



AGENDA

CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)

TUESDAY, OCTOBER 11, 2016 -- 1:30 PM – 3:30 PM

County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

- 1. CALL TO ORDER**
- 2. SELF INTRODUCTIONS**
- 3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA**
- 4. APPROVAL OF 5/10/16 MEETING SUMMARY – PG.3**
- 5. PEDESTRIAN AND BICYCLE FUNDING UPDATE - PG.5**
- 6. FY 17/18 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS SCHEDULE, PROCEDURES AND DEFINITIONS OF “UNMET TRANSIT NEEDS” AND “REASONABLE TO MEET”- PG.11**
- 7. BICYCLE WAYFINDING PRESENTATION - PG.17**
- 8. CHAIRMAN’S REPORT**
- 9. COMMITTEE MEMBER REPORTS**
- 10. ADJOURN TO DECEMBER 11, 2016**

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Item #4

MEETING SUMMARY

**CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)**

TUESDAY, MAY 10, 2016 -- 1:30 PM – 3:30 PM

County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

1. CALL TO ORDER

The meeting was called to order by Vice Chair Deuk Perrin

2. SELF INTRODUCTIONS

Committee Members:

Robert Babbitt, City of Port Hueneme
Tanya Courtney, City of Camarillo
Chaise Rasheed, City of Thousand Oaks
Sue Fitzgerald, City of Moorpark
Rob Corley, City of San Buenaventura
Deuk Perrin, City of Simi Valley
Miranda Patton, City of Camarillo (arrived at 1:45)
Miguel Marquez, Independent Living Resource Center - SSTAC (arrived at 2:00)
Mike Culver, Mobility Management Partners - SSTAC

Staff:

Martin Erickson
Peter De Haan
Treena Gonzalez
Donna Cole

3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

There were no public comments.

4. APPROVAL OF 4/12/16 MEETING SUMMARY

It was noted that the date of the summary was stated incorrectly as 4/12/15. Chaise Rasheed made a motion to approve the summary with the date change. The motion was seconded by Mike Culver and passed with Sue Fitzgerald abstaining.

5. APPROVAL OF FY 15/16 ARTICLE 3 BICYCLIST/PEDESTRIAN FUNDS

Chaise Rasheed made a motion to recommend the Ventura County Transportation Commission fund the Article 3 Projects as submitted and carryover approximately \$253,000 to the FY 17/18 Article 3 Call for Projects. The motion was seconded by Deuk Perrin and passed unanimously.

A discussion followed regarding the process for next year, including suggestions to

- Coordinate follow up with applicant staff
- Look into alternatives in September prior to reevaluating criteria.
- As part of evaluation of criteria - find a way to deal with the rollover. If there is a rollover know how to reallocate by formula.
- Engage in revision of criteria with the wayfinding study for an outcome that addresses regional needs and identifies projects that enable agencies to combine resources for regional projects.
- Explore options for agencies that intentionally bypass the application project for several cycles and ask for a larger portion later, or how to deal with phased projects when money isn't guaranteed.

6. UNMET TRANSIT NEEDS FY 17-18 PUBLIC PARTICIPATION PROCESS

Treana Gonzalez led a discussion regarding joint outreach efforts for next year's Unmet Needs Process. The committee provided feedback on ways to garner better public participation. Rob Corley stated the need to better clarify exactly what the hearings are for and what an unmet need is. This year's process was not clear in that the public was invited to comment on transit needs as well as other transportation concerns. It needs to be focused strictly on Unmet Needs. He suggested that rather than spending resources and time personally doing outreach for a small number of participants that the same money would be better spent on individual mailers to each household with a return response card.

Mike Culver suggested making presentations and soliciting comments at venues where there is a captive audience such as assisted living facilities. Chaise Rasheed suggested food pantries and churches.

Miguel Marquez asked if there will be any effort to promote and provide transportation for those who are disabled to get out the vote. While vote by mail is an option, many want to feel like they are part of the process by physically participating. He also suggested a great venue for Unmet Needs would be the One Stop program held in various cities as many social services are available all at one table to provide resources.

Over the summer transit staff will work with SSTAC agencies to create a comprehensive list of opportunities to gather information.

7. CHAIRMAN'S REPORT

There was no report.

8. COMMITTEE MEMBER REPORTS

There were no reports.

9. ADJOURN TO SEPTEMBER 13, 2016



Item #5

October 11, 2016

**MEMO TO: CITIZENS TRANSPORTATION ADVISORY COMMITTEE /
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL**

**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
JUDITH JOHNDUFF, PROGRAM ANALYST**

SUBJECT: PEDESTRIAN AND BICYCLE PROJECT FUNDING UPDATE

RECOMMENDATION:

- Review and discuss.

BACKGROUND:

VCTC's Comprehensive Transportation Plan (CTP), adopted in 2013, noted the importance of connecting the county's non-motorized transportation networks on a regional scale to further strengthen these networks' contribution to congestion relief. To better address this priority the plan specifically recommended that the TDA Article 3 program be significantly reoriented to focus the funding on a relatively small number of larger projects (rather than on many smaller projects) so as to make a significant, transformative contribution to the regional network.

Commission staff in consultation with CTAC has held off on implementing this recommendation since it has been understood that the VCTC Bicycle Wayfinding Study currently underway will play a significant role in defining priorities for linking the regional network. This study will designate regional bike routes and wayfinding infrastructure throughout the county. The plan is being prepared in coordination with City and County Public Works Staff with input from the public.

Since the plan is nearing completion, staff is now considering how to implement the Comprehensive Transportation Plan recommendation with regard to reorganizing the TDA Article 3 Bicycle & Pedestrian program.

Since both Article 3 and CMAQ funds have historically been used to fund bicycle and pedestrian projects in Ventura County, staff has considered the elimination of a stand-alone Article 3 Bicycle & Pedestrian call for projects and instead consolidating the Article 3 project selection with the process used for CMAQ bicycle & pedestrian projects. Since CMAQ funds are somewhat more restrictive than Article 3, in that CMAQ projects must result in improved air quality, the combined process for selecting projects would be similar to what is currently done under CMAQ. It is hoped that for both CMAQ and Article 3 bicycle & pedestrian programs, the combined call for projects would create an opportunity to implement the CTP recommendation to fund more innovative and transformative projects that might involve more than one jurisdiction or mode of travel.

With this change, it is anticipated that Article 3 would generally no longer be used for small projects of limited local benefit, but would contribute to a smaller number of larger projects, often providing the local match for CMAQ. At the same time, it may be appropriate on a limited basis to use Article 3 for a project that is, for whatever reason, not well-suited for CMAQ.

The following is a summary of the TDA Article 3 Bicycle & Pedestrian and the CMAQ programs:

- Transportation Development ACT Article 3: Currently, VCTC issues each year a call for bicycle and/or pedestrian projects funded with Transportation Development Act Article 3 (Article 3) Bicycle & Pedestrian funding. In accordance with California PUC Section 99233.3, up to two percent (2%) of Transportation Development Act (TDA) Local Transportation Funds can be set aside by VCTC for planning, construction and/or maintenance of bicycle and pedestrian facilities, with the program policies adopted by VCTC. In Ventura County 25% of the TDA Article 3 funds are set aside for maintenance with the remainder of the funding allocated on a competitive basis for projects that foster an increase in bicycling and walking and provide improved connectivity. Over the last few years, Ventura County has received roughly \$650,000 a year in Article 3 funds. Assuming future years are roughly the same, after reserving 25% of the funds for bicycle path maintenance, approximately \$500,000 will be available for new bicycle/pedestrian projects.
- Congestion Mitigation and Air Quality (CMAQ): This year, with the passage of the Federal Appropriation Bill known as the FAST ACT or Fixing America's Surface Transportation Act, Ventura County will also receive a set amount of Congestion Mitigation and Air Quality (CMAQ) funds each year over the next 4 years which may also be used to fund Bicycle and Pedestrian Projects in Ventura County. VCTC receives approximately \$7 million of CMAQ funding per year. CMAQ is used for projects which mitigate congestion and reduce vehicle emissions. A complete list of eligible CMAQ projects is listed in Attachment 1.

Based on the Comprehensive Transportation Plan for Ventura County, half of the County's CMAQ funds go towards transit projects and half goes to non-transit projects. Transit and non-transit projects are subject to separate selection criteria and separate calls for projects are issued. In recent years non-transit CMAQ funds have almost all been used for bicycle/pedestrian projects in Ventura County. A total of \$14 million of non-transit CMAQ funds will be available over the next four years.

DISCUSSION

How a Consolidated Article 3/CMAQ Funding Program could work:

Eligible Article 3/CMAQ Projects: Eligible projects will include:

1. Construction and/or engineering of bicycle or pedestrian capital projects
2. Bicycle safety education programs
3. Development of bicycle or pedestrian facilities plans
4. To be eligible for CMAQ a project must lead to improved air quality.
5. To be eligible for TDA Bicycle & Pedestrian a project must be have potential for usage for non-motorized commuting.
6. A complete list of eligible CMAQ projects is listed in Attachment 1. The transit projects will be part of a separate call for projects as discussed in this report. Projects which are neither transit nor bicycle/pedestrian have in recent years been relatively rare in Ventura County, but any such projects if will be included for consideration in the proposed consolidated Article 3 CMAQ call for projects.

Biennial Call-for-Projects: Discussions to TTAC to date have indicated interest in programming 2-years' worth of CMAQ funds at this time. Although TDA funds are generally appropriated year-to-year, VCTC could also hold off on programming the FY 17/18 TDA Article 3 Bicycle & Pedestrian funds to allow the programming of both FY 17/18 and FY 18/19 programs in one call for projects. By combining two years' of both Article 3 and CMAQ non-transit program funding into one biennial Call-for-Projects, approximately \$8 million would become available which would help facilitate funding of larger, more innovative projects.

CTAC's Role: It is anticipated that CTAC will review and advise on VCTC's Bike Wayfinding Study, which as discussed will play a major role in identifying specific locations where VCTC will focus the use of CMAQ and Article 3 Bike/Ped funds with the objective of providing the most regional benefit. However, under this proposal CTAC would not continue its current role in selecting the specific Article 3 projects to receive funds. The combined CMAQ/Article 3 program will follow the same project selection process as is currently used for CMAQ, subject to the caveat of using the Wayfinding Study to establish priority projects. Accordingly, staff will develop the initial CMAQ project scoring, in consultation with staff of the Air Pollution Control District which provides scores for the air quality criterion. TTAC will then review the scores prior to Commission approval of the projects.

PROJECTS ELIGIBLE FOR CMAQ FUNDING

Congestion Management and Air Quality (CMAQ) program funds can be used to fund projects expected to result in tangible reductions in CO and ozone precursor emissions, and under certain conditions PM-10 pollution. Eligible activities include:

Transportation Control Measures: TCMs are likely to be eligible, however the air quality benefits must be determined and documented before a project can be considered eligible. Two TCMs specifically excluded by legislation from CMAQ eligibility are reduction of emissions from extreme cold-start conditions and programs to encourage removal of pre-1980 vehicles. (TCMs are listed on Attachment.)

Transportation Activities in an Approved State Implementation Plan: Transportation activities in approved SIPs are likely to be eligible activities. The activity must contribute to the specific emission reductions necessary to bring an area into attainment.

Transit Projects: In general, CMAQ eligibility is determined on the basis of whether or not the project represents an expansion or enhancement of transit service. Eligible capital projects include new stations, transit centers, and preferential bus/HOV treatment on existing roads; new park-and-ride facilities adjacent to transit stops; and major new fixed-guide way and bus/HOV facilities and extensions; new alternative-fueled transit buses, vans, locomotives and rail cars; and operating subsidies for 3-year demonstrations of new service.

Alternative Fuels: Conversion or replacement of centrally-fueled fleets to alternative fuels is eligible provided that the fleet is publicly owned or leased, and the fleet conversion is in response to a specific requirement in the Clean Air Act or is specifically identified in the State Implementation Plan.

Bicycle and Pedestrian Program: Include eligible projects are construction of bicycle and pedestrian facilities, non-construction projects related to safe bicycle use, and establishment and funding of State bicycle/pedestrian coordinator positions.

Management Systems: Projects required to develop, establish the management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems, as well as implementation of projects contained in them, are eligible where it can be demonstrated they are likely to contribute to attainment of air quality standards.

Traffic Management/Congestion Relief Strategies: Traffic management and congestion relief strategies for both highways and transit are eligible provided that they can be shown to improve air quality. Projects to modernize traffic signals to improve traffic flow and intelligent transportation systems are included under this category.

Telecommuting: Planning, technical and feasibility studies, training, coordination and promotion for telecommuting are eligible activities under CMAQ. Physical establishment of telecommuting centers, computer and office equipment purchases and related activities are not eligible.

Travel Demand Management: Eligible activities include: market research and planning in support of TDM implementation; capital expenses required to implement TDM measures; operating assistance to administer and manage TDM programs; and marketing and public education efforts to support and bolster TDM measures.

Intermodal Freight: CMAQ funds may be used for improved intermodal freight facilities where air quality benefits can be shown.

Public/Private Initiatives: The CMAQ program may be used to fund projects or programs that are owned, operated or under the primary control of the public sector, including public/private joint ventures. Under TEA-21, non-profit organizations are eligible as direct recipients of CMAQ funds.

Outreach Activities: Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to SOV travel, and technical assistance to employers or other outreach activities for an Employee Commute Option program may be funded under the CMAQ program for an indefinite period. Transit “stores” selling fare media and dispensing route and schedule information which occupy leased space are also eligible and are not subject to the 3-year limit.

Fare/Fee Subsidy Program: CMAQ funds may be used for partial user fare or fee subsidies to encourage greater use of alternative travel modes (e.g. carpool, vanpool, transit, bicycling and walking), as part of a comprehensive, targeted program to reduce SOV use. The subsidized fare/fee must be limited to any one entity or location for a period not to exceed 2 years.

Other Projects and Programs: Other transportation projects and programs, even if they are not included under one of the categories above may also be funded under CMAQ. Innovative activities based on promising technologies and feasible approaches to improve air quality will also be considered for funding. Documentation of air quality benefits must be provided.

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Item #6

October 11, 2016

MEMO TO: CTAC/SSTAC

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

SUBJECT: FY 17/18 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS SCHEDULE, PROCEDURES AND DEFINITIONS OF "UNMET TRANSIT NEEDS" AND "REASONABLE TO MEET"

RECOMMENDATION:

- Review and Approve Unmet Transit Needs Schedule and Definitions

DISCUSSION:

Each year, the State Transportation Development Act (TDA) requires a public hearing be held to discuss public transit. The purpose of the annual public hearing is to take testimony on local and/or regional transit needs, and then develop findings that ensure that all reasonable transit needs are satisfied before TDA funds can be allocated for street and road purposes. The testimony is reviewed against adopted definitions describing what are "unmet transit needs" and what is "reasonable to meet".

A schedule for the FY 17/18 public hearing is attached. In the past VCTC has conducted three public workshops and appointed a separate public hearing board to collect public feedback or testimony. Although the public workshops are not required by the State to approve the unmet needs process, a public hearing is required.

During late August/early September 2016, VCTC staff held two workshops with social service agencies and transit providers in addition to three transit user forums. The purpose of these sessions was to consult with these parties over concerns about current transit issues faced by seniors, disabled persons, and persons of low income. The feedback collected will be used toward completion of the regional Coordinated Human Services Transportation Plan, currently in the process of its five year update by VCTC. However, feedback collected through these sessions concerning unmet transit needs will be incorporated into the annual unmet needs process. To continue consultation with these groups, staff recommends a February workshop in lieu of three general public workshops. The purpose of the February workshop is to collect guidance and focused feedback directly from the CTAC/SSTAC as staff has found this format to be more useful for collecting more specific feedback and developing more meaningful analysis of the specialized transit systems. To avoid schedule conflicts that arise with coordinating a separate unmet needs public hearing and hearing board, staff recommends including the required public hearing at the Commission's regular May meeting so that transit users interested in testifying can do so with the entire Commission instead of only a few Commissioners.

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The testimony will be reviewed by the Commission for discussion so they can take action appropriately prior to reviewing VCTC's staff recommendation. The CTAC/SSTAC also has the option of submitting a formal recommendation in addition to the Staff recommendation to the May Commission meeting.

The definition of "unmet transit needs" and "reasonable to meet" remain unchanged from last year's adoption by the CTAC/SSATAC and the Commission and they are presented in the attachment for reference.

“UNMET TRANSIT NEED”

Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented. Unmet transit needs identified in a government-approved plan meet the definition of an unmet transit need. Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service.

Includes:

- Public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and education programs. Service must be needed by and benefit the general public.
- Service expansions including new routes, significant modifications to existing routes, and major increases in service hours and frequency

Excludes:

- Operational changes such as minor route changes, bus stop changes, or changes in schedule
- Requests for minor extended hours
- Service for groups or individuals that is not needed by or will not benefit the general public
- Comments about vehicles, facilities, driver performance and transit organizational structure
- Requests for better coordination
- Requests for reduced fares and changes to fare restrictions
- Improvements funded or scheduled for implementation in the following year
- Future transportation needs
- Duplication or replacement of existing service

“REASONABLE TO MEET”

Outcome	Definitions	Measures & Criterias
<i>Equity</i>	The proposed service will not cause reductions in existing transit services that have an equal or higher priority	Measures: Vehicle revenue service hours and revenue service miles. Criteria: Transit vehicle service hours and miles will not be reduced on existing routes to fund the proposed service
<i>Timing</i>	The proposed service is in response to an existing rather than future transit need	Criteria: Same as definition that proposed service is in response to an existing rather than future transit need; based on public input
<i>Feasibility</i>	The proposed service can be provided with the existing fleet or under contract to a private provider	Measure: Vehicle spare ratio: Transit system must be able to maintain FTA's spare ratio requirement of 20% (buses in peak service divided by the total bus fleet cannot fall below 20%). If less than 20%, can additional buses be obtained (purchased or leased) or can service be provided under contract to a private provider?
<i>Feasibility</i>	There are adequate roadways to safely accommodate transit vehicles	Measure & Criteria: Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
<i>Cost Effectiveness</i>	The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole	Measure: Total estimate annual passenger fare revenue divided by total annual operating cost (the entire service including the proposed service) Criteria: fare revenue/operating cost cannot fall below the operator's required passenger fare ratio.
<i>Cost Effectiveness</i>	The proposed service will meet the scheduled passenger fare ratio standards described in Attachment A	Measures and criteria in Attachment A.
<i>Service Effectiveness</i>	Estimated passengers per hour for the proposed service will not be less than the system-wide average after three years.	Measure: Passengers per hour. Criteria: Projected passengers per hour for the proposed service is not less than 70% of the system-wide average (without the proposed service) at the end of 12 month of service, 85% at the end of 24 months of service, and 100% at the end of 36 months of service.

PASSENGER FARE RATIOS

It is desirable for all proposed transit services in urban areas to achieve a 20% passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% is desired for special services (i.e., elderly and disabled) and rural area services*. More detailed passenger fare ratio standards, which will be used to evaluate services as they are proposed and implemented, are described below. Transit service both urban and rural areas, per state law, may obtain an “intermediate” passenger fare ratio.

Urban Service	Rural Service	Recommended Action
New Service Performance Criteria: End of Twelve Months		
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Twenty-four Months		
Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Thirty-Six Months **		
Less than 15%	Less than 7%	Provider may discontinue service
15% to 19%	7% to 9%	Provider may consider modifying and continue service
20% or more	10% or more	Provider will continue service, with modifications if needed
<i>*Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.</i>		
<i>**A review will take place after 30 months to develop a preliminary determination regarding the discontinuation of proposed services</i>		

Fiscal Year 17/18 Unmet Transit Needs Public Hearing and Process Schedule

October 11, 2016	CTAC/SSTAC review and approve Unmet Transit Needs schedule and Definitions
October 26, 2016	Pacific View Mall Intercept Survey (coordinated plan)
December 2, 2016	VCTC approves FY 16/17 Unmet Transit Needs schedule and Definitions
December 14, 2016	Letters/flyers are sent to community groups, social service agencies, transit operators, and the general public to announce the public hearing and information is posted on the www.goventura.org website
December 19, 2016	Submit public hearing legal notice to VC Star and La Vida News for print preparation.
January 2, 2017	30 day legal notice for public hearing appears in print on VC Star, La Vida News (may appear sooner, but must appear 30 days before February 3, 2017)
February 3, 2017	Public Hearing 9:00 AM, Camarillo City Hall (in conjunction with VCTC meeting)
February 14, 2017	Consultation workshop with CTAC/SSTAC (all SSTAC members must attend) to provide SSTAC input on prioritizing regional specialized transportation needs
March 14, 2017	CTAC/SSTAC to review draft findings from Feb workshop
April 11, 2017	CTAC/SSTAC approves unmet needs findings and staff recommendation
May 5, 2017	9:00 AM, Camarillo City Hall: - VCTC Unmet Needs Staff Presentation of Findings - VCTC adopts Unmet Transit Needs Public Hearing Findings
June 2, 2017	VCTC adopts 17-18 TDA apportionments
August 15, 2017	Deadline to submit to State for review of findings



Item # 7

October 11, 2016

**MEMO TO: CITIZENS TRANSPORTATION ADVISORY COMMITTEE/
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL**

FROM: RICHARD HOLZER, PLANNING ANALYST

SUBJECT: BICYCLE WAYFINDING PRESENTATION

RECOMMENDATION:

- Receive and file the bicycle wayfinding presentation.

DISCUSSION:

The Bicycle Wayfinding Project was envisioned as a starting point to establish inter-city and regional bike routes in Ventura County, providing a guide for jurisdictions to implement bikeway infrastructure improvements and to set priorities for funding. The plan will define and prioritize bike routes and design uniform wayfinding signage for Ventura County. As CTAC may recall, VCTC went out to bid last year and selected Alta Planning + Design, entering into a contract in fall of 2015. The commission designated the Transportation Technical Advisory Committee (TTAC) to oversee the project.

VCTC began a public outreach campaign in December 2015, which included a survey and bike WikiMap, an interactive web map where the public could login and draw routes they frequent and points for major destinations. The outreach was successful, as compared to similar efforts undertaken by Alta Planning, with over 278 unique logins to the WikiMap, 686 different comments, and 63 participants taking the survey.

Using this input as a guide, Alta defined 17 different regional bike routes throughout the county. During the spring of 2016, VCTC hosted five bike rides with members of the public and local bike groups "truthed" portions of 5 of the potential routes. Route rides were chosen in areas with multiple alternative routes and confusing directions. This feedback refined the routes, and with the help of the TTAC advisory committee, Alta prioritized these routes and performed a gap analysis using an objective, data-driven methodology.

In addition to defining and prioritizing the routes, Alta has developed two potential sign designs; currently, Alta is refining the designs and calculating costs so the TTAC advisory committee may perform the final selection. Alta will provide a detailed plan for approximately 65 signs.

VCTC will be holding two public workshops, one for East County and one for West County residents, in tandem with local events to encourage greater participation. Following this input, the wayfinding plan will be updated to reflect comments and then presented to TTAC and to VCTC's board for approval. The project is scheduled to complete by the end of this year.

Staff will be presenting an overview of the project to CTAC.