



DATE: February 28, 2014
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Continuation of Public Hearing for New Fare Structure for SolanoExpress Routes 20, 30, 40, and 90 Operated by Fairfield and Suisun Transit (FAST) and approval of SolanoExpress Route 30 and Route 40 Fare Proposal

Background:

The Solano Transportation Authority (STA), through an agreement contract with Fairfield and Suisun Transit (FAST), is responsible for authorizing modifications to fares or service for both Routes 30 and 90. Adjustments to FAST Routes 20 and 40 are covered by the Intercity Transit Funding agreement and FAST is required to notify the funding partners, including STA, but not necessarily seek their concurrence.

FAST staff proposed to establish a new route based fare structure with new fare values designed to:

1. Meet Clipper automated fare collection technology requirements;
2. Generate additional revenues to address a projected financial shortfall; and
3. Improve performance of local and intercity bus services relative to adopted standards.

At the January 2014 Solano Transportation Authority (STA) Board meeting, members of the STA Board proposed conditioning STA Board approval of fare adjustments to SolanoExpress Routes 20, 30, 40, and 90 based on subsequent approval of the fare proposal by the Fairfield City Council.

At the February 2014 STA Board meeting, a Public Hearing was conducted. Six members of the public presented and comments about the proposed fare increase, additional future parking cost with no guaranteed parking space, and the future fare adjustments. The STA Board voted to table its action on the fare proposal until the Fairfield City Council could hold a Public Hearing scheduled for February 18th on the entire fare proposal. In response to FAST staff's concerns of not meeting Clipper's timeline for implementation, the STA Board scheduled a special meeting for February 19th. In addition, the STA Board directed STA staff to provide a staff recommendation on fare adjustments to the SolanoExpress Routes.

At Fairfield City Council February 18th meeting, the Public Hearing Approving a New Fare Structure for FAST was tabled and a public hearing was not conducted. The Fairfield City Council opted to continue the request from FAST staff to modify fares for FAST's local transit service and SolanoExpress Routes 20, 30, 40 and 90 for two weeks with the focus to potentially shift to looking at charging parking at Fairfield Transportation Center (FTC) and to consider fare adjustments needed for 30 and 40 to accommodate Clipper implementation.

Discussion:

STA Board Chair Davis has extended the STA Board's public hearing scheduled for February 19th until the March 12th Board meeting. At the February 12th STA Board meeting, the STA

Board directed staff to develop a staff recommendation pertaining to four SolanoExpress bus routes. Based on staff's analysis, Routes 30 and 40 will need to be adjusted to coordinate with the implementation of Clipper this Summer. STA will need to act on Route 30 and STA staff recommends to work with FAST staff to do the same for Route 40. Both 20 and 90 already have one fare rate and do not have to be adjusted in order to implement Clipper in a timely manner. Per the direction provided at last week's STA Board meeting, STA staff developed a fare proposal.

The task of developing a one fare structure on Route 30 and Route 40 is not a straightforward task. Staff is of the opinion that it would be unreasonable for the fare to increase from \$2.75 to \$5.75 or as high as \$6.75 to meet Clipper requirements. FAST staff developed a Short Hop fare structure to elevate this issue. Even though, the Short Hop will not be Clipper compatible, it does provide a more equitable fare structure for SolanoExpress riders taking shorter trips, primarily within the County. Another positive feature of FAST fare proposal is bringing back student fare discounts that were eliminated in 2009. All Seniors, Disabled, and Medicare fares are one-half of regular fare price.

STA staff recommends a Fare Adjustment to Routes 30 and 40 accommodate Clipper as shown in Attachment A. This fare proposal will introduce the Short Hop and keep the fares for the one way trips at \$2.75. To simplify the fare structure, adjustments were made to Route 30 (slightly higher) and Route 40 (slightly lower) to develop the same fare structure for both routes and also Route 90. This fare proposal, along with the introduction of the Clipper card will make SolanoExpress routes and fare easier to use and understand.

STA's consultant conducted an analysis of potential lost ridership and revenue with this proposed fare proposal while including the student fare discount. An estimated ridership increase of .4% is estimated mainly due to the student discount. An estimated \$17,000 of lost revenue is anticipated at 1% of the total intercity fare revenue.

Route 30

Route 30 travels between Fairfield and Sacramento and is affected by the multi-zone fare. The ridership is mainly commuters. Route 30 fare proposal has a decrease in the One Way Short Hop and a modest increase in all other categories in efforts to simplify the fare structure to be the same as Route 40. Also, the Monthly Fare of \$130 is the same as the proposed fare for Route 40 and the current fare for Route 90.

Route 30	Current Fare	Proposed	Difference
One Way Short Hop	\$2.75-\$3.75	\$2.75	+\$0.00/- \$1.00
One Way	\$4.75-\$5.75	\$5.75	+\$1.00/no increase
Monthly Short Hop	\$70.00-\$90.00	\$70.00	+\$0.00/- \$15.00
Monthly	\$110.00-\$130.00	\$130.00	+\$20.00/+\$0.00

Route 30 Hop (\$2.75)	Route 30 (\$5.75)
Fairfield - Vacaville	Fairfield - Sacramento
Fairfield - Dixon	Fairfield - UC Davis
Vacaville - Dixon	Vacaville - Sacramento
Vacaville - UC Davis	
Dixon - UC Davis	
Dixon - Sacramento	

Route 40

Route 40 travels between Vacaville and Walnut Creek BART and is affected by the multi-zone. The ridership is mainly commuters. Route 40 fare proposal has a slight increase for the Monthly Short Hop, but a significant decrease in fares in all other categories in efforts to simplify this fare structure to be the same as Route 30. Also, the Monthly Fare of \$130 is the same as the proposed fare for Route 30 and the current fare for Route 90.

Route 40	Current Fare	Proposed	Difference
One Way Short Hop	\$2.75-\$4.75	\$2.75	+\$0.00/- \$2.00
One Way	\$5.75-\$6.75	\$5.75	no increase/- \$1.00
Monthly Hop	\$70.00-\$110.00	\$70.00	+\$0.00 /- \$40.00
Monthly	\$130.00-\$150.00	\$130.00	+\$0.00/- \$20.00

Route 40 Hop (\$2.75)	Route 40 (\$5.75)
Vacaville- Fairfield	Vacaville - BART
Vacaville - Benicia	Fairfield - BART
Fairfield - Benicia	
Benicia - BART	

The Intercity Consortium and Technical Advisory Committee (TAC) reviewed the SolanoExpress Route 30 and Route 40 Fare Proposal at their February 25th and 26th meetings, respectively, and unanimously approved STA staff's recommendation. A typo was corrected after the meetings. The Monthly Hop fare for both Routes 30 and 40 is \$70.00 not \$75.00.

Recommendation:

Continue the Public Hearing and approve the revised SolanoExpress Route 30 and Route 40 Proposal Fare Rate as specified in Attachment A.

Attachment:

- A. Proposed Fare Adjustment for FY 2014-15

Proposed Fare Adjustment for Fiscal Year 2014/2015

Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 1.50	\$ 1.25	\$ 0.75	FAST Local	\$ 50.00	\$ 42.00	\$ 25.00
SolanoExpress 20	\$ 2.75	\$ 2.00	\$ 1.35	SolanoExpress 20	\$ 70.00	\$ 50.00	\$ 35.00
*SolanoExpress 30 S	\$ 2.75	\$ 2.00	\$ 1.35	*SolanoExpress 30 S	\$ 70.00	\$ 50.00	\$ 35.00
SolanoExpress 30	\$ 5.75	\$ 4.75	\$ 2.85	SolanoExpress 30	\$ 130.00	\$ 109.00	\$ 65.00
*SolanoExpress 40 S	\$ 2.75	\$ 2.00	\$ 1.35	*SolanoExpress 40 S	\$ 70.00	\$ 50.00	\$ 35.00
SolanoExpress 40	\$ 5.75	\$ 4.75	\$ 2.85	SolanoExpress 40	\$ 130.00	\$ 109.00	\$ 65.00
SolanoExpress 90	\$ 5.75	\$ 4.75	\$ 2.85	SolanoExpress 90	\$ 130.00	\$ 109.00	\$ 65.00

*SolanoExpress S = Short Hop and will not be Clipper Compatible

If a passenger travels 4 times a week, 4 weeks a month, their one-way fare would be \$184 compared to a monthly pass of \$130.

Ridership Change by Fare Category

	Local	Intercity	Total
Estimated ridership	697,291	408,519	1,105,810
Estimated ridership change	2,291	1,519	3,810
	0.3%	0.4%	0.3%
Ridership change by fare category			
adult	0	198	198
youth	2,291	1,355	3,646
SDM	0	-55	-55
transfers + cash	0	22	22

Ridership changes very little (less than 1%) with increases coming from youth and adult fare categories due to fare reduction.

Revenue Change by Fare Category

	Local	Intercity	Total
Estimated revenue	\$667,392	\$1,545,893	\$2,213,285
Estimated revenue change	(\$15,608)	(\$17,107)	(\$32,715)
	-2%	-1%	-1%
Revenue change by fare category			
adult	\$0	(\$2,771)	(\$2,771)
youth	(\$15,608)	(\$15,119)	(\$30,727)
SDM	\$0	\$1,788	\$1,788
transfers + cash	\$0	(\$1,005)	(\$1,005)

Fare revenue has a slightly greater impact, a loss of about 2% on the local system and 1% on the regional system, primarily from the youth and adult

(Proposed Fare Adjustment is compared to baseline FY2014/15 ridership and revenue projection using current fares)