

9 FARE STRUCTURE

When the consolidation between StaRT and MAX took place in July 2021, the two systems had a combined 40 different fare categories (Figure 104).

To reduce customer confusion, the Ride the S Board approved a staff recommendation to eliminate fares for the first six months following the merger (July to December 2021) and then implement a temporary, simplified fare structure from January 2022 to June 2022.

Recommendations on a permanent fare structure will be developed as part of this project, which can be implemented after the temporary fare structure sunsets on June 30, 2022. Any permanent changes to fare policy are required to undergo a Title VI Fare Equity Analysis by the Federal Transit Administration (FTA) to ensure minority (non-white), and low-income individuals are not disproportionately burdened by system-level changes.

A Title VI Fare Equity Analysis is required as part of the Civil Rights Act of 1964 which ensures “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”¹¹ As a recipient of funding from the Federal Transit Administration (FTA), Ride the S has committed to the objectives set forth in circular 4702.1B¹².

¹¹ Civil Rights Act of 1964, Pub.L. 88-352, 78 Stat. 241 (1964).

¹² Federal Transit Administration. Circular FTA C 4702.1B. October 1, 2012.
<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf>

Figure 104 MAX and StaRT Fares Before July 1, 2021

Fare Type	MAX			StaRT		
	Regular Fare	Student	Reduced Fare	Regular Fare	Student	Reduced Fare
Local Fixed-Route						
Single Trip	\$2.00	\$1.50	\$1.00	\$1.80	\$1.80	\$0.90
1-Day Pass	\$4.00	\$3.00	\$2.00	\$3.80	\$3.60	\$1.90
7-Day Pass	\$15.00	-	\$7.50	-	-	-
31-Day Pass	\$58.00	\$48.00	\$29.00	\$52.00	\$48.00	\$26.00
20-Ride Card	-	-	-	\$32.00	\$30.00	\$16.00
Commuter						
BART Commuter – 1-Way	\$14.00	-	-	\$13.00	-	-
BART Commuter – Round Trip	\$16.00	-	-	\$16.00	-	-
BART Commuter – 7-Day	\$50.00	-	-	-	-	-
BART Commuter – 31-Day	\$175.00	-	-	\$170.00	-	-
BART Commuter – 20 Ride	\$160.00	-	-	-	-	-
ACE Express – 1 Way	\$3.00	-	-	-	-	-
ACE Express – 20 Rides	\$42.00	-	-	-	-	-
Stockton Express – 1-Way	\$5.00	-	-	-	-	-
Stockton Express – Round Trip	\$7.00	-	-	-	-	-
Stockton Express – 20 Rides	70.00	-	-	-	-	-
Stockton Express – 7 Day	\$25.00	-	-	-	-	-
Stockton Express – 31-Day	\$100.00	-	-	-	-	-
General Public Dial-A-Ride and Shuttle						
1-Way	-	-	-	\$2.00	\$1.75	\$1.50
Out of Area Surcharge	-	-	-	\$1.50	-	-
Specialized						
MediVan – 1-Way Patient	-	-	-	\$12.50	-	-
MediVan – 1-Way Attendant	-	-	-	\$5.00	-	-
ADA Paratransit – 1-Way	\$3.00	-	-	\$3.60	-	-
ADA Paratransit – 10 Rides	-	-	-	\$36.00	-	-
Other						
Transfers between Systems	\$0.25	-	-	\$0.25	-	-

Source: Ride the S, September 2021

CURRENT FARE STRUCTURE

The goals of the current, temporary fare structure are to:

- Increase ridership
- Ensure fare changes do not result in a disparate impact on minority or low-income communities

The new temporary fare structure puts a fareless system in place for riders up to 18 years old and simplifies the payment structure to allow for easy transfers between buses with no penalty. The revised fares are shown in Figure 105.

Figure 105 Temporary Fare Structure, January 2022 - June 2022

Fare Type	Regular Fare	Reduced Fare
Local Fixed-Route		
1-Day Pass	\$2.00	\$1.00
7-Day Pass	\$11.00	\$5.50
31-Day Pass	\$48.00	\$24.00
Commuter		
BART Commuter – Round Trip	\$15.00	-
BART Commuter – 31-Day	\$165.00	-
ACE Express – 1 Way	\$3.00	-
ACE Express – 20 Rides	\$42.00	-
Stockton Express – Round Trip	\$5.00	-
Stockton Express – 31-Day	\$82.00	-
General Public Dial-A-Ride and Shuttle		
1-Way	\$2.50	\$1.50
Specialized		
MediVan – 1-Way Patient	\$10.00	-
MediVan – 1-Way Attendant	\$5.00	-
ADA Paratransit – 1-Way	\$2.50	-
ADA Paratransit – 10 Rides	\$25.00	-
Other		
Children 0 - 18	Free	-
Transfer to Turlock Transit	\$0.25	-

Source: Ride the S Board Meeting from September 23, 2021

Who Qualifies for Reduced Fares?

Reduced fares are available to seniors (age 65 and older), persons with disabilities, individuals who qualify for Medicare, and veterans. Riders may be required to show proof of eligibility for a reduced fare when they pay. Riders may show a driver's license, Medicare card, special identification card, or an ADA eligibility card. Although an ADA card is acceptable, The S may institute an identification card outside of the ADA process that allows drivers to easily identify reduced fare paying customers.

Background on Reduced Fares

For fixed route services, FTA requires transit agencies that receive Section 5307 Urbanized Area funding to offer a half fare or a reduced fare from the peak-hours fare to people with disabilities and seniors.

A reduced fare is not the same as paratransit eligibility. Reduced fares are not required for demand responsive services, commuter routes, on routes that do not use Section 5307 funds, or for payment options beyond one trip, such as a monthly pass.¹³

Because there are no peak-hour fares on Ride the S, the entire system can be classified as "off peak." Half fares are therefore allowed at all hours of operation.

§ 609.23 Reduced fare.

Applicants for financial assistance under section 5307 of the Federal transit laws ([49 U.S.C. Chapter 53](#)), must, as a condition to receiving such assistance, give satisfactory assurances, in such manner and form as may be required by the Federal Transit Administrator and in accordance with such terms and conditions as the Federal Transit Administrator may prescribe, that the rates charged [elderly and handicapped persons](#) during non-peak hours for transportation utilizing or involving the facilities and equipment of the project financed with assistance under this section will not exceed one-half of the rates generally applicable to other persons at peak hours, whether the operation of such facilities and equipment is by the applicant or is by another entity under lease or otherwise.

[[41 FR 18239](#), Apr. 30, 1976, as amended at [61 FR 19562](#), May 2, 1996]

Source: <https://www.law.cornell.edu/cfr/text/49/609.23>

¹³ FTA Guidance:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/14_Half_Fare_TriennialGuidance_FY2011.pdf