

2. The General Services Agency, along with the Building and Safety Division of the Resource Management Agency, will continue the ongoing program to inventory all County owned and County occupied (leased) buildings for compliance with State and Federal Handicapped Accessibility laws, including the Federal Americans with Disabilities Act (ADA) of 1990, as required by HUD for Block Grant Funds.
3. The Planning Division with the technical support of other appropriate agencies, will periodically review the Public Facilities and Services Chapters' goals, policies and programs as well as the Public Facilities and Services Appendix to identify what information needs to be updated and, when appropriate, will submit a budget request to the Board of Supervisors.

4.2 Transportation/Circulation

The Transportation/Circulation section identifies *goals, policies* and *programs* related to: roads and highways, transit, rail service, airports and pipelines.

Roads and Highways

The *Regional Road Network*, together with the *Local Road Network*, provides the principal means for the movement of persons and goods within Ventura County.

In order to accommodate projected traffic resulting from the implementation of the land use policies of the General Plan, improvements to the *Regional Road Network* and the *Local Road Network* will be necessary. The Regional Road Network anticipated for the year 2020, shown on Public Facilities Map (Figure 4), will function at an acceptable *Level of Service (LOS)* in the unincorporated area of the County if development occurs in accordance with the General Land Use Map (Figure 3.1) at the projected rate of development. In addition to automobiles, trucks, buses and bicycles use some roads in the Regional Road Network and require accommodation where feasible.

Transit

There are several public transportation systems available in Ventura County. These include: South Coast Area Transit (SCAT), Ventura Intercity Service Transit Authority (VISTA), Camarillo Area Transit (CAT), Moorpark Transit, the City of Ojai trolley, Simi Valley Transit and Thousand Oaks Transit (TOT).

Private transit operators include: Greyhound Bus Lines, which provides regular long distance travel service with stops at three cities in Ventura County: Oxnard, Thousand Oaks and Ventura, and Great American Stageline, an airport bus company that makes trips to Los Angeles International Airport and provides intercity service to Ventura, Oxnard, Camarillo, Thousand Oaks, Westlake and Woodland Hills.

The Senior Survivalmobile serves senior citizens Countywide during medical emergencies, with the help of volunteers. In addition, every Ventura County community has a program to transport senior citizens to meal sites and meals to seniors.

Rail Service

Freight rail service is provided by Union Pacific Transportation Company and the local Ventura County Railroad Company, headquartered in Port Hueneme.

Union Pacific Transportation Company provides intra-state and trans-continental rail freight service from its main coast line which runs from the Santa Barbara County line along the coast south through Ventura to Oxnard and then east through Camarillo, Moorpark, and Simi Valley to the Los Angeles County line. A branch line travels along the Santa Clara River Valley from Montalvo in a northeasterly direction through Santa Paula and Fillmore to Piru.

The Ventura County Railroad Company is a short line local railroad connecting the Union Pacific tracks in Oxnard with the Navy Base Ventura County (U.S. Naval Construction Battalion Center) and the deep seaport in Port Hueneme, including industrial parks in Oxnard, south of Fifth Street.

Passenger rail service includes Amtrak and Metrolink. Amtrak's Coast Starlight rail service is provided once a day, north and south, between Los Angeles and Portland, Oregon. The Coast Starlight stops in Oxnard and Simi Valley. Amtrak's San Diegan passenger rail service provides several round trips

per day between San Diego and San Luis Obispo. The San Diegan stops in Ventura County at Simi Valley, Moorpark, Camarillo, Oxnard and Ventura. Metrolink Commuter Rail operates Monday through Friday between Montalvo and Los Angeles and connects to five counties in Southern California. Currently, there are eight round trips daily to Simi Valley and Moorpark, with two of these trips also stopping in Camarillo, Oxnard and Montalvo.

Airports

There are four airports in Ventura County, which include County owned and operated airports at Camarillo and Oxnard, a private airport at Santa Paula and the Federally operated Navy Base Ventura County, formerly known as Point Mugu Naval Air Weapons Station (NAWS), including its runway at San Nicholas Island. The California Air National Guard operates from a facility adjacent to and utilizes the runways at Navy Base Ventura County Point Mugu. In addition, there are a few privately owned landing strips scattered throughout the County.

Harbors

The Port of Hueneme is the County's only deepwater harbor. It is located entirely within the City of Port Hueneme, about seven miles southeast of the mouth of the Santa Clara River. Serving as California's only deepwater port between Los Angeles and San Francisco, the Port of Hueneme's area of influence extends far into the southwestern United States and Western Canada. The Port is administered by the Oxnard Harbor District, which has jurisdiction over approximately 120 acres of onshore area and 10 acres of waterway; the remainder of the harbor is under U.S. Navy jurisdiction. Ventura and Channel Islands harbors provide facilities for recreational boating and commercial fishing.

Pipelines

Major pipelines within Ventura County carry crude oil and natural gas, generally along highways and railroad lines. ARCO, Chevron, Mobil, Shell, Texaco and Union Oil own the major crude oil and natural gas pipelines traversing Ventura County, and such ownership is transferred from time to time. Most oil companies, which have operations in Ventura County, have pipelines located within their oil/gas lease areas, but do not operate major transporting pipelines. Four Corners Pipeline Company, a subsidiary of ARCO, is a private pipeline company regulated by the Public Utilities Commission that transports crude oil through their own lines and connects to other pipelines as needed. There is an existing Southern California Edison fuel line originating within the Oxnard Harbor District which connects to the Ormond Beach Generating Station. Four Corners Pipeline Company operates only their own pipeline facilities, and does not own any crude oil.

The goals, policies and programs that apply to transportation/circulation are as follows:

4.2.1 Goals

1. Facilitate the safe and efficient movement of persons and goods by encouraging the design, construction, and maintenance of an integrated transportation and circulation system consisting of regional and local roads, bus transit, bike paths, ridesharing, rail transit and freight service, airports and harbors.
2. Facilitate the safe and efficient movement of persons and goods by designing, constructing, and maintaining a *Regional Road Network* and *Local Road Network* that is consistent with the County road standards and that will function at an acceptable *Level of Service (LOS)*.
3. Ensure that the design, sequencing and timing of road widening projects are consistent with the goals, policies and programs of the General Plan, and that County road widening projects have adequate public review.
4. Ensure that as *discretionary development* creates the need, existing roads within the *Regional Road Network* and *Local Road Network* are improved, and additional roads needed to complement the *Regional Road Network* and *Local Road Network* are constructed, so as to keep all such roads safe and functioning at an acceptable *LOS*.
5. Ensure that *development* which would contribute to the cumulative need for improvements or additions to the *Regional Road Network* bears its pro-rata share of the costs of all such improvements or additions.

6. Promote measures to reduce vehicle miles traveled and disperse peak traffic to better utilize the existing transportation infrastructure.
7. Promote the expansion of a safe, efficient, convenient, integrated and economical community, intercommunity and countywide bus transit system.
8. Encourage transit providers and the Ventura County Transportation Commission to increase ridership and meet the needs of the commuting public and the special transportation needs of the elderly, school children, low income, physically handicapped, other low mobility groups, and bicyclists.
9. Encourage the use of bicycling and ridesharing (e.g., carpooling, vanpooling, and bus pooling) as a percentage of total employee commute trips throughout the County in order to reduce vehicular trips and miles traveled and consequently vehicular emissions, traffic congestion, energy usage, and ambient noise levels.
10. In cooperation with the ten cities and the Ventura County Transportation Commission, plan a system of bicycle lanes and trails linking all county cities, unincorporated communities, and CSUCI.
11. Support the continued expanded operation and use of a rail system that offers efficient, safe, convenient and economical transport of people and commodities throughout the region.
12. Encourage the Union Pacific Transportation Company and the Ventura County Railroad Company to continue to improve their railroad grade crossing surfaces with such improvements as the installation of concrete railroad grade crossing surface panels.
13. Provide facilities at Oxnard and Camarillo Airports to meet the general aviation and commuter service needs of the citizens of Ventura County.
14. Strive to minimize adverse environmental and safety effects of County Airports on the surrounding communities.

4.2.2 Policies

1. *County thoroughfares* and County maintained *local roads* shall be designed and constructed in accordance with County road standards or better and should primarily serve in-county transportation needs. County roads should not be widened for the purpose of relieving congestion on Federal or State highways or accommodate interregional traffic that is more appropriately served by the Federal and State highway systems.
2. The County road standards, five-year capital improvement programs, and road-improvement design, sequencing and timing shall be consistent with the goals, policies and programs of the General Plan. County road improvement design for safety and level-of-service capacity should, if possible, avoid increasing the number of travel lanes, and the improvements should not be constructed before the need has been demonstrated based on evaluation of current and projected traffic conditions.
3. The minimum acceptable *Level of Service (LOS)* for road segments and intersections within the *Regional Road Network* and *Local Road Network* shall be as follows:
 - (a) *LOS-'D'* for all *County thoroughfares* and *Federal highways* and *State highways* in the unincorporated area of the County, except as otherwise provided in subparagraph (b);
 - (b) *LOS-'E'* for State Route 33 between the northerly end of the Ojai Freeway and the City of Ojai, Santa Rosa Road, Moorpark Road north of Santa Rosa Road, State Route 34 north of the City of Camarillo and State Route 118 between Santa Clara Avenue and the City of Moorpark;
 - (c) *LOS-'C'* for all County-maintained *local roads*; and
 - (d) The *LOS* prescribed by the applicable city for all *Federal highways*, *State highways*, *city thoroughfares* and city-maintained *local roads* located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County (similar to Policies 4.2.2-3 through 4.2.2-6) respecting *development* in the city that

would individually or cumulatively affect the *LOS* of *Federal highways*, *State highways*, *County thoroughfares* and County-maintained *local roads* in the unincorporated area of the County.

At any intersection between two roads, each of which has a prescribed minimum acceptable *LOS*, the lower *LOS* of the two shall be the minimum acceptable *LOS* for that intersection.

4. Except as otherwise provided in the Ojai Area Plan, County General Plan land use designation changes and zone changes shall be evaluated for their individual and cumulative impacts, and *discretionary development* shall be evaluated for its individual impact, on existing and future roads, with special emphasis on the following:
 - (a) Whether the project would cause existing roads within the *Regional Road Network* or *Local Road Network* that are currently functioning at an acceptable *LOS* to function below an acceptable *LOS*;
 - (b) Whether the project would add traffic to existing roads within the *Regional Road Network* or the *Local Road Network* that are currently functioning below an acceptable *LOS*; and
 - (c) Whether the project could cause future roads planned for addition to the *Regional Road Network* or the *Local Road Network* to function below an acceptable *LOS*.
5. Except as otherwise provided in the Ojai Area Plan and below, County General Plan land use designation changes and zone changes that would cumulatively cause any of the impacts identified in subparagraphs (a) through (c) of Policy 4.2.2-4 shall be prohibited unless the Board of Supervisors adopts a Statement of Overriding Considerations. County General Plan land use designation changes, zone changes and *discretionary development* that would individually cause any of the impacts identified in subparagraphs (a) through (c) of Policy 4.2.2-4 shall be prohibited unless feasible mitigation measures are adopted that would ensure that the impact does not occur or unless a project completion schedule and full funding commitment for road improvements are adopted which ensure that the impact will be eliminated within a reasonable period of time. This policy does not apply to *city thoroughfares*, city-maintained *local roads*, or *Federal or State highways* located within a city unless the applicable city has formally adopted General Plan *policies*, ordinances, or a reciprocal agreement with the County (similar to Policies 4.2.2-3 through 4.2.2-6) respecting *development* in the city that would affect the *LOS* of *County thoroughfares*, County-maintained *local roads*, and *Federal and State highways* located within the unincorporated area of the County. If a Specific Plan for a project has been determined to be consistent with this policy, any subsequent development that is consistent with the Specific Plan will also be determined to be consistent with this policy. Exceptions to the prohibitions of this policy include the following:
 - (a) Farmworker Housing Complexes, Affordable Housing development per Article 16 of the Non-Coastal Zoning Ordinance, and other housing exclusively for *lower-income* households, where such developments are served by roads that are currently operating at *LOS "E"* or better.
 - (b) Additional dwellings and lots on Cultural Heritage Sites as permitted in the Non-Coastal Zoning Ordinance.
 - (c) Agriculture and Agricultural Operations as permitted in the Coastal and Non-Coastal Zoning Ordinances, where such developments are served by roads that are currently operating at *LOS "E"* or better.
6. Development that would generate additional traffic shall pay its pro rata share of the costs of necessary improvements to the *Regional Road Network* per the County's Traffic Impact Mitigation Fee Ordinance as amended time to time.
7. The County shall oppose *discretionary development* within cities, and annexation to cities for the purposes of *development*, where such *development* would individually or cumulatively cause:

- (a) Any existing road within the *Regional Road Network*, or any existing County-maintained *local road*, that is currently functioning at an acceptable *LOS* to function below an acceptable *LOS*;
- (b) Any existing road within the *Regional Road Network*, or any existing County-maintained *local road*, that is currently operating below an acceptable *LOS* to have a worsening of traffic conditions; or
- (c) Any future road planned for addition to the *Regional Road Network*, or any planned future County-maintained *local road*, to function below an acceptable *LOS*.

This policy does not apply to those cities which have formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County similar to Policies 4.2.2-3 through 4.2.2-6.

- 8. *Discretionary development* shall be conditioned, where feasible, to minimize traffic impacts by incorporating pedestrian and bicycle pathways, bicycle racks and lockers, ridesharing programs, transit improvements (bus turnouts, shelters, benches), and/or transit subsidies for employees or residents of the proposed *development*.
- 9. In the event that any railroad right-of-way within Ventura County is abandoned in the future, the County Public Works Agency and the General Services Agency shall evaluate the feasibility of acquiring such land for public use such as transit, bicycle and equestrian paths.
- 10. *Discretionary development* that would endanger the efficient, safe operation of an airport or would result in significant land use incompatibility with an airport shall be prohibited.
- 11. The Ventura County General Plan shall remain consistent with the Ventura County Transportation Commission's Airport Comprehensive Land Use Plan for Ventura County.

4.2.3 Programs

- 1. The County Planning Division will periodically recommend updates to the County General Plan's Transportation/Circulation Section and the Public Facilities Map. This effort will be coordinated with the PWA Transportation Department and the Ventura County Transportation Commission which provides the Congestion Management Program.
- 2. The County Public Works Agency (PWA) will coordinate with the County Planning Division, cities in Ventura and Los Angeles Counties and CalTrans to develop a program to fund needed improvements to the *Regional Road Network* that includes all sources of funding available to both the County and the cities for inter-city road-building purposes. The program would include a mechanism to determine the total amount required to construct the needed improvements and could include a trip rate fee structure to collect the required funds. Roads which are impacted by new *development* should have the needed improvements financed by *development* fees and developer contributions. Roads not impacted by new *development* should have needed improvements financed by revenue sources dedicated for transportation purposes, such as State and Federal gasoline taxes, Transportation Development Act funds, etc. Where these funding sources prove inadequate to meet projected needs, they should be augmented by other sources such as special assessment districts, area of benefit funds, etc.
- 3. The Public Works Agency will submit the project scope for all road-improvement projects that increase the number of travel lanes to the Board of Supervisors for their concurrence at a noticed public hearing prior to proceeding with preparation of environmental review documents or engineering plans and specifications.
- 4. The County Public Works Agency will continue to review environmental documents for *development* projects within cities and adjoining counties to ensure that all individual and cumulative adverse impacts to the *Regional Road Network* and County-maintained *local roads* have been adequately evaluated and mitigated to insignificant levels. If it appears potential impacts are identified, PWA will bring this information to the attention of the Board of Supervisors.

5. The County's Legislative Analyst, with the support of the Public Works Agency, will continue to lobby for passage of Federal and State legislation/appropriations which would improve the *Regional Road Network* consistent with the County General Plan.
6. The Ventura County Transportation Commission (VCTC) is the agency responsible for transit operation and planning in the County of Ventura. The County, Public Works Agency, Transportation Department, will assist and coordinate as necessary to ensure that transit needs in the unincorporated area are considered and implemented.
7. The Public Works Agency, General Services Agency and Planning Division, will participate in and support the Ventura County Transportation Commission in its development of a countywide Bicycle Path and Trail Master Plan, which will link all county cities, unincorporated communities, and CSUCI.
8. The County Department of Airports will periodically update the Camarillo and Oxnard Airport Master Plans.
9. The Public Works Agency will continue to coordinate with the Port of Hueneme-Oxnard Harbor District, the cities of Port Hueneme and Oxnard, and CalTrans to ensure an adequate road network is available to accommodate projected harbor related commerce.
10. The County Sheriff's Department Office of Emergency Services will annually review and revise the Major Transportation Accidents Contingency section of the County Multihazard Functional Plan.

4.3 Water Supply Facilities

Ventura County's water supplies are primarily obtained from three major sources: groundwater, surface water, and imported water. A small amount of reclaimed water also is used when and where available.

There are three major water wholesalers that supply the various retail water purveyors throughout Ventura County. The Casitas Municipal Water District delivers wholesale water from Lake Casitas to many small local purveyors in the Ventura River and Ojai Valley areas. The United Water Conservation District is responsible for collection and distribution of wholesale water throughout most of the Santa Clara River Valley and the Oxnard Plain. Water stored in United's Lake Piru reservoir is periodically released into the Santa Clara River via Piru Creek. Downstream, the water is diverted into several percolation ponds or groundwater recharge basins near Saticoy and El Rio in order to recharge the underlying aquifers for subsequent pumping to urban and agricultural users. The Calleguas Municipal Water District is one of the 14 member agencies of the Metropolitan Water District of Southern California (MWD), and is responsible for providing imported water from the Sacramento-San Joaquin delta area to retail water purveyors in the southeastern portions of Ventura County.

There are presently 178 water purveyors in Ventura County, which include 6 city or municipal systems, 57 privately-owned systems, 25 public or special use water purveyors, 22 special water districts, and 63 mutual water companies, or other public and private systems of varying sizes (Navy bases, Navy housing, mobile home parks, etc.).

The goals, policies and programs that apply to water supply facilities are as follows:

4.3.1 Goals

1. Ensure the provision of water in quantities sufficient to satisfy current and projected demand.
2. Encourage the employment of water conservation measures in new and existing *development*.
3. Encourage the continued cooperation among water suppliers in the County in meeting the water needs of the County as a whole.

4.3.2 Policies

1. *Development* that requires potable water shall be provided a *permanent potable water supply* of adequate quantity and quality that complies with applicable County and State water