

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 9, 2012

Item Number 2e

Resolution No. 4025, Revised

Subject: Resolution 4025 is being revised to incorporate the Unmet Needs Finding for Solano County.

Background: Pursuant to state law, TDA Article 8 funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is determined that all unmet transit needs that are reasonable to meet within the jurisdiction of the TDA claimant have been met (PUC §99401.5 and §99401.6). MTC is responsible for making this determination in the Bay Area region, which includes annually conducting an unmet transit needs public participation process, which is controlled by policies and processes adopted in MTC Resolution No. 2380, Revised.

Solano is the only remaining county in the Bay Area subject to the annual unmet transit needs process. Only unincorporated Solano County still utilizes a portion of their funds for street and road purposes. This is the last year that unincorporated Solano County will claim funds for streets and roads.

In accordance with MTC policy, the FY 2011-12 public participation process was conducted on December 2, 2010 in Solano County. This included a public hearing and a thirty-day window in which written comments could be submitted. MTC staff reviewed all the issues raised at the hearing and in public comment with the Solano Transportation Authority (STA). These are summarized in Attachment B - Unmet Transit Needs Response. All of the comments raised at the unmet needs hearing in December related to jurisdictions in Solano County that already spend their entire allocation of TDA Article 8 funds on transit service.

MTC staff recommends that there are no transit needs sufficiently substantial to require the preparation of an Unmet Transit Needs Plan and recommends that the Commission make a finding that there are no unmet transit needs that are reasonable to meet in Solano County for FY 2011-12.

Issues: None

Recommendation: Refer MTC Resolution No. 4025, Revised to the Commission for approval.

Attachments: Solano County Unmet Needs FY2011-12 Listing
MTC Resolution No. 4025, Revised

SOLANO COUNTY UNMET NEEDS FISCAL YEAR 2011-12

Responses provided to the public comments should support one of the following statements and include substantive information.

1. Issue has been addressed through recent changes in service.
 2. Issue will be addressed by changes in service planning to take place between now and the end of fiscal year 2012-2013.
 3. The service changes required to address an issue have been recently studied and determined not reasonably based on locally established standards.
 4. The evaluation of the issue resulted in the identification of an alternative means of addressing it; or the issue has not been addressed through recent or planned service changes nor recently studied.
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Vallejo Transit and Benicia Breeze's Unmet Transit Needs Response Currently Solano County Transit (SolTrans)

Issue 1: Lack of Glen Cove service.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

The system is currently undergoing a major restructuring of routes. SolTrans restructuring will result in restoring service to Glen Cove.

Issue 2: Run bus on Hwy. 37 from Vallejo to San Rafael.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

Solano County Transit (SolTrans) uses 100% of its TDA funds for transit. SolTrans is faced with a \$3M deficit FY 2012-13 due to loss of stimulus funding that supported operations for the past two years as a result of lost state operating revenues. Stimulus funds support operations due to the loss of State revenue. Due to the lack of new revenues, SolTrans is forced to reduce current service levels and restructure existing route. Expansion of service is not feasible at this time.

Issue 3: Keep current schedule and lines for the 78 and 76.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

SolTrans engaged a consulting firm to assist with the preparation of a Short Range Transit Plan, a 10-year plan focused on operations, budget and capital needs. Due to budget shortfalls, unproductive trips on Routes 78 and Rt. 76 are proposed for elimination. However, the plan proposes to mitigate the loss of Route 76 through implementation of van pool service with the assistance of the Solano Transportation Authority's Solano/Napa Commuter Information (SNCI) staff. The draft service plan was available for public comment beginning the first week of March 2012 and concluded April 16th. Staff will consider all comments and suggestions related to the proposed changes and revise the plan based upon public input where possible.

Issue 4: Route 5 is important for students to get to the Vallejo campus.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

SolTrans recognizes the importance of providing students and staff with access to Solano Community College Vallejo satellite campus. A consultant has been retained to review the entire service area. Realignment of existing service to the Vallejo campus is anticipated, modification of this route will improve connections.

Issue 5: Better coordination between drivers and dispatchers.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Every effort is made to coordinate dissemination of information. SolTrans has brought this to the attention of our contractor MV Transportation. Together, we are working diligently with our operations contractor to improve coordination between bus operators and supervisors.

Issue 6: Scheduling trips, especially timing, is confusing.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

As SolTrans is working with a marketing consultant to develop new maps and schedules, opportunities to simplify and improve public use of these materials will be explored.

Issue 7: Shorten Paratransit transfers.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Paratransit trips requiring transfers are coordinated with outside agencies, every effort is made to coordinate trips with the least wait time for the passenger to connecting agencies. The recent consolidation of Vallejo and Benicia paratransit service will eliminate the need for passengers to transfer within the SolTrans service area (Benicia and Vallejo) thus shortening the overall trip time.

Issue 8: Problems with cancelled paratransit trips.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

Passenger's that may not need a previously scheduled trip are asked to cancel as early as possible. You may cancel a trip up to 5:30 PM the day before the trip. Drivers schedules are prepared daily, cancellations made after 5:30 PM the day before are considered a "no show." SolTrans will perform an ADA assessment of its operation in 2012, as a result modifications will be made to existing policies.

Issue 9: Driver not wanting to tie wheelchair down.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

All bus operators are trained on proper wheelchair securement and subject to additional training throughout the year. Passengers are encouraged to call when they encounter problems using the service so management may expeditiously address issues of this nature. Use and proper procedure for restraints is and will continue to be part of the bus operator safety and training program.

Issue 10: General issues with driver's treatment of passengers.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Our contractor MV Transportation implemented an expanded customer service training program. Passengers are encouraged to contact customer service representatives when they experience a problem with an operator so management may quickly address the issue.

Issue 11: Drivers drive a little rough for some passengers.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Our fleet was recently equipped with Drive CAM. DriveCam is focused on behavior change management, this technology allows management to monitor operator driving patterns. Events that occur throughout the day are recorded and reviewed by our safety department. If necessary, the bus operator's are coached and provided additional training.

Issue 12: Make transit more senior friendly e.g. with the use of 'transit ambassadors' and transit training.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

Solano County Transit (SolTrans) will develop and implement a Transit Ambassador program geared toward acclimating seniors and disabled with using public transit.

Issue 13: Need for direct bus between Benicia and Glen Cove Shopping Center

Transit Operator: Benicia Breeze

Use of TDA: The City of Benicia used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2021-2013.

Response

Solano County Transit (SolTrans) has hired a consultant to develop a Short Range Transit Plan. Existing services as well as additional services will be assessed and identified. Implementation of additional service will be contingent upon available funding.

Fairfield and Suisun Transit's Unmet Transit Needs Response

Issue 1: Routing issues of DART service

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Fairfield has worked closely with our contractor to create a better dispatch and routing of the DART service.

Changes include but are not limited to: training on the route scheduling software, customer service training, creating a DART only dispatch room. Additionally, the City's contractor, MV Transportation, recently hired a new General Manager who is working diligently to improve the quality of service and efficiency of DART service.

Issue 2: Route 20 could run later to match route 90.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

Issue 3: Would like to see one pass in use, not multiple passes.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Fairfield and Suisun Transit is in the process of implementing the Bay Area's regional fare card system, Clipper, and the technology should be ready for transit use in approximately 1 year (around March 2013). As part of this effort, FAST will be required to harmonize our fare rules and policies to create synergy with other Solano County operators. All Bay Area operators will eventually be required to accept the same Clipper Card, resulting in the elimination of the multiple monthly passes currently sold by FAST. The Clipper Card, in that case, would allow passengers to load the appropriate value on this smart card to travel throughout FAST's service area and zones, as well as throughout the entire Bay Area. (Reference Metropolitan Transportation Commission Resolution 3866, Transit Coordination Implementation Plan)

Issue 4: Extra bus stop needed at business center in Cordelia

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. A "Cordelia Shuttle" (new Route 8) is being proposed, which will result in improved bus stop locations in the Cordelia area.

Issue 5: Cordelia underserved by transit

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. A "Cordelia Shuttle" (new Route 8) is being proposed, which will result in improved bus stop locations in the Cordelia area.

Issue 6: Improve Red Top Road Park and Ride.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Red Top Road Park and Ride Lot was open for public use as of December 2011. Vanpools, carpools, and private transit providers are being encouraged to use this location, instead of the Fairfield Transportation Center, in an effort to provide additional parking opportunities for public transit/Solano Express bus passengers.

Issue 7: Direct bus to San Francisco

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determine not reasonable based on locally established standards.

Response

FAST is primarily responsible for providing public transit service within the cities of Fairfield and Suisun, as well as a reasonable level of regional service along the I-80 and I-680 corridors that efficiently connects Fairfield/Suisun citizens with agencies such as BART, which provides service directly to San Francisco. Given the great frequency of BART service, as well as the quickness of service due its exclusive right of way, any transit patrons from Fairfield/Suisun would be better served by connecting to BART from the Route 90, and possibly even the Route 40 when traveling to and from San Francisco. In fact, direct bus service through the MacArthur Maze and across the Bay Bridge would not be as reliable and cost effective as taking BART under the Bay after connecting from Route 90 at El Cerrito Del Norte. (References: FAST 2008 Short Range Transit Plan and Solano Transportation Authority service studies, as FAST is only the service contractor for STA's Route 90)

Issue 8: Concern about transit for seniors in Green Valley

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

That issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service for seniors.

Issue 9: Keep Fairfield Taxi Program

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Fairfield currently offers a reduced fare taxi program for seniors (60 or older), Regional Transit Discount Card (RTDC) holders, DART-eligible patrons, and Medicare cardholders, which provides service throughout Fairfield and Suisun 24-hours/day. Additionally, FAST participates in an intercity, reduced fare taxi program for DART-eligible patrons only. FAST's participation in both taxi programs will continue.

Issue 10: Expand Capital Corridor schedule

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→N/A

Response

This has not been studied by FAST since Capital Corridor service is not managed by Fairfield. Expansion of service could only be addressed by the Capital Corridor.

Issue 11: Extend hours of current FAST schedule extended to at least 10:00 PM

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

Issue 12: Need for Sunday Service

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

Issue 13: Lack of good transportation for elderly

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

FAST is a public transit provider for Fairfield and Suisun citizens of all ages. Currently, FAST operates a significant number of low-floor transit buses that make it easier for seniors to board and alight buses, in addition to charging individuals 65 and older only half of a regular adult base fare. FAST also provides complementary paratransit service, per the Americans with Disabilities Act (ADA), subsidized local taxi service for individuals age 60 and older, subsidized intercity taxi service for DART-eligible patrons, and helps fund special senior service through the Fairfield Senior Center for individuals age 50 and older. Therefore, many types of transit service for seniors are provided in Fairfield/Suisun.

Also, this issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service for seniors.

Issue 14: Lack of bus stops on bus lines.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop locations.

Issue 15: Bus stops too far apart.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop locations.

Issue 16: Need to create a regional code of bus etiquette.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service/existing local policies.

Response

This is identified as a regional issue. However, The City of Fairfield has established its own set of policies and procedures as identified in our suspendable conduct policy. Additionally, the City's Legal Counsel must ensure that any code of conduct beyond FAST's suspendable policy, displayed in transit vehicles/facilities, must not violate a citizen's rights under local, state and federal laws.

Issue 17: Reduction from 7 to 5 buses makes reservation more difficult (DART)

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→N/A

Response

DART meets all ADA requested rides and has no capacity denials. The number of vehicles dispatched is a result of reservations made and does not dictate how many reservations can be accepted by DART. Additionally, DART is a shared ride system, which schedules rides using the ADA acceptable practice of negotiating a pickup within a one-hour window.

Issue 18: Some dispatchers are not customer friendly

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Fairfield has worked closely with our contractor to create a better dispatch and routing of the DART service. Changes include but are not limited to: hiring of a new customer service manager, training on the route scheduling software, customer service training, creating a DART only dispatch room.

Issue 19: Lack of professionalism on phone by dispatchers

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Fairfield has worked closely with our contractor to create a better dispatch and routing of the DART service.

Changes include but are not limited to: hiring of a new customer service manager, training on the route scheduling software, customer service training, creating a DART only dispatch room.

Issue 20: Drivers need more training to be sensitive to needs of passengers.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

This is an issue that is/has been addressed by our contractor, through training of drivers. We will forward the concern to contractor's General Manager. Additionally, FAST staff will be doing more outreach to and travel training for transit riders with special needs to increase rider independence and minimize dependency on bus operators to train and assist individual riders while operating a bus and trying to maintain on-time performance/overall system reliability.

Issue 21: Travel times and transfers make service inconvenient.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2 The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

Issue 22: Need more bus stations (shelter)

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop amenities such as shelters, benches, and passenger information.

Issue 23: Better signage for bus system

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop amenities such as passenger information and signage.

Issue 24: Need more bus shelters

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop amenities such as shelters, benches, and passenger information.

Issue 25: More curb cuts at stops/stations

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that will involve the establishment of ADA accessible bus stops, which will include features such as curb cuts, as the general standard for all bus stops.

Issue 26: Increase capacity for bikes on buses

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

All FAST buses are currently capable of carrying two or more bicycles. For some buses, two is the maximum capacity. However, the City of Fairfield is currently studying the entire system to better utilize and serve within our resources.

Issue 27: More conveniently located and more easily accessible bus stops

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop locations.

Vacaville City Coach Transit's Unmet Transit Needs Response

Issue 1: Keep bus line #3; needed to get to work.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Route 3 was a grant funded route made possible through a grant received from the Yolo-Solano Air Quality Management District, Clean Air fund. This was a one-year pilot project route designed to test the use of public transit along the Orange Drive/Lawrence Drive area of North East Vacaville. Route 3 was advertised to the public as a one-year pilot project. The Route 3 launched in January 2010, ceased operating at the end of February 2011. The passenger ridership data obtained through this one-year pilot project test was implemented into route changes which were implemented on August 1, 2011.

Issue 2: Need Local buses after 6:30 p.m. to Solano College.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

In March 2010, Transit staff began collecting ridership data from all bus stops throughout the City Coach transit system. The purpose of this effort was to develop route enhancements as well as propose extending operating hours in both the AM and PM. Transit staff conducted a total of six public outreach meetings to gather public comments, suggestions and recommendations regarding the proposed route changes and operating hour extension.

On June 14, 2011, the extension of operation hours was proposed and approved by City Council as pilot program. Ridership during the extended operating hours would be closely examined to determine the extent of demand. On August 1, 2011 operating hours were extended on all City Coach bus route from 6:00AM through 7:00PM Monday through Friday and 8:00AM – 6:00PM on Saturday. If during the pilot test period, it is determined that there is in fact enough ridership demand during the extended operating hours, those extended operating hours would be adopted. If ridership was determined to be lower than required to meet efficiency standards during the extended operating hours, staff would recommend scaling back to a more financially sustainable operating timeframe to be implemented by authorization by the Vacaville City Council.

Issue 3: Need bus service on Sundays to go to church.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determine not reasonable based on locally established standards.

Response

The City of Vacaville's completed Short Range Transit Plan conducted by LSC Transportation Consultants identified Sunday as a survey respondents need going back to 2003. However, when studied further LSC found the following:

"An additional 3,324 annual vehicle service hours and 45,957 vehicle service miles, requiring an additional \$109,140 in annual operating funds. Additional dispatching costs would also be incurred, assumed to be \$9,180 per year, annual operating costs would increase by \$118,320. Due to lower travel demand, transit ridership on Sunday services is typically observed in similar systems to be half of Saturday ridership (approximately 700 passengers). Using this proportion as a basis for estimating Sunday ridership, approximately 10,360 annual one-way passenger-trips would be provided. This ridership level would generate approximately \$8,490 in additional annual passenger fares. A total of \$109,830 in annual operating subsidy would be required." (source: Short Range Transit Plan Update, Page 17- Sunday Service).

The farebox recovery ratio obtained by operating on Sunday would equate to far less than as required to meet State transit performance mandates. In fact, by the data obtained from LSC Consultants, at \$109,830 in additional operating costs for a gain of \$8,490 in annual passenger fares equates to an operating cost to fare ratio of only 7%, far below the required 20% as necessitated by Transportation Development Act statute.

At this time, operating Sunday service would be detrimental to the financial health of the City Coach public transit system. There simply is not enough passenger demand to warrant the additional costs.

Issue 4: Buses need to run later and connect better with #20 and #30.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Below is a description of the regional routes that provide service to the Vacaville Transportation Center:

Route 20 providing service between Vacaville and Fairfield arrives at the Vacaville Transportation Center on the hour, starting at 7:00AM through 7:00PM, Monday through Friday.

Route 30 provides service to Sacramento;

Route 40 provides service to the Walnut Creek and Pleasant Hill BART stations; and

Route 220 provides service to Woodland.

All local City Coach bus routes connect to the Vacaville Transportation Center on the hour and on the half, from 6:00AM through 7:00PM Monday through Friday making for easy transfer between local and regional bus routes.

Issue 5: More bus stations (shelters)

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Vacaville maintains an annual program to replace and install new bus shelters throughout the City Coach transit system. Currently 98% of all City Coach bus shelters are of the newer design (without plexi-glass walls, see attached picture). Approximately 6-8 new bus shelters have been installed each year over the last five years. The City Coach transit system boasts the highest number of per capital passenger bus shelters, more than any other public transit system in Solano County. Bus shelters and bus benches are installed at locations of high-use, where passengers have made recommendations or suggestions shelters at stops serving multiple bus lines. However, staff is constrained by the fact that a bus shelter/bench cannot be installed at every location desired by transit patrons. To maintain compliance with Americans with Disabilities Act (ADA) regulations, a specific dimensional concrete pad must be poured as the foundation for a bus shelter. The required foundation size can be larger than the area site available for installation. Additionally, the site location may or may not be owned by the City of Vacaville. In this case, the transit staff works with the property owner – however the ultimate decision as to the installation of a bus shelter is the decision of the land owner who may not desire a public transit bus shelter installed on his/her property.



City Coach bus shelter & solar lighting.



Bus shelter with Real-Time Arrival Sign.

Issue 6: Repair Vacaville bus shelters, some stops have no shelters.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Vacaville maintains an annual program to replace and install new bus shelters throughout the City Coach transit system. Currently 98% of all City Coach bus shelters are of the newer design (without plexi-glass walls, see attached picture). Approximately 6-8 new bus shelters have been installed each year over the last five years. The City Coach transit system boasts the highest number of per capital passenger bus shelters, more than any other public transit system in Solano County. Bus shelters and bus benches are installed at locations of high-use, where passengers have made recommendations or suggestions or where transit staff observes a need for shelters at stops serving multiple bus lines. However, staff is constrained by the fact that a bus shelter/bench cannot be installed at every location desired by transit patrons.

To maintain compliance with Americans with Disabilities Act (ADA) regulations, a specific dimensional concrete pad must be poured as the foundation for a bus shelter. The required foundation size can be larger than the area site available for installation. Additionally, the site location may or may not be owned by the City of Vacaville. In this case, the transit staff works with the property owner – however the ultimate decision as to the installation of a bus shelter is the decision of the land owner who may not desire a public transit bus shelter installed on his/her property.

Issue 7: Include public restrooms in any new transit plaza planning.

Transit Operator: Vacaville City Coach

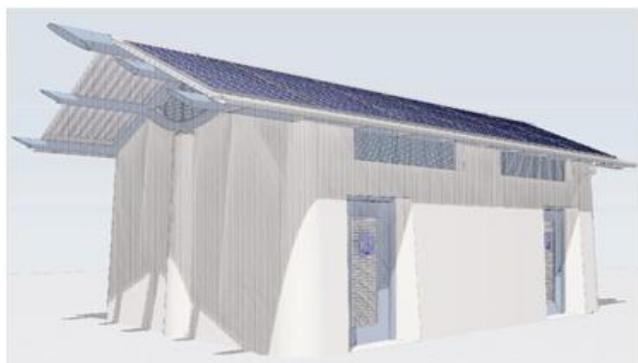
Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The newly constructed Vacaville Transportation Center in fact does have a public restroom. The Vacaville Transportation Center opened to the public in March of 2011. The City of Vacaville does not anticipate any further transportation centers to be constructed, however this comment will be recorded and incorporated as a public suggestion/recommendation in any further transit transfer facility construction projects.



Artists rendering of restroom.



Restroom under construction.

Issue 8: Build bus shelters and benches.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Vacaville maintains an annual program to replace and install new bus shelters throughout the City Coach transit system. Currently 98% of all City Coach bus shelters are of the newer design (without plexi-glass walls, see attached picture). Approximately 6-8 new bus shelters have been installed each year over the last five years. The City Coach transit system boasts the highest number of per capital passenger bus shelters, more than any other public transit system in Solano County. Bus shelters and bus benches are installed at locations of high-use, where passengers have made recommendations or suggestions or where transit staff observes a need for shelters at stops serving multiple bus lines. However, staff is constrained by the fact that a bus shelter/bench can not be installed at every location desired by transit patrons. To maintain compliance with Americans with Disabilities Act (ADA) regulations, a specific dimensional concrete pad must be poured as the foundation for a bus shelter. The required foundation size can be larger than the area site available for installation. Additionally, the site location may or may not be owned by the City of Vacaville. In this case, the transit staff works with the property owner – however the ultimate decision as to the installation of a bus shelter is the decision of the land owner who may not desire a public transit bus shelter installed on his/her property.

Issue 9: Need directional bus stop signs.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

All of the City Coach bus routes operate bi-directionally (in both directions) as clearly depicted on our bus route maps and schedules (current bus route map/schedule attached). Directional arrows are shown on the bus route maps for all City Coach routes. Bus stop signs are located along the route path every few blocks, on both sides of the street. A transit patron need only stand on the side of the street, going in the direction of desired travel to their destination. In addition, transit patrons are encouraged to contact City Coach dispatch at 449-6000 where a friendly dispatcher is available to answer any questions and help the customer make their transit trip a success.

In October 2010 staff completed the redesign of City Coach bus stop signs. The new bus stop signs as shown below, offer many additional benefits over the previous signs

Benefits such as:

Engineers grade reflectivity for easy identification.

Double sided so as to be seen from either direction.

Color coded route numbers matching the route color as shown within City Coach route maps.

Clear, easy to read text information in large fonts.



Date: July 27, 2011
Referred by: PAC
Revised: 09/28/11-C 10/26/11-C
12/21/11-C 01/25/12-C
02/22/12-C 05/23/12-C

ABSTRACT

Resolution No. 4025, Revised

This resolution approves the allocation of fiscal year 2011-12 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution was revised on September 28, 2011 to allocate operating fund to claimants in the MTC region.

This resolution was revised on October 26, 2011 to allocate operating fund to claimants in the MTC region.

This resolution was revised on December 21, 2011 to allocate operating funds to Fairfield.

This resolution was revised on January 25, 2012 to allocate operating funds to Golden Gate Transit.

This resolution was revised on February 22, 2012 to allocate operating fund to Santa Rosa City Bus.

This resolution was revised on May 23, 2012 to make a finding of no unmet needs for Solano County.

Discussion of the allocations made under this resolution is contained in the Summary Sheets and/or Executive Director Memoranda presented to the Programming and Allocations Committee on July 13, 2011, September 14, 2011, October 12, 2011, December 14, 2011, January 11, 2012, February 8, 2012, and May 9, 2012.

See Resolution No. 4000 for additional FY2011-12 TDA Allocations.

Date: July 27, 2011
Referred by: PAC

Re: Allocation of Fiscal Year 2011-12 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4025

WHEREAS, pursuant to Government Code Section 66500 et seq., the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2011-12 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2011-12 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

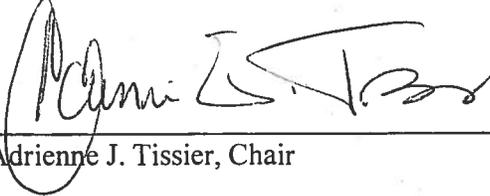
RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2011-12 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on July 27, 2011.

Date: July 27, 2011
Referred by: PAC
Revised: 05/23/12-C

Attachment B
Resolution No. 4025
Page 1 of 4

ALLOCATION OF FISCAL YEAR 2011-12
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

5. That pursuant to Public Utilities Code § 99233.7 funds available for purposes stated in TDA Article 4.5 can be used to better advantage by a claimant for purposes stated in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant has submitted a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised), as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.
5. That for purposes of reviewing each claim for TDA Article 8 streets and roads purposes, MTC has, pursuant to Public Utilities Code § 99401.5(c), adopted a definition of "unmet transit needs" and "unmet transit needs that are reasonable to meet" and procedures and criteria for making findings of unmet transit needs that are reasonable to meet (MTC Resolution No. 2380, Revised); and
6. That the County of Solano, through the countywide coordination activities of the Solano Transportation address those needs, and has made available to MTC, Solano County's long-term transportation plan and other documentation to provide a basis for revising appropriate portions of MTC's Regional Transportation Plan.

7. That in accordance with Public Utilities Code § 99401.5(d), MTC has determined that there are no unmet transit needs which are reasonable to meet within the jurisdiction of the County of Solano.

Date: July 27, 2011
 Referred by: PAC
 Revised: 09/28/11-C 10/26/11-C
 12/21/11-C 01/25/12-C
 02/22/12-C

Attachment A
 MTC Resolution No. 4025
 Page 1 of 1

ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
 DURING FISCAL YEAR 2011-12

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
 the Transit Coordination Implementation Plan.

See Resolution 4000 for additional FY2011-12 TDA allocations.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area/Footnotes	Note
5802 - 99260A Transit - Operations						
NCTPA	Transit Operating	2,863,100	02	7/27/2011	NCTPA	
VTA	Transit Operating	67,413,859	03	7/27/2011	VTA	
VTA	Transit Operating	4,039,585	04	7/27/2011	VTA	
SamTrans	Transit Operating	1,402,560	06	9/28/2011	SamTrans	1
SamTrans	Transit Operating	26,648,636	07	9/28/2011	SamTrans	
SFMTA	Transit Operating	1,566,263	08	9/28/2011	SFMTA	1
SFMTA	Transit Operating	29,757,985	09	9/28/2011	SFMTA	
Union City	Transit Operating	2,270,486	10	10/26/2011	Union City	
VTA	Transit Operating	3,962,685	03	10/26/2011	VTA	
Fairfield	Transit Operating	1,857,103	11	12/14/2011	Fairfield	
Golden Gate	Transit Operating	8,403,300	13	1/25/2012	Marin County (GGT)	
Golden Gate	Transit Operating	3,980,300	14	1/25/2012	Sonoma County (GGT)	
Santa Rosa	Transit Operating	5,368,693	15	2/22/2012	Santa Rosa	
	Subtotal	159,534,555				
5803 - 99260A Transit - Capital						
NCTPA	Transit Capital	3,495,600	05	7/27/2011	NCTPA	
	Subtotal	3,495,600				
5807 - 99400C General Public - Operating						
Fairfield	Transit Operating	1,058,531	12	12/14/2011	Fairfield	
	Subtotal	1,058,531				
	TOTAL	164,088,686				

Note:

(1) MTC finds that these Article 4.5 funds can be used to better advantage for Article 4 purposes.