make provision for, as a minimum, all the following applicable transportation demand management and trip reduction measures.

This ordinance shall not apply to projects for which a development application has been deemed “complete” by the (*Local Agency*) pursuant to Government Code Section 65943, or for which a Notice of Preparation for a Draft Environmental Impact Report (DEIR) has been circulated, or for which an application for a building permit has been received, prior to the effective date of the ordinance.

All facilities and improvements constructed or otherwise required shall be maintained in a state of good repair.

B. NON-RESIDENTIAL DEVELOPMENT STANDARDS

(1) Non-Residual development serving fifty (50) employees or more shall provide the following to the satisfaction of the (*Local Agency*):

A. A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to:

- Current maps, routes and schedules for public transit routes serving the site;
- Ridesharing promotional material provided by commuter-oriented organizations;

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- Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency, Dial-a-Route, and local operators;
 - Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information;
 - A listing of facilities and services available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
- (2) Non-residential development serving one-hundred (100) employees or more shall comply with Section 3.B.(1) above and shall provide all of the following measures to the satisfaction of the (Local Agency):
- A. Not less than ten percent (10%) of the employee parking area shall be located as close as practical to the employee entrance(s), and shall be reserved for use by potential carpool/vanpool vehicles, without displacing disabled and customer parking needs. This preferential, carpool/vanpool parking area shall be identified on the site plan upon application for a building permit, to the satisfaction of the (Local Agency). A statement that preferred carpool/vanpool spaces for employees are available and description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants, provided that at all times at least one space for projects of 50,000 square feet to 100,000 square feet and two spaces for projects over 100,000 square feet will be signed/striped for carpool/vanpool vehicles.
- B. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of 7'2" shall be provided for those spaces and access ways to be used by such vehicles. Adequate turning radii and parking space dimensions (minimum 9' x 19') shall be included in vanpool parking areas.
- C. Bicycle racks or other secure bicycle parking shall be provided near building entrances to accommodate 4 bicycles per the first 50,000 square feet of non-

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residential development and 1 bicycle per each additional 50,000 square feet of non-residential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g. provision of racks, lockers, or locked room) shall be to the satisfaction of the (Local Agency).

D. Safe and convenient access from the external circulation system to bicycle parking facilities on site.

(3) Non-residential development serving 150 employees or more shall comply with Sections 3.B.(1) and 3.B.(2) above, and shall provide all of the following measures to the satisfaction of the (Local Agency).

A. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers. Passenger loading areas should be located as close as possible to the building entrance and should be designated in a manner that does not impede vehicular circulation in the parking area.

B. Sidewalks or other designated pathways following, to the greatest extent feasible, direct and safe routes from the external pedestrian circulating system to each, and between each, building in the development.

C. If determined necessary by the (Local Agency) to mitigate the project impact, bus stop improvements must be provided. The (Local Agency) will consult with the local bus service providers in determining appropriate improvements (i.e. bus pullouts, bus pads, shelters, etc.). When locating bus stops and/or planning entrances, entrances should be designated to provide safe and efficient access to nearby transit stations/stops.

D. Development design shall incorporate, to the extent feasible, showers, changing rooms, lockers, etc. for employees who bicycle, jog or walk to work.

E. Development design shall incorporate lunchrooms, cafeterias, eating establishments and other facilities which will reduce the need for mid-day driving.

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C. RESIDENTIAL DEVELOPMENT STANDARDS

- (1) Residential development of one-hundred (100) dwelling units or more shall provide the following to the satisfaction of the (Local Agency).
 - A. Safe, convenient and direct pedestrian and bicycle access from the internal circulation system to adjacent collector and/or arterial roadways.
 - B. If determined necessary by the (Local Agency), bus stop improvements must be provided. The (Local Agency) will consult with the local bus service providers in determining appropriate improvements.

- (2) Residential development of five-hundred (500) dwelling units or more shall comply with Section 3.C.(1) above, and shall provide the following measure to the satisfaction of the (Local Agency).
 - A. Development shall, to the greatest extent possible and as appropriate based on adjacent land uses and markets, incorporate services such as dry cleaners, eating establishments, child care facilities, grocery markets, neighborhood work centers and other facilities which will serve to reduce home-based vehicle trips and vehicle miles traveled.

SECTION 4. REVIEW OF TRANSIT IMPACTS

Prior to approval of any development project for which an Environmental Impact Report will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) or based on local determination, regional and municipal fixed-route transit operators providing service to the project shall be identified and consulted with to provide input. Projects for which a Notice of Preparation (NOP) for a draft EIR has been circulated pursuant to the provisions of CEQA prior to the effective date shall be exempt from its provisions. Pursuant to the provisions of CEQA, transit operators shall be sent a NOP for all contemplated EIRs and shall, as part of the NOP process, be given an opportunity to comment on the impacts of the project, to identify

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recommended transit service or capital improvements which may be required as a result of the project, and to recommend mitigation measures which minimize automobile trips on the CMP network. Impacts and recommended mitigation measures identified by the transit operator shall be evaluated in the DEIR prepared for the project. Related mitigation measures adopted shall be monitored through the mitigation monitoring requirements of CEQA.

Phased development projects, development projects subject to a development agreement, or development projects requiring subsequent approvals, need not repeat this process as long as no significant changes are made to the project. It shall remain the discretion of the lead agency to determine when a project is substantially the same and therefore covered by a previously certified EIR.

SECTION 5. MONITORING

THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR MONITORING PROJECT COMPLIANCE WITH THE STANDARDS REQUIRED HEREIN. THE SELECTION OF MONITORING METHODS IS LEFT TO THE DISCRETION OF THE (LOCAL AGENCY). EXAMPLES OF RECOMMENDED MONITORING INCLUDE SITE MONITORING PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY OR BUSINESS LICENSE.

SECTION 6. ENFORCEMENT

[THE ORDINANCE SHALL INCORPORATE APPROPRIATE PROVISIONS FOR ENFORCEMENT OF THE STANDARDS REQUIRED HEREIN. THE SELECTION OF ENFORCEMENT IS LEFT TO THE DISCRETION OF THE (LOCAL AGENCY). EXAMPLES OR RECOMMENDED ENFORCEMENT METHOD INCLUDE REFERENCING EXISTING ENFORCEMENT AND COMPLIANCE PROVISIONS IN A JURISDICTION'S ZONING CODE.]

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SECTION 7.

This ordinance shall take effect upon the expiration of 30 days from the date of its publication.

INTRODUCED AND FIRST READ at duly called meeting of the (Local Agency policy board) held on _____.

PASSED, APPROVED AND ADOPTED this _____ day of _____ by the following vote:

AYES:

NOES:

ATTEST:

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This list of existing TMS elements includes the recently installed elements on Routes 23, 101, 118.

A. CHANGEABLE MESSAGE SIGNS

No.	ROUTE	POST MILE	CROSS STREET	TMS ELEMENT	DIRECTION	TOTALS
1	23	10.1	TIERRA REJADA	CMS	NB	
2	101	0.9	WESTLAKE BLVD	CMS	NB	
3	101	6.24	VENTU PARK RD	CMS	SB	
4	101	24.1	VICTORIA AVE	CMS	NB	
5	101	30.2	CALIFORNIA AVE	CMS	SB	
6	118	30.5	KEUHNER DRIVE	CMS	EB	
7	118	19.9	COLLINS DRIVE	CMS	WB	7 CMS

B. CLOSED CIRCUIT TELEVISIONS

1	23	4.3	PAIGE LANE (WILBUR RD)	CCTV		
2	23	6.0	AVENIDA DE LOS ARBOLES	CCTV		
3	23	10.1	TIERRA REJADA	CCTV		
4	101	0.93	WESTLAKE BLVD	CCTV		
5	101	1.6	HAMPSHIRE ROAD	CCTV		
6	101	4.0	MOORPARK RD	CCTV		
7	101	24.1	VICTORIA AVE	CCTV		
8	101	30.12	CALIFORNIA AVE	CCTV		
9	118	19.9	COLLINS DRIVE	CCTV		
10	118	28.8	STEARNS STREET	CCTV		
11	118	30.5	KEUHNER DRIVE	CCTV		11 CCTV

C. HIGHWAY ADVISORY RADIOS

1	101	6.2	VENTURA PARK RD	HAR		1 HAR
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D. VEHICLE DETECTION SYSTEMS

1	23	4.3	PAIGE LANE (WILBUR RD)	VDS	S	
2	23	5.6	AVENIDA DE LAS FLORES	VDS	N	
3	23	6.4	PEDERSON ROAD	VDS	N	
4	23	7.5	N/O NCL THOUSAND OAKS	VDS	N	
5	23	8.1	S/O TRI 10FT RCB	VDS	N	
6	23	9.4	N/O TIERRA REJADA	VDS	N	
7	101	2.8	SB ROUTE 23 CONNECTOR	VDS	S	
8	101	24.2	S/O VICTORIA	VDS	N	
9	101	30.2	N/O CALIFORNIA	VDS	S	
10	118	19.9	COLLINS DRIVE	VDS	E	
11	118	21.8	ALAMOS CANYON ROAD	VDS	E	
12	118	22.5	DUMP SITE ACCESS ROAD	VDS	E	
13	118	23.4	E/O MADERA ROAD	VDS	E	
14	118	24.2	E/O FIRST STREET	VDS	E	

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No.	ROUTE	POST MILE	CROSS STREET	TMS ELEMENT	DIRECTION	TOTALS
15	118	25.1	ATHERWOOD	VDS	W	
16	118	26.3	E/O GALENA	VDS	W	
17	118	26.8	COOPERFIELD/LEMON	VDS	W	
18	118	27.8	TAPO STREET	VDS	E	
19	118	28.3	KODOTA STREET	VDS	W	
20	118	29.3	W/O STOW STREET	VDS	W	
21	118	29.9	E/O COCHRAN STREET	VDS	W	
22	118	30.8	KEUHNER DRIVE	VDS	E	
23	118	32.4	ROCKY PEAK ROAD	VDS	E	23 VDS

E. RAMP METERING SYSTEMS

1	23	3.9	HILLCREST DRIVE	RMS	N	
2	23	4.8	JANSS ROAD	RMS	N	
3	23	5.0	JANSS ROAD	RMS	S	
4	23	5.0	JANSS ROAD	RMS	N	
5	23	5.2	JANSS ROAD	RMS	S	
6	23	5.8	AVENIDA DE LOS ARBOLES	RMS	S	
7	23	6.0	AVENIDA DE LOS ARBOLES	RMS	N	
8	23	6.0	AVENIDA DE LOS ARBOLES	RMS	S	
9	23	6.2	AVENIDA DE LOS ARBOLES	RMS	N	
10	23	7.0	SUNSET HILLS BOULEVARD	RMS	S	
11	23	7.1	SUNSET HILLS BOULEVARD	RMS	N	
12	23	7.1	SUNSET HILLS BOULEVARD	RMS	S	
13	23	7.3	SUNSET HILLS BOULEVARD	RMS	N	
14	23	7.9	OLSEN ROAD	RMS	S	
15	23	8.2	OLSEN ROAD	RMS	S	
16	23	8.3	OLSEN ROAD	RMS	N	
17	23	8.5	OLSEN ROAD	RMS	N	
18	23	9.9	TIERRA REJADA	RMS	S	
19	23	10.1	TIERRA REJADA	RMS	S	
20	23	10.1	TIERRA REJADA	RMS	N	
21	23	10.3	TIERRA REJADA	RMS	N	
22	23	11.2	NEW LOS ANGELES AV	RMS	S	
23	23	11.4	NEW LOS ANGELES AV	RMS	N	
24	101	0.7	WESTLAKE WB 2	RMS	S	
25	101	0.6	WESTLAKE EB 1	RMS	S	
26	101	0.8	WESTLAKE BL WB 2	RMS	N	
27	101	0.6	WESTLAKE BL EB 1	RMS	N	
28	101	1.5	HAMPSHIRE RD	RMS	S	
29	101	1.8	HAMPSHIRE RD	RMS	N	
30	101	2.9	RANCHO	RMS	S	
31	101	3.1	RANCHO	RMS	N	
32	101	3.9	MOORPARK RD	RMS	S	
33	101	4.1	MOORPARK RD	RMS	N	
34	101	4.9	LYNN RD EB 1	RMS	S	
35	101	5	LYNN WB	RMS	S	
36	101	5.1	LYNN RD	RMS	N	
37	101	6	VENTU PARK RD EB 1	RMS	S	

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No.	ROUTE	POST MILE	CROSS STREET	TMS ELEMENT	DIRECTION	TOTALS
38	101	6.2	VENTU PARK RD WB 2	RMS	S	
39	101	6.3	VENTU PARK RD WB 2	RMS	N	
40	101	6.1	VENTU PARK RD EB 1	RMS	N	
41	101	7.2	WB BORCHARD/CONEJO FR	RMS	N	
42	101	7.7	EB WENDY/ OLD CONEJO RD	RMS	S	
43	101	7.8	WENDY DR EB 1	RMS	N	
44	101	7.9	WENDY DR WB 2	RMS	N	
45	101	10.5	CAMARILLO SPRING	RMS	S	
46	101	10.8	CAMARILLO SPRING	RMS	E	
47	101	12.3	PLEASANT V/S ROSA	RMS	S	
48	101	12.2	PLEASANT V/S ROSA	RMS	N	
49	118	32.5	ROCKY PEAK	RMS	E	
50	118	30.8	KUEHNER	RMS	E	
51	118	30.3	KUEHNER	RMS	W	
52	118	29.7	NB YOSEMITE	RMS	E	
53	118	29.5	NB YOSEMITE	RMS	W	
54	118	29.5	SB YOSEMITE	RMS	E	
55	118	29.3	SB YOSEMITE	RMS	W	
56	118	28.9	NB STEARNS 2	RMS	E	
57	118	28.8	NB STEARNS 2	RMS	W	
58	118	28.7	SB STEARNS 1	RMS	E	
59	118	28.6	SB STEARNS 1	RMS	W	
60	118	27.4	NB TAPO CYN RD	RMS	E	
61	118	27.3	NB TAPO CYN RD	RMS	W	
62	118	27.2	SB TAPO CYN RD	RMS	E	
63	118	27.1	SB TAPO CYN RD	RMS	W	
64	118	25.9	NB SYCAMORE DR	RMS	E	
65	118	25.8	NB SYCAMORE DR	RMS	W	
66	118	25.8	SB SYCAMORE DR	RMS	E	
67	118	25.6	SB SYCAMORE DR	RMS	W	
68	118	24.9	NB ERRINGER RD	RMS	E	
69	118	24.8	NB ERRINGER RD	RMS	W	
70	118	24.7	SB ERRINGER RD	RMS	E	
71	118	24.6	SB ERRINGER RD	RMS	W	
72	118	23.9	NB FIRST ST	RMS	E	
73	118	23.8	NB FIRST ST	RMS	W	
74	118	23.7	SB FIRST ST	RMS	E	
75	118	23.6	SB FIRST ST	RMS	W	
76	118	23.2	NB MADERA	RMS	E	
77	118	23.2	SB MADERA	RMS	E	
78	118	23.1	MADERA	RMS	W	
79	118	19.7	LOS ANGELES/PRINC.	RMS	W	
80	118	19.7	LOS ANGELES/PRINC.	RMS	E	
81	118	19.8	COLLINS DR	RMS	W	
82	118	19.9	COLLINS DR.	RMS	E	61 RMS

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F. COUNT STATIONS

No.	ROUTE	POST MILE	CROSS STREET	TMS ELEMENT	DIRECTION	TOTALS
1	33	17.35	S/O WHEELER SPRINGS	CS		
2	34	17.66	W/O JCT RTE 118 (SOMIS)	CS		
3	101	3.11	N/O JCT RTE 23N (THOUSAND OAKS	CS		
4	101	7.50	N/O BORCHARD RD, S/O WENDY DR	CS		
5	101	27.25	N/O JCT RTE 126, S/O LEMON OH	CS		
6	101	R 40.03	N/O SEACLIFF DR UC	CS		
7	118	10.92	W/O JCT RTE 34	CS		
8	118	11.00	E/O JCT RTE 34 (E/O DONLON RD)	CS		
9	118	T 18.50	W/O PRINCETON AVE / LA AVE	CS		
10	118	R 23.60	E/O MADERA RD, W/O FIRST ST	CS		
11	118	R 32.60	AT LOS ANGELES/ VENTURA COUNTY LINE	CS		
12	126	13.53	@ EAST SANTA PAULA RR XING	CS		12 CS

G. AUTOMATIC VEHICLE CLASSIFICATION

1	23	3.5	THOUSAND OAKS BOULEVARD	AVC		
2	23	R 4.32	N/O JCT RTE 101, @ PAIGE LANE	AVC		
3	033	R 4.05	@ VENTURA AVE UC (VENTURA)	AVC		
4	101	14.13	N/O LEWIS RD (JCT RTE 34)	AVC		
5	101	R 25.17	N/O VICTORIA AVE UC (MONTALVO)	AVC		
6	118	R 27.81	@ TAPO ST UC	AVC		
7	126	R 10.63	@ LAURIE LANE POC, E/O PECK RD	AVC		7 AVC

H. WEIGH IN MOTION

1	101	9.10	@ CONEJO TRUCK SCALES	WIM		
2	126	30.50	E/O CENTER ST	WIM		2 WIM

I. FIBER OPTIC COMMUNICATIONS

1	101	0 - 3.1	VENTURA CO. LINE TO RTE 23	FIBER OPTIC COMMUNICATION LINE		3.1 Miles
2	118	R17.9 - R32.6	RTE 23 TO VENTURA/LOS ANGELES COUNTY LINES	FIBER OPTIC COMMUNICATION LINE		14.7 Miles
3	23	R3.3 - R12.9	RTE 101 TO RTE 118	FIBER OPTIC COMMUNICATION LINE		9.6 Miles

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A. CHANGEABLE MESSAGE SIGNS

Priority No.	ROUTE	POST MILE	CROSS STREET	TOS ELEMENT	DIRECTION	TOTAL ELEMENTS
1	126	1.4	VICTORIA AVE	CMS	WB	
2	33	0.6	ROUTE 1	CMS	SB	
3	1	11.5	S/O WOOD DR	CMS	SB	
4	23	10.1	TIERRA REJADA RD	CMS	NB	
5	118	19.7	PRINCETON AVE	CMS	WB	
6	101	43.4	BATES ROAD	CMS	SB	7 CMS

B. CLOSED CIRCUIT TELEVISIONS

1	101	33	ROUTE 33	CCTV		
2	101	26.4	ROUTE 126	CCTV		
3	101	22.8	TOWN CENTER DR	CCTV		
4	101	43.4	BATES ROAD	CCTV		4 CCTV

C. HIGHWAY ADVISORY RADIOS

1	101	26.4	ROUTE 126	HAR		
2	1	10.5	LAS POSAS	HAR	SB	2 HAR

D. VEHICLE DETECTION SYSTEMS

	101	15.4	ROSEWOOD AVE	VDS		
	101	17	AGUA AVE	VDS		
	101	18.4	WOLFF RD	VDS		
	101	20.6	PAS MERCADO	VDS		
	101	21.6	BALBOA AVE	VDS		
	101	22.5	WAGON WHEEL RD	VDS		
	101	25.3	KNOLL DR	VDS		
	101	26.4	ROUTE 126	VDS		
	101	27.5	SPT RR	VDS		
	101	30.6	VENTURA AVE	VDS		
	101	30.9	ROUTE 33	VDS		
	101	36	PITAS BEACH	VDS		
	101	37.5	JAVON CYN	VDS		
	101	40.6	RICHFIELD PIER	VDS		
	101	42	LA CONCHITA	VDS ⁽¹⁾		
	101	43.3	BATES ROAD	VDS ⁽¹⁾		17 VDS

Note (1): Proposed on project Ven/SB 101 EA 260701

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E. RAMP METERING SYSTEMS

Priority No.	ROUTE	POST MILE	CROSS STREET	TOS ELEMENT	DIRECTION	TOTAL ELEMENTS
	101	13.5	NB LEWIS RD(VEN 34)	RMS	S	
	101	13.5	NB LEWIS RD	RMS	N	
	101	14	SB LEWIS RD	RMS	S	
	101	14.8	CARMEN DR	RMS	S	
	101	14.8	CARMEN DR	RMS	N	
	101	16.9	LAS ROSAS RD	RMS	S	
	101	16.9	LAS ROSAS RD	RMS	S	
	101	16.9	LAS ROSAS RD	RMS	N	
	101	16.9	LAS ROSAS RD	RMS	N	
	101	17.8	CENTRAL AVE	RMS	S	
	101	17.8	CENTRAL AVE	RMS	N	
	101	19.2	DEL NORTE BL	RMS	S	
	101	19.2	DEL NORTE BL	RMS	N	
	101	20.1	RICE AVE	RMS	S	
	101	20.1	RICE AVE	RMS	N	
	101	21.1	ROSE AVE	RMS	S	
	101	21.1	ROSE AVE	RMS	N	
	101	22	VINEYARD AVE(VEN 232)	RMS	S	
	101	22.1	VINEYARD AVE(VEN 232)	RMS	S	
	101	22	VINEYARD AVE(VEN 232)	RMS	N	
	101	22.1	VINEYARD AVE(VEN 232)	RMS	N	
	101	22.8	TOWN CENTER DR	RMS	N	
	101	23.6	JOHNSON DR	RMS	S	
	101	23.6	JOHNSON DR	RMS	N	
	101	24.6	VICTORIA AVE	RMS	S	
	101	24.6	VICTORIA AVE	RMS	N	
	101	25.9	TELEPHONE RD	RMS	S	
	101	26.9	MAIN ST	RMS	N	
	101	28.5	SEAWARD DR	RMS	S	
	101	28.6	SEAWARD DR	RMS	S	
	101	28.5	SEAWARD DR	RMS	N	
	101	28.6	SEAWARD DR	RMS	N	
	101	30.6	FIR ST	RMS	S	
	101	30.3	OAK ST	RMS	N	
	101	31.6	MAIN ST	RMS	N	
	101	32.6	SOLIMAR	RMS	S	
	101	34.7	AMPHITHEATRE RD	RMS	S	
	101	34.7	AMPHITHEATRE RD	RMS	N	
	101	39.1	OLD RICON HWY	RMS	S	
	101	39.1	OLD RICON HWY	RMS	N	
	101	43.5	BATES RD	RMS ⁽¹⁾	S	41 RMS

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F. COUNT STATIONS

Priority No.	ROUTE	POST MILE	CROSS STREET	TOS ELEMENT	DIRECTION	ELEMENT TOTALS
	001	0.00	AT LOS ANGELES/VENTURA COUNTY LINE	CS		
	001	9.87	@ CALLEGUAS CREEK, BEGIN FWY	CS		
	001	16.06	@ END FREEWAY	CS		
	001	18.10	S/O 5TH ST (JCT RTE 34)	CS		
	001	18.20	N/O 5TH ST (JCT RTE 34)	CS		
	001	19.62	S/O GONZALES RD	CS		
	001	20.10	S/O VINEYARD AVE (JCT RTE 232)	CS		
	001	21.25	N/O NORTH JCT 101, @ SOLIMAR	CS		
	023	0.00	@ LAVENTURA CO LINE	CS		
	023	R 3.32	S/O JCT RTE 101	CS		
	023	R 7.70	N/O SUNSET HILLS RD, @ ERBES	CS		
	023	R 11.10	S/O JCT RTE 118 FWY	CS		
	023	R 13.30	MOORPARK AVE S/O HIGH ST	CS		
	023	24.10	S/O VENTURA ST (JCT RTE 126)	CS		
	033	11.20	S/O WEST JCT RTE 150 (OJAI)	CS		
	034	4.37	E/O META ST	CS		
	034	10.43	E/O LAS POSAS RD	CS		
	034	12.84	W/O LEWIS RD (CAMARILLO)	CS		
	101	20.20	N/O SANTA CLARA AVE OC	CS		
	101	30.50	S/O JCT RTE 33	CS		
	118	2.10	W/O JCT RTE 232	CS		
	118	2.16	E/O JCT RTE 232	CS		
	118	4.20	E/O SANTA CLARA AVE	CS		
	118	7.30	E/O CENTER SCHOOL RD	CS		
	118	17.49	W/O JCT RTE 23 WEST	CS		
	118	17.50	E/O JCT RTE 23 WEST	CS		
	126	1.83	@ HILL RD POC	CS		
	126	21.14	FILLMORE, W/O JCT RTE 23	CS		
	126	21.20	E/O JCT RTE 23	CS		
	126	34.64	@ VENTURA/LA COUNTY LINE	CS		
	150	0.00	@ VEN/SANTA BARBARA CO LINE	CS		
	150	11.27	E/O SANTA ANA CANYON RD	CS		
	150	R 14.41	W/O JCT RTE 33 SOUTH (OJAI)	CS		

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Priority No.	ROUTE	POST MILE	CROSS STREET	TOS ELEMENT	DIRECTION	ELEMENT TOTALS
	150	16.58	E/O JCT RTE 33 NORTH	CS		
	150	34.10	E/O MAIN ST	CS		
	232	0.00	N/O JCT RTE 1 (OXNARD)	CS		
	232	R 4.11	S/O JCT RTE 118	CS		37 CS

G. AUTOMATIC VEHICLE CLASSIFICATION

	001	13.00	N/O HUENEME RD, S/O NAUMAN RD	AVC		
	001	21.08	S/O JCT RTE 101 (OXNARD)	AVC		
	023	16.90	GRIMES CANYON RD N/O BROADWAY	AVC		
	033	11.21	N/O EAST JCT RTE 150 (OJAI)	AVC		
	034	13.70	E/O JCT RTE 101	AVC		
	034	17.66	W/O JCT RTE 118 (SOMIS)	AVC		
	101	R 40.03	N/O SEACLIFF DR UC	AVC		
	118	1.04	E/O TELEPHONE RD	AVC		
	118	13.90	E/O EASTBOUND TRUCK SCALE SITE	AVC		
	150	15.02	E/O LOMA DR	AVC		
	150	22.48	W/O HAPPY VALLEY SCHOOL RD	AVC		
	232	0.50	N/O JCT RTE 101	AVC		12 AVC

H. WEIGH IN MOTION

1	118	R 26.00	E/O SYCAMORE DR	WIM		1 WIM
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I. FIBER OPTIC COMMUNICATIONS

1	101	3.1 -26.39	VENTURA CO. LINE TO RTE 126	FIBER OPTIC COMMUNICATION LINE		23.29 Miles
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