



**Fairfield and Suisun Transit (FAST)
Short Range Transit Plan
FY 2021 – FY 2030**

To be approved by the Fairfield City Council on October 20, 2020

Prepared for

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Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Plan (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

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Chapter 1

Overview of Transit System¹

1.1 Program History

In 1975, the City of Fairfield initiated general public dial-a-ride transit service (DART) using five vans. DART service remained available for residents preferring curb-to-curb service until 1984 when the program was restricted to elderly and disabled passengers. In 1988, DART service eligibility changed to serving only persons who were mobility impaired.

The City of Fairfield's first fixed-route service beginning in 1980. In 1984, fixed route service had expanded to three routes. In 1990, the City of Fairfield and the City of Suisun City consolidated their respective transit programs to create Fairfield/Suisun Transit (FST).

In June 2008, the City of Fairfield revised the name of the transit service from Fairfield/Suisun Transit (FST) to Fairfield and Suisun Transit (FAST).

In December 2013, the City of Fairfield restructured local bus service delivery to eliminate long loops in favor of bi-directional routes with time-transfers.

In August 2014, FAST altered its service to become a flat-based fare system with some routes having "short trip" and "long trip" fares to support implementation of the Clipper regional transit fare program in November 2014. The fare restructuring included a 25-cent local base fare increase from \$1.50 to \$1.75.

Local service was adjusted again on July 1, 2015 with the introduction of Route 9 and a truncated service on Route 5. In January 2018, additional changes were made to Routes 2, 5, 6, and 9.

Modifications to Routes 2, 4, 6, and 9 were implemented on January 29, 2018 and eliminated Route 9. These changes were implemented to help improve efficiency, while also expanding local bus service to the newly opened Fairfield-Vacaville Hannigan Train Station. On August 1, 2019, the 7 Tripper route was eliminated and incorporated into FAST local routes 5, 7, and 8.

Effective July 2, 2018, SolanoExpress fares and routes were changed by STA and FAST. Routes 20, 30, and 40 were consolidated into the Blue Line and an adult single ride base fare was reduced from \$5.75 to \$5.00 to encourage riders to consider using this line. At the same time, Route 90 was renamed the Green Express or GX. Because the GX continued to offer convenient non-stop service from the Fairfield Transportation Center to El Cerrito del Norte BART, the adult single ride fare remained at \$5.75.

1.2 Governance

¹ The pandemic crisis introduced several uncertainties into the SRTP process. The draft SRTP's were largely completed prior to the full force of the pandemic. The pandemic has had huge impacts on the operations and finances of our member agencies. Given limitations on project budget and staffs, we have decided to complete the project using the data obtained prior to the impacts of the pandemic. Our general analysis is that the existing documents provide an acceptable snapshot as well as a good status report on the agencies as they existed just prior to the pandemic. Our hope is that this approach is logical and acceptable to our member agencies.



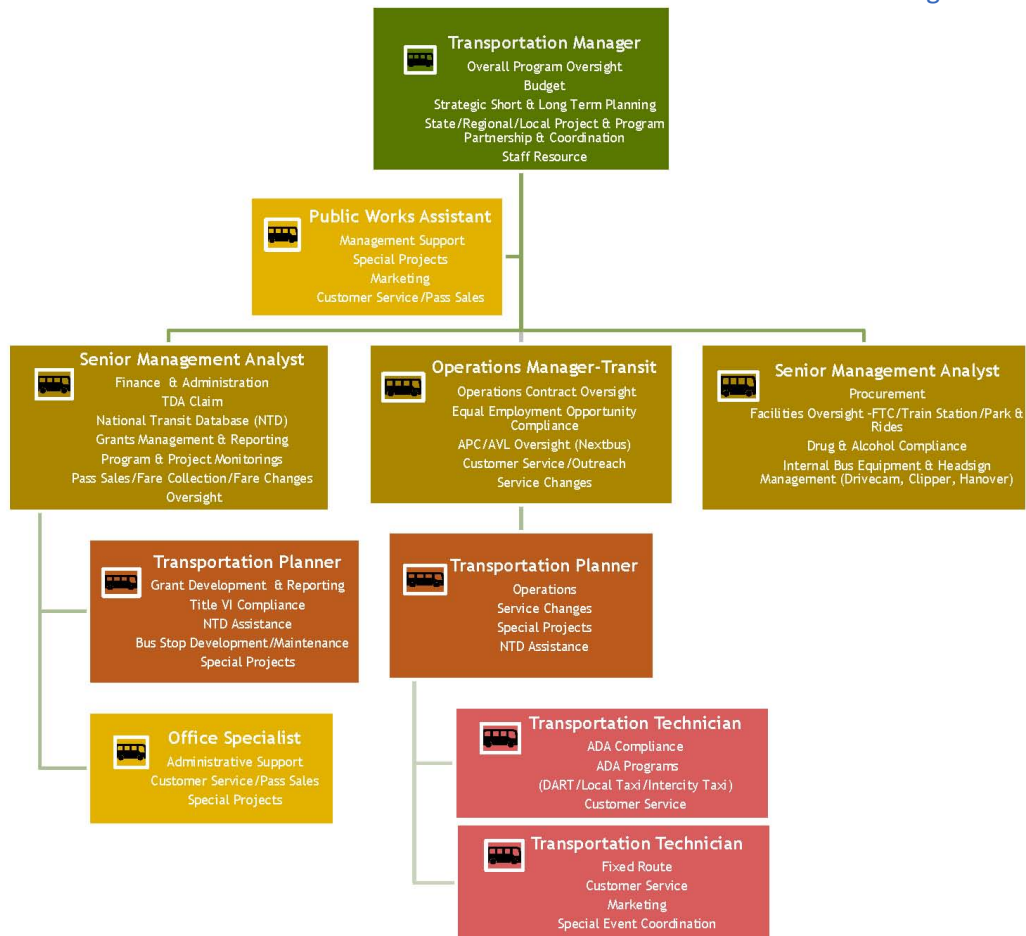
Fairfield and Suisun Transit (FAST) is a division of the City of Fairfield’s Public Works Department.

FAST is governed by the Fairfield City Council, which currently has five elected councilmembers, including an elected mayor. Councilmembers are elected at-large for four-year, staggered terms. Current members of the Fairfield city council include Mayor Harry T. Price (first elected in November 1997), Vice-Mayor Pam Bertani (re-elected in 2016), Councilmember Chuck Timm (re-elected in 2018), Councilmember Catherine Moy (re-elected in 2018), and Councilmember Rick Vaccaro (re-elected in 2016).

1.3 Organizational Structure

Administrative oversight of the FAST program and maintenance of the fleet are provided by the City of Fairfield, Public Works Department, Transportation and Fleet Maintenance Divisions; while day-to-day system operation is provided by an operations contractor (currently MV Transportation). The contract with MV Transportation to provide fixed-route and paratransit services commenced July 1, 2008 and ended June 30, 2012. The City elected to extend the contract beginning July 1, 2012 through June 30, 2014. MV Transportation, Inc. was selected to continue operation under a new three-year base contract beginning July 1, 2014; with three one-year renewal options. The Amalgamated Transit Union Local 192 represents transit workers at FAST. An organizational chart for FAST administration is shown in Exhibit 1.

Exhibit 1.1 Fairfield and Suisun Transit Organizational Chart



Source: City of Fairfield. (Received January 2020). Organizational Chart.



Demographics and Transit Services Provided

While the total population and geographic size of Fairfield (112,790 and 41.18 square miles) are larger than Suisun City (29,280 and 4.16 square miles), they share similar key demographic characteristics. Both cities are younger than California at-large. The population of each city under 18 years old is approximately 25 percent and the population 65 years and over approximately 10 percent. Both cities have greater access to single occupancy vehicles compared to California at-large, with a drive-alone commute rate of 77 percent and no vehicles available at 5 percent. While both cities have a lower public transportation commute rate than California’s 5 percent, they differ between Fairfield’s 2.1 percent and Suisun City’s 3.7 percent. The poverty rate of each city is approximately 4 percentage points lower than California at-large (15.1 percent).

Exhibit 1.2 Fairfield and Suisun Demographic Overview

2013-2017 American Community Survey 5-Year Estimates	California		Fairfield		Suisun City	
	Total	Percent	Total	Percent	Total	Percent
Total						
Total Population	37,253,956	-	112,790	-	29,280	-
Age						
Under 18 years	9,114,720	10.0%	28,672	25.4%	7,222	24.7%
65 years and over	5,148,448	13.2%	13,387	11.9%	2,968	10.1%
Commuting						
Drove alone	-	73.9%	-	77.1%	-	76.8%
Public transportation	-	5.0%	-	2.1%	-	3.7%
No vehicles available	955,453	7.4%	1,898	5.3%	461	5.0%
Disability						
Disability	4,151,044	10.6%	13,064	11.9%	3,396	11.8%
Ethnicity						
White alone	23,607,242	60.6%	52,357	46.4%	11,983	40.9%
Black or Native American alone	2,263,222	5.8%	16,279	14.4%	6,154	21.0%
American Indian and Alaska Native alone	292,018	0.7%	593	0.5%	184	0.6%
Asian alone	5,503,672	14.1%	19,658	17.4%	5,933	20.3%
Native Hawaiian and Other Pacific Islander alone	152,027	0.4%	1,743	1.5%	230	0.8%
Other	5,329,952	13.7%	13,570	12.0%	2,365	8.1%
Two or more races	1,834,714	4.7%	8,590	7.6%	2,431	8.3%
Hispanic or Latino of any race	15,105,860	38.8%	33,553	29.7%	7,124	24.3%
Housing						
Total housing units	13,996,299	-	37,461	-	9,448	-
Housing units in multi-unit structures	3,978,336	30.9%	8,950	23.8%	1,383	14.6%
Average household size	2.96	-	3.10	-	3.15	-
Owner-occupied housing units	7,024,315	54.5%	20,029	56.0%	5,640	61.0%
Income						
Individuals whose income in the past 12 months is below the poverty level	5,773,408	15.1%	11,757	10.6%	3,364	11.5%
Less than \$10,000 (2017 inflation-adjusted dollars)	-	6.7%	-	4.5%	-	4.4%
\$10,000 to \$14,999 (2017 inflation-adjusted dollars)	-	4.9%	-	3.2%	-	2.8%
\$15,000 to \$24,999 (2017 inflation-adjusted dollars)	-	9.8%	-	6.6%	-	4.5%
\$25,000 to \$34,999 (2017 inflation-adjusted dollars)	-	9.5%	-	6.8%	-	9.5%
\$35,000 to \$49,999 (2017 inflation-adjusted dollars)	-	13.0%	-	11.3%	-	10.9%
\$50,000 to \$74,999 (2017 inflation-adjusted dollars)	-	17.7%	-	17.4%	-	17.6%
\$75,000 to \$99,999 (2017 inflation-adjusted dollars)	-	12.3%	-	14.4%	-	17.4%
\$100,000 to \$149,999 (2017 inflation-adjusted dollars)	-	14.1%	-	19.7%	-	19.5%
\$150,000 to \$199,999 (2017 inflation-adjusted dollars)	-	5.8%	-	8.8%	-	8.2%
\$200,000 or more (2017 inflation-adjusted dollars)	-	6.3%	-	7.3%	-	5.1%
Median household income (2017 inflation-adjusted dollars)	57,652	-	75,292	-	75,195	-

FAST currently provides general public fixed-route service on ten bus routes. Eight of the routes provide local service within the boundaries of Fairfield and Suisun City (including Travis Air Force Base). Two routes are intercity routes connecting Fairfield and Suisun City to regional destinations such as Sacramento, Davis, Dixon, Benicia, Vacaville, El Cerrito del Norte BART, and Pleasant Hill BART.

FAST also provides origin-to-destination, demand-response paratransit service (DART) for Americans with Disabilities Act (ADA)-eligible riders. DART provides service within Fairfield and Suisun City, and to/from Vacaville. FAST also provides a Reduced Fare Taxi Program, Adult Recreation Center Taxi Program Adult Recreation Center Taxi Program (formerly Senior Volunteer Drive Program), as well as participation in the Intercity Taxi Scrip Program.

1.5 Fixed Route

Fixed-route service includes:

1.5.1 Local Fixed-Routes

The FAST local bus service program was restructured in December 2013, and then adjusted again on July 1, 2015 with the introduction of Route 9 and truncated service on Route 5. In January 2018, additional changes were made to Routes 2, 5, 6, and resulting in the Route 9 being eliminated. Effective July 1, 2018, SolanoExpress fares and routes were changed. Routes 20, 30, and 40 were consolidated into the Blue Line, while Route 90 became the Green Express “GX” Line. Minor changes to Routes 5, 7, and 8 were implemented August 1, 2019.

Currently, eight FAST bus routes operate solely within the two cities. Routes generally operate Monday through Friday, with a service span of 6:00 AM to 8:30 PM and from 9:00 AM to 6:30 PM on Saturday. Service frequency ranges from 30 to 60 minutes during weekdays and 60 minutes on Saturday. The base adult fare for local service is \$1.75. School trippers were discontinued in August 2019.

Route 1 (FTC/Armijo High School/Walmart) serves primarily central Fairfield along the length of Texas Street. Trip generators include the Fairfield Transportation Center, Armijo High School, Fairfield Walmart, and Fairfield Civic Center. Route 1 operates every 30 minutes on weekdays and hourly on Saturday. The main transfer point for Route 1 is the Fairfield Transportation Center.

Route 2 (Solano Town Center/Grange Middle School/TAFB Connection/Fairfield-Vacaville HanniganTrain Station) serves east Fairfield, the Fairfield-Vacaville HanniganTrain Station, and connects with Route 4 to provide access to Travis Air Force Base. Trip generators include Grange Middle School and the Fairfield-Vacaville Train Station. This route operates every 30 minutes, morning and afternoon (with hourly midday service). Saturday service is hourly. The main transfer point for Route 2 is the Solano Town Center.

Route 3 (FTC/Solano Town Center/Fairfield Walmart) serves primarily the Fairfield Transportation Center, Solano Town Center, and Fairfield Walmart. This route operates every 30 minutes on weekdays and hourly on Saturday. The main transfer points for Route 3 are the Fairfield Transportation Center and the Solano Town Center.

Route 4 (Fairfield Walmart/TAFB/David Grant Med Center) serves Fairfield Walmart and Travis Air Force Base, which includes David Grant Medical Center. This route operates hourly on weekdays and Saturday. The main transfer point for Route 4 is the Fairfield Walmart.

Route 5 (FTC/Amtrak/Suisun Senior Center) serves the Fairfield Transportation Center, Amtrak Station, Suisun City Hall, and the Suisun Senior Center. Route 5 operates hourly on weekdays and Saturday. The main transfer point for Route 5 is the Fairfield Transportation Center. In July 2015, the Route 5 was shortened to address on-time performance issues, and Route 9 (now consolidated with Route 6) was added to cover the discontinued segment (Lawlor Ranch). Effective August 1, 2019, an additional early morning trip serving the Suisun Senior Center was added.

Route 6 (Solano Town Center/Adult Recreation Center/Central Suisun City/Suisun City Walmart/Lawlor Ranch) serves the Solano Town Center, Adult Recreation Center, and central Suisun City with stops at the Suisun Senior Center and Suisun City Walmart. This route operates every 30 minutes on weekdays and every 45 minutes on Saturday. The main transfer point for Route 6 is the Solano Town Center.

Route 7 (FTC/Solano College/Cordelia Library) serves the Fairfield Transportation Center and a portion of the Green Valley/Cordelia area. Trip generators include the Human Services Center, Solano Community College, and Cordelia Public Library. This route operates every 30 minutes on weekdays and hourly on Saturday. The main transfer point for Route 7 is the Fairfield Transportation Center. Route 7t was the school tripper service for Rodriguez High School and Green Valley Middle School. Route 7 tripper service was discontinued August 1, 2019.

Route 8 (Cordelia/Rodriguez High School) originates at the Cordelia Public Library and serves the Cordelia area of Fairfield with stops at Rodriguez High School and Green Valley Middle School. This route operates hourly on weekdays and Saturday. The transfer point for Route 8 is the Cordelia Library. Effective August 1, 2019, an additional afternoon trip serving Green Valley Middle School was added.

Route 9 (Suisun Senior Center/Suisun City Walmart/Lawlor Ranch) was introduced July 1, 2015 and operated exclusively within Suisun City including the Suisun Senior Center, Pintail Drive, Suisun City Walmart, and Lawlor Ranch areas of Suisun City. The route operated every 30 minutes on weekdays and Saturday. The main transfer point for Route 9 was the Suisun Senior Center where it provided connections with Routes 5 and 6. On January 29, 2018, Route 9 was discontinued and incorporated into a new Route 6 alignment.

1.5.2 Intercity Service

In 1997, the Solano Intercity Transit Consortium was formed by STA, the Solano County transit operators, and Solano Napa Commuter Information to coordinate intercity service traveling through Solano County from Sacramento, Yolo, Napa, and Contra Costa counties. FAST also participates in the Intercity Transit Funding Agreement with STA, which includes all Solano County jurisdictions except Rio Vista. The Intercity Transit Funding Agreement supports four intercity bus routes. Intercity transit costs are shared among jurisdictions using a formula based on two factors: ridership by residence and population.

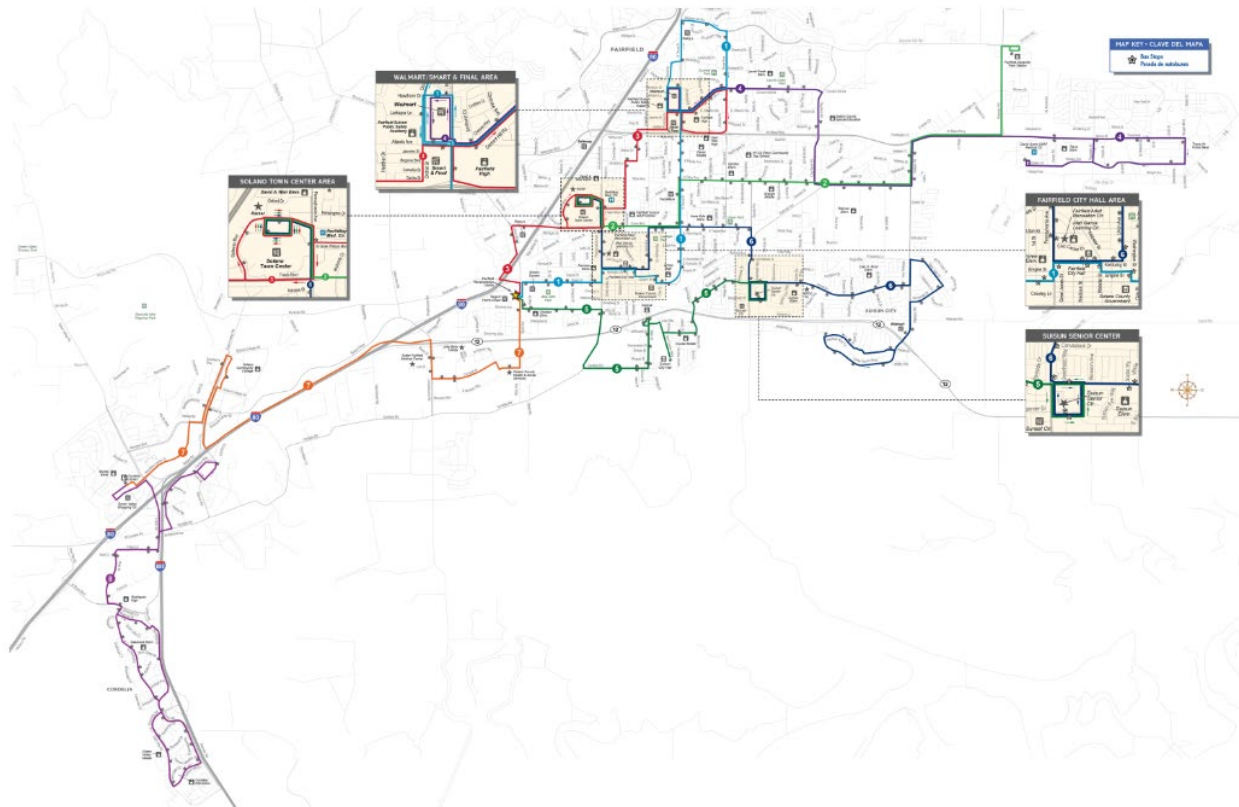
The Intercity Transit Funding Agreement supports both SolanoExpress intercity services operated by FAST, providing service from the FTC (or Suisun Train Station) to Sacramento, Davis, Dixon, Vacaville, Suisun Amtrak, Benicia, and BART stations in Pleasant Hill, and at El Cerrito del Norte.

The SolanoExpress intercity/commuter routes operated by FAST include the Blue Line and Green Express “GX” Line. The Blue Line operates Monday through Saturday while the Green Express “GX” Line operates Monday through Friday.



- The Blue Line generally operates every 30 minutes on weekdays and every two hours in Fairfield on Saturday, although not every stop is served with the same frequency throughout the day. The Blue Line links the Fairfield Transportation Center with Vacaville, Dixon, Davis, and Sacramento to the north, and with Benicia and the Pleasant Hill BART station to the south.
- The Green Express “GX” Line operates every 20 to 30 minutes on weekdays during peak hours (4:10 a.m. through 9:22 a.m. and 1:56 p.m. through 8:22 p.m.). It links the Fairfield Transit Center with Suisun City Amtrak station to the east and El Cerrito del Norte BART station to the south.

Exhibit 1.3 FAST Fixed Route Service (as of August 1, 2019)



Source: City of Fairfield. November 2019.

1.6 Demand-Response

Demand-response services include:

1.6.1 DART ADA Paratransit Bus Service

FAST’s senior and Americans with Disabilities Act (ADA) complementary service is marketed as DART. It operates Monday through Friday from 6:00 AM to 7:45 PM, and Saturday from 8:00 AM to 5:45 PM. DART provides on-demand, origin-to-destination service within the cities of Fairfield and Suisun City to complement the local bus program and provide service within 3/4 of a mile up to and surrounding the Ulatis Cultural Center and Kaiser in Vacaville. Use of this service is limited to ADA-certified individuals.

1.6.2 ADA Eligibility Process



The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities. The law recognizes that some individuals with disabilities are not able to use traditional fixed-route service even when such services are fully accessible. Complementary paratransit service was created to serve individuals with disabilities who cannot use fixed-route transit service.

STA, in partnership with the Solano County transit operators, launched a new County-wide In-Person Americans with Disabilities Act (ADA) Eligibility Program in July 2013. The previous paper-based application process was replaced with an in-person process whereby a qualified professional interviews applicants and, if needed, assesses the applicant's physical and functional ability to use fixed-route transit. Medical verification from a healthcare professional will no longer be required. Every new or recertifying applicant must complete the in-person eligibility assessment process. In-person assessments are held weekly in Fairfield and Suisun City.

1.6.3 Intercity Taxi Program

The Solano County Intercity Taxi (ITX) Card Program is a flexible option for qualified ADA paratransit-certified individuals. This service provides premium ADA plus, curb-to-curb, same-day transportation. ITX funds are valid for taxi trips originating and ending within Solano County. Program funds may be used for taxi trips between cities and rural areas in Solano County, but is not valid for intra-city travel. The Intercity Taxi Card Program supplements the paratransit services provided by public transit operators throughout Solano County.

The Intercity Taxi Card Program is available to ambulatory ADA paratransit-certified riders who reside within Solano County. Riders with mobility devices must be able to place them into the trunk of the taxi. Fairfield and Suisun residents must be eligible to ride the DART paratransit system and have a Solano County ADA Paratransit identity card to utilize the Intercity Taxi Card Program. The Solano County Intercity Taxi Program is limited to qualified ADA paratransit-certified riders. STA serves as the lead agency for this program.

The Intercity Taxi Card Program provides a 60 percent discount (e.g., \$100.00 in taxi card funds can be purchased for \$40.00). Low-income, ADA-eligible individuals may purchase \$100.00 in taxi card funds for \$20.00

1.6.4 Reduced Fare Local Taxi Program

The Reduced Fare Taxi program is a curb-to-curb, demand-response service designed to transport residents of Fairfield and Suisun City 60 years of age or older. This service operates within the cities of Fairfield and Suisun City, as well as nearby unincorporated portions of Solano County. The service is provided through local taxi operators and is available 24-hours a day year-round. Taxi scrip is required for all local taxi trips and is available for qualified passengers with a Taxi Card or DART ADA Paratransit Card. Effective July 1, 2015, fares for trips taken under the Reduced Fare Taxi Program must be paid for with local taxi scrip. Eligible passengers may purchase a \$20 book of local taxi scrip for ten dollars. Local taxi scrip purchases are limited to 20 books per eligible passenger per month.

To be eligible for the Reduced Fare Taxi Program, applicants must provide proof of residence in Fairfield or Suisun City as well as proof of age 60 or older. If eligible, a taxi card is issued within two weeks of receipt of a completed Reduced Fare Taxi Application. (Individuals who are ADA-certified may also participate in



the Reduced Fare Taxi Program and do not need to complete a Reduced Fare Taxi Application.) Eligibility criteria and application processes vary between the local and intercity taxi programs.

1.6.5 Adult Recreation Center (ARC) Taxi Program

The Adult Recreation Center (ARC) Taxi Program is operated through a local taxi service. Service is limited to trips from anywhere within the Fairfield/Suisun City area to the ARC (formerly known as the Fairfield Senior Center). Riders must be approved for the local Reduced Fare Taxi Program or DART Paratransit and must show their photo ID along with either a taxi card or ADA photo ID card (paratransit card) upon entering the taxi in order to ride at the reduced fare. Photo ID is not required for taxi cards that have your photo. One-way fares are \$2.50 and tickets may be purchased through the ARC. Tickets may not be used for tipping drivers, and trips are offered during the ARC hours of operation only.

When operating as the Transportation Assistance Program, the program operated through the Friends of the Fairfield Adult Center, a non-profit organization. The program provided curb-to-curb, demand-response service to transport ambulatory persons 50 years or older within central Fairfield only. It operated from the Fairfield Adult Recreation Center, Monday through Thursday, 8:30 AM to 2:30 PM. Fares were \$3.50 (increased by \$1.75) per ride July 2016. Vehicles were not wheelchair accessible and travel was restricted to Adult Recreation Center, home-based trips, and/or medical-related purposes.

Exhibit 1.4 FAST Transit Service (Service Span and Headways as of August 1, 2019)

Service	Description	Service Hours		Peak Headways
		Weekday	Saturday	
Route 1	Fairfield Transportation Center – Armijo High School – Fairfield Walmart – Fairfield Civic Center	6:00 AM	9:00 AM	30 minutes weekday
		7:54 PM	5:54 PM	1 hour weekend
Route 2	Solano Town Center – Grange Middle School – TAFB Connection – Fairfield-Vacaville Train Station	6:15 AM	9:45 AM	30 minutes weekday
		8:11 PM	6:41 PM	1 hour weekend
Route 3	Fairfield Transportation Center – Solano Town Center – Fairfield Walmart	6:01 AM	9:00 AM	30 minutes weekday
		7:54 PM	5:54 PM	1 hour weekend
Route 4	Fairfield Walmart – TAFB – David Grant Med Center	6:25 AM	9:25 AM	1 hour weekday
		8:24 PM	6:24 PM	1 hour weekend
Route 5	Fairfield Transportation Center – Suisun Amtrak Station – Suisun City Hall – Suisun Senior Center	6:00 AM	9:00 AM	1 hour weekday
		7:54 PM	5:54 PM	1 hour weekend
Route 6	Solano Town Center – Adult Recreation Center – Central Suisun City – Suisun City Walmart – Suisun Senior Center – Lawler Ranch	6:00 AM	9:00 AM	30 minutes weekday
		8:17 PM	5:47 PM	45 minutes weekend
Route 7	Fairfield Transportation Center – Human Services Center – Solano Community College – Cordelia Public Library	6:00 AM	9:00 AM	30 minutes weekday
		7:22 PM	5:52 PM	1 hour weekend
Route 8	Cordelia Public Library – Rodriguez High School – Green Valley Middle School	6:30 AM	9:30 AM	1 hour weekday
		7:19 PM	5:19 PM	1 hour weekend



Service	Description	Service Hours		Peak Headways
		Weekday	Saturday	
Blue Line	Sacramento – Davis – Dixon – Vacaville – Fairfield – Benicia – Pleasant Hill BART station	4:19 AM	8:00 AM	30-60 minutes weekday
		8:31 PM	7:39 PM	2 hours weekend
Green Express “GX” Line	Suisun City Amtrak – Fairfield Transportation Center – El Cerrito del Norte BART station	4:10 AM	No service	20-30 minutes weekday
		8:22 PM		N/A
DART	Fairfield/Suisun City area and within 3/4 of a mile up to and surrounding the Ulatis Cultural Center and Kaiser in Vacaville	6:05 AM	8:05 AM	N/A
		7:45 PM	5:45 PM	N/A
Adult Recreation Center Taxi Program	Fairfield/Suisun City area – Adult Recreation Center	N/A	N/A	N/A
				N/A

1.7 Connecting Services Provided by Other Operators

Connecting services include:

1.7.1 Amtrak

Amtrak operates intercity, statewide, and national train service. Amtrak operates trains for the Capitol Corridor Joint Powers Authority between Auburn, Sacramento, and San Jose via Oakland’s Jack London Square. The trains serve the both the Amtrak Station in Suisun City-Fairfield and Fairfield-Vacaville Hannigan Station 15 times a day in each direction on weekdays, and 11 times a day in each direction on weekends. FAST Routes 5, Red Line, and Green Express “GX” Line serve the station. Amtrak also operates motor coach connections with the Capital Corridor to San Francisco, Roseville, and Reno.

Amtrak’s San Joaquin and California Zephyr routes do not serve the Suisun City-Fairfield Amtrak station. The closest station is the Martinez Amtrak Station (Contra Costa County).

1.7.2 Greyhound

Greyhound provides service to Suisun City at the Amtrak station. Greyhound tickets may be purchased at the Suisun City Amtrak Station.

1.7.3 Delta Breeze (Rio Vista)

The Rio Vista Delta Breeze operates a deviated fixed-route (Route 50) from Main Street in Rio Vista to the Suisun City Amtrak station and the Fairfield Transportation Center (FTC). The route offers weekday peak direction service with four daily departures from Fairfield Transportation Center, and four (three are on request) at the Suisun rail station.

1.7.4 Solano Transit (SolTrans)

SolTrans’ SolanoExpress Red Line provides hourly frequency weekdays and two-hour frequency on Saturday in the Fairfield/Suisun City area. The route links Solano Town Center, Fairfield Transit Center, Suisun Valley Road, Six Flags/North Vallejo, Vallejo Transit Center, Curtola Park and Ride, and El Cerrito del Norte BART station.



1.7.5 Napa VINE

VINE Transit initiated a new service (Route 21) to Solano County on July 1, 2013 with funding provided by STA. The route links the Suisun Amtrak station, Fairfield Transportation Center, Napa Valley College, and Soscol Gateway Transit Center. The route operates Monday through Friday on a 60-minute frequency.

1.7.6 Yolobus

FAST Blue Line provides connections with Yolobus Line 42 to Sacramento International Airport. The Davis Mace Street park & ride also provides connections with Yolobus Lines 42, 220, and 242/243.

1.4 Fare Structure

In August 2014, a fare policy revision and increase was implemented based on an approval from Fairfield city council in March 2014. Changes to the fare policy included an increase from \$1.50 to \$1.75 for the regular adult local fare. The FAST local adult fare of \$1.75 is good for trips within the cities of Fairfield and Suisun City. A youth fare (ages 6 to 18 years) category was created at a discounted \$1.50. Seniors (65 year and older) and persons with disabilities continue to pay half the adult fare (\$0.85). Up to two children under 6 years of age may ride any FAST route fare free with a fare-paying passenger. 31-Day passes and 10-Ride passes are also available and can be purchased at various locations throughout Solano County. Transfers between local buses are free.

The intercity fare structure was changed by STA from a zone-based approach to route-based approach. Some intercity routes offer a “short ride” fare and a “long ride” fare. Intercity fares and price prices were adjusted accordingly. Transfers to intercity buses from local buses are valued at the local bus fare. Transfers to local buses from intercity buses are free for the first connection.

Local DART trip fares increased by 50 cents to \$3.50 per ride, or \$35.00 for a 10-ticket book and \$5.50 (one-way) for trips to Vacaville. Reservations, required to use DART, may be made up to seven days in advance. Same-day reservations are accepted on a space-available basis. Capitol Corridor transfers are accepted on FAST Routes 2 and 5 on the same day of purchase. The fare structure for FAST is presented in Exhibit 5.

1.5.1 Clipper

Clipper, the San Francisco Bay Area electronic fare payment system, was initiated at FAST in November 2014. To support implementation of the Clipper program, FAST became a flat-fare, route-based system with some intercity routes having “short trip” and “long trip” fares. Clipper accepts transfers from one FAST route to another Clipper-member operator. Transfers to and from other transit providers in Napa and Solano counties are valid for 60 minutes. Local 31-Day Pass Clipper cardholders can upgrade to ride intercity on a SolanoExpress route by paying the fare difference with cash value on their Clipper card.



Exhibit 1.5 FAST Fare Structure

Cash Fares (Single Ride)	Adult (19-64)	Youth (6-18)	Senior (65+)/Disabled/Medicare
FAST Local	\$1.75	\$1.50	\$0.85
SolanoExpress – Solano County (Blue, Yellow, Red)	\$2.75	\$2.00	\$1.35
SolanoExpress – Outside Solano County (Blue, Yellow, Red)	\$5.00	\$4.00	\$2.50
SolanoExpress – All SolanoExpress Lines (Green Express – GX)	\$5.75	\$4.75	\$2.85
Day Pass			
SolanoExpress – Solano County (Blue, Yellow, Red)	\$5.50	\$4.00	\$2.75
SolanoExpress – Outside Solano County (Blue, Yellow, Red)	\$10.00	\$8.00	\$5.00
SolanoExpress – All SolanoExpress Lines (Green Express – GX)	\$11.50	\$9.50	\$5.75
31-Day Pass			
FAST Local	\$60.00	\$50.00	\$30.00
SolanoExpress – Solano County (Blue, Yellow, Red)	\$70.00	-	\$35.00
SolanoExpress – Outside Solano County (Blue, Yellow, Red)	\$114.00	-	\$57.00
SolanoExpress – All SolanoExpress Lines (Green Express – GX)	\$130.00	-	\$65.00
10-Ride Pass			
FAST Local	\$17.50	\$15.00	\$8.50
DART			
Local	\$3.50	\$5.50	\$35.00
Vacaville	\$5.50	-	-

Source: City of Fairfield. (November 2019). Fares & Passes. <http://www.fasttransit.org/fares-passes/>

1.5.2 Revenue Fleet

As of November 1, 2019, a total of 54 revenue and reserve vehicles comprise the fleet for fixed-route bus service, including intercity routes. Details regarding the revenue fleet follow.

1.5.3 Local Fixed-Route Fleet

Local routes use 27 Gillig coaches of varying lengths (35 and 40 feet). All vehicles are equipped with wheelchair lifts or ramps and are ADA-compliant. All local fixed-route buses are equipped with bicycle racks. Two vehicles are assigned to each local route (Routes 1, 2, 3, 5, and 6), with Route 4 and Route 8 each requiring one vehicle, and Route 7 requiring four vehicles.

1.5.4 SolanoExpress Intercity Fixed-Route Fleet

The intercity routes require twenty-one vehicles. They are operated primarily using 45-foot “over-the-road” MCI coaches. All vehicles are equipped with wheelchair lifts and are ADA-compliant. The intercity fleet is comprised of nineteen 45-foot Motor Coach Industries (MCI) diesel buses with seating capacity of 52 or 57 and two wheelchair positions. One of the 19 MCIs is leased from SolTrans. Bicycle racks are installed on all

of the buses. The intercity fleet also includes two 40-foot Gillig coaches with bicycle racks that are used as spares. The number of vehicles assigned to regional routes varies between one and nine.

1.5.4 Paratransit Fleet

The paratransit fleet consists of 12 vehicles:

- Two 2007 Ford Star Crafts with capacity for 12 seated passengers or 2 seated + four wheelchair positions.
- Three 2011 Ford EC II cutaway vans with capacity for 12 seated passengers or 2 seated + four wheelchair positions.
- Two 2014 Ford vans with capacity for 12 seated passengers, or 2 seated + four wheelchairs.
- Five 2016 Ford cutaway vans with capacity for 12 seated passengers and two wheelchair positions or six seated passengers and four wheelchair positions

1.5.6 Support Fleet

The support (non-revenue) fleet includes six vehicles, which are summarized in Exhibit 6. The FAST revenue and non-revenue vehicle fleet roster is presented in Exhibit 6. All vehicles are owned by City of Fairfield unless noted.

Exhibit 1.6 FAST Vehicle Fleet (as of November 1, 2019)

Model Year	Vehicle ID#	Make	Fuel	Seats / Seats + Wheelchair Positions ^A	Bike Rack Capacity	Length (feet)	Mileage	Replacement Schedule
2002	647	Gillig	Diesel	35/29+2	2	35	452,504	FY 18/19
2002	648	Gillig	Diesel	35/29+2	2	35	470,464	FY 18/19
2002	649	Gillig	Diesel	35/29+2	2	35	461,628	FY 18/19
2002	650	Gillig	Diesel	35/29+2	2	35	493,210	FY 18/19
2002	651	Gillig	Diesel	35/29+2	2	35	452,010	FY 18/19
2002	652	Gillig	Diesel	35/29+2	2	35	446,299	FY 18/19
2002	653	Gillig	Diesel	32/25+2	2	35	311,269	FY 18/19
2007	7620	Gillig	Diesel	32/25+2	2	35	452,699	FY 19/20
2007	7621	Gillig	Diesel	32/25+2	2	35	435,215	FY 19/20
2007	7622	Gillig	Diesel	32/25+2	2	35	449,146	FY 19/20
2007	7623	Gillig	Diesel	32/25+2	2	35	433,331	FY 19/20
2007	7629	Gillig	Diesel	32/25+2	2	35	454,937	FY 19/20
2007	7630	Gillig	Diesel	32/25+2	2	35	403,659	FY 19/20
2007	7633	Gillig	Diesel	32/25+2	2	35	473,707	FY 19/20
2009	9625	Gillig	Diesel	32/25+2	2	35	373,447	FY 22/23
2009	9626	Gillig	Diesel	32/25+2	2	35	360,759	FY 22/23
2009	9635	Gillig	Diesel	32/25+2	2	35	380,169	FY 22/23
2009	9636	Gillig	Diesel	26/20+2	2	29	341,312	FY 22/23
2011	11631	Gillig	Diesel	26/20+2	2	29	285,063	FY 23/24
2011	11632	Gillig	Diesel	26/20+2	2	29	286,351	FY 23/24
2011	11645	Gillig	Diesel	26/20+2	2	40	202,965	FY 24/25
2013	13640	Gillig	Diesel	38/31+2	2	40	218,443	FY 24/25
2013	13641	Gillig	Diesel	38/31+2	2	40	202,071	FY 24/25
2013	13642	Gillig	Diesel	38/31+2	2	40	215,501	FY 24/25
2013	13643	Gillig	Diesel	38/31+2	2	40	211,033	FY 24/25
2013	13644	Gillig	Diesel	38/31+2	2	40	217,328	FY 24/25
2013	13654	Gillig	Diesel	38/31+2	2	35	452,504	FY 18/19



Model Year	Vehicle ID#	Fuel	Seats / Seats + Wheelchair Positions A	Bike Rack Capacity	Length (feet)	Mileage	Replacement Schedule
2003	670	Diesel	52/42+2	2	45	730,626	FY 21/22
2003	671	Diesel	52/42+2	2	45	723,484	FY 21/22
2003	672	Diesel	52/42+2	2	45	761,306	FY 21/22
2003	673	Diesel	52/42+2	2	45	714,836	FY 21/22
2003	674	Diesel	52/42+2	2	45	715,558	FY 21/22
2003	675	Diesel	52/42+2	2	45	725,480	FY 22/23
2003	676	Diesel	52/42+2	2	45	746,258	FY 22/23
2003	677	Diesel	52/42+2	2	45	747,411	FY 22/23
2003	678	Diesel	52/42+2	2	45	740,332	FY 22/23
2003	684 ^B	Diesel	52/42+2	2	45	868,320	FY 19/20
2003	3668	Diesel	45/39+2	2	40	237,648	Indefinite
2003	3669	Diesel	45/39+2	2	40	221,047	Indefinite
2018	18679	Diesel	57/53+2	2	45	29,104	FY 32/33
2018	18680	Diesel	57/53+2	2	45	49,091	FY 32/33
2018	18681	Diesel	57/53+2	2	45	67,055	FY 32/33
2018	18682	Diesel	57/53+2	2	45	69,872	FY 32/33
2018	18683	Diesel	57/53+2	2	45	59,331	FY 32/33
2018	18685	Diesel	57/53+2	2	45	67,597	FY 32/33
2018	18686	Diesel	57/53+2	2	45	55,582	FY 32/33
2018	18687	Diesel	57/53+2	2	45	60,224	FY 32/33
2018	18688	Diesel	57/53+2	2	45	66,388	FY 32/33
2007	7708	Unleaded	14/4+4	0	22	255,484 ^C	FY 14/15
2007	7709	Unleaded	14/4+4	0	22	269,733	FY 14/15
2011	11700	Unleaded	12/2+4	0	22	232,518	FY 18/19
2011	11703	Unleaded	12/2+4	0	22	197,433	FY 18/19
2011	11704	Unleaded	12/2+4	0	22	221,617	FY 18/19
2014	14701	Unleaded	12/2+4	0	22	148,939	FY 20/21
2014	14702	Unleaded	12/2+4	0	22	151,342	FY 20/21
2016	16705	Unleaded	12/2 or 6/4	0	22	89,970	FY 22/23
2016	16706	Unleaded	12/2 or 6/4	0	22	90,124	FY 22/23
2016	16707	Unleaded	12/2 or 6/4	0	22	92,762	FY 22/23
2016	16708	Unleaded	12/2 or 6/4	0	22	85,596	FY 22/23
2016	16709	Unleaded	12/2 or 6/4	0	22	99,810	FY 22/23
2009	9041	Unleaded				130,263	FY 19/20
2012	12105	Unleaded				97,037	FY 21/22
2012	12111	Unleaded				104,588 ^C	FY 22/23
2013	13178	Unleaded				93,801	FY 23/24
2013	13690	Unleaded				84,765	FY 23/24
2015	15012	Unleaded	10			22,622	FY 25/26

Source: City of Fairfield. FAST Vehicle Inventory List. November 2019

Note: A – For vehicles with wheelchair positions, the vehicle passenger capacity is given in three numbers: X / Y + Z. X indicates the number of seats in the vehicle when no wheelchair positions are occupied. Y indicates the number of seats available when Z wheelchair positions are occupied. Thus 45 / 39 + 2 indicates: (i) 45 seats in the vehicle when no wheelchair positions are occupied; and (ii) 39 seats in the vehicle when two wheelchair positions are occupied.

B – Vehicle is leased from SolTrans starting in 2006.

C – Mileage current as of October 2019.



1.5 Existing Facilities

Existing facilities are as follows:

1.6.1 Administrative/Maintenance

FAST fuels, operates, and maintains the transit fleet out of the City of Fairfield Corporation Yard located at 420 Gregory Street in Fairfield. MV Transportation’s project office and FAST’s administrative office are co-located at the Fairfield Transportation Center (2000 Cadenasso Drive).

1.6.2 Park-and-Rides

Three park-and-ride facilities are located in Fairfield and one in Suisun City. Three lots are equipped with bike storage. Exhibit 7 profiles the three park-and-ride facilities including connecting transit services, number of parking spaces, and availability of bicycle storage at each location.

Exhibit 1.7 Park-and-Ride Lots in Fairfield and Suisun

Location	Transit Service	Number of Parking Spaces	Bike Storage Availability
Fairfield Transportation Center (FTC) on Cadenasso Drive near West Texas Street and Beck Street (Fairfield)	FAST/Rio Vista Delta Breeze/VINE	627	Yes
Red Top Road near Interstate 80/Red Top Road Interchange (Fairfield)	-	214	No
Oliver Road Park and Ride (Fairfield)	-	178	No
Main St at Route 12 (Suisun City Amtrak Station)	FAST/Rio Vista Delta Breeze/ Greyhound/Capitol Corridor Passenger Rail/SolTrans/VINE	266	Yes
Fairfield-Vacaville Train Station	FAST/Capitol Corridor Passenger Rail	144	Yes

Source: (i) Capital Corridor. (November, 2019). <https://www.capitolcorridor.org/stations/fairfieldvacaville/>
(ii) City of Fairfield. November 2019.

1.6.3 Fairfield Transportation Center

The Fairfield Transportation Center is located at 2000 Cadenasso Drive in Fairfield, along the I-80 corridor. This hub serves two operators: FAST and Rio Vista Delta Breeze. The Center was opened in June 2001 and expanded in 2004. Constructed at a cost of \$12 million, the facility sits on a 5-acre site and includes a 400-space parking structure, 240-space surface lot, 10,000-square-foot FAST Administrative office building, and 10 covered bus bays. The Transportation Center office is open Monday through Thursday from 8:00 AM to 5:00 PM. The offices are closed first and third Friday of each month.

1.6.4 Suisun Amtrak Park and Ride (Suisun Amtrak Station)

The Suisun Amtrak Park and Ride is located at 650 Lotz Way in Suisun City near the intersection of Main Street and Route 12. It is served by six public and private transportation providers including FAST Route 5.



1.6.5 Fairfield-Vacaville Train Station

The Fairfield-Vacaville Intermodal Train Station (now called Fairfield Vacaville Train Station) project was developed on property owned by the City of Fairfield, located at the southeast corner of Peabody Road and Vanden/Cement Hill Road. The train station serves as a convenient stop for Fairfield and Vacaville residents utilizing the Capitol Corridor. The Fairfield/Vacaville Train Station is a key component to the Fairfield Train Station Specific Plan, which promotes a pedestrian-oriented, multi-modal, and mixed-use community.

The Cities of Fairfield and Vacaville partnered with STA to secure funding for this important regional project. The City of Fairfield is the lead agency for delivery of the project, and the City of Vacaville shared the local portion of the construction cost and operation costs when the facility opened. On May 14, 2014, the STA Board approved an updated funding agreement between STA, Fairfield, and Vacaville for the construction of the Fairfield-Vacaville Train Station.

On May 29, 2015, ground was broken on the \$78 million project. The project allows Peabody Road to carry more traffic, separate vehicle and pedestrian traffic from rail traffic, reduce traffic on congested I-80, and offer another commute option. The project was estimated to create 650 jobs in the local community during construction alone.

The Fairfield-Vacaville Train Station opened November 13, 2017, for Capital Corridor service and a grand opening on April 19, 2018. Parking is available for \$1.50 per day. In 2019, the station was renamed the Fairfield-Vacaville Hannigan Station in recognition of former State legislator Tom Hannigan, who authored the bill establishing the Capitol Corridor intercity rail JPA.

1.6.6 Bike Facilities

Bike facilities are located at the park and ride lots Fairfield Transportation Center and Main Street/Route 12 in Suisun City. There are 16 bike lockers and 10 bike racks at the Fairfield Transportation Center and eight bike lockers at Main Street/Route 12 park and ride lot. The Fairfield-Vacaville Train Station includes eight bike rack spaces and lockers for e-bikes.



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Chapter 2

Goals, Objectives, Measures, and Standards

2.1 Introduction

This section presents goals, objectives, and performance measures and standards (GOMS) for Fairfield and Suisun Transit (FAST). The GOMS conform to a comprehensive and consistent set of goals and objectives responding to the individual needs and characteristics for each operator as part of the Solano County Coordinated Short Range Transit Plan (SRTP).

2.2 Definition of Terms

- **Goals** – Goals are broad and enduring statements of purpose that outline the reason for which transit services are operated. Goals are statements that qualify the desired results. They are the ends toward which effort is directed. They are general and timeless, but theoretically attainable.
- **Objectives** – Objectives are intended to be more specific statements of the methods proposed for accomplishing the goals. Objectives provide quantifiable measures of the goals. They are more precise and capable of both attainment and measurement.
- **Measures** – These are the criteria by which the achievement of the objectives are judged. They usually provide indications of efficiency or effectiveness. Measures and standards set quantifiable targets for achieving the objectives.
- **Standards** – Standards represent an acceptable level of accomplishment which demonstrates achievement of an objective. Standards may be quantitative or qualitative. Standards set quantifiable targets for achieving the adopting goals.

2.3 SRTP Goals, Objectives, Measures, and Standards

FAST originally established goals, objectives, measures and standards in 2006. These were updated in for the FY2012/13 – FY2022/23 SRTP, and again for the 2016 SRTP.

FAST developed a Strategic Plan in 2015 that is reviewed quarterly and updated annually. The 2019 Strategic Plan updated its Mission Statement, Vision Statement, Principles, Values, and Goals.

- **Mission statement:** To provide a safe and efficient transportation service for our community with a high standard of quality.
- **Vision statement:** At FAST, we strive to:
 - Provide sustainable and innovative service.
 - Have a positive impact on our community and environment.
 - Deliver convenient services so people will ride with us.
- **Principles:**
 1. Stewardship: We will appropriately manage taxpayer resources – time, money, people, and facilities – to serve the community and improve our environment.
 2. Service: We will provide our community with the highest quality service by focusing on safety, convenience, reliability, and sustainability.



- 3. Relations: We will work as a team to foster positive relations with each other, our customers, our community, and our stakeholders.
- 4. Positive Outcomes: We will proactively seek innovative improvements that result in positive and sustainable outcomes.

These elements of the Strategic Plan provide an opportunity to refine the goals and objectives of the SRTP.

2.3.1 Goals

The following table summarizes the goals for FAST.

Exhibit 2.1 FAST SRTP Goals

Service Goal
Provide the highest quality transportation service.
Ridership Goal
Increase public transit ridership.
Customer Focus Goal
Foster positive relations with customers.
Financial/Cost Efficiency Goal
Provide a sustainable, efficient, and innovative service.
Community and Environmental Goal
Have a positive impact on the community and environment.
Coordination Goal
Coordinate service with other transit stakeholders.



2.3.2 Objectives

The following table summarizes the objectives for FAST.

Exhibit 2.2 FAST SRTP Objectives

Service Objectives
Operate safe services.
Operate reliable services.
Operate convenient services.
Operate productive services.
Ridership Objective
Increase ridership on local bus routes.
Increase ridership on intercity bus routes.
Provide services for the mobility needs of seniors and persons with disabilities.
Customer Focus Objectives
Provide transit access to the greatest number of persons possible while maintaining the productivity of the system.
Maintain clean/comfortable vehicles and facilities.
Promote the use of public transit and provide service information to riders in a timely manner.
Undertake effective marketing, outreach, and public participation.
Financial/Cost Efficiency Objectives
Manage operating revenues and costs to sustain services.
Optimize use of external funding and alternative revenue resources.
Community and Environment Objectives
Increase public transit awareness in the community.
Seek innovative improvements that have positive effects on the environment.
Advocate for public transit services and amenities in new development reviews.
Encourage transit supportive development.
Coordination Objectives
Coordinate local and intercity transit services with other transit operators whenever feasible.



2.3.3 Performance Measures and Standards

The following table summarizes FAST’s Performance Measures and Standards.

Exhibit 2.3 FAST SRTP Performance Measures and Standards

Type	Measure	Standard
Service	Passengers per Vehicle Revenue Hour (VRH)	Local fixed-route: 12.0 Intercity fixed-route: 15.0 ADA-Paratransit: 2.0
	Preventable accidents	Average no more than one preventable accident per 100,000 vehicle miles.
	Road Calls	Average no less than 6,000 driven miles between road calls (defined as a revenue vehicle system failure that prevents the vehicle from continuing in revenue service.)
	Missed fixed-route trips	No missed trips due to driver/vehicle shortage.
	Paratransit denials	No ADA paratransit trip denials based on capacity constraints.
	On-time performance	Local fixed-route: 90% of monthly trips depart on time. Defined as departing no later than 5 minutes and no earlier than published schedule from transfer hubs. Intercity fixed-route: 85% of monthly trips depart on time. Defined as departing from time points in published schedule no later than 5 minutes and no earlier than published schedule time. ADA-Paratransit: 100% desired, but no less than 95% of trips will be scheduled within 60 minutes of the requested pick-up time and provided within 20 minutes of the scheduled pick up time. ²
Ridership	Frequency	Local fixed-route: Frequency should be a minimum of 30 minutes during peak times and 60 minutes during off peak times unless otherwise warranted by demand. Intercity fixed-route: Frequency should be 30 minutes or less during peak commute times and as often as can be warranted by demand during off-peak times.
	Ridership growth	Local fixed-route: At least 3% (3-year moving average). Intercity fixed-route: At least 3% (3-year moving average). ADA-Paratransit: Reduce reliance on paratransit by offering effective alternatives.
	Load factor ³	Intercity fixed-route: Load factor less than 0.85.

² County standards require 88 percent on-time performance for paratransit.

³ Maximum Load Factor is not applicable to local fixed-route service.



Type	Measure	Standard
Customer Focus	Planning	Maintain a public participation/outreach plan.
	Information	Maintain a transit website, support sharing information through internet social media, distribute written materials on transit services, and provide a customer service center with required language translation available.
		Develop and implement a marketing plan for local services. Coordinate with other intercity partners and STA to develop and implement innovative marketing of intercity services.
	Response to complaints	Respond to complaints within the next business day following receipt and, if necessary, after an investigation is conducted and concluded.
	Feedback	Conduct onboard customer surveys. Encourage passenger comments and suggestions. Have transit staff regularly ride routes and talk to both passengers and drivers.
Financial/Cost Efficiency	Fare recovery	Local fixed-route: 20% Intercity fixed-route: 30%. Paratransit: 10% (DART only).
	Cost-efficiency	<ul style="list-style-type: none"> • Limit the cost per vehicle revenue hour of intercity bus routes to below \$141 per hour or the revenue hour amount per hour agreed to by intercity partners in future years*; • Limit the cost per vehicle revenue hour of local bus routes to \$105 per hour ; and • Limit the cost per vehicle revenue hour of DAR services to \$115 per hour.
Community/ Environment	Advocacy	Continue to monitor development proposals and review environmental documents for transit opportunities.
		Encourage inclusion of higher housing densities near transit facilities in local and intercity plans. Support the development of the Heart of Fairfield Plan.
	Initiatives	Reduce the carbon footprint of the transit system.
	Route design	Serve areas with the highest ridership potential, such as mixed-use development.

**Note: In FY 2015/16 and FY 2016/17, the cost per VRH standard as established by the STA Board in the SolanoExpress Performance Measures was \$125.00. For FY 2017/18 and FY 2018/19, it was increased to \$135.30, and effective FY 2019/20 it was increased to \$141.00.*



Type	Measure	Standard
Coordination	Fare media	Maintain universal fare media (CLIPPER card) for both local and intercity services.
	Transfers	Align intercity schedules with local transit schedules to greatest degree possible.
		Eliminate paper transfers.
		Establish and maintain an all-day local pass.
	Marketing	Support joint marketing efforts for intercity services with STA and other transit agencies.
	Information	Maintain links to connecting services on website and stock schedule information for other transit services at customer service centers.
	Collaboration	Continue to seek out opportunities to collaborate with educational institutions, social service providers, medical providers and transportation advocacy groups.
Information	Maintain Nextbus, Google Transit Feed and 511 Trip Planner to provide real-time trip information.	



Chapter 3

Service and System Performance Evaluation

3.1 System Trends

3.1.1 Ridership

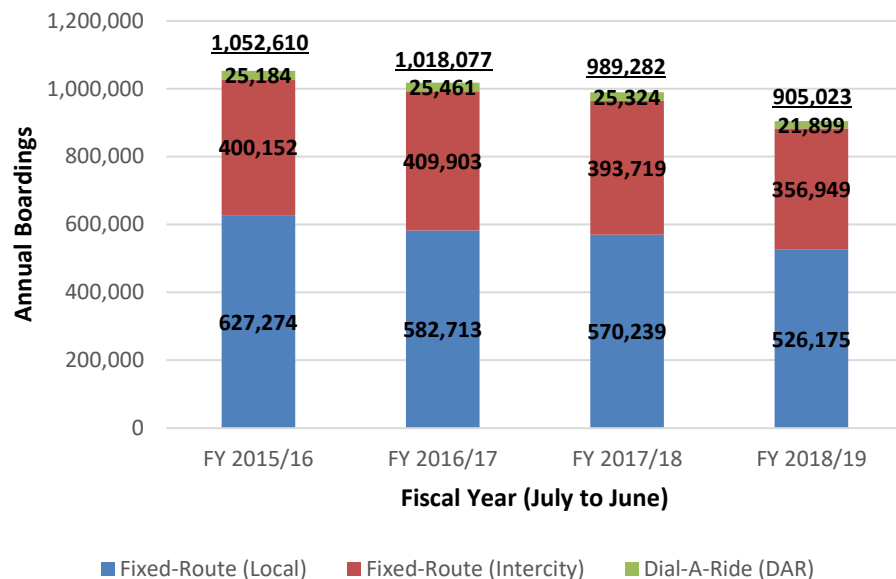
Total system ridership decreased 14.0 percent from 1,052,610 in FY 2015/16 to 905,023 in FY 2018/19. This correlates with a national trend in declining transit ridership.

Fixed-route local ridership decreased 16.1 percent across the four-year period and comprised 58.1 percent of total system ridership in FY 2018/19. Annual ridership decreased across each assessment year.

Fixed-route intercity ridership decreased 10.8 percent across the four-year period and comprised 39.4 percent of total system ridership in FY 2018/19. Intercity fixed-route service increased by 2.4 percent between FY 2015/16 and FY 2016/17, followed by two years of decrease. The greatest decrease (9.3 percent) occurred between FY 2017/18 and FY 2018/19, which corresponds with service changes that replaced Routes 20, 30, and 40 with the Blue Line.

Dial-A-Ride ridership saw a net decrease of 13.0 percent across the four-year period and comprised 2.4 percent of total system ridership in FY 2018/19.

Exhibit 3.1 FAST Ridership (FY 2015/16 – FY 2018/19)



Source: City of Fairfield. NTD Profile. November 2019.



3.1.2 Fare Revenue

System fare revenue saw a net increase of 0.7 percent, from \$2,273,028 in FY 2015/16 to \$2,256,280 in FY 2018/19. Fare revenue peaked in FY 2016/17 (\$2,318,155).

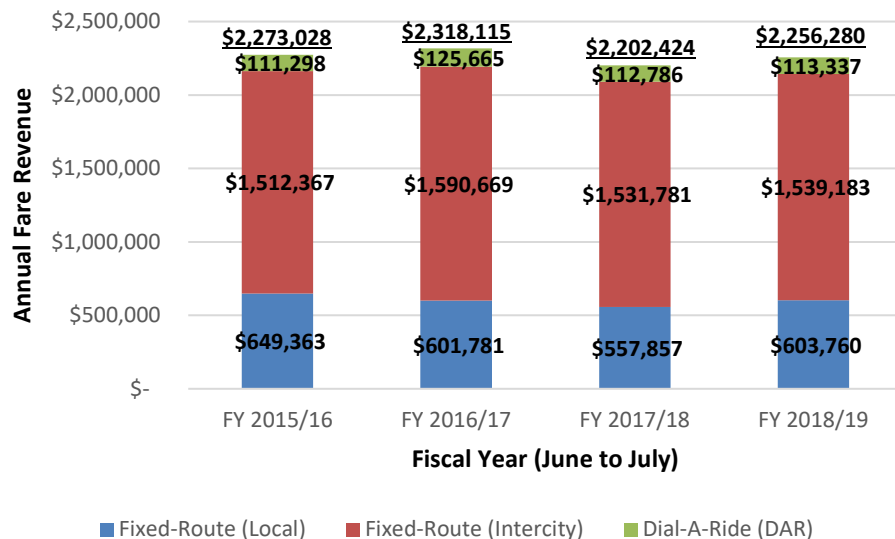
System fare revenue did not track with the ridership trend. It fluctuated across the four-year period compared with ridership which consistently decreased. While ridership decreased 14.0 percent, fare revenues saw a net decrease of 0.7 percent.

Fixed-route local fare revenue saw a net decrease of 13.1 percent across the four-year period and accounted for 26.8 percent of total system fare revenue in FY 2018/19. Ridership decreased between FY 2015/16 and FY 2016/17, and again between FY 2016/17 and FY 2017/18, yet increased between FY 2017/18 and FY 2018/19.

Fixed-route intercity fare revenue saw a net increase of 1.8 percent across the four-year period, compared to a 10.8 percent decrease in ridership. It accounted for 68.2 percent of total system fare revenues in FY 2018/19. During the implementation of the new Blue Line in the beginning of FY 2018/19, base fares were lowered, transfers between SolanoExpress routes were almost completely eliminated (though transfers are still issued upon request to SolanoExpress riders transferring to Vacaville City Coach routes), and day passes were introduced. An increase in revenue despite lower ridership could be attributable to riders replacing base fare purchases with day passes.

Dial-A-Ride service revenue saw a net 1.8 percent increase across the four-year period, compared to a 13.0 percent net decrease in ridership. It accounted for 5.0 percent of total system fare revenues in FY 2018/19.

Exhibit 3.2 FAST Fare Revenue (FY 2015/16 – FY 2018/19)



Source: City of Fairfield. NTD Profiles. November 2019.

3.1.3 Vehicle Revenue Hours

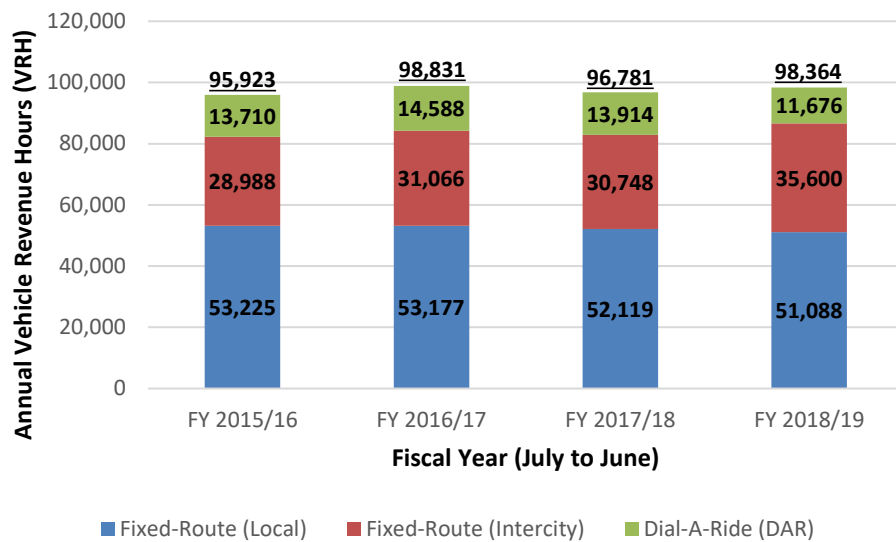
Total vehicle revenue hours (VRH) saw a net increase of 2.5 percent, from 95,923 hours in FY 2015/16 to 98,364 hours in FY 2018-19. Similar to fare revenue, vehicle revenue hours increased between FY 2015/16 and FY 2016/17, decreased between FY 2016/17 and FY 2017/18, then increased between FY 2017/18 and FY 2018/19, likely due to the significant SolanoExpress service change effective July 1, 2018. The peak vehicle revenue hours (98,831) and peak farebox revenue both occurred during FY 2016/17.

Fixed-route local revenue hours decreased 4.0 percent across the four-year period and accounted for 51.9 percent of total vehicle revenue hours in FY 2018/19.

Fixed-route intercity revenue hours saw a net increase of 22.8 percent across the four-year period and accounted for 36.2 percent of total vehicle revenue hours in FY 2018/19.

Dial-A-Ride revenue hours saw a net decrease of 14.8 percent across the four-year period and accounted for 11.9 percent of total vehicle revenue hours in FY 2018/19.

Exhibit 3.3 FAST Vehicle Revenue Hours (FY 2015/16 – FY 2018/19)



Source: City of Fairfield. NTD Profile. November 2019.



3.1.4 Vehicle Revenue Miles

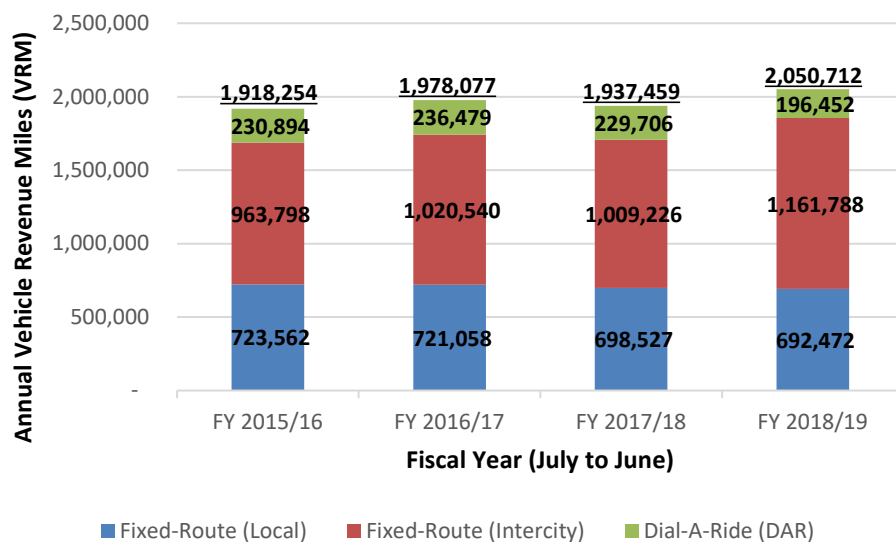
Total vehicle revenue miles (VRM) saw a net increase of 6.9 percent, from 1,918,254 miles in FY 2015/16 to 2,050,712 in FY 2018/19. Overall, vehicle revenue miles have fluctuated in the same manner as both farebox revenue and vehicle revenue hours. Vehicle revenue miles increased between FY 2015/16 and FY 2016/17, decreased between FY 2016/17 and FY 2017/18, then increased between FY 2017/18 and FY 2018/19.

Fixed-route local revenue miles decreased 4.3 percent across the four-year period and accounted for 33.8 percent of total vehicle revenue miles in FY 2018/19.

Fixed-route intercity revenue miles experienced a net 20.5 percent increase over the four-year period and accounted for 56.7 percent of total vehicle revenue miles in FY 2018/19.

Dial-A-Ride revenue miles saw a net decrease of 14.9 percent over the four-year period and accounted for 9.6 percent of total vehicle revenue miles in FY 2018/19.

Exhibit 3.4 FAST Vehicle Revenue Miles (FY 2015/16 – FY 2018/19)



Source: City of Fairfield. NTD Profile. November 2019.



3.1.5 Operating Cost

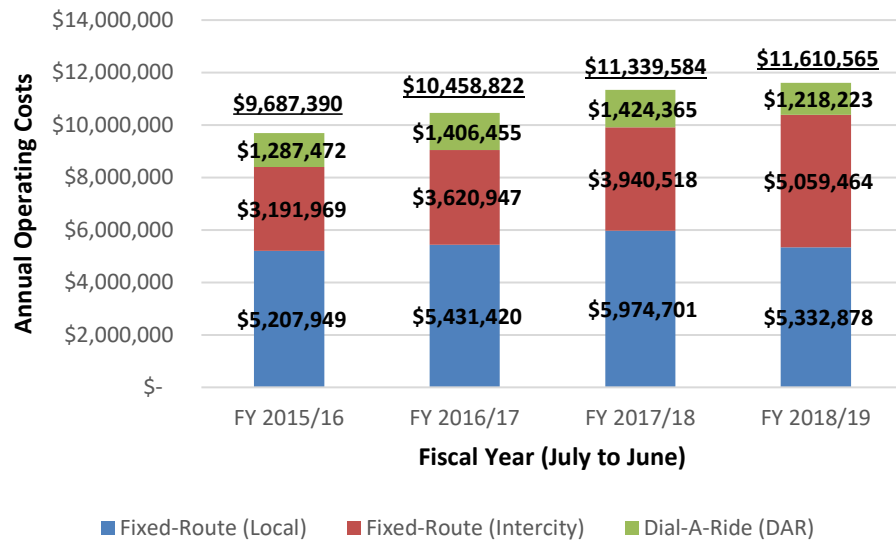
System-wide operating cost increased by 19.9 percent from \$9,687,390 in FY 2015/16 to \$11,610,565 in FY 2018/19. Operating cost increased by 8.4 percent between FY 2016/17 and FY 2017/18 in contrast to fare revenue, vehicle revenue hours, and vehicle revenue miles, which all decreased during this period.

Fixed-route local operating cost saw a net increase of 2.4 percent across the four-year period and accounted for 45.9 percent of total operating cost in FY 2018/19. As with the system operating cost, fixed-route local costs increased from FY 2015/16 through FY 2017/18, but decreased in FY 2018/19.

Fixed-route intercity operating cost increased 58.5 percent across the four-year period and accounted for 43.6 percent of total operating cost in FY 2018/19.

Dial-A-Ride operating cost experienced a net decrease of 5.4 percent across the four-year period and accounted for 10.5 percent of total operating cost. Like the fixed-route local service, Dial-A-Ride service cost increased between FY 2015/16 and FY 2017/18, then decreased in FY 2018/19. This decrease (14.5 percent) resulted in the lowest operating cost of the four-year period.

Exhibit 3.5 FAST Operating Cost (FY 2015/16 – FY 2018/19)



Source: City of Fairfield. NTD Profile. November 2019.



3.2 Service Performance

The following service performance measures for fixed-route local, fixed-route intercity, and ADA paratransit services were evaluated using quantitative data to determine whether or not the performance standard was met. Exhibit 3.6 provides an overview of system performance compared with FAST standards from FY 2015/16 to FY 2018/19.

3.2.1 Ridership

- **Ridership Growth:** FAST fixed-route local, fixed-route intercity, and Dial-A-Ride services did not achieve the goal of meeting or exceeding at least a three percent growth in ridership. However, fixed-route intercity and Dial-A-Ride services exhibited one or more years of growth within the four-year period.

3.2.2 Service

- **Productivity (Passengers per Vehicle Revenue Hour):** FAST fixed-route local productivity decreased, not meeting its standard of 12.0 passengers/VRH during the four-year period. FAST fixed-route intercity productivity decreased across the four year period as well, not meeting the standard of 15.0 passengers/VRH. FAST did not meet its Dial-A-Ride standard of 2.0 passengers/VRH during the four-year period. However, productivity increased overall from 1.8 in FY 2015/16 to 1.9 in FY 2018/19.
- **Preventable Accidents:** FAST exceeded its standard by achieving the highest ratio of 1,918,254 miles between preventable accidents for all services in FY 2015/16 and the lowest ratio of 282,582 miles in FY 2016/17. All four years surpassed the standard of less than one preventable accidents every 100,000 miles.
- **Vehicle Reliability:** FAST vehicle reliability fluctuated and did not achieve the standard of less than one road call every 6,000 miles in FY 2016/17 (5,870) and FY 2017/18 (5,139). The standard was met in FY 2015/16 and FY 2018/19. The purchase of nine new intercity transit buses (which replaced buses that had exceeded their useful life) contributed to the improvement in FY 2018/19. The City of Fairfield's Fleet Division was recognized as a "Top 100 Fleet" by *Fleet Magazine* throughout the four-year period.

3.2.3 Financial/Cost Effectiveness

- **Farebox Recovery:** FAST fixed-route local service did not meet the standard of 20 percent farebox recovery for the four years evaluated. FAST fixed-route intercity service met its standard of 30 percent for all four years. FAST Dial-A-Ride did not meet its standard of 10 percent during the four-year period.
- **Cost Efficiency:** FAST fixed-route local service met its standard of less than \$105 per vehicle revenue hour for all years evaluated except for FY 2017/18. FAST fixed-route intercity service met its standard of less than \$125 per vehicle revenue hour in FY 2015/16 and FY 2016/17, and its standard of \$135.30 in FY 2017/18, but not in FY 2018/19. In FY 2019/20, the intercity standard was raised to \$141.00. FAST Dial-A-Ride service met the standard of less than \$115 per vehicle revenue hour for all four years evaluated, with cost rising each year.



Exhibit 3.6 FAST Quantified Service Performance

Type	Category	Performance Metrics	Type of Service	Standard	2015/16	2016/17	2017/18	2018/19
Ridership	Ridership Goal	Ridership Growth	Fixed-Route (Local)	3.0%	-6.9%	-7.1%	-2.1%	-7.7%
			Fixed-Route (Intercity)	3.0%	0.9%	2.4%	-3.9%	-9.3%
			Dial-A-Ride	3.0%	-1.9%	1.1%	-0.5%	-13.5%
Service	Passenger Productivity	Passengers/Vehicle Revenue Hour	Fixed-Route (Local)	12.0	11.8	11.0	10.9	10.3
			Fixed-Route (Intercity)	15.0	13.8	13.2	12.8	10.0
			Dial-A-Ride	2.0	1.8	1.7	1.8	1.9
	Preventable Accidents	Vehicle Revenue Miles/Preventable Accidents (Less than one every 100,000 miles)	System	100,000	1,918,254	282,582	645,820	683,571
	Service Reliability	Road calls less than one every 6,000 miles	System	6,000	7,704	5,870	5,139	8,439
Financial/ Cost Effectiveness	Farebox Recovery	Fare Revenues/Operating Costs	Fixed-Route (Local)	20%	12.5%	11.1%	9.3%	11.3%
			Fixed-Route (Intercity)	30%	47.4%	43.9%	38.9%	30.4%
			Dial-A-Ride	10%	8.6%	8.9%	7.9%	9.3%
	Cost Efficiency	Cost/Vehicle Revenue Hour	Fixed-Route (Local)	< \$105.00	\$ 97.85	\$ 102.14	\$ 114.64	\$ 104.39
			Fixed-Route (Intercity)	< \$125.00/ < \$135.30*	\$ 110.11	\$ 116.56	\$ 128.16	\$ 142.12
			Dial-A-Ride	< \$115.00	\$ 93.91	\$ 96.41	\$ 102.37	\$ 104.34

Source: City of Fairfield. NTD Profile. November 2019.

Note: Gray shading represents performance below the defined standard.

*Note: In FY 2015/16 and FY 2016/17, the standard was \$125.00. In FY 2017/18 and FY 2018/19, it was \$135.30.



3.3 System Performance

This section assesses the system-level performance and includes both qualitative and quantitative measures. Exhibit 3.7 provides an overview of which system performance standards have been met from FY 2015/16 to FY 2018/19.

3.3.1 Service

- **On-Time Performance:** FAST met its fixed-route local on-time performance goal of 90 percent of trips arriving on or no later than 5 minutes of the scheduled time for its fixed-route local service across the four-year period. FAST met its fixed-route intercity on-time performance of 90 percent of trips arriving on or no later than 5 minutes after the scheduled time for each of the four years evaluated. FAST also met its Dial-A-Ride service on-time performance of no less than 95 percent of trips scheduled within 60 minutes of requested time and delivered within 20 minutes of scheduled time across all four years.
- **Service Denials:** There were no denials for FAST Dial-A-Ride service trips during the period evaluated.
- **Frequency:** FAST met its fixed-route local service standard for service frequencies of at least 30 minutes during peak times and 60 minutes during off-peak times, unless otherwise warranted by demand. Due to budgetary constraints and lower ridership demand, local routes 4, 5, and 8 operate hourly service throughout the day. FAST met its service frequency standard for intercity routes of at least 30 minutes during peak times and as often as warranted by demand during off-peak times.

3.3.2 Ridership

- **Load Factors:** FAST met its load factor standard of no more than 0.85 for fixed-route intercity service across all four years.

3.3.3 Customer Focus

- **Public Participation:** FAST established a public participation plan during FY 2011/12 that was revised in FY 2017/18 and remains in effect.
- **Customer Information:** FAST met its customer information standard by maintaining a website, providing a service center, distributing information on transit services, and sharing information throughout the internet and social media for all four years. FAST has met its standard of making information available in Spanish and all other required languages since FY 2013/14.
- **Marketing:** FAST met its goal to develop and implement a Marketing Plan for its local routes for all four years.
- **Customer Feedback:** FAST met its standards for soliciting and responding to customer feedback, including responding to comments within one business day, conducting onboard customer surveys, and encouraging passenger suggestions and comments across all four years.



3.3.4 Community and Environment

- **Advocacy:** FAST met its standard of reviewing development proposals for transit opportunities for each of the four years evaluated.
- **Initiatives:** FAST met its initiative of taking action on reducing the carbon footprint of the transit system for each of the four years evaluated.
- **Route Design:** FAST met its standard of developing transit routes to serve high density and mixed use areas with highest ridership potential for each of the years evaluated.

3.3.5 Coordination

- **Fare Media:** Clipper has been implemented and maintained since FY 2014/15 for local routes and SolanoExpress. Paper passes are an option for riders to purchase on FAST local and intercity routes.
- **Transfers:** FAST has yet to meet its goal to eliminate paper transfers on FAST local routes. However, FAST did meet its standard of having local and intercity service schedules aligned to the greatest degree possible for each of the four years evaluated. FAST is tentatively planning to eliminate paper transfers in FY 2020/21. Transfers between SolanoExpress routes were almost eliminated with the July 2018 service changes and introduction of a day pass. However, transfers are still issued upon request to SolanoExpress riders transferring to Vacaville City Coach routes.
- **Marketing:** FAST has met its standard of encouraging joint marketing efforts with other transit agencies for each of the four years evaluated.
- **Information:** FAST met its standard of making available other operators' information materials (both online with web links and at its customer service centers) for each of the four years evaluated.
- **Collaboration:** FAST met its standard of collaborating with other public institutions in the planning and delivery of transit services for each of the four years evaluated.
- **Information:** FAST met its standard of maintaining information feeds to Nextbus, Google Transit and 511 for each of the four years evaluated.



Exhibit 3.7 FAST Qualitative System Performance

Type	Category	Other Metric/Statistics	Type of Service	Standard	2015/16	2016/17	2017/18	2018/19
Service	On-Time Performance	Do 90% of trips arrive on or no later than 5 minutes of scheduled time?	Fixed-Route (Local)	Yes	Yes	Yes	Yes	Yes
		Do 90% of trips arrive on or no later than 5 minutes of scheduled time?	Fixed-Route (Intercity)	Yes	Yes	Yes	Yes	Yes
		Are no less than 95% of trips schedules within 60 minutes of requested time and delivered within 20 minutes of scheduled time?	Dial-A-Ride	Yes	Yes	Yes	Yes	Yes
	DAR Denials	Have no requests for ADA paratransit service been denied due to capacity constraints?	Dial-A-Ride	Yes	Yes	Yes	Yes	Yes
	Frequency	Are the service frequencies of local routes 30 minutes peak/60 minutes off-peak unless otherwise warranted by demand?	Fixed-Route (Local)	Yes	Yes	Yes	Yes	Yes
		Are the service frequencies of intercity routes at least 30 minutes peak and as often as warranted by demand in off-peaks?	Fixed-Route (Intercity)	Yes	Yes	Yes	Yes	Yes
Rider-ship	Local Factor	Do intercity routes have a commute direction load factor of no more than 0.85?	Fixed-Route (Intercity)	Yes	Yes	Yes	Yes	Yes
Customer Focus	Public Participation	Has a public participation plan been established?	System	Yes	Yes	Yes	Yes	Yes
	Customer Information	Is a website maintained?	System	Yes	Yes	Yes	Yes	Yes
		Are information and materials distributed on transit services?	System	Yes	Yes	Yes	Yes	Yes
		Is a customer service center provided?	System	Yes	Yes	Yes	Yes	Yes
Customer Focus	Customer Information	Are all customer information media available in Spanish?	System	Yes	Yes	Yes	Yes	Yes
		Are information shared through internet social media?	System	Yes	Yes	Yes	Yes	Yes
	Marketing	Has a marketing plan for local services been developed and implemented?	System	Yes	Yes	Yes	Yes	Yes

Source: City of Fairfield. November 2019.



Note: Gray shading represents performance below the defined standard.

Type	Category	Other Metric/Statistics	Type of Service	Standard	2015/16	2016/17	2017/18	2018/19
Customer Focus	Customer Information	Are customer complaints responded to within one business day?	System	Yes	Yes	Yes	Yes	Yes
		Have onboard surveys been conducted?	System	Yes	Yes	Yes	Yes	Yes
		Are passenger comments and suggestions encouraged?	System	Yes	Yes	Yes	Yes	Yes
		Do staff regularly ride transit and speak with passengers and drivers?	System	Yes	Yes	Yes	Yes	Yes
Community and Environment	Advocacy	Are development proposals reviewed for transit opportunities?	System	Yes	Yes	Yes	Yes	Yes
		Are higher densities near transit facilities encouraged to be included in land-use plans?	System	Yes	Yes	Yes	Yes	Yes
	Initiatives	Are actions being taken to reduce the carbon footprint of the transit system?	System	Yes	Yes	Yes	Yes	Yes
	Route design	Are transit routes developed to serve high density and mixed-use areas with highest ridership potential?	System	Yes	Yes	Yes	Yes	Yes
Coordination	Fare media	Has Clipper been implemented and is it maintained for both local and intercity services?	System	Yes	Yes	Yes	Yes	Yes
	Transfers	Have paper transfers been eliminated?	System	Yes	No*	No*	No*	No*
		Are local and intercity service schedules aligned to the greatest degree possible?	Fixed-Route (Local + Intercity)	Yes	Yes	Yes	Yes	Yes
	Marketing	Are joint marketing efforts with other transit agencies encouraged?	System	Yes	Yes	Yes	Yes	Yes
Coordination	Information	Are other operators' information materials available (both online with web links and at the customer service centers)?	System	Yes	Yes	Yes	Yes	Yes
	Collaboration	Is there collaboration with other public institutions in the planning and delivery of transit services?	System	Yes	Yes	Yes	Yes	Yes
	Information	Are information feeds to Google Transit and 511 maintained?	System	Yes	Yes	Yes	Yes	Yes

**Paper transfers remain in use on connecting local routes and on intercity routes for riders wishing to transfer from SolanoExpress to Vacaville City Coach.*



3.4 Route Performance

Exhibit 3.8 presents the FY 2018/19 route-level operating statistics for local and intercity fixed-route services operated by FAST. Exhibit 3.9 presents the performance standards for the local and intercity fixed-routes (as defined in the FAST GOMS for this SRTP). Dial-A-Ride performance is not included in this route-level analysis.

Exhibit 3.8 FY 2018/19 Route-Level Operating Statistics

Type	Route	Passengers	VRH	VRM	Fare Revenues	Operating Costs
Local	1	124,368	7,266.03	87,058	\$119,323	\$745,203
	2	59,660	5,918.30	85,459	\$98,878	\$617,454
	3	91,293	7,385.58	83,166	\$102,411	\$755,848
	4	20,409	3,989.08	68,083	\$18,976	\$420,507
	5	35,685	3,993.05	48,160	\$36,241	\$409,862
	6	89,230	10,879.83	128,483	\$53,393	\$1,133,775
	7	80,464	8,020.15	137,171	\$92,947	\$856,983
	8	25,067	3,636.22	54,892	\$22,768	\$383,247
Intercity	30 (Blue)	147,720	24,727.35	753,644	\$411,768	\$3,491,030
	90 (GX)	209,229	10,874.22	408,144	\$1,143,937	\$1,568,434

Source: City of Fairfield. Operating Summary by Route. November 2019.

Exhibit 3.9 FAST Fixed-Route Local and Fixed-Route Intercity Standards

Standards	Passengers/VRH	Farebox Recovery
Local	12.0	20.0%
Intercity	15.0	30.0%

Based on data above, a comparison of current fixed-routes and their relative performance against service standards was completed for FY 2018/19. Key findings are below:

- Passengers per Vehicle Revenue Hour (VRH):** Exhibit 3.10 compares FY 2018/19 FAST passengers/VRH for local and intercity fixed-routes against their respective standards of 12.0 for local and 15.0 for intercity routes. Route 90 (GX) had the highest annual passengers per revenue hour at 19.2 and is the only intercity route that achieved its standard. Route 1 had the highest local route productivity at 17.1 passengers/VRH. Route 3 was the only other local route to meet the standard. Two of the three lowest productivity routes (Routes 4 and 6) feature hourly service.



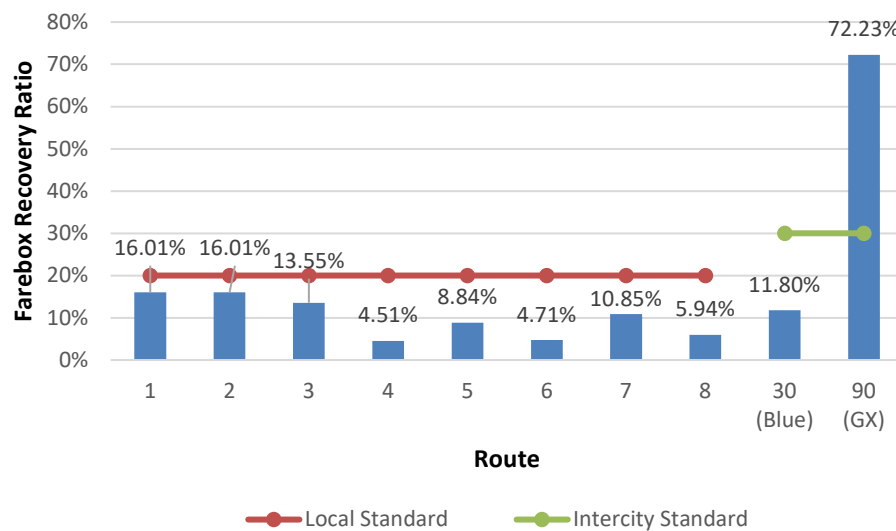
Exhibit 3.10 FY 2018/19 Passengers per Vehicle Revenue Hour for all Fixed Routes



Source: City of Fairfield. Operating Summary by Route. November 2019.

- Farebox Recovery:** Exhibit 3.11 compares FY 2018/19 FAST farebox recovery ratio for local and intercity fixed-routes against their respective standards of 20 percent for local and 30 percent for intercity routes.

Exhibit 3.11 FAST Farebox Recovery for All Fixed Routes



Source: City of Fairfield.



3.5 Other Relevant Programmatic Evaluations

3.5.1 MTC Regional Express Bus (REB) and STA Intercity Transit Funding Agreement

This section discusses the proposed intercity fixed-route performance benchmarks considered in STA’s Transit Corridor Study. These proposed benchmarks are presented below in Exhibit 3.12. It should be noted FY 2017/18 data is the most current reconciled data available. This data does not include the Blue Line or Green Express, but reflects the four SolanoExpress routes in operation that year (Routes 20, 30, 40, 90).

Exhibit 3.12 FY 2018/19 Intercity Route Performance vs. GOMS Intercity Benchmark

Service Productivity Measures	Benchmark	Blue	Green (GX)
Passengers per Vehicle Revenue Hour	25	5.97	19.24
Passengers per Trip	20	9.30	15.80
Passengers per Vehicle Revenue Mile	1	0.20	0.51
Peak Corridor Demand (Hourly Demand/Capacity)	85.00%	n/a	n/a
Capacity Utilization (Passenger Miles/Seat Miles)	35.00%	0.10	13.20
Cost Efficiency Measures	Benchmark	Blue	Green (GX)
Cost per Vehicle Revenue Hour	\$135.30	\$153.31	\$144.23
Cost per Vehicle Revenue Mile	\$5.00	\$5.03	\$3.84
Cost per Revenue Seat Mile	\$0.10	\$0.10	\$0.07
Cost Effectiveness Measures	Benchmark	Blue	Green (GX)
Subsidy per Passenger Trip	\$3.50	\$22.88	\$2.08
Revenue per Revenue Seat Mile	\$0.04	\$0.01	\$0.05
Farebox Recovery Ratio (STA)	50%	10.9%	72.2%
Farebox Recovery Ratio (RM2 RAD)	20%	10.9%	72.2%

Source: City of Fairfield.

Note: Gray shading represents performance below the defined standard.

Against proposed intercity fixed-route performance benchmarks considered in STA’s Transit Corridor Study, the FAST intercity routes met cost-efficiency measures more frequently than service productivity measures in FY 2017/18. No routes met benchmarks for service productivity, though Route 90 had the best performance. Route 20 met all three cost efficiency measures, while routes 40 and 90 met two of the three. Route 30 did not meet any of the benchmarks in this category. Each route met two of the four cost-effectiveness measures, though none met the benchmark for subsidy per passenger trip.

3.5.2 Community-Based Transportation Plan

The most recent Community-Based Transportation Plan (CBTP) was completed in June 2012 for East Fairfield. The outreach process included community surveys, stakeholder interviews, stakeholder meetings, community meetings, and focus groups. Transit needs were the most frequently stated concern. These concerns were prioritized by the Stakeholder Committee and are listed below in the priority order set by that group:

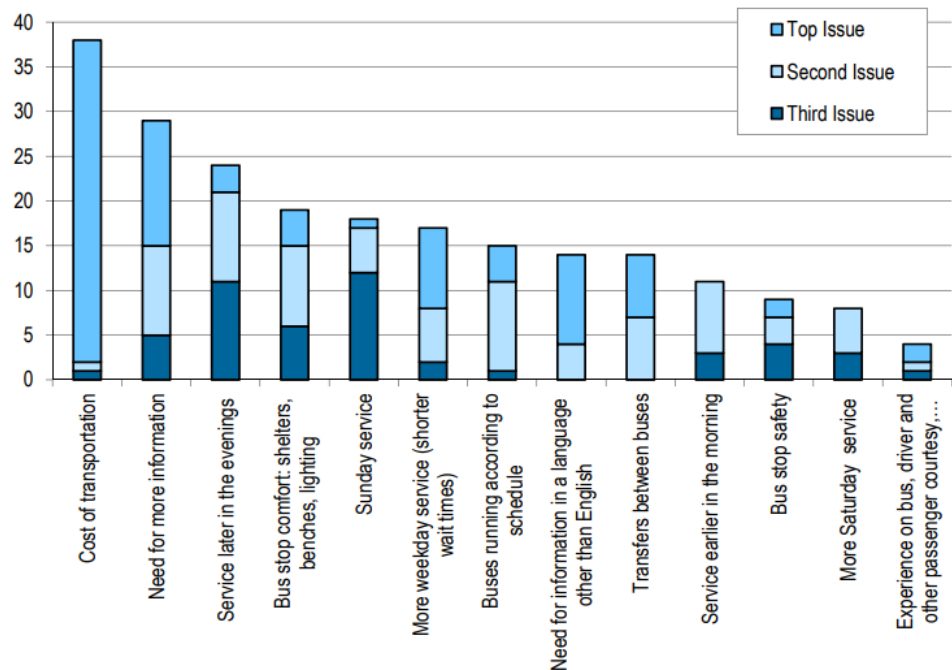
- Buses are not frequent enough, don’t run early or late enough, and take roundabout paths which take too long.



- The lack of school bus service represents a hardship for working families with small children.
- The cost of transit is too high, especially for families with children.
- Transit information is hard to find and hard to understand, particularly for monolingual Spanish speakers. FAST has worked to address this issue with more information provided in Spanish.
- For some social service clients, the lack of convenient transportation to required classes, child visitation appointments, and court appointments can have dire consequences.
- Some bus stops lack passenger amenities such as benches, shelters, and lighting.

In a transit survey conducted for the CBTP, the most important issue to survey respondents by far was the cost of transit, followed by the need for more information on transportation options (see Exhibit 3.13).

Exhibit 3.13 East Fairfield CBTP Transit Issue Survey Results



Source: City of Fairfield. East Fairfield Community-Based Transportation Plan. 2012.

The vast majority of survey respondents (84 percent) did not use paratransit. Of those who did, almost 40 percent said no improvements were needed. Requested improvements include reliable arrivals, more easy-to-understand information, and expanded hours of service. Since this survey report was published, FAST has made improvements in these areas. The Route 7 Tripper was discontinued in August 2019 and incorporated into existing Routes 7 and 8.

The 2017 FAST Customer Satisfaction Survey found a nine percentage point increase in overall customer satisfaction (82 percent) for fixed-route service and a seven percentage point increase (86 percent) on Dial-A-Ride from the previous year.

3.5.3 Title VI

FAST updated its Title VI Program in February 2018. The Program was adopted by the City of Fairfield City Council in April 2018. It was accepted by the FTA in a letter dated October 31, 2018.

3.5.4 Most Recent FTA Triennial Review

The September 2019 FTA Triennial Review of FAST's transit services covered the period from the date of the last triennial review through the date of the 2019 review. The triennial review determined there were five deficiencies in accordance with FTA requirements in three of the 21 target areas. Responses to the findings were initiated in October 2019 with final implementation to resolve deficiencies noted to be reported back to the FTA in February 2020. The following corrective actions were identified in the report:

Disadvantaged Business Enterprise

- **Insufficient documentation of monitoring DBE work:** FAST must submit to the FTA Office of Civil Rights (TCR) evidence that it has updated its DBE program to include a monitoring process and evidence of how it has implemented the monitoring process to ensure DBEs are actually performing the stated work.
- **Recipient is not ensuring proper payment:** FAST must submit to the FTA TCR documentation of a monitoring and enforcement process to ensure prompt payment and evidence of the next three efforts to ensure compliance with prompt payment.

Equal Employment Opportunity

- **Reporting and/or monitoring system deficiencies:** FAST must develop and submit to the FTA TCR a detailed monitoring and reporting system to include oversight of the contractor.
- **Insufficient oversight of subrecipient/contractor EEO Program:** FAST must submit to the FTA TCR documentation that it has received and reviewed EEO plans from contractors that meets the EEO Program requirements, and provide copies of the programs to FTA if requested.

Drug-Free Workplace Act

- **No ongoing Drug-Free awareness program:** FAST must submit to the FTA regional office evidence it has implemented a Drug-Free awareness program and informed employees of the dangers of drug abuse in the workplace.

3.5.5 Most Recent TDA Triennial Performance Audit

The last FAST TDA audit was completed in June 2019. The audit covers the period of FY 2015/16 through FY 2017/18. The report found that fixed-route costs increased and productivity generally declined during the audit period. Paratransit productivity also declined somewhat, though cost efficiency improved slightly. There was one recommendation suggested for FAST based on the results of this audit, which was carried forward from the prior audit.

1. Examine maintenance activities and address the recently increasing mechanical failure rates on the bus and paratransit services.



While the report noted implementation of the prior recommendation was in progress, it determined that while the strategy being implemented would address issues in the long term, the issue of increasing mechanical failure rates had not yet been addressed.

3.6 Summary of Performance

Ridership has decreased by 14.0 percent from FY 2015/16 to FY 2018/19. System-wide fare revenue did not track with ridership trends during this period. While ridership decreased nearly 14.0 percent during the four years, revenues increased by 0.7 percent from FY 2015/16 to FY 2018/19. The average fare per fixed-route local passenger increased from \$1.04 in FY 2015/16 to \$1.15 in FY 2018/19, while the average fare per fixed-route intercity passenger increased from \$3.78 in FY 2015/16 to \$4.31 in FY 2018/19. Vehicle revenue hours have fluctuated during the four years, increasing by 2.5 percent between FY 2015/16 and FY 2018/19. Similarly, vehicle revenue miles fluctuated resulting in an increase of 6.9 percent across the four-year period. Operating costs increased across the four years by 19.9 percent since FY 2015/16.

In FY 2018/19, FAST met five of its 14 service performance standards and 28 out of 29 of its system performance standards, with the system deficiencies in the fare coordination category.

FAST met its intercity farebox recovery standard of 30 percent, but did not meet its local farebox recovery of 20 percent nor DAR farebox recovery standard of 10 percent. Local services had an 11.3 percent farebox recovery while DAR had a 9.3 percent farebox recovery. The route-level evaluation showed two out of eight local routes met its passengers/VRH standard of 12.0 and one out of two intercity routes met its passengers/VSH standard of 15.0.

The 2012 Community-Based Transportation Plan (CBTP) revealed the top community needs are for increased frequency of buses, lower transit costs and more readily available transit information. FAST has since made improvements in these areas after the CBTP report was published. The FTA triennial review found that FAST was in accordance with FTA requirements in 18 of the 21 areas, with deficiencies in Disadvantaged Business Enterprise, Equal Employment Opportunity, and Drug-Free Workplace Act.

The last TDA audit was completed in June 2019. The report found that fixed-route costs increased and productivity generally declined during the audit period. Paratransit productivity also declined somewhat, though cost efficiency improved slightly. There was one recommendation suggested for FAST based on the results of this audit, which was carried forward from the prior audit. It pertained to higher maintenance costs due to an aging fleet, which in turn have resulted in a higher rate of mechanical failures.



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Chapter 4

Operations Plan

4.1 Operations Plan

FAST will continue to provide fixed-route local bus and ADA-complementary paratransit services to the residents of Fairfield and Suisun City, Monday through Saturday. FAST will continue to supplement ADA paratransit by subsidizing a local taxi program. In addition to these local public transit services, FAST will also continue its participation in the County’s intercity taxi program for ADA qualified persons. Finally, FAST will continue to operate Solano Express intercity bus services available to all residents of Solano County.

Solano Express services provided by FAST currently include:

- Blue Line (formerly Routes 20, 30, and 40), operating between the Pleasant Hill BART station and Sacramento via the Fairfield Transportation Center; and
- Green Express “GX” Line (formerly Route 90) operating between Fairfield Transportation Center and El Cerrito del Norte BART station, with several trips extended to serve Suisun City Amtrak station.

In FY 2018/19 FAST provided just over 900,000 unlinked trips with about 98,400 service hours. This translates to an average of approximately 2,950 passenger trips per day and approximately nine passengers per hour. The cost was \$12.6 million with fare revenues of \$2.6 million, recovering 21 percent of operating costs from fare revenues.

Future ridership is expected to increase modestly with the improved intercity bus service, population growth, and economic recovery. The latest estimate for Solano County suggests population will grow by approximately one percent per year over the next decade⁴, while fixed-route ridership is assumed to grow in line with that forecast on all existing services (Local and Intercity).

While the prior S RTP anticipated more than five percent annual ridership growth, ridership on all services has decreased across the past several years. Therefore, the anticipated change in ridership is expected to remain closer to population growth in Solano County, and is forecast at one percent annually. Ridership increases on existing bus routes and DAR services should be able to be accommodated without the need for additional vehicles or service hours. FAST will continue to seek opportunities to support and provide cost-effective and sustainable transportation options to the growing aging senior and ADA populations in Solano County.

4.2 Operating Budget

The baseline financial projection showed that the City of Fairfield will not be able to operate FAST, SolanoExpress, and DART paratransit services for the next ten years without additional revenues compared to the status quo. Costs are anticipated to increase at a faster rate than revenues across the

⁴ State of California Department of Finance, State Population Projections by County (1-year increments), <http://www.dof.ca.gov/Forecasting/Demographics/Projections/>, accessed December 3, 2019.



next ten years, leading to a trend of decreasing surpluses in later years of the plan. FAST must identify sources beyond TDA for capital expenses if it expects to continue to use TDA to fund its operations. Assuming a TDA fund growth rate of two percent, FAST's operating needs never exceed its anticipated annual allocation of TDA, but will utilize at least 90 percent of available TDA funds for operations beginning in FY 2024/25.

FAST anticipates the need for regular adjustments to operating revenues over the forecast period in order to maintain a fully funded plan. As a placeholder, the Financial Plan presented in this SRTP includes three fare increases, the introduction of parking fees at the Fairfield Transit Center, and increases in local taxi scrip sales in order to keep revenues and expenses in balance throughout the 10-year planning period. FAST staff will carefully monitor expenses and revenues over time for potential corrective action to maintain long-term sustainability.

It should also be noted the capital projects described in Chapter 5 consume all TDA reserve funds during the 10-year period, leaving FAST with no cushion for unplanned expenses after FY 2022/23. By the end of the forecast period, FAST will have no TDA reserves and \$7.0 million in unfunded capital needs.

Additional efforts to manage costs, increase local revenues, and secure additional future capital funding will help FAST maintain a reserve of TDA funds. An adjusted baseline FY 2019/20 operating budget and financial projection through FY 2029/30 provided in Exhibit 4.1, which present budgets for fixed-route and paratransit services, as well as the anticipated fare increases and balanced system-wide totals.

4.2.1 Operating Expenses

Through the forecast period, operating expenses for local services are expected to increase at an average rate of three percent annually, due to anticipated increases in vendor costs, labor agreements, and general inflation. Intercity fixed-route operating costs are anticipated to increase at an average rate of two percent, based on the FY 2019/20 Intercity Funding Agreement.

Fifty thousand dollars of Suisun City's TDA-LTF apportionment is currently set aside to cover City of Suisun City's costs to maintain the Amtrak train station there. These expenses are not shown in FAST's operating budget because they are deducted from Suisun City's annual apportionment as part of the annual TDA matrix/claim process before final revenue amounts for Fairfield and Suisun City are determined.

FAST operates two SolanoExpress intercity bus routes (Blue and Green Express) available to all residents of Solano County and subsidized through the Intercity Transit Funding Agreement between STA, SolTrans, FAST, Vacaville, Dixon, and County of Solano. The baseline financial projection assumes operating costs for existing and new intercity services will increase in line with underlying trends in the FAST cost structure. More information about the cost-sharing arrangements for Intercity services is provided later in this chapter, in Section 1.2.4.

4.2.2 Operating Revenues

Current FAST local passenger fares are \$1.75 for adults, \$1.50 for youth, and \$0.85 for seniors age 65 and over and persons with disabilities. Single-ride, 10-ride, 31-day paper and Clipper passes, and paper transfers are also available on local routes. Intercity bus fares range between \$2.75 and \$5.75, depending on whether travel occurs within or outside of Solano County. Fifty percent discounts are available for

seniors and persons with disabilities on intercity routes. Paper transfers are provided to riders transferring to Vacaville City Coach at the City of Vacaville’s request.

As part of efforts to monitor system finances and avoid a possible revenue shortfall, City staff will need to increase local revenues or reduced operating cost during the 10-year plan.⁵ This could be accomplished through increases in transit fares, taxi scrip, and/or parking fees charged to park-and-ride patrons. Specific revenue proposals would be formally developed and proposed by FAST staff, presented to the community for input, and discussed and considered by the city council and funding partners before implementation. As a placeholder, the financial projection includes 10 percent fare increases for local fixed-route and DART services in FY 2022/23, FY 2025/26, and FY 2028/29. SolanoExpress fares are set by the STA.

In addition to a transit fare increase, FAST could also consider increasing the level of local taxi scrip that is offered to patrons. As taxi fares grow over time, increasing the level of scrip sold could help maintain scrip’s purchasing power for taxi users, and it also helps taxi program income keep pace with the internal costs of program administration. The financial projection currently calls for augmenting scrip sales by \$50,000 concurrent with each of the proposed fare increases cited above. A formal proposal to increase scrip sales would be presented to the city council for consideration prior to any change in this program.

The Operating Plan includes a 50 percent contribution by the City of Vacaville of the operating expenses for the Fairfield/Vacaville Train Station. Contributions for Vacaville’s share for FY 2017/18 through FY 2019/20 are shown under FY 2019/20, with the appropriate share budgeted for each subsequent year.

4.2.3 Subsidy Revenues

Fairfield currently relies on six primary revenue sources to subsidize transit operations: TDA LTF apportionments, TDA-STAF revenue-based apportionments, FTA’s Section 5307 Urbanized Area funding program, TDA-STAF population-based funds, and Regional Measure 2 (RM2) operating support. The first three funding programs provide formula funding allocations for the exclusive use of the City of Fairfield (versus competitive grant programs or funds programmed by other agencies). Accordingly, future funding levels are assumed to be similar to historical amounts. The other two funding sources are primarily designated to help support intercity routes that are part of SolanoExpress. While these funding allocations are provided at the discretion of regional partners (STA/MTC), it is assumed SolanoExpress service is a transportation priority for the region, and that regardless of source, a similar level of funding will be programmed each year for the duration of this SRTP.

The subsidy revenues shown in the operating plan are based on the following assumptions:

- TDA-LTF Apportionments – These are based on statewide sales tax collections, and subject to escalation due to natural inflation and increases due to underlying economic growth. Based on a forecast developed by the Metropolitan Transportation Commission for Plan Bay Area, TDA revenues are conservatively assumed to grow at two percent annually through the entire forecast period. It should be noted this rate is somewhat lower than the inflation assumptions that have been applied to operating costs and other expenses, meaning that over time, TDA-LTF covers a smaller share of total expenditures, and other local and subsidy revenue sources must increase

⁵ This section focuses on internally generated revenues from operations; trends in subsidy revenue sources are discussed in the next section.



to fill the gap. If the economy grows faster than shown in the financial projection, FAST will receive its proportionate share of the increased revenues. FAST receives all of the apportionments designated for Fairfield and Suisun City, less a three percent deduction for STA planning and administration and, as noted above, a \$50,000 deduction for maintenance of the Suisun City Amtrak station. In addition to these deductions, a portion of the total FAST TDA allocation is used for FAST's contribution to the Solano County county-wide intercity taxi scrip program. Program contributions are determined by each agency, and responsibilities are outlined in a multiparty MOU. As a simplifying assumption, the required contributions for the intercity taxi program are assumed to grow at the same rate as the estimated population growth.

- State Transit Assistance Funding (STAF): Revenue-Based Apportionments – These formula apportionments come from the State Transit Assistance Fund, which is derived from taxes on diesel fuel sales. The total amounts in the STAF tend to vary annually due to volatility in fuel sales and uncertainty around future State budget actions, and have been particularly difficult to estimate in recent years. As a result, no growth assumption was included for this source.
- FTA Section 5307 Urbanized Area (UZA) Funding – Funding is assumed to be stable during the period covered by this SRTP. FAST is entitled to claim 100 percent of the funds allocated to the Fairfield Urbanized Area (UZA), which had a population of 133,683 in the 2010 Census. Because the UZA population is less than 200,000, the allocation formula is based on population and population density, and the City is permitted to use the funding for operations. Though the FAST Act and future federal re-authorizations may alter the structure of the FTA funding programs, it is assumed that operating assistance will continue to be provided and that the level of funding support for urbanized areas will not be significantly decreased in future federal programs. Federal funds are assumed to grow at two percent per year.
- Regional Measure 2 (RM2) – This funding source is derived from a portion of bridge tolls collected on the seven state-owned bridges in the Bay Area. It is designated for use on projects that relieve congestion or make improvements in the bridge corridors, including intercity express bus service such as SolanoExpress. The SolanoExpress bus routes receive operating support as part of the “Regional Express Bus North Pool,” which covers all services crossing the Carquinez and Benicia Bridges. Growth of this fund is expected at the same two percent rate applied to TDA funds.
- State Transit Assistance Funding (STAF): Population-Based Apportionments – These formula apportionments come from the State Transit Assistance Fund, which is derived from taxes on diesel fuel sales. The 2020 decennial census will likely result in an approximately ten percent increase in the county's total population, which may result in a modest increase in funding.

4.2.4 SolanoExpress

As described above in Section 1.2.1, Fairfield would continue operating an enhanced level of service on the two SolanoExpress routes: Blue Line and Green Express Line. Any future additional SolanoExpress service serving the new Fairfield-Vacaville Hannigan Station at Peabody Road would require additional operating funds, consideration by the Intercity Transit Funding Working Group (ITFWG) and Intercity Transit Consortium, and approval by the STA Board and City of Fairfield city council prior to implementation. As such, no service expansion is included within this operating plan.

FAST previously determined the operating cost of its intercity services using a fully allocated Cost Allocation Model (CAM) that assigns the combined local and intercity fixed route system costs to each bus route based on each route's share of revenue vehicle hours (RVH), vehicle revenue miles, and peak buses. Fare revenues and committed subsidies were then applied to compute the net operating deficit of each



route. The Intercity Transit Funding Agreement currently specifies a population and ridership formula for distributing the net operating cost to each of the six participating agencies operating through the ITFWG. Participating agencies include SolTrans, FAST, Vacaville, Dixon, STA, and the County of Solano. Beginning in FY 2018/19, SolanoExpress costs have been reconciled based on a cost per revenue hour agreed upon by the ITFWG.

As one of two operators of the SolanoExpress services, FAST receives contributions from the partner agencies, but also must pay its share of the services operated by FAST and SolTrans. Although the exact amounts can vary annually, the financial projection is based on the most recently approved annual budget for intercity operations. The combined cost allocation plan for FY 2019/20 requires FAST to contribute approximately 8.9 percent of its annual TDA apportionment towards its share of the net operating expenses for the FAST routes, and 1.5 percent of its apportionment towards the net operating expenses for routes operated by SolTrans. The cost allocation plan also shows that FAST will receive contributions of TDA revenues from other funding partners that cover approximately 21.3 percent of the net cost of FAST's intercity operations.

Based on guidance from MTC, TDA revenues are currently forecast to increase at approximately two percent per year, and the operating costs for both FAST and SolTrans are also forecast to increase by two percent per year. To avoid requests for an escalating share of each Consortium member's TDA apportionment, it will be necessary to constrain the rate of growth in the net funding requirement. This will need to occur either by the ITFWG agreeing to recommend increases to fares, STA contributing or obtaining additional subsidy revenues, by limiting the costs borne by the Consortium members, or through some combination of these approaches. This two percent cost increase projection does not address additional contract cost increases anticipated by both FAST and SolTrans, which expect to issue RFPs for new multi-year operating services contracts in mid-2020.

No fare increases are currently planned for Intercity routes, yet such a strategy may be necessary to offset the lower growth rates in subsidy revenues. Accordingly, the exact approach for future cost-sharing will need to be negotiated through the Consortium, and cannot be finalized by any one transit operator. As a result, STA has recommended, for this Coordinated SRTP, the TDA revenue contributions from Consortium members are limited to a two percent inflationary growth based on the subsidy payments that were calculated for the FY 2019/20 budget.

Beginning with FY 2019/20, STA recommended a change to how the SolanoExpress costs and subsidies are calculated. Instead of using route-based cost allocation models, annual contributions would be based on a projected cost per hour using an annual two percent escalation. For FY 2019/20, the total cost for each route was based on an escalated performance standard of \$141 per revenue hour. Cost-sharing is still based on population estimates as well as ridership by residency.



Exhibit 4.1 Operating Plan and 10-Year Forecast

	Historic			Budget	Forecast									
	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Operating Statistics (Systemwide Total)														
Vehicle revenue miles - Local	721,058	698,527	526,175	527,000	527,000	527,000	527,000	527,000	527,000	527,000	527,000	527,000	527,000	527,000
Vehicle revenue miles - Intercity	1,020,540	1,009,226	1,161,788	1,162,000	1,162,000	1,162,000	1,162,000	1,162,000	1,162,000	1,162,000	1,162,000	1,162,000	1,162,000	1,162,000
Vehicle revenue miles - Total Fixed-Route	1,741,598	1,707,753	1,687,963	1,689,000	1,689,000	1,689,000	1,689,000	1,689,000	1,689,000	1,689,000	1,689,000	1,689,000	1,689,000	1,689,000
Vehicle revenue miles - DART ADA [2]	236,479	229,706	196,452	197,434	198,421	199,414	200,411	201,413	202,420	203,432	204,449	205,471	206,499	207,531
Total vehicle revenue miles - system	1,978,077	1,937,459	1,884,415	1,886,434	1,887,421	1,888,414	1,889,411	1,890,413	1,891,420	1,892,432	1,893,449	1,894,471	1,895,499	1,896,531
Vehicle revenue hours - Local	53,174	52,119	51,088	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000
Vehicle revenue hours - Intercity	31,006	30,748	35,602	35,650	35,650	35,650	35,650	35,650	35,650	35,650	35,650	35,650	35,650	35,650
Vehicle revenue hours - Total Fixed-Route	84,180	82,868	86,690	87,650	87,650	87,650	87,650	87,650	87,650	87,650	87,650	87,650	87,650	87,650
Vehicle revenue hours - DART ADA [1]	14,560	13,914	11,676	11,734	11,793	11,852	11,911	11,971	12,031	12,091	12,151	12,212	12,273	12,334
Total vehicle revenue hours - system	98,740	96,781	98,366	99,384	99,443	99,502	99,561	99,621	99,681	99,741	99,801	99,862	99,923	99,984
Ridership - Local [2]	582,712	570,239	526,175	531,437	536,751	542,119	460,801	465,409	470,063	399,553	403,549	407,585	346,447	349,911
Ridership - Intercity	409,903	393,719	356,949	360,518	364,124	367,765	371,443	375,157	378,909	382,698	386,525	390,390	394,294	398,237
Ridership - Total Fixed-Route	992,615	963,958	883,124	891,955	900,875	909,884	832,243	840,566	848,971	782,251	790,074	797,974	740,741	748,148
Ridership - DART ADA [2]	25,461	25,325	21,899	22,118	22,339	22,563	19,178	19,370	19,564	16,629	16,795	16,963	14,419	14,563
Total ridership - system	1,018,076	989,283	905,023	914,073	923,214	932,446	851,422	859,936	868,535	798,880	806,869	814,938	755,159	762,711
Operating Expenses														
Fixed-route Operations - Local [3]	\$3,998,185	\$4,382,767	\$4,481,830	\$5,213,474	\$5,369,878	\$5,530,975	\$5,696,904	\$5,867,811	\$6,043,845	\$6,225,161	\$6,411,915	\$6,604,273	\$6,802,401	\$7,006,473
Fixed-route Operations - Intercity [4]	\$4,435,112	\$4,795,733	\$5,054,074	\$5,026,650	\$5,127,183	\$5,229,727	\$5,334,321	\$5,441,008	\$5,549,828	\$5,660,824	\$5,774,041	\$5,889,522	\$6,007,312	\$6,127,458
Fixed-route Operations - Total	\$8,433,297	\$9,178,500	\$9,535,904	\$10,240,124	\$10,497,061	\$10,760,701	\$11,031,225	\$11,308,819	\$11,593,673	\$11,885,985	\$12,185,956	\$12,493,795	\$12,809,713	\$13,133,931
DART Operations [3]	\$1,142,357	\$1,219,123	\$1,265,642	\$1,352,885	\$1,401,698	\$1,443,749	\$1,487,061	\$1,531,673	\$1,577,623	\$1,624,952	\$1,673,701	\$1,723,912	\$1,775,629	\$1,828,898
Taxi Contract Operations	\$425,138	\$244,418	\$388,500	\$400,155	\$411,810	\$424,164	\$436,889	\$449,996	\$463,496	\$477,401	\$491,723	\$506,474	\$521,669	\$537,319
Taxi Non-Contract Operations [5]	\$0	\$83,604	\$92,515	\$96,750	\$101,111	\$104,144	\$107,269	\$110,487	\$113,801	\$117,215	\$120,732	\$124,354	\$128,084	\$131,927
Fairfield Transportation Center [5]	\$363,749	\$420,267	\$426,527	\$432,575	\$447,200	\$460,616	\$474,434	\$488,668	\$503,328	\$518,427	\$533,980	\$550,000	\$566,500	\$583,495
Fairfield/Vacaville Train Station [5]	\$0	\$38,549	\$160,284	\$175,347	\$183,938	\$189,456	\$195,140	\$200,994	\$207,024	\$213,235	\$219,632	\$226,221	\$233,007	\$239,997
Fund Level Activity [5]	\$488,315	\$576,208	\$369,953	\$495,172	\$562,586	\$579,464	\$596,847	\$614,753	\$633,195	\$652,191	\$671,757	\$691,910	\$712,667	\$734,047
Other Expenses [5]	\$151,709	\$141,581	\$72,465	\$78,291	\$87,241	\$89,858	\$92,554	\$95,331	\$98,191	\$101,136	\$104,170	\$107,295	\$110,514	\$113,830
Total Operating Expenses	\$11,004,565	\$11,902,250	\$12,311,790	\$13,271,299	\$13,692,645	\$14,052,153	\$14,421,420	\$14,800,719	\$15,190,331	\$15,590,543	\$16,001,651	\$16,423,960	\$16,857,783	\$17,303,444
Park & Ride Expenses														
Red Top Road Park & Ride Lot [5]	\$32,001	\$37,417	\$35,645	\$32,420	\$34,626	\$35,665	\$36,735	\$37,837	\$38,972	\$40,141	\$41,345	\$42,586	\$43,863	\$45,179
Oliver Road Park & Ride [5]	\$16,680	\$26,071	\$25,744	\$25,165	\$27,958	\$28,797	\$29,661	\$30,550	\$31,467	\$32,411	\$33,383	\$34,385	\$35,416	\$36,479
Total Park & Ride Expenses	\$48,681	\$63,488	\$61,389	\$57,585	\$62,584	\$64,462	\$66,395	\$68,387	\$70,439	\$72,552	\$74,729	\$76,970	\$79,280	\$81,658
Program Expenses														
Intercity Taxi Scrip Program [5]	\$40,000	\$27,900	\$15,750	\$16,223	\$16,695	\$17,196	\$17,712	\$18,243	\$18,790	\$19,354	\$19,935	\$20,533	\$21,149	\$21,783
Intercity Express Bus (contrib. to SolTrans routes) [4]	\$57,702	\$216,513	\$219,783	\$161,532	\$164,763	\$168,058	\$171,419	\$174,847	\$178,344	\$181,911	\$185,549	\$189,260	\$193,046	\$196,907
Total Program Expenses	\$97,702	\$244,413	\$235,533	\$177,755	\$181,458	\$185,254	\$189,131	\$193,091	\$197,135	\$201,265	\$205,484	\$209,793	\$214,194	\$218,690
Total Expenses	\$11,150,948	\$12,210,151	\$12,608,712	\$13,506,639	\$13,936,687	\$14,301,868	\$14,676,946	\$15,062,197	\$15,457,905	\$15,864,360	\$16,281,863	\$16,710,723	\$17,151,257	\$17,603,791

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FAST Short Range Transit Plan FY 2021-2030
Solano Transportation Authority
Draft Final Report



	Historic			Budget		Forecast								
	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Operating Revenues														
Fare Revenues - Local [6]	\$601,781	\$557,857	\$603,760	\$609,798	\$615,896	\$622,055	\$684,260	\$691,103	\$698,014	\$767,815	\$775,493	\$783,248	\$861,573	\$870,189
Fare Revenues - Intercity	\$1,590,669	\$1,531,781	\$1,539,183	\$1,426,449	\$1,440,713	\$1,455,121	\$1,469,672	\$1,484,369	\$1,499,212	\$1,514,204	\$1,529,346	\$1,544,640	\$1,560,086	\$1,575,687
Fare Revenues - Total Fixed-Route	\$2,192,450	\$2,089,638	\$2,142,943	\$2,036,247	\$2,056,609	\$2,077,175	\$2,153,932	\$2,175,471	\$2,197,226	\$2,282,019	\$2,304,840	\$2,327,888	\$2,421,659	\$2,445,876
Fare Revenues - DART ADA [6]	\$125,665	\$112,786	\$113,337	\$114,470	\$115,615	\$116,771	\$128,448	\$129,733	\$131,030	\$144,133	\$145,575	\$147,030	\$161,733	\$163,351
Fare Revenues - Local and Intercity Taxi	\$184,730	\$211,148	\$393,270	\$397,203	\$401,175	\$405,186	\$459,238	\$463,831	\$468,469	\$523,154	\$528,385	\$533,669	\$589,006	\$594,896
Fare Revenues - Total Paratransit	\$310,395	\$323,934	\$506,607	\$511,673	\$516,790	\$521,958	\$587,687	\$593,564	\$599,499	\$667,287	\$673,960	\$680,699	\$750,739	\$758,246
Other Operating Revenues [7]	\$66,030	\$40,480	\$35,180	\$35,000	\$35,000	\$35,000	\$100,000	\$100,000	\$100,000	\$102,000	\$104,040	\$106,121	\$108,243	\$325,625
Total Operating Revenues	\$2,568,875	\$2,454,052	\$2,684,730	\$2,582,920	\$2,608,399	\$2,634,133	\$2,841,619	\$2,869,035	\$2,896,725	\$3,051,306	\$3,082,839	\$3,114,708	\$3,280,641	\$3,529,747
Subsidy Revenues														
Local Sources - TDA [8]	\$4,223,686	\$4,305,626	\$4,389,155	\$5,675,746	\$6,074,318	\$6,307,868	\$6,367,419	\$6,615,026	\$6,870,583	\$7,007,721	\$7,276,630	\$7,554,190	\$7,706,939	\$7,786,048
Local Sources - RM2, etc.	\$1,108,067	\$1,130,228	\$1,152,833	\$1,175,890	\$1,199,407	\$1,223,396	\$1,247,863	\$1,272,821	\$1,298,277	\$1,324,243	\$1,350,727	\$1,377,742	\$1,405,297	\$1,433,403
Local Sources - Intercity contributions from others	\$866,844	\$955,057	\$1,158,311	\$1,069,482	\$1,090,872	\$1,112,689	\$1,134,943	\$1,157,642	\$1,180,795	\$1,204,410	\$1,228,499	\$1,253,069	\$1,278,130	\$1,303,693
Local Sources - Vacaville contribution for Train Station	\$0	\$0	\$0	\$187,090	\$91,969	\$94,728	\$97,570	\$100,497	\$103,512	\$106,617	\$109,816	\$113,110	\$116,504	\$119,999
State Sources	\$118,540	\$92,606	\$163,369	\$166,538	\$169,769	\$173,063	\$176,420	\$179,843	\$183,332	\$186,888	\$190,514	\$194,210	\$197,978	\$201,818
Federal Sources	\$2,662,741	\$2,625,161	\$2,597,033	\$2,648,974	\$2,701,953	\$2,755,992	\$2,811,112	\$2,867,334	\$2,924,681	\$2,983,175	\$3,042,838	\$3,103,695	\$3,165,769	\$3,229,084
Total Subsidy Revenue	\$8,979,878	\$9,108,678	\$9,460,701	\$10,923,720	\$11,328,288	\$11,667,736	\$11,835,327	\$12,193,162	\$12,561,179	\$12,813,054	\$13,199,024	\$13,596,016	\$13,870,616	\$14,074,045
Total revenues	\$11,548,753	\$11,562,730	\$12,145,431	\$13,506,639	\$13,936,687	\$14,301,868	\$14,676,946	\$15,062,197	\$15,457,904	\$15,864,360	\$16,281,863	\$16,710,724	\$17,151,257	\$17,603,792
Annual Surplus (Deficit)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Footnotes														
[1] Reflects a 0.5% annual growth in DAR VRH and VRM, to accommodate 1% annual ridership growth.														
[2] Reflects a 1% annual increase in ridership, consistent with anticipated annual population growth in Solano County, except for years where there is a proposed 10% fare increase for local and DART ADA (FY 2022/23, FY 2027/28, where the rate of growth is .85%.														
[3] Local fixed-route and demand-response operating expenses reflect an anticipated 3% annual cost increase.														
[4] Intercity operating expenses and contributions reflect an anticipated 2% annual cost increase (per the FY 2019/20 ITF agreement).														
[5] All other operating expenses reflect an anticipated 3% annual cost increase.														
[6] Reflects a 10% fare increase in FY 2022/23, FY 2025/26, and FY 2028/29.														
[7] Includes transit station lease payments, interest, and other miscellaneous revenues. Beginning in FY 2022/23, reflects parking revenues from FTC. Assumes a flat amount through FY 2024/25, then 2% annual growth.														
[8] Includes Fairfield and Suisun City TDA contributions to intercity service provided by FAST.														

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FAST Short Range Transit Plan FY 2021-2030
Solano Transportation Authority
Draft Final Report



	Historic			Budget	Forecast									
	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Financial Capacity														
TDA Carryover														
Funds held by MTC				\$3,682,259										
Annual Cash Flow (Current Expenses Only)														
Beginning Balance				\$3,682,259	\$1,621,310	\$699,357	\$893,857	\$328,239	\$0	\$0	\$0	\$0	\$0	\$0
Add: Net annual TDA-LTF apportionment				\$6,918,683	\$6,954,148	\$7,093,231	\$7,230,840	\$7,371,118	\$7,514,118	\$7,659,891	\$7,808,493	\$7,959,978	\$8,114,402	\$8,271,821
Less: Annual Operating Uses				(\$5,675,746)	(\$6,074,318)	(\$6,307,868)	(\$6,367,419)	(\$6,615,026)	(\$6,870,583)	(\$7,007,721)	(\$7,276,630)	(\$7,554,190)	(\$7,706,939)	(\$7,786,048)
Less: Annual Capital Uses, if any				(\$3,303,886)	(\$1,801,783)	(\$590,863)	(\$1,429,039)	(\$1,084,331)	(\$643,534)	(\$652,171)	(\$531,863)	(\$405,788)	(\$407,463)	(\$955,651)
Equals: Cumulative Year-End Balance				\$1,621,310	\$699,357	\$893,857	\$328,239	(\$0)	\$0	(\$0)	\$0	\$0	(\$0)	(\$469,878)
Capital Needs														
Annual Unfunded Capital Needs, if any				-	-	-	-	(1,261,660)	(2,807,859)	(243,828)	(544,433)	(596,497)	(1,009,025)	(485,773)
Total 10-Year Capital Funding Surplus (Gap)				-	-	-	-	(1,261,660)	(4,069,519)	(4,313,347)	(4,857,780)	(5,454,277)	(6,463,302)	(6,949,075)

Metrics	Historic			Budget	Forecast									
	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
O&M Expense per vehicle mile - Local	\$5.54	\$6.27	\$8.52	\$9.89	\$10.19	\$10.50	\$10.81	\$11.13	\$11.47	\$11.81	\$12.17	\$12.53	\$12.91	\$13.30
O&M Expense per vehicle mile - Intercity	\$4.35	\$4.75	\$4.35	\$4.33	\$4.41	\$4.50	\$4.59	\$4.68	\$4.78	\$4.87	\$4.97	\$5.07	\$5.17	\$5.27
O&M Expense per vehicle mile - All Fixed-Route	\$4.84	\$5.37	\$5.65	\$6.06	\$6.21	\$6.37	\$6.53	\$6.70	\$6.86	\$7.04	\$7.21	\$7.40	\$7.58	\$7.78
O&M Expense per vehicle mile - DART	\$2.06	\$2.51	\$1.88	\$2.51	\$2.84	\$2.91	\$2.98	\$3.05	\$3.13	\$3.21	\$3.29	\$3.37	\$3.45	\$3.54
O&M Expense per vehicle hour - Local	\$75.19	\$84.09	\$87.73	\$100.26	\$103.27	\$106.36	\$109.56	\$112.84	\$116.23	\$119.71	\$123.31	\$127.01	\$130.82	\$134.74
O&M Expense per vehicle hour - Intercity	\$143.04	\$155.97	\$141.96	\$141.00	\$143.82	\$146.70	\$149.63	\$152.62	\$155.68	\$158.79	\$161.96	\$165.20	\$168.51	\$171.88
O&M Expense per vehicle hour - All Fixed-Route	\$100.18	\$110.76	\$110.00	\$116.83	\$119.76	\$122.77	\$125.86	\$129.02	\$132.27	\$135.61	\$139.03	\$142.54	\$146.15	\$149.85
O&M Expense per vehicle hour - DART	\$33.54	\$41.41	\$31.69	\$42.20	\$47.71	\$48.89	\$50.11	\$51.35	\$52.63	\$53.94	\$55.28	\$56.66	\$58.07	\$59.51
O&M Expense per passenger - Local	\$6.86	\$7.69	\$8.52	\$9.81	\$10.00	\$10.20	\$12.36	\$12.61	\$12.86	\$15.58	\$15.89	\$16.20	\$19.63	\$20.02
O&M Expense per passenger - Intercity	\$10.82	\$12.18	\$14.16	\$13.94	\$14.08	\$14.22	\$14.36	\$14.50	\$14.65	\$14.79	\$14.94	\$15.09	\$15.24	\$15.39
O&M Expense per passenger - All Fixed-Route	\$8.50	\$9.52	\$10.80	\$11.48	\$11.65	\$11.83	\$13.25	\$13.45	\$13.66	\$15.19	\$15.42	\$15.66	\$17.29	\$17.56
O&M Expense per passenger - DART	\$19.18	\$22.75	\$16.89	\$22.39	\$25.18	\$25.68	\$31.12	\$31.74	\$32.37	\$39.22	\$40.00	\$40.79	\$49.43	\$50.40
Passengers per vehicle hour - Local	10.96	10.94	10.30	10.22	10.32	10.43	8.86	8.95	9.04	7.68	7.76	7.84	6.66	6.73
Passengers per vehicle hour - Intercity	13.22	12.80	10.03	10.11	10.21	10.32	10.42	10.52	10.63	10.73	10.84	10.95	11.06	11.17
Passengers per vehicle hour - All Fixed-Route	11.79	11.63	10.19	10.18	10.28	10.38	9.50	9.59	9.69	8.92	9.01	9.10	8.45	8.54
Passengers per vehicle hour - DART	1.75	1.82	1.88	1.88	1.89	1.90	1.61	1.62	1.63	1.38	1.38	1.39	1.17	1.18
Average fare per passenger - Local	\$1.03	\$0.98	\$1.15	\$1.15	\$1.15	\$1.15	\$1.48	\$1.48	\$1.48	\$1.92	\$1.92	\$1.92	\$2.49	\$2.49
Average fare per passenger - Intercity	\$3.88	\$3.89	\$4.31	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96
Average fare per passenger - All Fixed-Route	\$2.21	\$2.17	\$2.43	\$2.28	\$2.28	\$2.28	\$2.59	\$2.59	\$2.59	\$2.92	\$2.92	\$2.92	\$3.27	\$3.27
Average fare per passenger - DART	\$4.94	\$4.45	\$5.18	\$5.18	\$5.18	\$5.18	\$6.70	\$6.70	\$6.70	\$8.67	\$8.67	\$8.67	\$11.22	\$11.22
Farebox recovery (fare as % of O&M expenses) - Local	15.1%	12.7%	13.5%	11.7%	11.5%	11.2%	12.0%	11.8%	11.5%	12.3%	12.1%	11.9%	12.7%	12.4%
Farebox recovery (fare as % of O&M expenses) - Intercity	35.9%	31.9%	30.5%	28.4%	28.1%	27.8%	27.6%	27.3%	27.0%	26.7%	26.5%	26.2%	26.0%	25.7%
Farebox recovery (fare as % of O&M expenses) - All Fixed-Route	26.0%	22.8%	22.5%	19.9%	19.6%	19.3%	19.5%	19.2%	19.0%	19.2%	18.9%	18.6%	18.9%	18.6%
Farebox recovery (fare as % of O&M expenses) - DART	25.7%	19.6%	30.6%	23.1%	20.6%	20.2%	21.5%	21.1%	20.7%	22.1%	21.7%	21.2%	22.7%	22.3%
Local Recovery (fare + local sub. as % of oper. exp.)	33.0%	29.4%	30.4%	27.8%	27.3%	27.0%	27.9%	27.5%	27.1%	27.6%	27.2%	26.9%	27.3%	28.2%



Chapter 5

Capital Improvement Program

5.1 Planned and Proposed Capital Improvements

Projects contained in FAST's ten-year Capital Improvement Plan that support local and intercity fixed-route and ADA-complementary paratransit DART and supplemental services are described below.

5.1.1 Revenue Vehicle Rehab & Replacement

FAST extends the standard service life of 12 years for local buses or MTC TCP service life of 14 years for over-the-road coaches by scheduling bus repowering (engine or transmission replacement or battery charger refreshing/replacements). These activities extend the life of local transit coaches or over-the-road buses by five or more years. Cutaway vans are replaced on approximately a seven-year cycle although the useful life of these vehicles has been consistently extended beyond the typical useful life.

FAST local fixed-route services are operated using seven diesel powered 35-foot transit buses, seven low-floor diesel-powered 35-foot transit buses, three newer low-floor 35-foot diesel-powered transit buses, one low-floor hybrid diesel/electric 29-foot transit bus, three low-floor diesel-powered 29-foot transit buses, and six low-floor diesel-powered 40-foot transit buses, with the peak vehicle requirement currently at 16 vehicles.

The current fleet will likely be sufficient to support existing local services. Across the ten-year period covered by this SRTP, FAST will replace 27 local fleet vehicles. The fleet replacement schedule for local fixed-route buses is shown in Exhibit 5.1.

Intercity fixed-route services are operated using 19 higher capacity 45-foot "over-the-road" coaches. All vehicles are owned by FAST, except one vehicle which is currently owned by SolTrans but leased to FAST for its use. All expenses associated with the leased vehicle (including replacement) are shown within the FAST Capital Plan. The intercity peak vehicle requirement is 16 buses. The Capital Plan budgets 12 "over-the-road" coach replacements for FAST (two in FY 2019/20; three in FY 2020/21; five in FY 2021/22; and two in FY 2022/23). The intercity fixed -route fleet replacement schedule is shown in Exhibit 5.2.

DART ADA paratransit uses 12 vehicles with a service life of no more than seven years. During the course of this 10-year SRTP, a total of 16 paratransit vehicles will need to be purchased. The paratransit fleet replacement schedule is shown in Exhibit 5.3.

Vehicle purchases for the local bus and paratransit sub-fleets are funded from a combination of federal, state, and local funds. The total cost of local and paratransit service vehicle replacement and rehabilitation across ten years is estimated to be \$25 million. Vehicle purchases for the intercity fixed- route bus sub-fleet are included in the Intercity Transit Funding Agreement and are funded by all participating agencies based on inter-agency agreements negotiated through the Intercity Transit Funding Working Group. Replacement vehicles continue to be funded by the agreed-upon capital funding split during the 10-year planning period: 23.5 percent from STA, 20 percent from MTC, and 56.5 percent by the remaining Intercity funding partners: SolTrans, FAST, Vacaville, Dixon and the County. FAST relies upon the TDA and its annual FTA Section 5339 capital allocation to fund its share of intercity bus replacement. The

anticipated net cost to FAST for its share of intercity service vehicle replacements will be \$2.2 million, assuming a new cost-sharing agreement is adopted during the course of the 10-year plan. The cost for engine re-powers that will be required over the same time period is currently estimated at \$2.1 million.

5.1.2 Non-Revenue Vehicle Replacement

FAST has seven vehicles in its non-revenue fleet used primarily for road supervision and maintenance. Light duty cars and trucks are replaced every seven or more years. During the course of the ten years covered by this SRTP, FAST is planning to purchase administrative vehicles in FY 2020/21, FY 2023/24, and FY 2028/29. TDA revenue is the primary source of funding.

5.1.3 Electric Vehicle Charging Infrastructure

As part of a long-term plan to transition its fleet to 100 percent electric vehicles, noted earlier, FAST will need to upgrade electrical components in its bus yard to support higher energy demand and a more robust connection into the power grid. FAST was recently awarded a TIRCP grant for electrification infrastructure. It has budgeted \$4.1 million for this project in FY 2019/20, funded by a mixture of state and federal funding as well as TDA capital.

5.1.4 Maintenance Tools and Equipment

City staff proposes to purchase and replace shop tools and equipment as needed each year. The budgeted cost in FY 2019/20 is \$390,468. This amount is then inflated by three percent annually. TDA will be the primary funding source.

5.1.5 IT/Software

An RFP for a new software system issued during FY 2018/19 by the City of Fairfield's IT Division did not result in an acceptable proposal. FAST will continue using its current data management system until a new RFP is issued in FY 2020/21. TDA would be the primary funding source. Where applicable and as additional funding is identified, additional technology improvements and management software may be purchased to help administer transit services in the future.

5.1.6 Cost Allocation Plan

Given City staff time spent planning the capital projects listed above, applying for grants, and conducting related project oversight, FAST incurs overhead costs from the City-wide Cost Allocation Plan. This includes pro-rata fees for human resources, insurance, etc. This cost is shown in the "other" line item. The estimated total over the ten years of the plan is \$7.2 million. The amounts will be paid from TDA revenues.

5.1.7 West Texas Gateway Project

In order to provide direct access to the Fairfield Transportation Center, FAST has planned for pedestrian and bicyclist improvements in the City of Fairfield at the West Texas/Fifth Street intersection, installation of sidewalk and curb ramps within the adjacent Allan Witt Park, and park entrance modifications.



Exhibit 5.1 Fleet Replacement Plan – Local fixed-route

Number of Vehicles	Year	Model	Average Mileage (as of 11/1/19)	Eligible Replacement Year	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Existing Fleet														
7	2002	Gillig	441,055	FY 2019	0	0	0	0	0	0	0	0	0	0
1	2013	Gillig	452,504	FY 2019	0	0	0	0	0	0	0	0	0	0
7	2007	Gillig	443,242	FY 2020	0	0	0	0	0	0	0	0	0	0
4	2009	Gillig	363,932	FY 2023	4	4	4	0	0	0	0	0	0	0
2	2011	Gillig	285,707	FY 2024	2	2	2	2	0	0	0	0	0	0
1	2011	Gillig	202,965	FY 2025	1	1	1	1	1	0	0	0	0	0
5	2013	Gillig	212,875	FY 2025	5	5	5	5	5	0	0	0	0	0
27	<i>Subtotal: Existing Fleet</i>				12	12	12	8	6	0	0	0	0	0
Future Acquisitions														
8	2019	Gillig		FY 2031	8	8	8	8	8	8	8	8	8	8
7	2020	Gillig		FY 2032	7	7	7	7	7	7	7	7	7	7
4	2023	Gillig		FY 2035	0	0	0	4	4	4	4	4	4	4
2	2024	Gillig		FY 2036	0	0	0	0	2	2	2	2	2	2
6	2025	Gillig		FY 2037	0	0	0	0	0	6	6	6	6	6
27	<i>Subtotal: Future Acquisitions</i>				15	15	15	19	21	27	27	27	27	27
Sold/Salvaged					15	0	0	4	2	6	0	0	0	0
Contingency					0	0	0	0	0	0	0	0	0	0
Total Local Fleet - Active Fleet					27	27	27	27	27	27	27	27	27	27
Total Local Fleet - All Vehicles					27	27	27	27	27	27	27	27	27	27
Peak Vehicle Requirement					16	16	16	16	16	16	16	16	16	16
Spare Vehicles					11	11	11	11	11	11	11	11	11	11
Spare Ratio					41%	41%	41%	41%	41%	41%	41%	41%	41%	41%



Exhibit 5.2 Fleet Replacement Plan – Intercity fixed-route

Number of Vehicles	Year	Model	Average Mileage (as of 11/1/19)	Eligible Replacement Year	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Existing Fleet														
9	2003	MCI D4500	733,921	FY 2023	9	9	9	0	0	0	0	0	0	0
1	2003	MCI D4500 (owned by Vallejo)	868,320	FY 2023	1	1	1	0	0	0	0	0	0	0
2	2003	Gillig [1]	229,348	Indefinite	2	2	2	2	2	2	2	2	2	2
9	2018	MCI D4500	58,239	FY 2035	9	9	9	9	9	9	9	9	9	9
21	<i>Subtotal: Existing Fleet</i>				21	21	21	11	11	11	11	11	11	11
Future Acquisitions														
10	2023	MCI		FY 2040	0	0	0	10	10	10	10	10	10	10
9	2035	MCI		FY 2052	0	0	0	0	0	0	0	0	0	0
19	<i>Subtotal: Future Acquisitions</i>				0	0	0	10	10	10	10	10	10	10
Sold/Salvaged					0	0	0	10	0	0	0	0	0	0
Contingency					0	0	0	0	0	0	0	0	0	0
Total Local Fleet - Active Fleet					21	21	21	21	21	21	21	21	21	21
Total Local Fleet - All Vehicles					21	21	21	21	21	21	21	21	21	21
Peak Vehicle Requirement					16	16	16	16	16	16	16	16	16	16
Spare Vehicles					5	5	5	5	5	5	5	5	5	5
Spare Ratio					23.8%	23.8%	23.8%	23.8%	23.8%	23.8%	23.8%	23.8%	23.8%	23.8%

[1] No replacement scheduled.



Exhibit 5.3 Fleet Replacement Plan – Paratransit

Number of Vehicles	Year	Model	Average Mileage (as of 11/1/19)	Eligible Replacement Year*	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Existing Fleet														
2	2007	Ford E450	262,609	FY 2023	2	2	2	0	0	0	0	0	0	0
3	2011	Ford E450	217,189	FY 2024	3	3	3	3	0	0	0	0	0	0
2	2014	Ford E450	150,141	FY 2027	2	2	2	2	2	2	2	0	0	0
5	2016	Ford E450	91,652	FY 2027	5	5	5	5	5	5	5	0	0	0
12	<i>Subtotal: Existing Fleet</i>				12	12	12	10	7	7	7	0	0	0
Future Acquisitions														
2	2023	Ford E450		FY 2033	0	0	0	2	2	2	2	2	2	2
3	2024	Ford E450		FY 2034	0	0	0	0	3	3	3	3	3	3
7	2027	Ford E450		FY 2037	0	0	0	0	0	0	0	7	7	7
12	<i>Subtotal: Future Acquisitions</i>				0	0	0	2	5	5	5	12	12	12
Sold/Salvaged					0	0	0	0	2	3	0	5	0	0
Contingency					0	0	0	0	0	0	0	0	0	0
Total Local Fleet - Active Fleet					12	12	12	12	12	12	12	12	12	12
Total Local Fleet - All Vehicles					12	12	12	12	12	12	12	12	12	12



5.2 Ten-Year Capital Plan

Exhibit 4 presents the capital projects discussed above in a spreadsheet layout, with anticipated funding amounts for the full program shown in sub-categories for local, state, and federal sources.

Committed funding sources have been identified for most capital projects scheduled in the next few years, including all local service vehicle replacements, vehicle technology add-ons, security cameras, parking kiosks, bus stop amenities, improved IT systems, and on-going replacements of maintenance tools/equipment and small capital repairs. Committed sources are included in the Capital Plan if known; and the balance of required funding contributions from FAST for these projects assumes a combination of federal and local sources, shown in the Capital Plan as “Unspecified.” Projects that do not have full funding identified at this time are vehicle replacement projects.

It is assumed federal sources will be available to fund at least 80 percent of local vehicle replacement costs with TDA-LTF used to provide the local match. The federal funding is shown as “Unspecified” because the specific grant program is not known at this time. If federal funding awards are less than requested in a particular year, FAST could use a portion of its FTA Section 5307 formula allocation to complete the replacement, and backfill the operating budget with funding from the TDA reserve. No SolanoExpress vehicle replacements are budgeted after FY 2023/24 due to the 14-year useful life of the vehicles, all of which will have been replaced between 2018 and 2024.

Given FAST’s need to utilize TDA reserves to support operations, it is unlikely there will be sufficient funding to support both its operational and capital funding needs. Consequently, additional revenue sources will likely be needed to ensure some capital projects (i.e., those without committed funding) can be undertaken on schedule.



Exhibit 5.4 Capital Plan Budget

	Budget	Forecast									
	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Capital Expenses											
Revenue Vehicles: Fleet Repower/Rehab	\$386,151	\$410,081	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000	\$450,000
Revenue Vehicles: Local Fleet Replacement	\$0	\$4,691,000	\$7,470,956	\$3,536,000	\$1,817,000	\$5,596,000	\$0	\$0	\$0	\$0	\$0
Revenue Vehicles: Intercity Fleet	\$0	\$0	\$0	\$0	\$7,529,650	\$0	\$0	\$0	\$0	\$0	\$0
Revenue Vehicles - Paratransit Fleet Replacement	\$500,000	\$0	\$0	\$250,000	\$375,000	\$0	\$0	\$875,000	\$0	\$0	\$0
Non-Revenue Vehicles - Replacement	\$0	\$50,000	\$0	\$0	\$109,000	\$112,000	\$0	\$0	\$60,000	\$0	\$0
Bus Maintenance Equipment	\$169,555	\$174,642	\$179,881	\$185,277	\$190,836	\$196,561	\$202,458	\$208,531	\$214,787	\$221,231	\$227,868
Miscellaneous Small Capital	\$63,180	\$65,075	\$67,028	\$69,038	\$71,110	\$73,243	\$75,440	\$77,703	\$80,035	\$82,436	\$84,909
Security Cameras (FTC Parking Garage)	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus Stop Improvements	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Nextbus Signage	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Parking Program/Train Station	\$100,000	\$550,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTC Train Station Interior Improvements	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Data Management System	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus Wash System	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Corporation Yard Infrastructure (electricification)	\$4,082,029	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Canova Lane	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost Allocation Plan [1]	\$425,000	\$437,750	\$450,883	\$464,409	\$478,341	\$492,691	\$507,472	\$522,696	\$538,377	\$554,529	\$571,164
Total Capital Expenses	\$7,385,915	\$6,528,548	\$8,318,747	\$4,654,725	\$10,720,937	\$6,620,495	\$935,370	\$1,833,931	\$1,043,199	\$1,458,195	\$1,483,941
Capital Revenues - Local											
Misc. Local Funds (Committed)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unspecified Local Funds (Source TBD) [2]	\$0	\$0	\$0	\$0	\$3,898,816	\$0	\$0	\$0	\$0	\$0	\$0
<i>Subtotal: Local Revenue</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$3,898,816</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Capital Revenues - State											
TDA: LTF	\$3,303,886	\$1,801,783	\$590,863	\$1,429,039	\$310,500	\$3,451,393	\$895,999	\$1,076,296	\$1,002,285	\$1,416,488	\$1,441,424
TDA: LTF (Intercity Bus Replacement) [3]	\$0	\$0	\$0	\$0	\$2,035,491	\$0	\$0	\$0	\$0	\$0	\$0
TDA: STAF	\$35,084	\$35,765	\$36,458	\$37,166	\$825,427	\$38,622	\$39,371	\$40,135	\$40,914	\$41,707	\$42,517
Prop 1B (e.g., PTMISEA, CTAF)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ITFWG Fleet Replacement Contributions [4]	\$0	\$0	\$946,011	\$84,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GHG Fund (Cap-and-Trade) - TIRCP & LCTOP	\$2,178,730	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Misc. State Funds (Committed)	\$90,000	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unspecified State Funds (Source TBD)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Subtotal: State Revenue</i>	<i>\$5,607,700</i>	<i>\$1,837,548</i>	<i>\$1,933,332</i>	<i>\$1,550,205</i>	<i>\$3,171,418</i>	<i>\$3,490,015</i>	<i>\$935,370</i>	<i>\$1,116,431</i>	<i>\$1,043,199</i>	<i>\$1,458,195</i>	<i>\$1,483,941</i>
Capital Revenues - Federal											
FTA 5307: Urbanized Area (PM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5310: Elderly and Disabled	\$0	\$0	\$0	\$205,000	\$307,500	\$0	\$0	\$717,500	\$0	\$0	\$0
FTA 5339: Bus & Bus Facilities/Low-No Emission	\$0	\$4,691,000	\$6,385,415	\$0	\$2,125,688	\$3,130,480	\$0	\$0	\$0	\$0	\$0
Misc. Federal Funds (Committed)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Unspecified Federal Funds (Source TBD) [4]	\$1,778,215	\$0	\$0	\$2,899,520	\$1,217,515	\$0	\$0	\$0	\$0	\$0	\$0
<i>Subtotal: Federal Revenue</i>	<i>\$1,778,215</i>	<i>\$4,691,000</i>	<i>\$6,385,415</i>	<i>\$3,104,520</i>	<i>\$3,650,703</i>	<i>\$3,130,480</i>	<i>\$0</i>	<i>\$717,500</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Total Expected Revenues	\$7,385,915	\$6,528,548	\$8,318,747	\$4,654,725	\$10,720,937	\$6,620,495	\$935,370	\$1,833,931	\$1,043,199	\$1,458,195	\$1,483,941
Annual Capital Surplus (Deficit)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Capital Surplus (Deficit)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Footnotes

- [1] Cost Allocation Plan includes pro-rated share of expenses charged to Public Works to cover city-wide overhead.
- [1] Reflects proposed funding from MTC or another source, per the Intercity Funding Plan (September 2017).
- [2] LTF revenues to cover FAST contributions to Intercity vehicle replacement. Per Intercity Funding Plan (September 2017).
- [3] Total amount expected from local operators and STA. Per Intercity Funding Plan (September 2017).
- [4] FAST will apply for discretionary federal grants to fund 82 percent of future local vehicle replacements.



Chapter 6

Other MTC Requirements

MTC Resolution No. 3532, Revised, which provides direction for the preparation of Short Range Transit Plans, requires operators to include the following information as part of its “Other Requirements”:

- A. Information on expansion projects included in MTC Resolution No. 3432.
- B. Public outreach and involvement relative to Environmental Justice.

In Item A, there are two expansion projects relevant to FAST: The regional express bus program (SolanoExpress) and the Fairfield-Vacaville Intermodal Train Station.

A1. Regional Express Bus (SolanoExpress)

Capital costs for rolling stock are governed by the Solano County Intercity Bus Fleet Replacement Plan reflective of the Intercity Funding Agreement Formula. The most recent plan calls for 35 buses to be replaced between FY 2014/15 and FY 2022/23, at a total cost of \$25,137,607.

Funding for SolanoExpress rolling stock during the period cited above is derived from a variety of funding sources, including Proposition 1B, STAF, federal programs, and Intercity Consortium partners. Currently, 33.1 percent of funding comes through STA, 10.2 percent from MTC or other sources, and 56.7 percent from local operators. SolTrans identified federal and local funding to complete the purchase of its 16 vehicles, which exceeded its share of the overall funding. As a result, local funding agencies are repaying SolTrans across a five-year period (from FY 2018/19 through FY 2022/23).

The Regional Express Bus project (SolanoExpress) is currently in regular operation. The next phase of the SolanoExpress project, which will add service to the north part of the Red Line, is expected to be implemented in August 2020.

In FY 2017/18, the total operating cost for the SolanoExpress service was \$10,514,778. SolTrans’ costs were approximately \$206,000 less than budgeted, and fares were approximately \$166,000 less than budgeted. FAST’s costs were approximately \$144,000 greater than budgeted, and fare revenues were approximately \$91,000 less than budgeted.

In FY 2018/19, the total operating cost for SolanoExpress services was \$11,109,270. SolTrans’ costs were approximately \$700,000 less than budgeted, and fares were approximately \$182,000 less than budgeted. FAST’s costs were approximately \$70,000 greater than budgeted, and fares were approximately \$168,000 less than budgeted.

The FY 2019-20 forecast assumes service levels will remain unchanged from the FY 2018/19 second quarter actuals provided by FAST and SolTrans, with the exception of the Red Line (described below). The FY 2018/19 actuals include the SolanoExpress service and fare changes implemented in July 2018. At MTC’s request, the Blue Line has been split into a “Bay Area” section and a “Yolo/Sacramento” section. As bridge toll funds cannot be used to fund activities outside the Bay Area, MTC sought assurance that bridge tolls were not being spent on Blue Line costs for the segment of the route east of Dixon. STA

consultants have estimated 80 percent of the Blue Line service hours are provided within the Bay Area, and 20 percent of the service hours are provided in Yolo and Sacramento counties.

The FY 2019/20 forecast includes an additional 4,400 revenue service hours to provide Red Line half-hour service to the northern portion of the county. STA staff recommends subsidizing the cost of the expansion service with State Transit Assistance funds (STAF). The inclusion of the Red Line expansion in the forecast does not impact the subsidies owed, as the marginal cost of the new service is expected to be fully funded with fares and STAF provided by STA. Coordination with SolTrans is underway regarding the implementation of this service change.

A2. Fairfield-Vacaville Hannigan Station

The Fairfield-Vacaville Hannigan Station is one of 18 stations served by the Capitol Corridor rail service. The station is owned by the City of Fairfield. Development of the station included construction of the Peabody Road overpass as well as the passenger platform, a pedestrian/bicycle underpass, trackwork to accommodate the center platform, bus facilities, surface parking lot, and an extension of Vanderbilt Drive.

The total capital cost of this project was forecast at \$78 million. This represents an increase of approximately eight percent more than the original estimate of \$70 million. Capital funding for this project was derived through a mix of taxes, federal grants, state grants, regional grants, and miscellaneous revenues, including \$9 million in redirected AB 1171 funds and FTA Section 5309 funding.

The Fairfield-Vacaville Hannigan Station opened for regular service on November 13, 2017. Construction began in March 2015. Minor construction activities continued for several weeks after opening, but have since been completed. In September 2019 the station was rededicated in honor of the late Tom Hannigan, a Fairfield Assemblymember who authorized the legislation establishing the Capitol Corridor JPA.

B. Public Outreach and Involvement

With respect to Item B, FAST includes information about its outreach and public participation to both minority (Title VI) and low-income (Environmental Justice) populations within its Title VI Plan, adopted in April 2018. Public participation activities included:

- Facilitation of bimonthly meetings of the Paratransit Coordinating Council.
- Regular posting of information using social media platforms such as Facebook and Twitter.
- Conducting public meetings at accessible locations.
- Cultivating relationships with community agencies serving LEP populations.
- Attending existing community meetings and gatherings, such as school meetings, farmers markets, faith-based events, and other community activities in order to invite participation from LEP populations that may not attend FAST-hosted public events.

FAST's current Title VI plan will be included as an Appendix to its Short Range Transit Plan.



Appendix A

FAST Title VI Plan



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